



# *Minutes*

## *Ordinary Meeting of Council*

*18 August  
2022*

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## 1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

Cr Wayne Della Bosca declared the meeting open at 4pm

## 2. ANNOUNCEMENTS FROM THE PRESIDING MEMBER

Nil

## 3. ATTENDANCE

Members  
Cr W Della Bosca  
Cr J Cobden  
Cr L Granich  
Cr G Guerini  
Cr P Nolan  
Cr L Rose

Council Officers	N Warren	Chief Executive Officer
	C Watson	Executive Manager Corporate Services
	G Brigg	Executive Manager Infrastructure
	S Chambers	Executive Manager Regulatory Services
	B Forbes	Finance Manager
	L Della Bosca	Minute Taker

Apologies: Nil

Observers: Mrs. Kaye Crafter and Mrs. Jacquie Drzymulski

Leave of Absence: Cr B Close

## 4. DECLARATION OF INTEREST

Nil

## 5. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

### 5.1. PUBLIC QUESTION TIME

Mrs. Kaye Crafter attended Public Question Time and posed the following question:

**Question** *The island separating the Great Eastern Highway from the forecourt of Caltex is in a terrible state of disrepair, the island has disintegrated due to heavy vehicle traffic constantly running over the island. The broken concrete and bricks that*

*makes up the island is then left as a hazard for all other road users. This issue has been brought to the Shires attention before who fixed the problem temporarily while waiting for Mainroads to remedy permanently. Can the Shire follow up and find a permanent solution?*

**Answer** The Shire President referred the question to the CEO for comment. The CEO confirmed the matter had been raised with Main Roads previously, however had not been permanently addressed. The matter will again be brought to Main Roads attention, with Shire staff to attend to the loose materials in the interim.

Mrs. Jacquie Drzymulski attended Public Question Time and posed the following questions:

**Question** *Can the Shire provide an update on the upgrades for the female toilets at the Sport Complex, they are not compliant with access requirements, and are not suitable for disabled users.*

**Answer** The Shire President referred the question onto the CEO for comment. The CEO advised that whilst the ablution facilities do not meet current standards, they complied at the time of construction. However, through the Local Roads and Community Infrastructure Program, funding has been allocated to the upgrade of the sports complex, which will see the ablution facilities upgraded to current code requirements. Staff will also look at interim measures, until upgrades are completed.

**Question** *Can the Shire provide an update on a previously lodged complaint relating to a “derelict” property at 48 Spica Street, as I have lodged a complaint but have not had an update. The premises contains asbestos cladding.*

*There are also a number of untidy houses along Antares Street.*

**Answer** The Shire President referred the question onto the CEO, who referred to the EMRS for comment. The EMRS stated he had visited the premises and found that there was some deterioration, and whilst it was assumed to be asbestos containing material, it was not friable and did not pose a significant public health risk. The EMRS also stated ownership of the premises was changing, making it difficult to serve a notice, however letters would be sent to relevant parties. The CEO advised the Shire had been dealing with the owners of untidy premises along Antares Street, and would again follow up.

## 6. CONFIRMATION OF MINUTES

6.1 Ordinary Meeting of Council, Thursday, 21 July 2022

**208/2022**

***Moved Cr Granich/Seconded Cr Rose***

***That the minutes from the Ordinary Council Meeting held on the 21 July 2022 be confirmed as a true record of proceedings.***

**CARRIED (6/0)**

6.2 Special Meeting of Council, Thursday, 7 July 2022

**209/2022**

***Moved Cr Guerini/Seconded Cr Cobden***

***That the minutes from the Special Council Meeting held on the 7 July 2022 be confirmed as a true record of proceedings.***

**CARRIED (6/0)**

6.3 Audit Committee Meeting, Thursday 21 July 2022

**210/2022**

***Moved Cr Cobden/Seconded Cr Guerini***

***That the minutes from the Audit Committee Meeting held on the 21 July 2022 be confirmed as a true record of proceedings.***

**CARRIED (6/0)**

## 7. PRESENTATIONS, PETITIONS, DEPUTATIONS

Nil

## 8. DELEGATES' REPORTS

Cr Cobden announced the following;

- Attended the Yilgarn Community Sporting Group Awards on the 11 August 2022

## 9.1 Officers Report – Chief Executive Officer

### 9.1.1 Local Government Professionals Australia (WA) - Annual State Conference

<b>File Reference</b>	<b>1.6.13.2</b>
<b>Disclosure of Interest</b>	<b>None</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

To seek the approval of Council for the CEO and Executive Manager Corporate Services to attend the Local Government Professionals Australia (WA) Division Annual State Conference.

#### Background

The CEO's Contract of Employment supports Professional Development which is detailed below:-

#### 6.6 Attendance at conference and further studies

1. *In this clause, 'conference' include workshop, forum of similar event.*
2. *The Local Government –*
  - a. *Supports, as part of Your performance of the functions, the membership of professional bodies and attendance at conferences.*
  - b. *Must pay the costs associated with Your membership of professional bodies and attendances at conferences relevant to Your performance of the functions, as approved by Council.*
3. *In addition, where the Council (or, if the Council so resolves, the President) believes that it is in the interests of the Local Government, the Local Government may also pay the costs of other conference attendances by You for professional development purposes relevant to the Functions. This will also apply to further studies You might want to undertake which are relevant to the role. As approved by Council.*

Council's Employee Training and Development Policy 7.17 states, "to ensure that the Shire has appropriate levels of skills, experience and competencies to provide services, all employees at the Shire are required to undergo learning and development activities." Attendance at conferences and seminars is supported by the Policy.

#### Comment

The 2022 LG Professionals conference is to be held on the 2-3 November 2022 at Crown Perth, with this year's theme being Re-connect.

Whilst the program is yet to be released, the conference is touted as "the key professional development event in the calendar of local government professionals each year. A great component of this popular event is our diverse trade display, which provides the ideal

opportunity for delegates to talk with representatives from various companies who supply goods and services to the Local Government sector.”

This proves a great opportunity for the CEO and EMCS to network, listen to profession relevant speakers and keep up to date with services and supplies available for Local Governments.

The EMCS did not attend the last Finance Professionals conference, and as such, this provides a good opportunity for networking with peers and catch up on relevant issues.

A CEO Connections forum is due to be held on the 4 November 2022 after the state conference, which provides another great opportunity for the CEO to network with peers, with the event described as “a commitment to providing a space for Local Government CEOs to come together and share their experiences and insights.”.

### Statutory Environment

CEO contract of employment.

### Strategic Implications

Shire of Yilgarn Strategic Community Plan 2020-2030 – Civic Leadership – A trustworthy and cohesive Council that functions efficiently and effectively to meet the needs of our community.

### Policy Implications

Employee Training and Development Policy 7.17.

### Financial Implications

Provision for Conference attendance included in 2022/2023 budget.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Ensure Professional development opportunities are afforded to staff	High (10)	Annual Budget allowance for ongoing Professional Development
Service Interruption	Nil	Nil	Nil
Compliance	Nil	Nil	Nil
Reputational	Nil	Nil	Nil
Property	Nil	Nil	Nil
Environment	Nil	Nil	Nil



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

#### Officer Recommendation and Council Decision

**211/2022**

**Moved Cr Guerini/Seconded Cr Rose**

***That Council grants approval for the Chief Executive Officer and Executive Manager Corporate Services to attend the Local Government Professionals Australia (WA Division) Annual State Conference to be held in Perth on Wednesday, 2 and Thursday, 3 November 2022 and pays all associated costs with such attendance.***

***And***

***That Council grants approval for the CEO to attend the Local Government Professionals Australia (WA Division) CEO Connections Forum to be held in Perth on Friday 4 November 2022 and pays all associated costs with such attendance.***

**CARRIED (6/0)**

## 9.1 Officers Report – Chief Executive Officer

### 9.1.2 Clontarf Foundation Mandurah – Waiver of Fees and Charges – Sports Complex

<b>File Reference</b>	<b>8.2.6.27</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

To submit to Council a request to waive the fees associated with the hire of the Southern Cross Sports Complex for the Clontarf Foundation Mandurah.

