



Shire of
Narrogin

MINUTES

ORDINARY COUNCIL MEETING

24 November 2020

The Chief Executive Officer recommends the endorsement of these minutes at the next Ordinary Meeting of Council.

Signed:

Date **25 November 2020**

These minutes were confirmed at the Ordinary Council Meeting held on 15 December 2020

Signed:

(Presiding Person at the meeting at which minutes were confirmed)

Acknowledgement of Noongar People

The Shire of Narrogin acknowledges the Noongar people as traditional custodians of this land and their continuing connection to land and community. We pay our respect to them, to their culture and to their Elders past and present.

Naatj ngiyan Birdiya Gnarojin kep unna nidja Noongar Moort ngaala maya nidja boodjera baarlap djoowak karlerl koolark. Ngalak niny ngullang karnan balang Bibolman baalap borong koora wer boorda.

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Shire of
Narrogin
Love the life

STRATEGIC COMMUNITY PLAN

SNAPSHOT

2017-27

VISION

A leading regional economic driver and a socially interactive and inclusive community.

MISSION

Provide leadership, direction and opportunities for the community.

KEY PRINCIPLES

In achieving the Vision and Mission, we will set achievable goals and work with the community to maintain a reputation of openness, honesty and accountability. In doing so we will:

- Respect the points of view of individuals and groups;
- Build on existing community involvement;
- Encourage community leadership;
- Promote self-reliance and initiative;
- Recognise and celebrate achievement;
- Support the principles of social justice; and
- Acknowledge the value of staff and volunteers.

OUR VALUES

Care with Trust & Teamwork

Caring - We display kindness and concern for one another and our community

Accountability - We accept responsibility for our actions and outcomes

Respect - We treat everyone how we would like to be treated

Excellence - We go the extra mile to deliver outstanding services

Trust - We share without fear of consequences

Team Work - We work together for a common goal

ECONOMIC

Support growth and progress, locally and regionally...

Growth in revenue opportunities

- Attract new industry, business, investment and encourage diversity whilst encouraging growth of local business
- Promote Narrogin and the Region
- Promote Narrogin's health and aged services including aged housing

Increased Tourism

- Promote, develop tourism and maintain local attractions

An effective well maintained transport network

- Maintain and improve road network in line with resource capacity
- Review and implement the Airport Master Plan

Agriculture opportunities maintained and developed

- Support development of agricultural services

Shire of Narrogin

SOCIAL

Provide community facilities and promote social interaction...

Provision of youth services

- Develop and implement a youth strategy

Build a healthier and safer community

- Support the provision of community security services and facilities
- Advocate for mental health and social support services
- Continue and improve provision of in-home care services

Existing strong community spirit and pride is fostered, promoted and encouraged

- Develop and activate Sport and Recreation Master Plan
- Engage and support community groups and volunteers
- Facilitate and support community events
- Provide improved community facilities (eg library/recreation)
- Encourage and support continued development of arts and culture

Cultural and heritage diversity is recognised

- Maintain and enhance heritage assets
- Support our Narrogin cultural and indigenous community

A broad range of quality education services and facilities servicing the region

- Advocate for increased education facilities for the region
- Advocate for and support increased education services

Minutes Ordinary Council Meeting 24/11/2020

ENVIRONMENT

Conserve, protect and enhance our natural and built environment...

A preserved natural environment

- Conserve, enhance, promote and rehabilitate the natural environment

Effective waste services

- Support the provision of waste services

Efficient use of resources

- Increase resource usage efficiency

A well maintained built environment

- Improve and maintain built environment

CIVIC

Continually enhance the Shire's organisational capacity to service the needs of a growing community...

An efficient and effective organisation

- Continually improve operational efficiencies and provide effective services
- Continue to enhance communication and transparency

An employer of choice

- Provide a positive, desirable workplace

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Please note that meetings may be recorded for minute taking purposes.

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ORDINARY COUNCIL MEETING

24 NOVEMBER 2020

1. OFFICIAL OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member, President Ballard, declared the meeting open at 7:06 pm.

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

Elected Members (Voting)

Mr L Ballard – Shire President (Presiding Member)

Cr T Wiese – Deputy Shire President

Cr S Lushey (via Instantaneous Communication)

Cr M Fisher

Cr G Broad

Cr C Bartron

Cr J Early

Cr B Seale

Cr G Ballard

Staff

Mr D Stewart – Chief Executive Officer

Mr A Awang – Executive Manager Development & Regulatory Services

Mr T Evans – Executive Manager Technical & Rural Services

Mr F Ludovico – Executive Manager Corporate & Community Services

Ms C Thompson – Executive Assistant

Leave of Absence

Nil

Apologies

Nil

Absent

Nil

Visitors

There were five (5) members of the public present at the commencement of the meeting.

3. DECLARATION OF INTEREST BY ELECTED MEMBERS AND COUNCIL EMPLOYEES IN MATTERS INCLUDED IN THE MEETING AGENDA

| Name | Item No | Interest | Nature |
|--------------|---------|--------------|--|
| Mr D Stewart | 10.4.1 | Impartiality | Non Paid member of the Board of the Narrogin Chamber of Commerce |
| Cr M Fisher | 10.4.1 | Financial | Is a Shareholder of Coles. |

4. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

5. PUBLIC QUESTION TIME

Nil

6. APPLICATIONS FOR LEAVE OF ABSENCE

Nil

7. CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

7.1 Ordinary Council Meeting

OFFICER'S RECOMMENDATION AND COUNCIL RESOLUTION 1120.001

Moved: Cr Bartron

Seconded: Cr Broad

That the minutes of the Ordinary Council Meeting held on 27 October be confirmed as an accurate record of the proceedings noting the following amendments:

1. Page 79, '2021' replaced with '2020'.
2. Page 80, in both Part 1 and Part 2, '2021' replaced with '2020'.

CARRIED 9/0

8. ANNOUNCEMENTS BY THE PERSON PRESIDING WITHOUT DISCUSSION

The Shire President accepted nominations from Councillors Early and Broad as judges for this year's Christmas Lights Competition, for the following prizes, in accordance with the [associated Media Release](#):

\$250 – Best overall residential lights in Narrogin or Highbury;

\$200 – Second prize for best overall residential lights in Narrogin or Highbury;

\$150 – Third Prize for best overall residential lights in Narrogin or Highbury; and

\$200 – Best business lights display in Narrogin or Highbury in conjunction with the Chamber

9. PETITIONS, DEPUTATIONS, PRESENTATIONS OR SUBMISSIONS

Nil

10. MATTERS WHICH REQUIRE DECISIONS

10.1 DEVELOPMENT AND REGULATORY SERVICES

10.1.1 CONSERVATION MANAGEMENT STRATEGY AND ADAPTIVE REUSE STRATEGY NARROGIN RAILWAY STATION & GOODS SHED

| | |
|------------------------|---|
| File Reference | 26.8.3 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interests that requires disclosure. |
| Applicant | Heritage Intelligence (WA) |
| Previous Item Numbers | Nil |
| Date | 13 November 2020 |
| Author | Susan Guy – Manager Community Leisure & Culture |
| Authorising Officer | Azhar Awang – Executive Manager Development and Regulatory Services |
| Attachments | <ol style="list-style-type: none">1. Conservation Management Strategy Narrogin Railway Station & Goods Shed 20202. Draft Adaptive Reuse Strategy Narrogin Railway Station & Goods Shed3. CONFIDENTIAL Narrogin Railway Station Refurbishment Project Estimated Costs – Itemised |

Summary

Council is requested to:

1. Receive the Conservation Management Strategy 2020 for the Narrogin Railway Station (located on Reserve 10317, comprising of Lots 502, 503 & 9000 on DP69065, Lot 1719 on DP26861, Lot 1737 and 1738 on DP42494) & Goods Shed (located on Reserve 51466, being the land on lot 504 on DP69065 Reserve 51466); and
2. Approve the draft report - Adaptive Reuse Strategy Railway Station & Goods Shed “The Heart of the Town” for the purpose of seeking public comment for a period of 30 days with any submissions received being referred to Council for further consideration.

Background

The Shire has previously recognised that the revitalisation and preservation and future re-use of the railway station and goods shed, both historically underutilised, has the potential to contribute to the creation of a more diverse and vibrant local economy and community.

Heritage Intelligence (WA) was appointed by the Shire to prepare and develop a Conservation Management Strategy (CMS) and an Adaptive Reuse Strategy (ARS) for the Narrogin Railway Station and Goods Shed. The adaptive reuse of the railway station and goods shed as former industrial sites with heritage values, requires the guidance of a CMS including its Statement of Significance, which articulates what is most important about the place. The CMS is an essential document guide to the adaptation of both buildings and usually the pre-requisite for funding for conservation works.

The Railway Station building is a permanent entry on the State Heritage Register (Place No. 3521) and is listed in the Shire's Local Heritage Survey (LHS) 2019 as a category 'A' building. It is the property of the Public Transport Authority (PTA) and is currently leased to the Shire of Narrogin under the Community Endowment Lease (L6578). The Goods Shed is a permanent entry on the State Heritage Register (Place No. 4779) and also listed as a proposed category 'A' in the LHS 2019. Reserve 51466 on which the Goods Shed is located. It is currently under a Management Order granted to the Shire of Narrogin on 16 August 2013 for 'Community Purposes'.

Consultation

The following community groups and individuals were consulted:

- Community (online survey), Open Houses, presentations, face to face interviews and railway station tours
- Friends of the Railways
- Chamber of Commerce
- Dryandra Country Visitor Centre
- Arts Narrogin Inc.
- FORM

- Chief Executive Officer
- Executive Manager Development and Regulatory Services
- Executive Manager Technical and Rural Services
- Manager Operations
- Building Surveyor
- Planning Officer
- Elected Members.

Statutory Environment

- Heritage Act 2018
- Shire of Narrogin Local Heritage Survey 2019.

Policy Implications

Nil

Financial Implications

Table 1 below, sets out the estimated cost exclusive of GST for the refurbishment of the Narrogin Railway Station. (Cost estimates for the refurbishment of the goods shed have not been developed to date).

The Shire has allocated \$750,000 for works at the railway station. The refurbishment cost estimate is \$498,377 exclusive of GST. Adding a 10 percent contingency, takes the total to \$548,215. The construction of a new car parking area is estimated at \$150,000. Allowing for a contingency of just under \$52,000 takes the total estimated project costs to \$750,000.

| Table 1 Narrogin Railway Station Refurbishment Project Estimated Costs | |
|---|-------------------|
| General Requirements | \$(GST ex.) |
| Refurbishment cost | 498,377.27 |
| Risk @ 10% | 49,837.73 |
| Total Refurbishment Costs | 548,215.00 |
| Car parking area | 150,000.00 |
| Contingency | 51,785.00 |
| Total Estimated Project Cost | 750,000.00 |

Confidential Attachment 3, details the estimated cost inclusive of GST by major work category for the Narrogin Railway Station

Strategic Implications

| Shire of Narrogin Strategic Community Plan 2017-2027 | | |
|--|-------|--|
| Objective | 1. | Economic Objective (Support growth and progress, locally and regionally) |
| Outcome: | 1.1 | Growth in revenue opportunities |
| Strategy: | 1.1.1 | Attract new industry, business, investment and encourage diversity whilst encouraging growth of local business |
| Strategy: | 1.1.2 | Promote Narrogin and the Region |
| Strategy: | 1.1.3 | Promote Narrogin's health and aged services including aged housing |
| Outcome: | 1.2 | Increased Tourism |
| Strategy: | 1.2.1 | Promote, develop tourism and maintain local attractions |

| | | |
|-----------|-------|---|
| Objective | 2. | Social Objective (To provide community facilities and promote social interaction) |
| Outcome: | 2.1 | Provision of youth services |
| Outcome: | 2.3 | Existing strong community spirit and pride is fostered, promoted and encouraged |
| Strategy: | 2.3.4 | Provide improved community facilities (eg library/recreation) |
| Strategy: | 2.3.5 | Encourage and support continued development of arts and culture |
| Outcome: | 2.4 | Cultural and heritage diversity is recognised |
| Strategy: | 2.4.1 | Maintain and enhance heritage assets |
| Strategy: | 2.4.2 | Support our Narrogin cultural and indigenous community |

| | | |
|-----------|-------|---|
| Objective | 3. | Environment Objective (Conserve, protect and enhance our natural and built environment) |
| Outcome: | 3.1 | A preserved natural environment |
| Strategy: | 3.1.1 | Conserve, enhance, promote and rehabilitate the natural environment |
| Outcome: | 3.4 | A well maintained built environment |
| Strategy: | 3.4.1 | Improve and maintain built environment |

Comment/Conclusion

The CMS prepared by Heritage Intelligence (WA) has expanded on the previous Statement of Significance in the Register of Heritage Places. It identified that the railway station and goods shed including the pedestrian overpass has cultural heritage significance for a range of reasons including:

- The railway station's close association with generations and descendants of the railway staff, the passengers, and the staff of 'Refresh' which was a popular social venue;
- It is an important landmark element in the Narrogin townscape forming a visual and physical link between the business district of the town on the west, the creek that is integral to Gnarrogin Park, and, the east side of the town;
- The railway station played an important role in the development of Western Australia's railway infrastructure. It was the centre of Western Australian Government Railway's maintenance and administration operations for almost eighty years, making a considerable contribution to the development of the town and district; and
- The collective memories of gatherings on the platforms for passenger train arrivals and departures at all hours of the day and night; the war time departures, boarding schools and other events, and socialising at the 'Refresh' at the station. The value to the community was clearly demonstrated with the Town's formation of a 'Friends of the [Narrogin] Railways Committee' in 1994, to successfully lobby for its retention.

The process employed by Heritage Intelligence (WA) for preparing the ARS for the railway station and goods shed included:

- Examining relevant trends, issues and challenges related to re-purposing rail precincts;
- Reviewing key Shire strategic documents including the Gnarrogin Park Masterplan 2019, the Narrogin Tourism Strategy 2019, the Public Art Strategy & Masterplan 2019 and the Townscape Study Review 2016; and
- Consulting with the Shire's administration, elected members, stakeholders, and the wider community.

The ARS presents to the Shire a range of probable, appropriate, respectful re-uses for the railway station and goods shed. However, Heritage Intelligence has flagged, for utmost consideration, the need for the Shire to reflect on the current scenario of vacant and re-purposed railway stations that dot the regional landscape of the Wheatbelt and Great Southern, which speak of few successful re-purposing stories and perhaps fewer ongoing viable outcomes. It therefore becomes imperative for the Shire to consider how the repurposing of the Narrogin Railway Station and the Goods Shed can be undertaken

with the aim of achieving a point of difference. The ARS refers to a point of difference in the context of a niche tourism market where a need is not currently being catered for at the moment. This point of difference in turn means considering to which markets - domestic, regional, interregional, interstate or even international (post COVID-19) - a redevelopment with a point of difference could appeal.

The Narrogin Tourism Strategy 2019 has strongly influenced the overall vision painted in the ARS for the future use of the railway station and goods shed. The Narrogin Tourism Strategy endorsed by Council this year, makes frequent reference to the findings of thorough and contemporary research conducted by State tourism authorities. The Tourism Strategy informs the Shire that contemporary Australians, across all age groups, have become what Tourism Australia defines as 'Experience Seekers'. They are the broad target market for tourism especially when those Experience Seekers have interests in heritage and cultural learning, nature based tourism and educational-experiential learning.

The ARS builds a vision for the railway station and goods shed where these 'Experience Seekers' are offered a worthwhile way to connect with the culture and people of Narrogin and have an experience which is 'enjoyable, stimulating, interactive and fun' and generates 'word of mouth' stories to take back home about the enticing and unique impressions of the region among their peers. There is, in other words, an opportunity in repurposing the railway station, to develop new experiences and attractions for tourists to Narrogin which can also increase the length of stay and add to the appeal of the Shire's tourism product mix.

Gnarojin Park becomes integral to this vision with the Park identified as providing opportunities for a rich cultural interpretive experience, offering stories of Noongar life and culture pre-settlement and post settlement. The ARS cites the Shire's Walk Trails Master Plan 2019 and the Narrogin Tourism Strategy 2019, with both documents highlighting the value of Gnarojin Park for tourism and attracting visitors:

"Gnarojin Park, located a short stroll from the Dryandra Country Visitors Centre, has the potential for becoming one of Narrogin's most visited sites. It already has several trails/paths, including the Narrogin Recreation Trail (a loop trail encompassing both sides of Narrogin Brook), the Centenary Pathway and the Noongar Dreaming Pathway. (Shire of Narrogin's Walk Trails Master Plan p.53)

Gnarojin Park has always been significant to the town's Aboriginal history and storytelling. The future development of the Park provides an opportunity to build on this significance. There is an obvious link to interpretation of stories of beginnings to contemporary life and culture. This interpretation could be appropriately located opposite the Park in the railway station building. (Narrogin Tourism Strategy, p.10)"

The ARS refers to the recently completed Narrogin Heritage Walk Trail in the CBD and makes a case for how this heritage trail linked with the Gnarojin Park trails can become a tourism asset, stating that it is crucial that the suite of trails reflect the quintessential character of the area - its natural assets, its Aboriginal history, its pioneers, its heritage and culture, the traditional farming practices and new agricultural enterprises.

The Townscape Study Review 2016, also identified Gnarojin Park as an asset to the town, with its artworks and walking trails. The Study strongly recommended the Shire continue to enhance the Park with plantings, interpretative signage and strengthened connections across the railway line, pointing out that the more the Park is used and activated, the more it will be 'owned', respected and cared for by the community.

Heritage Intelligence (WA) also draws on the Townscape's Study's recommendations to the Shire to encourage commercial and retail outlets to remain in the CBD. The Townscape Study viewed the town centre as playing a key role in the economic and social fabric of the community. In line with the Townscape Study, the ARS therefore advises the Shire to, wherever possible, encourage new businesses and enterprises to establish their operations in the CBD rather than at its refurbished railway station or goods shed. Heritage Intelligence (WA) proposed access to a pedestrian crossing at the juncture of Mackie Park and Fairway Street (and the east side of the railway line) in alignment with the intent to centralise commercial activity in the CBD.

The ARS stresses that wayfinding signage with specific themes and designs is critical to connecting the refurbished railway station to the town centre and to Gnarojin Park. The Public Art Strategy & Masterplan 2019 saw public art as a way to connect the east and west sides of the railway line. This could include painting the pedestrian overpass, light projections on to the overpass or the railway station and goods shed and painting the streets leading to pedestrian crossings.

Heritage Intelligence (WA) also points to the opportunity to explore potential partnerships with well-regarded and respected agencies such as FORM, an independent non-profit organisation based in Perth. FORM is well known for its Public Art Silo Trail which brought world class murals to grain silos, transformer boxes and iconic infrastructure throughout the Wheatbelt and the Great Southern. FORM has a demonstrated track record to market a vision to funding bodies such as Lottery West. FORM builds creative capacity in communities through visual arts, learning and community engagement. A robust collaborative partnership with the Shire, FORM and Arts Narrogin holds the potential for the development of arts and cultural activities, educational, workshops and an artist in residence program centered at the railway station or goods shed. An all-encompassing project such as this would appeal to domestic, regional, interregional and interstate markets and an international market.

The ARS notes Northam's recently established Bilya Koort Boodja Centre for Noongar Culture and Environmental Knowledge. This is a regional tourist attraction offering an interactive educational experience recognising the rich Aboriginal and environmental presence in the Nyoongar Ballardong region. The Centre aims to protect, celebrate and share the culture of the Noongar people. This inspirational project could offer the Shire some guidance for re-purposing the railway station and goods shed by considering the aims of the Bilya Koort Boodja Centre, namely to protect, celebrate and share the culture of the Noongar people.

The ARS encourages the Shire to commemorate and celebrate the achievements of The Friends of the Railways as part of the future development of the railway station. This group's 1994 document "Heart of the Town" saved the railway station from demolition. Heritage Intelligence (WA) found that this group's current and past proposals to reinvigorate the railway station are similar. Their aspirations include a TransWA coach bay and ticketing facilities, waiting room and rest area, arts and crafts, static display, administration centre for Friends of the Railways, weekend markets, tourist Information centre, and return of the PM706 for restoration and display in the goods shed. Links to Gnarojin Park is included in their aspirations and a pedestrian crossing. The PM 706 finding a permanent home at the goods shed was viewed by Heritage Intelligence (WA) as a critical element in activating the goods shed and the railway station. The vision is one of housing the PM 706 visible from the railway station and viewed through a glass /transparent wall or if not the real thing then a public art work on the eastern wall of the shed depicting the steam train.

In summary, it is clear that key Shire strategic documents have been instrumental in shaping and informing a particular vision articulated in the ARS for re-purposing both the railway station and the

goods shed. A thorough review of these strategic documents combined with the findings from a strong community engagement process has produced solid overlaps between local community aspirations and strategic directions already recommended in council endorsed documents. The vision is one in which visitors, tourists and locals alike can enjoy a walk through Gnarrojin Park guided by high quality wayfinding signage to the railway station as the beginning of a journey. At the station they find an array of cultural, educational, interpretative, sensory and visual experiences on offer from Aboriginal art and artefacts, interactive displays, public art, unique, spectacular to scale models of steam trains and the railway yards, pictorial and photographic displays relating to days gone by, an archive room, and the PM 706 located in its forever home in the goods shed.

If repurposing is undertaken with respect for lessons learned from other similar projects in the State, with a good awareness of past recommended strategic directions and done creatively and inclusively, then there is on offer considerable opportunity for finding that point of difference and with that intention, boost tourism for Narrogin as a regional Wheatbelt town.

However, there is the significant challenge for the Shire found in the logistics and cost of an at-grade railway pedestrian crossings to provide universal access suitable for any bicycle, wheelchair or electric wheelchair, between the town centre and the railway. Heritage Intelligence (WA) identified the most obvious location for a pedestrian crossings as directly across from the immediate vicinity of the east end of Park Street to the centre of the railway station. This location however, presents a significant problem with the platform being a meter higher than ground level. Other options for locations were put forward, all with their own logistical challenges and associated costs.

Currently there is a pedestrian footpath crossing the railway track from Egerton Street to Pioneer Drive and also an overhead pedestrian bridge linking Fairway Street, near Mackie Park, to the Railway Station.

Another challenge which cannot be overlooked is the ever present need for the Shire to keep doors open to the railway station and/or goods shed to ensure a functioning viable and inviting space. Importantly Heritage Intelligence (WA) has stated:

“An essential element of maintaining the enthusiasm and inspiration to restore and re-activate the railway station and goods shed will be community drive and determination.”

The question posed is - Is there anyone willing to face the challenge?

These two challenges of access and operational requirements alone, bring to the fore the reality that a long-term reuse that is both financially viable and appropriate to the heritage context may not be possible or sits in a lengthy timeframe.

The Shire may need to consider developing well thought out long term strategies for both buildings, including possible phased development, and interim uses. An overall documented and detailed plan developed by the Shire's Administration, may be required which comprises these long-term strategies for both the railway station and goods shed, which may include temporary uses or plans to close off certain areas while also building in flexibility which allows the Shire to respond to changes over time. Temporary uses such as exhibition spaces and visitor information points, artist's and craft studios, artisan workshops, performance spaces, hospitality, ephemeral events, business incubators and storage, may be a viable way to maintain use in the short to medium term. Temporary use can help, avoid neglect and protect the buildings until a more permanent longer-term use is explored through feasibility studies and funding found to support that use.

Voting Requirements

Simple Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.002

Moved: Cr Bartron

Seconded: Cr Wiese

That with respect to the Conservation Management Strategy and Adaptive Reuse Strategy Narrogin Railway Station & Goods Shed, Council:

1. Receive the Conservation Management Strategy (2020) for the Narrogin Railway Station (located on Reserve 10317, comprising of Lots 502, 503 & 9000 on DP69065, Lot 1719 on DP26861, Lot 1737 and 1738 on DP42494) & the Goods Shed (located on Reserve 51466, being the land on lot 504 on DP69065 Reserve 51466); and
2. Approve the draft report - Adaptive Reuse Strategy Narrogin Railway Station & Goods Shed "The Heart of the Town" for public comment for a period of 30 days, with any submissions received being referred to Council for further consideration.
3. Seek support for the vesting of for the Narrogin Railway Station from the Public Transport Office via an appropriate Management Order, or for it to be included in the Shire's existing Management Order for the Goods Shed.
4. Authorise the Shire President and Chief Executive Officer to lobby for the approval of a new pedestrian crossing to the Railway Station from the Public Transport Authority for the community of Narrogin, as an election commitment from all State political parties, funded by the State Government.
5. Authorise the Chief Executive Officer to commence car park, civil work and internal or other preparatory works not requiring approvals from the Department of Planning, Lands and Heritage.

CARRIED 9/0

ATTACHMENT 1

CONSERVATION MANAGEMENT STRATEGY

NARROGIN RAILWAY STATION & GOODS SHED



Prepared
for
Shire of Narrogin

By
HERITAGE INTELLIGENCE (WA)
Laura Gray

November 2020

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1.0 INTRODUCTION

Narrogin railway station and goods shed is located in the railway reserve parallel to and between Pioneer Drive and Fairway Street at the east juncture of Park Street in the town of Narrogin, 190 kilometres southeast of Perth in the wheatbelt region of Western Australia.

The railway station is the dominant element in the broader railway precinct that comprises the goods shed and loading platform and the railway footbridge with the sites of numerous other elements that have since been demolished or relocated (signal box).

In 2020, Narrogin railway station and goods shed are mostly unused. The railway station buildings have been boarded since 1994. The goods shed is utilised by the Shire of Narrogin for some storage and a small office area.

This report refers to the place as Narrogin railway station and goods shed, although the Heritage Council's registration document that substantiates the cultural heritage significance of the place only refers to the Railway Station in its entry onto the Register of Heritage Places, but includes the goods shed, pedestrian overpass and recognition of the signal box in the registered curtilage.¹

The Conservation Management Strategy (CMS) is a necessary prerequisite for an understanding of a place prior to beginning any conservation works or future planning of the site.

1.1 Details of the brief

The Shire of Narrogin commissioned the CMS to provide guidance for the future conservation and development of the place. It is part of a broader project to include community consultation and recommendations for adaptive reuse.

The CMS has been undertaken within the guidelines of the Heritage Council's brief. It comprises two sections: A heritage assessment, and a conservation policy arising from the Statement of Significance in the heritage assessment.

The heritage assessment for the Narrogin Railway Station was undertaken on contract to the Heritage Council and consequently supported the Register of Heritage Places entry in 2008.²

The conservation policy that forms the second part that comprises the CMS establishes policies appropriate for the retention of the assessed cultural significance within the future use and development of the place. Recommendations are outlined to ensure the appropriate implementation of the policy.

The aim of the CMS is to retain and/or recover the cultural significance of the place and must include provision for its security, maintenance and its future (Burra Charter- Appendix 1).

1.2 Authorship

The Conservation Management Strategy was written and compiled by Laura Gray trading as Heritage Intelligence (WA), a Bachelor of Architecture (Honours) graduate with further qualifications and over twenty five years heritage and conservation experience throughout Western Australia.

1 The Heritage Council is the elected Council of the administrative Department of Planning Lands and Heritage (DPLH), formerly the State Heritage Office.

2 Documentary evidence and physical evidence that was prepared by Laura Gray with co-consultant Historian Irene Sauman in 2007.

1.3 Consultation

Consultation took place with the Shire of Narrogin. Susan Guy: Manager Community Leisure & Culture, directed the project. Other Shire of Narrogin staff liaised on various issues, including Dale Stewart: Chief Executive Officer, Torre Evans: Executive Manager Technical and Rural Services, and John Warburton: Operations Manager. Briefings were presented to full Council and Council's Townscape Committee.

An extensive community engagement process and associated survey was undertaken to gather the community's memories of the Narrogin Railway Station, and their thoughts for the future repurposing of the railway station and goods shed. Meetings also took place with representatives of Arts Narrogin, KEEDAC, Narrogin Chamber of Commerce, Dryandra Country Visitors Centre, as well as a number of interested individuals and organisations, including members of the Friends of the Railways.

2.0 THE PLACE

2.1 Site Details

Narrogin railway station and goods shed is located on parts of Narrogin Lots 717 and 718 comprised in the railway Reserve 10317, situated between the crossings at Kipling Street to the north and Herald Street to the south, between Pioneer Drive to the east and Fairway Street to the west.

2.2 Heritage listings

The Department of Planning Lands and Heritage's (DPLH) inHerit database records all places of heritage significance throughout the state, compiled from local governments' heritage inventories.

The database records the levels of significance for each place (as determined by the respective local government), and identifies places deemed of State significance. Places of state significance are entered onto the Register of Heritage Places after an assessment against strict criteria.

2.2.1 Registered places

The inHerit database lists the following Registered places relevant to the Narrogin Railway Station and Goods Shed. Appendix 2.

| | | |
|-------------------------------------|---|------|
| Railway Station | inHerit database No. 3521 | |
| | Register of Heritage Places: permanent entry | 1996 |
| | Shire of Narrogin Local Heritage Survey | 2019 |
| | National Trust classification | 1995 |
| Goods Shed | inHerit database No. 4779 | |
| | Register of Heritage Places: refer to parent record-Railway station | |
| Footbridge | inHerit database No. 4777 | |
| | Register of Heritage Places: refer to parent record-Railway station | |
| Signal cabin (site) | inHerit database No. 4778 | |
| | Register of Heritage Places: refer to parent record-Railway station | |
| Railway Institute - original (site) | inHerit database No. 3450 | |
| | Register of Heritage Places: refer to parent record-Railway station | |

2.2.2 Implications of Register of Heritage Places

By virtue of the *Heritage Act (1990)*, the owner is bound to conserve the place.

A Memorial is lodged on the Certificate of Title of the Registered place under the provisions of the *Heritage Act (1990)*.

All development (including demolition) must be referred to DPLH for consideration PRIOR to undertaking any works.

The development application needs to be submitted to DPLH for approval for any proposed development, and Shire of Narrogin cannot approve contrary to DPLH recommendations.

It is recommended that a Heritage Impact Statement be prepared to support the Development Application when submitted to DPLH. It serves to summarise the perceived and/or real impact, positive and/or negative, of the proposed development on the heritage significance of the place

Local Government and community (not-for-profit) owners qualify for Lotterywest conservation funding. A Conservation Management Plan (CMP) or Conservation Management Strategy (CMS) is usually the pre-requisite for conservation works funding, to recommend and substantiate conservation actions.

Local Government owned Registered places qualify to claim for \$10,000 per annum 'Disability allowance' through the Grants Commission. Up to a maximum of \$50,000 is allowed for 5 buildings or more.

2.2.3 Shire of Narrogin's Local Heritage Survey (LHS)

The LHS was compiled in 2019 as a review of places on the heritage inventories of the former Shire of Narrogin and former Town of Narrogin to form a comprehensive survey of heritage places.

Narrogin Railway Station Group was recorded as Place No.31 with a Grade A recommendation with entry in the Shire of Narrogin's Heritage List.

The Place record No.31 identified the following buildings and sites within the railway group:

- Railway Station (1906 +)
- Goods shed & loading platform (1922)
- Railway foot bridge (1964)
- SITE Original station (1888)
- SITE Signal Cabin (site 1965-2003)
- SITE Island platform (1906-1961)
- SITE Original Railway Institute
- SITE 1,000 gallon tank
- SITE 25,000 gallon tank & stand
- SITE Shell Depot
- SITE Vacuum Oil Depot
- SITE Sale Yards loading platform
- SITE Reservoir on the creek holding 7 million gallons
- SITE Train Men's Barracks

2.2.4 Implications of the Shire of Narrogin's Heritage List

The statutory requirements of the register of heritage places are the primary consideration with regard to Grade A places, as for the railway station and goods shed. However, Grade A places are included in the Shire of Narrogin's Heritage List and are therefore also subject to the provisions of the Town Planning Scheme.

Places in the Heritage List are of considerable cultural heritage significance to Shire of Narrogin that are worthy of recognition and protection through provisions of the Shire of Narrogin's Local Planning Scheme.

A planning application needs to be submitted to Shire of Narrogin for any proposed development. The planning application should be referred for heritage comment. A Heritage Impact Statement may be required.

3.0 DOCUMENTARY EVIDENCE

Documentary evidence comprises the development of an historic summary, based on the social history of the area in question. The place is then examined within the context of that history, and its relevance and importance is noted and explored.

Extensive documentary evidence is provided in the Registration documentation (Appendix 1). That evidence has been further developed through the community consultation process associated with this report.

3.1 Historical overview

In 1881, the Government was looking for faster transport between Albany and Perth as at that time the coach journey took five days. A feasibility study suggested that the most efficient and cost effective solution would be a railway line routed through Narrogin, then little more than a few dirt tracks and a wayside inn.³

It was proposed to build the line by the land grant system, whereby the Government gave grants of land along the route to the builders of the railway at so many acres per mile of line constructed. Because land along the route from Perth to Beverley had already been taken up, the Government constructed the Perth to Beverley leg itself and, in 1883, called for proposals from interested parties for the Beverley to Albany section. The proposal put forward by Anthony Hordern was accepted, in 1884, and ratified with the Beverley-Albany Railway Act of that year.⁴

In return for building the railway line, Hordern's English syndicate, the West Australian Land Company Ltd, was to receive 40 square miles of land per mile of track on alternating sides of the line. The Company planned to sell the land to the 5000 migrants they were to introduce to the colony and, for which, the Government would pay them £10 per head. In this way it was anticipated that the country would be opened up and populated, and the Company would make a profit.

The line was built, and opened in 1889, with the complete Perth to Albany line being known as the Great Southern Railway. But the Company had difficulty attracting migrants, and the Government's offer of free land to farmers, did not help the project.⁵



c.1889 original Narrogin Railway Station building.

3 Pustkuchen, O. E. *The Way Through: The story of Narrogin.* (Artlook Books Trust, Perth,1981). p. 81.

4 *Western Australian Government Gazette*, 25 September 1884. p. 491.

5 *Yearbook of Western Australia*, 1897. p. 102; *Western Australian Government Gazette*,1889. p. 313.

Company freight rates were also higher than Government rates. In 1897, Western Australian Government Railways (WAGR) purchased the Beverley-Albany line (plus the original land grants) for a million pounds.⁶

From the beginning WAGR set up Narrogin as the centre of railway maintenance and administration for the Great Southern as it was in the most central position.

The original goods shed was built in 1889, but was replaced in 1922, following the Royal Commission Report on the System of State Railways in Western Australia, a new building was erected approximately four times larger than the original, to handle the volume of goods passing through the junction.⁷

The original Narrogin Station was established in c.1889 in close proximity to Hordern Hotel, at the east side of Mackie Park.

In 1907, J. V. Miles of Subiaco constructed the new brick and iron Narrogin Railway Station for the Western Australian Government Railways.⁸ It had two island platforms connected to the town by a wooden footbridge, with the station buildings constructed on the east platform. These buildings consisted of four sections:

1. Booking hall, Station Master's office, instrument room, parcel's office and porter's room.
2. Ladies waiting room
3. Bar and refreshment room.
4. Men's lavatory, and lamp room.⁹



State Library of Western Australia

1906 Railway station during construction.

As well as the new station to replace the original timber building, a seven-million-gallon water storage reservoir was constructed across the creek, and marshalling yards were built. In 1907-8, the locomotive sheds were moved from Wagin to Narrogin and erected in the locomotive yard situated at the southern end of the town.¹⁰

6 Yearbook of Western Australia, 1897. p. 69.

7 Narrogin Station buildings and improvements, 1951-1976, Westrail; Alphabetical Index to Contracts and Specifications, 1901-1966, WAGR/Westrail.

8 Western Australian Government Gazette, 12 October 1906. p. 3037.

9 Narrogin Station Progress Plan, 1920-1943. Way and Works Plan 24845, WAGR; Narrogin Station buildings and improvements 1951-1976, Westrail.

10 Plan of Narrogin Station. Way and Works Plan 23437, WAGR, 1925.

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Narrogin Railway Station serviced goods and passenger trains from Perth to Albany, and Albany to Perth every day, as well as the branch services. Branch lines were constructed from Narrogin to Collie in 1907; to Wickiepin in 1909; and to Dwarda in 1926.¹¹

The goods trains carried agricultural produce to the coast. Cereals, fruit, potatoes, bagged wheat, oats and chaff, and bales of wool were railed. Machinery and manures were brought back for the farmers.¹²

It was reported that, during harvesting, 'on several occasions, the Station Master at Narrogin, M. Street, received 300 trucks in one day.'¹³

There were passenger trains to and from Albany and Perth every day, the journey between the two major towns taking seven hours. The Refreshment Room and bar remained open for midnight trains but it was frequented by the locals as well as passengers. It was a popular place for cheap coffee and a pie for the young people of the town, and the bar was open until about 2 am.¹⁴

In the early 1920s, the Klondyke, (bush) marshalling yards were built on the eastern side of the station, originally with six lines, but later extended to eight.¹⁵

The township of Narrogin flourished as a result of the railway activity. In 1921, twenty new commercial buildings were constructed including a flour mill, butter factory, doll factory, ice works, and bacon and cordial factories.¹⁶



Railway yard with town and the Horden Hotel in the background. Unknown date.

A new 'over-the-line' goods shed was erected approximately four times larger than the original (1889), together with the wool loading ramp and crane at the north end, to handle the volume of goods passing through the junction.¹⁷

In the 1950s Westrail (WAGR's name from 1949) constructed more than fifty timber-framed houses in

-
- 11 The Western Australian Railway Gazette , 20 August 1908. p. 8; Narrogin Observer, 16 February 1909. p. 1.; Alphabetical Index of Contracts and Specifications 1901-1996,WAGR/Westrail.
 - 12 The Western Australian Railway Gazette, 20 August 1908. p. 6, & 20 October 1908. p. 7.
 - 13 ibid. 20 March 1909. p. 18.
 - 14 Pustkuchen, p. 88.
 - 15 Narrogin Station Progress Plan, 1920-1943. Way and Works Plan 24845, WAGR; White, Maurie. The Mighty Heart . (1992).
 - 16 The Western Australian Railway Gazette, 2212 The Western Australian Railway Gazette, 22 November 1921. p. 11.
 - 17 Narrogin Station buildings and improvements, 1951-1976, Westrail; Alphabetical Index to Contracts and Specifications, 1901-1966, WAGR/Westrail.

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Narrogin for staff accommodation. At this time there were in excess of 400 Westrail staff at Narrogin.¹⁸

Over the years the internal layout of the buildings has altered considerably to suit the changing needs of the station and its users.¹⁹

In 1953, Narrogin Railway station was classified as a "First Class" station, the same classification as Geraldton and Merredin, and higher than Albany. The Reliance Weekly reported: *Narrogin owes its very existence to the railways...An average of 34 trains are cleared through Narrogin each day, meaning that between 9,000 and 10,000 tons gross of freight is handled daily.*²⁰

In 1961, improved passenger and freight trains were introduced. But new rail coaches cost \$300,000 compared to \$40,000 - \$60,000 for a bus, so railway buses began to run on alternate days and passenger services on the branch lines were discontinued.²¹

In 1961, with the end of branch line passenger services, the western platform was removed. New buffet cars on the passenger trains made the refreshment room at the station obsolete and it closed on 28 February 1961 after serving the No.8 Albany passenger train. Later that same year the refreshment room was converted into the Station Master's office and guard's locker room.

In 1964, the timber footbridge (1906-7, 1920s) was replaced with a steel structure that only accessed the railway station platform and the west and east sides of town (the central platform demolished in 1961). Some concrete pillars remain to mark the position of the original footbridge.²²

The signal cabin became operational on 13 June 1962 to replace the fixed signal ground frames. The signal cabin was designed specifically for relocation to other railway stations as required. The cabin was taken out of operation in the 1994 and relocated to the Pinjarra Railway yard where it remains in 2020.²³



1960s railway yard showing the signal cabin.

¹⁸ Narrogin Observer, 12 September 1990.

¹⁹ Narrogin Station Progress Plan, 1920-1943. Way and Works Plan 24845, WAGR; Narrogin Station buildings and improvements 1951-1976, Westrail.

²⁰ Reliance Weekly, 30 April 1953.

²¹ White, Maurie. *The Mighty Heart*. (1992).

²² Narrogin Station Progress Plan, 1920-1943. Way and Works Plan 24845, WAGR; Narrogin Station buildings and improvements, 1951-1976, Westrail; Alphabetical Index to Contracts and Specifications, 1901-1966. WAGR/Westrail; White, Maurie. *The Mighty Heart*. (1992).

²³ Narrogin Station buildings and improvements, 1951-1976, Westrail; Alphabetical Index to Contracts and Specifications, 1901-1966, WAGR/Westrail.

In 1967, the exterior of the station buildings was painted.²⁴

Rail transport for goods and passengers was having increasing difficulty competing with road transport.

By 1971, the steam engines had all been replaced by diesel, which were faster, stronger and less likely to cause a fire. However, they also required less staff to run and maintain and, by 1978, when the last passenger train ran from Albany to Perth, staff numbers were down to below 300.²⁵



Narrogin Railway yard. c.1984.

Throughout the 1980s Westrail continued its policy of scaling down its operations in Narrogin. The lines in the bush marshalling yard were removed and the station itself no longer operated.²⁶

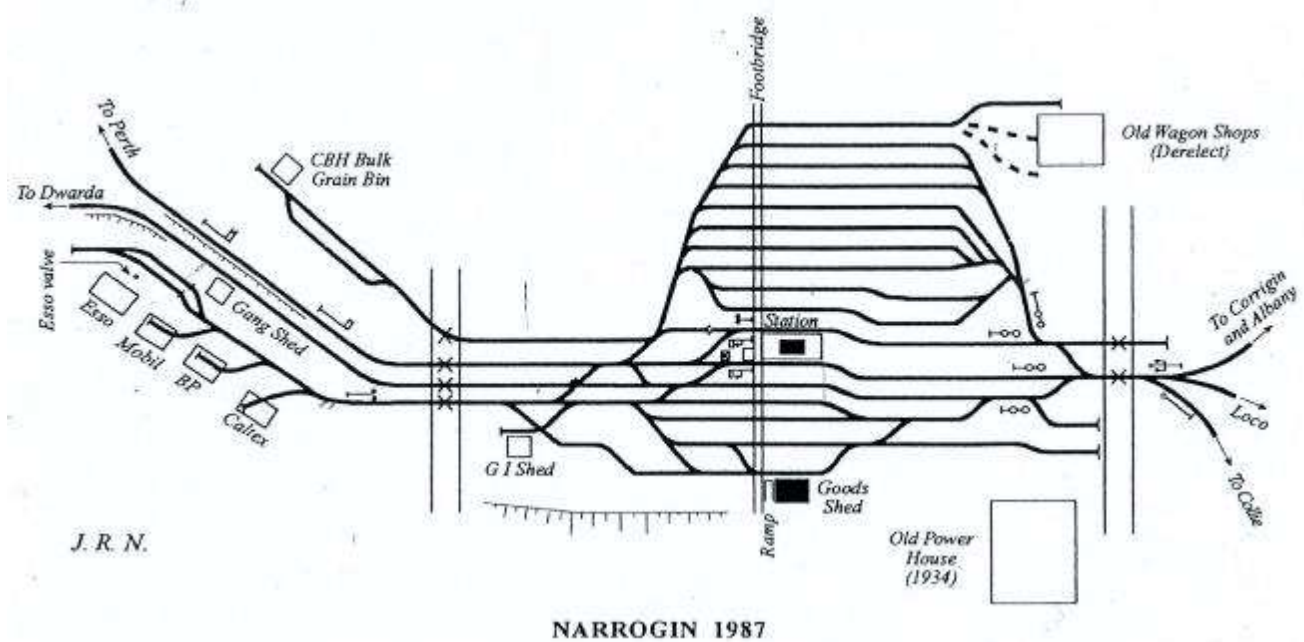


Diagram of Narrogin railway yard in 1987. Excerpt from ARHS Bulletin January 1994.

24 Narrogin Station Progress Plan, 1920-1943. Way and Works Plan 24845, WAGR; Narrogin Station buildings and improvements 1951-1976, Westrail.

25 Narrogin Observer, 1978.

26 Narrogin Observer, 1980s & 1990.

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View along the east side of the railway station. Date unknown.

Staff levels in 1990 had been reduced to around 100, and more were expected to go as the engineering and maintenance sections were scaled down.²⁷

A public meeting was called 17 August 1994, attended by 22 people, and a Council sub-committee named 'Friends of the Railways' was formed. *At a subsequent first meeting of the committee, four people were elected to produce a document to be submitted to the Council with the reasons for retaining and preserving our Railway Station. The four people were Tim Burgess (Chair), Maurie White, Bob Duddington and myself (Uffe Geysner). On the 11th October 1994 Maurie White presented the finished document to the Town Council.*²⁸

The Friends of the Railways arose from the Town of Narrogin's concern for the empty railway station falling into disrepair. They called for community input with regard to the future of the place. Westrail had offered the Town \$50,000 to contribute to the conservation to take over the station.²⁹

In 1996, the Minister for Heritage said: *the ongoing importance of the place to the local community was shown by the formation of a Narrogin Friends of the Railways Committee. The group successfully lobbied Westrail for the retention of the station for community purposes.*³⁰

*I think, I can say that my most memorable experience with the Railway Station was on Thursday 27th of June 1996 when I, as the then Chair of Narrogin Friends of the Railways Inc., was handed the plaque recognising the station as a registered place on the Heritage Council of WA list by the then Heritage Minister Richard Lewis.*³¹

Friends of the Railways boarded-up some areas of the railway station during a 6 month supervision of a L.E.A.P. scheme for unemployed youth. The project was completed in 2000. More boarding-up was done later by the Town of Narrogin. Friends of the Railways still used the "ladies waiting room" for meetings pertaining to the footbridge repairs up to c.2000.³²

²⁷ Narrogin Observer, 1980s & 1990.

²⁸ Information provided by Uffe Geysner, member of Friends of the Railways. 2020.

²⁹ Narrogin Observer. *Friends of Station Group is formed.* 31 August 1994

³⁰ Media Statement (Government of Western Australia). Minister for Heritage. 20 June 1996.

³¹ Information provided by Uffe Geysner, member of Friends of the Railways. 2020; Narrogin Observer 3rd July 1996.

³² Information provided by Uffe Geysner; a member of Friends of the Railways. August 2020.

3.2 Community Memories

Community consultation program was established and implemented with considerable success. The intention of the community consultation was to inform of the conservation planning process and engage with the community for their memories and any associations with the railway.

A survey form was prepared and available on the Shire of Narrogin facebook and Lost Narrogin, and at the Shire of Narrogin and all the engagement events.

Lots of memories were garnered from the process, highlighting the historical significance and sense of place that the community value.

Attending the station at night about 1am each night to ensure no-one disturbed sleeping passengers on the Albany progress train. Meeting my parents when they were on route from Albany to Perth

Meeting the passenger train to go to Perth 1956

Used to post letters to my girlfriend to go to Perth

As the railways operated 24/7 there was never a time when it was not possible to hear the shunter performing duties around the marshalling yard at the station area. Wagons banging and clanging and the horn of the engine tooting signals shunters assisting them. There were usually many wagons in the yard waiting to be sorted to be transported elsewhere.

Just so sad that the lifeline of so many country people both traveling on and relying on for so many commodities has come to a very limited one-use purpose- Grain!

As a child walking across the railway bridge and watching trains go underneath.

Standing on the platform in freezing cold waiting to catch the overnight train to Perth.

Loved standing at the station waiting for my dad to come home at strange hours of the night as Mum would have to pick him up and we small children could not be left home alone. Dad was a guard for 35 years

The sight and sounds and smell of the steam locos

Born in Narrogin 1955 to railway guard father. Life revolved around the railway station for dad's working life to the mid 1980s

Posting letters late at night to catch midnight train to Perth

3 brothers did their apprenticeships at Midland workshop and would catch the "midnight horror" home on Friday night and back again Sunday night.

Steam train chugging up Chugamining Hill going fast down the other side

Train whistles at night

Delivering ice to station to go up and down the line- as far as Meekatharra as well

Travelling on the 'midnight horror' for country week from high school

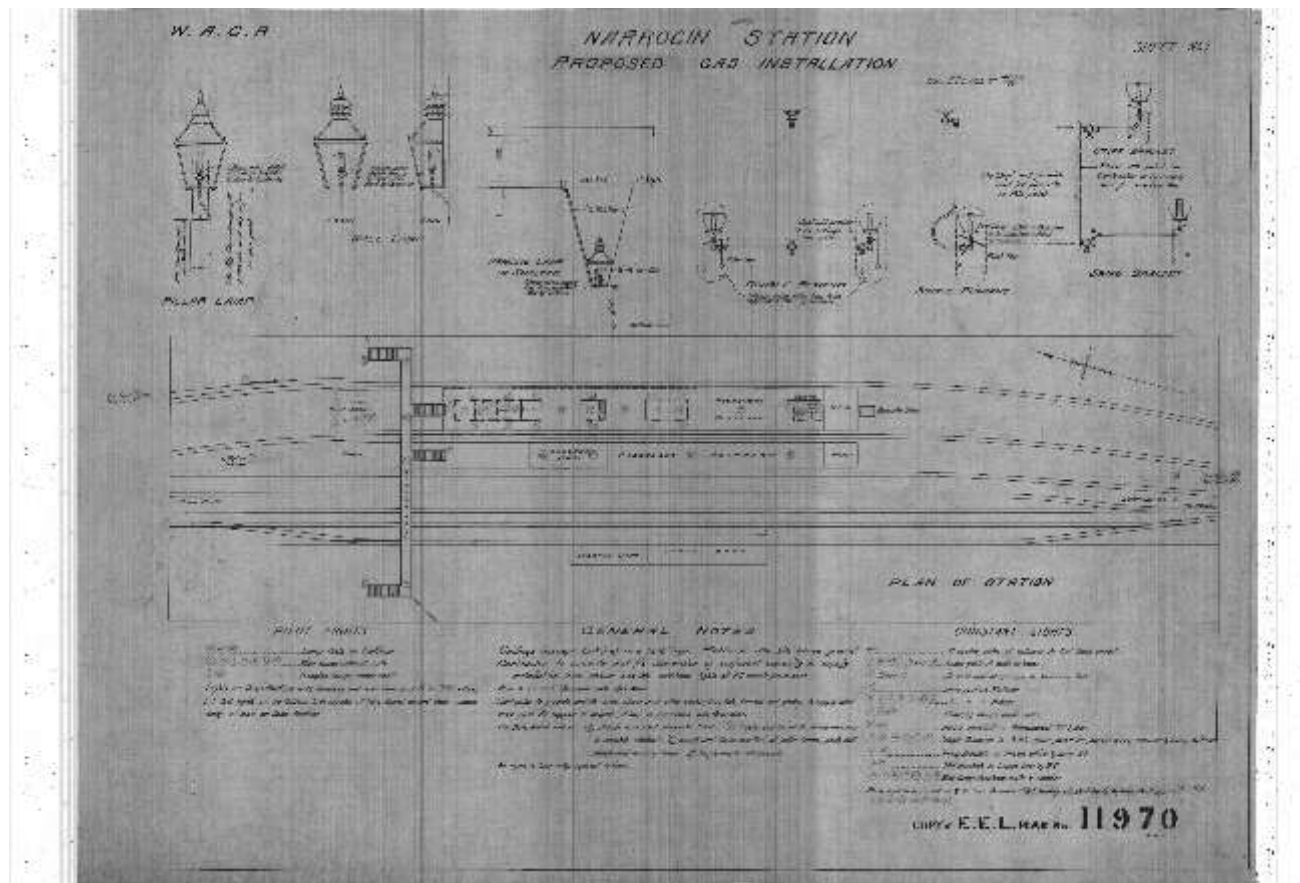
Standing on the footbridge in the smoke as the engine passed underneath!

It is the heart of the town

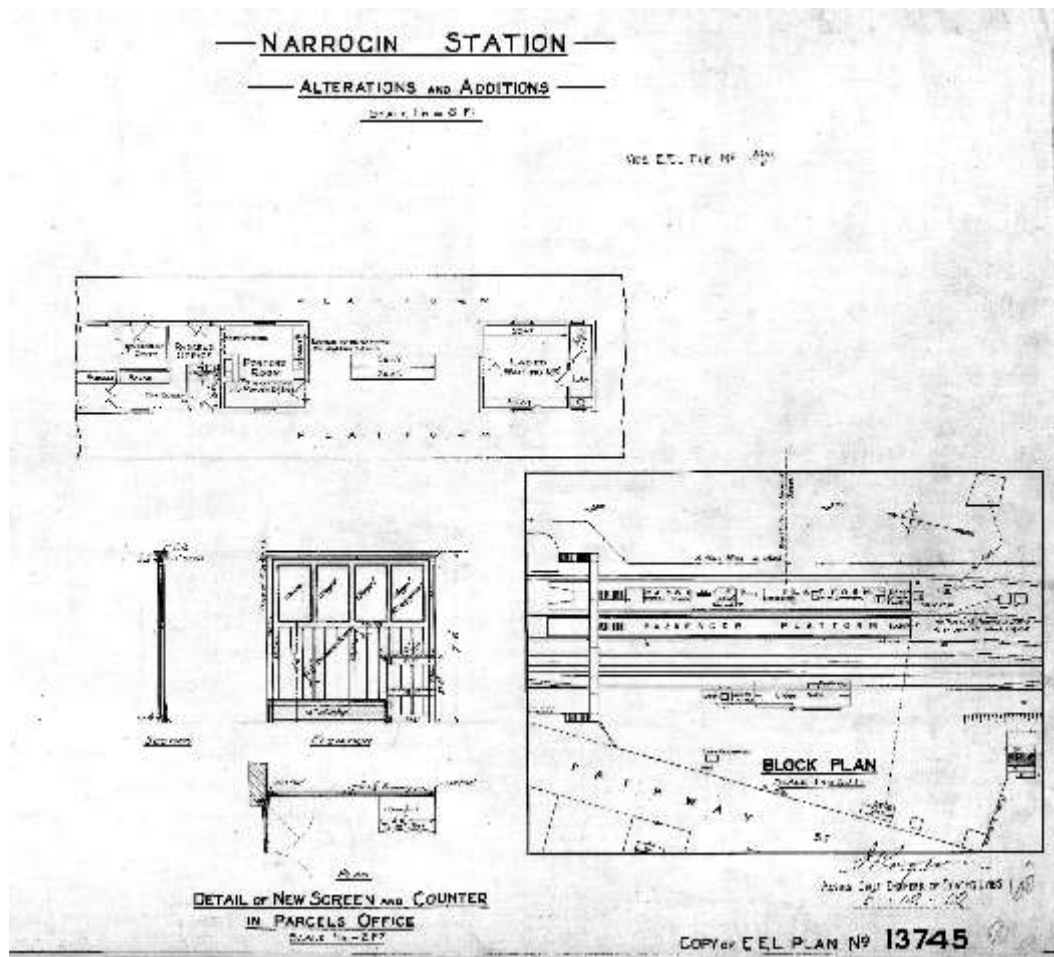
3.3 Plans

Plans have been sourced from Shire of Narrogin records and from Public Transport Authority archives. The PTA plans are not able to be reproduced, but information has been retrieved from those plans.

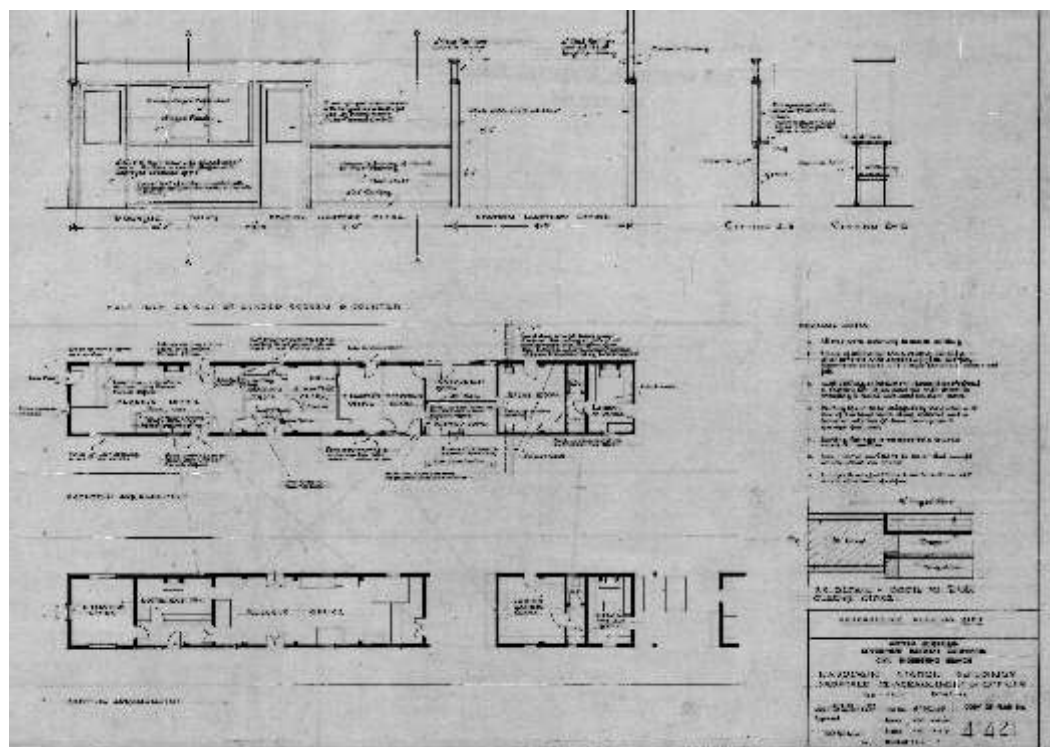
| | | |
|--------|-----------------------|--|
| 1910 | WAGR | Plan No. 11970 Proposed gas Installation |
| 1912 | Acting Chief Engineer | Dwg No. 13745 Alterations and additions |
| 1913 | Acting Chief Engineer | Dwg No. 13745A Alterations and additions |
| c.1945 | WAGRC | Plan No. 29683 Alterations and additions (PTA – not available) |
| 1952 | WAGRC | Dwg No. 41421 Proposed re-arrangement of offices |
| 1965 | WAGRC | Plan No. 56593A Alterations and additions |
| 1967 | WAGRC | Plan No. 59678 Alterations and additions (PTA – not available) |
| 2000 | PTA | Lease diagram Diagram of Semaphore signal |



1910 WAGR Plan No. 11970 Proposed gas installation showing the station building footprint.

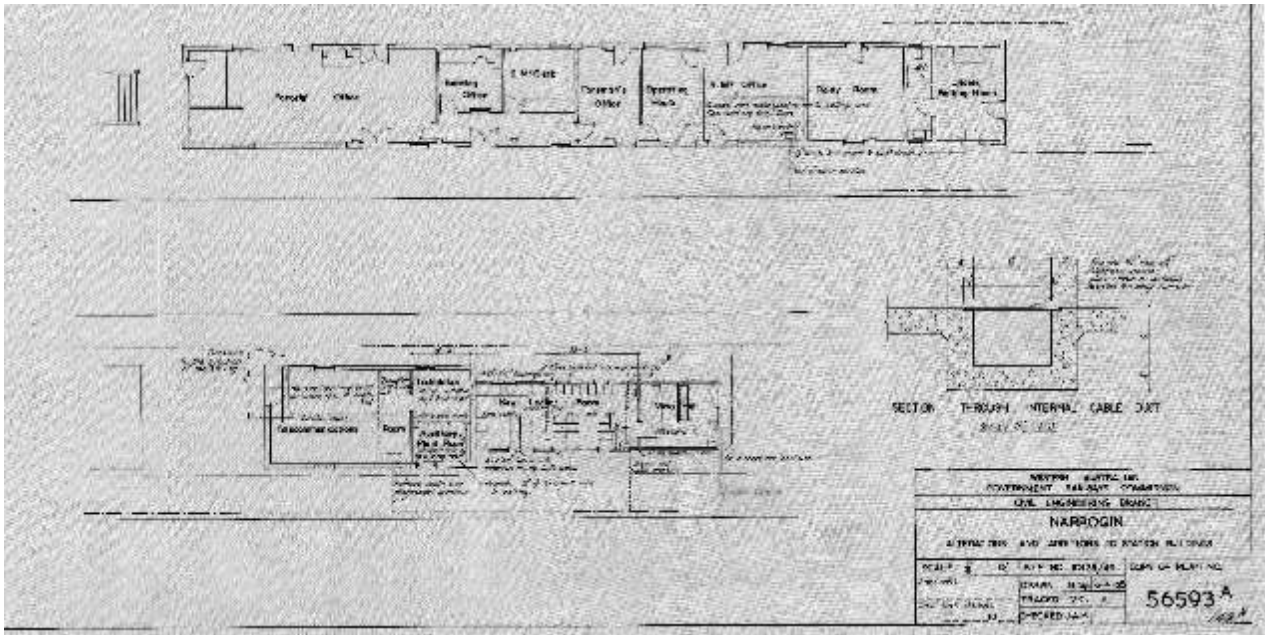


1912 Acting Chief Engineer Dwg No. 13745 Alterations and additions

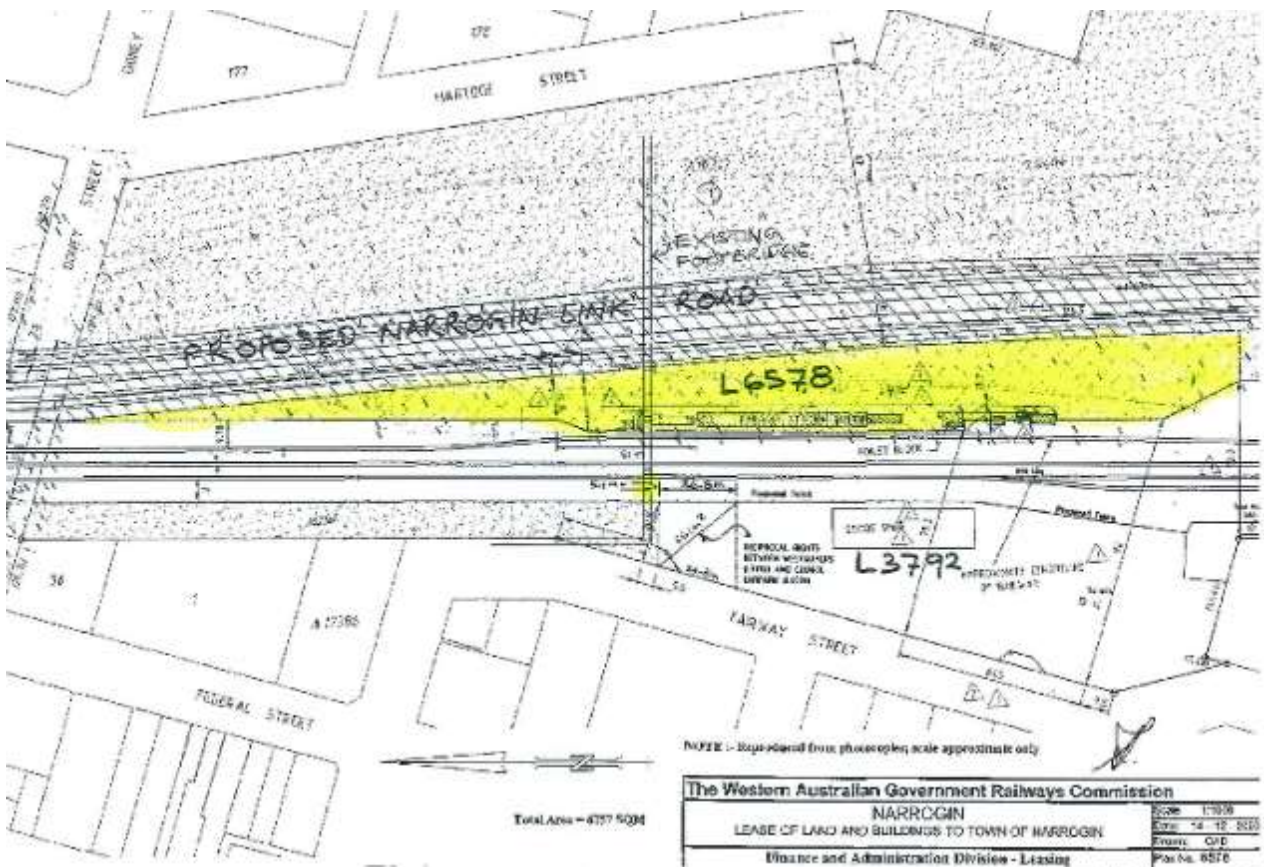


1952 WAGRC Dwg No. 41421 Proposed re-arrangement of offices

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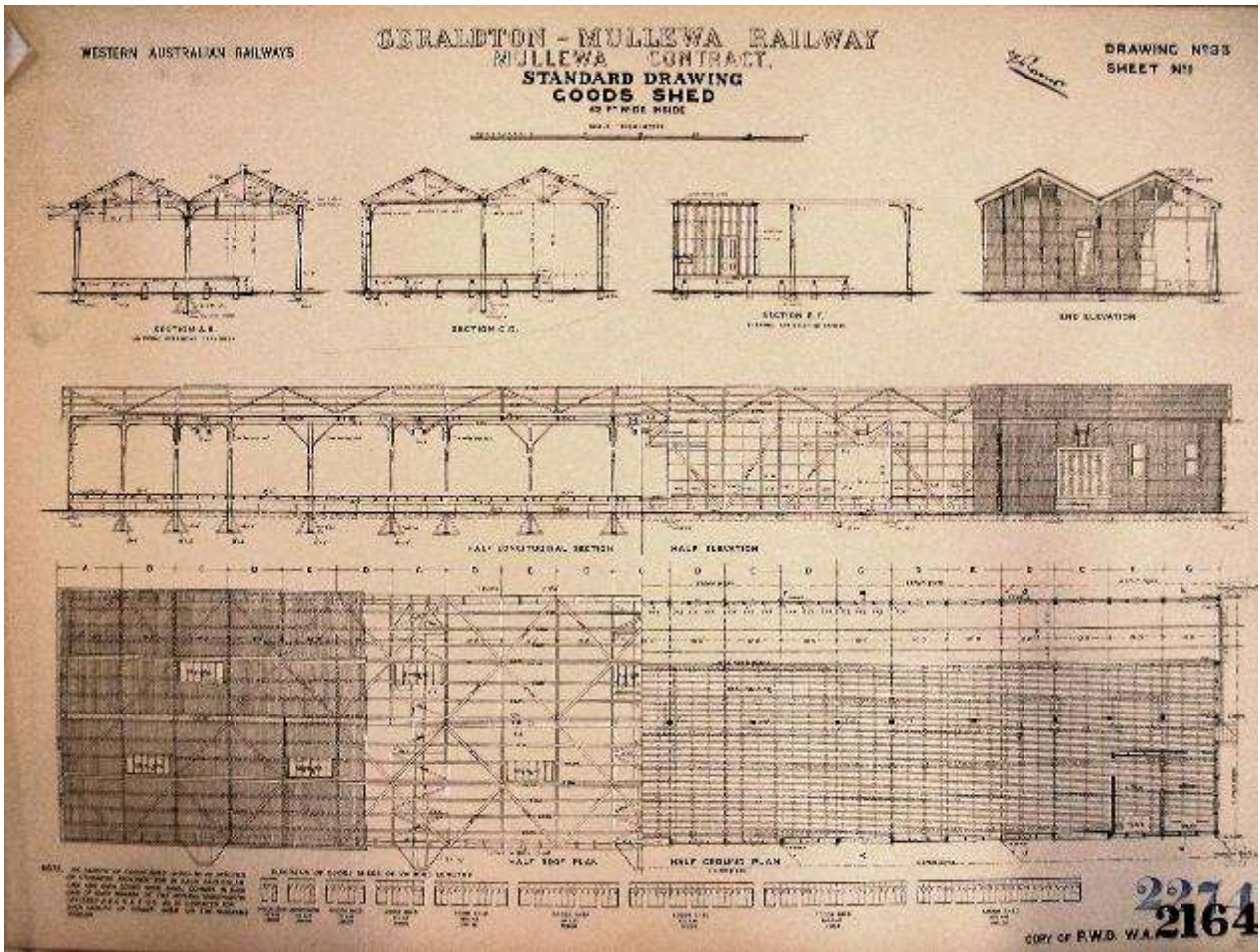


1965 WAGRC Plan No. 56593A Alterations and additions

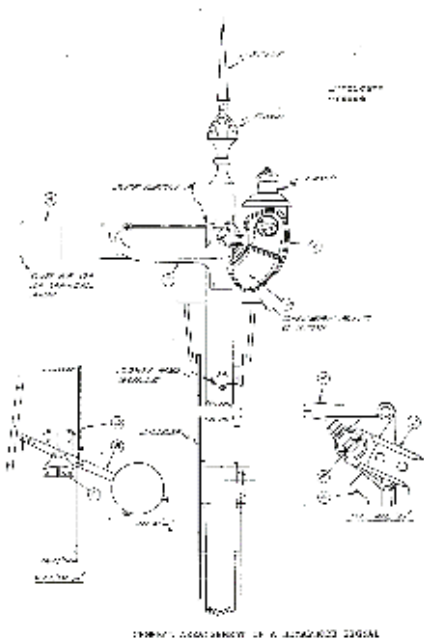


2000 Lease Plan

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Standard drawing of a double gable goods shed.