#### Background

The CEO has been contacted by the Clontarf Foundation Mandurah, seeking use of the Southern Cross Sports Complex changeroom and courts by the visiting Clontarf Students on the night of the 15<sup>th</sup> September 2022.

The organisers of the trip have advised the students will undertake a number of activities in the Yilgarn district, train with the Southern Cross Bombers football team, then stay overnight, utilising the complex facilities.

The Clontarf Foundation, in their own words, *“uses a unique, innovative and highly successful approach to target one of the most at risk groups in contemporary Australian society – young Aboriginal and Torres Strait Islander men.*

*Using the existing passion that these boys have for sport allows Clontarf to initially attract them to school, and then keep them coming. It is however, not a sporting programme – it’s about developing the values, skills and abilities that will assist the boys to transition into meaningful employment and achieve better life outcomes.*

*The Foundation partners with schools and communities to create ‘Clontarf academies’ which are embedded within the school grounds and education programme.*

Hire costs equate to \$105.

#### Comment

Council’s Delegation No. LGA14 only allows the CEO to waive hire fees to community groups based in the Shire of Yilgarn. As the Clontarf Foundation is not based in the Yilgarn, the CEO is not delegated to approve the waiver.

As such, Council are asked to consider the waiver.

## Statutory Environment

### Delegation Register

#### LGA14 Donations and Waiver of Hire Fees

<b>Date Adopted:</b>	17 March 2016
<b>Date Last Reviewed:</b>	21 April 2022
<b>Policy Reference:</b>	
<b>Delegate:</b>	CEO
<b>Sub-Delegated:</b>	No
<b>Chief Executive Instruction/Procedure:</b>	N/A
<b>History:</b>	Previously LGA30

#### Legal (Parent):

- Local Government Act 1995 (As Amended) – Section 5.42

#### Legal (Subsidiary):

- Local Government Act 1995, Sections 6.12

### Extent of Delegation:

Council delegates its authority and power to the Chief Executive Officer to consider requests for Donations and Waiver of Hire Fees,

Subject to-

- a) The donation and /or waiver of hire fees request is:
  - a. less than \$500
  - b. for a non-profit group that is located in the Shire of Yilgarn
  - c. for an event that will be held within the Shire and is a general community benefit
- b) All Donations and Waiver of Hire Fees to be recorded in the Annual Report each year.

### Conditions Imposed:

Nil

### Legislation:

#### Local Government Act 1995

#### 6.12. Power to defer, grant discounts, waive or write off debts

- (1) Subject to subsection (2) and any other written law, a local government may —
  - (a) when adopting the annual budget, grant\* a discount or other incentive for the early payment of any amount of money; or

- (b) *waive or grant concessions in relation to any amount of money; or*
- (c) *write off any amount of money, which is owed to the local government.*
- \* *Absolute majority required.*
- (2) *Subsection (1)(a) and (b) do not apply to an amount of money owing in respect of rates and service charges.*
- (3) *The grant of a concession under subsection (1)(b) may be subject to any conditions determined by the local government.*

### Strategic Implications

Shire of Yilgarn Strategic Community Plan 2020-2030 – Social – Maintain/increase percentage of residents engaged in recreation, cultural and leisure activities for all demographics in the Shire.

### Policy Implications

Nil.

### Financial Implications

Requested Donation/Waiving of Hire Fees to the value of \$105.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Awareness of Clontarf Foundation within the Yilgarn community	Low (4)	Waiver of fees assists the Clontarf Foundation to visit the Yilgarn.
Financial Impact	Nil	Nil	Nil
Service Interruption	Nil	Nil	Nil
Compliance	Nil	Nil	Nil
Reputational	Nil	Nil	Nil
Property	Nil	Nil	Nil
Environment	Nil	Nil	Nil

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

#### Officer Recommendation and Council Decision

**212/2022**

***Moved Cr Nolan/Seconded Cr Guerini***

***That Council waives the fees, being \$105, for the hire of the Southern Cross Sports Complex Changerooms and Courts, for Clontarf Foundation Mandurah for their stay on the 15 September 2022.***

***Council are to note the hire bond will still be payable.***

**CARRIED (6/0)**

## 9.1 Officers Report – Chief Executive Officer

### 9.1.3 Designated Area Migration Agreement – Regional Development Australia

<b>File Reference</b>	<b>1.6.26.5</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

For Council to endorse the response provided to Regional Development Australia – Wheatbelt WA in relation to an Expression of Interest regarding involvement in a Wheatbelt Designated Area Migration Agreement (DAMA).

#### Background

#### DESIGNATES AREA MIGRATION AGREEMENTS

A Designated Area Migration Agreement (DAMA) is a formal agreement between the Australian Government and a Designated Area Representative (DAR) to fill recognised labour shortages in a specified area. DAMAs enable regions to respond to their unique economic and labour market conditions by gaining access to experienced skilled or semi-skilled overseas workers under the terms of their individually negotiated agreement.

A designated area may be a state, territory or regional area, and a DAR may be a state or territory authority, regional authority or local government. The Wheatbelt Business Network is an ideal DAR candidate and have offered to provide this administrative role if it is funded and resourced.

#### WHEATBELT DAMA

RDA Wheatbelt is providing a facilitation role to bring business, industry and local government together to prepare and make a DAMA application. The first step in this process is to determine the geographic extent of the DAMA region. This requires an understanding of which Wheatbelt local governments are motivated to contribute to and participate in the agreement.

Benefits of participating in the DAMA include:

- Addressing skilled workforce issues that other visa tools cannot address, such as access to occupations not included in skilled occupation lists.
- Increased productivity of regional businesses.
- Opening a pathway for permanent residency in Australia for visa holders.
- Creating an opportunity for economic and community development through an increased regional workforce size (eg. Increased home ownership, school enrolments, population growth).

- Providing regional businesses with workforce security and confidence to expand operations.
- Creating opportunities for supply chains to regional businesses to enter contracts for goods and services delivery.

If approved, the DAMA is delivered by the DAR, who will enter a 5-year agreement with the Australian Government. These agreements are only able to be varied on the 12-month anniversary of the agreement being signed. This means those local governments that opt out of this expression of interest will not have the ability to use the DAMA. Businesses within the shires that opt out will not have the ability to pay the DAR to secure visa holder skilled workers.

The RDA advised:

- A cap of approximately 200 workers per year is the general guide for DAMAs however this is negotiable during the application and agreement signing phase.
- Indications from DARs in other regions suggest the minimum resource requirement is a part time DAMA Coordinator and a vehicle.
- Given the size of the Wheatbelt, this could be a full-time role with part time administration support.
- A sliding scale of capacity to pay should be examined to enable equitable participation of all Wheatbelt local governments.

Businesses that utilise the DAMA service will pay registration and processing fees to the DAR which is how end user benefit is realised over the duration of the agreement. RDA Wheatbelt and some industry partners are considering a contribution to the business case preparation and application submission.

## **YILGARN DAMA NEEDS**

The Shire was approached in 2021 by a Southern Cross business, seeking Council's consideration of establishing a DAMA as they were struggling to find suitable employees.

Investigations at the time determined establishing a DAMA was too large a task to undertake as a sole Local Government. As such, at the Wheatbelt East Regional Organisation of Councils (WEROC) meeting on the 22 November 2021, the Shire of Yilgarn raised the possibility of WEROC establishing a DAMA.

The Committee endorsed WEROC to undertake initial groundwork to determine whether a DAMA would be feasible. Work in this space, including requests for support to RDA and WBN have led to the a request for Expressions of Interest, to see what level of interest there is from Local Governments within the Wheatbelt to be involved in the DAMA.

### **Comment**

At this stage, RDA are unable to provide an estimate of costs for either the business case or ongoing operation of the DAMA. This is due to a number of variables, including the number of member LG's, amount of business and community interest, external funding and staffing requirements.

However, RDA have sought local governments to advise their preference on one of the following three options:

1. Yes we are interested in participating in the DAMA and acknowledge that in doing so a contribution to the business case, application and ongoing operation of the DAR will be required.
2. No we are not interested in participating in the DAMA and acknowledge that businesses within our Shire will not be eligible to access visa holders through the DAMA arrangement.
3. We are prepared to make a monetary contribution to the business case and annual operating costs of the DAR.

A response was required by the 8<sup>th</sup> August 2022, in order to fit in with agency meeting dates, as such, Councillor feedback was sought by the CEO out of session, with the intention of providing a response based on the majority preference, and Council to endorse the response at a later date.

Councillor feedback determined that Option 1 was the preferred response, this is based on the initial need for a DAMA arising from the Yilgarn area and a current and predicted demand for skilled and semi-skilled workers, both in the local business community and Local Government workforce.

As such, the CEO provided the RDA with a response indicating the Shire is interested in participating in the DAMA and acknowledge that in doing so a contribution to the business case, application and ongoing operation of the DAR will be required.

#### **Statutory Environment**

Nil

#### **Strategic Implications**

Shire of Yilgarn Strategic Community Plan 2020-2030 - Outcome 2.2 - Businesses in the Shire remain competitive and viable. 2.2.2 - Support the local business community and promote further investment in the district, including opportunities for industry growth and development

#### **Policy Implications**

Nil.

#### **Financial Implications**

Should the undertaking of a business case and establishment of a DAMA eventuate, then a funding contribution may be applicable.



### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
<b>Health/People</b>	Businesses unable to find skilled or semiskilled workers	Moderate (8)	DAMA will provide an avenue for access to overseas workforce.
<b>Financial Impact</b>	Local Business unable to operate to full potential due to workforce shortage	Moderate (8)	DAMA will provide an avenue for access to overseas workforce, of which will assist with business operations.
<b>Service Interruption</b>	Local Business forced to close due to workforce shortages.	High (12)	DAMA will provide an avenue for access to overseas workforce, assisting with continuing services
<b>Compliance</b>	Nil	Nil	Nil
<b>Reputational</b>	Shire of Yilgarn seen not to assist where possible with local business workforce shortages.	Low (3)	Inclusion in DAMA will provide support to local businesses.
<b>Property</b>	Nil	Nil	Nil
<b>Environment</b>	Nil	Nil	Nil

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

Risk Matrix						
Consequence Likelihood		Insignificant	Minor	Moderate	Major	Catastrophic
		1	2	3	4	5
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

### Officer Recommendation and Council Decision

**213/2022**

**Moved Cr Guerini/Seconded Cr Cobden**

***That Council endorse the response provided to Regional Development Australia Wheatbelt WA, regarding the expression of interest for involvement in the establishment of a Designated Area Migration Agreement, with the response being: the Shire is interested in participating in the DAMA and acknowledge that in doing so a contribution to the business case, application and ongoing operation of the DAR will be required.***

**CARRIED (6/0)**

## 9.2 Reporting Officer– Executive Manager Corporate Services

### 9.2.1 Financial Reports

<b>File Reference</b>	<b>8.2.3.2</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Financial Reports</b>

#### Purpose of Report

To consider the Financial Reports

#### Background

Enclosed for Council's information are various financial reports that illustrate the progressive position of Council financially on a month-by-month basis.

The following reports are attached and have been prepared as at the 31 July 2022

- Rates Receipt Statement
- Statement of Investments
- Monthly Statement of Financial Activity
- Own Source Revenue Ratio

Councillors will be aware that it is normal practice for all financial reports to be indicative of Council's current Financial Position as at the end of each month.

#### Comment

At the request of Councillors, the financial statements now include an additional note for Local Roads and Community Infrastructure (LRCI) projects.

The new note details the following for each LRCI project:

- the allocated LRCI funds
- costs incurred, in total and for the financial year-to-date
- overall under/over spending
- grant funds receivable (if any).

#### Statutory Environment

Local Government (Financial Management) Regulations 1996

### 34. Financial activity statement required each month (Act s. 6.4)

(1A) In this regulation —

**committed assets** means revenue unspent but set aside under the annual budget for a specific purpose.

- (1) A local government is to prepare each month a statement of financial activity reporting on the revenue and expenditure, as set out in the annual budget under regulation 22(1)(d), for that month in the following detail —
  - (a) annual budget estimates, taking into account any expenditure incurred for an additional purpose under section 6.8(1)(b) or (c); and
  - (b) budget estimates to the end of the month to which the statement relates; and
  - (c) actual amounts of expenditure, revenue and income to the end of the month to which the statement relates; and
  - (d) material variances between the comparable amounts referred to in paragraphs (b) and (c); and
  - (e) the net current assets at the end of the month to which the statement relates.
- (2) Each statement of financial activity is to be accompanied by documents containing —
  - (a) an explanation of the composition of the net current assets of the month to which the statement relates, less committed assets and restricted assets; and
  - (b) an explanation of each of the material variances referred to in subregulation (1)(d); and
  - (c) such other supporting information as is considered relevant by the local government.
- (3) The information in a statement of financial activity may be shown —
  - (a) according to nature and type classification; or
  - (b) by program; or
  - (c) by business unit.
- (4) A statement of financial activity, and the accompanying documents referred to in subregulation (2), are to be —
  - (a) presented at an ordinary meeting of the council within 2 months after the end of the month to which the statement relates; and
  - (b) recorded in the minutes of the meeting at which it is presented.
- (5) Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.

#### Strategic Implications

Nil

#### Policy Implications

Nil

### Financial Implications

Nil

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Monthly snapshot of Councils financial position	Moderate (6)	Ongoing review of Councils operations
Service Interruption	Nil	Nil	Nil
Compliance	Local Government (Financial Management) Regulations 1996	Moderate (6)	Adherence to statutory requirements
Reputational	Nil	Nil	Nil
Property	Nil	Nil	Nil
Environment	Nil	Nil	Nil

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

**Officer Recommendation and Council Decision**

**214/2022**

***Moved Cr Rose/Seconded Cr Cobden***

***That Council endorse the various Financial Reports as presented for the period ending 31 July 2022.***

**CARRIED (6/0)**

## 9.2 Reporting Officer– Executive Manager Corporate Services

### 9.2.2 Accounts for Payment

<b>File Reference</b>	<b>8.2.1.2</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Accounts for Payment</b>

#### Purpose of Report

To consider the Accounts Paid under delegated authority.