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Diagram of Semaphore signal

3.3.1 Summary of Plans

The plans indicate proposed additions and alterations at various times. It is not known if all proposals were undertaken. However, it is known that the layout and functions within the main station building, did alter from time to time. The most significant impact has been the infill between the original buildings that now comprise the main building. Two rooms added within the opening, and another addition at the south end of that building. The “refreshment room” separate under the main roof, south of the main station building was predominantly the refreshment room and bar. In later years after passenger services closed in the late 1960s, it closed. Telecommunication and auxiliary power facilities were located in that space with some partitioning associated with those functions.

3.3.2 Diagram of development



1907
As constructed

1913

1934

1948

c.1965

2020
per 1994 when boarded-up

4.0 PHYSICAL EVIDENCE

The Narrogin railway station building and goods shed are the dominant elements that together with the pedestrian overpass, represent what remains of the once thriving railway junction that was the heart of the Great Southern railway network. Operational railway lines on the west side of the railway station platform are all that remain of the original extensive railway system.

The railway lines and station buildings are aligned parallel with Narrogin's main street (Federal Street) and Fairway Street on the west and Pioneer Drive parallel on the east side where there is an extensive parking area being established. The goods shed is accessible off Fairway Street at the east junction of Park Street. The pedestrian overpass has ramped entries on the west and the east sides and a set of stairs at the north end of the railway station platform. There is no ground-level pedestrian access across the railway lines to the railway station from the west side of town.

The register of heritage places documentation provides a full description of the railway station building. Appendix 2.

4.1 Railway Station

The building extends along the platform that addresses both sides, with the operational railway on the west side. The single storey face brick building has an expansive hipped roof extending over the platforms with timber brackets. The corrugated iron roof has vented gables at each end. There is an open roofed space between two sections of the building with a framed flat sheet clad building on the south end of the south building. Further south on the platform is the brick built ablution block.

The face brick construction is detailed with bullnose bricks to window and door openings. Concrete sills and flat arched soldier window headers. The original brick work is defined by the English garden bond detailing (3 rows of stretchers to one row of headers). A number of infills are identified by differing coursing of the brickwork. All door and window openings are boarded up.

4.2 Good shed

The goods shed is located on the west side of the railway corridor, parallel to Fairway Street. The loading ramp is located at the north end of the goods shed.

The timber framed corrugated iron-clad goods shed is double gabled with a central box gutter. There are a series of sliding doors onto loading ramps along the west wall. The north and south ends on the east side open with an in-shed railway line loading to the elevated platform along the length of the interior of the shed. The timber roof structure, gantries and scales remain insitu. There is a small partitioned office area at the south end.

4.3 Pedestrian overpass

The steel framed structure spans from Fairway Street to the eastern edge of Pioneer Drive. The Fairway Street entrance is a ramp parallel with the street to the top level crossing that has been extended over Pioneer Drive to ramp down to the east. A section of the overpass with a canopy cover has been designed to be raised for over-height vehicles. The decking is timber and the railings are metal pipe with chainlink mesh infill. A set of timber stairs on a metal frame access the railway station platform at its north end. Refer to: Appendix 6 Pedestrian overpass: Preliminary notes. HGM's M. Bott. May 2000. For further details.

4.4 Photographic record



Photo 1 Narrogin Railway Station & Goods Shed View looking east in Park Street showing (l-r) station, goods shed and Railway Institute building (Dryandra Country Visitors Centre).



Photo 2 Narrogin Railway Station & Goods Shed View looking southwest from the pedestrian overpass.



Photo 3 Narrogin Railway Station & Goods Shed View looking south from vicinity of ramp access on Fairway Street.



Photo 4 Narrogin Railway Station View looking southeast from the pedestrian overpass.



Photo 5: Narrogin Railway Station & Goods Shed View looking north.



Photo 6 Narrogin Railway Station View looking northwest in Pioneer Drive showing carpark area.

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4.4.1 Railway Station- external



Photo 7 Narrogin Railway Station View looking north in Pioneer Drive showing carpark area.



Photo 8 Narrogin Railway Station View looking northwest in Pioneer Drive showing carpark area.



Photo 9 Narrogin Railway Station View looking southeast.



Photo 10 Narrogin Railway Station View of the north end access to the platform from the stairs off the pedestrian overpass.



Photo 11 Narrogin Railway Station View looking south from the stairs off the pedestrian overpass.



Photo 12 Narrogin Railway Station View of the north end looking south down the east side.

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Photos 13,14 Narrogin Railway Station Details of the walls at the north end and to part of the east wall, showing interventions and graffiti on the face brick work.



Photos 15,16 Narrogin Railway Station Details of parts of the east wall showing interventions in stretcher bond against the original brickwork in Colonial bond (one course of headers and three courses of stretcher bond. Also note the bullnose bricks on the corners and doorways. Inset: damaged wall vents.



Photos 17,18 Narrogin Railway Station Entry into the second room along the east of the station, showing damaged door and threshold.



Photos 19, 20: Narrogin Railway Station Central along the east wall showing interventions (board over opening for an airconditioner) and intrusive repair. The south wall of the main station building (former ladies waiting room) showing different brick coursing interventions in English bond (alternating courses of headers and stretchers).



Photos 21, 22 Narrogin Railway Station The north wall of the former refreshment room (looking south) , and on the other side of the open space is the south wall of the main station building (ladies waiting room) looking north. Both looking along the east side.



Photos 23, 24 Narrogin Railway Station View looking north along the east platform showing platform damage. The south end framed and clad addition was not accessible.

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Photos 25, 26 Narrogin Railway Station Views looking north along the west platform showing platform damage.



Photos 27, 28 Narrogin Railway Station Corner veranda brackets (typical), and window opening detail with boarding in place. Note- English bond brick coursing (alternative header and stretcher courses).

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Photos 29, 30, 31 Narrogin Railway Station Cracking is evident on the west wall.



Photo 32 Narrogin Railway Station View south on the west wall.

4.4.2 Railway Station- Interiors



Photo 33



Photo 38



Photo 39

Photos 34, 35



Photo 40

Photos 36, 37

Photos 33-40 Narrogin Railway Station INTERIOR- Room 1 (north) View of south end of the room; west wall @south end; east wall @ south end; east wall central showing boarded fireplace; window (typical) @north end west wall. Images on right (67-69): ceiling damage, north wall at north end, and timber floor evidencing former rooms.

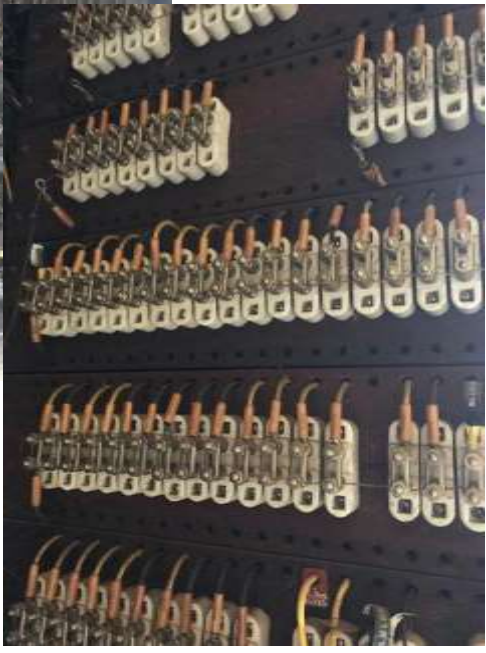


Photos 41, 42 Narrogin Railway Station INTERIOR- Room 2 (via room 3); and room 3.

Photo 43 Semaphore Signal top.



Photos 44, 45 Narrogin Railway Station INTERIOR- Room 4 relay room. Evidence of significant cracking on the west wall.



Photos 46-49 Narrogin Railway Station INTERIOR- Room 4 relay room. Evidence of significant cracking on the west wall, relay equipment along the north wall, and east wall (Photo 78-bottom right).

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Photos 50, 51 Narrogin Railway Station INTERIOR- Room 5 former ladies waiting room, showing fireplace (not on original plans) and damage to the wall to make an opening to the a toilet, also accessed off the west platform.



Photos 52, 53 Narrogin Railway Station INTERIOR- Room 6 former refreshment room. View looking from entry at the north end of the room, showing timber framing; and part of west wall.



Photos 54, 55 Narrogin Railway Station INTERIOR- Room 6 former refreshment room. Showing deliberate damage to the lathe and plaster ceiling, and plaster erosion from damp damage to the west wall.



Photos 56, 57 Narrogin Railway Station INTERIOR- Room 6 former refreshment room. Showing damp damage on the north wall, at the entry, where a fireplace is bricked up. (Exterior evidences shows that the fireplace and external chimney are not original.)

4.4.3 Railway Station-ablution block



Photos 58, 59, 60 Narrogin Railway Station Ablution building at south end of the railway station platform; looking south showing the entry; the east wall in English bond face brickwork; and, the entry at the north end showing the gated entry to the main area, and boarded toilet facility (right- not accessible).



Photos 61, 62 Narrogin Railway Station Ablution building view looking northeast showing station (left) at south end of the railway station platform; and, gutter detail.



Photos 63, 64 Narrogin Railway Station Ablution building showing the southwest corner damage and erosion to the bricks and mortar in that location; and the roof trim weathered, and gutters rusting.



Photos 65-68: Narrogin Railway Station Interior of abluion building showing the interior damage to the fixtures and fittings that are mostly not original and non-functional.

4.4.4 Railway Station-platforms



Photos 69-74 Narrogin Railway Station West side platform looking north from the south end to the far north end where there area openings in the bitumen. The damage and deterioration along the platform edge is most prominent.

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Photos 75-80 Narrogin Railway Station East side platform looking north showing recent upstand work and platform edge (75, 76); views to southwest and south showing carpark area (77, 78); and platform edge after works.

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4.4.5 Pedestrian overpass



Photos 81-86 Narrogin Railway Station Pedestrian overpass: over Pioneer Drive to east; view south; steel structure with timber decking (83,84); and, timber stairs to access the railway station platform.

4.4.6 Goods shed-external



Photos 87-89 Goods Shed. North elevation showing the loading ramp; view looking to southeast showing the west side; and, detail of the north gable and wall.



Photos 90-92 Goods Shed. View of the west wall showing the loading docks, condition, and interventions.



Photos 93-95 Goods Shed. Details on the west wall showing the loading docks, condition, and interventions.



Photos 96-99 Goods Shed. Details on the west wall showing plumbing interventions, doorway and steps in one of the loading docks, and doors and stairs in the wall at the south end of the west wall.



Photos 100-103 Goods Shed. View looking north, south elevation, and details and condition of the door, window timbers and painted corrugated iron wall on the south wall.

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Photos 104-106 Goods Shed. View looking north/ northeast showing the railway station (right), looking north along the east wall, and looking south along the east wall.

Photos 107,108 (right) Goods Shed. Damaged wall sheets along the base of the entire east wall.

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4.4.7 Goods shed-interior



Photos 109-111 Goods Shed. Interior. View looking north along the west side of the shed; looking northeast to the east side of the shed; and, looking north up centre of the shed.



Photos 112-114 Goods Shed. Interior. View looking south along the east wall showing the remnant railway line; Views of the roof structure.



Photos 115-117 Goods Shed. Interior. Views of the roof structure; typical sliding door at loading bay.



Photos 118-122 Goods Shed. Interior. Sliding door at loading bay; framing details; door hardware; and platform damage along the edge of the west wall.



Photos 123-125 Goods Shed. Interior. Platform damage along the edge of the west wall and throughout the shed,



Photos 126-131 Goods Shed. Interior. Platform and post damage; views of the remnant railway along the east side.



Photos 132-135 Goods Shed. Interior. The platform upstand and damaged edge; and, east wall structure damage.



Photos 136-140 Goods Shed. Interior. The east wall structure damage and adhoc rectification.



Photos 141-146 Goods Shed. Interior. The east wall structure damage and adhoc rectification.



Photos 147-149 Goods Shed. Interior. The remnant railway on the east side (looking north); and the metal-framed storage area at the south end of the shed.

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Photos 150-153 Goods Shed. Interior. The original weighbridge, and details; and a wash-up basin on the west wall.



Photos 154-157 Goods Shed. Interior. An office area at the south end of the west side of the shed; concrete steps cut into the platform near the storage area at the south end of the shed; and intrusive element (2 views).

4.4.8 Other



Photos 158-161 View looking north in the railway yard with the goods shed (left) and railway station (right), showing an original signal lever (centre); the signal lever; remnant (railway line) fencing along the Fairway Street boundary showing the Railway Institute building (DCVC- Dryandra Country Visitors Centre); obsolete toilet facility with an RV dump point located south of the goods shed.



Photos 162-164 The ruin of a diesel train parked on a remnant railway on the east side of the railway station, facing north.

4.5 Condition, Integrity, and Authenticity

CONDITION refers to the current state of the place in relation to each of the values for which the place has been assessed. Condition reflects the cumulative effects of management and environmental effects.

The structural assessment of the railway station buildings has been reported by BSD Consultants and Wood and Grieve Engineers.³³ The reports indicated that the buildings were structurally sound with some structural damage to the telecommunications room (relay room) and some instability in the latrine structure. The Friends of the Railway boarded up the window and door openings in 1994 to prevent vandalism.

The goods shed evidences structural inadequacy of the original timber framing along the east wall. Metal framing has been installed to support the structure.

Inspection of the railway station and goods shed in 2020 revealed that despite minimal maintenance, both buildings were structurally adequate and evidenced relatively fair to good condition, except for the structural issues as identified in the 1993 and 2000 Engineers' reports. Appropriate actions are included in Appendix 3: Building condition report and conservation works recommendations.

No further structural assessment is deemed necessary at this time.

INTEGRITY is a measure of the likely long-term viability or sustainability of the values identified, or the ability of the place to restore itself or be restored, and the time frame for any restorative process.

Narrogin Railway Station is no longer used as a railway station and is currently unused. The place is capable of being conserved and the cultural heritage values retained.

The goods shed no longer receives and dispatches goods from the trains but has the ability to be restored and provide a relative function.

Narrogin railway station and goods shed have a moderate degree of integrity.

AUTHENTICITY refers to the extent to which the fabric is in its original state.

Despite many changes to the internal layout of the rooms of the railway station, the external form and character of the fabric is unchanged. Changes to the functions and spaces within the railway station building have taken place a number of times over the working life of the railway station.

The goods shed evidences minimal change with some impact from interventions to the west wall to access an office area at the south end, and the removal of part of the railway line through the shed.

Narrogin railway station building and goods shed evidence a relatively high degree of authenticity.

³³ BSD Consultants Pty Ltd 'Narrogin Railway Station. Structural Engineering Assessment' (for Westrail, December 1993); Wood & Grieve Engineers. 2000.

5.0 ASSESSMENT OF SIGNIFICANCE

The evidence in this section is considered in terms of the Heritage Council of Western Australia's Criteria for Entry in the Register of Heritage Places (1996); it considers the documentary and physical evidence prior to the formulation of Statement of Significance. The assessment is compiled in consideration of documentary, oral and physical evidence, and is based on objective judgments relating to authenticity and development of the place.

5.1 Aesthetic Value

Criterion 1 It is significant in exhibiting particular aesthetic characteristic.

- 5.1.1 Importance to a community for aesthetic characteristics.
- 5.1.2 Importance for its creative design or artistic excellence, innovation or achievement.
- 5.1.3 Importance for its contribution to the aesthetic values of the setting demonstrated by a landmark quality or having impact on important vistas or otherwise contributing to the identified aesthetic qualities of the cultural environs or the natural landscape within which it is located.
- 5.1.4 In the case of an historic precinct, importance for the aesthetic character created by the individual components that collectively form a significant streetscape, townscape or cultural environment.

Narrogin railway station and goods shed are important to the community for the identifiable railway characteristics that inform of its intrinsic historic value to the community. (Criterion 1.1)

Narrogin railway station and goods shed and associated pedestrian overpass form a significant cultural environment that represents what remains of an extensive railway precinct that was the central junction of the Great Southern Railway network. (Criterion 1.3)

Narrogin railway station and goods shed and associated pedestrian overpass are important landmark elements in the townscape of Narrogin. They form a visual (and physical) link between the business district of the town on the west, the creek that is integral to Gnarrojin Park, and, the east side of the town. (Criterion 1.4)

5.2 Historic Value

Criterion 2 It is significant in the evolution or pattern of the history of Western Australia.

- 5.2.1 Importance for the density or diversity of cultural features illustrating the human occupation and evolution of the locality, region or the State.
- 5.2.2 Importance in relation to an event, phase or activity of historic importance in the locality, region or the State.
- 5.2.3 Importance for its close association with an individual or individuals whose life, works or activities have been significant within the history of the nation, State or region.
- 5.2.4 Importance as an example of technical, creative, design or artistic excellence, innovation or achievement in a particular period.

As the major junction on the Upper Great Southern railway system, Narrogin Railway Station played an important role in the development of the railway infrastructure of Western Australia. (Criterion 2.1)

Narrogin railway station was the centre of Western Australian Government Railway's maintenance and administration operations in the Great Southern district for almost eighty years, making a significant contribution to the development of the town and district. (Criterion 2.2)

Narrogin railway station has close associations with generations and descendants of the railway staff, the passengers and the staff of the Refreshment room that was a popular social venue. (Criterion 2.3)

5.3 Scientific Value n/a

Criterion 3A It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of Western Australia.

Criterion 3B It is significant in demonstrating a high degree of technical innovation or achievement.

Narrogin railway station has value for its contribution to the understanding of the nature and operations of transportation (road and rail) in Western Australia. (Criterion 3.2)

5.4 Social Value

Criterion 4 It is significant through association with a community or cultural group in Western Australia for social, cultural, education or spiritual reasons.

5.4.1 Importance as a place highly valued by a community or cultural group for reasons of social, cultural, religious, spiritual, aesthetic or educational associations.

5.4.2 Importance in contributing to a community's sense of place.

The value to the community was clearly demonstrated with the Town's formation of a 'Friends of the [Narrogin] Railway Committee' in 1994, to prepare a support document to successfully lobby for the retention of the Narrogin railway station. (Criterion 4.1)

Narrogin railway station has an important place in the community of the town and the wider district, for its social context as well as for its former role as a transport interchange for the economic produce of the district. (Criterion 4.2)

The social importance of the railway station is immeasurable with the gatherings on the platforms for passenger train arrivals and departures at all hours of the day and night; the war time departures, boarding schools and other events, and socialising at the 'Refresh rooms' on the station. (Criterion 4.2)

Narrogin railway station has made lifelong contributions to the community's sense of place with generations of reminiscences that evoke the memories and nostalgia of events, of arrivals and departures, farewells and celebrations, or working or being in a family of a worker, the sense of place provides both a psychological and a physical connection. (Criterion 4.2)

5.5 Degree of Significance - Rarity n/a

Criterion 5 It demonstrates rare, uncommon or endangered aspects of the cultural heritage of Western Australia.

Narrogin railway station represents the importance of rail transportation in the development of country towns, a function that has been largely superseded by road transportation, and is an uncommon example of the station building, goods shed and a pedestrian overpass comprising those elements. (Criterion 5.2)

5.6 Degree of Significance - Representativeness

Criterion 6 It is significant in demonstrating the characteristics of a class of cultural places or environments in the State.

5.6.1 Importance in demonstrating the principal characteristics of a range of landscapes or environments, the attributes of which identify it as being characteristic of its class.

5.6.2 Importance in demonstrating the principal characteristics of a range of human activities (including way of life, philosophy, custom, process, land-use, function, design or technique) in the environment of the locality, region or the State.

Narrogin Railway Station demonstrates the principal characteristics of a railway station that has continued to develop from its construction in 1907. The remaining elements in what was an extensive railway junction, are a significant representation of the railway environment. The form, fabric and function of the place is clearly distinguishable in the remaining elements. (Criterion 6.1)

6.0 STATEMENT OF SIGNIFICANCE

The Statement of Significance identifies the qualities that make the place worthy of conserving and is essential to the Conservation Policy.

The Statement of Significance has been developed from the assessment of significance in this report and is considerably developed in deference to the Heritage Council's Registration documentation (Appendix 2).

Narrogin railway station (1907++) and goods shed (1922), a face brick and iron station building and corrugated iron clad goods shed respectively, including the pedestrian overpass (1964), has cultural heritage significance for the following reasons:

It is important to the community for the identifiable and significant railway environment that represents what remains of the central junction of the Great Southern Railway network, that informs of its intrinsic historic value to the community;

As an important landmark element in the Narrogin townscape it forms a visual (and physical) link between the business district of the town on the west, the creek that is integral to Gnarrojin Park, and, the east side of the town;

As the major junction on the Great Southern railway system, Narrogin Railway Station played an important role in the development of the railway infrastructure of Western Australia, and as the centre of Western Australian Government Railway's maintenance and administration operations for almost eighty years, it made a considerable contribution to the development of the town and district;

Narrogin railway station has close associations with generations and descendants of the railway staff, the passengers, and the staff of 'Refresh' that was a popular social venue;

The social importance of the railway station is immeasurable with the gatherings on the platforms for passenger train arrivals and departures at all hours of the day and night; the war time departures, boarding schools and other events, and socialising at the 'Refresh' at the station;

It has made lifelong contributions to the community's sense of place with generations of reminiscences that evoke the memories and nostalgia of events, of arrivals and departures, farewells and celebrations, or working or being in a family of a worker;

The value to the community was clearly demonstrated with the Town's formation of a 'Friends of the [Narrogin] Railways Committee' in 1994 to successfully lobby for its retention; and,

Narrogin Railway Station demonstrates the principal characteristics of a railway station that has continued to develop from its construction in 1907 representing the importance of rail transportation in the development of Narrogin and district.

6.1 Conclusion

The acceptance and implementation of this report is important for the conservation of Narrogin railway station and goods shed. The place has been assessed on the basis of documentary and physical evidence within the guidelines of the Heritage Council of Western Australia, and found to be of considerable cultural heritage significance to the community of Narrogin.

7.0 LEVELS OF SIGNIFICANCE

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Referencing the Statement of Significance with relevance to elements that comprise the place are graded to identify levels of significance.

The analysis of significance provides a basis for recommendations for appropriate action to elements and fabric within specific levels of significance.

Examination of the evidence reveals that certain constraints arise to ensure that the significance of the place is not diminished.

Relevant to each level of significance constraints are proposed to guide the degree of intervention to ensure that the significance of the place, and elements within the place are not diminished. The guidance is the foundation for recommended appropriate action in planning for future development or interventions.

The following definitions of conservation requirements are derived from the Burra Charter.

Conservation: means all the processes of looking after a place so as to retain its cultural significance.

Restoration: means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction: means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either recreation or conjectural reconstruction.

Maintenance: means the continuous protective repair of the fabric, contents and setting of the place, and is to be distinguished from repair. Repair involves restoration and reconstruction and it should be treated accordingly.

Preservation: means maintaining the fabric of a place in its existing state and retarding deterioration.

7.1 Primary significance

These areas are extremely important in terms of the place and should be conserved if the place is to retain its meaning and significance.

- All identifiable original fabric should be retained and conserved.
- Intrusive elements should be removed at an opportune time.
- Any damaged original fabric should be restored.
- Minor adaptation should be limited to the introduction of new services with consideration of alternatives prior to the intrusion into any original fabric.
- Structural alteration to the original fabric is generally not acceptable. However, minor structural adaptation could be considered if the assessed impact was minimal.
- Undertake full documentation of the adaptation or intervention (before, during and after).
- No development or works should adversely impact on the setting or aspect of the place.
- Any development proposal must be referred to the relevant statutory bodies for the appropriate approvals.

7.1.1 Elements of primary significance

- The railway precinct area defined by the PTA lease and the Registered curtilage
- Relationship between the elements on site
- Setting and vistas (to and from all elements on site)
- The original form, scale, layout and materials of each building and element
- The railway station built form and materials including the platform and separate ablutions
- Railway station's face brick work and bullnose corners
- Wire and plaster ceiling in Refresh room
- Relay/battery room fixtures
- Goods shed and loading ramp and open context
- Goods shed: corrugated iron cladding, loading bays, internal timber structure, platform, line through, weighbridge, remains of gantry equipment.
- Signal lever insitu
- Semaphore signal tops

7.2 Secondary significance

Elements of secondary significance are elements of the original fabric of the place that have generally undergone considerable change or alteration.

- Although the elements relate to the history and development of the place, they may be adapted or altered, provided the impact is assessed against the conservation of the place in its entirety.
- This category can include additions and alterations made to the original fabric to accommodate changing requirements. They tend to be expedient and their impact upon the place ranges from neutral to moderately intrusive.
- Any damaged original fabric should be retained, restored and conserved as appropriate.
- Intrusive elements should be removed at an opportune time.
- Adaptation should be limited to the introduction of new services, fixtures and partitions of a removable nature that do not impact original fabric or form.
- Small scale, discreet structural alterations or openings to the original fabric may be acceptable but require careful consideration of options and the impact prior to any works.
- Full documentation and recording of the adaptation (before, during and after) should be undertaken.
- Finishes that are new or different should not damage or impact on original evidence of significant materials or finishes.
- The elements can be altered for adaptive or conservation works, depending on future use requirements and careful consideration of options and the impact prior to any works.
- Ensure that any proposed works to elements of secondary significance do not impact on or detract from elements of primary significance.

7.2.1 Elements of secondary significance

- Pedestrian overpass
- Rail fence on Fairway Street

7.3 Little or no significance

These elements neither contribute to, nor detract from, the significance of the place.

- Removal of elements of little or no significance should be assessed in consideration of the impact of what is proposed to replace that element and issues such as function and economics.

7.3.1 Elements of little or no significance

- Addition at south end of station building
- Partitioned office space in goods shed

7.4 Intrusive

Intrusive elements include items that, in their present form, have an adverse affect upon the significance of the place and removal should be encouraged.

- Removal of any intrusive elements should be assessed in consideration of issues such as function and economics prior to implementation.
- Before removal or adaptation of any elements, full documentation and recording (before, during and after) should be undertaken.
- Removal should be undertaken when the opportunity arises, or when the element is no longer required, unless their removal is identified as an urgent matter.

7.4.1 Elements that are intrusive to the significance

- Flat roof shelter at north end of railway station platform
- Doors, stairs, plumbing elements on west wall of the goods shed
- Concrete “bath’ element in goods shed

Refer to Appendix 3 for the Building condition report and conservation works recommendations

8.0 DEVELOPMENT OF CONSERVATION POLICY

The Conservation Policy is developed in response to the assessment of cultural heritage significance of the place, as identified in the Statement of Significance (Section 7.0) and the levels of significance (Section 8) that are specific to that place. All the evidence presented to date has been considered in the formulation of this policy.

The purpose of the Conservation Policy is to establish a framework within which the cultural significance of the place can be retained, respected and protected. The conservation policy outlines an appropriate framework for decision-making and recommends a logical sequence of works to facilitate the short term and long term conservation of the place.

The Conservation Policy is warranted and its implementation is imperative to ensure that the place is properly conserved for present and future generations. It is very important that on-going appropriate and viable functions are established and retained in the long-term.

Generally the policy recommends that Narrogin railway station and goods shed be retained and conserved.

8.2 Key policy statements

- Policy 1.1** The findings of this report be accepted as an indication of the significance of Narrogin railway station and goods shed to the cultural heritage of the community of Narrogin.
- Policy 1.2** The Conservation Management Strategy is understood and accepted by the owners, managers and occupants.
- Policy 1.3** The Conservation Management Strategy is implemented by the owners, managers and/or occupants.
- Policy 1.4** The policy is referred to and implemented as a guide to future conservation and development of the place identified as Narrogin railway station and goods shed.
- Policy 1.5** Any maintenance, conservation works, interpretation, or development interventions should be undertaken in accordance with the principles and guidelines of Australia ICOMOS's Burra Charter, and in compliance with all heritage and statutory bodies.
- Policy 1.6** The establishment of appropriate and preferred uses be monitored and managed to ensure the ongoing viability of the place.
- Policy 1.7** Undertake conservation works as detailed in Appendix 3.
- Policy 1.8** Review this Conservation Management Strategy, every five years, to reconsider the appropriateness in light of any changes to the situation, and make necessary amendments to the conservation policies at those times.

9.0 RETENTION OF SIGNIFICANCE (policies arising from the significance of the place)

9.1 Procedural policies for the retention of significance

It is important that the owner and those responsible for the place understand the assessed significance, and the Conservation Management Plan is accepted and implemented.

Policy 2.1 Appropriate professional advice should be sought when any intervention to the fabric is considered, or if unplanned situations arise and require attention.

9.2 Physical policies for the retention of significance

9.2.1 Site Application

The site is integral to the significance of the place.

Policy 2.2 The place be treated with the respect afforded by its significance.

Policy 2.3 Retention and conservation of the place in the context of the site as specified in this document is essential to retaining the assessed significance of the place as stated in the Statement of Significance.

9.2.2 Design Intent

Narrogin railway station and goods shed has a high degree of integrity and authenticity and demonstrates a very clear understanding of the original and subsequent design intentions.

Policy 2.4 Any new work to the buildings should be sympathetic, with the remaining fabric of exceptional, considerable or some significance, or able to be reversed without damage to the surrounding fabric at a later date.

9.2.3 Current use

The railway station is vacant and boarded and the goods shed provides storage; otherwise vacant.

Policy 2.5 The establishment of appropriate functions is critical to the ongoing viability of the place.

9.2.4 Fabric and Setting

The setting of the railway precinct has changed significantly over the years with the demise of many other elements including, but not limited to, the original c.1890 railway station, flour mill, water tower and tank, and central island platform. The original c.1890 station was replaced in 1907, pedestrian overpass in 1965, and the 1889 goods shed replaced in 1922.

The remaining original fabric of 1907, 1922, and 1965 is mostly intact.

Policy 2.7 The setting and overall massing of Narrogin railway station and goods shed should not be further compromised by any alterations or adaptations. Works considered detrimental to the setting or massing would include changes to the scale, form, existing building alignment, symmetry, fabric, or details.

Policy 2.8 Any new development should respond positively to the existing buildings assessed as being significant.

Policy 2.9 Retain and enhance existing vistas to and from the place.

Policy 2.10 Interpret and promote the place for Statement of Significance values. (Section 7.0)

10.0 REQUIREMENTS FOR INTERPRETATION

10.1 Introduction

Interpretation means all the ways of presenting the cultural significance of a place. Interpretation may be a combination of the treatment of the fabric (e.g. Maintenance, restoration, reconstruction); the use of and activities of the place; and the use of explanatory material.³⁴

10.2 Interpretation

Narrogin railway station and goods shed is integral to the history of the Narrogin district. It may require some explanation in order to understand the significance of the cultural heritage of the place. With understanding comes a respect for the place and an interest in how and why the building developed. The community of Narrogin should have the opportunity to understand and appreciate the significance of this place in their neighbourhood, and its role in the history of Narrogin.

Interpretation is a communication link between a place and its visitors. Whatever the link is it creates for the visitor an intellectual and emotional connection to a place. It creates feelings about a place, prompts ideas and reveals meanings.³⁵

The potential to further interpret and promote the heritage of the place is a prime opportunity to enrich the experience of a visit to the place.

Policy 3.1 Given the cultural importance of the place it is worth developing interpretative material drawing upon the research that has been compiled, and the work in this report, using the plans and information developed for it, to explain the nature and function of the various parts and of the history of the place and the context from which it evolved.

Policy 3.2 The development of brochures and the introduction of discreet signage are means by which the place could be interpreted and promoted.

10.3 Heritage Tourism

Heritage tourism has been broadly described as:

'activities and services which provide international and domestic visitors with the opportunity to experience, understand and enjoy the special values of Australia's heritage.'³⁶

Heritage places are a fundamental element of Australia's tourism industry. More and more 'tourists' are seeking to 'experience' heritage places and the rich stories and history associated with them.

Successful tourism at heritage places depends on a number of things, but quality and honesty must be foremost in the experience. It builds on common ground through community development, ownership and identity that engenders community pride in the tourism business of providing the product, customers and profits, as well as conserving the place through informed and educated heritage management, legislation,

³⁴ The Burra Charter (The Australia ICOMOS Charter for Places of Cultural Significance) 1999. Article 1.17.

³⁵ An extract from Golden Pipeline Interpretation Plan for National Trust of Australia (WA). 2001.

³⁶ *Successful Tourism at Heritage Places: A guide to Tourism Operators, Heritage Managers and Communities.* Australian Heritage Commission. 2001. p.4.

availability of resources, and clear management and conservation objectives as detailed in the Conservation Management Plan.

Eight principles have been derived from an international and national context of sustainable practice in both heritage and tourism:³⁷

- Principle 1 Recognise the importance of heritage places
The Conservation Management Plan provides the documentation to substantiate the significance of a place.
- Principle 2 Look after heritage places
The Conservation Management Plan ensures that the policies underpin and retain the significance in the future conservation and management of a place.
- Principle 3 Develop mutually beneficial partnerships
Success depends on community involvement and empowerment and developing active partnerships with site managers, tourism operators, professional expertise, and other businesses in the region, for the purpose of benefiting tourism and cultural heritage to build sustainable heritage tourism.
- Principle 4 Incorporate heritage issues into business planning
Sound business planning is the essential foundation of a successful heritage tourism operation.
- Principle 5 Invest in people and place
Heritage tourism must involve the conservation of the heritage assets and the economic and social well being of local communities.
- Principle 6 Market and promote products responsibly
Marketing and promotion must recognise and respect the cultural heritage significance of the place and the wishes of the local community, and not create unrealistic visitor expectations. Successful marketing and promotion results from strategic partnerships across tourism and heritage interests at all levels.
- Principle 7 Provide high quality visitor experiences
A common understanding of visitor needs and motivations by tourism operators and heritage managers is the basis of high quality visitor experiences. Honest presentation of authentic places with minimal reconstruction, adaptation or new development provide a basis for a quality experience, allowing for a clear understanding of the place. High customer satisfaction is achieved by attention to detail, and a commitment to high quality in planning activities, staff training, interpretation, and the provision of facilities and services.
- Principle 8 Respect Indigenous rights and obligations

³⁷ *Successful Tourism at Heritage Places: op.cit., p.10.*

Aboriginal people are the primary source of information about their culture and its significance.³⁸

Policy 3.3 Respond to the 8 principles as a basis for any tourism activity at the place.

³⁸ ibid. pp. 10-13.

11.0 EXTERNAL REQUIREMENTS (for retention of significance)

11.1 Shire of Narrogin

External requirements apply, but these are the same as would be attached to any property in the Shire of Narrogin except for issues associated with heritage listings.

The Health Act, Building Code of Australia, and other procedures relating to normal building operations and development should apply. Authorities may exercise some discretion in relation to the place, due to its special nature.

The place is listed in the Shire of Narrogin's Heritage Inventory.

Policy 4.1 The findings of this report be accepted by the Shire of Narrogin as an indication of the significance of Narrogin railway station and goods shed to the cultural heritage of the community of Narrogin.

Policy 4.2 The Shire of Narrogin implement the provisions of the Planning Scheme with regard to including Narrogin railway station and goods shed on the Heritage List to ensure appropriate procedures for the management and conservation, and referrals to DPLH.

11.2 Heritage Council of Western Australia

This place is entered in the Register of Heritage Places and therefore has protection under the Heritage of Western Australia Act 1990.

As a consequence of the inclusion of *Narrogin railway station and goods shed* in the Register of Heritage Places, control applies to all those things designated as development under the Act, including demolition of any of the constituent parts of the place. DPLH, in respect of the place has the power to enter into, implement & enforce Heritage Agreements, arrange assistance for the conservation of the place, assist in negotiation with authorities, may obtain waivers in respect of written laws that might impede proper conservation and may issue conservation or restoration orders to protect the place.

Policy 4.3 The Shire of Narrogin must refer any development proposal to DPLH for "approval" prior to endorsing any proposals or any works taking place.

11.3 National Trust of Australia (WA)

The place is classified by the National Trust of Australia (WA).

In consequence of the inclusion of Narrogin railway station and goods shed on the National Trust classified list, there are no legal constraints associated with the listing although moral persuasion for conservation is advocated.

11.4 Burra Charter

The principles of the Burra Charter are fundamental to the conservation of the place as outlined in the detailed conservation policies and conservation works as detailed in Appendix 1.

Policy 4.4 All conservation and interpretation of the existing building, other elements, and the setting, and any future development be in accordance with the principles of the Burra Charter.

12.0 OWNER REQUIREMENTS

12.1 The Owner

The owner and those responsible for the place recognise the need to have a Conservation Management Plan to guide and assist in facilitating the immediate and ongoing conservation measures necessary to ensure the future of

12.2 Implications of ownership

In view of the significance of the place, and considering the continued future use of the place, the owner needs to be aware of any implications that may be attached to the:-

- conservation of the place
- continuing to have appropriate uses and occupation of the place
- interpretation of the place
- signage
- parking
- routine maintenance and procedures

The acceptance and implementation of the Conservation Management Strategy will assist the ongoing future for

Policy 5.1 The owner should consult with the DPLH with regard to the relevance and appropriateness of any proposed development on the site should it be considered.

Policy 5.2 Undertake conservation works as detailed in Appendix 3.

Policy 5.3 Adopt an inspection and maintenance program flexible enough to incorporate regular review and improvement. Appendix 4.

Policy 5.4 Seek out relevant funding programs:

Local governments and not-for-profit organisations qualify for Lotterywest's Conservation of Cultural Heritage grants for conservation works.

12.3 Compatible uses

The choice of a compatible use can be essential to the survival of the significance of a building, as most uses require some changes to accommodate their needs.

Policy 5.5 Future compatible uses for Narrogin railway station and goods shed must;

- Maintain the relationship between the parts of the place.
- Take the opportunities presented for the restoration of fabric.
- Not compromise the significance of the place as described in the Statements of Significance.
- Not require alteration to any fabric described as being of exceptional, considerable or some significance.

12.4 Future Opportunities

The Shire of Narrogin recognises the opportunities that conservation affords and is taking a well informed and considered approach to its future.

The overriding concern is that the cultural heritage integrity of the place is retained and enhanced and the place is conserved for future generations.

Policy 5.6 In terms of a long-term viability, the place needs to be occupied and used for viable and appropriate functions.

13.0 FUTURE DEVELOPMENT

13.1 Generally

This section is concerned with controls for future development and change, mechanisms for policy making in relation to care and use in the case of unforeseen developments or circumstances.

13.2 Control of future development

All future development needs to be evaluated against the Statements of Significance. Effective control will be maintained by reference of any development to an expert for their advice through the planning process and the DPLH for approval of proposed works.

The governing controls should always be guided by:-

- The conservation of the surviving original fabric
- The ensure that change will not jeopardise the fabric.
- The proper briefing of intending users to ensure that a general understanding of the cultural significance of the place is accepted as a condition of use.
- The implementation of this policy.

13.3 Framework for future decisions

It is difficult to foresee all future development or policy matters that may require resolution, or predetermine situations that may develop during conservation works. A policy to allow for unforeseen developments, is appropriate for those circumstances;

Policy 6.1 Gauge development and policy against the statements of significance and conservation policy, in conjunction with any subsequent detailed policy plans.

Policy 6.2 Do not consider any future use, development, or policy that would diminish the significance of the place.

Policy 6.3 Future policy decisions should be guided by conservation principles relevant and in force at the time.

Policy 6.4 Should there be no policy in place for a particular situation, the matter should be referred to the DPLH for assistance to resolve the matter.

Policy 6.5 To assist in defining and resolving such issues, the owner or other persons responsible for day-to-day management and implementation of the Conservation Management Strategy, should acquire some skills and experience in cultural heritage resource management, in order to recognise issues that might require expert advice in regard to the significant fabric.

Policy 6.6 The management should recognise the need for, and call in at the proper time, appropriate professional guidance or assistance, to facilitate resolving issues not foreseen in the Conservation Management Strategy.

14.0 IMPLEMENTATION OF THE POLICY

14.1 Management Structure

A management structure is a means of implementing the conservation policy. The objectives of management of the place are primarily :-

- Conservation of the context.
- Conservation of the significant fabric.
- Control over uses.
- Interpretation of the building.
- Maintaining the viability of the place.
- Control of future development.
- Commitment to on-going maintenance.
- Promotion of the asset to ensure community awareness and appreciation of heritage and therefore support for ongoing funding which is essential to its long term viability.

14.2 Management organisation

The management body must;

- Evaluate capital works.
- Manage the setting of the place.
- Ensure maintenance routines are adhered to.
- Maintain a summary of conservation works, and materials and methods used, as a reference for making future conservation decisions.
- Ensure that development is referred to the DPLH.
- The implementation of appropriate and preferred uses be monitored and managed to ensure the ongoing viability of the place.
- A comprehensive management program be put in place to establish a structure and routine to ensure the retention of the fabric recognised as significant.
- A comprehensive maintenance program be put in place.
- Ensure any current or future lease arrangements recognise the need to conserve the place.

14.3 Relevant agencies to implement policies

The owner and/or the management committee, with the owner's approval, is the appropriate body to implement this policy. With appropriate professional advice on conservation matters, when required, the owner will be in a position to facilitate the adoption and implementation of this plan.

A broad range of skills are necessary to ensure that management is effective, and that the plan is realised and reviewed in consideration of experience and developments. The appointment of appropriate conservation professionals would be advantageous to facilitate the maintenance inspections and implementation of conservation works.

15.0 CONCLUSION

The Conservation Management Strategy provides a robust framework and guidelines to inform of future conservation and any development.

The basic premise is to retain and respect, the rest is common sense and responding to the guidelines.

Appendix 3 is the critical conservation recommendations that are required and detailed in a priority order, although most are relatively urgent in terms of restoring the place to facilitate a viable function in the buildings that have been mostly vacant for over 25 years.

Entry in the Register of Heritage Places means that any development must be referred to the Department of Planning Lands and Heritage (DPLH) for approval prior to undertaking any works.

16.0 REFERENCES

The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013

Department of Planning Lands and Heritage (DPLH); Heritage Council: Register of Heritage Places assessment documentation.

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Google maps

The Heart of a Town. A Report into the Narrogin Railway Station and its Environs.' Maurie White. (Submitted by 'Friends of the Railways' Advisory Committee to the Town of Narrogin, October 1994).

BSD Consultants Pty Ltd 'Narrogin Railway Station. Structural Engineering Assessment' (for Westrail, December 1993).

Wood and Grieve Engineers. Structural report 2000.

17.0 APPENDICES

APPENDIX 1

Burra Charter

APPENDIX 2

Department of Planning, Lands and Heritage

Register of heritage places assessment documentation

APPENDIX 3

Condition report and conservation works recommendations

APPENDIX 4

Maintenance schedule

APPENDIX 5

BSD report

APPENDIX 6

Footbridge report

APPENDIX 7

Wood & Grieve Engineers report

anything will be positive-Tourist info centre-INDIGENOUS ART SPACE-unique space for events in goods shed-Tourists-parks Indigenous groups meeting place in goods shed-HISTORY ROOM-coffee shop-art gallery-CENTRAL HUB for town-showcase local history-museum-restored engines-tours- daytrips on rails to Cuballing or Wagin-Narrogin 'Activity passport'-truck stop-rest rooms-reinvent the 'Refresh'-GET PM076 BACKI-brewery-restaurant-give visitors a reason to stay another day or night-heritage centre-FUTURE PROOF-represent railway history-essence of our town- train trips on Hotham Valley train-gardens-GATEWAY to NARROGIN-resting place for travelers-private business- skills and training centre-GROUND LEVEL ACCESS FROM TOWN- weekly mixed markets-historical site-PM076 restored in goods shed- link road visibility opportunities-escape room carriage: puzzles change every 6 months-move DCVC to the goods shed-restored as "Heart of Narrogin"-promote area-information centre-shift railway line so access town-railway museum-vision of the past-Westrail bus bay-maintain railway history-bring back passenger trains-RAIL TRAIL-businesses-partnerships with other rail/train groups-points of interest-shopping centre-ANYTHING IS POSSIBLE-community public functions-available to community-CRITICAL: level crossing-YOUTH CENTRE-coffee shop-weekend markets on the platforms-PM706 in Goods shed

DRAFT

Adaptive Reuse Strategy

NARROGIN RAILWAY STATION & GOODS SHED

“The Heart of the Town”



Prepared for

Shire of Narrogin

by

HERITAGE INTELLIGENCE (WA)

Laura Gray

November 2020

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EXECUTIVE SUMMARY

There is no doubt that the Shire of Narrogin and the community have an appetite for the restoration and reactivation of the Narrogin Railway Station and Goods Shed. The Shire of Narrogin has made a considerable financial commitment, and the community has demonstrated their enthusiastic support revealing how passionate and important their memories of the railways are to them.

The issue of access across the railway lines has no simple or inexpensive answer, other than it is critical to provide universal access to the railway station from the town centre and even more so for a future TransWA coach stop at the station.

The development of the east end of Mackie Park and future of the Horden Hotel will play a significant role in providing a visual and physical link to the railway station and goods shed, from the main business section of town.

The direct association with the Dryandra Country Visitors' Centre (DCVC) is important but locating the DCVC in the railway station would impact accessibility to and from town. It would be preferable for the DCVC to facilitate the interaction with whatever happens at the railway station, so the attractions of the Dryandra Woodlands and the natural environment remains separate from the railway identity.

This report seeks to highlight a number of issues and opportunities. The outcome of community consultations supports many of the concepts presented in this report. However, ideas and suggestions from the community for commercial activities located at the station such as a café and/or restaurant, while attractive, potentially impact on town businesses. The activation of the railway station and goods shed is an opportunity to add to what Narrogin already offers without impacting existing businesses.

The railway station venue presents an opportunity to continue the Noongar story from Gnarrogin Park into the contemporary period with art, cultural artifacts and interpretation as an introduction to Narrogin's indigenous history supplemented by a brief history of the town's development and the railway history.

A simple and practical concept is to reinstate the integrity of the railway station as a hub of arrivals and departures. The vision encompasses a short comfort stop, a TransWA coach station, the bike trail end and beginning with quality ablutions and storage, and an opportunity to experience an informative and immersive stroll through the Narrogin Railway Station - "The Heart of the Town". The following recommendations summarise the report;

Recommendations:

- 1 Accept and understand the accolade of the Narrogin Railway Station's entry onto the Register of Heritage Places and the statutory implications and requirements of that listing.
- 2 Ensure that the cultural heritage significance of the State Registered Narrogin Railway Station and Goods Shed is respected and all works and development are in line with the recommendations of the Conservation Management Strategy 2020 and necessary approvals from the Department of Planning Lands and Heritage (DPLH) to uphold and enhance the heritage significance.

- 3** Refer to the Conservation Management Strategy 2020 for guidance for any conservation work, development or interventions to the buildings. The levels of significance identify degrees of intervention but guidance and DPLH approval is still required.
- 4** Undertake the conservation and works and service installations at the railway station as a stage 1 priority and the goods shed conservation works as stage 2.
- 5** Identify relevant funding opportunities for various elements of the reactivation including various State and Federal agencies. (e.g. from Lotterywest, Royalties for Regions, Arts and Tourism).
- 6** Accept the community's connections with the Narrogin Railway Station and Goods Shed and continue to engage and value the benefits of their contributions.
- 7** Recognise and utilise the value of the community. The railway buildings engender considerable connections and pride with history and heritage. The retention and reactivation of those buildings impacts on community well-being, sense of place and social sustainability.
- 8** Avoid businesses initiatives or activities at the railway station and goods shed competing with existing business in the town.
- 9** Recognise that restoration and re-activation of railway stations and other decommissioned railway infrastructure is a challenging opportunity. Identify why others have not succeeded. Take lessons from their lack of success to inform decisions regarding the development of the Narrogin Railway Station and Goods Shed. Be inspired by those who have succeeded.
- 10** Progress discussions and applications to facilitate an at-grade pedestrian crossing (Ped-Xing) to link the west and east across the railway line to provide universal access to the railway station from the town centre.
- 11** Retain and upgrade safety requirements of the existing pedestrian overpass to prevent slipping and tripping on the ramps and steps particularly.
- 12** Explore ideas of a shuttle service between the DCVC and the east of the railway station, providing universal access.
- 13** Take opportunities to partner with relevant agencies and develop a link to the Gnarojin Park where the stories and sites of the significant Noongar history are shared. The railway station venue presents an opportunity to continue the Noongar story into the contemporary period with art, cultural artifacts and interpretation as an introduction to Narrogin's indigenous history and supplemented by a brief history of the town's development and the railway history.
- 14** Tourism is a critical element for the success of the re-activated railway station. Explore opportunities to partner and promote the Narrogin Railway Station as a separate entity from the Dryandra Country promotion.

- 15 Engage a consultant to undertake an interpretive plan and associated signage for the entire railway precinct.
- 16 Develop and establish lookout positions on the pedestrian overpass with interpretive maps showing the railway layout in north and south directions.
- 17 Develop clear directional signage for access to the railway station from the DCVC and the ramp entry on Fairfield Street, onto the pedestrian overpass.
- 18 Negotiate with the relevant agencies to relocate the TransWA coach terminal to the railway station. The railway station was the place of arrivals and departures and the same function of the coach terminal is relevant to the place.
- 19 Liaise and partner with relevant organisations and agencies to establish a beginning and end of a journey hub for cyclists and trekkers.
- 20 Action the ablution fit-out for universal access, including a shower, in the existing ablution building at the south end of the station platform.
- 21 Install Electric Vehicle Fast Chargers at a convenient area of the carpark in Pioneer Drive to access the facilities of the railway station.
- 22 Undertake every effort to return PM706 to Narrogin Railway Station to restore and display in the goods shed.
- 23 Explore opportunities to relocate the signal box back to Narrogin to reinstate its part of the history and a landmark on Pioneer Drive.
- 24 Consider engaging appropriate conservation expertise to establish recording, storing and referencing regimes for the archival records to be relocated and archived at the railway station.
- 25 Provide ongoing support for the construction of a scale model of the town for display in the railway station.
- 26 Explore the opportunities for sensory (model room) and virtual reality (chairs) experiences to engage the experiential tourists and provide a point of difference associated with the Narrogin railways.
- 27 Investigate lighting options for uplighting the station building, lighting the pedestrian overpass and establishing projected railway images (active and passive) on the outside walls of the goods shed.
- 28 Consider opportunities and partnerships with arts organisations including Arts Narrogin and FORM to facilitate and promote public art and arts and cultural events, and the concept of developing a “rail trail” associated with the Narrogin Railway Station and Goods Shed to promote the overall railway experience in Western Australia.
- 29 Work with the Noongar community with regard to contemporary stories, art and interpretation at the railway station connecting to their history associated with Gnarrogin Park.
- 30 Link recommendations in the Youth Engagement, Strategy and Development

Plan-Draft 2019/2020 with the potential use of the railway goods shed. The Strategy identified the need for a safe, convenient space for youth, that offers the opportunity for structured and non-structured activities and informal and formal support in defined spaces. The goods shed has the potential to become a cultural hub.

- 31** Develop partnerships with agencies to deliver services to activate the goods shed.
- 32** Provide spaces in the goods shed for the relevant agencies to facilitate Aboriginal “men’s business“ and Aboriginal youth activities where there may be opportunities for mentoring programs for skills and trades.
- 33** Develop a gaming area in the goods shed in separate pods with gaming stations and other activities.
- 34** Form a “Friends of the Railways” community organisation to provide support for activities at the railway station and personalised country hospitality.
- 35** Initiate a commemorative display to celebrate the achievements of the original “The Friends of the Railways”.
- 36** Develop relationships with Rail Heritage WA and other rail organisations to share information, opportunities and promotion.
- 37** Be alert and informed of opportunities that external operators provide to the Narrogin railway experiences.

1.0 INTRODUCTION

The Narrogin Railway Station and Goods Shed are significant remaining elements of the broader Narrogin railway station group that comprises the buildings and the sites of the various facilities and functions associated with the major railway junction of the Great Southern region, established in 1889 at Narrogin.

The railway station and goods shed are in need of revitalisation and reconnection with the Narrogin community.

The railway station has not been used since 1978 when the last passenger trains traveled through the region. Until that time Narrogin was the railway centre of the entire Great Southern Region. The railway station building suffered neglect and vandalism before the Friends of the Railways was formed in 1994 and lobbied successfully, to retain and restore the railway station. The goods shed has continued with various storage functions, but with minimal maintenance over the years. The pedestrian overpass was replaced in 1964, the Signal Box was established in 1962, then decommissioned in 1994 and relocated to Pinjarra in 2003.

The understanding of this vibrant community place diminished to a vacant and disconnected reminder of what it used to be. The Shire of Narrogin recognised the demise and initiated a range of funding opportunities, that facilitated a Conservation Management Strategy to guide the future conservation, and the Adaptive Reuse Strategy to outline opportunities to re-invigorate the buildings with functions to benefit the communities of Narrogin (town and district) and build on Narrogin's pride and identity.

An important part of the development of this report to provide recommendations in consideration of the heritage significance and future opportunities was to engage with the community to inform and be informed.

1.1 The site

The rail reserve at Narrogin from the Public Transport Authority (PTA) system showing:



- The Rail Reserve coloured green
- The Rail Reserve bordered thick red
- The current Shire station lease dotted in red

2.0 HERITAGE SIGNIFICANCE

The railway station and goods shed are recognised as being of State significance, by virtue of entry onto the Heritage Council's Register of Heritage Places and listed as a Grade A place in the Heritage List of the Shire of Narrogin's Local Heritage Survey (2019).

The Statement of Significance from the Conservation Management Strategy (2020) is as follows;

Narrogin railway station (1907++) and goods shed (1922), a face brick and iron station building and corrugated iron clad goods shed respectively, including the pedestrian overpass (1964), has cultural heritage significance for the following reasons:

It is important to the community for the identifiable and significant railway environment that represents what remains of the central junction of the Great Southern Railway network, that informs of its intrinsic historic value to the community;

As an important landmark element in the Narrogin townscape it forms a visual (and physical) link between the business district of the town on the west, the creek that is integral to Gnarrojin Park, and, the east side of the town;

As the major junction on the Great Southern railway system, Narrogin Railway Station played an important role in the development of the railway infrastructure of Western Australia, and as the centre of Western Australian Government Railway's maintenance and administration operations for almost eighty years, it made a considerable contribution to the development of the town and district;

Narrogin railway station has close associations with generations and descendants of the railway staff, the passengers, and the staff of 'Refresh' which was a popular social venue;

The social importance of the railway station is immeasurable with the gatherings on the platforms for passenger train arrivals and departures at all hours of the day and night; the war time departures, boarding schools and other events, and socialising at the 'Refresh' at the station;

It has made lifelong contributions to the community's sense of place with generations of reminiscences that evoke the memories and nostalgia of events, of arrivals and departures, farewells and celebrations, or working or being in a family of a worker;

The value to the community was clearly demonstrated with the formation of a 'Friends of the [Narrogin] Railways Committee' in 1994 to successfully lobby for its retention; and,

Narrogin Railway Station demonstrates the principal characteristics of a railway station that has continued to develop from its construction in 1907 representing the importance of rail transportation in the development of Narrogin and district.

2.1 Conservation Management Strategy

A critical element to the conservation of a place is first to understand the place, and respond appropriately with respect, with minimal impact to the significance of the place, in consideration of the importance of viability for the future. The Conservation Management Strategy 2020 has been developed to substantiate the significance of the place and provide conservation policies

and recommendations for conservation works that will guide the adaptive re-use process and long-term future of the railway station and goods shed.

Critical to the future of any place, and particularly a heritage place, is a viable use that has minimal impact on the significance of that place.

2.2 Impact on Heritage Values

The Conservation Management Strategy 2020 provides guidance with regard to levels of significance and degree of conservation and development intervention.

Primary significance

These areas are extremely important in terms of the place and should be conserved if the place is to retain its meaning and significance.

- The railway precinct area defined by the PTA lease and the Registered curtilage
- Relationship between the elements on site
- Setting and vistas (to and from all elements on site)
- The original form, scale, layout and materials of each building and element
- The railway station built form and materials including the platform and separate ablutions
- Railway station's face brick work and bullnose corners
- Wire and plaster ceiling in the Refresh room
- Relay/battery room fixtures
- Goods shed, loading ramp and open context
- Goods shed: corrugated iron cladding, loading bays, internal timber structure, platform, line through, weighbridge, remains of gantry equipment.
- Signal lever insitu
- Semaphore signal tops

Secondary significance

Elements of secondary significance are elements of the original fabric of the place that have generally undergone considerable change or alteration.

- Pedestrian overpass
- Rail fence on Fairway Street

Little or no significance

These elements neither contribute to, nor detract from, the significance of the place.

- Addition at south end of station building
- Partitioned office space in goods shed

Intrusive

Intrusive elements include items that, in their present form, have an adverse affect upon the significance of the place and removal should be encouraged.

- Flat roof shelter at north end of railway station platform

- Doors, stairs, plumbing elements on west wall of the goods shed
- Concrete 'bath' element in goods shed

Some conservation works, installing services, and any proposed developments to the railway station and/or goods shed require approval from Department of Planning Lands and Heritage (DPLH) due to the State significance of the place. A Heritage Impact Statement is a mechanism to assist in that endeavor.

Recommendation 1

Accept and understand the accolade of the Narrogin Railway Station's entry onto the Register of Heritage Places and the statutory implications and requirements of that listing.

Recommendation 2

Ensure that the cultural heritage significance of the State Registered Narrogin Railway Station and Goods Shed is respected and all works and development are in line with the recommendations of the Conservation Management Strategy 2020 and necessary approvals from the Department of Planning, Lands and Heritage (DPLH) to uphold and enhance the heritage significance.

Recommendation 3

Refer to the Conservation Management Strategy 2020 for guidance for any conservation work, development or interventions to the buildings. The levels of significance identify degrees of intervention but guidance and DPLH approval is still required.

Recommendation 4

Undertake the conservation and works and service installations at the railway station as a stage 1 priority and the goods shed conservation works as stage 2.

Recommendation 5

Identify relevant funding opportunities for various elements of the reactivation including various State and Federal agencies. (e.g. from Lotterywest, Royalties for Regions, Arts and Tourism).

3.0 COMMUNITY ENGAGEMENT

A community consultation strategy was developed and a program of events was implemented with considerable success. The intention of the community consultation was to inform of the conservation planning process and engage with the community for their memories, railway associations, and their views about future opportunities for the railway station and goods shed.

A survey form was prepared and made available on the Shire of Narrogin's Facebook and Lost Narrogin, and at the Shire and at all the events.

A plethora of information and ideas of what could or should happen was garnered from the process.

3.1 Contacts and program

Contact details of interested individuals and key organisations were provided and contacted by email and/or phone in the first instance with follow up information, and recontacting as the engagement progressed. Consultations were held through Open Houses, site tours, presentations and one on one discussions. The consultation techniques and formats are outlined below:

17, 20 July 'Open houses' offered by the Shire of Narrogin

22 July

Met the Shire staff; tour of the site

Met with Arts Narrogin, and Morrie Russell (model maker)

DCVC meeting

Chamber of Commerce event: Business After Hours

23 July

Two community presentations and station tours

4 August

Two community presentations and tours

Met with Uffe Geysner (Friends of the Railway)

Met with Max Werner (Community member)

Met with Mrs Evelyn White (Friends of the Railway)

Presented to the Shire's Townscape Advisory Committee

11 August

Presented to KEEDAC

One community presentation and station tour

Met with Coral Mahony- (Community member)

Met John Warburton, Shire's Operations Manager on site regarding proposed works to station

Elected Members briefing

1 September

Met with FORM team to discuss arts events and project opportunities.

3.2 Survey results

Over 50 responses were received. Hereunder are the responses regarding the proposed adaptive re-use. With one exception (anonymous suggested a bulldozer) the survey responses were positive for the activation of the railway station and goods shed.

Tourist info centre-indigenous art space-unique space for events in goods shed-anything will be positive!-tourists-parks - groups meeting place in goods shed-history room- coffee

shop-art gallery-central hub for town- showcase local history-museum-restored engines-tours- daytrips on rails to Cuballing or Wagin-Narrogin 'activity passport'-truck stop-rest rooms-reinvent the 'refresh'-get PM076 back!-brewery-restaurant-give visitors a reason to stay another day or night-heritage centre-future proof-represent railway history-essence of our town- train trips on Hotham Valley train-gardens-gateway to Narrogin-resting place for travelers-private business- skills and training centre- ground level access from town-weekly mixed markets-historical site-PM076 restored in goods shed- link road visibility opportunities- escape room carriage: puzzles change every six months-move DCVC to the goods shed-restored as "Heart of Narrogin"-promote area-information centre-shift railway line so access town-railway museum-vision of the past-Westrail bus bay-maintain railway history-bring back passenger trains-rail trail-businesses-partnerships with other rail/train groups-points of interest-shopping centre-anything is possible-community public functions-available to community-critical: level crossing-youth centre-coffee shop-weekend markets on the platforms-PM706 in goods shed

The community engagement demonstrated significant and often poignant memories and associations with the railway station, and almost without exception responses were positive and enthusiastic regarding future opportunities.