#### Background

- Municipal Fund – Cheques 41142 to 41151 totalling \$5,823.50
- Municipal Fund - EFT 12858 to 13000 totalling \$1,142,329.04
- Municipal Fund – Cheques 1968 to 1987 totalling \$260,793.82
- Municipal Fund Direct Debit Numbers:
  - 16951.1 to 16951.11 totalling \$17,507.35
  - 16952.1 to 16952.11 totalling \$7,649.36
  - 16995.1 to 16995.11 totalling \$26,274.81
- Trust Fund - Cheques 402635 to 402636 totalling \$535.95

The above are presented for endorsement as per the submitted list.

#### Comment

Nil

#### Statutory Environment

##### Local Government Act 1995

#### 5.42. Delegation of some powers and duties to CEO

- (1) A local government may delegate\* to the CEO the exercise of any of its powers or the discharge of any of its duties under —
  - (a) this Act other than those referred to in section 5.43; or
  - (b) the *Planning and Development Act 2005* section 214(2), (3) or (5).

\* Absolute majority required.

- (2) A delegation under this section is to be in writing and may be general or as otherwise provided in the instrument of delegation.

*Local Government (Financial Management) Regulations 1996*

**12. Payments from municipal fund or trust fund, restrictions on making**

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

**13. Payments from municipal fund or trust fund by CEO, CEO's duties as to etc.**

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

<b>Strategic Implications</b>
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Nil



### Policy Implications

Council Policy 3.11 – Timely Payment of Suppliers

### Financial Implications

Drawdown of Bank funds

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
<b>Health/People</b>	Transactions require two senior managers to approve.	Moderate (8)	Transactions require two senior managers to sign cheques or approve bank transfers.
<b>Financial Impact</b>	Reduction in available cash.	Moderate (5)	Nil
<b>Service Interruption</b>	Nil	Nil	Nil
<b>Compliance</b>	Local Government (Financial Management) Regulations 1996	Moderate (6)	Adherence to statutory requirements
<b>Reputational</b>	Non or late payment of outstanding invoices and/or commitments	Moderate (9)	Adherence to Timely Payment of Suppliers Policy
<b>Property</b>	Nil	Nil	Nil
<b>Environment</b>	Nil	Nil	Nil

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

Risk Matrix						
Consequence Likelihood		Insignificant	Minor	Moderate	Major	Catastrophic
		1	2	3	4	5
Unlikely	2	Low (2)	Low (4)	Moderate (6)	Moderate (8)	High (10)
Rare	1	Low (1)	Low (2)	Low (3)	Low (4)	Moderate (5)

### Officer Recommendation and Council Decision

**215/2022**

**Moved Cr Granich/Seconded Cr Nolan**

- **Municipal Fund – Cheques 41142 to 41151 totalling \$5,823.50**
- **Municipal Fund - EFT 12858 to 13000 totalling \$1,142,329.04**
- **Municipal Fund – Cheques 1968 to 1987 totalling \$260,793.82**
- **Municipal Fund Direct Debit Numbers:**
  - **16951.1 to 16951.11 totalling \$17,507.35**
  - **16952.1 to 16952.11 totalling \$7,649.36**
  - **16995.1 to 16995.11 totalling \$26,274.81**
- **Trust Fund - Cheques 402635 to 402636 totalling \$535.95**

**The above are presented for endorsement as per the submitted list.**

**CARRIED (6/0)**

## 9.4 Reporting Officer– Executive Manager Regulatory Services

### 9.4.1 Barto Gold Mining Pty Ltd – Application to Clear Native Vegetation under the *Environmental Protection Act 1986*

<b>File Reference</b>	<b>3.2.1.30 &amp; 7.2.1.21</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Maps provided by DMIRS; Native Clearing Report</b>

#### Purpose of Report

To consider a response to the Department of Mines, Industry, Regulation and Safety (DMIRS), regarding a proposal from Barto Gold Mining Pty Ltd to clear native vegetation on existing mining leases within the Shire of Yilgarn.

#### Background

The Shire is in receipt of correspondence from the DMIRS, relating to a submission from Barto Gold Pty Ltd, seeking a permit to clear 48.6 hectares of native vegetation under the *Environmental Protection Act 1986*.

#### Comment

The site is currently subject to mining leases Mining Leases 77/133, 77/159, 77/224, 77/721, 77/722 and Miscellaneous Licence 77/114 held by Barto Gold Mining Pty Ltd. The clearing is consistent with mining activities in the region and DMIRS are the responsible agencies for managing native clearing permits in the mining sector throughout Western Australia.

The Shire has received email correspondence from DMIRS which states:

In accordance with sub-section 51E(4) of the Act, I consider that you may have a direct interest in the subject matter of the application and wish to provide you with the opportunity to comment on the proposal should you consider it appropriate. I will then, after having taken into account any comments received and subject to sections 51O and 51P, either grant a clearing permit (including any specified conditions) or refuse to grant a permit.

#### Statutory Environment

*Environmental Protection Act 1986*

#### Strategic Implications

<b>Goal</b>	A prosperous future for our community.
<b>Outcome</b>	Businesses in the Shire remain competitive and viable.
<b>Strategy</b>	Continue to provide an efficient and effective approval process.

### Policy Implications

Nil

### Financial Implications

Nil

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Nil	Nil	Nil
Service Interruption	Nil	Nil	Nil
Compliance	Compliance with relative environmental and mining legislation.	Low (1)	DMIRS Assessment and Approval Processes
Reputational	Nil	Nil	Nil
Property	Nil	Nil	Nil
Environment	Environmental impacts from mining activities.	Low (1)	DMIRS Assessment and Approval Processes

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

### Officer Recommendation

***Council endorse the following response to the Department of Mines, Industry Regulation and Safety:***

***With regards to the application from Barto Gold Mining Pty Ltd to clear 48.6 hectares of native vegetation under the Environmental Protection Act 1986, the Shire of Yilgarn has no comment on the proposal.***

### Council Decision

***216/2022***

***Moved Nolan/Seconded Cr Cobden***

***Council endorse the following response to the Department of Mines, Industry Regulation and Safety:***

***With regards to the application from Barto Gold Mining Pty Ltd to clear 48.6 hectares of native vegetation under the Environmental Protection Act 1986, the Shire of Yilgarn would consider supporting the proposal, on the provision Barto Gold Pty Ltd provide an update on rehabilitation works relating to existing disturbances.***

### Reason for the Council Decision being different to the Officer Recommendation

Council considers rehabilitation within the Yilgarn area by various mining entities as being below the standard expected by the community, and as such, withholds support of new clearing until such time as an update on rehabilitation of existing clearings is provided.

## 10 APPLICATIONS FOR LEAVE OF ABSENCE

**217/2022**

***Moved Cr Cobden/Seconded Cr Guerini***

***That Cr Rose be granted Leave of Absence from the September 2022 and October 2022 Ordinary Meeting of Council***

**CARRIED (6/0)**

## 11 MOTIONS FOR WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

## 12 NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF THE MEETING

**218/2022**

***Move Cr Guerini/Seconded Cr Granich***

***That the business of an urgent nature be accepted for considered by Council***

**CARRIED (6/0)**

Cr Nolan tabled a motion in relation the Environmental Protection Authority's pending assessment of the Parker Range Mount Caudan Iron Ore Haul Road Proposal.

**219/2022**

***Moved Cr Nolan/Seconded Cr Cobden***

***That Council:***

- 1. Provide a submission to the Environmental Protection Authority, in relation to the Parker Range Mount Caudan Iron Ore Haul Road Proposal (Assessment No 2297), stating:***

***The Shire of Yilgarn opposes exclusive use by the proponent or its contractors, of the proposed road north of the Great Eastern Highway.***

***The Shire of Yilgarn seeks a provision that the road would be made available, on fair commercial terms, to third party commercial users.***

***The Shire of Yilgarn is concerned that the benefit arising from additional clearing is not justifiable, given the limited term proposed, and that other options, not requiring clearing, exist.***

***And***

- 2. That the Shire of Yilgarn provide a written statement to the Department of Planning Lands and Heritage.***

***Note: The Department of Planning Lands and Heritage are the responsible agency for the land upon which the proposed haul road will be constructed, outside of the Shire of Yilgarn managed portion.***

**CARRIED (6/0)**

## 12 Late Item – Chief Executive Officer

### 12.1 Ramelius Resources – Die Hardy Project

<b>File Reference</b>	<b>3.2.1.28</b>
<b>Disclosure of Interest</b>	<b>None</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

For Council to consider the upgrade and use of the Bullfinch Evanston Road by Marda Operations Pty Ltd, providing access to the Die Hardy Mine site from the current Marda Operations.

#### Background

Marda Operations Pty Ltd (Marda Operations) or locally known as Ramelius Resources are currently undertaking mining activities at Marda Gold Mine, located approximately 130km North of Southern Cross. The ore extracted from Marda Gold Mine is hauled to the Edna May mine site in Westonia for processing.

The current haulage route on Shire of Yilgarn roads, sees vehicles travel on Bullfinch Evanston Road, Manmax Road and the Bullfinch-Koorda Road.

Council endorsed the upgrade and maintenance of the Bullfinch Evanston Road SLK 0 – 101 by Marda Operations in 2019, as well as use of the Bullfinch Koorda Road, with an ongoing contribution based on tonnes hauled only for the Bullfinch Koorda Rd.

The relevant Council resolutions are as follows, noting the original approval was based on use of Bullfinch Road, Three Boys Road and Great Eastern Highway, however the route was altered to utilise the Bullfinch Koorda Road from Bullfinch Evanston Road, of which was already suited for the required vehicle category, and with Shire staff applying the Heavy Vehicle Contribution policy. As the agreement was tabled with Council confidentially, this document will be provided separately to Councillors, to ensure the agenda item can remain non-confidential.

Ordinary Council Meeting 21 February 2019:

***Moved Cr Pasini/Seconded Cr Della Bosca***

***That Council grants approval for Ramelius Resources to utilise the following Council Controlled Roads associated with its haulage of ore from their Marda Mine Site subject to the following conditions:-***

- 1. That the use of salt water be approved on the unformed section (flat bladed track)section of the Bullfinch-Evanston Road (22.02 - 103.77 SLK) provided that the TDS of the water utilised is  $\leq 30,000\text{mg/L}$ ;***
- 2. That the use of salt water be prohibited on the formed gravel section of the Bullfinch-Evanston Road (0.92 – 22.2SLK) however, the use of polymers and/or***



- a two coat primer seal be approved subject to Ramelius Resources liaising with Council's Executive Manager Infrastructure on intended sealing works and/or polymers to be utilised;*
- 3. That the sealed section of the Bullfinch-Evanston Road (0.0 – 0.92SLK) be reconstructed and sealed;*
  - 4. That the sealed section of Manxman Road in the Bullfinch Town Site (0.0 – 0.93SLK) be reconstructed and sealed;*
  - 5. That a financial contribution for future maintenance costs be applied to Ramelius Resources in accordance with Council Policy 5.2 on the sealed section of the Southern Cross CBH Bin Road (0.0 – 0.52 SLK);*
  - 6. That a financial contribution for future maintenance costs be applied to Ramelius Resources in accordance with Council Policy 5.2 on the sealed section of the Three Boys Road (0.0 – 2.91 SLK);*
  - 7. That a 50 metre Asphalt seal be prepared and laid on the Three Boys Road approach to the Great Eastern Highway to protect the road surface from heavy vehicles turning right onto the Highway;*
  - 8. That Ramelius Resources liaises with Main Roads WA regarding improvements to the Great Eastern Highway and Three Boys Road intersection to accommodate truck configurations entering and exiting the Highway; and*
  - 9. That a formal agreement relating to the above approvals and conditions be prepared for signing by Ramelius Resources and Council with the added condition that haulage operations do not commence until the upgrading and treatment works have been completed to the satisfaction of Council's Chief Executive Officer and Executive Manager Infrastructure and necessary MRWA and Shire of Yilgarn approvals for RAV Access being provided.*

**CARRIED (6/0)**

Ordinary Council Meeting 17 October 2019 – Confidential Item:

**183/2019**

**Moved Cr Guerini/Seconded Cr Close**

***That Council approves of the negotiations undertaken by Council's Executive team in respect to use of Shire of Yilgarn controlled roads for Marda Operations Pty Ltd's Gold Mine Project north of Bullfinch and that Council approves of the conditions imposed in the Letter of Agreement for such usage.***

**CARRIED (7/0)**

### Comment

Marda Operations have approached the Shire, seeking to either amend the current agreement, or sign a new agreement, permitting the upgrade and use of the Bullfinch Evanston Road from SLK 101 (Marda Gold Mine) to SLK 135 (Die Hardy open pit).

Marda Operations have sought to:

1. Upgrade the current road formation and gravel surface to a MRWA TD5.3 - Tri drive Network 10 AMMS 3 specification (up to 53.5m quad tri-drive road trains and 23.5t loading per axle set);
2. Haul ore from the Die Hardy open pit (SLK 135) to the Marda Gold Mine (SLK 101) utilising up to TD5.3 rated roadtrains;
3. Conduct road maintenance and dust suppression activities during the period of haulage (described below) utilising graders, rollers and water carts;

Marda Operations have advised that the Die Hardy open pit involves the mining and haulage of an estimated 750,000 tonnes of gold bearing ore. Marda Operations Pty Ltd proposes to haul the Die Hardy open pit ore from Die Hardy to the Marda Gold Mine ore pads using contracted road-legal road trains up to TD5.3 specifications.

Ore is planned to be side tipped at the existing Marda Gold Mine ore stockpiles. The Die Hardy ore will then be re-loaded and hauled from these stockpiles utilising existing PBS triple road trains (TD4.3 PBS) to the Edna May processing plant in Westonia under the terms and conditions of the Existing Agreement. The remaining Marda Gold Mine ore presently on stockpiles, combined with the additional estimated 750,000 tonnes of Die Hardy ore equates to total haulage of approximately 22 months of haulage at an average of 53,000 tonnes per month through to June 2024.

The existing arrangement with Marda Operations for Bullfinch Evanston Road SLK 0 – 101, has worked well for both parties, with the sealed sections receiving a re-seal in 2022 and the gravel sections maintained without issue.