3.3 Community Impact

It is important that the existing town and district businesses are not impacted in a negative way by competitive commercial operations under the Shire's sphere of control.

The intention is to value add to existing business, image, tourist destination and opportunities.

The Shire of Narrogin's Townscape Study Review 2016 states:

As a general guiding philosophy, the Shire and community should recognize that the town centre has a key role in the economic and social fabric of the community, and endeavour to consistently make decisions which focus resources and activity into the core. Wherever possible, new businesses and enterprises should be encouraged to establish their operations in the CBD.¹

The issue of access to the Ped-Xing between Mackie Park/Fairway Drive corner and the east side of the railway line is critical to that intent.

Gnarrogin Park as a whole is an asset to the town, with its artworks and brookside path. Continuing to enhance it with planting, interpretation and strengthened connections across the rail line is strongly recommended. The more that it is used and activated, the more it will be 'owned' by the community, respected and cared for....²

1 Shire of Narrogin Townscape Study Review, 2016. p.8

2 Shire of Narrogin. Townscape Study Review, 2016. p.32

Recommendation 6

Accept the community's connections with the Narrogin Railway Station and Goods Shed and continue to engage and value the benefits of their contributions.

Recommendation 7

Recognise and utilise the value of the community. The railway buildings engender considerable connections and pride with history and heritage. The retention and reactivation of those buildings impacts on community well-being, sense of place and social sustainability.

Recommendation 8

Avoid businesses initiatives or activities at the railway station and goods shed competing with existing business in the town.

4.0 ADAPTIVE RE-USE

The concept of adaptive reuse of heritage buildings to a large extent, depends on the sense of place and value in a local community. Heritage invests local communities with a powerful reason to look after their local environment and lead more sustainable lifestyles as they have a powerful connection to their physical environment through visual amenity and the intrigue and uniqueness offered by heritage buildings and streetscapes. People feel a stronger sense of connection with their local surroundings through heritage, which is quite different to the mentality associated with new building stock, in that it can be, replicated anywhere and therefore lends no specific connection to the local environment.

Heritage buildings are cultural icons and their preservation impacts on community well-being, sense of place and therefore social sustainability.³

Recommendation 9

Recognise that restoration and re-activation of railway stations and other decommissioned railway infrastructure is a challenging opportunity. Identify why others have not succeeded. Take lessons from their lack of success to inform decisions regarding the development of Narrogin Railway Station and Goods Shed. Be inspired by those who have succeeded.

3 P. A. Bullen, P.E.D. Love, (2011), "Adaptive reuse of heritage buildings", Structural Survey, Vol. 29 Issue 5. pp. 411–421.

5.0 ACCESS

The closest pedestrian access to the railway station from the town centre of Narrogin is across the pedestrian overpass and down a set of stairs. A vast expanse of graveled area north of the goods shed and specifically the operational railway lines prevent direct at-grade (ground level) universal pedestrian access between the town centre and the railway station.

The town's visitor centre, the DCVC is located on the corner of Fairway and Park Street, a short direct distance from the goods shed on the west side of the railway line, and the railway station on the east side of the railway line which is only accessible by the pedestrian overpass.

The overpass is not compliant with universal access requirements for the ramped grades at the north (west side) and east ramps, and certainly not the steps to the platform.

Universal access to the railway station is limited to vehicle access on Pioneer Drive where the parking area on the east side of the railway station is positioned for pedestrian access at an accessible ramp onto the north end of the railway station platform.

Although there are two existing pedestrian crossings between the town centre and the east side of town, the closest to the railway station is the Egerton/Doney Street crossing. It is accessed off Federal Street a reasonable walking distance from the DCVC.

The Shire's Public Art Strategy & Masterplan 2019 reiterates the importance of walkability:

The railway line and Gnarojin Park are two important north/south conduits of the town and divide the western and eastern housing precincts. Walkability was a key value identified in H&H Architect's 2016 Townscape Study Review. Improving connectivity within the town by strengthening east/west pedestrian routes will enhance the walkability value of the town site and provide meaningful opportunities for public art placement within Gnarojin Park and in areas adjacent to the railway line.⁴

Commissioning a curated series of works with the intent to improve connectivity between Gnarojin Park and the CBD. These curated works will introduce visitors to the town, create way finding across the town..... artworks to navigate spaces at night especially within Gnarojin Park and for the overpass.⁵

Linking the town centre and the railway station at ground level is a significant factor in re-activating the railway station.

Directional and interpretative signage will be critical to promoting and facilitating maximum access to the railway station from the west/town centre side of the railway lines.

5.1 Pedestrian access (Ped-Xing)

The west to east crossing to access the railway station from the town centre exists via the pedestrian overpass. It is a logical entry that can be identified from the primary junction in the town centre where the Town Hall is located.

4 Shire of Narrogin. Public Art Strategy & Masterplan 2019. Artsource. p.27.

5 Shire of Narrogin. Public Art Strategy & Masterplan 2019. Artsource. p.15.

The pedestrian overpass is an experience that very few railway stations still have retained, and it an important element in the railway context that contributes to the town's identity.

A Ped-Xing at the north end of the existing ramp entry in Fairway Street is a likely location to establish a universal access to the railway station from the town centre.

Although the most obvious location for a Ped-Xing is direct from the east end of Park Street in the proximity of the DCVC. It presents a significant problem with the platform one metre higher than ground level at that point.

The more viable option for a Ped-Xing would be in the vicinity of the existing ramp entry, near the juncture of Fairway Street (east) and Mackie Park. That location would provide a number of advantages:

- Located close to the west ramp entry of the pedestrian overpass it will provide options for access via the Ped-Xing (universal access) or the pedestrian overpass that is a landmark and an exceptional viewing platform for pedestrians to appreciate the extent of the original railway operations through well placed interpretive panels describing the various views and their respective histories.
- ***It is in close proximity to the site of the original railway station, forming an historic connection between the railway station (on the east) and the Horden Hotel and opportunities associated with the future Dome.***
- The Ped-Xing would connect directly to the north end of the existing railway station platform where the ramp leads directly south to the railway station.
- ***The east end of the Ped-Xing would also align with a universal access from the carpark on the east side of the railway station on Pioneer Drive opposite Gnarojin Park.***
- The existing 1950s heritage building in Mackie Park is touted for demolition. Despite the loss of the building, it would open the site up for identifying and interpreting the railway heritage and that direct link to the railway station, and further connect the Horden Hotel/Dome development to the railway station (and goods shed) physically and visually.
- The existing driveway and car parking area along the east side of the Horden Hotel, Mackie Park and Fairway Street would need some rationalisation and beautification. Part of it could be redeveloped as an extension of Mackie Park on the site of the original railway station (c.1896 -1907) with a railway themed recreation area, adjacent to alfresco opportunities at the Horden Hotel.

5.2 Ped-Xing process

An at-grade railway crossing (Ped-Xing) between the corner of Mackie Park and Fairway Street (west) and the north end of the railway station platform (east) will provide a universal access (suitable for bicycles, wheelchairs and electric wheelchairs) between the town centre and the railway station.

Public Transport Authority (PTA) provided the following information regarding Ped-Xings.

Examples include;

Mt Barker Station Maze (an older style pedestrian maze)

Morawa Station Maze (more modern smaller pedestrian maze)

The application process is as follows:

- PTA will refer any application to its Third Party
- PTA Third Party Access will then liaise with Arc Infrastructure (the rail freight operators) on the matter; Arc Infrastructure will then agree (and provide the terms and conditions for the construction of any Ped-Xing) or reject the proposal entirely.
- If Arc Infrastructure agrees to the Ped-Xing over the rail, there will be a requirement for a zig-zag possibly of the type at Morawa.
- Either Arc Infrastructure or PTA agree to grant a license to occupy to enable a walkway from the goods shed across to the station.
- The Shire of Narrogin would require a Community Purpose License for the access track from the goods shed across to the station. That License would be between Arc and the Shire or PTA and the Shire.⁶

Due to the existing pedestrian overpass, it is questionable whether PTA or Arc Infrastructure would agree to two Ped-Xings at Narrogin, or would agree to pay for (or contribute towards) any work associated with the proposed Ped-Xing. The costs regarding the construction and materials will be fairly standard but the unknown cost is the Safety Requirements that Arc Infrastructure will demand.⁷

PTA further advised that the Ped-Xing with active protection (automatic gates etc) could cost \$700,000 to \$1million, although it is not likely that active protection would be required and therefore the cost would be considerably less. The State level crossing policy does not permit new crossings unless grade separated (footbridge or underpass). At this location the pedestrian overpass offers the grade separation and therefore a new at grade crossing would not be considered given it would introduce a new risk to the rail reserve.⁸

The installation of a new DDA (Disability Discrimination Act) compliant footbridge would be the alternative to a compliant railway line crossing, removing the existing one.⁹

It is not an option to remove the existing pedestrian overpass.

6 Information provided by email (requested) Jim Mullins Senior Property Manager (PTA), Burgess Rawson. 6 September 2020.

7 Information provided by email (requested) Jim Mullins Senior Property Manager (PTA), Burgess Rawson. 6 September 2020.

8 Information provided by email (at request of J Mullins) Shelley Brindal Corridor & Heritage Coordinator, Infrastructure Planning & Land Services (PTA) 6 September 2020.

9 Information provided by email (at request of J Mullins) Shelley Brindal Corridor & Heritage Coordinator, Infrastructure Planning & Land Services (PTA) 6 September 2020.

5.3 Vehicular access

The goods shed is easily accessed by vehicle, with extensive areas for RV and even trucks to turn and park within the goods shed area, in close proximity to the DCVC.

However, to access the railway station by vehicle from the DCVC, the connections are north on Federal Street to the railway crossing at the Kipling Street roundabout and then south on Pioneer Drive. Alternatively, south from the DCVC in Fairway Street, and across the railway line at Herald Street into Pioneer Drive heading north.

The Shire of Narrogin has established an extensive carparking and pull-over area along the east side of the railway station (west side of Pioneer Drive) that provides for cars, 4WDs, travelling vehicles and RVs.

Given the close proximity of Gnarojin Park, safe pedestrian access to the railway station, across the road, from the east side of Pioneer Drive needs to be considered.

The carparking project facilitates opportunities for a rest and recuperation stop at the Railway station.

5.4 Shuttle train

A small shuttle bus/trains with universal access could be initiated to run on a regular link between the DCVC and the east side of the railway station. It could be a mini train or a small van with a train image on its sides to identify its association with a visit to the railway station.

The shuttle idea could be expanded to a town tour as many less than active tourists would struggle with the gradient of Fortune Street and could potentially miss viewing that significant historic and appealing street as well as Memorial Park and its pavilion.

Recommendation 10

Progress discussions and applications to facilitate an at-grade pedestrian crossing (Ped-Xing) to link the west and east across the railway line to provide universal access to the railway station from the town centre.

Recommendation 11

Retain and upgrade safety requirements of the existing pedestrian overpass to prevent slipping and tripping on the ramps and steps particularly.

Recommendation 12

Explore ideas of a shuttle service between the DCVC and the east of the railway station, providing universal access.

6.0 TOURISM

The Narrogin Tourism Strategy 2019 identifies a number of issues pertinent to the retention, conservation and re-use opportunities for the railway station and goods shed.

The Narrogin Tourism Strategy 2019 recommends the Shire develop a 'Strategic Tourism Vision-Destination Narrogin' that clearly articulates what can be achieved:

*"Meet expectations with sustainable tourism experiences that provide a compelling reason to visit and stay (longer) in Narrogin."*¹⁰

The Tourism Strategy's proposed branding supports a vision for experiencing Narrogin, loving the country life and being surprised by Narrogin's rich social history, heritage and its natural attractions.

EXPERIENCE NARROGIN

love the (country) life

*Share stories/discover history/explore nature*¹¹

The Tourism Strategy states:

*Narrogin has an opportunity to take a more niche focused approach to building awareness by better communicating interesting aspects of Narrogin's nature, culture and heritage to past and potential visitors with a demonstrated interest.*¹²

A number of proposed strategies in the Tourism Strategy focus on the natural environment, however Strategy 4 encourages the Shire to "Identify and develop tourist experiences that cater to specific interests".¹³

The railway station and its history can be identified as of particular interest to the Narrogin community and tourists.

Gnarrogin Park has always been significant to the town's Aboriginal history and story telling. The future development of the Park recognises and interprets that significance. There is an obvious link from the interpretation of stories of the beginnings, to contemporary life and culture.

This interpretation could be located opposite Gnarrogin Park in the railway station building.

Several of the market trends identified in the Shire's Tourism Strategy are considered highly relevant to Narrogin's railway history (railway station and goods shed) and include:

- ***Gen X and Y and even Baby Boomers have an increased interest in outdoor recreation, eco-tourism and special interest tourism - individualism drives a need for unique experiences and rural tourism with its diversity of offerings, can satisfy this need.***
- ***There is increased interest in history; rural areas are often caches of heritage left by settlers who moved outwards from the first settlements, be it buildings, or old railway towns in the case of Narrogin.***
- ***There appears an increasing desire for authentic experiences including interaction***

10 Narrogin Tourism Strategy Brighthouse. p.65. 2019.

11 Narrogin Tourism Strategy Brighthouse. p.65. 2019.

12 Narrogin Tourism Strategy Brighthouse. p.42. 2019.

13 Narrogin Tourism Strategy Brighthouse. p.85. 2019.

with local people - Rural tourism is REAL (Rewarding, Enriches the spirit, provides Adventure and Learning), authenticity is believed to be found in genuine country experiences and lifestyles.¹⁴

A changing social demographic and economic environment has resulted in demands for many requirements including quality and convenience, but also an increase in active, wellness and nature-based holidays as well as the arts, culture and history. Experiential activities inform and engage to evoke emotional feelings, nostalgic memories and historical information.

*What is clear from the research cited above is that contemporary Australians, across all age groups, have become what Tourism Australia defines as 'Experience Seekers'.*¹⁵

The broad target market for tourism resides with 'Experience Seekers' especially those whose interests are aligned with heritage and cultural learning, nature-based tourism and educational-experiential travel.¹⁶

*Experiential Travel - More sophisticated consumers, with higher levels of education and awareness as discussed above; want their travel to deliver new and interesting "experiences"; rather than simply sights and facts. They want to explore the unique, the exotic and the unexpected; places and experiences that evoke emotion and inspire exploration and engagement.*¹⁷

The "Attractions and Things to do"¹⁸ in Narrogin is devoid of any historical or cultural places, activities or events. (except the Agricultural Show)

Highlighted commentary in the report:

*"It is difficult for new tours and activities to prove viable in small country towns, this highlights the need to ensure existing activities and experience can be fully leveraged to enhance the visitor experience. There are currently no tours listed, and options for providing interpretation and a local perspective are highly important."*¹⁹

Highlighted commentary in the report:

"The response we want from each site/attraction is that so the visitor feels they've spent their time in a worthwhile way and connected with the culture and people of Narrogin and that this experience has been enjoyable, stimulating, interactive and fun, If we get this right their "word of mouth" stories spread back home will spread the same consistent, enticing and unique impressions of the region among their peers".

*Develop new experiences and attractions to increase the length of stay and add to the appeal mix.*²⁰

14 Narrogin Tourism Strategy Brighthouse. p.29. 2019

15 Narrogin Tourism Strategy Brighthouse. p.32. 2019.

16 Narrogin Tourism Strategy Brighthouse. p.31. 2019.

17 Narrogin Tourism Strategy Brighthouse. p.31. 2019.

18 Narrogin Tourism Strategy Brighthouse. p.40. 2019.

19 Narrogin Tourism Strategy Brighthouse. p.39. 2019

20 Narrogin Tourism Strategy Brighthouse. p.45. 2019

6.1 Dryandra Country Visitors Centre (DCVC)

The DCVC is located in the former Railway Institute building on the northeast corner of Park and Fairway Streets directly west of the goods shed. It is easily accessible for tourists and caravanners with an RV dump point at the south end of the goods shed area.

Relocation of the DCVC to the railway station, predominantly for staffing reasons, was proposed during a community consultation.

However, the DCVC is already on the edge of the CBD. It is considered that moving the DCVC to a less accessible position and vacating another railway building (the former Railway Institute) would be counter-productive.

If the DCVC was on the east of the railway line, it would attract more clientele on the Pioneer Drive side (east). That would not be conducive to getting tourists and visitors back to the CBD on the west side of the railway line.

The name of the visitor centre includes reference to “Dryandra Country”. This is, however, not immediately synonymous with Narrogin or the railway station.

The railway station and goods shed are specific to Narrogin’s railway history and definitely identified as such and should not to be confused with Dryandra.

Recommendation 13

Take opportunities to partner with relevant agencies and develop a link to Gnarojin Park where the stories and sites of significant Noongar history are shared. The railway station venue presents an opportunity to continue the Noongar story from Gnarojin Park into the contemporary period with art, cultural artifacts and interpretation as an introduction to Narrogin’s indigenous history and supplemented by a brief history of the town’s development and the railway history.

Recommendation 14

Tourism is a critical element for the success of the re-activated railway station. Explore opportunities to partner and promote the Narrogin Railway Station as a separate entity from the Dryandra Country promotion.

7.0 INTERPRETATION & SIGNAGE

Interpretation is a communication link between a place and its visitors. Whatever the link is it creates for the visitor an intellectual and emotional connection to a place.

It creates feelings about a place, prompts ideas and reveals meanings. ²¹

The potential to further interpret and promote the heritage of the place is a prime opportunity to enrich the experience of a visit to the place.

Interpretation of the entire railway yard is important in creating an understanding of the scale and significance of the place.

An informative interpretive map on the railway fence in Fairway Street would serve to inform of the railway layout. Similarly, a view from the Mackie Park area, and the east side, would be engaging and informative. A lookout on the pedestrian overpass with interpretive photos illustrating the views in different directions informing of the hey-day of the railway junction would add to the understanding of Narrogin's rail history.

Signage is critical to wayfinding. It is imperative that it is consistent throughout with specific themes such as railway defined.

Signage will be critical to connecting the railway station to the town centre.

Recommendation 15

Engage a consultant to undertake an interpretive plan and associated signage for the entire railway precinct.

Recommendation 16

Develop and establish lookout positions on the pedestrian overpass with interpretive maps showing the railway layout in north and south directions.

Recommendation 17

Develop clear directional signage for access to the railway station from the DCVC and the ramp entry in Fairfield Street, onto the pedestrian overpass.

²¹ An extract from Golden Pipeline Interpretation Plan for National Trust of Australia (WA). 2001.

8.0 ACTIVATING THE RAILWAY STATION (HUB)

Encouraging tourists, visitors and locals to come to the railway station and goods shed for regular or special events, or to utilize as a rest stop when passing through will create and encourage more energy and enthusiasm for the place and its activities and amenities.

The railway station was always the place of arrivals and departures.

The concept is to establish a 30-minute stop over and transport hub. Introducing activities that can value add to the activation brings authentic functions such as the arrivals and departures, back to the place.

8.1 Relocating the TransWA Coach Stop

Relocating the TransWA Coach stop to this area would provide visitors with a more welcoming atmosphere and better amenities than can be provided by the stop outside of the town's Police Station.

TransWA Coach stop will be as close as it gets to the arrivals and departures of the passenger train experience, with parking both sides of the railway station, and with the pedestrian overpass and future Ped-Xing, it's a very convenient location.

8.2 Trails and bikes

The Shire of Narrogin Walk Trails Master Plan 2019 found that:

The trails/pathways of Gnarojin Park, and the parkland area itself, are a fabulous asset and are located right on the town's eastern doorstep. The park is only a short walk over the railway footbridge from the Dryandra Country Visitor Centre.²²

Gnarojin Park, located a short stroll from the Dryandra Country Visitors Centre, has the potential for becoming one of Narrogin's most visited sites. It already has several trail/paths, including the Narrogin Recreation Trail (a loop trail encompassing both sides of Narrogin Brook), the Centenary Pathway and the Noongar Dreaming Pathway.²³

The Shire has recently completed work on the CBD's Narrogin Heritage Walk Trail which takes users past a range of historic sites throughout the town, each with an interesting story.

The Walk Trails Master Plan encourages the Shire to capitalise on its rail potential and states:

It is crucial that the suite of trails reflect the quintessential character of the area – its natural assets, its Aboriginal history, its pioneers, its heritage and culture, the traditional farming practices and new agricultural enterprises.²⁴

8.3 Amenity

The close proximity of Gnarojin Park to the railway station provides opportunities to provide amenity and build on the Narrogin story.

The railway station is positioned to provide amenity as a start and end point for a rail trail, such

22 *Trails Master Plan*. Transplan Pty Ltd Planning and Design 2019. p.32

23 *Trails Master Plan*. Transplan Pty Ltd Planning and Design 2019. p.53

24 *Trails Master Plan*. Transplan Pty Ltd Planning and Design 2019. p.32

as being considered between Narrogin to Williams and others. Bike racks and storage area for trail users and other facilities required for their convenience could be installed at the site.

The existing ablution block will be restored, and contemporary universal access fit out with a shower installed for the use of the bikers and trekkers. The ablution facility is integral to 30-minute stop over hub concept and for the use of the bikers and trekkers.

Baby changing space and comfortable chairs for mums and babies or just a resting area for older people, similar to the CWA rest rooms of yester-year, could be provided.

The former ladies waiting room, can still be a waiting room with the adjacent toilet.

8.4 Electric vehicle charging station

The Shire is considering the installation of Electric Vehicle Fast Chargers. Early adoption of a DC fast charger may give Narrogin an edge over towns along Albany Highway where there are only slower speed chargers such as in Williams. It is noted that there is a less public slow speed wall charger installed at Narrogin Motel.

Installation of a charger in the existing space in the goods shed area, opposite DCVC would be a convenient site for visitors, to walk 50 metres north and access the pedestrian overpass to the railway station (or the Ped -Xing). Alternatively, if the charger was located on the east side (Pioneer Drive) it would provide direct access to the railway station and the ablutions, and the pedestrian overpass to the DCVC and town centre.

As the world transitions to electric vehicles, Narrogin can capitalise on tourism opportunities by providing Electric Vehicle Fast Chargers.

With charging times of around 30 minutes, the driver and occupants of the vehicle have time to enjoy the railway station experiences and take more time to cross the line to the town centre. Unlike a fuel station, the charging facilities are cleaner and less obtrusive.

Recommendation 18

Negotiate with the relevant agencies to relocate the TransWA coach terminal to the railway station. The railway station was the place of arrivals and departures and the same function of the coach terminal is relevant to the place.

Recommendation 19

Liaise and partner with relevant organisations and agencies to establish a beginning/end of a journey hub for cyclists and trekkers.

Recommendation 20

Action the ablution fit-out for universal access, including a shower, in the existing ablution building at the south end of the station platform.

Recommendation 21

Install Electric Vehicle Fast Chargers at a convenient area of the carpark in Pioneer Drive to access the facilities of the railway station.

9.0 ATTRACTORS/ACTIVITIES

What railway station does not have trains?

9.1 PM 706 steam train



PM 706 is an integral part of Narrogin's railway history that has significant associations for many members of the community. It is understood that negotiations are underway with an intention to relocate PM 706 to the goods shed at Narrogin Railway Station.

The in-shed railway line already exists in the goods shed. Although the east wall requires restoration, an element of that will include a clear (glazing or similar) section of wall to view PM706 from the railway station platform.

PM 706 is a critical element of the activated Narrogin Railway Station and Goods Shed.

9.2 Existing diesel train

There is currently a rusted diesel engine on remnant railway lines on the east side of the station. It would not take much to make it safe and a little more respectable to retain insitu. Even as it currently presents it gives a clue of how this could be achieved. It needs to be safe with the engine areas inaccessible to the public

9.3 Signal box

The signal box was located north of the station building on the east side from 1962 until 2003 when it was relocated to the Pinjarra Railway yards. It remains in Pinjarra where it is unused and neglected. The signal box is a particular special design to facilitate relocation as required. Very few remain in Western Australia.

The signal box would be something of a landmark, located in approximately the original position, on the east side of the railway lines, north of the station, not within the railway yard, opposite the Horden

Hotel (Dome). Minimal restoration and attention to safety access would be required to provide for access to the top-level of the signal cabin where the signal levers are located. Tourists could experience views across to the town centre and up and down the railway corridor from the top-level of the signal box. Signage and lighting would enhance the landmark opportunities on Pioneer Drive.

The signal box relocated in Narrogin would reinstate part of Narrogin's railway history, provide opportunities for an informative activity, lookout, and opportunities for landmark signage in Pioneer Drive, much like the railway water tower and tank in Merredin (below).



Narrogin's signal box at Pinjarra



Water tower and tank in Merredin

9.4 Carriages (cars)

Carriages on the remnant railway line along the south end of the east side of the railway station and at the south end of the goods shed, and even as part of recreational areas associated with the railway theme, can introduce a sense of the vibrancy and relevance to the railway yard and its interpretation.



9.4.1 Lease spaces for Artisans

Carriages and defined spaces within the goods shed at the loading bays, in relatively **small spaces could be available for artisans to 'lease'** on the basis of working at their skill/art for the benefit of being accessible to the public to view the works in progress. There could be associated exhibition space for each artist in the goods shed in carriages along the east platform.

Railway carriages can provide a range of functions from contributing to the railway station ambience to providing cabin areas for artisans to work and display or provide specific cabins for Xbox gaming spaces, or interpretation or public art murals.

9.5 History

9.5.1 Railway memorabilia

There is considerable railway memorabilia, documents and research material that can be archived, and displayed as part of the history presentation of the railway. Members of The Friends of the Railways, the Evenis family and others have offered their valued collections for a formal process to further enhance the understanding of Narrogin's railway history.

Integral to the documents and memorabilia is the 1944 railway precinct plan that the Shire of Narrogin has recently had restored and framed. It would take pride of place in the Narrogin railway story presented at the restored railway station.

Displaying historical elements contributes to the understanding, authenticity, sense of place and historical significance of the Narrogin Railway Station.

Proper recording, indexing, archiving, storing and displaying the history of the Narrogin Railway Station and Goods Shed is critical to the long-term conservation of those documents and elements.

9.5.2 History Archives

Narrogin's historical records are currently in a less than satisfactory situation. They need to be organised and stored in appropriate conditions.

The railway station building (addition at the south end) is a secure location that could be temperature controlled, with a compactus installed and historical records referenced and stored for access as required.

A significant issue is who or what organisation has the volunteer capacity to not only establish the facility but maintain it in an ongoing situation.

Historical research is a popular activity for many people and particularly those who are older and retired, many of whom are also travelers keen to research families and former associations.

9.6 Town and railway station scale model

The Shire is working with a local resident who is constructing ***a 'working' scale model of the Narrogin town site including the railway station. It is proposed to exhibit the model at the railway station.*** Other models will also be displayed in the goods shed.

9.7 Virtual reality

Virtual reality (VR) refers to a computer-generated simulation in which a person can interact within an artificial three-dimensional environment using electronic devices, such as special goggles with a screen or gloves fitted with sensors. There are three main types of virtual

reality used today to transform the world around us, including non-immersive, semi-immersive, and fully-immersive simulations.

*The haptic (vibration) sensations also add so much presence, it really makes you feel like your there, in the experience. People will soon work, play and interact with one another in VR as part of everyday life.*²⁵



Roto VR.

Virtual reality is a communication platform that can provide memorable railway experiences at Narrogin Railway Station.

A series of three VR chairs could provide three different experiences: an engine driver on the track; a passenger rattling along passing stations and trains; and, on the station with the noise and excitement of passenger and freight trains.

Narrogin already has the Courthouse Museum and DCVC so the railway station and goods shed need to rise to the challenge of something different. The VR experience would provide that point of difference.

Narrogin Railway station needs to present a point of difference with authentic relevance to the railway history and experience.

The Bull Creek Aviation Heritage Museum recently installed a VR attraction to experience flying a bomber in World War Two, and flight simulators.²⁶

Inquiries to Bull Creek Aviation Heritage Museum may provide opportunities for local VR connections.

9.8 Sensory stimulus

Sights sounds and smells of the railway station as an experience at the touch of a button or some other trigger mechanism associated with the scale model trains.

25 Elliott Myers, Founder of Roto VR.

26 *The West Australian*. "Spirit soars with aviation history". 5 November 2020.

9.9 Lighting & dynamic projection

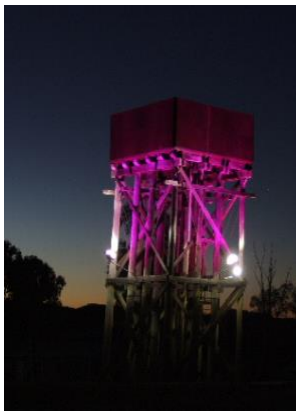
The Shire's Public Art Strategy & Masterplan 2019 presents various ideas and themes for public art including using projection. The Gnarojin Park Master Plan recommends that;

*"bridges be given uniform colour for visual connection" and "led strip lighting to bridge".*²⁷

Lighting and projection has been a huge attractor in so many ways in recent times. In Perth, the Council Chambers have various light patterns projected over it; Kings Park lit-up the street trees for a commemorative period of time, the Fields of Lights at Albany and Uluru have mesmerised tourists by the tens of thousands. At a recent Bridgetown Blues Festival, the walls of the Shire building in the town centre were used as a canvas for projecting images of engaging scenes of the town's history.

The Public Art Strategy & Masterplan's recommendations include:

*Screen projections: An annual projection event that tells stories about Narrogin's history and its people. This event would provide opportunities and invite participation from local artists, art enthusiasts, tourists and students to participate in a programmed event.....*²⁸



In Wongan Hills the railway water tower lit-up in hot pink is an eye-catching attraction.

Sculptures and cut-out metal elements have become ubiquitous in the rural landscape. Arguably they no longer attract the attention of the average baby-boomer visitor/tourist.

Different images; static, dynamic, changing attract attention. Images that include the community, so they are encouraged to come and view them similar to school plays and events when parents attend to see their children perform. The local schools could be the developers of the images, including all aspects of the community. The landmark signal box could be part of the 'canvas'.

Lighting along the west and east frontages of the railway station and across the pedestrian overpass; projected images (dynamic and static) on the sides of the goods shed; and on the relocated signal box will provide new and different aspects of Narrogin's history and experiences.

27 Gnarojin Park Masterplan. Enlocus Landscape Architects. 2019. pp. 32, 34.

28 Public Art Strategy & Masterplan 2019. Artsource. Stage 2 recommendations p. 25: There are some exciting examples of iconic projections created for festivals around the world including from the roof of the Sydney Opera House and the Yagan Square screen in Perth's CBD.

9.10 Railway themed public space

A safe fenced railway themed playground would provide for the younger generation. Ideas of large-scale trains have been touted. Some safe interactive elements could be included - for example: push-pull contraptions (kalamazoos) and signal levers.

Seating, railway signal levers, stylised/simplified semaphores, elements with moving (safe) parts. Railway carriages included in the area for the adults to relax while supervising their children.

The Shire could consider modified carriages, with one side removed to open the carriage up and allow visitors to get a sense of the railway environment. The carriages could be located at the east end of Mackie Park at the site of the original railway station and the 1950's building (after its demolished). Opportunities for alfresco dining associated with the proposed Dome include integration with the railway themed park, and views to the railway station and precinct.

9.11 Markets

A number of the community responses suggested Farmers' Markets at the goods shed. The Tourism Strategy also suggests Farmers' Markets.

The Gnarojin Community Garden is a popular destination for fresh produce. The Gnarojin Community Garden Committee experience is that there is not an adequate number of suppliers of fresh produce in the district to support the concept of a large Farmers' Market to attract a significant number of visitors.

There is an abundance of weekend markets in the Perth metropolitan area and surrounding hills districts and in regional areas mostly in the southwest.

A market in Narrogin would need to provide a specialist point of difference of a quality standard and reliable suppliers to ensure a vibrant and regular event to attract and engage an audience.

Monthly markets on a regular time and day and entertainment such as a cowboy crooner on some hay bales or some bootscooters could set the country ambience for such an event.

The goods shed does have the potential to provide an excellent venue for a market with the series of loading bays on the west wall providing access for trucks or trailers to back up to the bays.

Recommendation 22

Undertake every effort to return PM706 to Narrogin Railway Station to restore and display in the goods shed.

Recommendation 23

Explore opportunities to relocate the signal box back to Narrogin to reinstate its part of the history and a landmark on Pioneer Drive.

Recommendation 24

Consider engaging appropriate conservation expertise to establish recording, storing and referencing regimes for the archival records to be relocated and archived at the railway station.

Recommendation 25

Provide ongoing support for the construction of a scale model of the town for display in the railway station.

Recommendation 26

Explore the opportunities for sensory (model room) and virtual reality (chairs) experiences to engage the experiential tourists and provide a point of difference associated with the railways.

Recommendation 27

Investigate lighting options for uplighting the station building, lighting the pedestrian overpass and establishing projected railway images (active and passive) on the outside walls of the goods shed.

10.0 ART AND CULTURE

10.1 Arts Narrogin

Arts Narrogin Incorporated is a not-for-profit association that supports and promotes art, culture and entertainment in Narrogin and the Dryandra Country region.

Arts Narrogin Vision

We see arts and culture as an integral component in a vibrant, empowered, connected and strong community.

Arts Narrogin purpose:

To connect creatives, audiences and the community by promoting, initiating and supporting projects and activities that stimulate and strengthen artistic and cultural life in the Narrogin region.

Arts Narrogin aims to enliven the lifestyle in the region by –

- Presenting live performances – including musical and theatrical productions
- Hosting the annual Flickerfest short movie festival and other film shows
- Arranging community and youth workshops
- Mounting art exhibitions at the NEXIS gallery
- Offering display space for members' work
- Sourcing funds for and project managing community projects
- Promoting its own and other organisations' events
- Providing professional development opportunities for volunteers
- Working with organisations such as Regional Arts WA, CircuitWest and GalleriesWest to lobby all levels of government for greater support of culture and the arts
- Using social and mainstream media to promote Narrogin and the region to the general public, both metro and regional.²⁹

Arts Narrogin have a respected established position in the culture and arts sector in Narrogin and the region, as the peak arts organisation.

There may be future opportunities for Arts Narrogin to engage with the railway station and goods shed.

10.2 Cross Cultural Engagement

10.2.1 Gnarojin Park

The significance of Gnarojin Park to the Noongar community, and for the broader Narrogin community and visitors is considerable. It is a powerful and emotional place that presents opportunities to garner a greater understanding of the local Noongar people's history and culture.

29 Arts Narrogin.com.au

Gnarojin Park, located a short stroll from the Dryandra Country Visitors Centre, has the potential for becoming one of Narrogin's most visited sites. It already has several trails/paths, including the Narrogin Recreation Trail (a loop trail encompassing both sides of Narrogin Brook), the Centenary Pathway and the Noongar Dreaming Pathway.³⁰

There is an opportunity that Gnarojin Park's Noongar Dreaming Path with its currently public artwork along with upgraded trails and interpretative signage can become an integral part of the railway station experience. The paths would be part of the wayfinding infrastructure leading, to the railway station where the journey continues with art, artifacts and other displays telling stories of both historical and contemporary times.

As the Townscape Study Review 2016 argued:

Gnarojin Park as a whole is an asset to the town, with its artworks and brookside path. Continuing to enhance it with planting, interpretation and strengthened connections across the rail line is strongly recommended. The more that it is used and activated, the more it will be 'owned' by the community, respected and cared for.³¹

10.2.2 Bilya Koort Boodja Centre for Nyoongar Culture and Environmental Knowledge

Northam has recently established an outstanding Aboriginal cultural centre. The Bilya Koort Boodja Centre for Nyoongar Culture and Environmental Knowledge is located in the Shire of Northam on the foreshore of the Avon River in Northam's CBD. It offers:

an interactive educational experience that recognises the rich Aboriginal and environmental presence and will protect, celebrate and share the culture of the Nyoongar people and highlight the knowledge of the land's traditional custodians.

It would not be an intention, or appropriate to replicate or compete with that cultural experience, but Northam's initiative offers inspiration for the Shire to work with its local Noongar community to identify similar opportunities.

10.3 Public Art

The Public Art Strategy & Masterplan identifies a number of potential sites that offer opportunities for public art, including the following that reference the railway station and goods shed;

- *The railway overpass provides an opportunity to scan the town at a significant height and presents interesting vistas. It provides different points of view to look down on to public artwork along Narrogin Brook, over the roof tops of the railway line and goods shed and the horizons beyond. Roof tops are possible additional sites for murals as well as the underside of the overpass which could provide an*

30 Shire of Narrogin's Walk Trails Master Plan p.53.

31 Townscape Study Review, 2016. p.32.

opportunity for an exciting light artwork or annual light festival (either permanent or temporary).

- *The railway buildings, siding and the nearby goods shed present exciting opportunities for space activation through public art. The Shire owned goods shed is located in close proximity to the Dryandra Country Visitors Centre and is a potential central location for a maker's space, crafts centre or market. Opportunities for public art may also arise at the time of any maintenance work or upgrades.³²*

Public Art associated with the railway station and goods shed needs to be relevant to the railway context, history and vision of the community.

10.4 FORM

FORM is an independent non-profit organisation based in Perth. Its business is building creative capacity through projects, programs and people, and through culture, visual arts, learning and community engagement in WA.

Through a robust collaborative partnership between FORM, the Shire and Arts Narrogin the railway station space could be developed for arts and cultural activities, educational, workshops and artist in residence programs.

It could become a significant cultural centre appealing to regional, interregional and interstate markets and into the future an international market (post Covid).

The power of a collaborative partnership by considering the connections/common vision/intent of a partnership.

10.5 Public art: railway examples

10.5.1 Mundaring railway park

In the late 1980s the then Town of Narrogin's Community Arts Officer reported on a community arts project being developed at the railway station site in Mundaring, that was relevant to the context and the community.

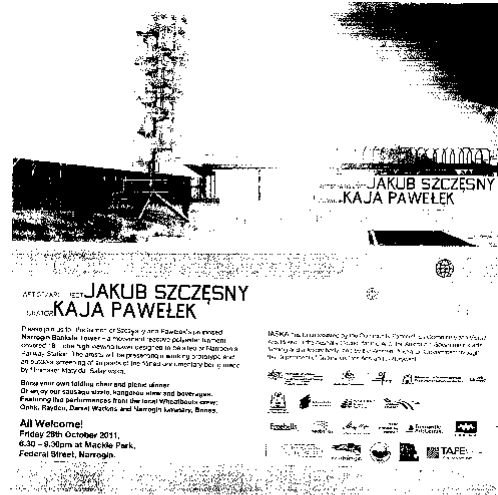
Artist Alan Clark was contracted for the public art project. The original idea came from the Mundaring community who envisaged open days at the artist's studio with children and the general public viewing the work in progress and being involved with the artistic process. Unfortunately, the required funding was insufficient, and the project vision was drastically altered to fit the constraints. The resulting scaled-down kinetic sculpture of railway signal posts was the centre-piece when the park that opened in 1990.³³

32 Public Art Strategy & Masterplan 2019. Artsource. p.15.

33 Community Arts Report. M Silverman. 1990.



Mundaring Kinetic Sculpture



Proposed Banksia Tower

10.5.2 The Proposed Banksia Tower Narrogin

This art proposal did not eventuate.

Any public art associated with the railway station and goods shed must have a railway connection or inspiration in some way and does not obscure views of the railway station in particular along Pioneer Drive or from the town centre or DCVC.

10.5.3 Silo trails

Silo trails are the attraction of the time, providing an impetus and destinations for viewing and appreciation of silo art and the small regional towns fortunate to be in the program. It is a slow burn opportunity that showcases the Wheatbelt and Great Southern regions' grain industry.

The silo trail facilitated visitation to the regional towns and areas on the journeys. The development of a rail trail featuring railway stations and other railway infrastructure around the Wheatbelt and Great Southern regions could achieve an even greater level of visitation with the existing and future activation of railway places. The opportunity would be for Narrogin railway station to re-assert its major junction status and celebrate its points of difference.

Recommendation 28

Consider opportunities and partnerships with arts organisations including Arts Narrogin and FORM to facilitate and promote public art and arts and cultural events, and the concept of developing a "rail trail" associated with the Narrogin Railway Station and Goods Shed to promote the overall railway experience in Western Australia.

Recommendation 29

Work with the Noongar community with regard to contemporary stories, art and interpretation at the railway station, connecting to their history associated with Gnarrogin Park.

11.0 COMMUNITY OPPORTUNITIES

11.1 Youth

Narrogin High School and several youth organisations were contacted during the consultative process. KEEDAC responded and supported a space for the youth in the recognition of the issue of youth unemployment everywhere.

Less advantaged youth could have the opportunity to engage in online games, streaming, movies, and social media, art, cooking, life and leadership skills.

Providing a safe, convenient “chill” space that provides structured and non-structured activities and informal and formal support to engage young people is an opportunity that could be facilitated by relevant agencies at the goods shed.

Most young people have positive things to do other than sports and school sponsored events and activities, however a significant minority (25%) don't.³⁴

The Shire of Narrogin and the YMCA have drafted a very thorough and informative youth development plan (Youth Engagement, Strategy and Development Plan DRAFT 2020) with relevant surveys and a range of recommendations some of which could be facilitated at the goods shed.

11.2 KEEDAC

KEEDAC raised some opportunities to provide spaces for various community activities including the potential for a “men’s business” group.

A men’s group could have a meeting space in the goods shed for social interaction and arts and craft activities “Men’s business”.

Similarly, Aboriginal youth could have a place to hang out, in an adjoining space, where the older men could mentor the young ones.

Gaming stations and other activities could be an attraction for the youth. Specific programs could be developed for mentoring and skills and trades.

11.3 Interest groups

Volunteering is a dying art seemingly only practiced by the mature community members.

An essential element of maintaining the enthusiasm and inspiration to restore and re-activate the railway station and goods shed will be community drive and determination.

In 1994 the Friends of the Railways saved the railway station from an almost certain demise. Whatever the function of the station and goods shed, staff and/or volunteers will be required.

It seems an opportune time to reinstate a “Friends of the Railways” organisation to provide support for the ongoing activities at the railway station and to bring the country hospitality, community pride, passion and nostalgia to the experiences offered at the railway station and good shed.

34 *Youth Engagement, Strategy and Development Plan DRAFT. The Shire of Narrogin and YMCA WA. 2020.*

11.4 The Friends of the Railways

The Railway Station would not be the subject of restoration and reactivation if it wasn't for the Friends of the Railways and the four members who developed the submission to save the building: Tim Burgess Morrie White, Uffe Geysner and Bob Duddington.

The document they tabled to save the railway station was entitled “**The Heart of the Town.**” The options they proposed to activate the railway station and goods shed in 1994 included: Westrail bus bay and ticketing, waiting room and rest area, arts and crafts, static display, administration centre for Friends of the Railways, weekend markets, tourist Information centre, return of the PM706 for restoration in the goods shed, and a pedestrian crossing.

Within any proposed activity it would be most respectful to record, display, commemorate and celebrate the achievements of The Friends of the Railways.

11.5 Men's groups

The Restoration Group and Narrogin's Men's Shed have their own venues for meetings and activities. There may be opportunities for some interaction in the future.

An essential element of maintaining the enthusiasm and inspiration to restore and re-activate the railway station and goods shed will be community drive and determination.

Recommendation 30

Consider recommendations in the *Youth Engagement, Strategy and Development Plan DRAFT 2020* that identified the need for a safe, convenient space for youth that provides structured and non-structured activities and informal and formal support in defined spaces in the railway goods shed.

Recommendation 31

Develop partnerships with agencies to deliver services/programs to activate the goods shed.

Recommendation 32

Provide spaces in the goods shed for the relevant agencies to facilitate Aboriginal “men's business “ social interaction and Aboriginal youth activities where there may be opportunities for mentoring programs with for skills and trades.

Recommendation 33

Develop a gaming area in the goods shed in separate pods with gaming stations and other activities.

Recommendation 34

Form a “Friends of the Railways” community organisation to provide support for activities at the railway station and personalised country hospitality.

Recommendation 35

Initiate a commemorative display to celebrate the achievements of the original “The Friends of the Railways”.

12.0 OTHER RAILWAY FACILITIES

There are several organisations associated with railway history, and, the restoration and preservation of engines and rolling stock, that have synergies with Narrogin Railway Station.

12.1 Rail Heritage WA

The Western Australian branch of the Australian Railway Historical Society established and operate the Western Australian Railway Transport Museum. They rely entirely on volunteers for their operations that include; archives, museum, restoration of engines and rolling stock, research and publications, events, and, lobbying for the preservation and restoration of railway history and trains. Their members have interests in every aspect of railways and operations. and Western Australian Railway Model makers is also based at Rail Heritage WA in Bassendean. The Museum showcases WA's rail heritage with artifacts, model layouts and climb-aboard engines and cars.

12.1.1 Southwest Rail and Heritage Centre (Boyanup)

Southwest Rail and Heritage Centre is a major partner of Rail Heritage WA. They operate a museum and are currently restoring a steam locomotive.

12.2 Wheatbelt Heritage Rail Discovery Centre (Minnivale Heritage Rail)

The plan in 2010 was to establish a railway museum and railway excursion between Wyalkatchem, Dowerin and Goomalling from an unused railway shed at Minnivale.

The plan stalled for some time while the Shire of Dowerin secured rail operator and infrastructure operator accreditation. The project attracted State Government funding and in-kind donations from companies like BHP and Brookfield Pty Ltd up to \$6 million.³⁵ A diesel engine was donated by PTA. A work for the dole project (work camp for teenagers at risk) saw a team of six participants learn a range of skills to develop the facility and qualify with a Department of Training and Workforce Development "Railway Infrastructure Certificate" The facility displays carriages, diesel engines and memorabilia but to date no excursions have taken place.

12.3 Railway station examples

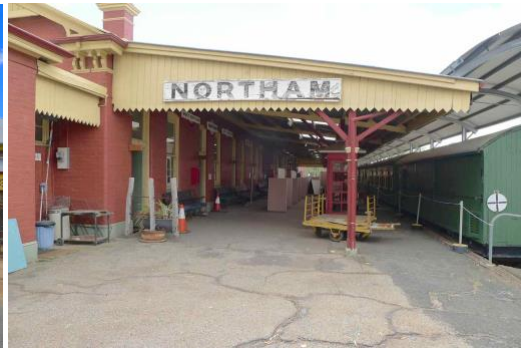
Vacant and re-purposed railway stations dot the entire regional landscape of the Wheatbelt and Great Southern with few success stories, and fewer ongoing viable outcomes.

With the exception of Northam and Boulder, railway lines still operate through the railway stations listed below. All listed below are on the Register of Heritage Places.

Most of the post 1960s railway stations are vacant, although Moora's station is the Visitors Centre.

'Owned' includes those under management orders.

35 ABC News: *Heritage railway steams ahead in WA's wheatbelt after years of delay*. 14 March 2016.



Northam Railway station-owned by Shire of Northam, Heritage Forum run the railway museum.



Northam goods shed – partially demolished with removal of asbestos roof.



Merredin - owned by Shire of Merredin, the Historical Society run the railway museum.



Mount Barker - owned by Shire of Plantagenet. Visitors Centre.



Beverley - owned by Shire of Beverley. The arts community run the Platform Theatre, art gallery and Artist in Residence program. The Artist's residence is the original two-storey Stationmaster's residence that is integral to the station building. This has been a community success. The arts have expanded with murals throughout the town, particularly the main street. The point of difference is the Platform Theatre.



Wyalkatchem - owned by Shire of Wyalkatchem. Some rooms are rented by a vet and another business, but the station is mostly vacant. It is on the opposite side of the railway lines from the goods shed and the 1933 grain storage that is an Agricultural Museum. There is no connection between the railway station and the museum in the main street.



Gingin - National Trust owned leased by the Shire of Gingin. Café established in 2020.



Boulder City Station was originally the centre of the Loopline Railway that was later a tourist experience with an operational steam train, that has since ceased, and it is currently a museum. New railway sheds provide a venue for skills training for young people working on restoring trains and carriages. The entire operation at Boulder City Station is slowly winding down. The original 1890s goods shed is deteriorating and management is pushing for its demolition.

There are very few examples of successful long-term community and/or tourist activation or viability of decommissioned railway stations (and good sheds) in Western Australia.

12.4 Collie Rail Heritage Precinct

The Collie Rail Heritage Group manage the four gable Collie goods shed that houses vintage rolling stock, a café and a model railway. Collie's railway station was demolished in the 1970s and a new one built in 2004. The pedestrian overpass has been restored. The only remaining example of a railway roundhouse in the State is in Collie at a separate location and under different ownership.

12.5 Claremont Goods Shed

The Claremont Goods shed is located in the "Claremont on the Park" development, it is adjacent to the operational Perth-Fremantle railway line with the Claremont Station directly opposite side over the railway line. The historic timber overpass links across the railway line and directly to Bay View Terrace, the main street of the high-end Claremont shopping precinct.

The restored c.1890s goods shed opened in 2016. A number of entities lay claim to its "restored, revamped, and repurposed" outcome including FORM, LandCorp, WA Development, Cooper & Oxley builders, and Cox Howlett & Bailey Woodland Architects. The project cost was quoted at \$1 million with considerable 'donated' contributions towards the fit-out.

In 2017 the Claremont Goods shed received the Heritage Award at the WA Architecture Awards

and the Community Investment Partnerships Award at the State Arts and Culture Partnership Honours.

The Claremont Goods Shed is touted as Perth's newest hub for culture and community. It is FORM's space for exhibitions, installations and commissions; for artist and thinker residencies; for community activity and exchange is it a favourite place to enjoy a coffee, and it delivers creative energy and buzz year-round for the people of Claremont and well beyond.



12.6 Midland Railway Workshops

The Midland and Districts Historical Society conduct regular walks through the extensive Midland Railway Workshops precinct that evidences considerable interpretation, artifacts and buildings that represent the essence of Midland's workforce from the later nineteenth century.

Recommendation 36

Develop relationships with Rail Heritage WA and other rail organisations to share information, opportunities and promotion.

13.0 EXTERNAL OPERATORS

13.1 Dome

Dome is a recognisable institution in Western Australia, renowned for the impressive and successful heritage locations such as the recent Katanning Mill, the former Shamrock Hotel in Northam, now the Farmers Home Hotel and Dome, and the former Nurses Quarters in Port Hedland, all of which are State registered places. The Horden Hotel is in the hands of Dome and planned for conservation and conversion to a Dome. There is no proposed time for that to take place, but it will surely enhance the status of Narrogin.

*Dome cafes also now form part of boutique hotel sites being developed by the group. Owner and managing director **Nigel Oakey said, like many of his cafes, the hotels are based on story-telling and bringing back some of the original excitement and character to the community.***³⁶

Horden Hotel is integral to the railway station with the original railway station being located near the southeast corner of the site.

There are opportunities provided by railway links between the Northam, and Katanning sites with Narrogin between in the centre linking those destinations.

13.2 Railway Experiences

13.2.1 Hotham Valley Railway

Hotham Valley Railway is a not for profit organisation demonstrates the opportunities for the operation of a tourist railway.

13.2.2 Pemberton Tramway Company

Pemberton Tramway Company operates a tourist railway from Lyall to Pemberton in Western Australia. Trams run from the old WAGR railway station at Pemberton to Northcliffe.

13.2.3 Great Southern Discovery Day

In 2001, the Great Southern Discovery Day was launched in Narrogin with a return day return rail service from Perth via Northam, York, Beverley, Brookton, Pingelly, Popanyinning, Narrogin, Wagin and Katanning, on route to Albany.³⁷ No further information is available.

13.2.4 Blues Train

The iconic Blues Train runs a railway and music experience most Friday and Saturday nights throughout the year on the Bellarine railway at Queenscliffe (south of Geelong). The experience comprises, a buffet dinner prior to departing the station. Of the 200 participants at \$100 a head, there are 50 people in each of the four carriages with a blues music act. A roll out bar provides for the purchase of alcohol, and a security guard on

³⁶ The West Australian 20 June 2019. Dome is where the heart of WA's Story is.

³⁷ The Narrogin Observer. *Tourist rail link a boom for Narrogin*. 11 April 2001.

each carriage ensures no inappropriate behaviour. The train makes three station stops at which time the bar rolls out, the station toilets are utilised, and passengers from carriage A go to carriage B and so on. Accommodation packages benefit the local community.

13.2.5 Junee Roundhouse Rail Museum

Junee in the Riverina area of New South Wales is where the Junee Roundhouse Rail Museum is located. The roundhouse comprises 42 bays, and is run by an operational railway company that provides a range of rail experiences including the “Rhythm and Rail” shuttles and an annual Railway Festival.

13.2.6 Murder on the Narrogin Express

Other rail opportunities include regular murder mysteries. Two women in Williams ran Murder Mystery experiences at the Quindanning Tavern a few years ago.

Narrogin Railway was the major junction of the Great Southern Railway. There are opportunities for journeys along some of those routes, including the strategic Dome connection between Northam and Katanning.

Recommendation 37

Be alert and informed of opportunities that external operators to provide to the Narrogin Railway experiences.

14.0 SUMMARY

The Narrogin Railway Station and Goods Shed is well placed to be reactivated under the direction of the Shire of Narrogin, with community support. Research shows that re-use and activation of railway buildings and infrastructure does not often achieve viable or successful outcomes.

Narrogin has an important group of railway buildings different (and therefore more significant) to all other railway groups in regional Western Australia. The railway station, goods shed and a main point of difference is the pedestrian overpass. If the signal box is returned to its original site, Narrogin would be the only regional railway group with a signal box of that design. Add that to the existing significance of the group including the pedestrian overpass and not forgetting the railway Institute building (DCVC), and there is really something to call a 'point of difference'. Add to that the journey hub that reinstates the arrival and departure nature of the railway station, the VR and dynamic projections and lighting, and the PM706 in pride of place in the goods shed; The Narrogin Railway Station and Goods Shed will be re-activated as 'The Heart of the Town'.

Narrogin has the opportunity to develop a destination hub with universal access facilities at the railway station and support that with the presentation of contemporary Aboriginal culture, railway history and research availability, immersive railway experiences (VR) and dynamic projections, and space to celebrate the PM 706 in the goods shed with areas for partnerships providing youth and Aboriginal men's business programs.

The location of the station building east of the railway line is problematic for universal access requirements. The relocation of the TransWA coach stop to the railway station will give further substantiation for a Ped-Xing to the Hub. All efforts should be made for an affordable Ped-Xing to link the west and the east, whilst also celebrating the pedestrian overpass.

The pedestrian overpass is a landmark and a lookout that can enhance visitor experiences. The landmark signal box on the east side, and the railway themed park at the east end of Mackie Park will engage with the Horden Hotel; the future Dome and celebrate the site of the original railway station. External opportunities of partnerships, funding and sponsorships associated with art and culture, public art, and railway connections and activities, are realistic and achievable.

15.0 IMPLEMENTATION

Implementation of the recommendations in a timely and transparent manner will ensure continued community involvement and support for the future of the Narrogin Railway Station and Goods Shed. The following actions are recommended in a relatively logical order that often runs parallel in process.

- Maintain engagement with the community throughout the project
- Establish a community body (Steering committee) to work with the Shire of Narrogin to steer the project.
- Complete the Pioneer Drive carpark project including provision for universal access onto the north end ramp of the railway platform.
- Submit the development application to Department of Planning Lands and Heritage (DPLH) for approval to undertake the conservation works as recommended in Conservation Management Strategy (CMS) 2020.
- Submit a works proposal and Heritage Impact Statement to DPLH for approval to undertake the works to fit-out the railway station and ablutions.
- Undertake DPLH approved conservation works to the railway station building and platform as recommended in Conservation Management Strategy (CMS) 2020.
- Undertake DPLH approved works to fit-out the universal access ablutions in the existing building at the south end of the railway platform and upgrade, reconnect and/or install new services to the railway station building.

Meanwhile:

- Continue negotiations and relevant action for the return PM 706 to Narrogin.
- Encourage relationships with local groups and business.
- Encourage relationships with railway organisations including Rail Heritage WA, Wheatbelt Heritage Centre, Boyanup Rail Centre, Hotham Valley Railway.
- Pursue opportunities for the affordable installation of a Ped-Xing.
- Pursue funding opportunities including through FORM, Royalties for Regions, Tourism WA and Lotterywest.
- Establish/maintain a conversation with Nigel Oakley with regard to mutual benefits and opportunities associated with the Horden Hotel and the proposed Dome facility.
- Determine a direction for the Mackie Park, with regard to the existing heritage building's future demise, and the opportunities to link with the railway station and goods shed revitalisation.
- Initiate contacts to develop the contemporary Indigenous concept, Narrogin history, railway history and the Tribute to Friends of Railways interpretive and display materials and design.
- Undertake the design of the displays and layouts of the contemporary Indigenous,

Narrogin history, railway history and the Tribute to Friends of Railways interpretive and display materials and design in consultations with the relevant agencies/bodies and the Steering committee.

- Engage conservator experience to guide the appropriate processes to record acquisitions (existing and donated for the re-use of the railway station), catalogue and store documents and memorabilia and develop appropriate displays and interpretation.
- Develop the interpretive material with relevant acknowledgements for the displays.
- Develop the projection concepts for dynamic and static images on the east wall of the goods shed.
- Investigate and assess Virtual Reality equipment.
- Develop clear signage to advise of railway station access from DCVC and the ramp entry (to the pedestrian overpass) in Fairway Street to direct pedestrians and vehicles to the railway station, including the universal access at the Pioneer Drive carpark.
- Negotiate to relocate the signal box from Pinjarra to the vicinity of its original location.

Conservation works to railway station and platform completed:

- Install the fit-out of the station building in response to the design and layout as approved by the Steering committee and DPLH.
- Introduce the interpretive and other material into the fit-outs of the separate areas.
- Install necessary support structure and facilities for the scale model to be located in the former refreshment room.
- Install the Virtual Reality equipment.
- Clean out the south end building for the historical archives.
 - Install airconditioning to provide archival conditions
 - Prepare for installation of storage shelving
 - Establish a team of volunteers to relocated archive material from the Egerton Street location to the railway station facility
- Undertake all finishing touches to the station platform, ablutions and displays.
- Install monitor cameras in the display area and model room connecting back to the counter/entry.
- Plan an open day for the community to experience the first stage of the revitalisation (with plans for the park, and goods shed yet to come...)
- Develop a team of volunteers for rosters to “man” the facility. Maximum two people at a time- one at the entry (monitor station) and one to patrol.
- Set limited hours (e.g.10am-3pm) to provide for long-term viability of volunteers.
- Train the volunteers and value them.

- Advertise the “Railway Station” on the east side and ends of the Signal box in its original location on the west side of Pioneer Drive.
- Sort out the hiccups after opening and amend procedures and/or layout as may be necessary.

Railway Station up and running:

- Develop the Mackie Park site as an important introduction to the Railway history and access (even without a Ped-Xing) to the railway station.

Attention to Goods Shed

- Submit the development application to Department of Planning Lands and Heritage (DPLH) for approval to undertake the conservation works as recommended in Conservation Management Strategy (CMS) 2020.
- Further development required on viable functions for the goods shed.
- DPLH submission with Heritage Impact Statement, for approval to undertake the works to fit-out the goods shed when the functions determined.
- The east wall and railway line are the priority in order to facilitate the installation of PM706.
- Install the fit-out and alterations to the good shed in response to the design and layout as approved by the Steering committee and DPLH.
 - Introduce the interpretive and other material in the fit-outs of the separate areas along the west side of the goods shed, ensuring adequate access and viewing of PM706.

16.0 EPILOGUE

A simple and practical concept is to reinstate the integrity of the railway station as a hub of arrivals and departures. The short comfort stop, the bus station, the trail end/beginning with quality ablutions and storage, and an opportunity to experience an informative and immersive stroll through the Narrogin Railway Station - "The Heart of the Town".

All Aboard! step inside, having just walked the trail at Gnarojin Park and learned about the significance of the local Aboriginal culture and history, this journey takes you onto the pedestrian overpass to the north end of the railway station to enter into the contemporary history and stories and art work of the local Aboriginal community.

Wending our way around the partition walls from the Aboriginal beginning, leads to a brief Narrogin History (go to the Courthouse Museum for the whole story). Take a seat on one of the three VR experiences.

Out onto the platform and then into the ambience for the railway experience (background sounds of trains whistling, shunting and crowds at the station) in the rail history section. Opportunities for recorded reminiscences (just short ones-the community survey revealed great memories and nostalgia) as you appreciate the memorabilia that is displayed in glass/perspex presentations. A highlight of this area is the insitu relay equipment, the huge framed 1944 railway yard plan, and the commemorative area celebrating The Friends of the Railways who were instrumental in saving the railway station in 1994.

Need a rest yet? The former ladies waiting room is the rest room where you can sit for a bit.

Then, look over to the goods shed. Is that the PM706 we see? Glazed panels along the side of the goods shed display the parked train. Dynamic projections add to the goods shed experience. You can go there soon, and then you can see PM706 up close.

But now its into the former "Refresh" (refreshment room) where a scale model of the town and railway yard in its hey-day (1960s) is on display with sounds and smells of the steam trains to enrich the experience. After you drag the kids away from there, along the platform, you pass the archive building where you can make an appointment to research the fully catalogued history of Narrogin and the railways. Check out the universally accessible brand new fit-out in the 'latrines' building at the south end of the platform.

So still got some time and ready to climb the stairs to the pedestrian overpass? Stop at the viewing platforms to view the now and then (interpretive panels) of the town and the railway yard. Then a pleasant walk down the ramp and along to the goods shed where the PM706 stands in all its glory along the east side of the shed. There are some models of various railway elements for your interest too.

If you're at the goods shed on the right day for the market, a cowboy crooner in the corner, and the artisans and artists may be there in their studios along the west side of the goods shed, so you can see them in action, painting, sculpting, glass blowing, silver-smithing, even the model maker may be demonstrating his skills and there is always the opportunity for a chat, and you might get a glimpse of some of the youth in their gaming booths.

Heading over to Mackie Park, you can relax in a railway carriage while the kids explore the railway

themed park that provides an outdoor family experience while enjoying Dome coffee (one day) and looking over to the railway station and the signal box.

Refreshed and heading back to the station, you can go over the pedestrian overpass or across the newly installed Ped-Xing and have a look in the signal box. It's a great lookout after just a few more stairs.

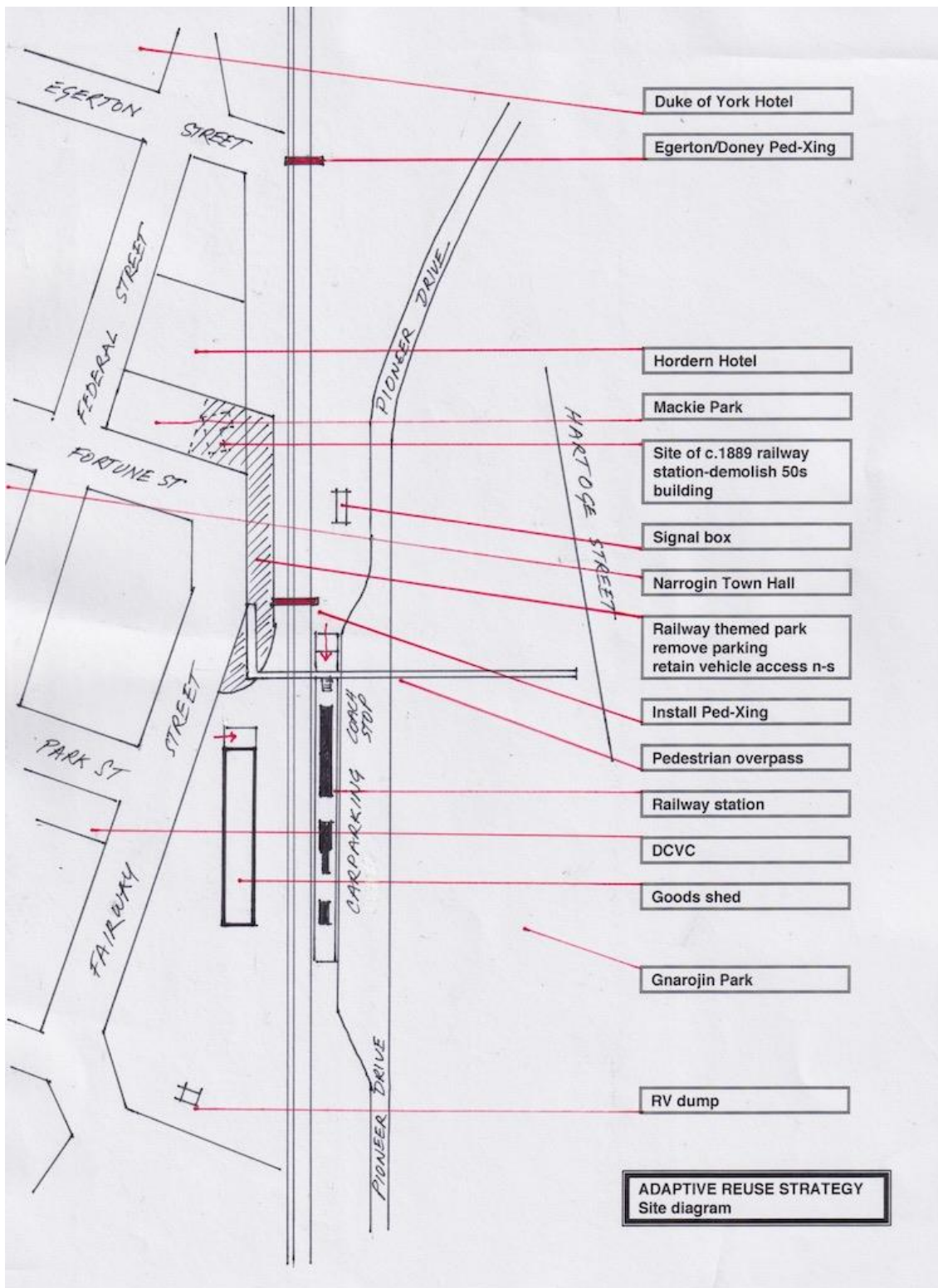
After all that you need to drive back into town for a meal in a restaurant or pub and stay for another day. But after dinner, on the way back to your accommodation drive down Pioneer Drive and see the signal box, and railway station lit up at night, and see the goods shed with dynamic projected images and the PM706 lit-up through the windows of the good shed.