It is envisaged that a new agreement for use of Bullfinch Evanston Road SLK 101 to 135 is suitable, with the following resolution proposed:

***That Council grants conditional approval for Marda Operations Pty Ltd to utilise Bullfinch Evanston Road, from SLK 101 to 135, for haulage of ore from Die Hardy open pit to Marda Gold Mine, to a Network 10, AMMS 3 specification, on the following conditions:***

- 1. Marda Operations Pty Ltd will be required to upgrade Bullfinch Evanston Road SLK 101 to 135 to a RAV 10 AMMS 3 standard, as per Main Roads WA guidelines, at Marda Operations Pty Ltd cost;***
- 2. Marda Operations Pty Ltd are to produce a road design for the upgrade of Bullfinch Evanston Road SLK 101 to 135, that meets the Main Roads WA guidelines for RAV 10 AMMS 3, for approval by Council;***
- 3. Upon submission of a suitable road design, a road use agreement for Bullfinch Evanston Road, from SLK 101 to 135 will be provided for Council approval, based on the terms and conditions of the current agreement.***

4. *Marda Operations Pty Ltd will be required to maintain Bullfinch Evanston Road SLK 101 to 135 at their own cost, however the Shire will not charge a heavy vehicle road use contribution for use of this section of road;*
5. *The use of salt water will be approved provided that the TDS of the water utilised is  $\leq$  30,000mg/L.*
6. *The new agreement will not affect the existing agreement with Marda Operations Pty Ltd for Bullfinch Evanston Road SLK 0 to 101.*
7. *Haulage on Bullfinch Evanston Road SLK 0 to 101 is not permitted until such time as Main Roads WA have issued the relevant restricted access vehicle permits and Council have approved the road use agreement.*
8. *Upon cessation of haulage, the road is to be left in a suitable condition, to the satisfaction of the Executive Manager Infrastructure.*

### Statutory Environment

Formal Letter of Agreement with Marda Operations Pty Ltd.

### Strategic Implications

Shire of Yilgarn Strategic Community Plan 2020-2030 – Civic Leadership – A trustworthy and cohesive Council that functions efficiently and effectively to meet the needs of our community.

### Policy Implications

Council Policy 5.2 – Heavy Haulage on Local Roads.

### Financial Implications

Marda Operations Pty Ltd, if approved, will be contributing financially to road upgrades and maintenance.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Financial impact of additional use of section of road.	Moderate (8)	Agreement sees Marda Operations responsible for maintain road at their own cost.
Service Interruption	Nil	Nil	Nil
Compliance	Nil	Nil	Nil
Reputational	Nil	Nil	Nil

<b>Property</b>	Damage to road asset due to additional use	Moderate (8)	Agreement sees Marda Operations responsible for maintain road at their own cost.
<b>Environment</b>	Nil	Nil	Nil

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

#### Officer Recommendation and Council Decision

**220/2022**

**Moved Cr Granich/Seconded Cr Nolan**

***That Council grants conditional approval for Marda Operations Pty Ltd to utilise Bullfinch Evanston Road, from SLK 101 to 135, for haulage of ore from Die Hardy open pit to Marda Gold Mine, to a Network 10, AMMS 3 specification, on the following conditions:***

- 1. Marda Operations Pty Ltd will be required to upgrade Bullfinch Evanston Road SLK 101 to 135 to a RAV 10 AMMS 3 standard, as per Main Roads WA guidelines, at Marda Operations Pty Ltd cost;***
- 2. Marda Operations Pty Ltd are to produce a road design for the upgrade of Bullfinch Evanston Road SLK 101 to 135, that meets the Main Roads WA guidelines for RAV 10 AMMS 3, for approval by Council;***
- 3. Upon submission of a suitable road design, a road use agreement for Bullfinch Evanston Road, from SLK 101 to 135 will be provided for Council approval, based on the terms and conditions of the current agreement with Marda Operations Pty Ltd.***

- 4. Marda Operations Pty Ltd will be required to maintain Bullfinch Evanston Road SLK 101 to 135 at their own cost, however the Shire will not charge a heavy vehicle road use contribution for use of this section of road;*
- 5. The use of salt water will be approved provided that the TDS of the water utilised is  $\leq 30,000\text{mg/L}$ .*
- 6. The new agreement will not affect the existing agreement with Marda Operations Pty Ltd for Bullfinch Evanston Road SLK 0 to 101.*
- 7. Haulage on Bullfinch Evanston Road SLK 101 to 135 is not permitted until such time as Main Roads WA have issued the relevant restricted access vehicle permits and Council have approved the road use agreement.*
- 8. Upon cessation of haulage, the road is to be left in a suitable condition, to the satisfaction of the Executive Manager Infrastructure.*

**CARRIED (6/0)**

## 12 Reporting Officer– Executive Manager Infrastructure

### 12.2 RAV Route Determination Cameron Road

<b>File Reference</b>	<b>6.1.1.154</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

For Council to consider a request to amend the Restricted Access Vehicle (RAV) rating for Cameron Road.

#### Background

Main Roads Heavy Vehicle Services are in receipt of an application, seeking the Shire of Yilgarn's support to inspect Cameron Road for a Route Determination for PBS 2B.3 Level 3 of the Accredited Mass Management Scheme (AMMS). Cameron Road is currently approved up to RAV Network 7.1 (Level 1 of the Accredited Mass Management Scheme).

#### Comment

The requested Network table supplied by Heavy Vehicle Services is seeking a Route Determination for a RAV Network PBS Tandem Drive 2B.3 Level 3 of the Accredited Mass Management for Cameron Road which is currently Network 7.1 level one of the AMMS

Dimension Requirements					
Road No.	Road Name	From Location (SLK)	To Location (SLK)	Current Network	Requested Network
6110154	Cameron Rd	Koolyanobbing - Southern Cross Rd (0.00)	Bullfinch Rd (2.16)	Tandem Drive Network 7	PBS Tandem Drive Network 2B
Mass Requirements					
Road No.	Road Name	From Location (SLK)	To Location (SLK)	Current Mass Level	Requested Mass Level
6110154	Cameron Rd	Koolyanobbing - Southern Cross Rd (0.00)	Bullfinch Rd (2.16)	AMMS Level 1	AMMS Level 3

The turning radius would need to be re-assessed when turning left from Cameron Road onto the Southern Cross Bullfinch Road. Even though the road is already approved for N7.1 (36.5m). This intersection exceeds 70 to 90% deflection angle and may not meet current standards.

Performance Based Standards (PBS) offers the potential for heavy vehicle operators to achieve higher productivity and safety through innovative vehicle design.