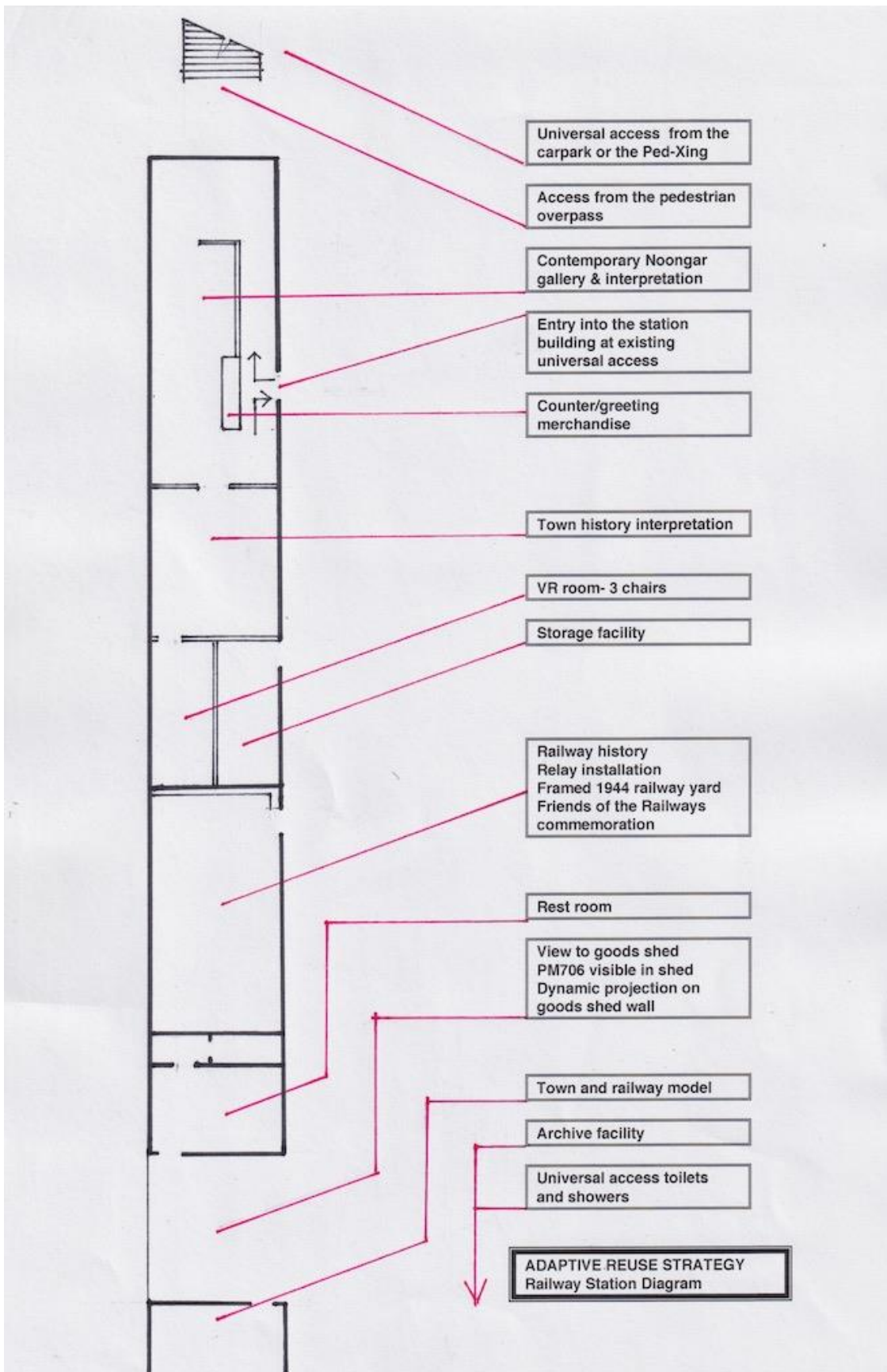
Another great experience in Narrogin's "Heart of the Town".

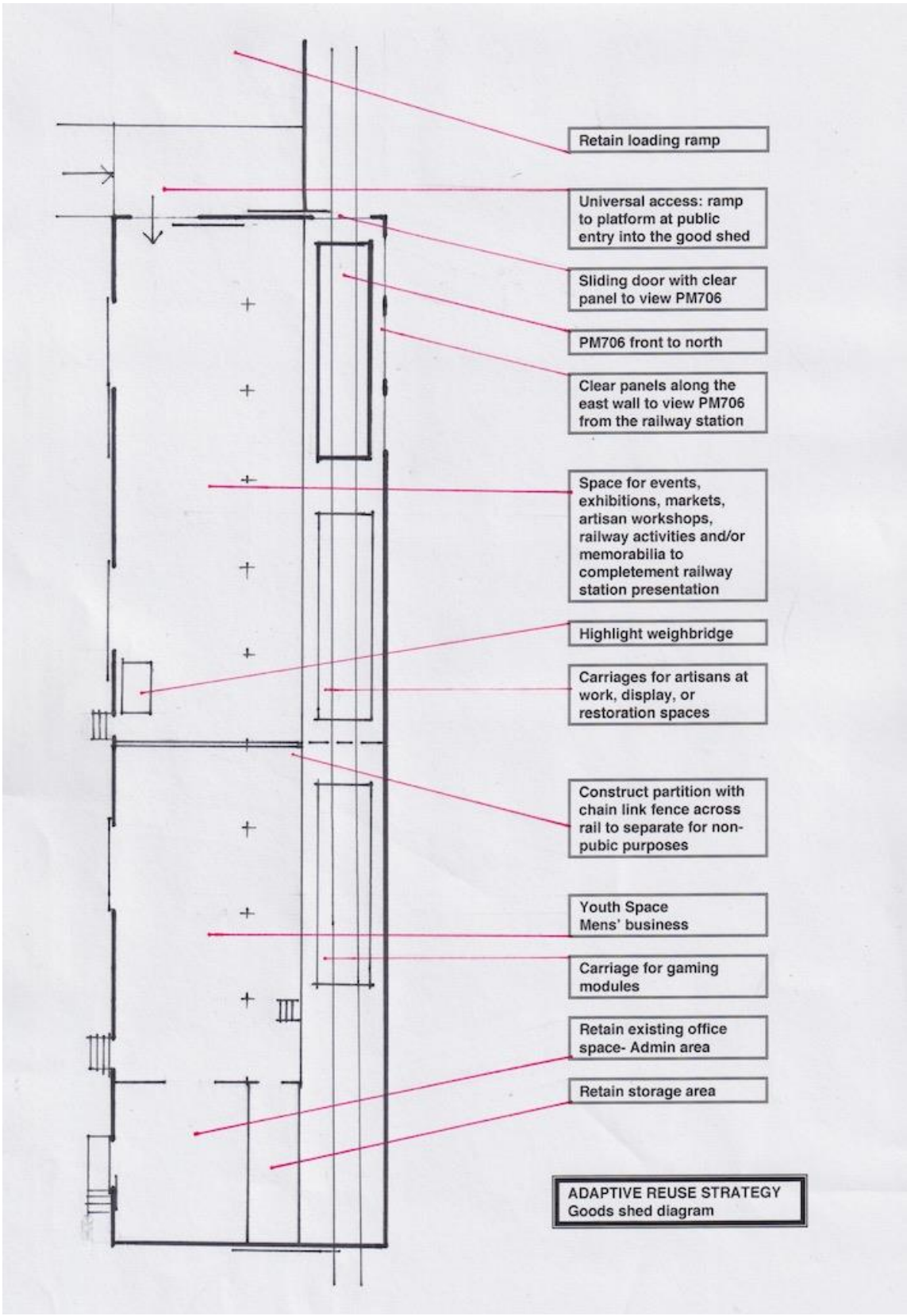
It's a vision-something to work towards.

Point of difference? A group of railway buildings like no other (even more so with the signal box), a hub of arrivals and departures true to its intent. The railway passion of the community volunteers providing good ol' country hospitality (that's a worthy experience) and nostalgia of the way it was - not just another museum or visitors centre - it's an experience.

17.0 CONCEPT DIAGRAMS







Retain loading ramp

Universal access: ramp to platform at public entry into the goods shed

Sliding door with clear panel to view PM706

PM706 front to north

Clear panels along the east wall to view PM706 from the railway station

Space for events, exhibitions, markets, artisan workshops, railway activities and/or memorabilia to complement railway station presentation

Highlight weighbridge

Carriages for artisans at work, display, or restoration spaces

Construct partition with chain link fence across rail to separate for non-public purposes

Youth Space
Mens' business

Carriage for gaming modules

Retain existing office space- Admin area

Retain storage area

ADAPTIVE REUSE STRATEGY
Goods shed diagram

10.2 TECHNICAL AND RURAL SERVICES

10.2.1 GATE PERMIT – PORTERS ROAD

| | |
|------------------------|--|
| File Reference | 28.6.1 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interests that requires disclosure. |
| Applicant | Mr and Mrs P and D Porter. |
| Previous Item Numbers | Former Shire of Narrogin, Ordinary Council Meeting 18 June 2015, Item 9.A.343 |
| Date | 29 October 2020 |
| Author | Torre Evans – Executive Manager Technical and Rural Services |
| Authorising Officer | Dale Stewart – Chief Executive Officer |
| Attachments | 1. Site Map of Porters Road. |

Summary

Council is requested to consider granting permission for a Gate Permit to be issued by the Chief Executive Officer, to Mr and Mrs P and D Porter, for the purpose of installing two gates on Porters Road, Highbury as per the map in Attachment 1.

Background

The Administration received an application from Mr & Mrs P & D Porter, for two (2) Gate Permits to be issued to them, allowing them to install two gates on Porters Road, Highbury in close proximity to their residence. Refer Attachment 1, map displaying the proposed location of the gates.

This item was previously presented to the former Shire of Narrogin, at its Ordinary Council Meeting held 18 June 2015, with the following resolution:

“Approval is granted for Mr & Mrs Pip and Dani Porter to place gates across Porters Road subject to the following conditions:

- 1. The location and construction standard of the gate will be to the satisfaction of Council taking into account appropriate signage and safety standards;*
- 2. Approval is granted to the 30th June 2016 and thereafter will be renewed annually;*
- 3. Council reserves the right to withdraw permission for the gate at any time; and*
- 4. The applicant being advised that the placing of a gate does not prevent access by any person to the road reserve.”*

Consultation

Consultation was undertaken with the applicant by phone and in writing via email.

By way of email, the author enquired with the applicant on points of clarification and understanding on various matters.

As a result of this consultation, the author is of the opinion that the applicant is well aware of their obligations, should Council resolve permission to issue a gate permit to the applicant.

The Chief Executive Officer was consulted with regard to this item as was the former Chief Executive Officer of the former Shire of Narrogin, Mr Geoff McKeown.

Statutory Environment

The Local Government Act 1995, Schedule 9.1, clause 5 and the Local Government (Uniform Local Provisions) Regulations 1996, outline the process for granting permission to have a gate across a road.

Regulations 9 and 10 state the following:

“9. Permission to have gate across public thoroughfare — Sch. 9.1 cl. 5(1)

- (1) A person may apply to the local government for permission to have across a public thoroughfare under the control or management of the local government a gate or other device that enables motor traffic to pass across the public thoroughfare and prevents livestock from straying.*
- (2) The local government may, before dealing with the application, require the applicant to publish notice of the application in such manner as the local government thinks fit.*
- (3) Permission granted by the local government under this regulation —*
 - (a) must be in writing; and*
 - (b) must specify the period for which it is granted; and*
 - (c) must specify each condition imposed under subregulation (4); and*
 - (d) may be renewed from time to time; and*
 - (e) may be cancelled by giving written notice to the person to whom the permission was granted.*
- (4) The local government may impose such conditions as it thinks fit on granting permission under this regulation including, but not limited to, conditions on the construction, placement and maintenance of the gate or other device across the public thoroughfare.*
- (5) The local government may, when renewing permission granted under this regulation or at any other time, vary any condition imposed by it under subregulation (4) and the variation takes effect when written notice of it is given to the person to whom the permission was granted.*
- (6) The local government may at any time, by written notice given to the person to whom permission was granted under this regulation, cancel the permission and request the person responsible for the gate or other device to remove it within a time specified in the request.*
- (7) A person to whom a request is made under subregulation (6) must comply with the request.*

Penalty: a fine of \$5 000.

(8) A local government must keep a register of gates and other devices constructed in accordance with a permission granted under this regulation.

10. Gate across thoroughfare not to be left open — Sch. 9.1 cl. 5(2)

A person who is responsible for a gate registered under regulation 9(8) must ensure that the gate is not left open.

Penalty: a fine of \$1 000.”

Policy Implications

There are no policies that relate.

Financial Implications

Currently, there are no fees or charges within the adopted Budget that relate for gate permits, so for this particular item there will be no financial implications, apart from the minor cost in administering the Gate Permit and Register to be created / maintained.

Should Council resolve to, administration will consider future charges for administering gate permits and should a gate permit fee be considered necessary, then it will be included in the next draft Budget for Council consideration.

Strategic Implications

| | | |
|-----------|-------|---|
| Outcome: | 4.1 | An efficient and effective organisation |
| Strategy: | 4.1.1 | Continually improve operational efficiencies and provide effective services |

Comment/Conclusion

Since the former Shire’s resolution to grant the applicants permission to install gates on Porters Road Highbury, the applicants have not installed the gates and are now re-applying to have the gates installed. The original minuted approval gave the applicant until 30 June 2016 to install the gates and thereafter would need to be renewed annually.

In their application, Mr & Mrs Porter have provided the following information:

Good morning Dale

Pip and I would like to apply for 2 gate permits on Porters Road Highbury.

“The reason we are requesting a gate is because of the amount of unwanted traffic (ie motorbikes) going up and down the road even though there is 2 signs one at the start of Porters Road saying “No Thru Road” and one closer to the house saying “slow down”, which they seem to ignore.

We are the only land owners on this road and we will make sure there is adequate signage on the gates.

The gate will not be locked at all or closed all the time – mainly weekend’s as that is when we have most of the trouble.

Please find attached the previous Shire's permit.

Recently, thanks to the Shire we had the road graded and we are finding that 4WD's tend to come down and damage the road by crossing over the ditch whilst wet and get bogged.

There is a bush track next to the railway line (both sides of the line) that people can use.

Please do not hesitate to contact me if you have any questions."

Mr & Mrs Porter wish to provide some security for their property as well as a deterrent for people who have no valid reason for travelling on the road and indeed potentially damaging it. Porters Road is a no through road and the Shire only maintains the road to their entrances, just past the house and sheds. A short distance further along the road reserve is a creek crossing which is a hazard for people in vehicles who are unfamiliar with the area and is where the road stops and then becomes bushland.

It should be noted that having a gate does not prevent someone from accessing the road reserve, however they are required to close any gate approved to be across the road.

The former Shire permitted approximately 53 gate permits to various land owners within the Shire, some with multiple gates on each property. Primarily property owners will use the permission to have the gate across a road as a deterrent to discourage people from travelling on those road reserves. In the majority of cases, the road reserves do not have constructed roads, however there are some examples where constructed roads are restricted by the installation of a gate.

The Administration will be conducting an audit of known gate locations to check on currency and the condition of the gates. As part of this process, the Administration will write to land owners with current gates to enquire if the landowner wishes to continue to have a gate in place and the Administration will update its Gate Permit Register to reflect the findings of the audit.

Verbal advice received from the former Shire CEO, advised the author that the former Shire charged land owners with gate permits \$0.25 cents per gate per annum. It was advised that the fee, at some stage, ceased as it was more costly to administer this minor charge.

Voting Requirements

Simple Majority

(See over for Officers' Recommendation and Council Resolution)

OFFICERS' RECOMMENDATION

That, with respect to a request for a Gate Permit on Porters Road Highbury, Council:

1. Grant permission to the Chief Executive Officer to issue a Gate Permit to Mr and Mrs P and D Porter (the applicant) to install two gates across Porters Road, Highbury as per map in Attachment 1 and under the following conditions:
 - a. The construction of the gates will be to the satisfaction of the Chief Executive Officer;
 - b. All associated costs for the gates including purchase, signage, installation and maintenance are to be met by the applicant;
 - c. The gates are to be maintained in a safe condition at all times by the applicant;
 - d. Signage, to the satisfaction of the Chief Executive Officer, is to be secured to the gates and kept in good visual condition at all times by the applicant;
 - e. The applicant understands that the Shire reserves the right to revoke the gate permit and remove the gates at any time from the road reserve;
 - f. The gates cannot be locked; and
 - g. The applicant understands that the installation of gates does not prevent access to the road reserve by any person.
2. Request the Chief Executive Officer to write to the applicant with regard to Council's decision on this matter.
3. Request the Chief Executive Officer to conduct an audit on all known previously permitted gates within the former Shire of Narrogin believed to be current as at 30 June 2016 and to update the Shire's Gate Permit Register accordingly.
4. Request the Chief Executive Officer to draft a Delegation to be issued to the Chief Executive Officer, associated with considering and administering gate permits, for consideration as part of reviewing the Delegations Register during calendar year 2021.
5. Request the Chief Executive Officer to consider if a charge should be associated with considering and administering gate permits and any future gate permits that may be issued at Council's discretion, and include this in a review of the Fees & Charges Schedule for Council's consideration as part of the 2021/22 Budget deliberations.

COUNCIL RESOLUTION 1120.003

Moved: Cr Fisher

Seconded: Cr Wiese

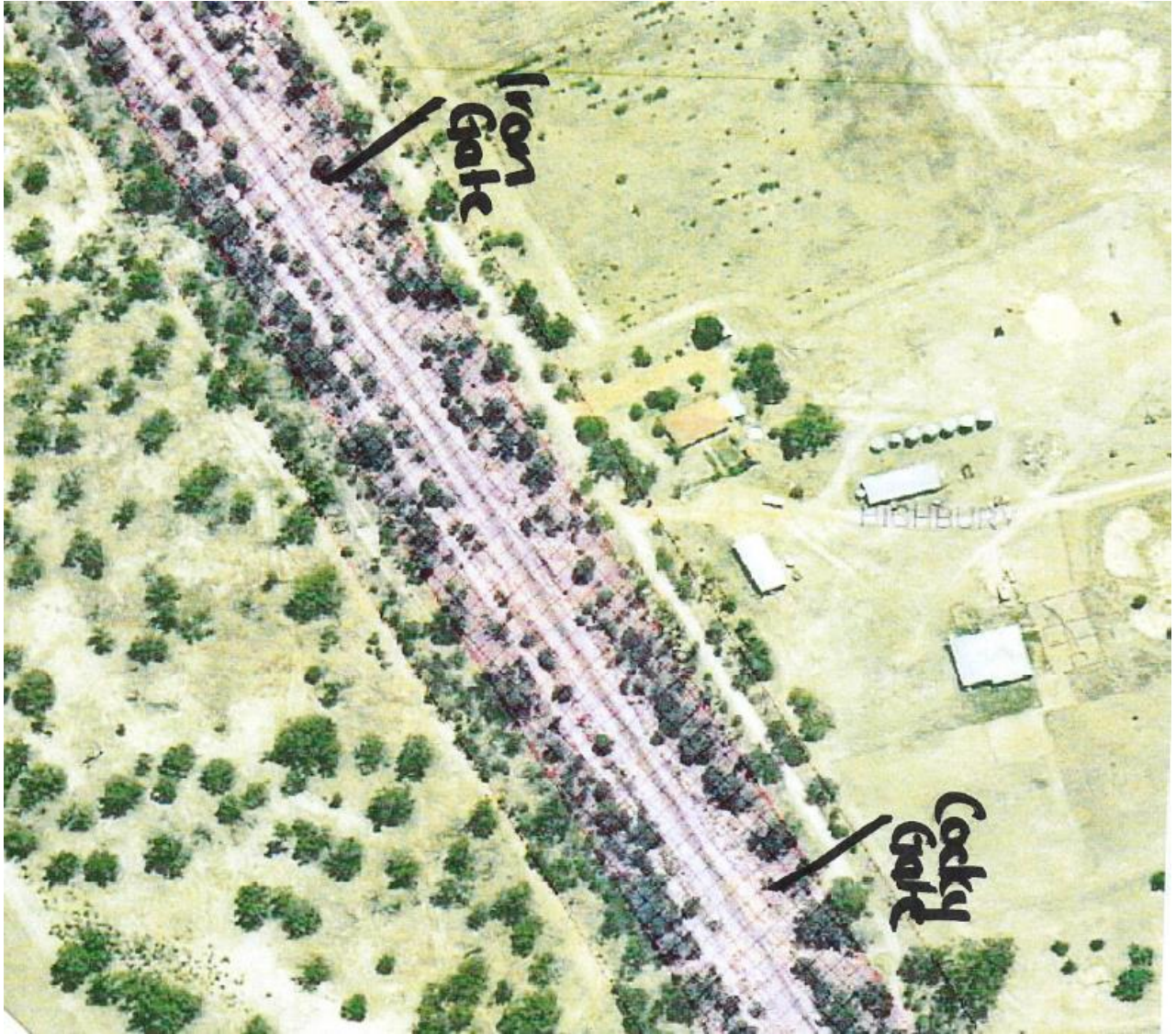
That, with respect to a request for a Gate Permit on Porters Road Highbury, Council:

1. Grant permission to the Chief Executive Officer to issue a Gate Permit to Mr and Mrs P and D Porter (the applicant) to install two gates across Porters Road, Highbury as per map in Attachment 1 and under the following conditions:
 - a. The construction of the gates will be to the satisfaction of the Chief Executive Officer;
 - b. All associated costs for the gates including purchase, signage, installation and maintenance are to be met by the applicant;
 - c. The gates are to be maintained in a safe condition at all times by the applicant;
 - d. Signage, to the satisfaction of the Chief Executive Officer, is to be secured to the gates and kept in good visual condition at all times by the applicant;
 - e. The applicant understands that the Shire reserves the right to revoke the gate permit and remove the gates at any time from the road reserve;
 - f. The gates cannot be locked; and
 - g. The applicant understands that the installation of gates does not prevent access to the road reserve by any person.
 - h. The applicant understands that the Shire will not maintain the road past the first gate.
2. Request the Chief Executive Officer to write to the applicant with regard to Council's decision on this matter.
3. Request the Chief Executive Officer to conduct an audit on all known previously permitted gates within the former Shire of Narrogin believed to be current as at 30 June 2016 and to update the Shire's Gate Permit Register accordingly.
4. Request the Chief Executive Officer to draft a Delegation to be issued to the Chief Executive Officer, associated with considering and administering gate permits, for consideration as part of reviewing the Delegations Register during calendar year 2021.
5. Request the Chief Executive Officer to consider if a charge should be associated with considering and administering gate permits and any future gate permits that may be issued at Council's discretion, and include this in a review of the Fees & Charges Schedule for Council's consideration as part of the 2021/22 Budget deliberations.

CARRIED 9/0

Reason for Change: The Council wanted the addition of clause 1.h to make this condition clear to the applicant.

Site Map of Porters Road



10.2.2 OCCUPATIONAL SAFETY AND HEALTH POLICY

| | |
|------------------------|---|
| File Reference | 13.5.4 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interests that requires disclosure |
| Applicant | Shire of Narrogin |
| Previous Item Numbers | Item 10.4.1, 24 July 2019 Res. 0719.012 |
| Date | 11 November 2020 |
| Author | Wendy Russell – Executive Support Officer |
| Authorising Officer | Torre Evans – Executive Manager Technical and Rural Services |
| Attachments | 1. Draft Revised OSH Policy |

Summary

Council is requested to consider the reviewed Occupational Safety & Health Policy – Employees, Volunteers, Contractors, Visitors for adoption as policy – Attachment 1.

Background

Council Policy 9.1 Occupational Safety & Health Policy – Employees, Volunteers, Contractors, Visitors is currently required to be reviewed and authorised annually. The current Policy was adopted on 24 July 2019.

Consultation

The Revised Draft Policy at Attachment 1, was reviewed with input from:

- Mark Southgate - Regional Risk Co-ordinator Local Government Insurance Scheme(LGIS)
- Chief Executive Officer (CEO)
- Executive Manager Technical and Rural Services (EMTRS)
- Shire of Narrogin Occupational Health & Safety (OSH) Committee

Statutory Environment

- Occupational Safety & Health Act 1984.

Policy Implications

The presented Draft Policy contains minor amendments to the current Policy 9.1 Occupational Safety & Health Policy – Employees, Volunteers, Contractors, Visitors, however, does not change the intent.

Financial Implications

There are no financial implications identified with this policy.

Strategic Implications

| | | |
|------------|-------|--|
| Objective: | 4. | Civic Leadership Objective (Continually enhance the Shire's organisational capacity to service the needs of a growing community) |
| Outcome: | 4.1 | An efficient and effective organisation |
| Strategy: | 4.1.1 | Continually improve operational efficiencies and provide effective services |

Comment/Conclusion

The OSH Committee, at its meeting on 30 September 2020, requested that the LGIS Regional Risk Co-ordinator review Policy 9.1 and provide the Committee with recommendations for any changes required to ensure that the Shire is compliant with all current legislation.

The recommendations were then considered by the EMTRS and the CEO. The recommended amendments to the policy were minor in nature and does not change the intent of the policy.

One amendment to the Policy is the removal of point 4:

“4. This Policy is to be reviewed and authorised annually.”

This will mean that the Policy can be reviewed bi-annually (every second year) in line with other Council policies.

The revised Policy was presented to the OSH Committee at their meeting held on 28 October 2020 where it was recommended that the updated policy be presented to Council for adoption.

Voting Requirements

Simple Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.004

Moved: Cr Bartron Seconded: Cr Early

That Council adopt the revised Council Policy 9.1 Occupational Safety & Health Policy – Employees, Volunteers, Contractors, and Visitors as per Attachment 1.

CARRIED 9/0

Section 9 – OCCUPATIONAL SAFETY & HEALTH

9.1 Occupational Safety & Health Policy – Employees, Volunteers, Contractors, Visitors

| | |
|--------------------------|---|
| Statutory context | Occupational Safety and Health Act 1984 |
| Corporate context | Policy 1.1 – Code of Conduct Policy 8.1 – Disciplinary Action Policy 8.4 – Grievance Policy 9.4 – Workplace Visitors – Management Executive Instructions – - 9.1 – Occupational Safety & Health – Employees and Contractors OSH – Manuals, Requirements, Standards and Procedures OSH – Contractors Handbook |
| History | Adopted 26 April 2017 reviewed 24 July 2019 Last reviewed 28 October 2020 |

Policy Statement

1. The Shire of Narrogin is committed to providing a safe and healthy work environment, so far as is reasonably practicable, for –
 - a) employees,
 - b) volunteers,
 - c) contractors,
 - d) visitors, and
 - e) the wider community within which our works are conducted.
2. The Shire is committed to providing safe and healthy working conditions, which are aimed at the prevention of work related injuries and ill health. Consistent with this, the Shire will –
 - a) Provide and maintain a safe work environment by the identification and elimination of OSH hazards where possible, or reducing associated risk level to as low as is reasonably practicable, where hazards cannot be completely eliminated;
 - b) Strive for continuous improvement in Occupational Safety and Health performance utilising best practice procedures and taking into account evolving knowledge and technology;
 - c) Comply with all applicable legislation and requirements;
 - d) Establish, implement and maintain an Occupational Health and Safety Management System; including measurable objectives and targets aimed at elimination of work related injury and illness; Ensure that all employees, including contractors and volunteers, are fully informed of potential hazards and associated risk control measures, including through a process of training, instruction, information sharing and supervision as applicable;
 - e) Communicate and consult with employees and their representatives, including contractors and volunteers, so as to ensure that everyone within the workplace is offered the opportunity to participate in the ongoing development of a safer and healthier workplace; and
 - f) Ensure that all employees, including contractors and volunteers, are fully aware of their responsibility to take reasonable care to safeguard their own health and safety at work and to avoid adversely affecting the health or safety of others through any act or omission at work and report hazards, accidents, incidents and near misses to their supervisor.
3. Copies of this Policy shall be made available to all employees, volunteers, contractors and visitors, and displayed within the workplace.

– End of Policy –

Notes

Refer –

1. OSH – Manuals, Requirements, Standards and Procedures
2. OSH – Contractors Handbook

10.3 CORPORATE AND COMMUNITY SERVICES

10.3.1 SCHEDULE OF ACCOUNTS PAID – OCTOBER 2020

| | |
|------------------------|---|
| File Reference | 12.1.1 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interest that requires disclosure. |
| Applicant | Shire of Narrogin |
| Previous Item Numbers | Nil |
| Date | 16 November 2020 |
| Author | Danielle Gannaway – Finance Officer Accounts |
| Authorising Officer | Alexander Mulenga – Manager Corporate Services |
| Attachments | 1. Schedule of Accounts Paid – October 2020 |

Summary

Council is requested to note the payments as presented in the Schedule of Accounts Paid – October 2020.

Background

Pursuant to Local Government Act 1995, Section 6.8 (2)(b), where expenditure has been incurred by a local government, it is to be reported to the next Ordinary Meeting of Council.

Consultation

Consultation was undertaken with the Manager Corporate Services.

Statutory Environment

Local Government Act 1995, Section 6.8 (2)(b).

Policy Implications

Nil

Financial Implications

All expenditure has been approved via adoption of the 2020/2021 Annual Budget, or resulting from a Council resolution for a budget amendment.

Strategic Implications

| | |
|--|---|
| Shire of Narrogin Strategic Community Plan 2017-2027 | |
| Objective | 4. Civic Leadership Objective (Continually enhance the Shire's organisational capacity to service the needs of a growing community) |
| Outcome: | 4.1 An efficient and effective organisation |

Comment/Conclusion

The Schedule of Accounts Paid – October 2020 is presented to Council for notation. Below is a summary of activity.

| October 2020 <i>Payments</i> | | | <i>Local Spending</i> | | |
|------------------------------|--------------|-------|-----------------------|------------|-------|
| <i>Payment Type</i> | \$ | % | | \$ | % |
| Cheque | 591.20 | 0.04 | Local Suppliers | 307,735.95 | 22.99 |
| EFT (incl Payroll) | 1,161,502.82 | 86.77 | Payroll | 297,491.04 | 22.22 |
| Direct Debit | 172,527.08 | 12.89 | Total | 605,226.99 | 45.21 |
| Credit Card | 3,955.34 | 0.30 | | | |
| Trust | | | | | |
| Total Payments | 1,338,576.44 | 100 | | | |

Voting Requirements

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.005

Moved: Cr Seale Seconded: Cr Wiese

That with respect to the Schedule of Accounts Paid for October 2020, Council note the Report as presented.

CARRIED 9/0

Cheque Payments

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|---|-----------------|------------|--------------------------------------|--|------------------------|---------------|------|---------|
| 1 | 573 | 02/11/2020 | Shire Of Narrogin - Petty Cash-admin | AGEDOTHER - CATS DRIVER MEALS - Petty Cash Recoup September/October 2020 | | \$ 165.00 | | |
| 2 | INV CATS OCT 20 | 27/10/2020 | Shire Of Narrogin - Petty Cash-admin | | \$ 165.00 | | | |
| 3 | 575 | 09/11/2020 | Shire Of Narrogin - Petty Cash-admin | NHC Petty Cash Recoup October 2020 | | \$ 426.20 | | |
| 4 | INV NHC OCT 20 | 31/10/2020 | Shire Of Narrogin - Petty Cash-admin | | \$ 426.20 | | | |
| | | | | | Cheque Total \$ | 591.20 | | |

EFT Payments

| | Chq/EFT | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|----|----------------|------------|------------------------------|--|----------------|---------------|------|---------|
| 5 | PAY 8 | 12/10/2020 | PAYROLL | Payroll - Pay 8 - 12/10/2020 | \$146,786.50 | | | |
| 6 | EFT15132 | 16/10/2020 | Narrogin Hire & Reticulation | | | \$ 36.20 | L | |
| 7 | INV 00027658 | 25/09/2020 | Narrogin Hire & Reticulation | PARKS & GARDENS MAINTENANCE - Reticulation Materials (CBD) | \$ 36.20 | | | |
| 8 | EFT15133 | 16/10/2020 | Synergy | | | \$ 783.70 | | |
| 9 | INV 5188623915 | 05/10/2020 | Synergy | CEO STAFF HOUSING RENTAL PROPERTY EXPENSES - Electricity Usage (05/08/2020-05/10/2020) | \$ 267.84 | | | |
| 10 | INV 6360739527 | 06/10/2020 | Synergy | HISTORY HALL BUILDING OPERATIONS - Electricity Usage (06/08/2020-06/10/2020) | \$ 118.15 | | | |
| 11 | INV 4560009126 | 06/10/2020 | Synergy | MUSEUM BUILDING OPERATIONS - Electricity Usage (06/08/2020-06/10/2020) | \$ 397.71 | | | |
| 12 | EFT15134 | 16/10/2020 | Australia Post | | | \$ 891.62 | L | |
| 13 | INV 1009971634 | 03/10/2020 | Australia Post | VARIOUS DEPARTMENTS - Postal Charges September 2020 | \$ 891.62 | | | |
| 14 | EFT15135 | 16/10/2020 | Leigh Norman Ballard | | | \$11,275.00 | L | |
| 15 | INV SEPT 20 | 06/10/2020 | Leigh Norman Ballard | MEMBERS - PRESIDENT'S ALLOWANCES & SITTING FEES - 01/07/20-30/09/20 | \$ 11,275.00 | | | |
| 16 | EFT15136 | 16/10/2020 | E & H Staphorst | | | \$ 39.20 | L | |
| 17 | INV I-34905 | 05/10/2020 | E & H Staphorst | NO2706 FOUR AXLE SIDE TIPPER TRAILER (WORKS) (P969) Spring brake booster | \$ 39.20 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|----|--------------------|------------|------------------------------|--|----------------|---------------|------|---------|
| 18 | EFT15137 | 16/10/2020 | Hancocks Home Hardware | | | \$ 58.95 | L | F |
| 19 | INV 340820 | 02/10/2020 | Hancocks Home Hardware | CHSP - GENERAL OFFICE EXPENSES - Bucket, Door Hooks Bathroom And 2 x Signs For Staff Only - NHC | \$ 8.95 | | | |
| 20 | INV 340814 | 02/10/2020 | Hancocks Home Hardware | CHCP - GENERAL OFFICE EXPENSES - Bucket, Door Hooks Bathroom And 2 x Signs For Staff Only - NHC | \$ 50.00 | | | |
| 21 | EFT15138 | 16/10/2020 | Landgate | | | \$ 53.40 | | |
| 22 | INV 10001100 | 01/10/2020 | Landgate | RATES - VALUATION EXPENSES - Deposited Plan 102230, Email & Certificate Of Title LR3058/378, Lot 15787 On Deposited Plan, Email. | \$ 53.40 | | | |
| 23 | EFT15139 | 16/10/2020 | Susan Farrell | | | \$ 50.00 | L | |
| 24 | INV 076 | 01/10/2020 | Susan Farrell | MEMBERS - CIVIC FUNCTIONS, REFRESHMENTS & RECEPTIONS - Laundry - Susan Farrell | \$ 50.00 | | | |
| 25 | EFT15140 | 16/10/2020 | Narrogin Electrical Services | | | \$ 459.75 | L | |
| 26 | INV 2051 | 01/10/2020 | Narrogin Electrical Services | LYDEKER DEPOT BUILDING MAINTENANCE - Electrical Tradesman, Repair Gate At Depo | \$ 94.00 | | | |
| 27 | INV 2057 | 05/10/2020 | Narrogin Electrical Services | 13 HOUGH ST - Maintenance - Replacement Of Smoke Alarms - Inv: 2057 | \$ 365.75 | | | |
| 28 | EFT15141 | 16/10/2020 | S. Williams Plumbing | | | \$ 725.00 | L | |
| 29 | INV 265 | 05/10/2020 | S. Williams Plumbing | BUILDING MAINTENACE - Various Locations | \$ 725.00 | | | |
| 30 | EFT15142 | 16/10/2020 | Narrogin Betta Home Living | | | \$ 499.00 | L | F |
| 31 | INV 25710017098 | 08/10/2020 | Narrogin Betta Home Living | HACC - BUILDING - Breville Nespresso Creatista Uno Coffee Machine Jessie House - NHC | \$ 499.00 | | | |
| 32 | EFT15143 | 16/10/2020 | RJ Smith Engineering | | | \$ 665.00 | L | |
| 33 | INV 00009158 | 03/10/2020 | RJ Smith Engineering | RAILWAY DAM - 1 x Custom Bike Rack Powder Coated In Safety Yellow. | \$ 665.00 | | | |
| 34 | EFT15144 | 16/10/2020 | Guy Maley | | | \$ 57.00 | L | |
| 35 | INV 57700004413776 | 06/10/2020 | Guy Maley | ANIMAL - ANIMAL DESTRUCTION - Reimbursement Fire Arms | \$ 57.00 | | | |
| 36 | EFT15145 | 16/10/2020 | John Parry Medical Centre | | | \$ 252.00 | L | F |
| 37 | INV 385420 | 01/10/2020 | John Parry Medical Centre | CHSP - RECRUITMET - 1 x Pre-employment Medical For Maibbi Itinimarewe - NHC | \$ 126.00 | | | |
| 38 | INV 385368 | 01/10/2020 | John Parry Medical Centre | CHSP - RECRUITMENT - 1 x Pre-employment Medical For Materena Katabanin - NHC | \$ 126.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|----|--------------|------------|------------------------------------|---|----------------|---------------|------|---------|
| 39 | EFT15146 | 16/10/2020 | Upper Great Southern Hockey | | | \$ 2,200.00 | L | |
| 40 | INV 00348 | 16/09/2020 | Upper Great Southern Hockey | OTHCUL - HOCKEY JUNIOR CARNIVAL - Hockey Junior Carnival 2020 | \$ 2,200.00 | | | |
| 41 | EFT15147 | 16/10/2020 | P.H & K.E Gow | | | \$ 11,264.00 | L | |
| 42 | INV 1539 | 02/10/2020 | P.H & K.E Gow | DONGOLOCKING ROAD - UPGRADE (RURAL) - Feature Surveu, Road Design And Pegging Of Dongolocking Road, Nomans Lake | \$ 2,420.00 | | | |
| 43 | INV 1540 | 02/10/2020 | P.H & K.E Gow | WAGIN - WICKEPIN ROAD - RENEWAL (RURAL) (RRG) - Feature Survey, Road Design And Pegging Of Wagin Wickepin Road, Nomans Lake | \$ 8,844.00 | | | |
| 44 | EFT15148 | 16/10/2020 | Marketforce Pty Ltd | | | \$ 657.58 | | PF |
| 45 | INV 34702 | 01/10/2020 | Marketforce Pty Ltd | CHCP - RECRUITMENT - Advertisement For New Position - Nurse Coordinator Homecare | \$ 348.88 | | | |
| 46 | INV 34703 | 01/10/2020 | Marketforce Pty Ltd | ADMIN - ADVERTISING - Advertisemnet Narrogin Observer Job Manager Corporate Services | \$ 308.70 | | | |
| 47 | EFT15149 | 16/10/2020 | Narrogin Pumps Solar And Spraying | | | \$ 4,232.80 | L | |
| 48 | INV 00029444 | 05/10/2020 | Narrogin Pumps Solar And Spraying | NGN93 2020 ISUZU D-MAX SINGLE CAB (LEADINGHAND) (P18) New Water Tank and Pump | \$ 4,232.80 | | | |
| 49 | EFT15150 | 16/10/2020 | Clive Malcolm Bartron | | | \$ 2,250.00 | L | |
| 50 | INV SEPT 20 | 06/10/2020 | Clive Malcolm Bartron | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 51 | EFT15151 | 16/10/2020 | J & D Rural Fencing | | | \$ 3,641.00 | L | |
| 52 | INV 00502 | 07/10/2020 | J & D Rural Fencing | FIRE PREVENTION/BURNING/CONTROL - RAILWAY DAM - Supply And Installation Of Fencing And Gates At Railway Dam And Archibald Park | \$ 3,641.00 | | | |
| 53 | EFT15152 | 16/10/2020 | Benara Nurseries | | | \$ 7,432.83 | | |
| 54 | INV 255309 | 02/10/2020 | Benara Nurseries | STREET TREE CAPITAL - IRTREE 233 4000 BENARA NURSERIES Supply An Deliver 65 Jacaranda Minosifolia In 30 Litre Pots And 56 Callistemon KPS In 30 Litre Pots. | \$ 7,432.83 | | | |
| 55 | EFT15153 | 16/10/2020 | Murray John Fisher | | | \$ 2,250.00 | L | |
| 56 | INV SEPT 20 | 06/10/2020 | Murray John Fisher | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 57 | EFT15154 | 16/10/2020 | M & V Ranieri Building Contractors | | | \$ 536.25 | L | |
| 58 | INV 490 | 11/10/2020 | M & V Ranieri Building Contractors | MAY ST PUBLIC TOILETS MAINTENANCE - Installation Of New T1 Locks x 8 | \$ 536.25 | | | |
| 59 | EFT15155 | 16/10/2020 | Geoffrey Douglas Ballard | | | \$ 2,250.00 | L | |
| 60 | INV SEPT 20 | 06/10/2020 | Geoffrey Douglas Ballard | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 61 | EFT15156 | 16/10/2020 | Timothy Robert Wiese | | | \$ 3,718.75 | L | |
| 62 | INV SEPT 20 | 06/10/2020 | Timothy Robert Wiese | MEMBERS - DEPUTY PRESIDENT'S ALLOWANCES & SITTING FEES - 01/07/20-30/09/20 | \$ 3,718.75 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|----|--------------|------------|---|---|----------------|---------------|------|---------|
| 63 | EFT15157 | 16/10/2020 | Brian Seale | | | \$ 2,250.00 | L | |
| 64 | INV SEPT 20 | 06/10/2020 | Brian Seale | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 65 | EFT15158 | 16/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | | | \$ 123.80 | L | |
| 66 | INV NVS46712 | 01/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | SAN - BUILDING MAINTENANCE - 2 x 500 x 350 x 240 Limestone Blocks | \$ 37.80 | | | |
| 67 | INV NVS47255 | 09/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | ANIMAL POUND OPERATIONS - Food / Worming Replenishment - Inv: 47255 | \$ 86.00 | | | |
| 68 | EFT15159 | 16/10/2020 | Narrogin Florist | | | \$ 75.00 | L | |
| 69 | INV INV133 | 02/10/2020 | Narrogin Florist | MEMBERS - CIVIC FUNCTIONS, REFRESHMENTS & RECEPTIONS - Flower Tribute Of Condolence To Cr Early | \$ 75.00 | | | |
| 70 | EFT15160 | 16/10/2020 | Emily Cousins | | | \$ 286.00 | L | |
| 71 | INV 05102020 | 05/10/2020 | Emily Cousins | COMMUNITY - TRAINING & DEVELOPMENT - Accomodation For Conference For Emily Cousins. | \$ 286.00 | | | |
| 72 | EFT15161 | 16/10/2020 | Graham Kenneth Broad | | | \$ 2,250.00 | L | |
| 73 | INV SEPT 20 | 06/10/2020 | Graham Kenneth Broad | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 74 | EFT15162 | 16/10/2020 | Sophie Jane Lushey | | | \$ 2,250.00 | L | |
| 75 | INV SEPT 20 | 06/10/2020 | Sophie Jane Lushey | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 76 | EFT15163 | 16/10/2020 | Jaqueline Freyer Early | | | \$ 2,250.00 | L | |
| 77 | INV SEPT 20 | 06/10/2020 | Jaqueline Freyer Early | MEMBERS - MEMBERS SITTING FEES & COMMUNICATION ALLOWANCE - 01/07/20-30/09/20 | \$ 2,250.00 | | | |
| 78 | EFT15164 | 16/10/2020 | Spyker Technologies Pty Ltd T/A Spyker Business Solutions | | | \$ 2,705.47 | | |
| 79 | INV 2021110 | 02/10/2020 | Spyker Technologies Pty Ltd T/A Spyker Business Solutions | OLOPS - CCTV MAINTENANCE - Public CCTV Maintenance For RFQ 1920-10 for 2020-2021. | \$ 2,705.47 | | | |
| 80 | EFT15165 | 16/10/2020 | Castledine Gregory | | | \$ 1,650.00 | | |
| 81 | INV 00004623 | 01/10/2020 | Castledine Gregory | OTHGOV - STRUCTURAL REFORM (MERGER) - Onsite Mediation And Travel Tp Onsite Mediation | \$ 1,650.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|----------------|------------|--|--|----------------|---------------|------|---------|
| 82 | EFT15166 | 16/10/2020 | Price Consulting Group Pty Ltd | | | \$ 4,916.52 | | |
| 83 | INV 4451 | 13/10/2020 | Price Consulting Group Pty Ltd | OTHGOV - OTHER CONSULTANCY - STRATEGIC - Consultancy to support the Shire with the CEO Performance Review for 2019/20 (as per Revised quote of 10 August 2020) | \$ 4,916.52 | | | |
| 84 | EFT15167 | 16/10/2020 | Jason Green | | | \$ 262.50 | L | |
| 85 | INV A171400 | 06/10/2020 | Jason Green | Rates refund for assessment A171400 16 FELSPAR STREET NARROGIN WA 6312 | \$ 262.50 | | | |
| 86 | EFT15168 | 16/10/2020 | Sport and Recreations Surfaces Pty Ltd | | | \$ 5,647.40 | | |
| 87 | INV INV-01004 | 01/09/2020 | Sport and Recreations Surfaces Pty Ltd | NRLC GROUNDS MAINTENANCE - Repairs & inspection of hockey turf as a result of sink hole. | \$ 5,647.40 | | | |
| 88 | EFT15169 | 23/10/2020 | Synergy | | | \$ 13,881.82 | | |
| 89 | INV 6499184328 | 02/10/2020 | Synergy | ROADM - STREET LIGHTING MAINTENANCE/OPERATIONS - Electricity Usage (01/09/2020-02/10/2020) | \$ 11,798.31 | | | |
| 90 | INV 8670120329 | 05/10/2020 | Synergy | OLD SHIRE DEPOT - FELSPAR ST - BUILDING OPERATIONS - Electricity Usage (05/08/2020-05/10/2020) | \$ 112.53 | | | |
| 91 | INV 4360899026 | 05/10/2020 | Synergy | LYDEKER DEPOT BUILDING OPERATIONS - Electricity Usage (05/08/2020-05/10/2020) | \$ 1,329.69 | | | |
| 92 | INV 4043950729 | 06/10/2020 | Synergy | MEMORIAL PARK MAINTENANCE/OPERATIONS - Electricity Usage (06/08/2020-06/10/2020) | \$ 160.29 | | | |
| 93 | INV 4663535023 | 07/10/2020 | Synergy | SUNDRY DRY PARKS/RESERVES MAINTENANCE/OPERATIONS - Electricity Usage (07/08/2020-07/10/2020) | \$ 481.00 | | | |
| 94 | EFT15170 | 23/10/2020 | Narrogin Packaging | | | \$ 266.45 | L | |
| 95 | INV 00067741 | 02/10/2020 | Narrogin Packaging | MACKIE PARK PUBLIC TOILETS AND OFFICE MAINTENANCE - Toilet Paper Stock | \$ 140.10 | | | |
| 96 | INV 00067744 | 02/10/2020 | Narrogin Packaging | HIGHBURY PUBLIC TOILET OPERATIONS - Toilet paper & hand towels | \$ 126.35 | | | |
| 97 | EFT15171 | 23/10/2020 | Kleenheat Gas | | | \$ 11,628.99 | | |
| 98 | INV 2723717 | 12/10/2020 | Kleenheat Gas | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Electricity Usage (01/09/2020-30/09/2020) | \$ 2,143.58 | | | |
| 99 | INV 2723745 | 12/10/2020 | Kleenheat Gas | NRLC - UTILITY - ELECTRICITY - Electricity Usage (01/09/2020-30/09/2020) | \$ 8,812.53 | | | |
| 100 | INV 2723727 | 12/10/2020 | Kleenheat Gas | ADMIN OFFICE BUILDING OPERATIONS - Electricity Usage (01/09/2020-30/09/2020) | \$ 672.88 | | | |
| 101 | EFT15172 | 23/10/2020 | Knightline Computers | | | \$ 641.85 | L | |
| 102 | INV 00071181 | 12/10/2020 | Knightline Computers | ADMIN - INFORMATION SYSTEMS - 3 x 4TB 2.5in Toshiba External Portable Drives for Offsite Backup | \$ 641.85 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|----------------|------------|---|---|----------------|---------------|------|---------|
| 103 | EFT15173 | 23/10/2020 | Narrogin Carpets & Curtains | | | \$ 880.00 | L | F |
| 104 | INV B8155 | 29/07/2020 | Narrogin Carpets & Curtains | HACC - BUILDING - Supply & install luxaflex roller blind to dining room (Jessie House) | \$ 880.00 | | | |
| 105 | EFT15174 | 23/10/2020 | Makit Narrogin Hardware | | | \$ 2,124.82 | L | |
| 106 | INV 113037 | 01/09/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - Maintenance Tools & Materials | \$ 289.92 | | | |
| 107 | INV 113059 | 07/09/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - General Maintenance Materials | \$ 178.80 | | | |
| 108 | INV 113078 | 16/09/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - Maintenance Tools & Materials | \$ 320.70 | | | |
| 109 | INV 113082 | 17/09/2020 | Makit Narrogin Hardware | MAY STREET PUBLIC TOILET UPGRADE - Yale Commercial Single Cylinder Deadbolt - Master Key System 6437 - keyed T1 | \$ 1,136.00 | | | |
| 110 | INV 113104 | 24/09/2020 | Makit Narrogin Hardware | HARRIS ST PUBLIC TOILETS (MUSEUM) MAINTENANCE - Commercial Toilet Seat Harron TS 775 | \$ 128.00 | | | |
| 111 | INV 113114 | 29/09/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - Maintenance Materials | \$ 71.40 | | | |
| 112 | EFT15175 | 23/10/2020 | Narrogin Bearing Service | | | \$ 641.95 | L | |
| 113 | INV IN180378 | 07/10/2020 | Narrogin Bearing Service | ROADM - WORKSHOP/DEPOT EXPENSED EQUIPMENT - Replacement cordless batteries | \$ 338.00 | | | |
| 114 | INV IN180569 | 13/10/2020 | Narrogin Bearing Service | SMALL PLANT - Air impact gun & 2Inch impact socket | \$ 303.95 | | | |
| 115 | EFT15176 | 23/10/2020 | RJ Smith Engineering | | | \$ 1,765.80 | L | |
| 116 | INV 00009184 | 06/10/2020 | RJ Smith Engineering | 1GPJ543 2018 TORO MOWER 7210 (WORKS) (P59) - Repairs to mower deck | \$ 800.00 | | | |
| 117 | INV 00009195 | 06/10/2020 | RJ Smith Engineering | NO4834 2014 HINO 300 SERIES CREW CAB (WORKS (P8219) - 4 x WD-40 cans | \$ 52.80 | | | |
| 118 | INV 00009229 | 07/10/2020 | RJ Smith Engineering | PWO - WORKS - PROTECTIVE CLOTHING- 12x XL Gloves | \$ 263.00 | | | |
| 119 | INV 00009280 | 10/10/2020 | RJ Smith Engineering | 1EUF156 HINO ROAD SWEEPER 2004 (WORKS) (P24) - Weld crack in Water Tank | \$ 500.00 | | | |
| 120 | INV 00009342 | 14/10/2020 | RJ Smith Engineering | ROADM - WORKSHOP/DEPOT EXPENSED EQUIPMENT - 1x Box cutting discs | \$ 150.00 | | | |
| 121 | EFT15177 | 23/10/2020 | Octave Holdings Pty Ltd T/A Narrogin Toyota | | | \$ 451.00 | L | |
| 122 | INV PI23043234 | 05/10/2020 | Octave Holdings Pty Ltd T/A Narrogin Toyota | SMALL PLANT - Replacement Head For Telescopic Pole Saw | \$ 451.00 | | | |
| 123 | EFT15178 | 23/10/2020 | Country Paint Supplies | | | \$ 150.48 | L | |
| 124 | INV 00061054 | 13/10/2020 | Country Paint Supplies | CLAYTON ROAD OVAL MAINTENANCE/OPERATIONS - 1x Box Spray mark | \$ 150.48 | | | |
| 125 | EFT15179 | 23/10/2020 | Air Response | | | \$ 16,828.00 | L | |
| 126 | INV 152662A | 16/10/2020 | Air Response | NRLC BUILDING - Squash Court Air Con Installation RFQ20/21-06 (As per quote: Q11430) | \$ 16,828.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-----------------|------------|---|--|----------------|---------------|------|---------|
| 127 | EFT15180 | 23/10/2020 | Goodyear Dunlop Tyres Pty Ltd (Beaurepaires) | | | \$ 872.10 | L | |
| 128 | INV 6411635268 | 14/10/2020 | Goodyear Dunlop Tyres Pty Ltd (Beaurepaires) | VARIOUS VEHICLES - Purchase & Fit New Tyres | \$ 616.90 | | | |
| 129 | INV 6411637414 | 15/10/2020 | Goodyear Dunlop Tyres Pty Ltd (Beaurepaires) | NO4846 2014 HINO 300 SERIES 3T TIPPER (WORKS) (P8220) New tyre 1x 205/85R16M134 Toyo plus fitting | \$ 255.20 | | | |
| 130 | EFT15181 | 23/10/2020 | Wormald | | | \$ 330.00 | | |
| 131 | INV 8312051 | 08/10/2020 | Wormald | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Fire Extinguishers & Blankets Yearly Service | \$ 330.00 | | | |
| 132 | EFT15182 | 23/10/2020 | MP & BE Walliss | | | \$ 176.00 | L | |
| 133 | INV 5917 | 07/10/2020 | MP & BE Walliss | SMALL PLANT - Sharpen & service reel mower | \$ 176.00 | | | |
| 134 | EFT15183 | 23/10/2020 | Bob Waddell & Associates Pty Ltd | | | \$ 3,069.00 | | |
| 135 | INV 2135 | 05/10/2020 | Bob Waddell & Associates Pty Ltd | RATES - CONSULTANTS - Assistance with Rates enquiries & tasks | \$ 1,749.00 | | | |
| 136 | INV 2143 | 12/10/2020 | Bob Waddell & Associates Pty Ltd | RATES - CONSULTANTS - Assistance with Rates enquiries & tasks | \$ 957.00 | | | |
| 137 | INV 2144 | 12/10/2020 | Bob Waddell & Associates Pty Ltd | ADMIN - CONSULTANTS - Assistance with September monthly financial statements | \$ 363.00 | | | |
| 138 | EFT15184 | 23/10/2020 | Signs Plus | | | \$ 125.60 | | |
| 139 | INV 00157759 | 15/09/2020 | Signs Plus | ADMIN - PRINTING & STATIONERY - 4 Name Badges Various Staff | \$ 60.60 | | | |
| 140 | INV 00158162 | 06/10/2020 | Signs Plus | ADMIN - PRINTING & STATIONERY - 4x Name Badges Plus Postage | \$ 65.00 | | | |
| 141 | EFT15185 | 23/10/2020 | Belvedere Nursery | | | \$ 26.00 | L | |
| 142 | INV 10000001679 | 15/10/2020 | Belvedere Nursery | LYDEKER DEPOT BUILDING MAINTENANCE - Weed N Feed | \$ 26.00 | | | |
| 143 | EFT15186 | 23/10/2020 | Narrogin Pumps Solar And Spraying | | | \$ 46.36 | L | |
| 144 | INV 00028972 | 10/09/2020 | Narrogin Pumps Solar And Spraying | CARAVAN PARK RESEALING, LINE MARKING - Suction hose and camlock fitting | \$ 46.36 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|--------------------|------------|--|--|----------------|---------------|------|---------|
| 145 | EFT15187 | 23/10/2020 | Steele's Guns & Outdoors | | | \$ 430.00 | L | |
| 146 | INV 61810 | 18/09/2020 | Steele's Guns & Outdoors | PWO - WORKS - PROTECTIVE CLOTHING - 1x Pair boots (Sandilands) | \$ 215.00 | | | |
| 147 | INV 62163 | 05/10/2020 | Steele's Guns & Outdoors | PWO - WORKS - PROTECTIVE CLOTHING- 1x Pair steel Cap Boots (L Howell) | \$ 215.00 | | | |
| 148 | EFT15188 | 23/10/2020 | Narrogin Quarry Operations | | | \$ 280.13 | L | |
| 149 | INV 00004919 | 01/10/2020 | Narrogin Quarry Operations | RAILWAY DAM - 30T Crusher Dust | \$ 280.13 | | | |
| 150 | EFT15189 | 23/10/2020 | Narrogin Cabinet Makers | | | \$ 1,144.00 | L | F |
| 151 | INV 00002430 | 20/09/2020 | Narrogin Cabinet Makers | HACC - BUILDING - New serving area in Kitchen (Jessie House) | \$ 1,144.00 | | | |
| 152 | EFT15190 | 23/10/2020 | Truck Centre (WA) Pty Ltd | | | \$ 276.61 | | |
| 153 | INV 1608505-000001 | 08/10/2020 | Truck Centre (WA) Pty Ltd | VARIOUS VEHLICES - Filter Cartridge | \$ 276.61 | | | |
| 154 | EFT15191 | 23/10/2020 | Kel's Tyres | | | \$ 1,058.20 | L | |
| 155 | INV 110708 | 07/10/2020 | Kel's Tyres | NO4846 2014 HINO 300 SERIES 3T TIPPER (WORKS) P8220 - New tyre 1x 205/85R16M134 Toyo plus fitting | \$ 255.20 | | | |
| 156 | INV 110707 | 07/10/2020 | Kel's Tyres | FIRE PREVENTION/BURNING/CONTROL - 1x Tyre | \$ 99.00 | | | |
| 157 | INV 11093 | 08/10/2020 | Kel's Tyres | NO592 MITSUBISHI TRITON (LH PARKS & GARDENS) (P21) - 4x New tyres | \$ 704.00 | | | |
| 158 | EFT15192 | 23/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | | | \$ 118.45 | L | |
| 159 | INV NVS47716 | 16/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | ANIMAL POUND OPERATIONS - Food & Fleas/Worming replenishment | \$ 118.45 | | | |
| 160 | EFT15193 | 23/10/2020 | Perth Energy Pty Ltd | | | \$ 16,165.91 | | |
| 161 | INV 2203512 | 18/09/2020 | Perth Energy Pty Ltd | VARIOUS DEPARTMENTS - Electricity Usage (25/08/2020-01/09/2020) & Contract Shortfall Charge | \$ 16,165.91 | | | |
| 162 | EFT15194 | 23/10/2020 | Iplex Pipeline Pty Ltd | | | \$ 135.52 | | |
| 163 | INV 3522076 X1 | 08/10/2020 | Iplex Pipeline Pty Ltd | WASTE WATER TREATMENT - 2x 22.5deg Socket Bends | \$ 135.52 | | | |
| 164 | EFT15195 | 23/10/2020 | Wandering Wheatbelt Wine Awards | | | \$ 1,000.00 | | |
| 165 | INV 2020-01 | 01/07/2020 | Wandering Wheatbelt Wine Awards | OTHCUL - EVENT/FESTIVAL MATCHING FUNDING - Donation - Sponsorship of Wandering Autumn Graze 27/03/2021 | \$ 1,000.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|--------------|-------------------|------------------------------|---|---------------------|---------------|------|---------|
| 166 | EFT15196 | 23/10/2020 | Midway Community Care | | | \$ 77.00 | | |
| 167 | INV 00011437 | 13/10/2020 | Midway Community Care | ADMIN - RECORDS MANAGEMENT - Confidential Shredding Bin Collection 29/09/2020 | \$ 77.00 | | | |
| 168 | EFT15197 | 23/10/2020 | BMR Mechanical Pty Ltd | | | \$ 836.00 | L | |
| 169 | INV INV-0128 | 13/10/2020 | BMR Mechanical Pty Ltd | NO2706 FOUR AXLE SIDE TIPPER TRAILER (WORKS) (P969) - Replace brakes & drums- Relined brakes | \$ 836.00 | | | |
| 170 | EFT15198 | 23/10/2020 | Alexander Mulenga | | | \$ 334.13 | L | |
| 171 | INV 16102020 | 16/10/2020 | Alexander Mulenga | ADMIN - RECRUITMENT - Pre-Employment Medical - Alexander Mulenga (MCS) | \$ 334.13 | | | |
| 172 | PAY 9 | 26/10/2020 | PAYROLL | Payroll - Pay 9 - 26/10/2020 | \$150,704.54 | | | |
| 173 | EFT15199 | 02/11/2020 | Narrogin Hire & Reticulation | | | \$ 762.28 | L | PF |
| 174 | INV 00027855 | 08/10/2020 | Narrogin Hire & Reticulation | LIBRARY BUILDING MAINTENANCE - Raindial Controller | \$ 145.00 | | | |
| 175 | INV 00027872 | 13/10/2020 | Narrogin Hire & Reticulation | HACC - BUILDING (CAPITAL) - Electrical & Irrigation fittings, hose & solenoids (Jessie House) | \$ 340.00 | | | |
| 176 | INV 00028000 | 20/10/2020 | Narrogin Hire & Reticulation | CLAYTON ROAD OVAL MAINTENANCE/OPERATIONS - End Caps | \$ 7.76 | | | |
| 177 | INV 00028007 | 22/10/2020 | Narrogin Hire & Reticulation | CLAYTON ROAD OVAL MAINTENANCE/OPERATIONS - Reticulation Materials | \$ 211.72 | | | |
| 178 | INV 00028036 | 23/10/2020 | Narrogin Hire & Reticulation | LIONS PARK MAINTENANCE/OPERATIONS - Valve Box | \$ 57.80 | | | |
| 179 | EFT15200 | 02/11/2020 | Best Office Systems | | | \$ 984.92 | L | |
| 180 | INV 578768 | 15/10/2020 | Best Office Systems | LIB - GENERAL OFFICE EXPENSES - Toner Cartridge | \$ 278.00 | | | |
| 181 | INV 579155 | 26/10/2020 | Best Office Systems | VARIOUS DEPARTMENTS - Photocopier Charges (20/09/20-20/10/20) | \$ 706.92 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|----------------|------------|---------|--|----------------|---------------|------|---------|
| 182 | EFT15201 | 02/11/2020 | Synergy | | | \$ 6,492.71 | | |
| 183 | INV 0564608421 | 15/09/2020 | Synergy | JOHN HIGGINS COMMUNITY COMPLEX BUILDING OPERATIONS - Electricity Usage (12/08/2020-05/09/2020) | \$ 845.81 | | | |
| 184 | INV 2727937120 | 05/10/2020 | Synergy | LIONS PARK MAINTENANCE/OPERATIONS - Electricity Usage (31/07/2020-30/09/2020) | \$ 128.44 | | | |
| 185 | INV 2116516321 | 06/10/2020 | Synergy | SUNDRY DRY PARK/RESERVES MAINTENANCE/OPERATIONS - Electricity Usage (01/08/2020-01/10/2020) | \$ 114.37 | | | |
| 186 | INV 5203742017 | 06/10/2020 | Synergy | EMDRS STAFF HOUSING RENTAL PROPERTY EXPENSES - Electricity Usage (01/08/2020-01/10/2020) | \$ 144.77 | | | |
| 187 | INV 6147180327 | 06/10/2020 | Synergy | LIBRARY BUILDING OPERATIONS - Electricity Usage (01/08/2020-30/09/2020) | \$ 474.80 | | | |
| 188 | INV 7638489929 | 06/10/2020 | Synergy | TOWN HALL (FEDERAL ST) BUILDING OPERATIONS - Electricity Usage (01/08/2020-30/09/2020) | \$ 977.75 | | | |
| 189 | INV 5161669917 | 08/10/2020 | Synergy | 13 HOUGH ST - OPERATIONS - Electricity Usage (05/08/2020-05/10/2020) | \$ 358.63 | | | |
| 190 | INV 3177465029 | 08/10/2020 | Synergy | WASTE FACILITIES BUILDING OPERATIONS - Electricity Usage (05/08/2020-05/10/2020) | \$ 381.68 | | | |
| 191 | INV 7595071523 | 12/10/2020 | Synergy | THOMAS HOGG OVAL BUILDING OPERATIONS - Electricity Usage (07/08/2020-06/10/2020) | \$ 1,557.70 | | | |
| 192 | INV 9003046323 | 12/10/2020 | Synergy | BANNISTER STREET OVAL BUILDING OPERATIONS - Electricity Usage (07/08/2020-06/10/2020) | \$ 112.53 | | | |
| 193 | INV 5182209215 | 13/10/2020 | Synergy | 30 GRAY ST BUILDING OPERATIONS (FORMALLY EAST NARROGIN OFFSITE KINDERGARTEN) - Electricity Usage (08/08/2020-08/10/2020) | \$ 122.69 | | | |
| 194 | INV 1044212323 | 14/10/2020 | Synergy | GNARROJIN PARK MAINTENANCE/OPERATIONS - Electricity Usage (12/08/2020-09/10/2020) | \$ 310.35 | | | |
| 195 | INV 2010220323 | 14/10/2020 | Synergy | MACKIE PARK MAINTENANCE/OPERATIONS - Electricity Usage (12/08/2020-08/10/2020) | \$ 347.84 | | | |
| 196 | INV 5103515915 | 14/10/2020 | Synergy | COMMUNITY GARDEN MAINTENANCE/OPERATIONS - Electricity Usage (12/08/2020-09/10/2020) | \$ 128.06 | | | |
| 197 | INV 5121606212 | 14/10/2020 | Synergy | ROAD - STREET LIGHTING MAINTENANCE/OPERATIONS - Electricity Usage (12/08/2020-08/10/2020) | \$ 230.44 | | | |
| 198 | INV 8999640421 | 14/10/2020 | Synergy | FAIRWAY DEPOT BUILDING OPERATIONS - Electricity Usage (12/08/2020-08/10/2020) | \$ 115.04 | | | |
| 199 | INV 0794920522 | 19/10/2020 | Synergy | HIGHBURY PUBLIC TOILETS OPERATIONS - Electricity Usage (15/08/2020-14/10/2020) | \$ 141.81 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-----------------|------------|---|--|----------------|---------------|------|---------|
| 200 | EFT15202 | 02/11/2020 | Narrogin Packaging | | | \$ 1,320.40 | L | PF |
| 201 | INV 00067747 | 02/10/2020 | Narrogin Packaging | CHCP - GENERAL OFFICE EXPENSES - Rosella sauce, handy bake, coffee, containers & lids | \$ 133.55 | | | |
| 202 | INV 00067788 | 06/10/2020 | Narrogin Packaging | VARIOUS PUBLIC TOILETS - Cleaning Materials | \$ 497.80 | | | |
| 203 | INV 00068000 | 21/10/2020 | Narrogin Packaging | VARIOUS PUBLIC TOILETS - Cleaning Materials | \$ 659.05 | | | |
| 204 | INV 00068016 | 22/10/2020 | Narrogin Packaging | HIGHBURY PUBLIC TOILETS OPERATIONS - Toilet Rolls | \$ 30.00 | | | |
| 205 | EFT15203 | 02/11/2020 | Water Corporation | | | \$ 32,883.76 | | |
| 206 | INV HXU9H | 27/10/2020 | Water Corporation | VARIOUS BUILDINGS - Water Charges (August-October 2020 & Overdue) | \$ 2,614.51 | | | |
| 207 | INV E6M7G | 28/10/2020 | Water Corporation | VARIOUS BUILDINGS - Water Usage (August-October & Overdue) | \$ 30,269.25 | | | |
| 208 | EFT15204 | 02/11/2020 | Knightline Computers | | | \$ 691.02 | L | F |
| 209 | INV 00071009 | 18/09/2020 | Knightline Computers | HACC - FURNITURE & EQUIPMENT (CAPITAL) - 2x Samsung Galaxy Tab A 10.1in 32GB | \$ 691.02 | | | |
| 210 | EFT15205 | 02/11/2020 | Hancocks Home Hardware | | | \$ 342.10 | L | PF |
| 211 | INV 329840 | 09/06/2020 | Hancocks Home Hardware | ROAD MAINTENANCE GENERAL EXPENSES - Supply 1 x combination lock for the RV dump point. | \$ 22.00 | | | |
| 212 | INV 341824 | 13/10/2020 | Hancocks Home Hardware | HACC - BUILDING (CAPITAL) - Reticulation Fittings & Fertilizer for Garden (Jessie House) | \$ 82.50 | | | |
| 213 | INV 341848 | 13/10/2020 | Hancocks Home Hardware | HACC - BUILDING (CAPITAL) - Reticulation Fittings (Jessie House) | \$ 3.10 | | | |
| 214 | INV 342549 | 20/10/2020 | Hancocks Home Hardware | HACC - BUILDING (CAPITAL) - Reticulation Fittings & Watering Can (Jessie House) | \$ 18.10 | | | |
| 215 | INV 342507 | 20/10/2020 | Hancocks Home Hardware | HACC - BUILDING (CAPITAL) - Reticulation Fittings (Jessie House) | \$ 10.90 | | | |
| 216 | INV 343344 | 28/10/2020 | Hancocks Home Hardware | HACC - BUILDING (CAPITAL) - Hose Reel & heavy duty Storage Box (Jessie House) | \$ 205.50 | | | |
| 217 | EFT15206 | 02/11/2020 | Kalinder Family Trust T/a Sports Power Narrogin | | | \$ 799.00 | L | F |
| 218 | INV 20-00012022 | 21/10/2020 | Kalinder Family Trust T/a Sports Power Narrogin | HACC - BUILDING (CAPITAL) - Outdoor table tennis table | \$ 799.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-----------------|------------|--|---|----------------|---------------|------|---------|
| 219 | EFT15207 | 02/11/2020 | Susan Farrell | | | \$ 198.00 | L | |
| 220 | INV 082 | 13/10/2020 | Susan Farrell | MEMBERS - CIVIC FUNCTIONS, REFRESHMENTS & RECEPTIONS - Various Ranges of Laundry | \$ 50.00 | | | |
| 221 | INV 079 | 26/10/2020 | Susan Farrell | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Washing of Accommodation Unit linens | \$ 40.00 | | | |
| 222 | INV 078 | 26/10/2020 | Susan Farrell | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Washing of Accommodation Unit linens | \$ 60.00 | | | |
| 223 | INV 081 | 26/10/2020 | Susan Farrell | OTHCUL - EVENT TRAFFIC MANAGEMENT - West Coast Jet Boats October 2020 - Hi-Vis vests laundering | \$ 48.00 | | | |
| 224 | EFT15208 | 02/11/2020 | Department of Fire & Emergency Services (DFES) | | | \$ 7,485.64 | | |
| 225 | INV 151296 | 02/10/2020 | Department of Fire & Emergency Services (DFES) | FIRE - ESL PAYABLE ON SHIRE BUILDINGS for 2020/21 | \$ 7,485.64 | | | |
| 226 | EFT15209 | 02/11/2020 | Westrac Pty Ltd | | | \$ 352.65 | | |
| 227 | INV PI 5114692 | 20/10/2020 | Westrac Pty Ltd | NO4141 2010 CATERPILLAR 432E BACKHOE LOADER (WORKS) (P25) - 2 x Latch | \$ 185.38 | | | |
| 228 | INV PI 5118590 | 21/10/2020 | Westrac Pty Ltd | NO4141 2010 CATERPILLAR 432E BACKHOE LOADER (WORKS) (P25) - 2 x Latch | \$ 167.27 | | | |
| 229 | EFT15210 | 02/11/2020 | Narrogin Agricultural Repairs | | | \$ 90.00 | L | |
| 230 | INV 262396 | 20/10/2020 | Narrogin Agricultural Repairs | SMALL PLANT - 2 Sets of 4x blades | \$ 90.00 | | | |
| 231 | EFT15211 | 02/11/2020 | Anderson Munro & Wyllie | | | \$ 990.00 | | |
| 232 | INV 1001785 | 21/10/2020 | Anderson Munro & Wyllie | OTHERGOV - AUDIT FEES - Audit Fees Roads to Recovery acquittal audit for year ended 30/06/2020 | \$ 990.00 | | | |
| 233 | EFT15212 | 02/11/2020 | Geoff Perkins Farm Machinery Centre | | | \$ 496.04 | L | |
| 234 | INV 98893 | 09/10/2020 | Geoff Perkins Farm Machinery Centre | SMALL PLANT - HOMECARE - Replacement parts Honda Whipper snipper | \$ 294.34 | | | |
| 235 | INV 98988 | 27/10/2020 | Geoff Perkins Farm Machinery Centre | SMALL PLANT - 2x Cutter heads UMK425U & x2 UMS425U & Freight | \$ 201.70 | | | |
| 236 | EFT15213 | 02/11/2020 | Narrogin Electrical Services | | | \$ 2,291.45 | L | |
| 237 | INV 2044 | 24/09/2020 | Narrogin Electrical Services | CARAVAN PARK RESEALING, LINE MARKING - Install New Power Box For Caravan Site & Retic | \$ 2,291.45 | | | |
| 238 | EFT15214 | 02/11/2020 | Narrogin Betta Home Living | | | \$ 413.00 | L | F |
| 239 | INV 25710017461 | 20/10/2020 | Narrogin Betta Home Living | HACC - BUILDING (CAPITAL) - Chelsea corner desk for Meeting Room | \$ 334.00 | | | |
| 240 | INV 25710017440 | 20/10/2020 | Narrogin Betta Home Living | HACC - BUILDING (CAPITAL) - Replacement iron (Jessie House) | \$ 79.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|------------------|------------|--------------------------|---|----------------|---------------|------|---------|
| 241 | EFT15215 | 02/11/2020 | Narrogin Bearing Service | | | \$ 29.45 | L | |
| 242 | INV IN180979 | 27/10/2020 | Narrogin Bearing Service | 1GPJ543 2018 TORO MOWER 7210 (WORKS) (P59) - 1x V-belt | \$ 17.71 | | | |
| 243 | INV IN181014 | 28/10/2020 | Narrogin Bearing Service | NO401 1992 MITSUBISHI FLO CON UNIT (WORKS) - Fittings for spray wand | \$ 11.74 | | | |
| 244 | EFT15216 | 02/11/2020 | RJ Smith Engineering | | | \$ 183.80 | L | |
| 245 | INV 00009037 | 15/09/2020 | RJ Smith Engineering | NO4 2010 NISSAN UD TIP TRUCK AUTO (WORKS) (P8217) 6 x solid blockers for dribble bar | \$ 19.80 | | | |
| 246 | INV 00009232 | 07/10/2020 | RJ Smith Engineering | NGN13362 2016 TRAILER (HACC) (P12) - Repairs to hinges and back door | \$ 131.00 | | | |
| 247 | INV 00009580 | 26/10/2020 | RJ Smith Engineering | NGN802 2018 MITSUBISHI TRITON (GARDENER) (P17) - Brackets for beacon | \$ 33.00 | | | |
| 248 | EFT15217 | 02/11/2020 | Shire of Wagin | | | \$ 2,818.19 | L | F |
| 249 | INV 8825 | 08/09/2020 | Shire of Wagin | CHSP VARIOUS SERVICES - Client: John Neil Smith (01/08/2020-31/08/2020) | \$ 851.94 | | | |
| 250 | INV 8824 | 08/09/2020 | Shire of Wagin | CHSP VARIOUS SERVICES - Client: Ronalea Neil Smith (01/08/2020-31/08/2020) | \$ 1,966.25 | | | |
| 251 | EFT15218 | 02/11/2020 | Great Southern Towing | | | \$ 88.00 | L | |
| 252 | INV 00007262 | 25/10/2020 | Great Southern Towing | OLOPS - IMPOUND VEHICLE FEES - Removal of Black Kia from Caravan Park 20/10/2020 | \$ 88.00 | | | |
| 253 | EFT15219 | 02/11/2020 | Air Response | | | \$ 243.81 | L | F |
| 254 | INV 1488.10A | 23/10/2020 | Air Response | CHSP HOME MAINTENANCE OTHER EXPENSES - Service Air conditioners at Jessie House. Replace faulty temperature sensor. Clean filters and grill and check units | \$ 243.81 | | | |
| 255 | EFT15220 | 02/11/2020 | Toll Transport Pty Ltd | | | \$ 606.56 | | |
| 256 | INV 0465-T740710 | 06/09/2020 | Toll Transport Pty Ltd | VARIOUS DEPARTMENTS - Freight Charges (07/08/2020-04/09/2020) | \$ 367.29 | | | |
| 257 | INV 0467-T740710 | 20/09/2020 | Toll Transport Pty Ltd | LYDEKER DEPOT BUILDING OPERATIONS & MAINTENANCE - Freight Charges 14/09/2020-18/09/2020 | \$ 104.67 | | | |
| 258 | INV 0468-T740710 | 27/09/2020 | Toll Transport Pty Ltd | VARIOUS DEPARTMENTS - Freight Charges (23/09/2020-25/09/2020) | \$ 102.36 | | | |
| 259 | INV 0469-T740710 | 04/10/2020 | Toll Transport Pty Ltd | HEALTH - ANALYTICAL EXPENSES - Freight Charges 02/10/2020 | \$ 10.73 | | | |
| 260 | INV 0470-T740710 | 11/10/2020 | Toll Transport Pty Ltd | VARIOUS DEPARTMENTS - Freight Charges (05/10/2020-09/10/2020) | \$ 21.51 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-----------------|------------|---------------------------|--|----------------|---------------|------|---------|
| 261 | EFT15221 | 02/11/2020 | Zipform | | | \$ 1,541.43 | | |
| 262 | INV 199588 | 26/10/2020 | Zipform | RATES - PRINTING AND STATIONERY - 2nd Instalment Reminders 2020/21 | \$ 1,541.43 | | | |
| 263 | EFT15222 | 02/11/2020 | LGISWA | | | \$ 155,658.00 | | |
| 264 | INV 100-140673 | 30/09/2020 | LGISWA | VARIOUS DEPARTMENTS - LGIS Liability 2nd Instalment 2020/21 | \$ 35,834.70 | | | |
| 265 | INV 100-140799 | 30/09/2020 | LGISWA | VARIOUS BUILDINGS - Property 2nd Instalment 2020/21 | \$ 73,425.64 | | | |
| 266 | INV 100-141017 | 02/10/2020 | LGISWA | VARIOUS DEPARTMENTS - WORKERS COMP INSURANCE - Workcare 2nd Instalment 2020/21 | \$ 46,397.66 | | | |
| 267 | EFT15223 | 02/11/2020 | Signs Plus | | | \$ 198.50 | | |
| 268 | INV 00158202 | 08/10/2020 | Signs Plus | CHSP - GENERAL OFFICE EXPENSES - 15 name badges with Homecare logo & positions | \$ 198.50 | | | |
| 269 | EFT15224 | 02/11/2020 | John Parry Medical Centre | | | \$ 126.00 | L | |
| 270 | INV 385817 | 07/10/2020 | John Parry Medical Centre | CHSP - RECRUITMENT - Pre-Employment Medical - Phyllis Van Der Riet | \$ 126.00 | | | |
| 271 | EFT15225 | 02/11/2020 | Market Creations Pty Ltd | | | \$ 2,377.55 | | |
| 272 | INV IC42A039 | 21/08/2020 | Market Creations Pty Ltd | VARIOUS DEPARTMENTS - ADVERTISING & PROMOTIONS - Narrogin Community Directory Shire Information Pages | \$ 2,101.99 | | | |
| 273 | INV 13443 | 31/08/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS - Exclaimer for Office 365 (month to month) Subscription Licenses (August 2020) | \$ 137.78 | | | |
| 274 | INV 13917 | 30/09/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS - Exclaimer for Office 365 (month to month) Subscription Licenses (September 2020) | \$ 137.78 | | | |
| 275 | EFT15226 | 02/11/2020 | Belvedere Nursery | | | \$ 21,127.05 | L | |
| 276 | INV I0000001648 | 10/09/2020 | Belvedere Nursery | STREET TREE MAINTENANCE - Planting - Street Trees | \$ 1,690.00 | | | |
| 277 | INV I0000001647 | 10/09/2020 | Belvedere Nursery | VERGE MAINTENANCE - New plants for garden bed | \$ 3,219.00 | | | |
| 278 | INV I0000001649 | 15/09/2020 | Belvedere Nursery | MEMORIAL PARK MAINTENANCE/OPERATIONS - Half m3 Garden mix | \$ 50.00 | | | |
| 279 | INV I0000001651 | 17/09/2020 | Belvedere Nursery | CARAVAN PARK RESEALING, LINE MARKING - Roll on lawn and fertiliser | \$ 9,622.00 | | | |
| 280 | INV I0000001656 | 22/09/2020 | Belvedere Nursery | STREET TREE CAPITAL - Trees for "Request A Tree" Program | \$ 690.10 | | | |
| 281 | INV I0000001670 | 30/09/2020 | Belvedere Nursery | CBD PARKS - MAINTENANCE/OPERATIONS - 10Kg Urea | \$ 27.95 | | | |
| 282 | INV I0000001684 | 20/10/2020 | Belvedere Nursery | VARIOUS GROUNDS MAINTENANCE - Bags of Fertiliser | \$ 5,828.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-------------------|------------|---|--|----------------|---------------|------|---------|
| 283 | EFT15227 | 02/11/2020 | Department of Mines, Industry Regulation and Safety | | | \$ 421.13 | | |
| 284 | INV T13 | 27/10/2020 | Department of Mines, Industry Regulation and Safety | BSL PAYMENT - AUGUST 2020 | \$ 244.33 | | | |
| 285 | INV T13 | 27/10/2020 | Department of Mines, Industry Regulation and Safety | BSL PAYMENT - SEPTEMBER 2020 | \$ 176.80 | | | |
| 286 | EFT15228 | 02/11/2020 | Narrogin Pumps Solar And Spraying | | | \$ 3,292.58 | L | |
| 287 | INV 00029181 | 01/10/2020 | Narrogin Pumps Solar And Spraying | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Pump & Flange Kit | \$ 3,292.58 | | | |
| 288 | EFT15229 | 02/11/2020 | Bunnings Group Limited | | | \$ 959.73 | | F |
| 289 | INV 2432/01991794 | 23/10/2020 | Bunnings Group Limited | HACC - BUILDING (CAPITAL) - Northcote pottery 31 x 53 marine primolite LA bullet Pot (2) | \$ 110.40 | | | |
| 290 | INV 2432/01251934 | 24/10/2020 | Bunnings Group Limited | HACC - BUILDING (CAPITAL) - Combo Kit Cordless Ryobi 18V , Jigsaw Cordless Ryobi 18V, Drill & drive set Ryobi 56PC set (Jessie House Men's Shed) | \$ 849.33 | | | |
| 291 | EFT15230 | 02/11/2020 | The Workwear Group Pty Ltd | | | \$ 175.00 | | |
| 292 | INV 12644513 | 16/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - 2020/21Uniform Allowance (D. Gannaway) | \$ 175.00 | | | |
| 293 | EFT15231 | 02/11/2020 | Torre Tasman Evans | | | \$ 110.73 | L | |
| 294 | INV 26102020 | 26/10/2020 | Torre Tasman Evans | EMTRS STAFF HOUSING RENTAL PROPERTY EXPENSES - Reimbursement of Contract Expenses (Electricity Usage 10/08/2020-08/10/2020) | \$ 110.73 | | | |
| 295 | EFT15232 | 02/11/2020 | Exteria | | | \$ 5,786.00 | | |
| 296 | INV 00009202 | 13/10/2020 | Exteria | BIN SURROUNDS - Supply & deliver 3 x Walter bin surrounds in viper green, blaze blue and orange with the Shire of Narrogin logo laser cut into the bin surround. | \$ 5,786.00 | | | |
| 297 | EFT15233 | 02/11/2020 | Conway Highbury Pty Ltd | | | \$ 1,285.63 | | |
| 298 | INV 520 | 30/09/2020 | Conway Highbury Pty Ltd | OTHGOV - OTHER CONSULTANCY - STATUTORY - Consultancy for the provision of Governance Services September (2020/2021) | \$ 1,285.63 | | | |
| 299 | EFT15234 | 02/11/2020 | Daimler Trucks Perth | | | \$ 302.09 | | |
| 300 | INV 6205388D | 20/10/2020 | Daimler Trucks Perth | NGN830 2017 FUSO FIGHTER 8T TIP TRUCK (WORKS) (P25) - 1x Door Seal & Clips | \$ 302.09 | | | |
| 301 | EFT15235 | 02/11/2020 | Tuff Stuff Washrooms | | | \$ 1,030.70 | | |
| 302 | INV 00001840 | 07/10/2020 | Tuff Stuff Washrooms | VARIOUS PUBLIC TOILETS MAINTENANCE - Vandal Proof Toilet Roll Holders TR3-3 & Freight | \$ 1,030.70 | | | |
| 303 | EFT15236 | 02/11/2020 | United Security Enforcement Corporation | | | \$ 158.40 | | |
| 304 | INV 00012173 | 12/10/2020 | United Security Enforcement Corporation | TOWN HALL (FEDERAL ST) BUILDING OPERATIONS - Alarm Response Town Hall (07/10/2020) | \$ 158.40 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|------------------|------------|---|--|----------------|---------------|------|---------|
| 305 | EFT15237 | 02/11/2020 | Japanese Truck & Bus Spares | | | \$ 30.95 | | |
| 306 | INV 383992 | 20/10/2020 | Japanese Truck & Bus Spares | NO4846 2014 HINO 300 SERIES 3T TIPPER (WORKS) (P8220) - Hinge Pin & Cover | \$ 30.95 | | | |
| 307 | EFT15238 | 02/11/2020 | MJ & DL Dyke | | | \$ 141.54 | | |
| 308 | INV 00000269 | 28/10/2020 | MJ & DL Dyke | NO2 2009 NISSAN UD TIP TRUCK (WORKS) (P8216) Supply Fitting For New Door Rams | \$ 141.54 | | | |
| 309 | EFT15239 | 02/11/2020 | Planning Institute Of Australia Ltd | | | \$ 650.00 | | |
| 310 | INV 118809 | 09/10/2020 | Planning Institute Of Australia Ltd | PLAN - TRAINING & DEVELOPMENT - PIA State Conference Registration & Study Tour 1 (Azhar Awang) | \$ 380.00 | | | |
| 311 | INV 118810 | 09/10/2020 | Planning Institute Of Australia Ltd | PLAN - TRAINING & DEVELOPMENT - PIA State Conference Registration & Study Tour 1 (David Johnston) | \$ 270.00 | | | |
| 312 | EFT15240 | 02/11/2020 | Metrocount | | | \$ 165.00 | | |
| 313 | INV INV029003 | 13/10/2020 | Metrocount | ROAD MAINTENANCE GENERAL EXPENSES - Supply & deliver 5x welded battery packs - KBATPACK. | \$ 165.00 | | | |
| 314 | EFT15241 | 02/11/2020 | Jcb Construction Equipment Australia | | | \$ 397.68 | | |
| 315 | INV 115840P | 21/10/2020 | Jcb Construction Equipment Australia | 2019 JCB 5CX BACKHOE LOADER (WORKS) (P833) - Service filter for next service | \$ 397.68 | | | |
| 316 | EFT15242 | 02/11/2020 | Southpoint Nominees Pty Ltd T/as Aumentis South West (WA) | | | \$ 1,320.00 | | |
| 317 | INV 2009008330.1 | 26/10/2020 | Southpoint Nominees Pty Ltd T/as Aumentis South West (WA) | COM AMEN - BUILDING (CAPITAL) - CBD ABLUTION UPGRADES - Market Valuation - Lot 103 (No 12) Smith St Narrogin | \$ 1,320.00 | | | |
| 318 | EFT15243 | 02/11/2020 | Corsign (WA) Pty Ltd | | | \$ 1,830.40 | | |
| 319 | INV 00051337 | 14/10/2020 | Corsign (WA) Pty Ltd | ROAD MAINTENANCE GENERAL EXPENSES - 130 x FPV6100 Duraflex Guild Posts with 50 x 200 red & white delineators | \$ 1,830.40 | | | |
| 320 | EFT15244 | 02/11/2020 | Kel's Tyres | | | \$ 126.50 | L | |
| 321 | INV 11228 | 21/10/2020 | Kel's Tyres | NGN390 2004 JOHN DEERE TRACTOR (WORKS) (P35) - Repair of tractor tyre | \$ 126.50 | | | |
| 322 | EFT15245 | 02/11/2020 | Insight Informatics Pty Ltd | | | \$ 7,654.96 | | |
| 323 | INV 00062499 | 01/10/2020 | Insight Informatics Pty Ltd | LIB - GENERAL OFFICE EXPENSES - Exp. Subscription Annual SAAS Fee for Libero | \$ 7,654.96 | | | |
| 324 | EFT15246 | 02/11/2020 | Felton Industries | | | \$ 3,481.50 | | |
| 325 | INV 25034 | 08/10/2020 | Felton Industries | RAILWAY DAM - Supply & deliver 2 x interactive wheelchair settings, product code FELIWS. One with red end caps and one with blue end caps. | \$ 3,481.50 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|--------------|------------|--|---|----------------|---------------|------|---------|
| 326 | EFT15247 | 02/11/2020 | Farmworks Narrogin Pty Ltd | | | \$ 773.50 | L | |
| 327 | INV 81982 | 01/10/2020 | Farmworks Narrogin Pty Ltd | WAGIN-WICKEPIN ROAD - RENEWAL (RURAL) (RRG) - 180 galvanized droppers | \$ 526.00 | | | |
| 328 | INV 82295 | 19/10/2020 | Farmworks Narrogin Pty Ltd | PARKS & GARDENS MAINTENANCE - Broadleaf spray x 5Kg | \$ 247.50 | | | |
| 329 | EFT15248 | 02/11/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | | | \$ 179.00 | L | |
| 330 | INV NVS47020 | 06/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Kleenheat Gas 45Kg Bottle | \$ 145.00 | | | |
| 331 | INV NVS47963 | 20/10/2020 | The White Family Trust T/a Narrogin Valley Stockfeed | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Kleenheat Gas 8.5kg Bottle | \$ 34.00 | | | |
| 332 | EFT15249 | 02/11/2020 | New Cornwall Hotel | | | \$ 453.05 | L | |
| 333 | INV 2310D | 27/10/2020 | New Cornwall Hotel | MEMBERS - CIVIC FUNCTIONS, REFRESHMENTS & RECEPTIONS - Council Meeting Catering 27/10/2020 | \$ 453.05 | | | |
| 334 | EFT15250 | 02/11/2020 | Wendy Maree le Bechee | | | \$ 552.00 | L | F |
| 335 | INV 26102020 | 26/10/2020 | Wendy Maree le Bechee | HACC - BUILDING (CAPITAL) - Reimbursement of Expenses | \$ 552.00 | | | |
| 336 | EFT15251 | 02/11/2020 | Emily Cousins | | | \$ 77.00 | L | |
| 337 | INV 22102020 | 22/10/2020 | Emily Cousins | COMMUNITY - TRAINING & DEVELOPMENT - Master with Peter Kenyon | \$ 77.00 | | | |
| 338 | EFT15252 | 02/11/2020 | Petrus Marie Kulker | | | \$ 706.57 | L | |
| 339 | INV A138100 | 27/10/2020 | Petrus Marie Kulker | Rates refund for assessment A138100 22 Doney Street NARROGIN WA 6312 | \$ 706.57 | | | |
| 340 | EFT15253 | 02/11/2020 | Simply Uniforms | | | \$ 2,474.84 | | F |
| 341 | INV INV-7947 | 14/10/2020 | Simply Uniforms | CHSP - RECRUITMENT - Uniforms new staff Admin, New uniforms & Hi-Vis vest for Outdoor staff (NHC) | \$ 886.27 | | | |
| 342 | INV INV-7836 | 19/10/2020 | Simply Uniforms | CHSP - OCCUPATION HEALTH & SAFETY - Support worker uniforms with logo x 23 & freight (NHC) | \$ 1,588.57 | | | |
| 343 | EFT15254 | 02/11/2020 | Surgical House Pty Ltd | | | \$ 603.00 | | F |
| 344 | INV A723338 | 13/10/2020 | Surgical House Pty Ltd | CHCP - CLIENT PURCHASES - Rollator server Athlon Carbon Fibre med black (Ken Lee) | \$ 603.00 | | | |
| 345 | EFT15255 | 02/11/2020 | Thomas David Baldwin | | | \$ 23.20 | L | |
| 346 | INV 28102020 | 28/10/2020 | Thomas David Baldwin | RATES - TRAINING & DEVELOPMENT - 4x TransPerth tickets (WALGA training) | \$ 23.20 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|---------------|------------|---|--|----------------|---------------|------|---------|
| 347 | EFT15256 | 02/11/2020 | JM Sales | | | \$ 1,123.81 | | |
| 348 | INV 18074 #2 | 05/10/2020 | JM Sales | 1GPJ543 2018 TORO MOWER 7210 (WORKS) (P59) 3x Hydraulic oil filter | \$ 132.36 | | | |
| 349 | INV 18082 #2 | 06/10/2020 | JM Sales | 1GPJ543 2018 TORO MOWER 7210 (WORKS) (P59) 24x scalps | \$ 991.45 | | | |
| 350 | EFT15257 | 02/11/2020 | James Douglas Newman | | | \$ 1,000.00 | L | |
| 351 | INV A501 | 29/10/2020 | James Douglas Newman | Rates refund for assessment A501 81 BORGAS ROAD NO2 RD BOUNDAIN 6312 | \$ 1,000.00 | | | |
| 352 | EFT15258 | 02/11/2020 | A1 Signshop | | | \$ 301.71 | | F |
| 353 | INV INV-1409 | 19/10/2020 | A1 Signshop | CHSP - ADVERTISING & PROMOTIONS - Sign 1570mm x 784mm ACM Panel (Jessie House) | \$ 301.71 | | | |
| 354 | EFT15259 | 02/11/2020 | Dianne Maley | | | \$ 300.00 | L | |
| 355 | INV 2020-123 | 22/10/2020 | Dianne Maley | MEMBERS - CIVIC FUNCTIONS, REFRESHMENTS & RECEPTIONS - Narrogin Heritage Walke Trail Opening - Catering 22/10/2020 | \$ 300.00 | | | |
| 356 | EFT15260 | 04/11/2020 | Department Of Human Services | | | \$ 519.52 | | |
| 357 | INV DEDUCTION | 12/10/2020 | Department Of Human Services | Payroll deductions | \$ 259.76 | | | |
| 358 | INV DEDUCTION | 26/10/2020 | Department Of Human Services | Payroll deductions | \$ 259.76 | | | |
| 359 | EFT15261 | 04/11/2020 | Llocal Government Racing & Cemeteries Employees Union (LGREU) | | | \$ 41.00 | | |
| 360 | INV DEDUCTION | 12/10/2020 | Llocal Government Racing & Cemeteries Employees Union (LGREU) | Payroll deductions | \$ 20.50 | | | |
| 361 | INV DEDUCTION | 26/10/2020 | Llocal Government Racing & Cemeteries Employees Union (LGREU) | Payroll deductions | \$ 20.50 | | | |
| 362 | EFT15262 | 04/11/2020 | Australian Services Union Western Australian Branc | | | \$ 51.80 | | |
| 363 | INV DEDUCTION | 12/10/2020 | Australian Services Union Western Australian Branc | Payroll deductions | \$ 25.90 | | | |
| 364 | INV DEDUCTION | 26/10/2020 | Australian Services Union Western Australian Branc | Payroll deductions | \$ 25.90 | | | |
| 365 | EFT15263 | 09/11/2020 | Narrogin Hire & Reticulation | | | \$ 53.78 | L | |
| 366 | INV 00028117 | 29/10/2020 | Narrogin Hire & Reticulation | LIONS PARK MAINTENANCE/OPERATIONS - Reticulation Materials | \$ 53.78 | | | |
| 367 | EFT15264 | 09/11/2020 | Narrogin Packaging | | | \$ 449.45 | L | |
| 368 | INV 00068088 | 27/10/2020 | Narrogin Packaging | VARIOUS PUBLIC TOILETS - Cleaning Supplies | \$ 449.45 | | | |
| 369 | EFT15265 | 09/11/2020 | Great Southern Fuels | | | \$ 24,084.22 | L | |
| 370 | INV D2025279 | 29/04/2020 | Great Southern Fuels | POC - FUELS AND OILS - 5000L Diesel | \$ 4,618.90 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|--------------------|------------|-------------------------|--|----------------|---------------|------|---------|
| 371 | INV D2038862 | 11/09/2020 | Great Southern Fuels | POC - FUELS AND OILS - 300L Unleaded | \$ 326.70 | | | |
| 372 | INV D2038863 | 11/09/2020 | Great Southern Fuels | POC - FUELS AND OILS - 15,600L Diesel | \$ 15,643.06 | | | |
| 373 | INV X470-00150 | 19/09/2020 | Great Southern Fuels | POC - FUELS AND OILS - Credit - Overpayment from 19/09/2019 (Refer to D2025279) | \$ (544.41) | | | |
| 374 | INV SEPTEMBER 2020 | 30/09/2020 | Great Southern Fuels | VARIOUS PLANT & EQUIPMENT - Fuel Card Charges - September 2020 | \$ 4,039.97 | | | |
| 375 | EFT15266 | 09/11/2020 | Narrogin Fruit Market | | | \$ 470.00 | L | |
| 376 | INV 0008202010141 | 14/10/2020 | Narrogin Fruit Market | MEMBERS - CIVIC FUNCTIONS, REFRESHMENTS & RECEPTIONS - Catering - Elected Members MBS Meeting (13/10/2020) | \$ 410.00 | | | |
| 377 | INV 00032020102173 | 21/10/2020 | Narrogin Fruit Market | OTHCUL - INDIGENOUS CULTURAL EVENTS - NAIDOC 2020 catering for Working Group Meeting (21/10/2020) | \$ 60.00 | | | |
| 378 | EFT15267 | 09/11/2020 | Narrogin Auto Electrics | | | \$ 443.00 | L | |
| 379 | INV 259254 | 14/10/2020 | Narrogin Auto Electrics | NO4834 2014 HINO 300 SERIES CREW CAB (WORKS) (P8219) - Supply of two new batteryys | \$ 378.00 | | | |
| 380 | INV 259253 | 21/10/2020 | Narrogin Auto Electrics | 2019 JCB 5CX BACKHOE LOADER (WORKS) (P833) - UHF Arial | \$ 65.00 | | | |
| 381 | EFT15268 | 09/11/2020 | Makit Narrogin Hardware | | | \$ 831.90 | L | |
| 382 | INV 113118 | 01/10/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - Maintenance Supplies | \$ 334.00 | | | |
| 383 | INV 113157 | 12/10/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - Maintenance Supplies | \$ 231.00 | | | |
| 384 | INV 113163 | 14/10/2020 | Makit Narrogin Hardware | VARIOUS DEPARTMENTS - Maintenance Supplies | \$ 266.90 | | | |
| 385 | EFT15269 | 09/11/2020 | Hancocks Home Hardware | | | \$ 128.25 | L | F |
| 386 | INV 341887 | 14/10/2020 | Hancocks Home Hardware | CHCP - GENERAL OFFICE EXPENSES - Electric Bug zapper and Adaptor switch W/Safety RCD (Jessie House) | \$ 128.25 | | | |
| 387 | EFT15270 | 09/11/2020 | Parry's Pty Ltd | | | \$ 148.75 | L | |
| 388 | INV 48389 | 30/10/2020 | Parry's Pty Ltd | ANIMAL - PROTECTIVE CLOTHING - Hobart Safety Work Boots 312101 (G Vukomanovic) | \$ 148.75 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-------------------|------------|---|---|----------------|---------------|------|---------|
| 389 | EFT15271 | 09/11/2020 | Narrogin Earthmoving & Concrete Pty Ltd Atf The Mcnab Family Trust | | | \$ 11,220.00 | L | |
| 390 | INV IV00000000864 | 31/10/2020 | Narrogin Earthmoving & Concrete Pty Ltd Atf The Mcnab Family Trust | OTHCUL - EVENT/FESTIVAL MATCHING FUNDING - Archibald Park - Clearing firebreaks | \$ 5,274.50 | | | |
| 391 | INV IV00000000857 | 31/10/2020 | Narrogin Earthmoving & Concrete Pty Ltd Atf The Mcnab Family Trust | FIRE PREVENTION/BURNING/CONTROL - Archibald Park - Clearing firebreaks | \$ 5,500.00 | | | |
| 392 | INV IV00000000876 | 31/10/2020 | Narrogin Earthmoving & Concrete Pty Ltd Atf The Mcnab Family Trust | NRLC - INFRASTRUCTURE OTHER (CAPITAL - OUTSIDE) - Hire Side Tipper For Profiling Carpark | \$ 445.50 | | | |
| 393 | EFT15272 | 09/11/2020 | Walga | | | \$ 1,623.00 | | |
| 394 | INV I3084845 | 29/10/2020 | Walga | RATES - TRAINING & DEVELOPMENT - WALGA Clerical Training (Thomas Baldwin) (20 & 21 October 2020) | \$ 1,045.00 | | | |
| 395 | INV I3084846 | 29/10/2020 | Walga | RATES - TRAINING & DEVELOPMENT - WALGA Debt Collection (Thomas Baldwin) (12 November 2020) | \$ 578.00 | | | |
| 396 | EFT15273 | 09/11/2020 | Westrac Pty Ltd | | | \$ 55.88 | | |
| 397 | INV PI 5139584 | 28/10/2020 | Westrac Pty Ltd | 1EVP731 2015 CAT SKID STEER LOADER (WORKS) (P36) 10x Washers & Bolts | \$ 55.88 | | | |
| 398 | EFT15274 | 09/11/2020 | Geoff Perkins Farm Machinery Centre | | | \$ 108.63 | L | |
| 399 | INV 98775 | 27/10/2020 | Geoff Perkins Farm Machinery Centre | NO4883 NEW HOLLAND T5060 TRACTOR (WORKS) (P867) - Replacement Fan belt | \$ 108.63 | | | |
| 400 | EFT15275 | 09/11/2020 | Narrogin Electrical Services | | | \$ 3,597.00 | L | |
| 401 | INV 2101 | 31/10/2020 | Narrogin Electrical Services | GNARROJIN PARK MAINTENANCE/OPERATIONS - Repair pump | \$ 275.00 | | | |
| 402 | INV 2096 | 31/10/2020 | Narrogin Electrical Services | NRLC - INFRASTRUCTURE OTHER (CAPITAL - OUTSIDE) - Supply & install 3 x coloured LED uplights (Next to the palm trees) | \$ 3,212.00 | | | |
| 403 | INV 2092 | 31/10/2020 | Narrogin Electrical Services | LYDEKER DEPOT BUILDING MAINTENANCE - Fix faulty light switch in male toilet | \$ 110.00 | | | |
| 404 | EFT15276 | 09/11/2020 | RJ Smith Engineering | | | \$ 148.50 | L | |
| 405 | INV 00009512 | 22/10/2020 | RJ Smith Engineering | NO401 1992 MITSUBISHI FLO CON UNIT (WORKS) (P8215) - Repair To Spray Wand | \$ 148.50 | | | |
| 406 | EFT15277 | 09/11/2020 | Wa Country Health Service | | | \$ 2,580.60 | | F |
| 407 | INV 536662 | 28/10/2020 | Wa Country Health Service | CHSP MEALS ON WHEELS CATERING CONTRACT - Meals October 2020 | \$ 2,580.60 | | | |
| 408 | EFT15278 | 09/11/2020 | Super Civil Pty Ltd | | | \$ 153,379.60 | | |
| 409 | INV INV-0003 | 29/10/2020 | Super Civil Pty Ltd | EARL STREET - RENEWAL (LOCAL) - Supply & install 30mm Asphalt | \$ 15,345.00 | | | |
| 410 | INV INV-0003 | 29/10/2020 | Super Civil Pty Ltd | VARIOUS ROADS & CARPARKS - Supply & install 30mm Asphalt | \$ 138,034.60 | | | |
| 411 | EFT15279 | 09/11/2020 | Toll Transport Pty Ltd | | | \$ 116.99 | | |
| 412 | INV 0471-T740710 | 18/10/2020 | Toll Transport Pty Ltd | LYDEKER DEPOT BUILDING OPERATIONS - Freight Charges (12/10/2020-16/10/2020) | \$ 116.99 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|---------------|------------|---|---|----------------|---------------|------|---------|
| 413 | EFT15280 | 09/11/2020 | Local Government Professionals Australia Wa | | | \$ 1,450.00 | | |
| 414 | INV 19, 154 | 23/09/2020 | Local Government Professionals Australia Wa | PWO - WORKS - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (John Warburton) (21/10/2020) | \$ 195.00 | | | |
| 415 | INV 19, 153 | 23/09/2020 | Local Government Professionals Australia Wa | PWO - EMTRS - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (Torre Evans) (21/10/2020) | \$ 195.00 | | | |
| 416 | INV 19, 157 | 23/09/2020 | Local Government Professionals Australia Wa | PWO - WORKS - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (Tabitha Nicholls) (21/10/2020) | \$ 230.00 | | | |
| 417 | INV 19, 158 | 23/09/2020 | Local Government Professionals Australia Wa | BUILD - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (Gary Bruhn) (21/10/2020) | \$ 230.00 | | | |
| 418 | INV 19, 156 | 23/09/2020 | Local Government Professionals Australia Wa | ADMIN - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (Frank Ludovico) (21/10/2020) | \$ 185.00 | | | |
| 419 | INV 19, 155 | 23/09/2020 | Local Government Professionals Australia Wa | PLAN - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (Azhar Awang) (21/10/2020) | \$ 185.00 | | | |
| 420 | INV 19, 159 | 23/09/2020 | Local Government Professionals Australia Wa | PWO - WORKS - TRAINING & DEVELOPMENT - LG Professionals Asset Management Workshop (Keenan Wenning) (21/10/2020) | \$ 230.00 | | | |
| 421 | EFT15281 | 09/11/2020 | Council on the Ageing (WA) Inc. | | | \$ 65.00 | | F |
| 422 | INV 00006610 | 13/07/2020 | Council on the Ageing (WA) Inc. | CHSP - SUBSCRIPTIONS & MEMBERSHIPS - COTA WA Organisational Membership Annual Fee July 2020-June 2021 | \$ 65.00 | | | |
| 423 | EFT15282 | 09/11/2020 | Signs Plus | | | \$ 65.00 | | F |
| 424 | INV 000158461 | 20/10/2020 | Signs Plus | CHSP - GENERAL OFFICE EXPENSES - 4x Name badges & magnetic clip plus freight (NHC) | \$ 65.00 | | | |
| 425 | EFT15283 | 09/11/2020 | Market Creations Pty Ltd | | | \$ 761.20 | | |
| 426 | INV 14179 | 30/10/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS - Service Desk & Preventative Maintenance (October 2020) | \$ 761.20 | | | |
| 427 | EFT15284 | 09/11/2020 | Narrogin Bargain Barn | | | \$ 920.00 | L | |
| 428 | INV 91 | 26/10/2020 | Narrogin Bargain Barn | LIB - GENERAL OFFICE EXPENSES - Storage cupboards | \$ 920.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|---------------|------------|--------------------------------------|--|----------------|---------------|------|---------|
| 429 | EFT15285 | 09/11/2020 | The Workwear Group Pty Ltd | | | \$ 1,598.20 | | |
| 430 | INV 12644916 | 13/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Carolyn Thompson) (2020/21) | \$ 110.40 | | | |
| 431 | INV 12644510 | 16/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Carolyn Thompson) (2020/21) | \$ 175.00 | | | |
| 432 | INV 12644835 | 19/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform - CEO (Dale Stewart) (2020/21) | \$ 399.00 | | | |
| 433 | INV 12645197 | 19/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Tabitha Nicholls) (2020/21) | \$ 299.00 | | | |
| 434 | INV 12644625 | 19/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Tabitha Nicholls) (2020/21) | \$ 48.00 | | | |
| 435 | INV 12644837 | 19/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Rozette Saraus) (2020/21) | \$ 193.60 | | | |
| 436 | INV 12644684 | 19/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Glenda Vukomanovic) (2020/21) | \$ 193.60 | | | |
| 437 | INV 12661772 | 26/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES - Uniform (Kelly Nelissen) (2020/21) | \$ 179.60 | | | |
| 438 | EFT15286 | 09/11/2020 | AMPAC Debt Recovery Pty Ltd | | | \$ 88.00 | | |
| 439 | INV 70048 | 31/10/2020 | AMPAC Debt Recovery Pty Ltd | RATES - DEBT COLLECTION EXPENSES - Debt Recovery October 2020 | \$ 88.00 | | | |
| 440 | EFT15287 | 09/11/2020 | Lotex Filter Cleaning Service | | | \$ 80.63 | | |
| 441 | INV 00006260 | 10/09/2020 | Lotex Filter Cleaning Service | POC - PARTS & REPAIRS - Cleaning Of Air Filters | \$ 80.63 | | | |
| 442 | EFT15288 | 09/11/2020 | Narrogin Small Engine Centre | | | \$ 49.50 | L | |
| 443 | INV 44 | 29/10/2020 | Narrogin Small Engine Centre | SMALL PLANT - Repairs to small mower | \$ 49.50 | | | |
| 444 | EFT15289 | 09/11/2020 | Cjd Equipment Pty Ltd | | | \$ 151.58 | | |
| 445 | INV 2100835 | 15/09/2020 | Cjd Equipment Pty Ltd | 2017 VOLVO EC220DL EXCAVATOR (WORKS) (P977) - 6x Olive 8 Material ST | \$ 3.63 | | | |
| 446 | INV 2121648 | 23/10/2020 | Cjd Equipment Pty Ltd | 2017 VOLVO EC220DL EXCAVATOR (WORKS) (P977) - 2x Steel Tubing 8mm | \$ 29.59 | | | |
| 447 | INV 2124207 | 29/10/2020 | Cjd Equipment Pty Ltd | 2017 VOLVO EC220DL EXCAVATOR (WORKS) (P977) - 8x Steel Tubing 8mm | \$ 118.36 | | | |
| 448 | EFT15290 | 09/11/2020 | Preview Industries Australia Pty Ltd | | | \$ 313.74 | | |
| 449 | INV A00058488 | 14/10/2020 | Preview Industries Australia Pty Ltd | LIB - GENERAL OFFICE EXPENSES - Archive boxes for family history items | \$ 313.74 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|---------------|------------|-------------------------------------|---|----------------|---------------|------|---------|
| 450 | EFT15291 | 09/11/2020 | AC & EJ Fulford | | | \$ 13,860.00 | L | |
| 451 | INV 1192 | 31/10/2020 | AC & EJ Fulford | WAGIN-WICKEPIN ROAD - RENEWAL (RURAL) (RRG) - Push 12,000m3 of gravel | \$ 13,860.00 | | | |
| 452 | EFT15292 | 09/11/2020 | Kulbardi Hill Consulting | | | \$ 6,798.00 | | |
| 453 | INV 233 | 25/10/2020 | Kulbardi Hill Consulting | REC - INFRASTRUCTURE OTHER (CAPITAL) - Interpretive Signage - Railway Dam Walks Trail (3 signs & pedestals) | \$ 6,798.00 | | | |
| 454 | EFT15293 | 09/11/2020 | Remote Control Technologies Pty Ltd | | | \$ 1,786.24 | | |
| 455 | INV 451660 | 14/10/2020 | Remote Control Technologies Pty Ltd | 1EYN610 KOMATSU WA380-6 WHEEL LOADER (WORKS) (P980) - New reversing camera & monitor 7" kit | \$ 1,786.24 | | | |
| 456 | EFT15294 | 13/11/2020 | Narrogin Hire & Reticulation | | | \$ 4,571.03 | L | |
| 457 | INV 00028194 | 19/10/2020 | Narrogin Hire & Reticulation | NRLC INFRACTURE OTHER - Outdoor Pool Turf - Reticulation Material | \$ 4,571.03 | | | |
| 458 | EFT15295 | 13/11/2020 | Synergy | | | \$ 937.35 | | |
| 459 | INV 056460840 | 14/10/2020 | Synergy | JOHN HIGGINS COMMUNITY COMPLEX - BUILDING OPERATIONS - Electricity Usage (15/09/2020 - 14/10/2020) | \$ 937.35 | | | |
| 460 | EFT15296 | 13/11/2020 | Great Southern Fuels | | | \$ 15,945.60 | L | |
| 461 | INV D2041954 | 15/10/2020 | Great Southern Fuels | POC - FUELS AND OILS GEN - Bulk Diesel 16,000L | \$ 15,945.60 | | | |
| 462 | EFT15297 | 13/11/2020 | Narrogin Auto Electrics | | | \$ 716.00 | L | |
| 463 | INV 259255 | 07/10/2020 | Narrogin Auto Electrics | FIRE PREVENTION/BURNING/CONTROL - Batteries x2, Strobe Light x1, Terminals and Clamp | \$ 716.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-----------------|------------|-------------------------------|--|----------------|---------------|------|---------|
| 464 | EFT15298 | 13/11/2020 | Parry's Pty Ltd | | | \$ 1,582.85 | L | |
| 465 | INV 47609 | 07/10/2020 | Parry's Pty Ltd | PWO - WORKS - PROTECTIVE CLOTHING GEN - x2 Pair of Blue Jeans | \$ 85.00 | | | |
| 466 | INV 47587 | 07/10/2020 | Parry's Pty Ltd | PWO - WORKS - Protective Clothing GEN x2 Pants L Howell | \$ 119.00 | | | |
| 467 | INV 47822 | 13/10/2020 | Parry's Pty Ltd | PWO - WORKS - Protective Clothing GEN - Boots - C Williams | \$ 186.15 | | | |
| 468 | INV 48069 | 21/10/2020 | Parry's Pty Ltd | RANGER UNIFORMS - Shirts X 4 | \$ 180.00 | | | |
| 469 | INV 48125 | 22/10/2020 | Parry's Pty Ltd | PWO - WORKS - PROTECTIVE CLOTHING GEN - Shirt x 8 | \$ 238.00 | | | |
| 470 | INV 48215 | 26/10/2020 | Parry's Pty Ltd | PWO - WORKS - Protective clothing gen - x4 (4XL Shirts) x4 (XL Shirts) | \$ 238.00 | | | |
| 471 | INV 48198 | 26/10/2020 | Parry's Pty Ltd | BUSHFIRE RISK COORDINATOR EXPS - UNIFORM - Shirts X 3 | \$ 89.25 | | | |
| 472 | INV 48233 | 27/10/2020 | Parry's Pty Ltd | RANGER UNIFORMS - Pants X 4 | \$ 340.00 | | | |
| 473 | INV 291020 | 29/10/2020 | Parry's Pty Ltd | PWO - WORKS - PROTECTIVE CLOTHING GEN - x1 Bucket Hat | \$ 42.45 | | | |
| 474 | INV 48319 | 29/10/2020 | Parry's Pty Ltd | RANGER UNIFORMS - Jacket | \$ 65.00 | | | |
| 475 | EFT15299 | 13/11/2020 | Walga | | | \$ 100.00 | | |
| 476 | INV I3085010 | 31/10/2020 | Walga | MEMBERS - MEMBERS CONFERENCE/TRAINING EXPENSES - Regestration D Stewart & L Ballard - Breakfast with Directors General 29 October 2020 | \$ 100.00 | | | |
| 477 | EFT15300 | 13/11/2020 | Narrogin Meals On Wheels | | | \$ 539.78 | L | F |
| 478 | INV 100656 | 30/09/2020 | Narrogin Meals On Wheels | CHSP MEALS ON WHEELS COMMITTEE - Meal Delivery Services - September 2020 | \$ 539.78 | | | |
| 479 | EFT15301 | 13/11/2020 | Narrogin Electrical Services | | | \$ 1,330.01 | L | |
| 480 | INV 2089 | 31/10/2020 | Narrogin Electrical Services | RAILWAY STATION RESTORATION COVID RECOVERY PROJECT - Install New Power Cable | \$ 1,330.01 | | | |
| 481 | EFT15302 | 13/11/2020 | It Vision | | | \$ 770.00 | | |
| 482 | INV 34325 | 31/10/2020 | It Vision | ADMIN - TRAINING & DEVELOPMENT GEN - ITVision System Administration Training - 1 Day (21 October 2020) K Sarma. | \$ 770.00 | | | |
| 483 | EFT15303 | 13/11/2020 | Great Southern Waste Disposal | | | \$ 93,648.31 | L | |
| 484 | INV 00000001395 | 05/10/2020 | Great Southern Waste Disposal | BIN COLLECTIONS VARIOUS LOCATIONS - September 2020 | \$ 48,138.81 | | | |
| 485 | INV 00000001420 | 02/11/2020 | Great Southern Waste Disposal | BIN COLLECTIONS VARIOUS LOCATIONS - October 2020 | \$ 45,509.50 | | | |
| 486 | EFT15304 | 13/11/2020 | RJ Smith Engineering | | | \$ 1,347.50 | L | |
| 487 | INV 00009260 | 09/10/2020 | RJ Smith Engineering | NO4834 2014 HINO 300 SERIES CREW CAB (WORKS) (P8219) - Repair Ute Mounted Fuel Tank | \$ 330.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|--------------------|------------|-----------------------------------|--|----------------|---------------|------|---------|
| 488 | INV 00009378 | 15/10/2020 | RJ Smith Engineering | 1EYN610 KOMATSU WA380-6 WHEEL LOADER (WORKS) (P980) Repair To Tree Grabs | \$ 838.75 | | | |
| 489 | INV 00009644 | 27/10/2020 | RJ Smith Engineering | NGN12070 2002 MOWER CATCHER TRAILER - Bulk Supply Nuts & Bolts | \$ 178.75 | | | |
| 490 | EFT15305 | 13/11/2020 | Wormald | | | \$ 82.50 | | F |
| 491 | INV 8270857 | 06/08/2020 | Wormald | HACC - BUILDING MAINTENANCE - Service & Inspection - Fire extinguishers, Fire blanket and Fire hose. | \$ 82.50 | | | |
| 492 | EFT15306 | 13/11/2020 | Farmers Centre (Narrogin) Pty Ltd | | | \$ 240.71 | L | |
| 493 | INV 75071 | 04/08/2020 | Farmers Centre (Narrogin) Pty Ltd | 2019 JCB 5CX BACKHOE LOADER (WORKS) (P833) - 20 Lts OP 68 Hydraulic Oil | \$ 123.34 | | | |
| 494 | INV 75094 | 05/08/2020 | Farmers Centre (Narrogin) Pty Ltd | 2017 VOLVO EC220DL EXCAVATOR (WORKS) (P977) - Replacement Hydraulic Hose | \$ 117.37 | | | |
| 495 | EFT15307 | 13/11/2020 | Boral Asphalt | | | \$ 9,130.00 | | |
| 496 | INV AWWPS00303-008 | 29/10/2020 | Boral Asphalt | ROAD MAINTENANCE GENERAL EXPENSES - 10,000.000 Litres of Emulsion | \$ 9,130.00 | | | |
| 497 | EFT15308 | 13/11/2020 | Bob Waddell & Associates Pty Ltd | | | \$ 594.00 | | |
| 498 | INV 2148 | 31/10/2020 | Bob Waddell & Associates Pty Ltd | ADMIN - CONSULTANTS - Assistance with August/September Monthly Statements & RTR Reporting | \$ 594.00 | | | |
| 499 | EFT15309 | 13/11/2020 | Market Creations Pty Ltd | | | \$ 3,035.95 | | |
| 500 | INV 14047 | 09/10/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS GEN - 2x2 4TB 10K RPM SAS 12Gbps 512e 2.5in Hot-plug Hard Drive, CK | \$ 1,522.40 | | | |
| 501 | INV 14262 | 28/10/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS GEN - MC NBN Prem 100/40 | \$ 198.00 | | | |
| 502 | INV 14322 | 30/10/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS GEN - Exclaimer for Office 365 (Month to Month) Subscription Licenses | \$ 137.78 | | | |
| 503 | INV 30/10/2020 | 09/11/2020 | Market Creations Pty Ltd | ADMIN - INFORMATION SYSTEMS GEN - Office 363 Enterprise EI, Microsoft Office 365 Enterprise E3 and Office 365 Advanced Threat Protection | \$ 1,177.77 | | | |
| 504 | EFT15310 | 13/11/2020 | Marketforce Pty Ltd | | | \$ 780.17 | | |
| 505 | INV 35706 | 26/10/2020 | Marketforce Pty Ltd | LIB - GENERAL OFFICE EXPENSES GEN - Recruitment Advertisement for Library Officer Part Time | \$ 348.88 | | | |
| 506 | INV 35705 | 26/10/2020 | Marketforce Pty Ltd | MEMBERS - ADVERTISING & PROMOTIONS - Extended Trading Hours Narrogin Observer 9 October 2020 | \$ 431.29 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|----------------|------------|---|--|----------------|---------------|------|---------|
| 507 | EFT15311 | 13/11/2020 | Department of Mines, Industry Regulation and Safety | | | \$ 283.25 | | |
| 508 | INV T13 | 31/10/2020 | Department of Mines, Industry Regulation and Safety | BSL OCTOBER 2020 | \$ 283.25 | | | |
| 509 | EFT15312 | 13/11/2020 | Narrogin Bargain Barn | | | \$ 330.00 | L | F |
| 510 | INV 90 | 21/10/2020 | Narrogin Bargain Barn | HACC - BUILDING (CAPITAL) - 1x Small Microwave cupboard, 2x Wall Art | \$ 330.00 | | | |
| 511 | EFT15313 | 13/11/2020 | The Workwear Group Pty Ltd | | | \$ 216.00 | | |
| 512 | INV 12644508 | 20/10/2020 | The Workwear Group Pty Ltd | ADMIN - ALLOWANCES GEN - UNIFORM - W Russell Individual Items, 3 x Tops 2020/21 | \$ 216.00 | | | |
| 513 | EFT15314 | 13/11/2020 | Narrogin Senior High School | | | \$ 337.00 | L | |
| 514 | INV T5 | 29/10/2020 | Narrogin Senior High School | TOWN HALL FACILITIES BOND - PAYMENTS - Main Hall Hire 23/10/2020 Commercial Rates (Refund) | \$ 337.00 | | | |
| 515 | EFT15315 | 13/11/2020 | Armadale Mower World | | | \$ 259.00 | | |
| 516 | INV 53121 | 14/10/2020 | Armadale Mower World | SMALL PLANT Replacement Catcher Bag For Turf Vaccum | \$ 259.00 | | | |
| 517 | EFT15316 | 13/11/2020 | YMCA WA | | | \$ 693.99 | L | |
| 518 | INV SI-A009866 | 21/10/2020 | YMCA WA | ADMIN - OCCUPATIONAL HEALTH & SAFETY - 3 Month Gym Membership for Victoria Anderson 21/10/2020 - 20/01/2021 | \$ 285.00 | | | |
| 519 | INV SI-A009884 | 26/10/2020 | YMCA WA | ADMIN - OCCUPATIONAL HEALTH & SAFETY - 3 Month Gym Membership for Dale Stewart 26/10/2020 - 25/01/2021 | \$ 240.00 | | | |
| 520 | INV SI-A009882 | 26/10/2020 | YMCA WA | ADMIN - OCCUPATIONAL HEALTH & SAFETY - 3 Month Gym Membership for Keenan Wenning 26/10/2020 - 25/01/2021 | \$ 168.99 | | | |
| 521 | EFT15317 | 13/11/2020 | Easifleet | | | \$ 4,781.24 | | |
| 522 | INV 28102020 | 30/10/2020 | Easifleet | NOVATED LEASE PRE - TAX DEDUCTIONS EMPLOYEE EXPENSES PPE 28/10/2020 | \$ 2,390.62 | | | |
| 523 | INV 14102020 | 30/10/2020 | Easifleet | NOVATED LEASE - TAX DEDUCTION - EMPLOYEE EXPENSES PPE 14/10/2020 | \$ 2,390.62 | | | |
| 524 | EFT15318 | 13/11/2020 | Beyond Bricks (WA) Pty Ltd | | | \$ 9,981.12 | | |
| 525 | INV 15323 | 26/09/2020 | Beyond Bricks (WA) Pty Ltd | PARK STREET FOOTATH CONSTRUCTION - 148 Leafs Of Heavy Duty Red Pavers (37 Packs) | \$ 9,981.12 | | | |
| 526 | EFT15319 | 13/11/2020 | AFGRI Equipment Australia Pty Ltd | | | \$ 763.03 | | |
| 527 | INV 1965428 | 06/10/2020 | AFGRI Equipment Australia Pty Ltd | NO4871 2014 JOHN DEERE 670G GRADER w/ TOP CON (WORKS) (P979) - Supply 18 Plugs and 9 Retainers | \$ 661.82 | | | |
| 528 | INV 1970687 | 26/10/2020 | AFGRI Equipment Australia Pty Ltd | 2017 JOHN DEERE RIDE ON MOWER (WORKS) - Filter Kit | \$ 101.21 | | | |
| 529 | EFT15320 | 13/11/2020 | Corner's Auto Electrics | | | \$ 660.00 | L | |
| 530 | INV 33641 | 02/10/2020 | Corner's Auto Electrics | NGN2 MY20 HOLDEN TRAX LS 1.4L TURBO (BS) - Supply and Install a Light Bar to 2019 Holden Trax Including Wiring to Working Order. | \$ 440.00 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|-----------------|------------|--|---|---------------------|---------------------|------|---------|
| 531 | INV 33640 | 02/10/2020 | Corner's Auto Electrics | EHO VEHICLE 2020 - PA065B 298 4010 Remove Lightbar From Holden Trax & Install On 2020 Mazda CX3 | \$ 220.00 | | | |
| 532 | EFT15321 | 13/11/2020 | Kel's Tyres | | | \$ 800.01 | L | |
| 533 | INV 10286 | 10/07/2020 | Kel's Tyres | NO2260 1994 THREE AXLE DOG TRAILER (WORKS) (P970) - 2 x 8.25R15TR Tyres Tubes and Rustband | \$ 800.01 | | | |
| 534 | EFT15322 | 13/11/2020 | Telair Pty Ltd | | | \$ 988.31 | | |
| 535 | INV TA10781-016 | 31/10/2020 | Telair Pty Ltd | VARIOUS DEPARTMENTS - Landline Charges October 2020 | \$ 988.31 | | | |
| 536 | EFT15323 | 13/11/2020 | AC & EJ Fulford | | | \$ 1,694.00 | L | |
| 537 | INV 1193 | 29/10/2020 | AC & EJ Fulford | WAGIN-WICKEPIN ROAD - RENEWAL (RURAL) (RRG) - Remove Trees and Rocks In Road Reserve | \$ 1,694.00 | | | |
| 538 | EFT15324 | 13/11/2020 | Sherrin Rentals Pty Ltd | | | \$ 4,108.50 | | |
| 539 | INV 5148225 | 31/10/2020 | Sherrin Rentals Pty Ltd | WAGIN-WICKEPIN ROAD - RENEWAL (RURAL)(RRG) - Water Cart Hire Per Day | \$ 4,108.50 | | | |
| 540 | EFT15325 | 13/11/2020 | Rural Traffic Services | | | \$ 31,650.41 | | |
| 541 | INV 00002987 | 30/10/2020 | Rural Traffic Services | WAGIN - WICKEPIN ROAD - RENEWAL (Rural) (RRG) - Supply Traffic Management | \$ 31,650.41 | | | |
| 542 | EFT15326 | 13/11/2020 | Kunal Sarma | | | \$ 17.00 | L | |
| 543 | INV 291020 | 29/10/2020 | Kunal Sarma | ADMIN - TRAINING & DEVELOPMENT - Parking Fee | \$ 17.00 | | | |
| 544 | EFT15327 | 13/11/2020 | Grosvenor Engineering Group | | | \$ 146,466.10 | | |
| 545 | INV A1092906 | 29/10/2020 | Grosvenor Engineering Group | NRLC INFRASTRUCTURE OTHER - RFQ 20/21-05 Narrogin Regional Leisure Centre HVAC System Replacement | \$ 146,466.10 | | | |
| 546 | EFT15328 | 13/11/2020 | JM Sales | | | \$ 1,691.20 | | |
| 547 | INV 17986 | 16/09/2020 | JM Sales | 1GPJ543 2018 TORO MOWER 7210 - Blade x 60, Fuel Filter x 5, Element Spin On x 5 | \$ 1,691.20 | | | |
| 548 | EFT15329 | 13/11/2020 | The Federation of Western Australian Police and Community Youth Centres Inc. | | | \$ 5,500.00 | | |
| 549 | INV 20396 | 19/10/2020 | The Federation of Western Australian Police and Community Youth Centres Inc. | OTHCUL - EVENT/FESTIVAL MATCHING FINDING GEN - Sponsorship Annual Event 2020/21 | \$ 5,500.00 | | | |
| | | | | | EFT Total \$ | 1,161,502.82 | | |

| Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|----------------------|------------------|------------|--------------------------------|---|---------------|------|---------|
| Direct Debits | | | | | | | |
| 550 | DD5893.1 | 19/10/2020 | Telstra | | \$ 1,865.83 | | |
| 551 | INV K509517020-3 | 12/10/2020 | Telstra | VARIOUS DEPARTMENTS - Mobile Phone Charges September 2020 | \$ 1,865.83 | | |
| 552 | DD5893.2 | 20/10/2020 | Elgas | | \$ 3,493.27 | | |
| 553 | INV 0363220038 | 14/10/2020 | Elgas | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Gas Service Charge (2x 210.0Kg LPG Cyl) | \$ 151.25 | | |
| 554 | INV 0363220039 | 14/10/2020 | Elgas | NRLC - UTILITY - GAS - Gas Service Charge (2x 7500.0 L Tank LPG) | \$ 302.50 | | |
| 555 | INV 0360895111 | 09/10/2020 | Elgas | NRLC - UTILITY - GAS - Gas Supplied 4,000.0 L | \$ 3,039.52 | | |
| 556 | DD5903.1 | 27/10/2020 | Australian Taxation Office | | \$ 136,131.00 | | |
| 557 | INV BAS SEPT 20 | 26/10/2020 | Australian Taxation Office | BAS - September 2020 | \$ 136,131.00 | | |
| 558 | DD5917.1 | 28/10/2020 | Elgas | | \$ 5,344.24 | | |
| 559 | INV 0360891235 | 21/10/2020 | Elgas | NRLC - UTILITY - GAS - Gas Supplied 7,033.0L | \$ 5,344.24 | | |
| 560 | DD5921.1 | 30/10/2020 | Aaron Joseph Cook | | \$ 2,245.54 | | |
| 561 | INV CEO OCT RENT | 30/10/2020 | Aaron Joseph Cook | CEO STAFF HOUSING RENTAL PROPERTY EXPENSES - Rent October 2020 | \$ 2,245.54 | | |
| 562 | DD5932.1 | 26/10/2020 | WA Local Government Super Plan | | \$ 15,094.22 | | |
| 563 | INV SUPER | 26/10/2020 | WA Local Government Super Plan | Superannuation contributions | \$ 13,088.38 | | |
| 564 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 260.00 | | |
| 565 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 100.00 | | |
| 566 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 179.14 | | |
| 567 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 130.26 | | |
| 568 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 1,070.78 | | |
| 569 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 123.35 | | |
| 570 | INV DEDUCTION | 26/10/2020 | WA Local Government Super Plan | Payroll deductions | \$ 142.31 | | |
| 571 | DD5932.2 | 26/10/2020 | Media Super | | \$ 181.72 | | |
| 572 | INV SUPER | 26/10/2020 | Media Super | Superannuation contributions | \$ 181.72 | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|-----|----------------|------------|------------------------------|---|----------------|---------------|------|---------|
| 573 | DD5932.3 | 26/10/2020 | Rest Superannuation | | | \$ 563.26 | | |
| 574 | INV SUPER | 26/10/2020 | Rest Superannuation | Superannuation contributions | \$ 463.26 | | | |
| 575 | INV DEDUCTION | 26/10/2020 | Rest Superannuation | Payroll deductions | \$ 100.00 | | | |
| 576 | DD5932.4 | 26/10/2020 | Mtaa Super | | | \$ 188.46 | | |
| 577 | INV SUPER | 26/10/2020 | Mtaa Super | Superannuation contributions | \$ 188.46 | | | |
| 578 | DD5932.5 | 26/10/2020 | Bt Super For Life | | | \$ 534.44 | | |
| 579 | INV SUPER | 26/10/2020 | Bt Super For Life | Superannuation contributions | \$ 534.44 | | | |
| 580 | DD5932.6 | 26/10/2020 | AMP Life Limited | | | \$ 403.37 | | |
| 581 | INV SUPER | 26/10/2020 | AMP Life Limited | Superannuation contributions | \$ 295.15 | | | |
| 582 | INV DEDUCTION | 26/10/2020 | AMP Life Limited | Payroll deductions | \$ 108.22 | | | |
| 583 | DD5932.7 | 26/10/2020 | Prime Super | | | \$ 454.92 | | |
| 584 | INV SUPER | 26/10/2020 | Prime Super | Superannuation contributions | \$ 454.92 | | | |
| 585 | DD5932.8 | 26/10/2020 | Cbus Super Fund | | | \$ 203.29 | | |
| 586 | INV SUPER | 26/10/2020 | Cbus Super Fund | Superannuation contributions | \$ 203.29 | | | |
| 587 | DD5932.9 | 26/10/2020 | Lgia Super | | | \$ 1,021.86 | | |
| 588 | INV SUPER | 26/10/2020 | Lgia Super | Superannuation contributions | \$ 528.19 | | | |
| 589 | INV DEDUCTION | 26/10/2020 | Lgia Super | Payroll deductions | \$ 300.00 | | | |
| 590 | INV DEDUCTION | 26/10/2020 | Lgia Super | Payroll deductions | \$ 193.67 | | | |
| 591 | DD5958.1 | 09/11/2020 | Elgas | | | \$ 216.57 | | |
| 592 | INV 0360841226 | 28/10/2020 | Elgas | CARAVAN PARK GENERAL MAINTENANCE/OPERATIONS - Gas Supplied 285.0L | \$ 216.57 | | | |
| 593 | DD5932.10 | 26/10/2020 | Essential Super | | | \$ 188.46 | | |
| 594 | INV SUPER | 26/10/2020 | Essential Super | Superannuation contributions | \$ 188.46 | | | |
| 595 | DD5932.11 | 26/10/2020 | Oasis Superannuation Service | | | \$ 202.16 | | |
| 596 | INV SUPER | 26/10/2020 | Oasis Superannuation Service | Superannuation contributions | \$ 202.16 | | | |

| | Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|---------------------------|---------------|------------|----------------------|------------------------------|----------------|-------------------|------|---------|
| 597 | DD5932.12 | 26/10/2020 | Qsuper | Superannuation contributions | | \$ 576.73 | | |
| 598 | INV SUPER | 26/10/2020 | Qsuper | Superannuation contributions | \$ 576.73 | | | |
| 599 | DD5932.13 | 26/10/2020 | Mercer Super Trust | | | \$ 135.75 | | |
| 600 | INV SUPER | 26/10/2020 | Mercer Super Trust | Superannuation contributions | \$ 135.75 | | | |
| 601 | DD5932.14 | 26/10/2020 | Colonial First State | | | \$ 204.98 | | |
| 602 | INV SUPER | 26/10/2020 | Colonial First State | Superannuation contributions | \$ 204.98 | | | |
| 603 | DD5932.15 | 26/10/2020 | Bt Superwrap | | | \$ 396.56 | | |
| 604 | INV DEDUCTION | 26/10/2020 | Bt Superwrap | Payroll deductions | \$ 100.00 | | | |
| 605 | INV SUPER | 26/10/2020 | Bt Superwrap | Superannuation contributions | \$ 296.56 | | | |
| 606 | DD5932.16 | 26/10/2020 | Sunsuper | Superannuation contributions | | \$ 544.29 | | |
| 607 | INV DEDUCTION | 26/10/2020 | Sunsuper | Payroll deductions | \$ 139.56 | | | |
| 608 | INV SUPER | 26/10/2020 | Sunsuper | Superannuation contributions | \$ 404.73 | | | |
| 609 | DD5932.17 | 26/10/2020 | Host Plus | | | \$ 153.60 | | |
| 610 | INV SUPER | 26/10/2020 | Host Plus | Superannuation contributions | \$ 153.60 | | | |
| 611 | DD5932.18 | 26/10/2020 | Hesta Superannuation | | | \$ 1,136.07 | | |
| 612 | INV DEDUCTION | 26/10/2020 | Hesta Superannuation | Payroll deductions | \$ 170.00 | | | |
| 613 | INV SUPER | 26/10/2020 | Hesta Superannuation | Superannuation contributions | \$ 966.07 | | | |
| 614 | DD5932.19 | 26/10/2020 | Mlc Masterkey | | | \$ 229.94 | | |
| 615 | INV SUPER | 26/10/2020 | Mlc Masterkey | Superannuation contributions | \$ 229.94 | | | |
| 616 | DD5932.20 | 26/10/2020 | Bt Super For Life | | | \$ 95.28 | | |
| 617 | INV SUPER | 26/10/2020 | Bt Super For Life | Superannuation contributions | \$ 95.28 | | | |
| 618 | DD5932.21 | 26/10/2020 | Australiansuper | | | \$ 721.27 | | |
| 619 | INV SUPER | 26/10/2020 | Australiansuper | Superannuation contributions | \$ 721.27 | | | |
| Direct Debit Total | | | | | \$ | 172,527.08 | | |

| Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|------------|------|------|-------------|----------------|---------------|------|---------|
|------------|------|------|-------------|----------------|---------------|------|---------|