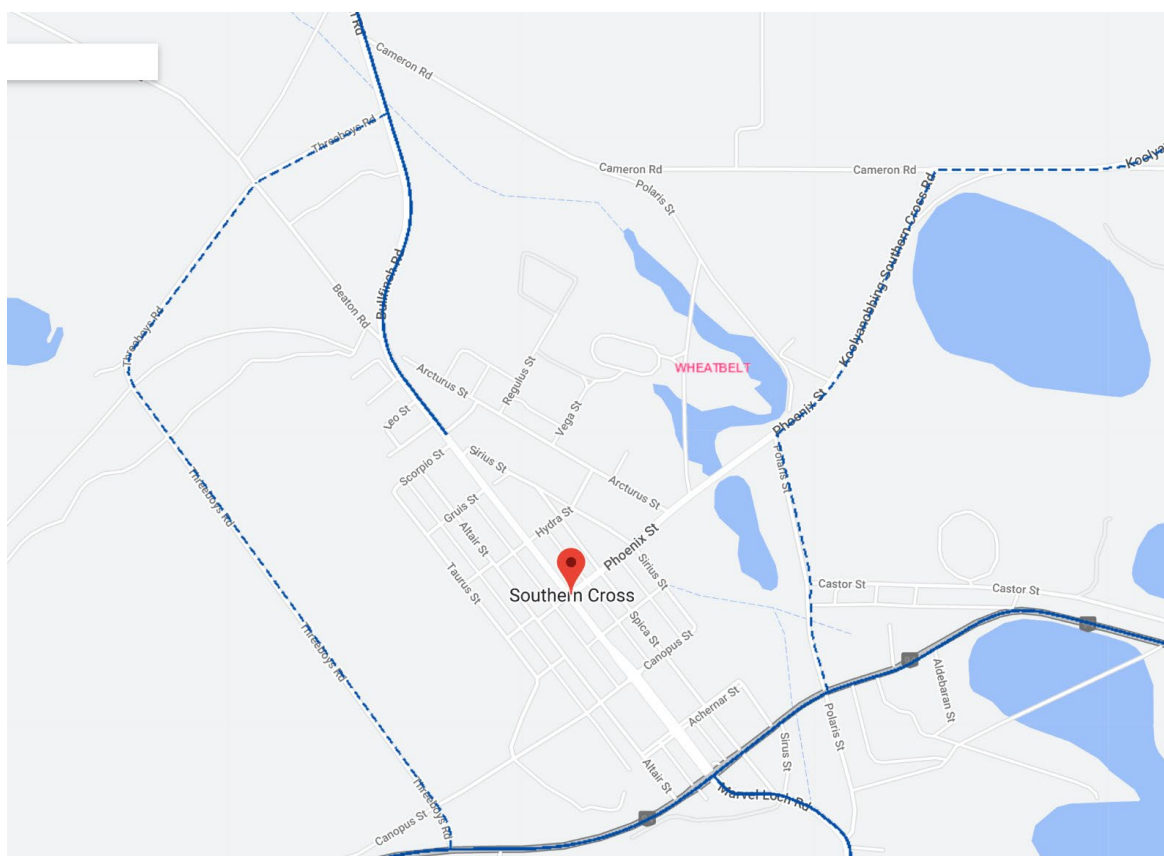
Rather than assessing a vehicle based on prescriptive limits, PBS focuses on how well a vehicle behaves on the road, through a set of safety and infrastructure protection standards. We are committed to supporting the use of innovative PBS vehicle combinations delivering safer, higher productivity vehicles on WA roads.



Before making any decision on an application for RAV access, HVS may deem it necessary to do any or all of the following:

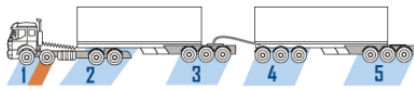
- Perform a further assessment of the route;
- Assess the suitability of the road pavement;
- Assess the suitability of all structures on the proposed route to accommodate the specific vehicle;
- Specify conditions of access, such as speed limits restrictions; Obtain local government agreement for the proposed RAV access;
- Recommend road improvements as condition of approval;
- Conduct a Performance Based Standards (PBS) Scheme assessment to assess the proposed vehicle's safety performance. When assessing a road, all connection points to existing RAV networks must be assessed for suitability and a holistic approach should be taken to ensure overall RAV network connectivity in the area.

In the past Council has requested heavy vehicles bypass town when accessing Koolyanobbing Road. Council's preferred route for heavy vehicles when accessing Koolyanobbing Road is Three Boys Road turning onto Bullfinch Road (MRD controlled) then onto Cameron Road. This route has no connectivity due to differing Accredited Mass Management levels. Currently any trucking companies approved for Accredited Mass Management Scheme need to use Polaris Street when turning off the Great Eastern Highway as this is the only route available which is approved for level 3 of the Accredited Mass Management Scheme. The biggest volume of heavy traffic accessing Koolyanobbing Road with level 3 of the AMMS is MGM Transport.



Three Boys Road	Accredited Mass Management	Level 3
Cameron Road	Accredited Mass Management	Level 1
Koolyanobbing Road	Accredited Mass Management	Level 3
Polaris Street	Accredited Mass Management	Level 3

### PBS 2B.3 RAV configuration

Level 2		≤30.0 m	93.5t	Level 1	PBS 2B.1
			96.5t	Level 2	PBS 2B.2
			100.0t	Level 3	PBS 2B.3

Staff carried out a pavement assessment as part of the RAV access guidelines for Three Boys Road and Cameron Road. Three Boys Road is part of the Wheatbelt Secondary Freight Network and a Traffic Speed Deflection testing was carried out in 2020.

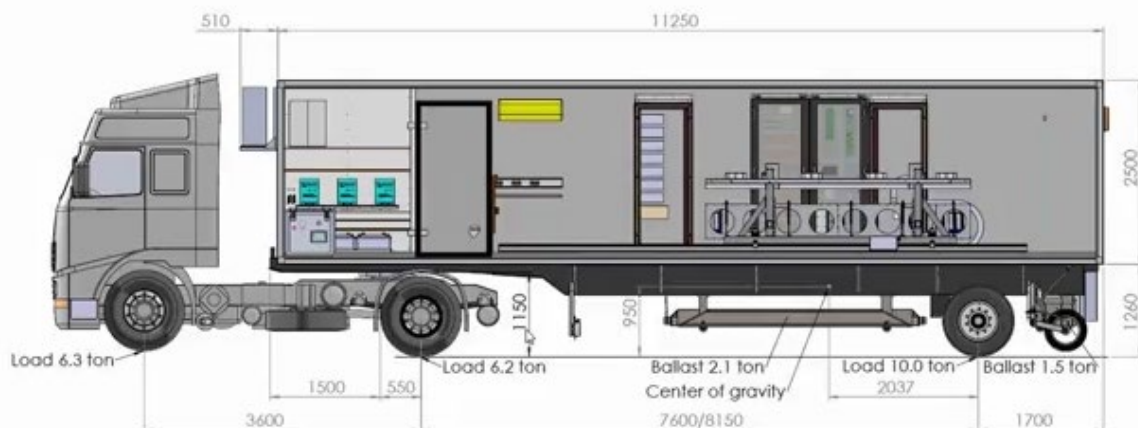
### Wheatbelt Secondary Freight Network

This project aims at upgrading Local Government roads to form a secondary network capable of carrying heavy vehicles across the region. The overall project is a collaboration between the 42 local governments in the Wheatbelt and the State and Commonwealth Governments to deliver over 4,400km of upgraded and new roads which connect the regions to the state and national highway network.

### Traffic Speed Deflectometer

The ARRB Traffic Speed Deflectometer (TSD) uses seven Doppler lasers to monitor the response of a pavement to the application of a mass at highway speeds.

The data collected provides continuous pavement deflection profiles, from which bearing capacity indices can be derived and pavement fatigue can be estimated. The high accuracy and resolution of the TSD enables engineers to pin point areas where the pavement may be subject to failure.