Credit Card Purchases

| CEO | | GENERAL Credit Card Purchases | | | | | |
|-------|---------------|-------------------------------|-------------------------------|---|-------------------|------------|--|
| 620 | DD5972.2 | 17/11/2020 | General Credit Card Purchases | | | \$1,587.75 | |
| 621 | INV DS0CT0420 | 12/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Accommodation x1 Night (D Stewart) | \$138.60 | | |
| 622 | INV DS0CT0520 | 03/11/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Monthly SMS Charges | \$17.60 | | |
| 623 | INV DS0CT0620 | 20/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Accommodation x1 Night (D Stewart) | \$132.83 | | |
| 624 | INV DS0CT0720 | 13/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Accommodation & Meals Bushfire Planning Forum (P Cupitt) | \$342.22 | | |
| 625 | INV DS0CT0820 | 21/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Lunch for trip to Gnowangerup (D Stewart) | \$15.65 | | |
| 626 | INV DS0CT0220 | 06/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Brass Picture Rail Hangers & Push Button Hooks | \$627.35 | | |
| 627 | INV DS0CT0320 | 09/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Advertisement Library Officer | \$313.50 | | |
| EMCCS | | GENERAL Credit Card Purchases | | | | | |
| 628 | DD5972.1 | 04/11/2020 | General Credit Card Purchases | | | \$2,367.59 | |
| 629 | INV FLOCT0120 | 30/09/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - New Vehicle Licence 032NGN Mazda CX3 | \$377.35 | | |
| 630 | INV FLOCT0220 | 03/11/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Greeting Messages | \$151.80 | | |
| 631 | INV FLOCT0320 | 14/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Transport Jessie House Sign From Bunbury | \$73.59 | | |
| 632 | INV FLOCT0420 | 20/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - iPhone and Accessories | \$691.95 | | |
| 633 | INV FLOCT0520 | 28/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Plate Remake - NO 05 | \$39.30 | | |
| 634 | INV FLOCT0620 | 28/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - NO05 Plate Change | \$ 28.60 | | |
| 635 | INV DS0CT0120 | 05/10/2020 | General Credit Card Purchases | CREDIT CARD October 2020 - Annual State Conference 2020 | \$ 1,005.00 | | |
| | | | | Credit Card Total | \$3,955.34 | | |

| Chq/EFT/DD | Date | Name | Description | Invoice Amount | Payment Total | Type | Funding |
|------------|------|------|-------------|--------------------|---------------|------|---------|
| | | | | | | | |
| | | | | Trust Total | \$0.00 | | |

| ABBREVIATIONS | | Cheque Total (Less TD) | \$591.20 | 0.04% |
|---------------|------------------------------|-----------------------------------|-----------------------|---------|
| PF | Partially Funded | Term Deposits (TD) | | |
| I | Insurance | EFT Total* | \$864,011.78 | 64.55% |
| F | Funded | Payroll Total* | \$297,491.04 | 22.22% |
| L | Local Supplier | Direct Debit Total | \$172,527.08 | 12.89% |
| R | Recoverable | Credit Card Total | \$3,955.34 | 0.30% |
| | | Trust Total | \$0.00 | 0.00% |
| | | | \$1,338,576.44 | 100.00% |
| | | Total (Less Term Deposits) | \$1,338,576.44 | |
| | * Please note Payroll totals | | | |
| | | Local Suppliers | \$307,735.95 | 22.99% |
| | | Employees | \$297,491.04 | 22.22% |
| | | Combined Total | \$605,226.99 | 45.21% |

10.3.2 MONTHLY FINANCIAL REPORTS – OCTOBER 2020

| | |
|------------------------|---|
| File Reference | 12.8.1 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interest that requires disclosure. |
| Applicant | Shire of Narrogin |
| Previous Item Numbers | Nil |
| Date | 14 November 2020 |
| Author | Alex Mulenga – Manager Corporate Services |
| Authorising Officer | Frank Ludovico – Executive Manager Corporate & Community Services |
| Attachments | 1. Monthly Financial Report for the period ended 31 October 2020 |

Summary

In accordance with the Local Government Financial Management Regulations (1996), Regulation 34, the Shire is to prepare a monthly Statement of Financial Activity for notation by Council.

Background

Council is requested to review the October 2020 Monthly Financial Reports.

Consultation

Consultation was undertaken with the Executive Manager Corporate and Community Services.

Statutory Environment

Local Government (Financial Management) Regulations 1996, Regulation 34 applies.

Policy Implications

Nil

Financial Implications

All expenditure has been approved via adoption of the 2020/21 Annual Budget or resulting from a Council Motion for a budget amendment.

The Shire has recently been advised of a successful grant application from the Office of Bushfire Risk Management's Mitigation Activity Fund, for \$184,500 (Ex GST), to fund activities contained in the Shire of Narrogin Bushfire Risk Management Plan 2020 – 2025 (adopted by Council at its 25 August 2020 meeting).

Also, the Shire has received notification from the Federal Department of Health requesting the repayment of the underspent 2018/19 CHSP program funds of \$116,393. The CHSP Reserve Account contains sufficient provisions for this with a balance of \$313,617.

These items were not provided for in the 2020/21 Budget and a budget amendment is required.

Strategic Implications

| | |
|--|---|
| Shire of Narrogin Strategic Community Plan 2017-2027 | |
| Objective | 4. Civic Leadership Objective (Continually enhance the Shire's organisational capacity to service the needs of a growing community) |
| Outcome: | 4.1 An efficient and effective organisation |

Comment/Conclusion

The October 2020 Monthly Financial Reports are presented to Council for review.

Voting Requirements

Recommendation 1 of 2 – Simple Majority

Recommendation 2 of 2 – Absolute Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.006 (PART 1 OF 2)

Moved: Cr Seale Seconded: Cr Broad

That with respect to the Monthly Financial Reports for October 2020, Council note the Reports as presented.

CARRIED 9/0

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.006 (PART 2 OF 2)

Moved: Cr Fisher Seconded: Cr Seale

That Council approve amendments to the 2020/21 Budget as follows:

1. Increase the expenditure in ledger 2080590 CHSP - Refund of Unspent Grant Funding by \$116,393 to a new total of \$116,393.
2. Increase the income from ledger 5080552 CHSP - Transfer from Reserve Account No 190953220 the amount of \$116,393 to a new total of \$1,161,789.
3. Increase the transfer from the CHSP Reserve Account by \$116,393 from \$1,045,401 to \$1,161,794.
4. Increase expenditure in ledger 2050120 FIRE - Bushfire Risk Management Plan - Mitigation Activities by \$184,500 to a new total of \$184,500.
5. Increase the income in ledger 3050104 FIRE – Grants, by \$184,500 to a new total of \$395,005.

**CARRIED 9/0
BY ABSOLUTE MAJORITY**

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
FOR THE PERIOD ENDED 31 OCTOBER 2020



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

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**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2020**

**MONTHLY SUMMARY
INFORMATION**

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 September 2020
Prepared by: Manager Corporate Services
Reviewed by: Executive Manager Corporate & Community Services

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996, Regulation 34*. Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities and to the extent they are not in-consistent with the *Local Government Act 1995* and accompanying regulations), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the *Local Government Act 1995* and accompanying regulations. Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise.

Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

THE LOCAL GOVERNMENT REPORTING ENTITY

All Funds through which the Council controls resources to carry on its functions have been included in this statement. In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

SIGNIFICANT ACCOUNTING POLICES

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

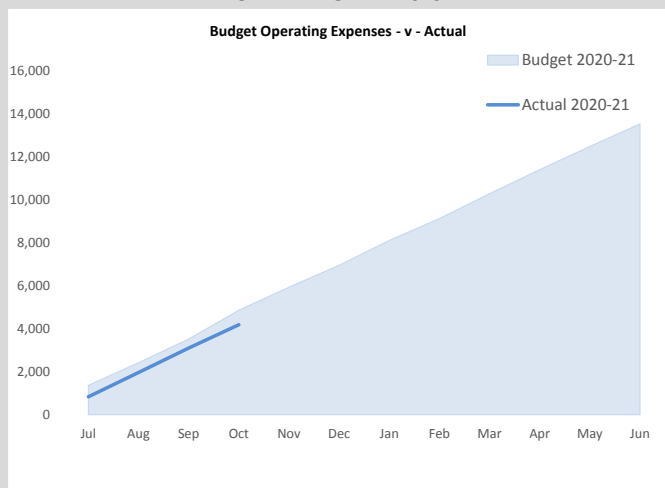
ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

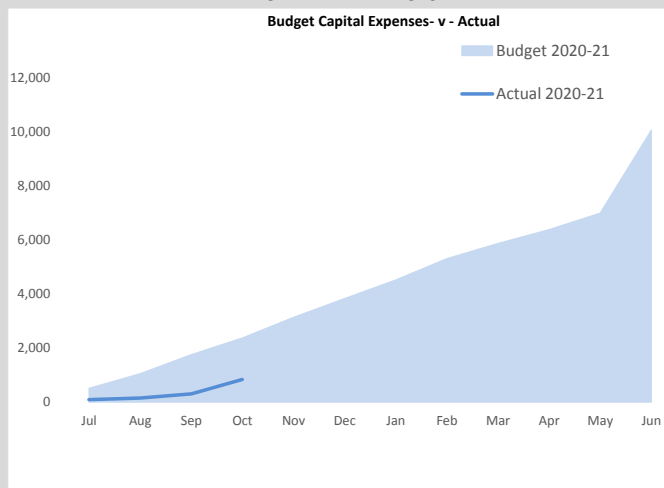
**MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2020**

**MONTHLY SUMMARY INFORMATION
GRAPHS**

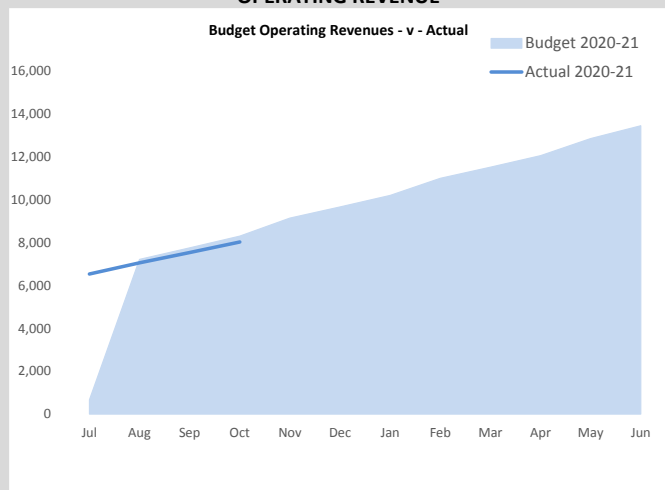
OPERATING EXPENSES



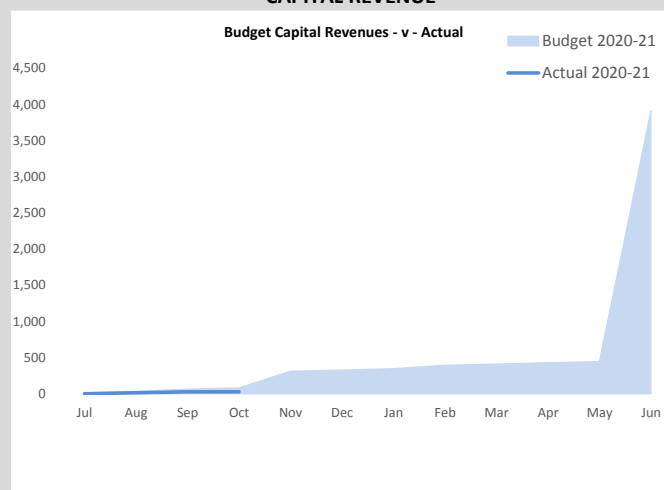
CAPITAL EXPENSES



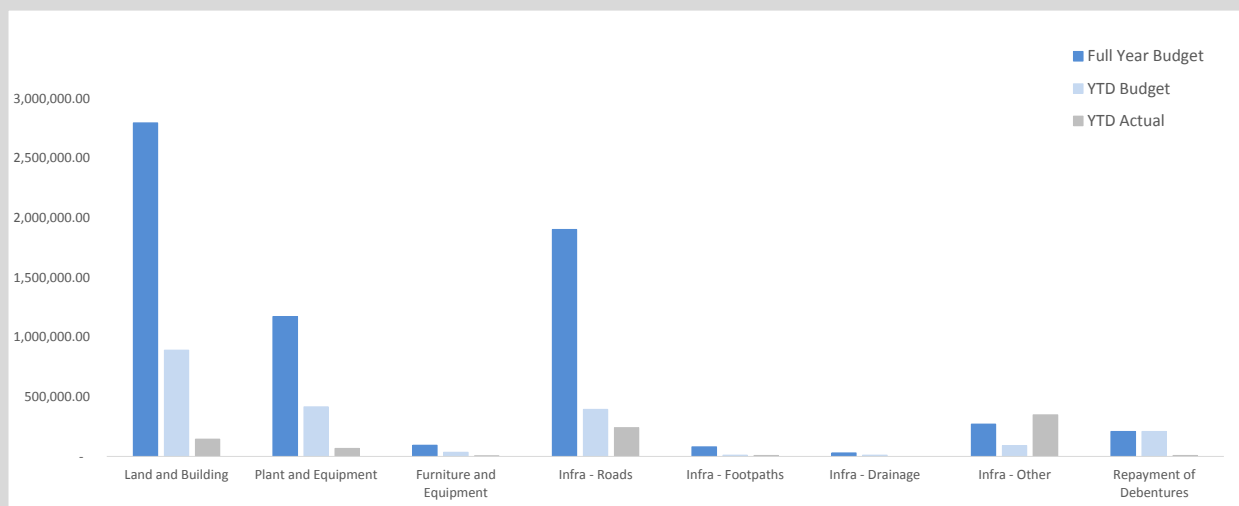
OPERATING REVENUE



CAPITAL REVENUE



CAPITAL EXPENSES BY ACTIVITY



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

STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020

STATUTORY REPORTING PROGRAMS

| | Ref Note | Adopted Annual Budget | Amended Annual Budget | YTD Budget (a) | YTD Actual (b) | Var. \$ (b)-(a) | Var. % (b)-(a)/(a) | Var. |
|--|-------------|-----------------------------|--------------------------|----------------------|----------------------|--------------------|-----------------------|------|
| | | \$ | \$ | \$ | \$ | \$ | % | |
| Opening Funding Surplus(Deficit) | | 2,697,512 | 2,731,632 | 2,697,512 | 2,710,555 | (13,043) | 0% | ▲ |
| Revenue from operating activities | | | | | | | | |
| General Purpose Funding - Rates | | 4,941,453 | 4,941,453 | 4,943,868 | 4,922,105 | (21,763) | (0%) | |
| General Purpose Funding - Other | | 1,388,346 | 1,388,346 | 364,040 | 358,850 | (5,190) | (1%) | |
| Governance | | 1,850 | 1,850 | 612 | 3,261 | 2,649 | 433% | |
| Law, Order and Public Safety | | 285,505 | 285,505 | 103,156 | 29,260 | (73,896) | (72%) | ▼ |
| Health | | 21,350 | 21,350 | 9,576 | 21,257 | 11,681 | 122% | |
| Education and Welfare | | 1,579,357 | 1,579,357 | 533,072 | 869,916 | 336,844 | 63% | ▲ |
| Housing | | 8,240 | 8,240 | 2,744 | 2,852 | 108 | 4% | |
| Community Amenities | | 1,145,512 | 1,145,512 | 884,818 | 917,999 | 33,181 | 4% | |
| Recreation and Culture | | 309,006 | 259,006 | 17,384 | 59,791 | 42,407 | 244% | ▲ |
| Transport | | 251,970 | 251,970 | 180,661 | 188,761 | 8,100 | 4% | |
| Economic Services | | 304,200 | 304,200 | 101,384 | 152,910 | 51,526 | 51% | ▲ |
| Other Property and Services | | 171,939 | 171,939 | 57,304 | 88,047 | 30,743 | 54% | ▲ |
| | | 10,408,728 | 10,358,728 | 7,198,619 | 7,615,009 | 416,390 | 5% | |
| Expenditure from operating activities | | | | | | | | |
| General Purpose Funding | | (248,012) | (248,012) | (87,378) | (81,206) | 6,172 | 7% | |
| Governance | | (648,647) | (648,647) | (289,225) | (150,618) | 138,608 | 48% | ▲ |
| Law, Order and Public Safety | | (755,988) | (755,988) | (273,118) | (304,373) | (31,255) | (11%) | ▼ |
| Health | | (291,729) | (291,729) | (104,094) | (89,646) | 14,448 | 14% | |
| Education and Welfare | | (1,868,016) | (1,868,016) | (641,541) | (603,819) | 37,722 | 6% | |
| Housing | | (33,202) | (33,202) | (12,268) | (12,835) | (567) | (5%) | |
| Community Amenities | | (1,570,941) | (1,570,941) | (534,278) | (385,268) | 149,010 | 28% | ▲ |
| Recreation and Culture | | (3,518,392) | (3,518,392) | (1,314,876) | (934,064) | 380,812 | 29% | ▲ |
| Transport | | (3,765,422) | (3,765,422) | (1,256,952) | (1,170,510) | 86,442 | 7% | |
| Economic Services | | (894,637) | (784,637) | (278,680) | (242,038) | 36,642 | 13% | ▲ |
| Other Property and Services | | (64,345) | (64,345) | (73,162) | (216,958) | (143,796) | (197%) | ▼ |
| | | (13,659,333) | (13,549,333) | (4,865,572) | (4,191,334) | 674,238 | | |
| Operating activities excluded from budget | | | | | | | | |
| Add back Depreciation | | 3,450,264 | 3,450,264 | 1,150,048 | 1,013,642 | (136,406) | (12%) | ▼ |
| Adjust (Profit)/Loss on Asset Disposal | 12 | 129,582 | 129,582 | 43,188 | 2,722 | (40,466) | (94%) | ▼ |
| Adjust Employee Benefits Provision (Non-Current) | | 0 | 0 | 0 | 0 | 0 | | |
| Adjust Deferred Pensioner Rates (Non-Current) | | 0 | 0 | 0 | (288) | (288) | | |
| Movement in Leave Reserve (Added Back) | | 0 | 0 | 0 | 0 | 0 | | |
| Adjust Rounding | | 0 | 0 | 0 | 0 | 0 | | |
| Amount attributable to operating activities | | 329,241 | 389,241 | 3,526,283 | 4,439,751 | 913,468 | | |
| Investing Activities | | | | | | | | |
| Non-Operating Grants, Subsidies and Contributions | | 3,337,565 | 3,297,565 | 1,099,172 | 407,020 | (692,152) | (63%) | ▼ |
| Purchase of Investments | | 0 | 0 | 0 | 0 | 0 | | |
| Land Held for Resale | | 0 | 0 | 0 | 0 | 0 | | |
| Land and Buildings | 11 | (2,794,757) | (2,794,757) | (891,357) | (144,665) | 746,692 | 84% | ▲ |
| Plant and Equipment | 11 | (1,171,000) | (1,171,000) | (415,215) | (67,615) | 347,600 | 84% | ▲ |
| Furniture and Equipment | 11 | (94,000) | (94,000) | (34,664) | (5,007) | 29,657 | 86% | ▲ |
| Library Stock | 11 | 0 | 0 | 0 | 0 | 0 | | |
| Infrastructure Assets - Roads | 11 | (1,900,181) | (1,900,181) | (395,408) | (241,209) | 154,199 | 39% | ▲ |
| Infrastructure Assets - Footpaths | 11 | (81,360) | (81,360) | (11,120) | (9,074) | 2,046 | 18% | |
| Infrastructure Assets - Road Drainage | 11 | (30,000) | (30,000) | (10,000) | 0 | 10,000 | 100% | |
| Infrastructure Assets - Parks and Gardens | 11 | (45,000) | (45,000) | (14,996) | (9,918) | 5,078 | 34% | |
| Infrastructure Assets - Bridges | 11 | (270,000) | (270,000) | (90,000) | (104) | 89,896 | 100% | ▲ |
| Infrastructure Assets - Other | 11 | (1,470,017) | (1,470,017) | (593,058) | (347,420) | 245,638 | 41% | ▲ |
| Proceeds from Disposal of Assets | 12 | 592,000 | 592,000 | 83,668 | 16,000 | (67,668) | (81%) | ▼ |
| Proceeds from Sale of Investments | | 0 | 0 | 0 | 0 | 0 | | |
| Amount attributable to investing activities | | (3,926,750) | (3,966,750) | (1,272,978) | (401,991) | 870,987 | | |
| Financing Activities | | | | | | | | |
| Proceeds from New Debentures | 13 | 180,000 | 180,000 | 0 | 0 | 0 | | |
| Proceeds from Advances | | 0 | 0 | 0 | 0 | 0 | | |
| Repayment of Debentures | 13 | (173,652) | (173,652) | (10,852) | (4,422) | 6,430 | 145% | |
| Self-Supporting Loan Principal | | 0 | 0 | 0 | 0 | 0 | | |
| Transfer from Reserves | 10 | 3,139,700 | 3,139,700 | 0 | 0 | 0 | | |
| Advances to Community Groups | | 0 | 0 | 0 | 0 | 0 | | |
| Transfer to Reserves | 10 | (2,300,170) | (2,300,170) | 0 | 0 | 0 | | |
| Amount attributable to financing activities | | 845,878 | 845,878 | (10,852) | (4,422) | 6,430 | | |
| Net Capital | | (3,080,872) | (3,120,872) | (1,283,830) | (406,413) | 877,417 | | |
| Total Net Operating + Capital | | (2,751,631) | (2,731,631) | 2,242,453 | 4,033,338 | 1,790,886 | | |
| Closing Funding Surplus(Deficit) | 3 | (54,119) | 0 | 4,939,965 | 6,743,893 | 1,777,843 | | |

KEY INFORMATION

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

Refer to Note 2 for an explanation of the reasons for the variance.

The material variance adopted by Council for the current year is \$15,000 or 10% whichever is the greater.

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

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020**

SIGNIFICANT ACCOUNTING POLICIES

CURRENT AND NON-CURRENT CLASSIFICATION

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

EMPLOYEE BENEFITS

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

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

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

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

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

PROVISIONS

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses. Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

INVENTORIES

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

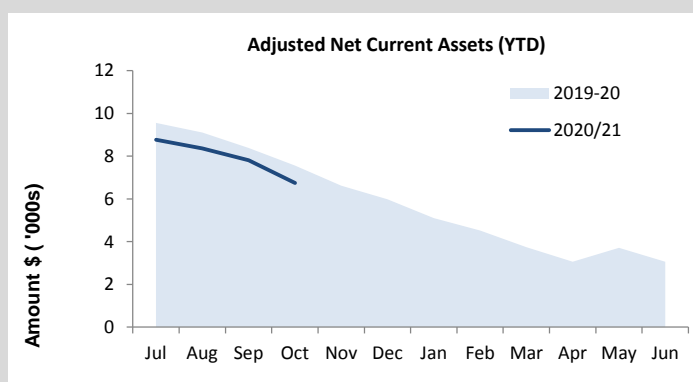
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020

OPERATING ACTIVITIES
ADJUSTED NET CURRENT ASSETS

| | Last Years Closing | This Time Last Year | Year to Date Actual |
|---|-----------------------|------------------------|------------------------|
| | 30 Jun 2020 | 31 Oct 2019 | 31 Oct 2020 |
| Adjusted Net Current Assets | \$ | \$ | \$ |
| Current Assets | | | |
| Cash Unrestricted | 3,138,102 | 6,626,869 | 5,992,771 |
| Cash Restricted - Reserves and Bonds/Deposits | 4,075,039 | 4,256,455 | 4,070,535 |
| Receivables - Rates and Rubbish, ESL, Excess Rates | 308,954 | 1,761,026 | 1,660,956 |
| Receivables - Other | 268,320 | 105,622 | 94,813 |
| Inventories | 25,990 | 15,998 | 23,940 |
| | 7,816,406 | 12,765,970 | 11,843,016 |
| Less: Current Liabilities | | | |
| Payables | (861,143) | (759,610) | (867,010) |
| Loan Liability | (173,653) | (149,816) | (169,231) |
| Provisions | (549,544) | (549,544) | (538,646) |
| | (1,584,341) | (1,458,970) | (1,574,887) |
| Net Current Asset Position | 6,232,066 | 11,307,000 | 10,268,129 |
| Less: Cash Restricted | (4,047,131) | (4,233,146) | (4,047,131) |
| Add Back: Component of Leave Liability not Required to be funded | 360,583 | 335,145 | 360,583 |
| Add Back: Current Loan Liability | 173,653 | 149,816 | 169,231 |
| Adjustment for Trust Transactions Within Muni | (8,615) | (3,746) | (6,919) |
| | 2,710,555 | 7,555,068 | 6,743,893 |

SIGNIFICANT ACCOUNTING POLICIES

Please see page 4 for information on significant accounting policies relating to Net Current Assets.



KEY INFORMATION

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.

Year YTD Actual

Surplus(Deficit)

\$6.74 M

This Time Last Year

Surplus(Deficit)

\$7.56 M

NOTE: For the Cash Assets above the following investments have been made as at reporting date:

| Cash Unrestricted | Investment Value \$ | Maturity Date | Rate | Institution | Investment % |
|---|---------------------|---------------|-------|-------------|--------------|
| NAB | 1,500,000 | 7/12/2020 | 0.25% | NAB | 30% |
| | <u>1,500,000</u> | | | | <u>30%</u> |
| Cash Restricted (Reserves) | | | | | |
| NAB | 2,000,000 | 3/06/2020 | 0.50% | NAB | 40% |
| Commonwealth bank | 1,500,000 | 7/12/2020 | 0.25% | CBA | 30% |
| | <u>3,500,000</u> | | | | <u>70%</u> |
| Total Investment Holdings via Entity | | | | | |
| | <u>5,000,000</u> | | | | <u>0%</u> |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020**

**EXPLANATION OF
MATERIAL VARIANCES**

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date. The material variance adopted by Council for the current year is an Actual Variance exceeding 10% and a value greater than \$15,000.

| Reporting Program | Var. \$ | Var. % | Var. | Timing/ Permanent | Explanation of Variance |
|---|-----------|--------|------|-------------------|---|
| | \$ | % | | | |
| Opening Funding Surplus | 13,043 | 0% | ▲ | Timing | The variance between the Budgeted Opening Balance and the Actual Opening Balance will be verified at Annual Audit and will be incorporated into the Financial Statements once completed. |
| Revenue from operating activities | | | | | |
| Law, Order and Public Safety | (73,896) | (72%) | ▼ | Timing | Fire grants not yet received and bush fire subsidy only partially received. |
| Education and Welfare | 336,844 | 63% | ▲ | Permanent | Additional grant funding for Community Home care Support Programme (CHSP). |
| Recreation and Culture | 42,407 | 244% | ▲ | Timing | Variance due to timing of REC and NRLC contributions & donations. |
| Economic Services | 51,526 | 51% | ▲ | Permanent | Revenue at Caravan Park better than expected. |
| Other Property and Services | 30,743 | 54% | ▲ | Timing | LGIS Rebate received earlier than expected and more private works income earned. |
| Expenditure from operating activities | | | | | |
| Governance | 138,608 | 48% | ▲ | Permanent | In person WALGA state conference cancelled. Sitting fees budgeted for July costed to June. Variance includes timing of audit fees and depreciation of assets. |
| Law, Order and Public Safety | (31,255) | (11%) | ▼ | Permanent | Variance mainly due to refund of unspent fire grant. |
| Community Amenities | 149,010 | 28% | ▲ | Timing | Waste disposal invoices not yet received from contractor. |
| Recreation and Culture | 380,812 | 29% | ▲ | Timing | Variance due timing of community chest donations in addition to parks, playground and airfield depreciation being lower than budget due to timing of capex. In addition, subsidy to YMCA was lower than expected. |
| Economic Services | 36,642 | 13% | ▲ | Timing | Positive variance due to timing of BUILD and TOUR expenditure. |
| Other Property and Services | (143,796) | (197%) | ▼ | Timing | Variance due to timing of salaries and wages allocations. |
| Investing Activities | | | | | |
| Non-operating Grants, Subsidies and Contributions | (692,152) | (63%) | ▼ | Permanent | Variance due to non-approval of grant funding for the Fire Prevention building (offset by reduction in Capex), and timing of roads to recovery funded Capex. |
| Proceeds from Disposal of Assets | (67,668) | (81%) | ▼ | Timing | Variance due to timing of programmed plant disposals. |
| Capital Acquisitions | 1,630,807 | (66%) | ▼ | Permanent | Variance due to timing of capital expenditure such as Roads \$254k; Heritage buildings \$100k; and Plant and equipment \$132k. Most significantly, Fire Prevention building \$1.5m will not progress as funding not approved. |

KEY INFORMATION

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

▲ Favourable variance

▼ Unfavourable variance

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

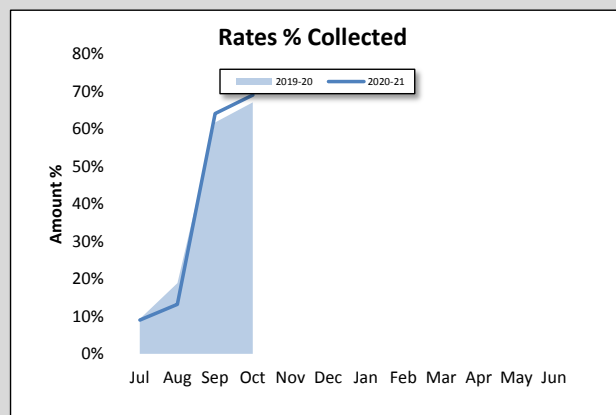
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020

OPERATING ACTIVITIES
RECEIVABLES

| Rates Receivable | 30 Jun 20 | 31 Oct 20 | Receivables - General | Current | 30 Days | 60 Days | 90+ Days | Total |
|---|----------------|------------------|---|---------|---------|---------|----------|---------------|
| | \$ | \$ | | \$ | \$ | \$ | \$ | \$ |
| Opening Arrears Previous Years | 586,296 | 495,869 | Receivables - General | 25,615 | 1,606 | 7,188 | 4,649 | 39,058 |
| Levied this year | 3,194,497 | 3,175,827 | Percentage | 1 | 0 | 0 | 0 | |
| Movement in Excess Rates | (125,996) | 0 | | | | | | |
| Domestic Refuse Collection Charges | 472,846 | 476,257 | Balance per Trial Balance | | | | | |
| Domestic Services (Additional) | 3,197 | 3,164 | Rates Pensioner Rebate Claims | | | | | 5,903 |
| Commercial Collection Charge | 0 | 43,197 | GST Input | | | | | 85,473 |
| Commercial Collection Charge (Additional) | 43,793 | 42,489 | Provision For Doubtful Debts | | | | | (38,020) |
| Total Rates and Rubbish (YTD) | 5,332,227 | 5,492,838 | Total Receivables General Outstanding | | | | | 92,414 |
| Less Collections to date | (5,422,654) | (4,140,548) | Amounts shown above include GST (where applicable) | | | | | |
| Net Rates Collectable | 495,869 | 1,848,159 | | | | | | |
| % Collected | 91.62% | 73.27% | | | | | | |
| Pensioner Deferred Rates | | (178,755) | | | | | | |
| Pensioner Deferred ESL | | (8,448) | | | | | | |
| Total Rates and Rubbish, ESL, Excess Rates | | 1,660,956 | | | | | | |

KEY INFORMATION

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



Collected

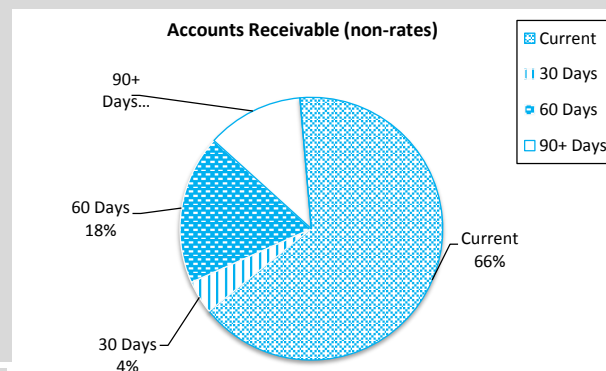
73%

Rates Due

\$1,660,956

SIGNIFICANT ACCOUNTING POLICIES

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.



Debtors Due

\$92,414

Over 30 Days

34%

Over 90 Days

12%

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020**

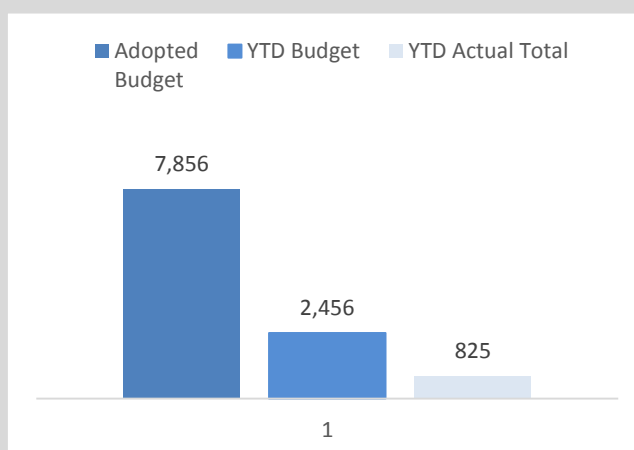
**INVESTING ACTIVITIES
CAPITAL ACQUISITIONS**

| Capital Acquisitions | Adopted Budget | YTD Budget | YTD Actual Total | YTD Budget Variance |
|-----------------------------------|------------------|------------------|------------------|---------------------|
| | \$ | \$ | \$ | \$ |
| Land and Buildings | 2,794,757 | 891,357 | 144,665 | 746,692 |
| Plant & Equipment | 1,171,000 | 415,324 | 67,615 | 347,709 |
| Furniture & Equipment | 94,000 | 34,664 | 5,007 | 29,657 |
| Roads | 1,900,181 | 395,408 | 241,209 | 154,199 |
| Footpaths | 81,360 | 11,120 | 9,074 | 2,046 |
| Road Drainage | 30,000 | 10,000 | 0 | 10,000 |
| Other Infrastructure | 1,470,017 | 593,058 | 347,420 | 245,638 |
| Parks and Gardens | 45,000 | 14,996 | 9,918 | 5,078 |
| Bridges | 270,000 | 90,000 | 104 | 89,896 |
| Capital Expenditure Totals | 7,856,315 | 2,455,927 | 825,011 | 1,630,916 |

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined

KEY INFORMATION



| Acquisitions | Annual Budget | YTD Actual | % Spent |
|--------------|-----------------|----------------|------------|
| | \$7.86 M | \$.83 M | 11% |

To be read in conjunction with Strategic Projects Tracker

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020**

**INVESTING ACTIVITIES
CAPITAL ACQUISITIONS (CONTINUED)**

% of Completion

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

| | Account Number | JOB | Adopted Budget | YTD Budget | YTD Actual | Variance Under(Over) | |
|----------------------------|---|---------|-------------------|------------------|----------------|-------------------------|----------------|
| | | | \$ | \$ | \$ | \$ | |
| Capital Expenditure | | | | | | | |
| Land and Buildings | | | | | | | |
| | Building Renovation Administration | 4040260 | LB011 | 26,297 | 26,297 | 635 | 25,662 |
| | Fire Prevention Building (Capital) | 4050160 | BC020 | 1,500,000 | 500,000 | 0 | 500,000 |
| | SES Training / Meeting Room | 4050260 | BC265 | 62,210 | 20,736 | 0 | 20,736 |
| | HACC - Building (Capital) | 4080360 | BC050 | 70,000 | 23,332 | 27,237 | (3,905) |
| | HACC - Building CCTV | 4080360 | BC051 | 10,000 | 3,332 | 0 | 3,332 |
| | Kitchen Upgrade | 4080360 | BC266 | 0 | 0 | 0 | 0 |
| | Accessibility Access Upgrades | 4080850 | BC091 | 0 | 0 | 0 | 0 |
| | Smith St Public Toilets (Coles Carpark) Capital | 4100850 | BC132 | 0 | 0 | 0 | 0 |
| | Harris St Public Toilets (Museum) Capital | 4100850 | BC133 | 0 | 0 | 0 | 0 |
| | May Street Public Toilet Upgrade | 4100850 | BC176 | 35,000 | 0 | 98,198 | (98,198) |
| | Thomas Hogg Public Toilet Upgrade | 4100850 | BC177 | 0 | 0 | 0 | 0 |
| | Memorial Park Public Toilets Capital | 4100850 | BC263 | 0 | 0 | 0 | 0 |
| | COM AMEN - Building (Capital) - CBD Ablution Upgrades | 4100850 | BC267 | 90,000 | 30,000 | 1,200 | 28,800 |
| | Town Hall (Federal St) Building Capital | 4110160 | BC150 | 80,000 | 26,664 | 0 | 26,664 |
| | John Higgins Community Complex Building Capital | 4110160 | BC152 | 0 | 0 | 0 | 0 |
| | Nomans Lake Hall Building Capital | 4110160 | BC154 | 0 | 0 | 0 | 0 |
| | NRLC Building (Capital) | 4110260 | BC160 | 30,000 | 10,000 | 15,298 | (5,298) |
| | NRLC Building Capital 2018-19 | 4110260 | BC161 | 40,000 | 13,332 | 0 | 13,332 |
| | Croquet Clubrooms Building Capital | 4110355 | BC175 | 0 | 0 | 0 | 0 |
| | Library Building (Capital) | 4110560 | BC190 | 7,000 | 0 | 0 | 0 |
| | Library - Stage 2 | 4110560 | IO080B | 0 | 0 | 0 | 0 |
| | Railway Station Building (Capital) | 4110660 | BC200 | 18,250 | 0 | 0 | 0 |
| | Railway Station Resortation COVID recovery project | 4110660 | BC202 | 750,000 | 200,000 | 1,209 | 198,791 |
| | Caravan Park Campers Kitchen Building Capital | 4130260 | BC234 | 5,000 | 0 | 888 | (888) |
| | Caravan Park Renovations | 4130260 | LB235 | 0 | 0 | 0 | 0 |
| | Caravan Park Caretakers Cottage Building Capital | 4130260 | BC235 | 0 | 0 | 0 | 0 |
| | Accommodation Units (NCP) | 4130260 | BC236 | 0 | 0 | 0 | 0 |
| | Strata- Old Shire Building | 4130650 | BC255 | 20,000 | 6,664 | 0 | 6,664 |
| | 30 Gray St Building upgrade | 4130650 | BC290 | 30,000 | 10,000 | 0 | 10,000 |
| | Visitor Information Bay Upgrade (Williams Road) | 4130260 | IO094 | 8,000 | 8,000 | 0 | 8,000 |
| | Admin Office Building Capital | 4140560 | BC260 | 13,000 | 13,000 | 0 | 13,000 |
| | | | | 2,794,757 | 891,357 | 144,665 | 746,692 |
| Plant and Equipment | | | | | | | |
| | NGN417 RO Vehicle | 4050355 | PA007A | 44,000 | 44,000 | 43,142 | 858 |
| | NO05 Ranger Vehicle 2018 | 4050355 | PA8163A | 45,000 | 45,000 | 0 | 45,000 |
| | EHO Vehicle 2020 | 4070355 | PA065B | 30,000 | 10,000 | 24,473 | (14,473) |
| | 009NGN 2019 Toyota Camry Altise | 4080455 | PA043B | 28,000 | 9,332 | 0 | 9,332 |
| | NGN219 CATS Vehicle 2021 | 4080750 | PA014H | 28,000 | 9,332 | 0 | 9,332 |
| | NGN00 EMDRS Vehicle 2020(2) | 4100655 | PA002K | 46,500 | 15,500 | 0 | 15,500 |
| | NGN00 EMDRS Vehicle 2021(1) | 4100655 | PA002L | 46,500 | 15,500 | 0 | 15,500 |
| | NGN00 EMDRS Vehicle 2021(2) | 4100655 | PA002M | 46,500 | 15,500 | 0 | 15,500 |
| | NRLC - Plant & Equipment Other (Capital) | 4110255 | PE161 | 17,500 | 5,832 | 0 | 5,832 |
| | CCTV Installation Old Courthouse Museum | 4110655 | PE060 | 0 | 0 | 0 | 0 |
| | Diesel Locomotive (Railway Yard) | 4110655 | PE069 | 0 | 0 | 0 | 0 |
| | NO764 Bomag Twin Vibrating Roller | 4120350 | PA022A | 45,000 | 15,000 | 0 | 15,000 |
| | BT50 UTE 2020 (WORKS) (P62) | 4120350 | PA062A | 30,000 | 10,000 | 0 | 10,000 |
| | ONO EMTRS Vehicle 2020 (1) | 4120350 | PA700J | 46,500 | 15,500 | 0 | 15,500 |
| | ONO EMTRS Vehicle 2020 (2) | 4120350 | PA700K | 46,500 | 15,500 | 0 | 15,500 |
| | ONO EMTRS Vehicle 2021 (1) | 4120350 | PA700L | 46,500 | 15,500 | 0 | 15,500 |
| | ONO EMTRS Vehicle 2021 (2) | 4120350 | PA700M | 46,500 | 15,500 | 0 | 15,500 |
| | NO591 Toyota Single Cab 4X4 | 4120350 | PA8144A | 35,000 | 11,664 | 0 | 11,664 |
| | NO023 Toyota Dual Cab 4x4 | 4120350 | PA8165A | 30,000 | 10,000 | 0 | 10,000 |
| | NO4719 John Deere Grader | 4120350 | PA978B | 410,000 | 136,664 | 0 | 136,664 |
| | NO1193 2019 JCB 4CX PC Backhoe Loader | 4120350 | PA833B | 0 | 0 | 0 | 0 |
| | NGN93 Mitsubishi Triton Single Cab 2019 (Leading Hand) (PA018B) | 4120350 | PA018B | 0 | 0 | 0 | 0 |
| | Mobile (trailer Mounted) Visual Display Unit | 4120350 | PA070 | 0 | 0 | 0 | 0 |
| | CCTV Installation NCP | 4130255 | PE049 | 0 | 0 | 0 | 0 |
| | NGN2 BS Vehicle | 4130350 | PA003B | 0 | 0 | 0 | 0 |

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020

INVESTING ACTIVITIES
CAPITAL ACQUISITIONS (CONTINUED)

% of Completion

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

| | Account Number | JOB | Adopted Budget | YTD Budget | YTD Actual | Variance Under(Over) |
|---|----------------|---------|------------------|----------------|----------------|----------------------|
| INGN CEO Vehicle 2019(4) | 4140585 | PA001J | 0 | 0 | 0 | 0 |
| ONGN EMCCS Vehicle 2019(2) | 4140585 | PA005H | 43,000 | 0 | 0 | 0 |
| ONGN EMCCS Vehicle 2020(1) | 4140585 | PA005I | 0 | 0 | 0 | 0 |
| 002 NGN MF Vehicle 2020 | 4140585 | PA047E | 30,000 | 0 | 0 | 0 |
| NGN 0 MLC Vehicle 2018 | 4140655 | PA004D | 30,000 | 0 | 0 | 0 |
| | | | 1,171,000 | 415,324 | 67,615 | 347,709 |
| Furniture and Equipment | | | | | | |
| Governance Furniture & Equipment Replacements | 4040250 | FE028 | 5,000 | 5,000 | 570 | 4,430 |
| Computer Purchases | 4080350 | FE031 | 10,000 | 3,332 | 0 | 3,332 |
| LIB - F&E Minor Assets | 4110550 | FE033 | 19,000 | 6,332 | 0 | 6,332 |
| ADMIN - IT Software & Equipment (Capital) | 4140580 | FE100 | 60,000 | 20,000 | 4,437 | 15,563 |
| | | | 94,000 | 34,664 | 5,007 | 29,657 |
| Library Stock | | | | | | |
| LIB - Library Stock from State Govt 2020 | 4110551 | | 0 | 0 | 0 | 0 |
| | | | 0 | 0 | 0 | 0 |
| Infrastructure - Roads | | | | | | |
| Cooramining Road - Renewal (Rural)(Grant Funded) | 4120164 | GFC117 | 0 | 0 | 0 | 0 |
| Earl Street - Renewal (Local) | 4120165 | IR002 | 29,400 | 0 | 14,502 | (14,502) |
| Moss Street - Upgrade (Local) | 4120165 | IR130 | 93,528 | 0 | 0 | 0 |
| Whinbin Rock Road - Renewal (Rural) | 4120165 | IR205 | 93,358 | 0 | 0 | 0 |
| Dongolocking Road - Upgrade (Rural) | 4120165 | IR209 | 101,846 | 0 | 2,200 | (2,200) |
| Narrogin Valley Road - Renewal (Rural) | 4120165 | IR212 | 170,224 | 0 | 0 | 0 |
| Narrakine Road South - Upgrade (Rural) | 4120165 | IR221 | 77,008 | 0 | 0 | 0 |
| Lock Road - Renewal (Rural) | 4120165 | IR257 | 0 | 0 | 0 | 0 |
| Parks Road Renewal (Capital) | 4120165 | IR281 | 52,871 | 0 | 0 | 0 |
| Graham Road - Renewal (Local) | 4120165 | IR303 | 95,607 | 0 | 0 | 0 |
| Street Tree Capital | 4120165 | IRTREE | 20,000 | 6,664 | 16,145 | (9,481) |
| Bannister St Renewal (R2R) | 4120166 | R2R003 | 23,555 | 7,848 | 0 | 7,848 |
| Bunbury St Renewal (R2R) | 4120166 | R2R006 | 4,884 | 1,628 | 0 | 1,628 |
| Smith Street - Renewal (Local) (R2R) | 4120166 | R2R020 | 54,950 | 18,316 | 30,196 | (11,880) |
| Homer Street - Renewal (Local) (R2R) | 4120166 | R2R024 | 7,970 | 2,656 | 0 | 2,656 |
| Gregory St Renewal (R2R) | 4120166 | R2R026 | 3,749 | 1,248 | 0 | 1,248 |
| Hansard Street - Renewal (Local) (R2R) | 4120166 | R2R028 | 7,560 | 2,520 | 0 | 2,520 |
| Heath Street - Renewal (Local) (R2R) | 4120166 | R2R040 | 1,898 | 632 | 0 | 632 |
| Scotts St Renewal (R2R) | 4120166 | R2R049 | 4,158 | 1,384 | 0 | 1,384 |
| Francis Street - Renewal (Local) (R2R) | 4120166 | R2R054 | 4,432 | 1,476 | 0 | 1,476 |
| Grainger St Renewal (R2R) | 4120166 | R2R071 | 9,009 | 3,000 | 0 | 3,000 |
| Olden St Renewal (R2R) | 4120166 | R2R078 | 2,772 | 924 | 0 | 924 |
| Keally St Renewal (R2R) | 4120166 | R2R087 | 4,138 | 1,376 | 0 | 1,376 |
| Yale Pl Renewal (R2R) | 4120166 | R2R091 | 3,340 | 1,112 | 0 | 1,112 |
| Hughes St Renewal (R2R) | 4120166 | R2R092 | 4,554 | 1,516 | 0 | 1,516 |
| William Kennedey Way Renewal (R2R) | 4120166 | R2R100 | 23,380 | 7,792 | 12,545 | (4,753) |
| Narrakine Road - Renewal (R2R) | 4120166 | R2R112C | 52,830 | 17,608 | 0 | 17,608 |
| Parry Crt Renewal (R2R) | 4120166 | R2R115 | 3,960 | 1,320 | 0 | 1,320 |
| Congelin Rd Renewal (R2R) | 4120166 | R2R203 | 26,790 | 8,928 | 0 | 8,928 |
| Normans Lake Siding Rd Renewal (R2R) | 4120166 | R2R255 | 59,998 | 19,996 | 0 | 19,996 |
| Narrogin-Harrismith Road - Renewal (Local) (R2R) | 4120166 | R2R331 | 29,914 | 9,968 | 0 | 9,968 |
| Ried Rd Renewal (R2R) | 4120166 | R2R333 | 45,000 | 14,996 | 0 | 14,996 |
| Wagin-Wickepin Road - Renewal (Rural) (RRG) | 4120167 | RRG207 | 787,500 | 262,500 | 165,621 | 96,879 |
| | | | 1,900,181 | 395,408 | 241,209 | 154,199 |
| Infrastructure - Footpaths | | | | | | |
| Argus Street Footpath Construction | 4120175 | IF038 | 48,000 | 0 | 0 | 0 |
| Park Street Footpath Construction | 4120175 | IF052 | 27,360 | 9,120 | 9,074 | 46 |
| Memorial Park Footpath Construction | 4120175 | IF102 | 6,000 | 2,000 | 0 | 2,000 |
| | | | 81,360 | 11,120 | 9,074 | 2,046 |
| Infrastructure - Drainage | | | | | | |
| Drainage Works | 4120180 | ID000 | 30,000 | 10,000 | 0 | 10,000 |
| | | | 30,000 | 10,000 | 0 | 10,000 |
| Infrastructure - Other | | | | | | |
| White Road Refuse Site | 4110165 | IO024 | 10,000 | 0 | 0 | 0 |
| Bin Surrounds | 4110165 | IO085 | 18,000 | 0 | 5,260 | (5,260) |
| TWIS Dams | 4100350 | IO078 | 180,000 | 180,000 | 2,948 | 177,052 |
| Drainage Engineering consultancy - stormwater diversion | 4100450 | IO119 | 13,610 | 13,610 | 9,184 | 4,426 |
| Cemetery Upgrade | 4100860 | IO026 | 15,000 | 0 | 1,600 | (1,600) |
| CBD Design - Colour Palette and signage | 4100860 | IO100 | 15,000 | 5,000 | 0 | 5,000 |

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020**

**INVESTING ACTIVITIES
CAPITAL ACQUISITIONS (CONTINUED)**

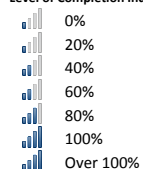
% of Completion

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

| | Account Number | JOB | Adopted Budget | YTD Budget | YTD Actual | Variance Under(Over) |
|--|---|----------------|------------------|------------------|----------------|----------------------|
| | CBD Design - Heritage Walk Signage (Stage 2) | 4100860 IO1008 | 0 | 0 | 0 | 0 |
| | Gnarojin Park Cultural Heritage Management Plan | 4100860 IO108 | 10,440 | 3,480 | 0 | 3,480 |
| | Gnarojin Park Electrical Design Work | 4100860 IO109 | 33,000 | 11,000 | 0 | 11,000 |
| | Gnarojin Park Landscape Design | 4100860 IO110 | 95,000 | 31,664 | 0 | 31,664 |
| | Town Hall Furniture | 4110165 IO120 | 0 | 0 | 0 | 0 |
| | NRLC Infrastructure Other (Capital) | 4110265 IO160 | 83,000 | 27,664 | 4,155 | 23,509 |
| | NRLC - Infrastructure Other (Capital - Outside) | 4110265 IO161 | 132,398 | 44,132 | 81,101 | (36,969) |
| | NRLC - Infrastructure Other (Capital - Inside) | 4110265 IO162 | 150,000 | 50,000 | 134,156 | (84,156) |
| | Railway Dam | 4110365 IO018 | 61,000 | 20,332 | 15,480 | 4,852 |
| | Bowling Club Capital Projects | 4110365 IO029 | 335,109 | 111,700 | 0 | 111,700 |
| | Highbury Tennis Court | 4110365 IO093 | 50,000 | 16,664 | 42,500 | (25,836) |
| | Clayton Road Storm Water Catchment Dam | 4110365 IO116 | 35,000 | 0 | 0 | 0 |
| | Gnarojin Community Garden Projects | 4110860 IO101 | 10,000 | 3,332 | 0 | 3,332 |
| | Gnarojin Park Hydrology Report | 4100860 IO117 | 15,510 | 5,172 | 0 | 5,172 |
| | Projects NEXIS (Capital) | 4100860 IO150 | 27,630 | 9,208 | 0 | 9,208 |
| | Street Furniture | 4120145 IO014 | 18,000 | 6,000 | 1,703 | 4,297 |
| | IO Fencing Projects (Capital) | 4120145 IO022 | 15,000 | 5,000 | 0 | 5,000 |
| | Carpark Renewals (Capital) | 4120145 IO023 | 17,320 | 5,772 | 9,132 | (3,360) |
| | DEPOT Rainwater Tank 120,000Lt | 4120145 IO250 | 20,000 | 6,664 | 0 | 6,664 |
| | Aerodrome Infrastructure Other (Capital) | 4120466 IO092 | 0 | 0 | 0 | 0 |
| | Aerodrome Infrastructure Other (Capital) | 4120466 IO092 | 0 | 0 | 0 | 0 |
| | Banner Poles | 4130265 IO012 | 0 | 0 | 0 | 0 |
| | Caravan Park Resealing, Line Marking | 4130265 IO081 | 110,000 | 36,664 | 40,199 | (3,535) |
| | Economic Development Strategy | 4130660 IO105 | 0 | 0 | 0 | 0 |
| | | | 1,470,017 | 593,058 | 347,420 | 245,638 |
| | Infrastructure - Parks & Gardens | | | | | |
| | Park Furniture (Capital) | 4110364 IO174 | 35,000 | 11,664 | 0 | 11,664 |
| | Street & Parks Solar Lighting (Capital) | 4110364 IO175 | 10,000 | 3,332 | 9,918 | (6,586) |
| | | | 45,000 | 14,996 | 9,918 | 5,078 |
| | Infrastructure - Bridges | | | | | |
| | Footbridge Refurbishment | 4120181 IB001 | 0 | 0 | 104 | (104) |
| | Manaring Bridge (R2R) (Capital) | 4120181 IB002 | 270,000 | 90,000 | 0 | 90,000 |
| | | | 270,000 | 90,000 | 104 | 89,896 |
| | Grand Total | | 7,856,315 | 2,455,927 | 825,011 | 1,630,916 |

Capital Expenditure Total

Level of Completion Indicators



Percentage YTD Actual to Revised Budget
Expenditure over budget highlighted in red.

Variance is calculated on:
YTD Budget vs YTD Actual

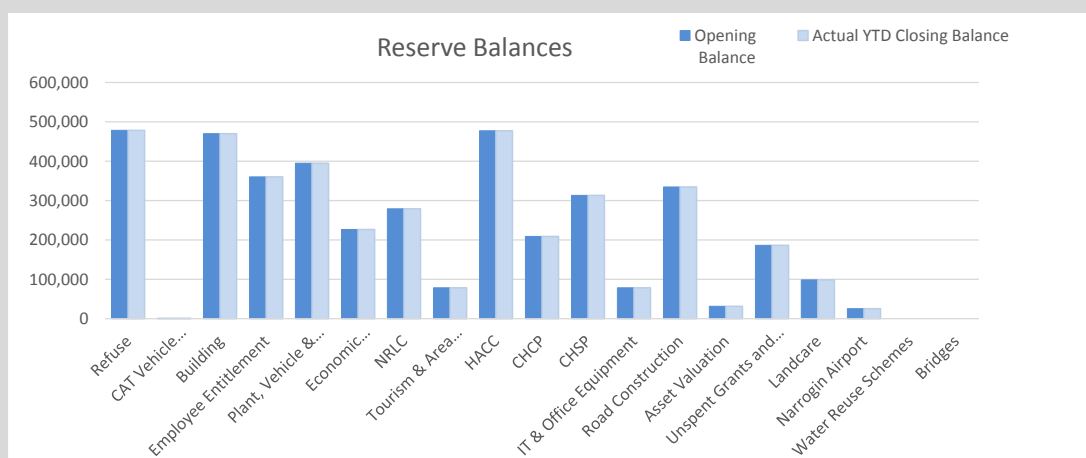
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020

OPERATING ACTIVITIES
CASH AND INVESTMENTS

Cash Backed Reserve

| Reserve Name | Opening Balance | Current Budget Interest Earned | Actual Interest Earned | Current Budget Transfers In (+) | Actual Transfers In (+) | Current Budget Transfers Out (-) | Actual Transfers Out (-) | Current Budget Closing Balance | Actual YTD Closing Balance |
|----------------------------------|------------------|--------------------------------|------------------------|---------------------------------|-------------------------|----------------------------------|--------------------------|--------------------------------|----------------------------|
| | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ |
| Refuse | 478,789 | 7,239 | 0 | 50,213 | 0 | 92,720 | 0 | 443,521 | 478,789 |
| CAT Vehicle Replacement | 794 | 42 | 0 | 13,000 | 0 | 13,000 | 0 | 836 | 794 |
| Building | 470,148 | 7,101 | 0 | 0 | 0 | 158,297 | 0 | 318,952 | 470,148 |
| Employee Entitlement | 360,583 | 5,452 | 0 | 0 | 0 | 0 | 0 | 366,035 | 360,583 |
| Plant, Vehicle & Equipment | 395,308 | 5,159 | 0 | 425,000 | 0 | 538,500 | 0 | 286,967 | 395,308 |
| Economic Development | 227,022 | 3,432 | 0 | 0 | 0 | 208,059 | 0 | 22,395 | 227,022 |
| NRLC | 279,436 | 4,225 | 0 | 125,000 | 0 | 215,000 | 0 | 193,661 | 279,436 |
| Tourism & Area Promotion | 78,521 | 1,187 | 0 | 0 | 0 | 0 | 0 | 79,708 | 78,521 |
| HACC | 477,523 | 7,434 | 0 | 41,554 | 0 | 214,069 | 0 | 312,442 | 477,523 |
| CHCP | 209,296 | 633 | 0 | 759,989 | 0 | 462,415 | 0 | 507,503 | 209,296 |
| CHSP | 313,617 | 6,585 | 0 | 744,914 | 0 | 1,045,401 | 0 | 19,715 | 313,617 |
| IT & Office Equipment | 78,802 | 1,191 | 0 | 0 | 0 | 60,000 | 0 | 19,993 | 78,802 |
| Road Construction | 335,003 | 5,065 | 0 | 0 | 0 | 0 | 0 | 340,068 | 335,003 |
| Asset Valuation | 31,844 | 0 | 0 | 0 | 0 | 0 | 0 | 31,844 | 31,844 |
| Unspent Grants and Contributions | 186,594 | 3,382 | 0 | 0 | 0 | 0 | 0 | 189,976 | 186,594 |
| Landcare | 98,681 | 1,492 | 0 | 0 | 0 | 25,000 | 0 | 75,173 | 98,681 |
| Narrogin Airport | 25,171 | 381 | 0 | 15,000 | 0 | 0 | 0 | 40,552 | 25,171 |
| Water Reuse Schemes | 0 | 0 | 0 | 17,500 | 0 | 0 | 0 | 17,500 | 0 |
| Bridges | 0 | 0 | 0 | 48,000 | 0 | 35,000 | 0 | 13,000 | 0 |
| | 4,047,131 | 60,000 | 0 | 2,240,170 | 0 | 3,067,461 | 0 | 3,279,840 | 4,047,131 |

KEY INFORMATION



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2020**

BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

| Date | GL / Job Number | Description | Council Resolution | Classification | Non Cash Adjustment | Increase in Available Cash | Decrease in Available Cash | Amended Budget Running Balance |
|--------|-----------------|---|--------------------|---------------------|---------------------|----------------------------|----------------------------|--------------------------------|
| Oct-20 | 2100501 | Landcare Community Projects | | Operating expenses | \$ | \$ | \$ | \$ |
| Oct-20 | IO117 | Gnarogin Park Hydrology Report | | Capital expenditure | | | (25,000) | (25,000) |
| Oct-20 | IO119 | Drainage Engineering Consultancy | | Capital expenditure | | | (15,510) | (40,510) |
| Oct-20 | 5110152 | HALLS - Grants and contributions | | Capital income | | | (13,610) | (54,120) |
| Oct-20 | 5110252 | NRLC Club contributions | | Capital income | | | (25,000) | (79,120) |
| Oct-20 | 5110254 | OTHER-Other Contributions reimbursements | | Capital income | | | (15,000) | (94,120) |
| Oct-20 | 21302000 | TOUR - Public Relations & Area Promotions | | Operating expenses | | 110,000 | (50,000) | (144,120) |
| Oct-20 | | Opening surplus readjusted following year end adjustments | | Opening surplus | | 34,120 | | 0 |
| | | | | | - | 144,120 | -144,120 | 0 |

KEY INFORMATION

10.3.3 REQUEST TO REFUND RUBBISH CHARGES A261300

| | |
|--|--|
| File Reference | A261300 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interests that requires disclosure. |
| Applicant | Mr Allan Corner |
| Previous Item Numbers | Nil |
| Date | 11 November 2020 |
| Author | Thomas Baldwin – Rates Officer |
| Authorising Officer | Frank Ludovico – Executive Manager Corporate and Community Services |
| Attachments <ol style="list-style-type: none">1. Letter from ratepayer Mr Allan Corner2. Letter from Great Southern Waste3. CONFIDENTIAL attachment List of Charges for Additional Rubbish Service 2006-2019 for A261300 – 2 Kipling Street, Narrogin (provided under separate cover) | |

Summary

The ratepayer for 2 Kipling Street, Narrogin has requested a refund of charges for an additional commercial rubbish bin service which has not been supplied for several years.

Background

The ratepayer of A261300, 2 Kipling Street, Narrogin, wrote to the Chief Executive Officer on 18 March 2020 noting that his Rates Notice contained a charge for an additional rubbish bin service. His tenants had confirmed to him that only one bin service had ever been provided, for the last fourteen years. He therefore asked for a refund of the historic charges for this second bin service.

Due to the size of the refund amount being requested, Council consideration and approval is required.

Consultation

Consultation has been undertaken with:

- Executive Manager Corporate and Community Services
- Great Southern Waste Disposal.

Statutory Environment

The Local Government Act 1995, Section 6.39 (2)(b) states “*may amend the rate record for the 5 years preceding the current financial year*”. The Shire of Narrogin may therefore process a refund for the financial years 2019/20, 2018/19, 2017/18, 2016/17 and 2015/16, together with the current financial year if it is so satisfied.

The Council has the option of refunding the prior year’s refuse charges and/or the preceding four years.

The question is what is reasonable and what precedent this may cause. The Local Government Act 1995 gives some guidance about objections to the Rate Book pursuant to section 6.76, where it states that persons have the right to object to a Rates Notice within 42 days of its issue. In such cases the Rates Notices can, if found to be incorrect, be amended for up to five (5) years plus the current year.

In this case, it is not so much the technicalities of the land, but a refuse charge being applied against the land under the Waste Avoidance and Resource Recovery Act 2007, section 67. There is no such guidance under that Act in relation to prior years' charges being incorrectly levied. That notwithstanding, the Council has received payment for services not performed which gives rise to the question at hand.

It is a given that the Council should refund (and indeed has) the current year's incorrectly levied refuse service charge.

The only question that remains, is what is considered fair and reasonable and can be reasonably ascertained and independently verified as being factual.

On balance, whilst it may cause a precedent, it has been recommended that the Council should refund the preceding 5 years refuse charges as an ex-gratia payment, in recognition of charges confirmed as being incorrectly levied and collected. This appears a fair and reasonable compromise, on the basis that the Shire has no evidence to support the charges being incorrectly levied, together with the fact the ratepayer receives the rate notice on a yearly basis, and could have queried the charges each year.

Policy Implications

There are no relevant policies relating nor any proposed new policies.

Financial Implications

This expenditure is unexpected and was not included in the 2020/21 budget for Rates – Service charges.

Should Council resolve to make an ex-gratia payment of \$1,231 it can be contained within the current Budget in GL Account 2100200 Waste Collection (Commercial).

Strategic Implications

| Shire of Narrogin Strategic Community Plan 2017-2027 | |
|--|---|
| Objective | 4. Civic Leadership Objective (Continually enhance the Shire's organisational capacity to service the needs of a growing community) |
| Outcome: | 4.1 An efficient and effective organisation |

Comment/Conclusion

The charge for this additional service commenced in 2006 and has continued to the current financial year.

The Shire's waste management contractor, Great Southern Waste Disposal, has provided a statement confirming that only one rubbish bin service has been provided at this property since 1 July 2015 (their records do not go back further). It is on the basis of this written statement that an ex-gratia payment is recommended.

The total of the “Additional Rubbish Bin – Commercial” charges for those years is \$1,231. Note that the rubbish service charge varied during the five years.

Voting Requirements

Simple Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.007

Moved: Cr Fisher Seconded: Cr Broad

That, with respect to the request to refund Rubbish Charges for Assessment A261300, Council:

1. Approve an ex-gratia payment, equating to 5 years of refuse charges totalling \$1,231 from GL Account 2100200 Waste Collection (Commercial); and
2. Request the Chief Executive Officer to schedule a rubbish bin audit to take place by 30 June 2021, in order that the Shire’s refuse records recorded against the Rate Book may be validated.

CARRIED 9/0

Shire of Narrogin
RECEIVED

18 MAR 2020

A261300
IFM2019821

A & S.P. Corner
2, Kipling Street (P.O. Box 370),
Narrogin,
W.A. 6312.

The C.E.O.
Shire of Narrogin,
Narrogin, 6312.

18th March, 2020.

Dear Sir,

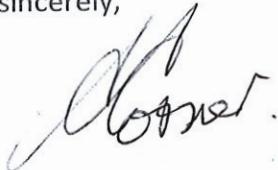
Re: Rubbish bin collection charges

We note that on our Shire Rates that we are being charged for two services. While in fact we only have the one service.

We have contacted the previous tenants and they assure us that there has only ever been one service.

It would appear that we have been overcharged for the last fourteen years. We would appreciate you looking into this matter and furnishing us with either a refund or a credit on our next rates notice.

Yours sincerely,



Allan Corner.

Phone: 98811894



25/09/2020

Shire of Narrogin,

Good Morning Councillors,

Subject – 2 Kipling St Narrogin rubbish collection

From the 1st of July 2015 – Great Southern Waste have only ever collected 1 green waste bin from no2 Kipling St. If you have any questions please don't hesitate to contact us to discuss.

Kind Regards

Kelly Stott on behalf of Kevin Timms and Lindsay Sims

Kevin – 0429813096

Lindsay - 0427477416

8:00 pm – Cr Fisher declared a Financial Interest in the following item and left the meeting.

The CEO reminded the Elected Members of his Impartiality Interest declared for the following item.

10.4 OFFICE OF THE CHIEF EXECUTIVE OFFICER

10.4.1 NARROGIN RETAIL SHOPPING HOURS DEREGULATION – REQUEST BY COLES

| | |
|------------------------|--|
| File Reference | 13.5.4 |
| Disclosure of Interest | The Author declares an Impartiality Interest as he is on the Board of the Narrogin Chamber of Commerce in his capacity as Chief Executive Officer of the Shire of Narrogin only. |
| Applicant | Coles Supermarkets Australia Pty Ltd |
| Previous Item Numbers | Nil |
| Date | 13 November 2020 |
| Author | Dale Stewart – Chief Executive Officer |
| Authorising Officer | Dale Stewart – Chief Executive Officer |
| Attachments | <ol style="list-style-type: none">1. Copy of Advertisement2. Table of Public Submissions3. Petition |

Summary

At its meeting held 25 August 2020, Council was requested to consider a proposal to invite written submissions from the public and businesses for a 14 day period on the following proposal:

To consider writing to the Department of Mines, Industry Regulation and Safety requesting permission for retail shops in the Shire of Narrogin to be able to permanently trade on the following additional days and hours:

- Sundays and Public Holidays between the hours of 11am and 5pm; and
- Weekdays until 9pm (currently 6pm, bar Thursdays, which is already 9pm).

Council resolved as follows:

“That in relation to the request for extended retail trading by Coles Supermarkets Australia Pty Ltd, Council, advertise in the Narrogin Observer and Shire website inviting written submissions from the public and businesses for a 30 day period on the following alternate proposals:

1. *To write to the Department of Mines, Industry Regulation and Safety requesting permission for retail shops in the Shire of Narrogin to permanently be able to trade on the following additional days and hours if they so wish:*
 - *Sundays and Public Holidays between the hours of 11am and 5pm; and*
 - *Weekdays until 9pm (currently 6pm, bar Thursdays, which is already 9pm);*

or

2. *To write to the Department of Mines, Industry Regulation and Safety requesting permission for unrestricted daily trading in the Shire of Narrogin.”*

Background

Council received a request from Coles Supermarkets Australia Pty Ltd to permanently allow retail trading in the Shire of Narrogin on Sundays and Public Holidays between the hours of 11am and 5pm and late night shopping to 9pm on weeknights in addition to the already permitted Thursday nights.

Prior to considering the request, the Chief Executive Officer undertook to seek the views of the Narrogin Chamber of Commerce and also seek clarification of certain matters from Coles. Those responses are outlined under the consultation section of this report.

Local government authorities outside the Perth metropolitan area can apply to the Department of Mines, Industry Regulation and Safety - Consumer Protection Division, to extend the trading hours for general retail shops in their district beyond those stipulated in the Act.

Consumer Protection requires a local government to consult with the community to demonstrate that there is general support for a permanent change to Sunday or late night trading hours.

Consultation

Consultation regarding this proposal was also undertaken between:

- Management of the Coles Supermarket Narrogin
- Elected Members via briefing forums
- Narrogin Chamber of Commerce.

The Chamber of Commerce wrote to the Shire on 8 May 2020 advising that they support the request from Coles, noting that whilst it may not be the view of some of their members, that the Committee was supportive of the request, due to the opportunity that would present to Narrogin by competing with competitors such as Katanning and Armadale, which already provides trading on Sundays.

The Chamber noted that they believed that as a Regional Centre, the addition of Sunday trading could also provide benefits to smaller retailers that might also consider opening.

An invitation for written submissions regarding Proposed Extended Trading Hours was advertised in the Narrogin Observer published on 8 October 2020 inviting submissions by 4pm Friday 6 November 2020. Other channels of advertising for public comment included the Shire of Narrogin Website, Shire Facebook, page – both published 30 September 2020, and notices placed on the Public Noticeboards.

Following the Council's resolution of 25 August 2020, the Narrogin Chamber of Commerce has advised that they continue to support the request of Coles (as opposed to deregulated trading).

On the Shire's Facebook Page, it was viewed by 1,552 people, had 218 engagements, 'shared' 8 times, 10 likes registered and 4 comments were left on the page as below:



After the close of the formal submission period, a total of 17 submissions were received - see Attachment 1.

On balance there were four (4) in favour of expanding the retail trading hours in general (not necessarily deregulated trading) and 13 against. One of the submissions from a local retail trader, also included an in-store petition, from customers of that establishment, containing some 368 signatories.

Statutory Environment

The Retail Trading Hours Act 1987, managed by the Department of Mines, Industry Regulation and Safety guides the decision. The Council has the opportunity of recommending for or against the proposal, ultimately determined by that agency (via the Minister).

Policy Implications

Council's Community Engagement Policy No. 1.14 has been taken into consideration.

There are no current or proposed other Council policy implications.

It should be noted that traders have the right to exercise individual discretion whether to open or not if the proposed trading extension is eventually approved. Traders have the right to exercise individual discretion and decisions made by traders will be supported by the Department of Mines, Industry Regulation and Safety.

Financial Implications

There are no implications with respect to the Council's Budget or Long Term Financial or Asset Management Plans with respect to the decision.

Strategic Implications

| Shire of Narrogin Strategic Community Plan 2017-2027 | | |
|--|-------|--|
| Objective | 1. | Economic Objective (Support growth and progress, locally and regionally) |
| Outcome: | 1.1.1 | Attract new industry, business, investment and encourage diversity whilst encouraging growth of local business |
| Strategy: | 1.1.2 | Promote Narrogin and the Region |

Comment/Conclusion

Sunday trading will provide a convenience to shoppers in Narrogin and Districts currently only afforded to shoppers in the metropolitan and larger regional centres. Sunday trading is already approved for Katanning and Armadale, Narrogin's major regional shopping competitors. Retailers will retain the right to choose whether to open on Sundays or later at night (to 9pm on weeknights) or not.

Narrogin already provides opportunities for local residents and those from surrounding communities to access many of their core services including education, health, recreation and shopping requirements.

It is the view of the Administration, that extended retail trading hours will enhance Narrogin's position as a regional centre in the Upper Great Southern and Southern Wheatbelt.

Sunday trading can offer an opportunity for increased retail activity for businesses, as well as increased job opportunities and tourism benefits. It may however have a negative impact on sporting, volunteer or social activities.

In attempting to address or quantify some of these opportunities and concerns, the Chief Executive Officer sought to clarify a number of matters.

Coles responded in part as follows:

"Given the changing retail environment with greater options for customer choice and 24 hour retail shopping, Coles' believes it is an opportune time for Council to review these restrictions and consider an alignment of Narrogin's retail trading hours with those of the Perth Metropolitan Area.

The Perth Metropolitan Area allows for large retailers to trade from 8am – 9pm Monday through Friday; 8am – 5pm on Saturday and 11am – 5pm on Sunday. Stores remain closed on Christmas Day, Good Friday and ANZAC Day; with trading permitted from 11am – 5pm on all other public holidays.

The Coles Narrogin supermarket offers its local customers a full range of fresh produce and groceries including an in-house bakery and delicatessen and employs 112 local team members.

We anticipate that our customers will respond enthusiastically to the greater opportunities and choice provided by these extended hours, as they have in other regional council areas that have extended or deregulated retail trading hours.

Such a change would give local businesses the ability to better meet consumer demand and compete more effectively with online retailers. More fundamentally, it means consumers in Narrogin will be able to enjoy greater convenience, choice and flexibility when doing their shopping, while providing them with the same access to bricks and mortar retailers as those in neighbouring municipalities.

Indeed under the current arrangement, we have loyal customers who are forced to go to their non-preferred supermarket on Sundays where their favoured value offering or product may not be available. Presently, customers who wish to access a large scale supermarket on a Sunday are required to travel the 200km round trip to Katanning or the 230km round trip to Collie.

Food businesses, such as cafes and restaurants, rely on retail businesses to give life and vibrancy to a precinct and enhance the dining experience of customers. Restricting the hours that large anchor retail businesses can operate negatively impacts other businesses, food service providers in particular, especially those operating in areas with high proportions of tourists and day trippers as well as local residents. There is an opportunity to create excitement, provide additional value, enhance productivity and increase choice and value to consumers.

Based on our team member take-up in other areas that have introduced extended trading hours, Coles does not envisage any issues in attracting sufficient team members to work. We want to maintain opportunities for our employees to work on public holidays if that suits their lifestyle. Should the extension be approved, Coles' team members would be given the opportunity to voluntarily work and be provided with public holiday penalty rates, as specified under the Coles Enterprise Bargaining Agreement (EBA).

Coles would strongly encourage Council to consider this proposal at a future meeting in order to enable Narrogin locals access to the same convenient shopping experience as those in Perth and other regional local government areas”.

The question of retail trading in this instance can be possibly summarised as being the opportunity of the town and district and retailers as a whole, over the risk and threats to a specific business or small number of businesses that might be subject to more competition.

Whilst the Council should be cognoscente of these concerns and the views of the written submitters against (14) any change to retail trading hours, and those of the in-store petition, there is also a view that the proposal was widely promoted and discussed in chat forums and in the Narrogin Observer and social media, which did not generate a significant number of submission against the proposals.

Further is the view of the Narrogin Chamber of Commerce, who represent over 160 financial members, in support of the proposal to permit an increase in trading hours to 9pm on weekdays and for limited hours on Sundays and Public Holidays (11am to 5pm).

In the opinion of the Administration, in supporting the proposal, the following benefits may accrue:

- Enable greater opportunities to increase overall economic activity, by reducing economic leakage to regional town and metropolitan competitors, such as Bunbury, Mandurah, Collie, Katanning and Armadale (that have large supermarkets open on a Sunday);
- Provide more shopping choice for consumers, through providing incentive for smaller retail, hardware and food options to open on Sundays; and
- Provide greater opportunity for a commercially viable competitor to Coles Supermarkets Australia Pty Ltd, to consider Narrogin. For example ALDI or Woolworths, which could drive prices for consumers lower and increase product range and variety.

Taking all this into account, the Administration has recommended in support of weeknight hours to 9pm and Sunday and Public Holiday trading from 11am to 5pm. It has not supported a broader opening up of retail trading hours to becoming deregulated.

Voting Requirements

Simple Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.008

Moved: Cr Seale Seconded: Cr Wiese

That with respect to Retail Trading Options for Narrogin, Council:

1. Note the concerns of those submitters for (4) and against (14) any change to retail trading hours.
2. Note receipt of the petition against any change to retail trading hours.
3. Accept the view of the Narrogin Chamber of Commerce, who represent over 160 financial members, in support of the proposal to permit and increase in trading hours to 9pm on weekdays and for the proposed hours on Sundays and Public Holidays.
4. Note that supporting the proposal, in the opinion of the Council, will:
 - a. Enable greater opportunities to increase overall economic activity, by reducing economic leakage to regional town and metropolitan competitors, such as Bunbury, Mandurah, Collie, Katanning and Armadale (that have large supermarkets open on a Sunday; and
 - b. Provide more shopping choice for consumers, through providing incentive for smaller retail, hardware and food options to open on Sundays; and
 - c. Provide greater opportunity for a commercially viable competitor to Coles Supermarkets Australia Pty Ltd, to consider Narrogin.
4. Request the Chief Executive Officer to write to the Department of Mines, Industry Regulation and Safety requesting permission for retail shops in the Shire of Narrogin to permanently be able to trade on the following additional days and hours if they so wish:
 - Sundays and Public Holidays between the hours of 11am and 5pm; and
 - Weekdays until 9pm (currently 6pm, bar Thursdays, which is already 9pm).
5. Respond to submitters accordingly.

CARRIED 5/3

Cr Bartron, Cr Lushey and Cr G Ballard voted against the recommendation.

8:27 pm – Cr Fisher returned to the meeting.

ATTACHMENT 1

Summary of Public Submissions

| Submission Number | Comment |
|-------------------|---|
| 1 | <p>There appears to be a lot about to unfold in Narrogin, Smith St toilets, Railway Dam, Railway Station and Coles trading hours, all worthy projects. Hopefully there are others in the pipe line.</p> <p>Vicki and I have been long time residents and business owners in Narrogin and wish to offer our support to the Shire in their endeavours to “move Narrogin forward”.</p> <p>The Coles trading hours proposed extension is a no brainer, why wouldn't you have the town's largest retailer, biggest employer operating maximum hours. The big picture is by opening 7 days they may attract other national or either small businesses into town. The small picture is we stay in the dark ages. Take the emotion out of the argument and the fact that shopping at Coles is an option which we can all exercise if we wish, no one is forcing us to support Coles.</p> <p>The Smith St toilet block is a major asset , situated in the middle of our retail hub, used by every shopper travelling into town. By revamping the toilets it is telling our visitors that we care about them.</p> <p>There also maybe an opportunity to visit Smith St in general, turning the street into a Leederville style precinct , a little imagination and the town centre begins to evolve!</p> <p>I must declare an interest in Smith St, being the owner of The Narrogin Nursery Cafe and Gallery.</p> <p>The Railway Station has great potential .Without getting too excited and turning this email into a War and Peace novel ! It is hard to see any industry or project, run by volunteers being successful . For the simple fact there are no volunteers.</p> <p>Mental Health in the region is a huge issue. Turning this facility into a dedicated resource centre for autistic Kids, run and operated by the State Government gives the Station a heart and Narrogin a self supporting industry.</p> <p>Many thanks for the opportunity</p> |
| 2 | <p>There is little doubt that this will not benefit Narrogin residents if it results in the closing of present delis' and Narrogin fresh.</p> <p>This quite possibly will mean as the businesses close so those folk will have little reason for staying. Ex. 'Steve's Deli moved to Mandurah. Coles will no more likely to employ more as to move shifts around. Try shopping there early when only one till is open and you are on your way to work! (I volunteer 3 days per week).</p> <p>Once Coles becomes the sole source of essential items, bread & milk etc., they, no doubt, in line with their other stores will want to expand into alcohol. Already selling non-alcoholic wines, more plants & flowers, magazines</p> |

| Submission Number | Comment |
|-------------------|---|
| | <p>Very few shops open Saturday pm's despite Coles & Target being open, so why the logic of it being different for Sunday opening</p> <p>Coles is not a family business, the rest of the town is kept open by local families. Do not think short term, think and pursue the future of this town. And no more blue useless bikes but I do enjoy and appreciate the local history stands.</p> <p>Just say No thanks to Coles</p> |
| 3 | <p>I noted a proposal for Coles to extend its trading hours which would include 7 day and weekend trading. I'm writing to express my opposition to this proposal as I think it would have a severely detrimental effect on Narrogin Fresh and other small businesses in the town.</p> <p>The Shires Strategic Community Plan 2017-27, Page 18, Economic Objective 1.1 Growth in revenue opportunities lists 1.1.1 Attract new industry, business, investment and encourage diversity whilst encouraging growth of local business. I believe the extension of trading hours for a business such as Coles is contrary to this stated ideal and it should be rejected by the Council</p> |
| 4 | <p>With this letter we would like to voice our objection regarding Coles new extended trading hours. I am writing this letter on behalf of myself Alan Yang, and all of my employees.</p> <p>We are a small local business among the others in the town of Narrogin. We are currently trading 7 days a week and with the covid-19 we have managed to stay afloat as a running business. However, our most productive trading day is Sundays as the big retailer Coles are not open for trading. With this being said, if Coles trades 7 days a week it will be extremely difficult for Narrogin Fresh to succeed and keep our doors open.</p> <p>This is very disappointing that this might become a reality and it's not fair towards the Local small business owners and their staff.</p> <p>We all are objecting this proposal of Coles trading 7 days per week as this will be the end of Narrogin Fresh.</p> <p>Please find signatures of myself and all my staff. Please accept this as our official objection to the proposal.</p> <p>Also there's a list of customers who signed and supported our objection and indicated their names and signatures on their own free will as attached herein.</p> <p>[Signed by 8 employees and]</p> <p>[Signed by 368 petitioners)</p> |
| 5 | <p>I agree that Coles could stay open until 9pm on weekdays and Saturdays.</p> <p>However, by allowing Coles to remain opening on Sundays and public holidays gives the smaller businesses no chance at all.</p> |

| Submission Number | Comment |
|-------------------|---|
| | <p>Extending Coles' existing hours (Mon. to Sat.) would give regional shoppers more time after their Sporting matches to do their shopping. A referendum was held a few years ago regarding this matter and the vote against the extended Shopping for Coles won. Could a referendum be held again to gauge the feeling of the people of Narrogin?</p> <p>Narrogin Fresh and the deli opposite the post office both do a brisk trade on Sundays and public holiday. Narrogin Fresh is extremely quiet during the week so to allow Coles these extra days would definitely sound the death knell for this business. Who can compete with big businesses like Coles?</p> <p>I think we should consider the small man in this case.</p> |
| 6 | <p>I believe it is a fantastic opportunity for the town to have Coles trading 7 days a week with extended hours. The employment it will create is only one example. For other businesses to open up in Narrogin they would rely on people coming to the town first and this would do it. The spin off for them would then flow. People have to get over the small town thinking syndrome and move into the future. I often thought that another Coles size shop would do the same but with what Coles want is perfect for this town.</p> |
| 7 | <p>I am contacting you regarding the social effects of permitting all of Coles request for extension of trading hours.</p> <p>I am disappointed that the Narrogin Chamber of Commerce resurrected the old libertarian chestnut of government "getting out of the way and letting the market doing what it is going to do". This conveniently ignores a prime profit increasing tactic of removing competition to gain market power, reduce services, and manipulate price. Our nation is presently experiencing social consequence of privatisation/ big company profit maximisation.</p> <p>I do not oppose extended hours during the week. Coles has tried this before and judging by customer level, it has not been a financial bonus.</p> <p>I oppose 7 day and public holiday trading, which is Coles real target, as it would eliminate Narrogin Fresh competition and impact other small businesses.</p> <p>I shop occasionally at Narrogin Fresh and notice that it has essentials required at short notice, and that several older members of the community shop there to avoid the crowds in Coles. Small business loss means reduced overall employment and loss of families.</p> <p>The Narrogin chamber of Commerce's claims regarding competition from Armadale and Katanning require substantiation to be considered as a reason for weekend trading.</p> <p>I request that you consider economic (shire objective <i>Attract new industry, business, investment and encourage diversity whilst encouraging growth of local business</i>) and social consequences and reject Coles application for 7 day trading.</p> |

| Submission Number | Comment |
|-------------------|---|
| 8 | <p>I am writing regarding the extended trading hours that Coles Narrogin is proposing.</p> <p>As we are all aware Coles Trading over the Covid period did extremely well plus since then most items have had a price rise.</p> <p>At one point in time, Coles used to train our teenagers which gave them work experience. These days they have the electronic self-service check outs which doesn't add to employment in our town.</p> <p>If Coles does extend their hours we could very well lose 2 family businesses which in turn affects our town, our schools, etc. The weekends are when the small businesses do their best trade. There are already enough empty shops in our town. Does the Shire Council have any jurisdiction over these matters. A concerned community member awaiting your reply.</p> |
| 9 | <p>We need to have trading hours that extend to 9pm and open Sundays I run a small business and have no time to shop as I'm busy generally out of town and leaves me no time to get to them I recently moved to Narrogin and this place is going to die a slow death I want the country lifestyle but need services to go along with it.</p> <p>We must have some progress in town I work in construction and have found that the local trades are desperate for local company's that support us with materials but they seem not interested or willing to supply at reasonable prices we are not a remote town it's under two hours to Armadale and pick up or have bulk materials delivered even Katanning has decent supplies and open Sundays for shopping if we don't move forward the it's going to be a turnstyle town for ever and money with forever flow to Perth and not support the local economy</p> |
| 10 | <p>My view on Sunday trading is that if we don't want our town to keep going backwards we have to open up on a Sunday. At the moment there is nothing to make passing traffic stop to have a look around. I have also spoken to people who live out of town that have said that they would like to be able to shop at their leisure on a Sunday. We have to look forward this is 2020 do we want our customers to go to Katanning? Because that is what is going to happen it is after all only an hour away from us. Come on Narrogin let's go forward not backwards.</p> |
| 11 | <p>It is not a good image for the Shire of Narrogin and Chamber of Commerce to not see that its residents need the option of where they do their shopping.</p> <p>I am one of the older residents who find the parking at Coles a challenge to my wellbeing.</p> <p>If people can't do their main shopping at the times now available, why should we who choose to shop in smaller stores, if they close, lose their main source of service.</p> <p>If is often said that there are too many vacant buildings; why cause more with this proposal.</p> <p>Our State Government is now urging people to shop in the smaller minor stores for the sake of their businesses and the State's economy.</p> <p>Are you listening? Please think long and carefully on this proposal.</p> |

| Submission Number | Comment |
|-------------------|--|
| 12 | <p>The first question to be asked regarding the trading hours for Coles in Narrogin would be "who will benefit from extended trading hours".</p> <p>Definitely the largest beneficiary would be the Coles group of companies.</p> <p>Would the people of Narrogin benefit? Possibly those who will find it a novelty to shop on a Sunday would benefit for a while.</p> <p>Would the local business owners benefit? Doubtful, as there are family owned businesses which would find that to open on Sundays and Public Holidays to provide shoppers with a choice of where to shop would be detrimental to their family life, or be of little financial reward if they had to employ staff at the higher rates of pay.</p> <p>And as for the hospitality trade-the cost to remain open for a handful of "pop in for a coffee" folks would not cover the income.</p> <p>Also, think about the fact that a number of people from other towns who shop in Narrogin are those who drop off and pick up their children from the schools where the students are in residence through the week. Those families will definitely not make another trip to Narrogin on a weekend.</p> <p>Let's also think about our sporting community. What about those young folk who would be employed by Coles to work the extended hours? Those young people will be required to forego their weekend sporting commitments.</p> <p>Also, having to play a hockey final/or football final will not be accepted as a reason for time off work.</p> <p>Tourists? Do tourists really like to travel on a Sunday? Perhaps a survey of travellers passing through would give an insight into their travel days. And let's not forget that the ring road bypasses the CBD completely; also, towing a caravan does not make parking in a town centre the easiest of tasks.</p> <p>Last/ but not least, the effect on our community as a whole. The weekends are for the opportunity to spend quality time with our families. Please don't provide another way to contribute to the break-up of any family. And what about the weekend events that are family-friendly? Patronage would be down/ because family members would be unable to attend due to work commitments.</p> <p>I still can't think of any beneficiary other than Coles.</p> |
| 13 | <p>As a rate payer of Narrogin and having lived here all my life I would like to voice my concern at the proposal of giving Coles Supermarket opening hours to Sunday.</p> <p>In the past there were no empty shops or offices but now it is very sad to see the number of empty shops and offices. When we had the railways in town we had a thriving population with lots of employment and strong sporting clubs. The Main Roads Department and Water Corporation have also down sized reducing our population, farms that have sold have been purchased by neighbouring farmers. Very few new people coming into town. Reduced population hardly seems a feasible excuse to give Coles the monopoly, it would mean Narrogin Fresh would close meaning another empty premise.</p> |

| Submission Number | Comment |
|-------------------|---|
| | <p>Coles would no doubt employ young school people as it would be cheaper but that would take them away from their studies, sporting activities and any volunteer activities they may participate in. I like to be able to have a choice – either Narrogin Fresh or Coles. Not just having to shop at Coles because I don't have a choice.</p> <p>It was on the ABC radio about Coles possibly opening on a Sunday – someone from Lake King rang in to say they would welcome Coles being open on a Sunday as when they bought their children back to the Hostel or Agricultural College they could do their shopping. Both the Agricultural College and the Hostel are open to take students on a Saturday so they could do their shopping on a Saturday afternoon. Haven't they heard of Engels or Eskys – I would be very surprised if anyone who lived more than 20 kms or so out of town doesn't have an Engel or an up market Esky. Maybe some time management as well. Bulk buy maybe.</p> <p>A lot of people go out to Williams to the Woolshed on a Sunday – instead of giving Coles the monopoly – maybe encourage the cafes to upgrade their menu's and facilities and stay open on a Sunday (take turns) especially on long weekends, maybe the population of Narrogin might stay in town for a Sunday lunch instead of going to Williams however nice the Woolshed is.</p> |
| 14 | <p>I do apologise for my late submission but hope it can be added to those received. In The Observer page detailing Shire matters there was not an end date for this submission.</p> <p>I would like to offer my opinion that I see Coles' call for extended trading hours more as a matter of increasing their profitability, rather than providing accessibility for residents of Narrogin and surrounds. (As an aside we know about their lack of community minded support in their declining to contribute to the provision of the toilet block in their carpark, even though I know it is Council land).</p> <p>As the owners of Fresh and Fruit & Veg have declared in the media, I believe it would negatively affect their businesses when Coles is competing on Sundays & Public holidays which is affecting small family businesses so one half of the duopoly can earn even more profit. Since I came to town nearly 3 years ago I have heard several people say that Fresh can only survive because Coles is not open on Sundays (I have no vested interest, I don't know the owner).. Also I think 'pressure' on small businesses in the town to be open on Sundays and Public Holidays, some of the very few hours they have available for family time, is undesirable. People may say those who want to open will, but I think there is quite a lot of experience recorded that small town trading on Sundays (or even Sat. afternoons) across Australia is weak at best and it could be they are open for hours giving up valuable leisure time for very few sales. Data also shows that many small businesses feel they have to work themselves because it is not feasible to hire staff with the added cost of penalty rates.</p> <p>I think that extending Coles' hours to 7pm in the evening (either every weekday or Thur and Fri) and perhaps to 6 or 7pm on Saturdays would certainly provide the opportunity to shop for all but the most disorganised people! and if not they can patronise the abovementioned two smaller businesses.</p> |

| Submission Number | Comment |
|-------------------|---|
| | <p>Maybe when the Hordern renovation is complete the town may become more vibrant on weekends but I think it would be regrettable for Coles, rather than small businesses, to 'vacuum up' the available custom.</p> |
| 15 | <p>In the last few months there has been advertising to shop local and help support the small business. We have had vouchers of \$50 to help the small business. Now it seems like you are going to consider necessary Coles the choice to have more hours and small business will suffer. This does not make sense to me....</p> <p>... Even Sunday trading will hurt Narrogin Fresh we will soon only have Coles.</p> |
| 16 | <p>According to the report in the Narrogin Observer of 3 September 2020, Coles have applied to extend trading hours, including Sunday trading. Coles argue that it would "give local businesses the ability to better meet customer demand and ... more convenience".</p> <p>This claim is strongly refuted by the local businesses themselves. They certainly do not agree that Coles would be helping local business and local consumers and doing the town a good turn. This proposal from the national supermarket giant would increase its own sales and profits at the expense of local business.</p> <p>The spokesperson for the Chamber of Commerce states that their policy is "letting the market do what it's going to do" or, in other words, letting long-established businesses sink or swim. According to Alan Yang (Narrogin Fresh), Phil Hoskin (Narrogin Fruit Market) and Geoff Hann (Narrogin Country Fresh Meats), they would not be able to compete and would, therefore, sink.</p> <p>There is an honourable tradition in this country of giving everyone a 'fair go'. Local small business competing against a national supermarket giant is not a fair match.</p> <p>Geoff Hann questions why it is even necessary to extend current trading hours, especially on Sunday. The town is already well-served. Narrogin Fresh is open from 7am to 7.30pm weekdays; 8am to 5pm Saturdays and 8am to 6pm Sundays. Narrogin Fruit Market has similar hours. This demonstrates a strong commitment to community and private enterprise.</p> <p>There is already healthy competition in the town where smaller businesses capitalise on a 'Coles-free day' on Sundays. Should Coles trade on Sunday, not only will these businesses be affected, but potential future investors may be deterred from trying to compete. Phil Hoskin believes "it will kill the town". It would have to be worth their while for any kind of business to open on Sunday because staff wages are higher.</p> <p>An important point that is easily overlooked is that local small business is community directed and provides local consumers with choice. For example, Narrogin Fresh supports regional growers and has frequent deliveries direct from the Canning Vale Markets. There is a choice between this produce and some of the more homogenous pre-packaged produce channelled through Coles' warehouse.</p> <p>Alan Yang was reported as saying that he was there for the community. A number of examples support this claim:</p> <ul style="list-style-type: none"> • his prices are lower than those of previous owners |

| Submission Number | Comment |
|-------------------|---|
| | <ul style="list-style-type: none"> • when his suppliers raised prices during the COVID-19 shopping panic, he refused to follow suit and sought out alternative suppliers so his customers would not be affected • he managed his stock during the early part of the crisis so elderly people did not miss out • he knows his customers and will make a special effort to supply special needs • home delivery is available • his staff answer the phone <p>Note: Coles no longer answer the phone. This forces people to go on-line and discriminates against people who are not set up or cannot use the technology. Also, since Coles do not deliver, people who do not drive will have to make other arrangements to do their shopping.</p> <p>If people are moving to Narrogin seeking a 'tree-change', part of the attraction would be the distinctive character of the town. For Coles to trade on Sunday would turn Sunday into another 'rush-and hurry' day, just like any other, and long-standing community-minded businesses would be adversely affected.</p> <p>Having Coles open on Sunday may not even deter those people who want to drive to Katanning to shop at Woolworths, on Sunday. Local comment is that Woollies are bigger and better than Coles, anyway.</p> <p>The purpose of this submission is to request the Shire and Council to take all these points into consideration when assessing Coles' application to extend trading hours.</p> |
| 17 | <p>In regards to Coles' request to extend their trading hours to open on Sunday I am not in favour of, as other traders who work long hours will feel obligated to open their shops and will not have time for relaxation after a heavy working week. If one cannot do a weekly shop in 6 days it is about time they organised their week better.</p> <p>Even now Coles don't have enough staff, four tills were not open (out of the 6 tills). I had to wait 20 minutes to get my groceries through the till last Tuesday morning. I will not use the service also some shelves were empty. I had to pull out one empty box to get the box of detergent at the back of the shelf. Staff should be checking this. And other reason to have more staff also I had to find some staff to get a product I needed that was over 1850 high. I could not reach. Another reason that Coles need more staff to check this problem for shoppers instead of wanting extra hours to open their doors.</p> |

Media Placement:

Media
Narrogin Observer

Section
Public Notices

Date
08/10/2020



PROPOSED EXTENDED TRADING HOURS

Written submissions are invited from the public and businesses on the following proposals to seek approval from the Department of Mines, Industry Regulation and Safety (Consumer Protection) for a permanent change to current retail trading hours in the Shire of Narrogin to allow any retail shop (including those employing more than 25 people) to trade either as:

Option 1 (Sundays and Weeknight Trading)
On the following additional days and hours if they so wish: - Sundays and Public Holidays between the hours of 11am and 5pm; and any weekday until 9pm.

Or

Option 2 (Unrestricted)
Unrestricted daily trading (24 hours on any day of the week, and any day of the year, including public holidays).

Background
Retail shops in the Shire of Narrogin are permitted to trade in accordance with the Retail Trading Hours Act 1987.

The trading hours of the following store types are not covered by the Act:

- restaurants;
- cafes;
- takeaway food shops; and
- short-term markets (set up and dismantled in one day).

Current retail trading hours approved in Narrogin are:

- 8.00 am – 6.00 pm on Monday, Tuesday, Wednesday and Friday
- 8.00 am – 9.00 pm on Thursday
- 8.00 am – 5.00 pm on Saturday
- CLOSED on Sundays, ANZAC Day, Christmas Day, Good Friday & Public Holidays.

Note:
Small retail shops (less than 25 employees) can trade 24 hours a day, every day of the year (with a certificate from Consumer Protection).

Special retail shops are considered necessary for emergency, convenience or recreation goods. Shops in this category can trade between 6.00 am – 11:30 pm every day of the year (with a certificate from Consumer Protection).

For more information and a list of existing communities with different retail trading variation, please find more information here: www.commerce.wa.gov.au/consumer-protection/retail-trading-hours

Written submissions on the options, or any variations, must be received in writing by 4pm, Friday 6 November 2020 to the undersigned.

Dale Stewart
Chief Executive Officer
Shire of Narrogin
PO Box 1145 Narrogin WA 6312
enquiries@narrogin.wa.gov.au
www.narrogin.wa.gov.au

Tel: 98811654

Fax: 98815350

Address: 6 Kipling Street, Narrogin 6312

Email: narroginfresh@gmail.com



Monday, 7 September 2020

Dear Council: Shire of Narrogin

With this letter we would like to voice our objection regarding Coles new extended trading hours. I am writing this letter on behalf of myself Alan Yang, and all of my employees.

We are a small local business among the others in the town of Narrogin. We are currently trading 7 days a week and with the Covid-19 we have managed to stay afloat as a running business. However, our most productive trading day is Sundays, as the big retailer Coles are not open for trading. With this being said, if Coles trades 7 days a week it will be extremely difficult for Narrogin Fresh to succeed and keep our doors open.

This is very disappointing that this might become a reality and it's not fair towards the Local small business owners and their staff.

We all are objecting this proposal of Coles trading 7 days per week as this will be the end of Narrogin Fresh.

Please find signatures of myself and all my staff. Please accept this as our official objection to the proposal.

Also, there's a list of customers who signed and supported our objection and indicated their names and signatures on their own free will as attached herein.

Should you need any information, please contact me.

Kind Regards,

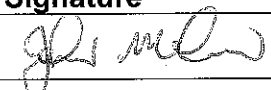
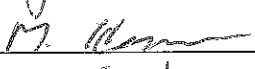



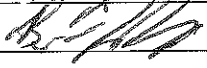


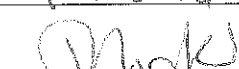
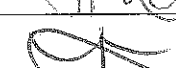





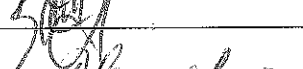

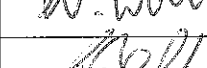
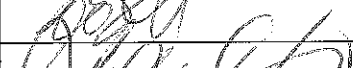
Alan Yang/Jibin Yang

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to Narrogin Chamber






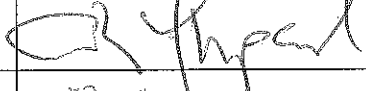


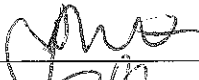




List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|----------------|-----------|---|
| JOHN MELVIN | 10-9-2020 |  |
| Matthew Hansen | 10-9-2020 |  |
| D-SEDMAN | 10-9-2020 | D. SEDMAN |
| R HULL | 10-9-2020 |  |
| L. CHADWICK | 10-9-20 |  |
| S SPURR | 10-9-20 |  |
| B PENNY | 10-9-2020 |  |
| C. DOLDERSUM | 10-9-2020 |  |
| R. V. ROUSE | 10-9-2020 |  |
| J. VLOK | 10-9-2020 |  |
| J TAYLOR | 10-9-2020 |  |
| G. DOWN | 10-9-2020 |  |
| J JACKSON | | |
| Arbron Allan | 10-9-2020 |  |
| MARK TAYLOR | 10-9-2020 |  |
| Jodie Muley | 10-9-2020 |  |
| BRITTA SYMONDS | 10-9-2020 |  |
| J. COUCHER | 10-9-2020 |  |
| N. Williams | 10-9-2020 |  |
| C Bell | 10-9-2020 |  |
| J Draughton | 10-9-2020 |  |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|---------------------|------------|---------------------|
| Alex Chan | 10.9.2000 | Alex Chan |
| Tony Coulson | 11.9.20 | Tony Coulson |
| DRON TARDLEY | 11.09.20 | Dron Tardley |
| ROS BOOTHBY | 11.09.20 | Ros Boothby |
| Lisa McNab | 11/9/20 | Lisa McNab |
| MARY LKEWSE | 11/9/20 | Mary Lkewse |
| Marie Coles | 11.9.20 | Marie Coles |
| BARBARA HARRIS | 11.9.20 | Barbara Harris |
| ISABELLA SIMONDS | 11.09.20 | Isabella Simonds |
| NICKY | | |
| Amy Ferguson | 11/9/20 | Amy Ferguson |
| Geri Lock | 11/9/20 | Geri Lock |
| Helett Van Tonder | 11/09/2020 | Helett Van Tonder |
| Peter Trifort | 11/9/2020 | Peter Trifort |
| Miall Gibral | 11 | Miall Gibral |
| Mark Kulk | 11/9 | Mark Kulk |
| Brian BLACROSE | 11-9-20 | Brian Blacrose |
| Tom Williams | 11-9-20 | Tom Williams |
| Don Bird | 11-9-20 | Don Bird |
| Margaret Herbington | 12/9/20 | Margaret Herbington |
| Barry Wiese | 12/9/20 | Barry Wiese |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|----------------------------|-----------|---|
| NOLAN | 12/09/20 |  |
| J. Milentis | 12-09-20. | J. Milentis |
| R. W. DATE | 12-9-20 |  |
| ECARREN | 12-9-20 | EC. |
| K Kalle | 12-9-20 |  |
| J gibbs | 12.9.20 |  |
| ABYSS | 12.9.20 | AB. |
| P. TRIVELLA P. Trivella | 12.9.20 | P. Trivella |
| Carol Mulgrew | 12.9.20 | Carol Mulgrew |
| Frank Affera | 12-9-20 | FD Affera |
| Bronwyn Dew | 12-9-2020 |  |
| A Thompson | 12-9-2020 |  |
| R Fisher | | R. Fisher |
| J Pallant | 12-9-2020 |  |
| M WALLACE | 12-9-2020 |  |
| SRATCLIFFE | 12-9-2020 | SR |
| Alice Smith | 13-9-20 |  |
| Peta Hicks | 13-9-20 |  |
| JANINE PHILLIPS | 13-9-20 |  |
| O DRUBIEL | 13-9-20 |  |
| S. Harris | 13-9-20 |  |



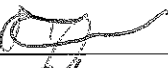

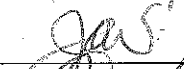
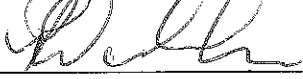
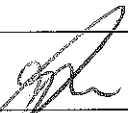
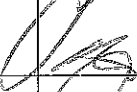
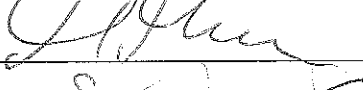











List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|----------------|-----------|----------------|
| Steven Boothby | 13-9-20 | Steven Boothby |
| NORM WILKINSON | 13-9-20 | Norm Wilkin |
| Toni Robertson | 13-9-2020 | Toni Robertson |
| GRIMLIVERTON | 13-9-2020 | Jim Grim |
| J. Steward | 13-9-2020 | J. Steward |
| Mr M'Callough | 13-9-2020 | Mr M'Call |
| LEN LEWIS | 13-9-2020 | Len Lewis |
| N. SIMS | 13-9-2020 | N. Sims |
| L KICKETT | 13-9-2020 | L Kickett |
| A DONALDSON | 13-9-2020 | A Donaldson |
| L. DONALDSON | 13-9-20 | L. Donaldson |
| M. PEHI | 13-9-20 | M. Pehi |
| MAZZ | 13-9-20 | Mazz |
| D. MERCURI | 13-9-20 | D. Mercuri |
| G. DRAPER | | |
| A. DRAPER | | |
| ALAN HASTIE | 13-9-20 | Alan Hastie |
| F. HASTIE | 13-9-20 | F. Hastie |
| H. HASTIE | " " " | H. Hastie |
| N. ANNEAR | 13-9-20 | N. Annear |
| M. HILL | 13-9-20 | M. Hill |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|---------------------|------------|----------------|
| Brenton Kirby | 13-9-2020 | B Kirby |
| Cheryl Haydock | 13-9-2020 | CH Haydock |
| Quintin Turner | 13-9-2020 | Quintin Turner |
| [Signature] | 13-9-2020 | [Signature] |
| Lisa Flaney | 13-9-2020 | L Flaney |
| L Campbell | 13-9-2020 | L Campbell |
| C Nante | 13/9/20 | C Nante |
| A SEVIER | 13/9/20 | A Sevier |
| [Signature] | 13-9-20 | [Signature] |
| Patrick Masterson | 13/9/20 | P Masterson |
| Harvey BAXTER | 13/09/2020 | H Baxter |
| Reid Hodgson | 13/9/2020 | R Hodgson |
| Bev Wright | 13/9/2020 | B Wright |
| Dob Cuthi | 13/9/20 | Dob Cuthi |
| W & Burt | 13-9-20 | W & Burt |
| Ree Merika | 13-9-20 | R Merika |
| Trish Mank | 13-9-20 | T Mank |
| Leon Silveste | " | L Silveste |
| Sione Kapaalipi | " | S Kapaalipi |
| Enisimi Wesley Mank | " | E Wesley Mank |
| JAMES OSGAIN | " | J Osgain |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|---|------------------------------|---|
| T. Francis | 13/09/20 13/09/20 |  |
| J. Andrew | 13/09 |  |
| C. Francisco | 13/9/20 |  |
| T. Hicks | 13.9.20 |  |
| Jean Walsh II | 13.9.20 |  |
| PETER DENHOU | 13.9.20 |  |
| CHRIS LEE | 13.9.20 |  |
| Les Heston | 13/9/ |  |
| A. Harrison | 13/9/20 |  |
| A. Uy | 13/9/20 |  |
| Sharon Clark | 13/9/20 |  |
| Gert Kibby | 13-9-20 |  |
| Catherine Corinelli | 13/9/20 |  |
| Honey Andreda | 13/9/20 |  |
| PELLIS | 13/9/2020 |  |
| TOBESEN | 13/9/2020 |  |
| DRILL 2 | 13/9/2020 |  |
|  | 13/9/2020 |  |
| Violet Holmes | 13/9/20 |  |
| K. Barber | 13/9/20 | |


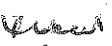
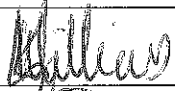
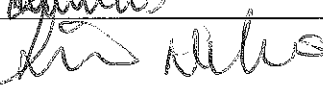









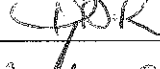

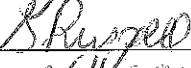
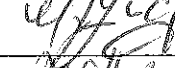

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|------------------|------------|------------------|
| Casey Lee | 13/09/2020 | Casey Lee |
| Natalie Suckley | 13/09/2020 | Natalie Suckley |
| Kelle williams | 13/9/2020 | Kelle Williams |
| Russell Cochrane | 13/9/20 | Rh |
| Pauline | 13/9/20 | Pauline |
| GLENN ROWE | 14.9.20 | Glenn Rowe |
| NEIL GROVER | 14.9.20 | Neil Grover |
| Andrea Higgins | 14-9-20 | Andrea Higgins |
| Gwendalyn Midsem | 14-9-20 | Gwendalyn Midsem |
| H. Elliott | 14/9/2020 | H. Elliott |
| Alicia | 14/9/2020 | Alicia |
| J. Miller | 14/9/2020 | J. Miller |
| Mareen Bayle | 15/9/2020 | Mareen Bayle |
| Alex Breeze | 15/9/2020 | Alex Breeze |
| Mitchell Horne | 16/9/20 | Mitchell Horne |
| Bob Batten | 16/9/20 | Bob Batten |
| b. bamey | 16.9.20 | b. bamey |
| B malek | 16.9.20 | B malek |
| N. PATTERSON | 16/09/2020 | N. PATTERSON |
| m.a. Stoll | 16/9/20 | m.a. Stoll |
| D. MALEY | 17.9.20 | D. MALEY |

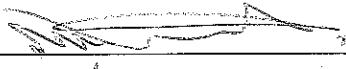
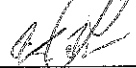

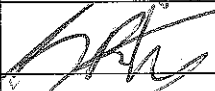
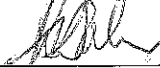
List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|-----------------|----------|-----------------|
| DOROTHY ANDREWS | 10.9.20 | K. Andrews |
| Gwendolyn Gray | 10-9-20 | G Gray |
| Korin Gray | 10-9-20 | G Gray |
| A. Lyncham | 10.9.20 | A Lyncham |
| Merlynda Easton | 10-9-20 | Merlynda Easton |
| H. WEINER | 10.9.20 | H. Weiner |
| Munibett Pardo | 10.9.20 | Munibett Pardo |
| T. McDowall | 10.9.20 | T. McDowall |
| Jake Hiscock | 10.9.20 | Jake Hiscock |
| Kylie Edwards | 10/9/20 | Kylie Edwards |
| M. HETWEL | 10/9/20 | M. Hetwel |
| D. HOOKER | 10/9/20 | D. Hooker |
| W. Wanner | 10-9-20 | W. Wanner |
| L. O'Riordan | 10.9.20 | L. O'Riordan |
| ANNA ERICKSON | 10-9-20 | A. Erickson |
| PETER ERICKSON | 10-9-20 | P. Erickson |
| LIZZY MARTIN | 10.9.20 | Lizzy Martin |
| Dodi | 10.9.20 | Dodi |
| FAROU | 10/9/20 | Farou |
| LYNCOY | 10.9.20 | Lyncoy |
| Gilbert | 10-09-20 | Gilbert |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|--------------------|------------|---|
| Rhiannon Thielmann | 10/9/20 | R. Thielmann |
| CHRIS FLEAY | 10.9.20 |  |
| Katy Wood | 10/9/20 |  |
| KRISTY WILLIAMS | 10/9/20 |  |
| Lisa Nelson | 10/9/20 |  |
| Elise Williams | 10/9/20 |  |
| Emma Polden | 10/9/2020 |  |
| Maddison Turner | 10/9/2020 |  |
| Matt Corner | 10/9/2020 |  |
| LACHLAN THORNTON | 10/9/2020 | L. Thornton |
| Chris Allan | 10-9-2020 |  |
| CAROL KEMPSON | 10/9/20 |  |
| MARIE CHRISTIE | 10/09/2020 | M. Christie |
| DAVID TIGWELL | 11/09/20 |  |
| Jan Zhe | 11.09.20 |  |
| ROBERT JARVIS | 11.09.20 |  |
| Diane Ryan | 11.09.20 |  |
| Timothy Calvin | 11-09-20 |  |
| SHIRLEY RUSSELL | 11.09.20 |  |
| GRAHAM YOUNG | 11.09.20 |  |
| DEREK HAWK | 11 09 20 |  |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|-----------------|-----------|---|
| A WILLIAMS | 11-9-20 | A Williams |
| M Burt | 11/9/20 |  |
| B Ingh | 11/9/20 | Mungy |
| S SMITH | 11/9/20 | S Smith |
| R.J. Reed | 11-9-20 | R Reed |
| E. J. Murray | 11/9/20 | E. J. Murray |
| L. Ashley | 11/9/20 | L Ashley |
| AVRIL BAXTER | 11/9/20 | Avril Baxter |
| FRAN PROOCH | 11-9-20 | Fran Prooch |
| K LOCKWOOD | 11-9-20 | K Lockwood |
| F FITSIMMONS | 11-9-20 |  |
| J Poole | 11-9-20 | J Poole |
| Tina Koch | 11-9-2020 |  |
| Lionel Anderson | 11-9/20 | L Anderson |
| Jo Batt | 11/9/2020 | Jo Batt |
| S Hann | 11/9/20 | S Hann |
| S. Riley | 11/9/20 |  |
| Sally CORNER | 11-9-20 | S Corner |
| JEAN LEE | 11-9-20 | J Lee |
| PETER WALKER | 11-9-20 |  |
| K. AVEEN | 11-9-20 | Kennedy |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|-------------------|-------------|--------------|
| B Denholm | 11/9/2020 | B Denholm |
| K. Wilson | 11/9/2020 | KW |
| G. Trivella | 11/9/2020 | gtr |
| MATT Carver | 11.9.2020 | M Carver |
| Julie Scadden | 12.9.2020 | J Scadden |
| KEITH MAZZE | 12 9 2020 | Keith Mazze |
| Donna Hardie | 12 09 20 | D Hardie |
| Dylan Kawili | 12/9/20 | Dylan Kawili |
| Bernadette Garner | 12/9/20 | B Garner |
| Brewton Chivers | 12/9/20 | B Chivers |
| Nola Holley | 12/9/20 | N Holley |
| MARGARET MALONEY | 12/9/20 | M Maloney |
| Josie Wilkin | 12.9.20 | J Wilkin |
| Duncan Cowley | 12 Sep 2020 | D Cowley |
| RAY REEDIE | 12 SEP 2020 | R Reedie |
| Eric Norwell | 12 Sep 2020 | E Norwell |
| R Gordon | | R Gordon |
| M Bajcich | 12-9-20 | M Bajcich |
| Wm Quirk | 12/9/20 | W Quirk |
| Julie Draper | 12/9/20 | J Draper |
| Steen Maki | 12/9/20 | Steen Maki |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|--------------------------|---------|-------------|
| Hepokis | 10-9-20 | K Hepokis |
| Priscilla Indira | 12/9/20 | P Indira |
| Rose Turner | 12-9-20 | R Turner |
| A Lm Likan | 12-9-20 | A Likan |
| H-Rowe | 12-9-20 | H Rowe |
| C. Currie | 12-9-20 | C Currie |
| J Harney | 12-9-20 | J Harney |
| R HUMBLES | 12-9-20 | R Humbles |
| Richard Nlyte R Nlyte | 12-9-20 | R Nlyte |
| DIANUE STEWARD | 12-9-20 | D Steward |
| JOHN STEWARD | 12-9-20 | J Steward |
| WANDA RILEY | 13-9-30 | W Riley |
| KEN JOHNSTON | 14-9-20 | K Johnston |
| Robert Charles | 13/9/20 | R Charles |
| BRYL DAVIES | 13/9/20 | B Davies |
| J Munn | 13/9/20 | J Munn |
| Jr Sabaraya | 14/9/20 | Jr Sabaraya |
| Claire Odea | 14/9/20 | C Odea |
| Nest Dorset | 13/9/20 | N Dorset |
| UNUS | 13/9/20 | UNUS |
| Jenny Fowst | 13/9/20 | J Fowst |
| T. Bantrett | 3/9/20 | T Bantrett |






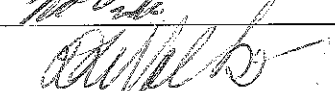
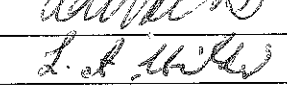
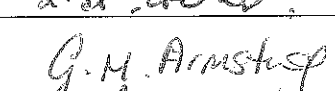





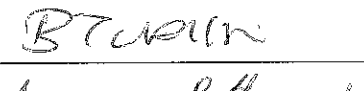




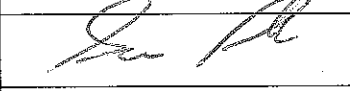


List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|-----------------|-----------|-----------|
| S. Norrell | 13/9/2020 | |
| Walter O'Brien | 13/9/2020 | |
| Doogan | 13/9/20 | |
| Awats | 13/9/20 | |
| JOHAN VAN WYK | 13/9/20 | |
| Buene Mc... | 13/9/20 | |
| Gordon Townsend | 13/9/2020 | |
| domaine Brooks | 13/9/20 | |
| Jeremy Thurst | 13/9/20 | |
| Shu Kempster | 13/9/20 | |
| Maree King | 13/9/20 | |
| Norm O'Brien | 13/9/20 | |
| Mark Vaise | 13/9/20 | |
| Pat Gairon | 13-9-20 | |
| N Rowe | 13/9/20 | |
| Kohli Tipina | 13/9/20 | |
| Darian Morton | 13/9/2020 | |
| JACK Robinson | 13/9/2020 | |
| Peter Taylor | 13/9/2020 | |
| Riley Miller | 13/9/2020 | |
| Bryan Dean | 13/9/20 | |


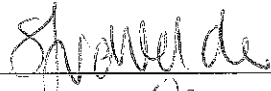
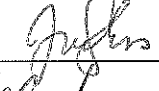
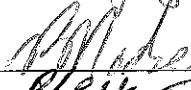
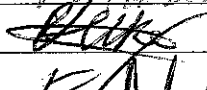
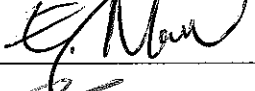



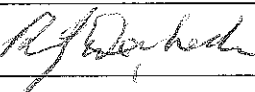



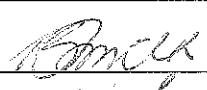
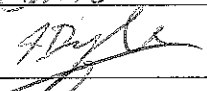
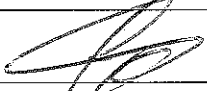
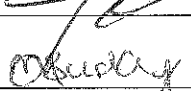
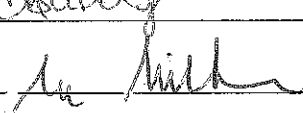
List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|----------------|------------|---------------|
| Graham McKay | 13/9/2020 | G McKay |
| John Barclay | 13/9/2020 | J Barclay |
| AE Mayo | 13/9/2020 | AE Mayo |
| J Mayo | " | J Mayo |
| Sue Stephens | 13/9/20 | Sue Stephens |
| Talai Hart | 13/9/20 | Talai Hart |
| Rachel Hahnel | 13/9/20 | Rachel Hahnel |
| Jess Westphal | 13/9/20 | Jess Westphal |
| BOOTHBY RK | | Boothby RK |
| P. Muzuru | 13/9/20 | P. Muzuru |
| S. Whitford | 13-9-20 | S. Whitford |
| K. Whelan | 13/9/2020 | K. Whelan |
| V. R... | | |
| K. Wallace | 13/9/2020 | K. Wallace |
| Phallace | 13/09/2020 | Phallace |
| Donaldson | 13/09/2020 | Donaldson |
| C. WAKELING | 13-9-2020 | C. Wakeling |
| B. Neal | 13-9-2020 | B. Neal |
| P. Hall | 13-9-2020 | P. Hall |
| J. Day | 13/9/20 | J. Day |
| J. Gordon | 13-9-20 | J. Gordon |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|------------------|------------|---|
| Jonalozini | 13/9/20 |  |
| V McGuire | 13/9/2020 |  |
| Perrek Yardley | 13/9/20 |  |
| Rachael Ball | 13/9/20 |  |
| Mason Vida | 14-9-20 |  |
| D. Walker | 14-9-20 |  |
| L. Wilder | 14-9-20 |  |
| G. Armstrong | 14-9-20 |  |
| S. Hardie | 14-9-20 |  |
| TRAVIS ABRAMAM | 14-9-20 |  |
| Colin Ferrell | 14.9.20 |  |
| ANSON HILL | 14.9.20 |  |
| B. Burns | 14.9.20 |  |
| Jefferson HARRIS | 14/09/20 |  |
| Valocha Jacques | 14/09/20 |  |
| B. BARNES | - |  |
| BRIAN PARKER | - |  |
| Sean Phe | 14/09/2020 |  |
| DAN PRIOR | 14/9/2020 |  |
| Shelley HUGG | 14/9/2020 |  |
| Bill Conway | " |  |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|-----------------------|-----------|---|
| BANK KEYS | 13/9/20 |  |
| M.J Shepherd | 14-9-20 | MS. |
| Fiona TRESCHO | | Fiona TRESCHO |
| Sam v dvelde | 14-9-20 |  |
| Jill Sykes | 14-9-20 |  |
| PER MAISON | 14-9-20 |  |
| Rowena Heke | 14-9-20 |  |
| Kareni Mow | 14-9-20 |  |
| Tiffany Tompsett | 14-9-20 |  |
| Katie Chadwick | 15/9/20 |  |
| Nicholle Wall | 15-9-20 |  |
| Elizabeth Evans | 15-9-20 | Elizabeth Evans |
| ROBERT DEUNGAN | 15-9-20 |  |
| Ellen Sprigg | 15-9-2020 |  |
| Emily Whitbread | 15-9-2020 |  |
| Marni Mitchell | 15-9-20 |  |
| JANE BERRY SMITH | 15-9-20 |  |
| Jane Dyle | 15-9-20 |  |
| JAN FORREST | 15-9-20 |  |
| Michelle Suckling | 15-9-2020 |  |
| MARY MILLER | 16-9-20 |  |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|-------------------|-------------------------|-----------|
| DARRIN FRANKLIN | 16/9/20 | |
| Lwenda Gray | 16/9/20 | |
| RODNEY TITKO | 16-9-20 | |
| Vicki Bradwick | 16 16.9.2020 | |
| MARLENE HARCAUT | 16/09/20 | |
| K Melchiorre | 16/09/2020 | |
| Bob Bratten | 16/09/2020 | |
| MYRA THORNTON | 16/9/20. | |
| Jean Edgley | 16/9/20 | |
| NATALIE HILL | 16/9/20 | |
| J. DRAPER | 16/9/20 | |
| T. MITCHELL | 16/9/20 | |
| S Cardill | 16/9/20 | |
| J Saunders | 16.9.20 | |
| Ray Weaver | 16-9-20 | |
| KAY WEAVER | 16-9-20 | |
| TONI BEATON | 16-9-20 | |
| Karla Edenburg | 17/9/20 | |
| | 17/9/20 | |
| Sherril Hammesley | 17/9/20 | |
| Vicky Curteis | 17/9/20 | |

List of customers who supported our objection on the proposal of Coles trading 7 days per week.

| Name & Surname | Date | Signature |
|----------------|---------|--------------|
| Stuart Graham | 17-9-20 | Sj Graham |
| Diana Freswell | 17-9-20 | |
| T. HORNE | 17.9.20 | T. Horne |
| R Geankle | 17 9 20 | R Geankle |
| N. WOOD | 17-9-20 | N Wood |
| S. NORWELL | 17.9.20 | S. Norwell |
| R LITTLEJOHN | 18.9.20 | R Littlejohn |
| JOHN MEARS | 18.9.20 | John Mears |
| T. Williams | 18-9-20 | T Williams |
| H. LYONS | 18.9.20 | H Lyons |
| C Whitmore | 18.9.20 | C Whitmore |
| | | |
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| | | |
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RB

10.4.2 NARROGIN TENNIS CLUB GRANT – COURT RESURFACING PROJECT

| | |
|------------------------|--|
| File Reference | 15.1.1 |
| Disclosure of Interest | The Author has no Impartiality, Financial or Proximity Interests that requires disclosure. |
| Applicant | Narrogin Tennis Club Inc. |
| Previous Item Numbers | Nil |
| Date | 13 November 2020 |
| Author | Dale Stewart – Chief Executive Officer |
| Authorising Officer | Dale Stewart – Chief Executive Officer |
| Attachments | 1. Letter from Narrogin Tennis Club Inc. with attachments |

Summary

The Narrogin Tennis Club (NTC) Inc. seeks support of the Council for their proposed synthetic court resurfacing project.

Specifically, the NTC seek the following from Council:

- A cash contribution equal to 1/3rd of the total project cost;
- Written support of the project to assist with their CSRFF grant application;
- General advice and assistance with the CSRFF grant application;
- Auspicing the project so that the GST of approximately \$20,000 isn't an additional project cost (NTC has an ABN but is not registered for GST); and
- Assistance with machinery, labour & materials if some base preparation is required prior to laying the new surface.

Background

The NTC courts comprise ten (10) synthetic grass surfaces with six (6) of the surfaces indicatively 20 years old and in need of replacement. The Club has made the decision to only replace six (6) of the ten (10) courts as the other four (4) are in good condition and only been replaced approximately eight years ago.

The Council has, in recent years, supported the principle of one third contributions for playing surface resurfacing of the following organisations:

- Highbury Tennis Club (completed)
- Narrogin Bowling Club (application pending).

It has a further agreement in place with the Great Southern Hockey Association, regarding a fixed upper contribution to the replacement of the regional synthetic hockey surface at the Narrogin Regional Leisure Centre.



NTC courts proposed for resurfacing.

Consultation

The Chief Executive Officer has discussed the proposal with Dale Woodruff, Secretary of the NTC.

Mr Woodruff confirms that the NTC has discussed the application with the Regional Manager of the Department of Sport & Recreation (who administer the Community Sports & Recreation Facilities Fund (CSRFF) Program) and Greg Wood from Tennis Qwest (the State's peak tennis association).

Statutory Environment

The lease of the NTC premises commenced on 1 September 2020 and expires on 31 August 2040, with a further Ten (10) year option.

The Council, if it were to agree to the request for financial consideration, needs to resolve to do so by an absolute majority, as the funds are not contained within the current financial year Budget (section 6.8 of the Local Government Act 1995).

Policy Implications

There are no relevant policy implications that relate.

Financial Implications

The project budget for the courts resurfacing project is stated at \$200,185 plus GST, with one third being requested from the Shire of Narrogin in cash and or in-kind (mostly cash required).

The Club has identified cash it can contribute of \$62,453.33 and a further in-kind assistance of \$4,275.00. The Club also anticipates a one third grant from the Department of Local Government, Sport & Cultural Industries, through the Community Sports & Recreation Facilities Fund (CSRFF), of \$66,728.33.

| | | |
|-------------|---------------------------|--------------|
| In summary: | Shire of Narrogin | \$66,728.33 |
| | Narrogin Tennis Club Inc. | \$66,728.33 |
| | CSRFF | \$66,728.34 |
| | Totals | \$200,185.00 |

The grant applications for the next round of the CSRFF close in February 2021, with advice of success not likely until approximately May 2021 (post the 2021 State Election).

The Council's contribution could be funded from the second round of the Federal Government's Local Roads and Community Infrastructure Program, which has indicatively seen Narrogin allocated \$405,000, and funds must be committed by no later than 31 December 2021.

The project, if successful through the CSRFF process, will in all likelihood not commence until the 2021/22 financial year (first and second quarters).

Strategic Implications

| | | |
|-----------|-------|---|
| Outcome: | 2. | Social Objective (To provide community facilities and promote social interaction) |
| Strategy: | 2.3.1 | Develop and activate Sport and Recreation Master Plan |
| Strategy: | 2.3.2 | Engage and support community groups and volunteers |
| Strategy: | 2.3.3 | Facilitate and support community events |
| Strategy: | 2.3.4 | Provide improved community facilities (eg library/recreation) |

Comment/Conclusion

The Narrogin Tennis Club (NTC) intends to resurface the six synthetic courts that run parallel to Clayton Road. The current flexi-pave and synthetic surfaces were laid approximately 20 years ago and six of those have worn to a level where they are challenging to play on (raised lines) and unsafe (high sand content and slippery underfoot).

NTC intends to apply for a grant from the Department of Local Government, Sport and Cultural Industries (DLGSCI).

The Club has met with Jenifer Collins (Manager Wheatbelt DLGSCI), and she will be providing the application form for the Community Sporting and Recreation Facilities Fund (CSRFF) as soon as it is available. Jenifer has advised us that the CSRFF applications open in February 2021.

The Club has also met with Tennis West (Greg Wood), and they have confirmed their support for the resurfacing of the six synthetic courts.

The Department and Tennis West are both very supportive of the project because the courts are a valuable resource to the club and also the wider District.

The Club states that the current regular users of the courts include:

- Narrogin Senior High School – physical education program
- Keith O'Brien – junior coaching
- Brad Bassett – regional coaching
- Community – casual court hire
- Members -
- Tuesday morning social
- Tuesday night 'Fast 4'
- Wednesday night pennants
- Saturday afternoon pennants
- Sunday afternoon social.

Voting Requirements

Absolute Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.009

Moved: Cr Wiese Seconded: Cr Fisher

That with respect to the request of the Narrogin Tennis Club Inc. to support their court resurfacing project, Council:

1. Agree to a letter of support, general grant advice assistance (but not writing) and to auspice the proposed grant if required;
2. Support a cash and or in-kind contribution of up to one-third, being \$66,728.33, of the total project cost of \$200,185.00, plus GST;
3. Consider amending the 2020/21 Budget, or including it in the 2021/22 Budget (dependent upon timing) to reflect the project, should the grant application be successful, with Council's contributory funding indicatively to be allocated from the second round of the Federal Government's Local Roads and Community Infrastructure Program; and
4. Authorise the Shire President and Chief Executive Officer to lobby for the inclusion of the project as an election commitment for the community of Narrogin from all State political parties.

**CARRIED 9/0
BY ABSOLUTE MAJORITY**

Narrogin Tennis Club (NTC)
 Resurfacing Project (6 synthetic courts)
 Project costs (estimated):

Sports Surfaces quote:

Supply and install 6 synthetic courts

NTC In-kind:

Remove nets and posts to allow the removal of the synthetic turf

Cut turf into sections and remove and roll for disposal

Remove turf from site

Total Project Cost

| | Labour Hours | Rate | Cost | Machinery Hours | Rate | Cost | External Contractor | Total |
|--|-----------------|-----------------|--------------------|--------------------|------------------|--------------------|------------------------|-----------------------------|
| Supply and install 6 synthetic courts | | | | | | | \$ 195,910.00 | \$ 195,910.00 |
| Remove nets and posts to allow the removal of the synthetic turf | 5 | \$ 25.00 | \$ 125.00 | | | | | \$ 125.00 |
| Cut turf into sections and remove and roll for disposal | 90 | \$ 25.00 | \$ 2,250.00 | 10 | \$ 100.00 | \$ 1,000.00 | | \$ 3,250.00 |
| Remove turf from site | 20 | \$ 25.00 | \$ 500.00 | 4 | \$ 100.00 | \$ 400.00 | | \$ 900.00 |
| Total Project Cost | 115 | \$ 25.00 | \$ 2,875.00 | 14 | \$ 100.00 | \$ 1,400.00 | \$ 195,910.00 | <u>\$ 200,185.00</u> |

Proposed share of cost:

NTC:

Cash

In-kind

\$ 62,453.33

\$ 4,275.00

\$ 66,728.33

Shire of Narrogin

Dept of Local Government, Sport & Cultural Industries

\$ 66,728.33

\$ 66,728.33

\$ 200,185.00

Notes:

All costs listed above are GST exclusive

Sports Surfaces will inspect the asphalt base once the turf has been removed to determine the need for any base preparation before laying the synthetic turf.



WEST COAST
synthetic surfaces

7 January 2020

Quotation No 20056 – Narrogin Tennis Club

Thank you for the opportunity to provide a quotation for resurfacing your tennis courts.

Brief business history

West Coast Synthetic Surfaces (WCSS) specialises in acrylic surfacing of hard courts, cushioned surfaces and synthetic turf surfacing of tennis, netball, basketball, volleyball and multi-sport courts, cricket wickets and recreational areas. We have extensive experience in design, construction, installation and maintenance, which includes earthworks, fencing, sports equipment and lighting.

For over 20 years, we have been servicing local governments, schools, sports associations and clubs and private homes. All our products used are 100% Australian made and supported with warranties with the assurance that installation is completed by highly qualified installers.

We are also the preferred supplier for the WA Local Government Association (WALGA) and proud members of the Sports & Play Industry Association.

Qualitative criteria

WCSS have extensive experience in completing similar projects and Laykold® is the proposed product we recommend.

Resources

WCSS own all our own plant and equipment for performing the resurfacing works.

Methodology and price

Refer to the following pages.

We trust this quotation meets your requirements and please contact me on 0419 944 341 if you require any further information.

Kind regards,

Mark Tucker
Managing Director

West Coast Synthetic Surfaces (WCSS) is a leader in the sporting surfaces industry, recognised for its innovation and industry leading designs within Western Australia.

Since it was founded in 1999, WCSS has built itself to be a highly regarded Perth based company that specialises in the installation and resurfacing of all synthetic grass, acrylic and gel sporting surfaces.

WCSS has completed over 1,650 courts for a variety of sports including netball, tennis, basketball, cricket, multisport courts and recreational play areas all to the highest quality of workmanship.

As a proud West Australian Company, WCSS values its relationship with clients by working together using the latest technology and sporting trends which helps build strong culture within sporting communities.

The current owner of the company Mark Tucker has 20 years of experience in this industry, achieving an excellent reputation amongst clients ranging from schools, sporting clubs, local government to corporations and private homes.

Mark will personally oversee all work to ensure quality and outcomes are of the highest standard. He is extremely proud of his experienced staff who work as a cohesive team to meet client and project requirements.

Follow us

www.westcoastsyn.com.au



Recent projects

AFL

LigaTurf®

West Coast Eagles
Laithlain Indoor Training Facility

Tennis

Omnicourt®

Yerecoin Tennis Club
Varley Tennis Club
Dunsborough & Districts Country Club

Laykold®

Wembley Downs Tennis Club
Forrestfield Tennis Club
Bayswater Tennis Club
Lesmurdie Tennis Club
Willetton Tennis Club
Spalding Park Tennis Club
Donnybrook Tennis Club
Hensman Park Tennis Club
Busselton Tennis Club
Dunsborough & Districts Country Club

Laykold® Masters Gel

East Fremantle Lawn Tennis Club
Kukerin Tennis Club
Mundaring Tennis Club

Basketball

Laykold® Masters Float

St Peter's Primary School

Multisport

Laykold®

Walkaway Primary School
Brighton Catholic Primary School
Banksia Grove East Primary School
Harrisdale Senior High School
St Damians
Avonvale
Piara Waters
Hammond Park
Phoenix Primary School
Attwell College
Kununurra
Geraldton Grammar
Wesley College Junior School
Parkerville Primary School
Badjingarra Primary School
Mundairing Recreation Centre
Port Hedland Primary School
Wongan Hills District High School
Shenton College
Wesley College Junior School
Baldvis Primary School
Coorow Primary School
Bindoon Recreation Centre
Lakelands Secondary School
Ellenbrook Primary School
Landsdale Primary School
Byford SE Primary School
Southern River College

Coolbellup Community School
Lake Joondalup Baptist College
Hopetoun
Minegnew Primary School
Kinross College
Shire of Ashburton - Tom Price

Netball

Laykold® Advantage

WA State Netball Centre
Kalamunda Districts Netball Association
Geraldton Netball Centre
Southern Districts Netball Association

Cricket

Supergrasse®

Shenton College
Wesley College
East Fremantle Cricket Club

Recreational areas

Laykold®

West Leeming Primary School
Piara Waters, Bennett Springs
Alinjara Primary School
Lancelin Primary School
Parkerville Primary School
Wundowie Primary School

Working with exclusive brands

Laykold® OMNICOURT® SUPERGRASSE LigaTurf



SPORTS & PLAY
INDUSTRY ASSOCIATION LIMITED

Experience

WCSS has extensive experience with a similar scope of works using OmniCourt® on a variety of sporting surfaces across Perth and Western Australia.



Shire of York - Tennis Club

Resurfacing of eight synthetic tennis courts using OmniCourt® Pro Cool Plus



Shire of Dongara

Full construction of three synthetic tennis courts using OmniCourt® Pro Cool Plus



Augusta Tennis Club

Resurfacing of two synthetic tennis courts using OmniCourt® Pro Cool Plus



Dunsborough and Districts Country Club

Resurfaced two tennis courts with OmniCourt® Pro Cool Plus



Yerecoin Tennis Club

Resurfacing of four synthetic tennis courts using OmniCourt® Pro Cool Plus

Laykold® Float installation process

St Peter's Catholic Primary School



Methodology and price

Scope of works

| | |
|--|--|
| <p>Sports court resurfacing – Option 1</p> <p>Six (6) Omni Pro Cool Plus – Synthetic grass</p> <ul style="list-style-type: none"> • Club to pull up, remove and dispose of existing turf • Supply and Install 6 x Omni pro cool plus tennis courts • Infill with clean silica sand • Remove all rubbish and hand courts over ready for play | <p>\$145,000 + GST</p> |
| <p>Sports court resurfacing – Option 2</p> <p>Two (2) Masters 8 Float cushion acrylic and four (4) synthetic grass</p> <ul style="list-style-type: none"> • Club to pull up, remove and dispose of existing turf • Courts 1 and 2 to become cushion acrylic • Grind and wash surface • Patch where required • Supply and install 8mm shock pad and adhere to the perimeter • Seal all seams • Apply 1 coat of Bond coat • Apply 1 x coat of Laykold masters filler • Apply 2 x coats of Laykold acrylic colour • Line mark for 2 x tennis with 1 coat of line prime and 2 x coats of texturised white colour • Supply and Install 4 x Omni pro cool plus tennis courts • Infill with clean silica sand • Remove all rubbish and hand courts over ready for play | <p>\$99,000 + GST</p> <p>\$100,000 + GST</p> |

Terms and conditions

Clarifications

- No allowance has been made for the reduction of low spots in the court, which is 3mm or more under a 3m straight edge when measured in any direction that shall cause any water ponding. This quotation is based on the courts complying with industry standards
- Rock clause applies, No allowance for hard digging
- Sub-base must be in suitable condition prior to commencing works
- No allowance for use of a crane, forklift or any other equipment hire required due to lack of clear access or obstructions
- Clear access to site is required at all times, with unrestricted use of power and water supplied within 30 metres of courts
- No warranty is given against existing cracking
- The fibreglass membrane system has been designed to aid in the prevention of cracks returning through a newly installed surface. Though this has proven to be a very successful system, we cannot guarantee against the possibility of some cracks returning over time
- Reticulation that is near the courts must be turned off for the duration of the project
- Allowance are made for industry standard AC7 asphalt. If AC10 is used a variation may be applied for extra product required
- The project to be completed in one mobilisation
- All subcontract agreements or PO's issued to WCSS accept all these terms and conditions.
- All goods and services supplied remain the property of WCSS until full payment is received
- Client gives permission for WCSS to use photographs and video on social media including the WCSS website of the project
- This quotation is valid for 30 days.

Payment schedule

- On approval of quote, 20% deposit is required to commence the project
- Final payment is required 30 days from date of invoice
- Overdue accounts will attract compounding interest at the rate of ten percent (10%) per annum calculated daily from the date the invoice was issued.

Acceptance of quote

To accept this quotation, please return a signed and dated copy via email to **westcoastss@bigpond.com**

I have read and understood the terms and conditions from West Coast Synthetic Surfaces and accept the quotation.

Job Name: _____

Signed: _____ Date: _____

Print name: _____

OMNICOURT®

POWERED BY



SPORTS AND LEISURE
**SYNTHETIC
SURFACE
SPECIALISTS**

TENNIS

Finished Product Details

| | |
|--------------|-------------------------|
| Product Code | 3550 |
| Usage | Tennis |
| Height | 16 mm |
| Colour | Green/ Blue/ Terracotta |
| Denier | 5,400 |
| Weight | 1,985 g/m ² |

Supply

| | |
|-------------------------|----------------------------|
| Available Width | 3.71 m |
| Standard Roll Length | As required for kit courts |
| Approx. Shipping Weight | 7.36 kg/lm |
| Line Systems | Tufted as required |

Infill Material

| | |
|--------------------|--------------------------|
| Stabilising Infill | Fine grained silica sand |
|--------------------|--------------------------|

Product Warranty

| | |
|----------|---|
| Warranty | Seven year limited warranty as per manufacturer's standard warranty terms |
|----------|---|

Configuration

| | |
|----------------|------------------------|
| Pile Height | 16 mm |
| Machine Gauge | 4.76 mm |
| Yarn Weight | 1,200 g/m ² |
| Stitch Pattern | Straight |
| Stitch Rate | 23 per 100 mm |
| Perforated | No |

Yarn Properties

| | |
|----------------|---|
| Construction | IR-Reflective coolplus texturized monofilament |
| Linear Density | 600 Tex / 5,400 Den |
| Environment | Environmentally friendly yarns which are heavy metal free |
| UV Stability | The yarn is protected against UV degradation to the highest level as specified in the yarn manufacturer's warranty terms and conditions |

Primary Backing

| | |
|--------------|---------------------------------|
| Construction | Double / Polypropylene / Fleece |
| Colour | Black |

Secondary Coating

| | |
|---------------------|----------------------|
| Compound Base | Hybrid Emulsion |
| Tuft Anchorage | 40 Newtons (minimum) |
| Antioxidising Agent | Present |

Manufactured in Australia.

As with any manufactured products, specifications may vary within industry tolerances. Jan 2015



Pro COOLplus

Omniscourt® Pro COOLplus® is the flagship of the **Omniscourt®** tennis range.

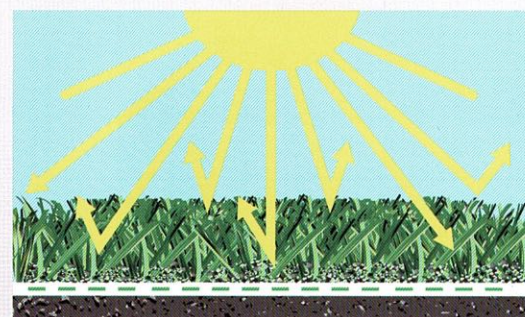
It combines all of the latest in-house yarn technology including texturized monofilament for superior aesthetics and **COOLplus®** for reduced heat generation.

The result is a tennis surface that mimics the best natural lawn courts with much lower maintenance demands.

KEY BENEFITS

- Unique **COOLplus®** technology (see right).
- Texturized monofilament construction for maximum aesthetics and minimal appearance of sand.
- ITF pace rated medium-fast, although surface pace can be customised.

| | |
|-------------------|-----------------------|
| Weight | 1,200g/m ² |
| Pile Height | 16mm |
| Sand Infill Ratio | Medium |
| Spin Response | Very high |
| Ball Bounce | Custom |



Omniscourt® Pro COOLplus® features proprietary infrared-reflective **COOLplus®** sports yarn technology. Sunlight is comprised of a wide spectrum of radiation including visible light, UV radiation and infrared (IR).

Infrared radiation causes molecular vibration, which translates into heat energy when it is absorbed by an object. Our proprietary **COOLplus®** yarn technology does not absorb infrared rays, translating into less molecular vibration and cooler surface temperatures. Studies show **COOLplus®** surface temperatures are consistently 10–20% lower than the competitive systems. The result is better player comfort in direct sunlight.

OMNICOURT®

SPORTS AND LEISURE SYNTHETIC SURFACE SPECIALISTS

AUSTRALIA 1800 652 548

Factory 3, Dunlopillo Dr. Dandenong South,
VIC 3175 Australia
info@aptasiapacific.com.au
www.aptasiapacific.com.au

@APTWorldwide  














Omnicroort® is a registered trademark of APT Corporation

ASIA | AUSTRALIA | EUROPE | NEW ZEALAND | USA
Shire of Narrogin

Minutes Ordinary Council Meeting 24/11/2020

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PRODUCT FEATURES

| | SUPER 7 | SUPER 10 HP | PROCOURT | PRO17 | PRO COOLplus® |
|---|---------|-------------|----------|-------|---------------|
|  Available in green, terracotta, blue | ■ | ■ | ■ | ■ | ■ |
|  Slip resistant | ■ | ■ | ■ | ■ | ■ |
|  Glare resistant colours | ■ | ■ | ■ | ■ | ■ |
|  Environmentally friendly, no heavy metals | ■ | ■ | ■ | ■ | ■ |
|  Proprietary PE yarn | ■ | ■ | | ■ | ■ |
|  Proprietary PP yarn | ■ | | ■ | | |
|  7 year warranty | ■ | ■ | ■ | ■ | ■ |
|  Designed to bridge substrate cracks | ■ | ■ | ■ | ■ | ■ |
|  Hybrid emulsion secondary backing | ■ | ■ | ■ | ■ | ■ |
|  ITF Pace Rated | | | ■ | | ■ |
|  Natural Lawn appearance | | | ■ | ■ | ■ |
|  Monofilament texturised yarn technology | | | | | ■ |
|  COOLplus technology | | | | | ■ |

Omnicroort® is proudly brought to you by APT Asia Pacific. Our mission is to provide high quality, innovative, customer driven surfaces for all types of sports.

Installing outdoor sports surfaces demands specific expertise, a high level of precision and experience. We therefore exclusively use pre-approved installers, whom employ specially trained staff to install our respective products. In doing this we ideally accommodate your specific conditions and therefore ensure that your Omnicroort® system has excellent performance characteristics over the entire surface.

Whatever your sports needs might be, we have a surface and solution for you.



Laykold[®]
MASTERS

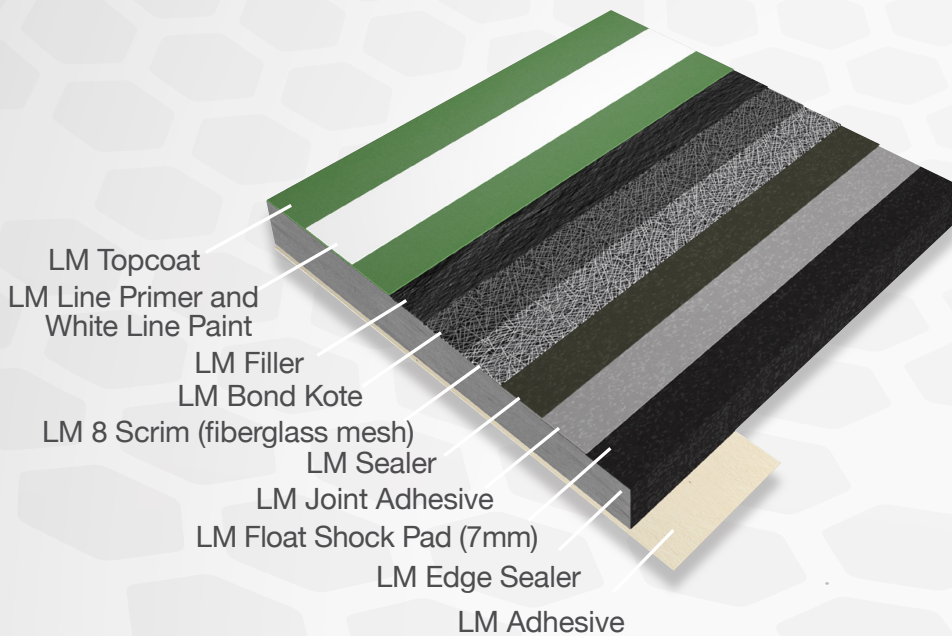


SPORTS AND LEISURE
**SYNTHETIC
SURFACE
SPECIALISTS** TENNIS

The Laykold logo is displayed in white text on a blue background that features a stylized hexagonal pattern.

Highlights

- 5-year warranty
- Designed to bridge cracks or moving substrates on all courts
- Excellent for rooftop installations
- Permanent cushion
- 21% force reduction
- Superior abrasion and UV resistance
- Multisport applications
- Manufactured by APT in an ISO 9001 Quality Assured facility
- Wide variety of factory-textured colours available



MASTERS FLOAT

Laykold® Masters 8 Float is cutting-edge polyurethane/rubber/acrylic composite court systems. Each utilises a custom pre-fabricated shockpad for advanced player comfort and is coated with LM acrylics for consistent ball bounce, reliable footing and staying power.

PERFORMANCE
ENHANCING
SURFACE
TECHNOLOGY



www.laykold.com • 03 8792 8000

OVER 100,000,000m² OF LAYKOLD SPORTS SURFACES INSTALLED SINCE 1970!

Laykold Masters designed FOR TENNIS

For tennis players to remain healthy whilst achieving peak performance, their bodies need three key factors from a surface. Consistency, force reduction and energy return.

In simple terms, your chosen tennis court doesn't just need to be a consistent playing surface. It also needs to absorb the force and return the energy to the athlete during competition or practice.

APT's cushioned systems offer up to 20% impact protection. A cushioned system is like an elastic surface, the elasticity absorbs the vertical and horizontal force delivered by the athlete. Not only do our systems absorb the force but they also return that energy to the athlete, thereby reducing fatigue and strain on the joints and muscles which improves recovery time and performance. The improved coatings provide high slip resistant properties which also help to prevent injuries from falls, slipping and jarring of joints.



ALL WEATHER



PLAY WITH CONFIDENCE



UV STABLE STANDARD AND CUSTOM COLOURS



COOLER TO PLAY ON THAN BARE ASPHALT OR CONCRETE



HIGH FORCE REDUCTION (FR) TO GREATLY REDUCE TISSUE DAMAGE AND SPORTS RELATED INJURIES



HIGH ENERGY RESTITUTION (ER) TECHNOLOGY TO PLAY LONGER AND REDUCE RECOVERY TIMES



TECHNOLOGY TO BRIDGE CRACKS AND MOVING SUBSTRATES



GREEN CHEMISTRY - OVER 60% IS MADE FROM RAPIDLY RENEWABLE RESOURCES

| | |
|------------------------------|---|
| LAYKOLD MASTERS GEL | Superior performance cushion with advanced energy return properties |
| LAYKOLD MASTERS FLOAT | Premium cushion with crack bridging capabilities |
| LAYKOLD MASTERS 5 | Performance mat laid cushion system |
| LAYKOLD MASTERS CUSHION PLUS | High performing, layered cushion system |
| LAYKOLD MASTERS | Hard court |

Laykold® Masters is manufactured in our ISO9001 certified factory in Melbourne Victoria. APT Asia Pacific is a global leader in the development and manufacture of innovative, high performance and environmentally friendly sports and recreational surfacing systems. The complete range includes synthetic grass for every application as well as polyurethane-based surfaces for running tracks, indoor gymnasium flooring and children's playgrounds.

Please note our Laykold Masters Gel systems can only be installed by a select group of trained and approved professional installers, geographically located throughout Asia Pacific.



The revolutionary new cushion court system

- Made from rapidly renewable resources
- Permanent 3mm cushion surface
- Up to 17% force reduction
- Superior energy return properties reducing athlete fatigue
- Advanced biomechanical properties reducing tissue damage
- 5 year warranty



LAYKOLD MASTERS GEL

Laykold Masters Gel is the most advanced cushioned system to date that delivers up to 17% force reduction. **Laykold Masters Gel** surfaces provide athletes of all ages, sizes, and ability with a superior playing experience and high performance properties. Using green chemistry, the **Masters Gel** is made up from over 60% rapidly renewable resources. More comfortable, higher force reduction, improved energy return and guaranteed to perform better than any cushioned surface available on the market today.

The premium cutting edge court system

- Designed for cracked and moving concrete or asphalt substrates
- Permanent 8mm cushion surface
- Offers 20% force reduction
- Premium energy return properties reducing fatigue
- Premium biomechanical properties reducing tissue damage
- 5 year warranty



LAYKOLD MASTERS FLOAT

Laykold Masters Float is a premium cutting-edge polyurethane/rubber/acrylic composite court system. The custom made pre-fabricated rubber shock pad is designed to float and bridge cracked and moving substrates. This system offers high force reduction that also reduces injuries and fatigue.

The high performing composite court system

- Permanent 5mm cushion surface
- Offers 14% force reduction
- Performance energy return properties reducing fatigue
- Performance biomechanical properties reducing tissue damage
- 5 year warranty



LAYKOLD MASTERS 5

Laykold Masters 5 is a high performance cutting-edge polyurethane/rubber/acrylic composite court system. The custom pre-fabricated shockpad is designed for advanced player comfort with performance based cushioning benefits reducing injuries and fatigue.

The multi layered cushioned system

- Permanent 5mm cushion surface
- Offers up to 10% force reduction
- Performance energy return properties reducing fatigue
- Performance biomechanical properties reducing tissue damage
- 5 year warranty



LAYKOLD MASTERS CUSHION PLUS

Laykold Masters Cushion Plus is a high performing multi-layered cushion system, suitable for all sports and athletes ranging from community level to professional. This system is currently the surface of choice for the Miami Open tennis tournament.

Hard Court

- Wide range of UV stable top coats
- Custom colours available
- Environmentally friendly, no solvents or heavy metals
- 5 year warranty



LAYKOLD MASTERS

Laykold Masters system is a high performance multi-layered acrylic system with a hard wearing and long lasting surface that will prevent UV degradation of asphalt surfaces. This specially designed surface is also cooler and better to play on than bare asphalt or concrete.

GUIDELINES FOR THE CARE AND MAINTENANCE OF YOUR TENNIS COURT

PRODUCT FEATURES

| | LAYKOLD MASTERS | LAYKOLD MASTERS CUSHION PLUS | LAYKOLD MASTERS 5 | LAYKOLD MASTERS FLOAT | LAYKOLD MASTERS GEL |
|---|-----------------|------------------------------|-------------------|-----------------------|---------------------|
|  UV stable colours | ■ | ■ | ■ | ■ | ■ |
|  Slip resistant, injury reduction | ■ | ■ | ■ | ■ | ■ |
|  Long lasting, recoatable | ■ | ■ | ■ | ■ | ■ |
|  Glare resistant | ■ | ■ | ■ | ■ | ■ |
|  Environmentally friendly No heavy metals or solvents | ■ | ■ | ■ | ■ | ■ |
|  Factory textured topcoat | ■ | ■ | ■ | ■ | ■ |
|  Cushioned system | | ■ | ■ | ■ | ■ |
|  Designed to bridge existing substrate cracks or moving substrates | | | | ■ | |
|  Recycled Content | | ■ | ■ | ■ | ■ |
|  Renewable Resources | | | | | ■ |

SPORTS AND LEISURE SYNTHETIC SURFACE SPECIALISTS

AUSTRALIA 1800 652 548

Factory 3, Dunlopillo Dr. Dandenong South,
VIC 3175 Australia
info@aptasiapacific.com.au

www.aptasiapacific.com.au     

AUSTRALIA | ASIA | EUROPE | NEW ZEALAND | USA

To maintain the appearance and playing characteristics of your Laykold Acrylic Court System, minimal but regular maintenance of the surface is required. Generally sweeping debris off the surface with a bristle broom and hosing down with domestic quality water will keep your court in good condition.

DIRT CONTAMINATION: We recommend that any localised dirt contamination be swept or washed off the court surface as it occurs. In situations where windblown dirt/dust is an ongoing problem, then regular washing down of the court surface on a monthly basis is recommended.

MOULD GROWTH & TREE/PLANT CONTAMINATION: Careful use of diluted solutions of industrial grade detergents to remove resinous contamination, may be necessary. Before using a product ensure that it will not damage the surface by undertaking a small test area first. Always thoroughly wet down the Laykold Surface before applying detergent solutions, and wash off the solutions before they dry out on the surface.

Note: Do not use powdered calcium hypochlorite solution as this will leave a white deposit on the surface after drying.

FOOD/DRINK CONTAMINATION: Immediate washing of the surface is recommended. If staining has occurred, then the same cleaning methods suggested for mould/plant contamination is recommended. Solvent based products, solvent thinners or similar products are NOT to be used on the Laykold surface.

Scoring type products such as Ajax powder/liquid or similar are NOT recommended for use on Laykold surfaces.

FRUIT BAT DROPPINGS: These will cause degradation of the Laykold surface. They should be immediately removed by mechanically scraping them off or by water blasting.

In severe cases they will cause blistering and peeling, not only of the Laykold surface, but also of the asphalt base to a depth of 3-6mm. In these cases contact us for full maintenance guide.

BIRD/WILDLIFE CONTAMINATION: This can usually be removed with a weak detergent solution, a stiff bristle brush and plenty of tap water.

SHOE MARKS: Black scuff marks can generally removed with a detergent solution and a stiff bristle brush. Some rubber scuff marks can be quite difficult to remove when they are fresh, weathering will usually allow their removal some time later. Prevention is obviously the better method.

CHEWING GUM CONTAMINATION: It is very difficult to remove gum from the court surface. Mechanical scraping of the gum is all that we can recommend.

GREASE/OIL STAINS: Detergent solutions are the recommended method of removal. It may require several applications to remove grease and oil contamination. Thoroughly wash down the surface after the application of the detergent solution.

For further information please refer to our website www.aptasiapacific.com.au



MANUFACTURERS WARRANTY Warranty No:

**APT Asia Pacific Pty Ltd
will guarantee the surface of:**



Supplied to:

Installed for:

No of Courts:

for a period of five (5) years commencing as from [insert date] being the date of installation, to be free from defects in materials.

APT Asia Pacific Pty Ltd's warranty is restricted to materials supplied by APT Asia Pacific Pty Ltd only. This warranty expressly excludes any claims with regard to cracking of the acrylic coating surface. Further, this warranty expressly excludes all other obligations or liability in connection with any matter or thing, the condition or quality of the playing surface and further, including without limitation, damages for personal injury or damages related to lost revenue, increased costs, down time costs and all other indirect or consequential damages.

The purchaser herewith waives any and all claims unless same are made in writing to APT Asia Pacific Pty Ltd, Factory 3, Dunlopillo Drive, PO Box 4260, Dandenong, VIC 3175 and received within thirty (30) days after purchaser becomes aware of the damage giving rise to the claim.

This warranty will remain valid only if the following conditions are observed:

1. Sub-base must be of suitable standard and is not causing or contributing to material wear or abrasion.
2. The surface is cleaned and maintained in strict accordance with APT Asia Pacific Pty Ltd's cleaning maintenance procedure.
3. The surface is used only and solely for the purpose for which it is designed and installed.
4. The surface is not wilfully or maliciously damaged.
5. That the surface be subjected to normal wear and tear.
6. That only appropriate footwear and sports equipment is used.

If at any time during the Warranty period the client feels it has a valid warranty claim, and notifies APT Asia Pacific Pty Ltd in writing, APT Asia Pacific Pty Ltd will delegate a representative, within 15 days of the notification from the client, for a joint inspection. If the claim is agreed as valid, then APT Asia Pacific Pty Ltd will carry out the repairs in a timeframe that is mutually suitable for all parties.

Our technical and sales staff will be available at all times to advise on the care and maintenance of the surface should any need arise.

for and on behalf of:

APT Asia Pacific Pty Ltd

Accredited Agent of:

APT Asia Pacific Pty Ltd

10.4.3 NARROGIN GYMNASTICS CLUB EXTENSION OF LEASE FOR A PORTION OF 105 (LOT 1679) FEDERAL STREET, NARROGIN, KNOWN AS RAILWAY INSTITUTE HALL

| | |
|--|--|
| File Reference | A163300 |
| Disclosure of Interest | Neither the Author nor Authorising Officer have any Impartiality, Financial or Proximity Interests that requires disclosure. |
| Applicant | Narrogin Gymnastics Club |
| Previous Item Numbers | Nil |
| Date | 10 November 2020 |
| Author | Joshua Pomykala – Governance Officer |
| Authorising Officer | Dale Stewart – Chief Executive Officer |
| Attachments | |
| <ol style="list-style-type: none"> Narrogin Gymnastics Club Lease Letter from Narrogin Gymnastics Club | |

Summary

The Narrogin Gymnastics Club has given 8 months’ notice to seek the extension of their current lease for a portion of 105 (Lot 1679) Federal Street, Narrogin, known as Railway Institute Hall. Council is asked to consider extending the lease for a further 5 years, as the extension option given in the current lease.

Background

On 1 July 2016, the Shire of Narrogin entered into a lease agreement with the Narrogin Gymnastics Club for the use of portion of 105 (Lot 1679) Federal Street, Narrogin, also known as Railway Hall. The lease was for a 5 year period, with the option of renewal for a further 5 years at the discretion of both parties.

The Narrogin Gymnastic Club has provided a written request to exercise the option to renew the current lease for a further 5 year term, commencing on 1 July 2021 and ending on 30 June 2026. All conditions and covenants of the original lease are proposed to remain the same.

The Gymnastics Club utilises the premises for recreational purposes, where equipment is stored and used within the main hall for the purpose of gymnastics.



Portion of 105 (Lot 1679) Federal Street, Narrogin leased to the Narrogin Gymnastics Club

Consultation

Consultation has occurred between:

- Chief Executive Officer
- Executive Manager Corporate & Community Services
- Elected Members and the Executive Management Team
- Narrogin Gymnastics Club representative, Liz Hart.

Statutory Environment

- The Local Government Act 1995, Section.3.58, addresses the disposition of property.
- Local Government (Function and General) Regulations 1993, Regulation 30, provides for exemptions from the disposition requirements for not for profit community groups (no need to advertise).
- Delegations Register – 3.4 Disposing of land – leases, rentals etc provides for delegation to the Chief Executive Officer to exercise disposition (leasing) for periods up to 12 months maximum duration.

Policy Implications

There are no current or proposed relevant policy implications.

Financial Implications

The Narrogin Gymnastics Club currently pay \$5,000 annually for the leasing of the portion of the premises, being the Railway Institute Hall, which is invoiced on a pro rata monthly basis to the Club. Should the Shire pursue an extension of the lease, the Club would continue to pay this annual amount for a further 5 years.

The Club is required in the lease to provide proof of regular payments to the Narrogin Gymnastic Club building account, which is to be provided on an annual basis or on request of the Shire. The Administration requested that, pursuant to Item 4 of the lease Schedule, the Club is to provide this required proof to demonstrate the Club is following the requirements set out in the lease before Council considered a further 5 year extension. The Club provided a letter to the Administration regarding the Building Fund, which states that \$10,017.72 has been set aside in the account for a future gymnastics facility. The letter from the Lessee has also stated that the COVID-19 rent relief granted from the Shire is planned to be put towards the building fund.

The Club is responsible for paying 50% of the water charges and electricity charges on the property, as it is shared with the Dryandra Country Visitors Centre.

Strategic Implications

| Shire of Narrogin Strategic Community Plan 2017-2027 | | |
|--|-------|---|
| Objective | 2. | Social Objective (To provide community facilities and promote social interaction) |
| Outcome: | 2.1 | Provision of youth services |
| Strategy: | 2.1.1 | Develop and implement a youth strategy |

| | | |
|-----------|-------|---|
| Outcome: | 2.3 | Existing strong community spirit and pride is fostered, promoted and encouraged |
| Strategy: | 2.3.2 | Engage and support community groups and volunteers |
| Objective | 3. | Environment Objective (Conserve, protect and enhance our natural and built environment) |
| Outcome: | 3.3 | Efficient use of resources |
| Strategy: | 3.3.1 | Increase resource usage efficiency |

Pursuant to the lease, the Narrogin Gymnastics Club is to provide the Shire proof of regular payments into the Narrogin Gymnastic Club building account, to hold designated funding for the purchase/construction of a designated gymnastic facility. It is recognised that the lease was intended for a short-term, to ensure appropriate facilities for gymnastics could be established. The Administration contacted the Club on 20 October 2020 to provide proof of regular payments into its building account, pursuant to the requirements of the lease. To date, \$10,017.72 has been paid into this account.

The portion of 105 (Lot 1679) Federal Street, Narrogin, known as Railway Institute Hall, is a purpose-built hall to accommodate activities associated with public entertainment. As such, Council is asked to consider whether there are commercial or community groups better suited to lease the property for its intended purposes, rather than the current recreational activities, suited for a more appropriate area.

The zoning of the Railway Institute Hall is community, which the Narrogin Gymnastics Club falls in line with as a community group.

The lease does state, however, that there is a 'one-month out clause' where the Lessor can request the Lessee to vacate the premises given a one-month notice.

Comment/Conclusion

Council may want to consider the long-term impacts of the lease extension, and whether pursuing a 5 year extension will be consistent with the current land use of the main street of the Central Business District (CBD). The Railway Hall facilities include a commercial kitchen, toilets, ample storage space, and adjoins the Dryandra Country Visitor Centre. The current facilities were not, and remain so, intended for the use of recreational activities that would otherwise be suitable for purpose-built facilities.

The financial aspect is that, in pursuing a lease extension, a total income of \$5,000 is generated per annum for the Shire, which may or may not be matched by other potential community groups utilising the premises. Should Council decide to vacate the Lessee from the premises, there is no guarantee that the premises will be filled by another community group in the immediate future.

Council is asked to take into consideration the 'one-month out clause' where the Lessee can be requested to vacate the premises given they have received at least one month notice. If a potential community group better suited to utilise the facilities expresses interest and negotiations commence with the Shire, the Lessee can be given due notice for vacating the premises.

The Club has proven that it is willing to save the necessary funds for a future purpose-built facility, having saved \$10,017.72 to date while still maintaining all necessary payments for rental commitments.

Voting Requirements

Simple Majority

OFFICERS' RECOMMENDATION AND COUNCIL RESOLUTION 1120.009

Moved: Cr Seale

Seconded: Cr Fisher

That, with respect to the request for extension on the Narrogin Gymnastics Club lease, Council:

1. Approve the extension for a further 5 years to the lease for the Narrogin Gymnastics Club Inc. for a further 5 year term, commencing on 1 July 2021 and ending on 30 June 2026 to occupy the Railway Institute Hall.
2. Request the Chief Executive Officer to remind the Club that they remain required to annually contribute to their building fund account to assist developing or acquiring an appropriate alternate facility; and
3. Request the Chief Executive Officer to work with the group with a view to considering long term mutually beneficial options, including at the Narrogin Regional Leisure Centre.

CARRIED 9/0

LEASE

DEED dated 1 July 2016

BETWEEN **Town of Narrogin** of 89 Earl Street, Narrogin, Western Australia
(**'Lessor'**)

AND Narrogin Gymnastics Club (**'Lessee'**).

RECITALS

- A. The Lessor is the registered proprietor of the Land.
- B. The Lessor has agreed to Lease the Premises to the Lessee at the Rent and upon the terms and conditions contained in this Lease.

OPERATIVE PART

1. DEFINITIONS AND INTERPRETATION

1.1 **Definitions**

In this Deed, unless the contrary intention appears, the following words have the following meanings:

'CEO' means Town of Narrogin's Chief Executive Officer.

'Commencement Date' means the Commencement Date specified in the Schedule;

'Expiration Date' means the Expiration Date specified in the Schedule;

'Land' means the Land referred to in the Schedule;

'Lessee' means the Lessee referred to in the Schedule;

'Lessee's Covenants' means terms covenants and conditions contained in this Lease and on the part of the Lessee to be observed and performed;

'Permitted Use' means the permitted use specified in the Schedule;

'Premises' means that part of the Land described in the Schedule and all improvements, fixtures and fittings in the Premises;

'Rent' means the rent specified in the Schedule and the rent payable under this Lease from time to time;

'Term' means the term of this Lease specified in the Schedule commencing on the Commencement Date and terminating on the Expiration Date;

'The Town' means the Town of Narrogin;

'this Lease' means this lease and any variations to it agreed between the parties.

1.2 **Interpretation**

Words importing the masculine gender shall include the feminine gender and shall also have application to corporations.

Words importing the plural number shall include the singular number and words importing the singular number shall include the plural number.

References to statutes shall include all statutes amending the statutes referred to or passed in lieu thereof.

When two or more Lessees are parties to this Lease the covenants and agreements on their part shall bind them and any two or greater number of them jointly and severally.

2. **LEASE**

The Lessor LEASES the Premises to the Lessee for the Term at the Rent and otherwise upon the terms and conditions contained in this Lease.

3. **RENT**

There will be an annualised rent which is payable on a monthly basis to the Town.

4. **LESSEE'S COVENANTS**

The Lessee COVENANTS with the Lessor as follows:

4.1 **Rates, Taxes & Outgoings**

To pay and discharge all rates and taxes (excluding shire and sewerage rates) including land tax assessed or charged in respect of the Premises and all other outgoings, including without limitation all telephone, electricity, gas, water, rubbish collection, emergency services levy and sewerage charges levied, charged or imposed upon the Premises or any part of the Premises or arising out of the use of the Premises and whether expressed to be payable by the owner or occupier of the Premises.

4.2 **Maintenance, Repairs & Painting**

The Lessee is to keep and maintain the premises in the condition presented to the lessor.

It is the Lessee responsibility to change light globes etc.

4.4 **Cleaning**

At the Lessee's own expense during the Term at all times to keep and maintain the Premises clean, drained, free from rubbish, refuse and disused material of any kind and in good and sanitary condition to a standard acceptable to the Lessor.

4.5 **Entry by Lessor to View and Undertake Urgent Repairs**

To permit the Lessor, its officers, members or agents at all reasonable times with or without workmen or others to enter the Premises to view the state of repair and condition of the Premises and to forthwith carry out any repairs, cleaning, painting or other works for which the Lessee is responsible under this Lease in accordance with any notice in writing given to the Lessee or left on the Premises by the Lessor.

The Lessor will take all practical steps to advise the Lessee of the need to entry the premises to undertake inspections or urgent repair works.

4.6 **Abatement of Nuisances**

- (a) Not to do or leave undone any act, matter or thing which may be or be deemed to be a nuisance within the meaning of the *Local Government Act*, the *Health Act*, the *Factories and Shops Act* or any other Act or under any local laws or regulations applicable to the Premises or the use or occupation of the Premises by the Lessee and immediately to abate any such nuisance or alleged nuisance.
- (b) To ensure that the Premises are not used in any manner which may be or become a nuisance, disturbance or annoyance to the quiet and comfort of any occupier of any land in the vicinity of the Premises and on being required to do so by the Lessor or any officer of the Lessor to immediately abate any such nuisance, disturbance or annoyance.

4.7 **Disorderly Behaviour**

To prevent disorderly behaviour and indecent language in the Premises at all times during the day and night.

4.8 **Compliance with Statutes and Licences**

- (a) At its own expense to comply with, carry out and perform the requirements of the *Local Government Act*, the *Health Act* and all other Acts, town planning schemes, local laws or regulations or of any requisitions or orders under them applicable to the Premises or the use or occupation of the Premises.

- (b) To take out and keep current any licences required in connection with any activities carried on from the Premises.

4.9 **Permitted Use**

To use the Premises solely for the Permitted Use.

4.10 **Prohibited Use**

Not to use the Premises for any illegal or immoral purpose nor for any business or commercial use without the prior written consent of the Lessor.

4.11 **Insurance**

The Lessee is to take out and keep in force the following policies of insurance with an insurer approved by the Lessor:

- (a) to effect and keep in force throughout the term a public risk policy of insurance in an amount of not less than \$10,000,000 for any one event or such greater amount as the Lessor may require and to produce to the Lessor on request a certificate of the currency of that policy.
- (b) such policies of insurance as specified in Item 6 of the schedule.
- (c) is to effect and keep in force throughout the term a contents insurance policy to cover all goods owned by the Lessor.

The Lessee is:

- (d) not to do or permit to be done anything whereby any policy of insurance in respect of the Premises may become void or voidable or by which the rate or premium on it may be increased.

4.12 **Alterations and Improvements**

Not without the prior written consent of the Lessor to erect or suffer to be erected any building or structure on the Premises nor to make or suffer to be made any alteration in or additions to any building or any other improvements to the Premises nor to remove any such improvements or to cut, maim or injure or suffer to be cut, maimed or injured any of the walls or timbers of the Premises.

To take all reasonable precautions to protect the building, fixture and fitting including the wooden flooring from damage/excessive wear and tear.

4.13 **Fixtures, Fittings and Furniture**

Not without the prior written consent of the Lessor to erect, install or place any fixtures, fittings in or upon the Premises.

4.14 **Assignment or Subletting**

Not to assign, sublet or part with the possession of the Premises or any part of the Premises without the prior consent in writing of the Lessor and it is DECLARED that Sections 80 and 82 of the *Property Law Act 1969* are expressly excluded.

4.15 **Signs**

Not without the prior written consent of the Lessor to permanently affix or exhibit or permit to be affixed to or exhibited upon any part of the exterior of the Premises or in any place visible from beyond the Premises any placard, sign, poster, hoarding or advertisement.

4.16 **Delivery Up of Possession**

At the expiry or sooner determination of the Term peaceably and quietly to deliver up possession of the Premises and all furniture, fixtures and fittings belonging to the Premises in such good and tenable repair, order and condition as shall be consistent with the covenants contained in this Lease PROVIDED THAT immediately upon the expiry or sooner determination of the term the Lessee shall remove any tenant's fixtures and fittings and shall make good any damage caused to the Premises in doing so.

4.17 **Fire**

To use and adopt all proper measures and precautions against the outbreak or spread of fire upon from or to the Premises and to comply with the *Bushfires Act 1954* and with all local laws, orders, regulations, requisitions, orders and notices made or given thereunder or pursuant thereto.

The Lessee is to maintain all fire fighting equipment in good working order.

5. **LESSOR'S COVENANT – QUIET POSSESSION**

The Lessor COVENANTS with the Lessee that the Lessee paying the rental reserved by this Lease and observing and performing the covenants expressed and implied by this Lease and on the Lessee's part to be observed and performed shall during the Term and any extension of the Term quietly enjoy the use and occupation of the Premises without interruption by the Lessor or any person lawfully claiming through or under the Lessor.

6. **MUTUAL AGREEMENTS**

IT IS MUTUALLY AGREED as follows:

6.1 **Default by Lessee**

If:

- (a) the Lessee breaches any of the Lessee's Covenants and the breach continues for 14 days after notice has been served on the Lessee by the Lessor; or
- (b) the Lessee goes into liquidation or ceases to be an incorporated body whether compulsory or voluntary (except for the purpose of amalgamation or reconstruction) or a receiver or manager is appointed; or
- (c) any mortgagee of the Lessee's property enters into possession of the Premises; or
- (d) any execution or process is made against the property of the Lessee; or
- (e) the Lessee being a natural person shall commit an act of bankruptcy; or
- (f) the Lessee abandons or vacates the Premises; or
- (g) the lessee permits or does not activity discourage smoking within the building.
- (h) failure to set aside funding for the purchase/construction of a future gymnastic facility.

then and in any of such cases (but subject to the *Bankruptcy Act 1966*) the Lessor may at its option at any time after that event and without any notice or demand enter and repossess the Premises and as a result of that the Term and the estate and interest of the Lessee in the Premises will immediately determine but without prejudice to any other of the rights and remedies of the Lessor under this Lease and without releasing the Lessee from liability in respect of the Lessee's Covenants.

6.2 Destruction of Premises

- (a) Subject to clause 6.2(b), if the Premises or any part of the Premises shall be burned down, destroyed or damaged by fire so as to render the same unfit for the purpose permitted by this Lease then in such case (unless the insurance of the Premises shall have been forfeited or become null or void or the payment of any moneys payable under such insurance be refused or withheld through any act or default of the Lessee or its members, agents, servants, invitees or licensees) the Rent or a fair and just proportion of the Rent according to the nature and extent of the damage sustained shall cease to be payable until the Premises shall have been rebuilt and rendered fit for the purpose permitted by this Lease. In case of difference touching this paragraph such difference shall be referred to the award of a single arbitrator if the parties can agree upon one and otherwise to two arbitrators one to be appointed by the Lessor and the other by the Lessee and their umpire (to be appointed before proceeding with the arbitration) and in

either case in accordance with the provisions of the *Commercial Arbitration Act 1985* or any modification or re-enactment thereof for the time being in force PROVIDED THAT in the event of such difference no part of the Rent shall be allowed by the Lessor to the Lessee as aforesaid but the Lessee shall continue to pay the Rent in full until the date of the award of such arbitrator at which time the Lessor shall refund to the Lessee free of interest any Rent which according to such award shall have been overpaid. In any such arbitration each party shall be entitled to be represented by a duly qualified legal practitioner and this clause shall be deemed to be the agreement in writing referred to in Section 20 of the *Commercial Arbitration Act 1985* in respect of such representation.

- (b) If the Premises or any substantial part thereof be burnt down, destroyed or damaged so as to be wholly unfit for occupation or use this Lease may at the option of the Lessor (such option to be declared in writing within 28 days after such destruction) be determined the Lessee in that event paying the rental hereby reserved up to such determination and all moneys paid or payable under any policy of insurance effected in respect of the Premises shall belong to the Lessor absolutely.

6.3 **Entry by Lessor**

If the Lessee shall fail to duly and punctually observe or perform any of the Lessee's Covenants the Lessor shall be entitled to carry out the observance or performance of such covenant, condition or agreement and for such purpose the Lessor or the Lessor's agents workmen or architects may if necessary enter the Premises or any part of the Premises or any part of the Premises and the cost and expense incurred in such observance or performance together with interest thereon at the rate of 11% per annum shall be a debt due by the Lessee to the Lessor and shall be payable on demand and may be recovered by the Lessor in the same manner as if such debt were for rent due under this Lease in arrear by action in law and such cost expense and interest shall be a charge on the Term.

6.4 **Structural Alterations**

Notwithstanding anything contained in clauses 4.3 (Maintenance, Repairs and Painting), 4.4 (Cleaning), 4.8 (Compliance with Statutes and Licences) and 4.13 (Alterations and Improvements) of this Lease, the Lessee shall not be liable to effect any structural alterations of the Premises unless the same shall be necessitated or occasioned by reason of any act or default of the Lessee.

6.5 **Service of Notices**

That all notices, consents and approvals or any demand to be given to or made upon the Lessee shall be in writing and may be signed by the Lessor or its solicitors or agents and all such notices or demands shall be considered as having been properly served upon the Lessee if delivered to the Lessee or posted to the Lessee by prepaid registered post addressed to the Premises or to

the address of the Lessee and if served by post shall be conclusively deemed to be served upon and be received by the Lessee at the expiration of the next day following the day when the same shall be posted.

6.6 **Headings**

That the headings appearing in this Lease are inserted only as a matter of convenience and in no way define, limit, construe or describe the scope or intent of the clauses of this Lease nor in any way affect this Lease.

7. **ESSENTIAL TERMS**

The covenants by the Lessee contained in this Lease to pay Rent and rates, taxes and insurance in respect of the Premises at the time and in the manner therein respectively prescribed and to only use the Premises for the Permitted Use and Clauses 4.20 to 4.25 inclusive are essential terms of this Lease and any breach of any of those covenants shall be regarded by the Lessor and the Lessee as a fundamental breach by the Lessee of this Lease. Should the Lessor determine this Lease following such a breach then (without prejudicing or limiting any other right or remedy of the Lessor arising from such breach or otherwise under this Lease) the Lessor shall be entitled to recover from the Lessee and the Lessee covenants to pay to the Lessor as and by way of liquidated damages for such breach the Rent, rates, taxes and insurance which would have been payable by the Lessee for the unexpired residue of the Term after making allowance for the Rent, rates, taxes and insurance which the Lessor by taking reasonable steps to relet the Premises obtains or could reasonably be expected to obtain by reletting the Premises for such unexpired residue of the Term on reasonable terms as to rent and otherwise PROVIDED THAT:

- (a) any such reletting shall not be required to be on like terms as are expressed and implied in this Lease;
- (b) the Lessor's entitlement to recover damages as aforesaid shall not be prejudiced or limited if:
 - (i) the Lessee abandons or vacates the Premises;
 - (ii) the Lessor elects to re-enter the Premises or to determine this Lease;
 - (iii) the Lessor accepts the Lessee's repudiation of this Lease; or
 - (iv) the parties' conduct constitutes a surrender by operation of law;
- (c) the Lessor shall be entitled to institute proceedings to recover damages either before or after any of the events or matters referred to in subparagraph (c):

- (d) any conduct by the Lessor to mitigate damages shall not of itself constitute acceptance of the Lessee's breach or repudiation or a surrender by operation of law; and
- (e) nothing expressed or implied in this Lease shall be construed to mean that no other covenant in this Lease on the part of the Lessee to be observed or performed may be an essential term.

8. COSTS

The Lessee agrees to pay:

- (a) all the costs of and incidental to preparation , execution and stamping of this lease; and
- (b) all costs, charges and expenses (including solicitors' costs and architects fees) incurred by the Lessor for the purpose of or incidental to the preparation and service of a notice under Section 81 of the Property Law Act, 1969, requiring the Lessee to remedy a breach of any provision of this lease notwithstanding forfeiture for the breach is avoided otherwise than by relief granted by the Court.

9. REPORT ACTS OF VANDALISM

The Lessee is to immediately report to the Lessor any acts of vandalism or incident which occurs on or adjacent to the Premises which is or is likely to involve a breach of the peace or become the subject of a report to the police.

10. ADDITIONAL TERMS

All (if any) the additional terms covenants and conditions contained in the Schedule are incorporated into and apply to this Lease.

THE SCHEDULE

Item 1

Lessee

Narrogin Gymnastics Club Inc.

Item 2

Land

Railway Institute Hall, Federal Street Narrogin

Item 3

Term

Period of five years, with a five year option at the discretion of both parties.

Commencement Date

1 July 2016

Expiration Date

30 June 2021 (5 Years)

Expiration of Option Period if agreed in writing by both Parties.

5 Years per year.

Item 4

Rent

Rent \$5,000 subject to the making regular contributions to the Narrogin Gymnastic Club building account.

Proof of regular payments to the Narrogin Gymnastic Club building account must be provided to the Town annually or whenever requested.

Rent is paid in advance on a monthly basis.

Item 5

Permitted Use

Activities associated with "Gymnastic Club Activities".

Other uses as agreed to in writing by the CEO of the Town of Narrogin.

Item 6

Insurance

The Lessee is to provide appropriate workers compensation insurance for its operations and officers' actions.

The Lessee is responsible for its own contents insurance.

Item 7 Bond

The Lessee is to pay a bond of \$1,000.

Item 8 Utilities Accounts

Water/Sewerage Accounts

The Lessor will pay the sewerage rate and water servicing charges.

Water Consumption will be paid in full by the Lessee, except where there is a lessee of the adjoining leased area (currently occupied by the DCVC) where the water rates will be divided equal amongst both lessees.

Electricity

Power consumption will be paid in full by the Lessee, except where there is a lessee of the adjoining leased area (currently occupied by the DCVC) where the electricity rates will be divided by an agreed percentage based on anticipated usage.

The agreed percentage will be reviewed annual or whenever there is a significant change in actual usage.

If the adjoining leased area is unoccupied and the Lessor allows for adhoc usage of this area than the Lessor will be responsible for the payment of the same share of the water and electricity costs of that lessee.

Item 9 Smoking

Smoking is not permitted within the building or next to any entrance under any circumstances.

Item 10 Early Termination of Lease

The Lessor or Lessee may terminate this lease agreement, provided at least 1 month written notice is given to the other party.

The Lessee is required to set aside funding for the purchase/construction of a designated gymnastic facility.

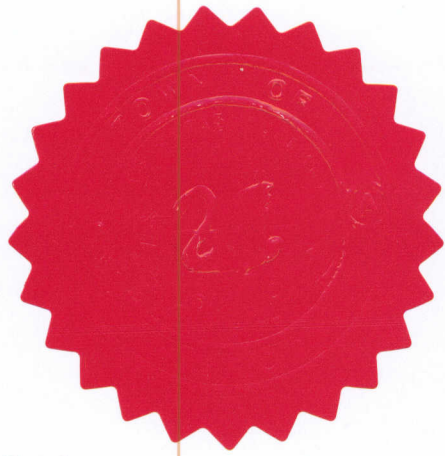
Item 11 Protect Wooden Flooring

Take all reasonable precautions to protect the wooden flooring damage from gymnastic equipment etc.

EXECUTED as a Deed.

THE COMMON SEAL of the TOWN
OF NARROGIN was hereunto affixed
In the presence of:

)
)





Mayor

Leigh Ballard

Name of Mayor



Chief Executive Officer

Aaron Cook

Name of Chief Executive Officer



Narrogin Gymnastic Club

Emma Mutch
President 30/06/16

Narrogin Gymnastics Club
PO Box 1091
NARROGIN WA 6312

2nd November 2020

Attention: Josh Pomykala
Shire of Narrogin
PO Box 1145
NARROGIN WA 6312

Dear Mr Pomykala,

RE: NARROGIN GYMNASTICS CLUB - EXTENSION OF LEASE

I refer to your e-mail to Liz Hart our President on the 20th October 2020 and your request pursuant to the lease for how much funding has been set aside for purchase/construction of a designated gymnastics facility.

Currently, to date we have managed to save and have set aside in a separate account \$10,017.72. This has been accumulated by small monthly payments and lump sum transfers (when we can afford it). We are also allocating in next couple of months once our financial year January to December has been finalised the \$1250 that the Narrogin Shire gave us as a rent COVID credit to this account as we have managed to continue to pay our rent monthly throughout COVID.

The last 5 years of our Lease with the Shire we have had to focus on fundraising/obtaining grants and putting money aside to replace desperately needed equipment that was very outdated and essentially needed for the safety of the children. Now that we are in a much better position with the equipment we can focus on putting more money aside per annum for a building and the future of our club.

I would like to put forward to council for consideration upon extension of the lease a bit of history of the Narrogin Gymnastics Club. The club was incorporated in 1989 has been running for at least 30 years. In the last 12 years the club has grown from 9 children to currently having 70 children enrolled from Narrogin and the surrounding towns. We currently run all year round with 7 classes every week split over a Tuesday, Wednesday & Thursday night. Our club offers diversity and are able to teach children from ages 5- 16yr olds. Our wait list has always been long and we currently have 57 children on the list waiting for places.

We believe the Narrogin Gymnastics Club offers a much loved and vital sporting club to the Narrogin community and would appreciate the continued support from the Narrogin Shire.

I will be attending the council meeting in November along with Liz Hart and we are hoping to continue with our forward planning into next year.

Thank you for your time and assistance in this matter. Please do not hesitate to contact me, if you require any further information.

Yours sincerely

Danielle Kulker
Treasurer
Narrogin Gymnastics Club
Mob: 0428578743

11. ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

12. NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PERSON PRESIDING OR BY DECISION OF THE MEETING

Nil

13. CLOSURE OF MEETING

There being no further business to discuss, the Presiding Member declared the meeting closed at 8:38 pm and pursuant to Resolution 1219.010 of 18 December 2019, reminded Councillors of the next Ordinary Meeting of the Council, scheduled for 7.00 pm on 15 December 2020 at this same venue.



Shire of
Narrogin
Love the life

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