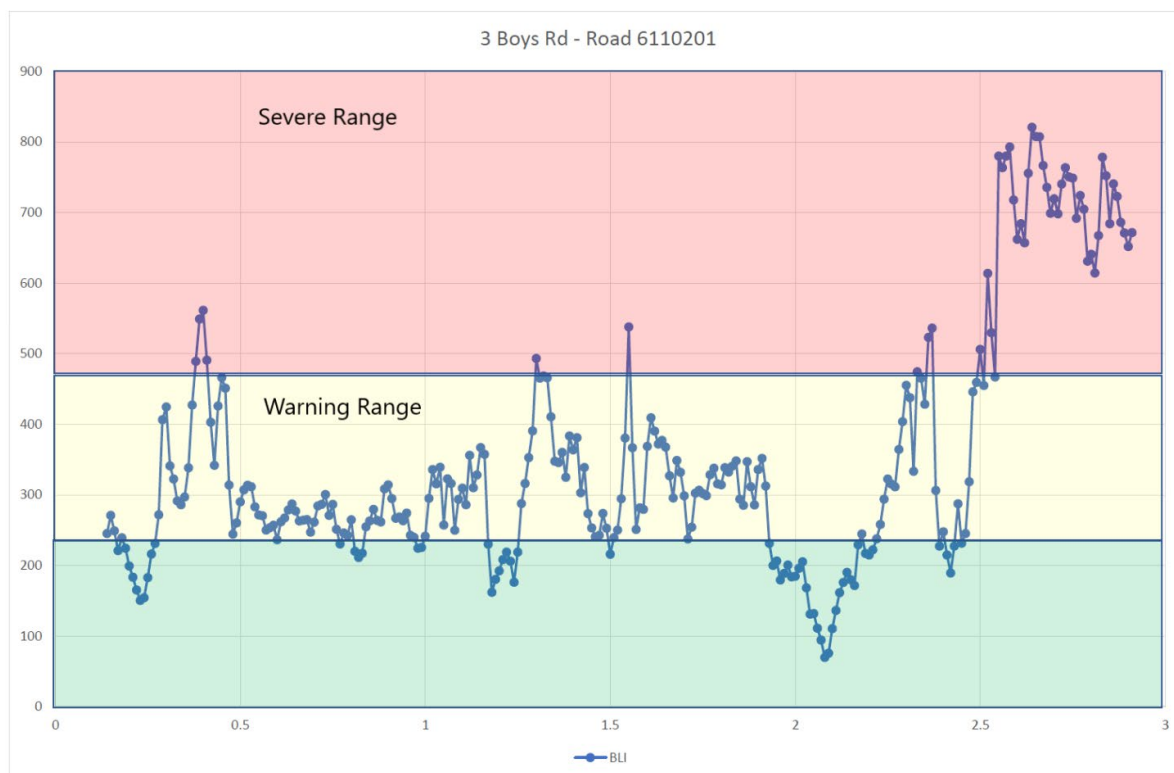
## Wheatbelt Secondary Freight Network Multi Criteria Analyst Scoring

Additional to Pavement Condition Data, it is proposed that TSD or FWD data is used to determine pavement condition. These data sets can be obtained through undertaking tests on all 80 of the identified routes. This data provides an indication of the nature and status of the existing road pavement, including an indication of the relative residual life of the pavement in terms of equivalent standard axles (ESAs). The life of a pavement is always measured in ESAs and it is possible to determine the relative residual life of a pavement in terms of ESAs.

When combined with Average Daily Traffic (ADT) predictions, a residual pavement life in terms of years can be ascertained. These surveys can be commissioned by the project through existing Main Roads contracts and data provided to Shires for all 80 routes.

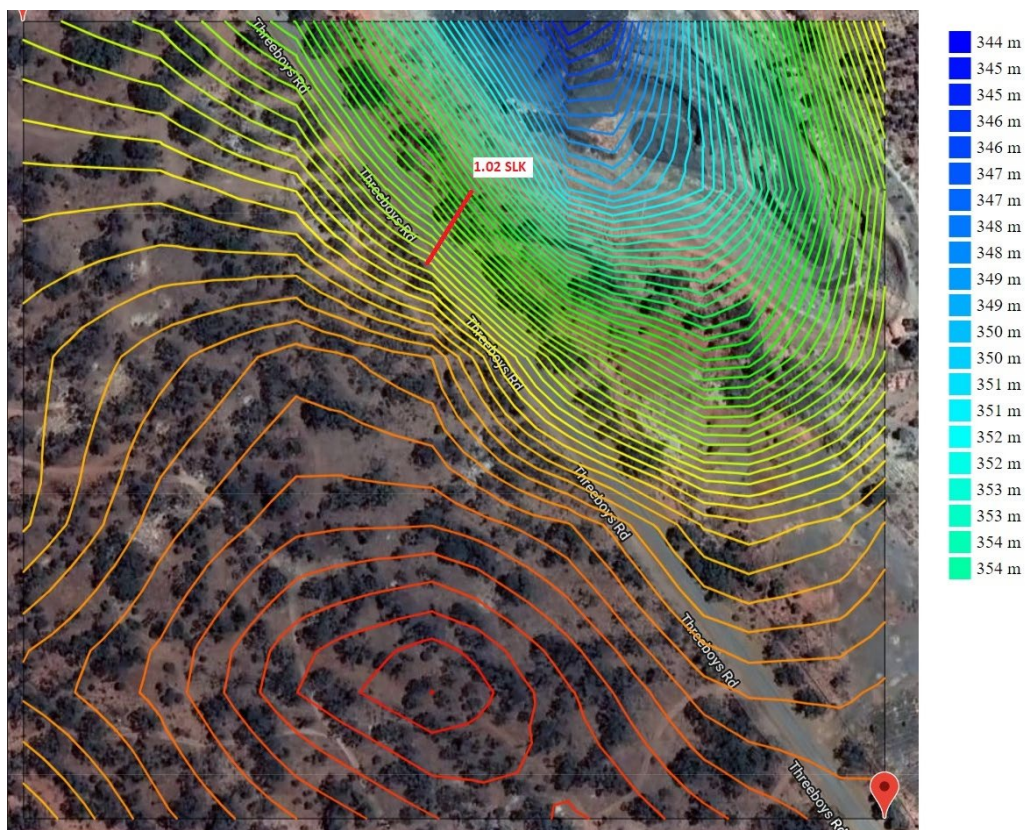
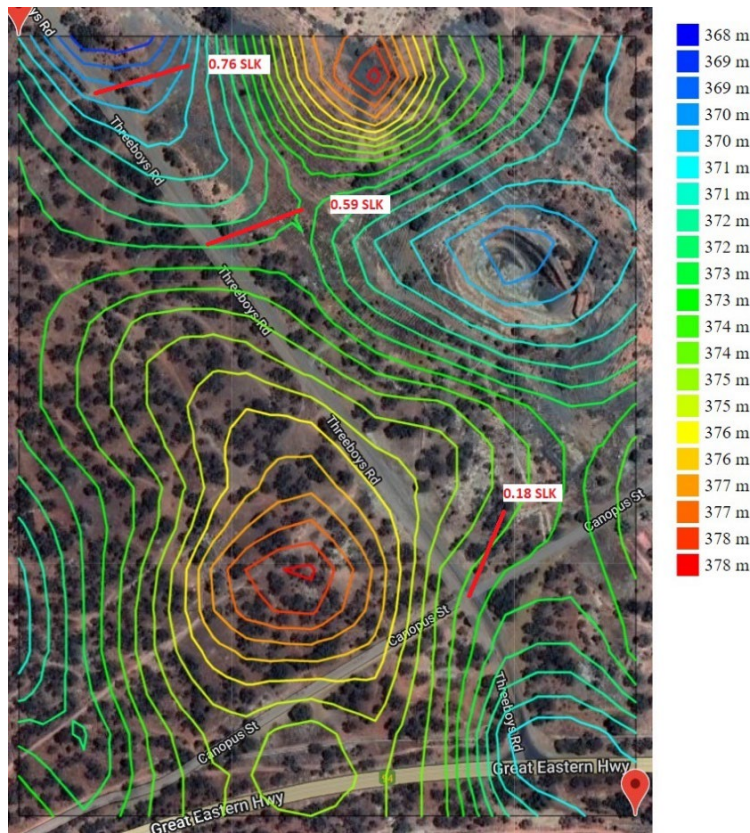
The objective of the Multi Criteria Assessment (MCA) is therefore to accurately reflect the relative need for upgrade works for each route across the network. To achieve this, the MCA must be based on clear and justifiable scoring system that uses good-quality and verifiable data.

Staff have converted the raw TSD data for Three Boys Road. When comparing this data with the contour mapping it shows a correlation with areas of sub moisture and poor subgrade material.

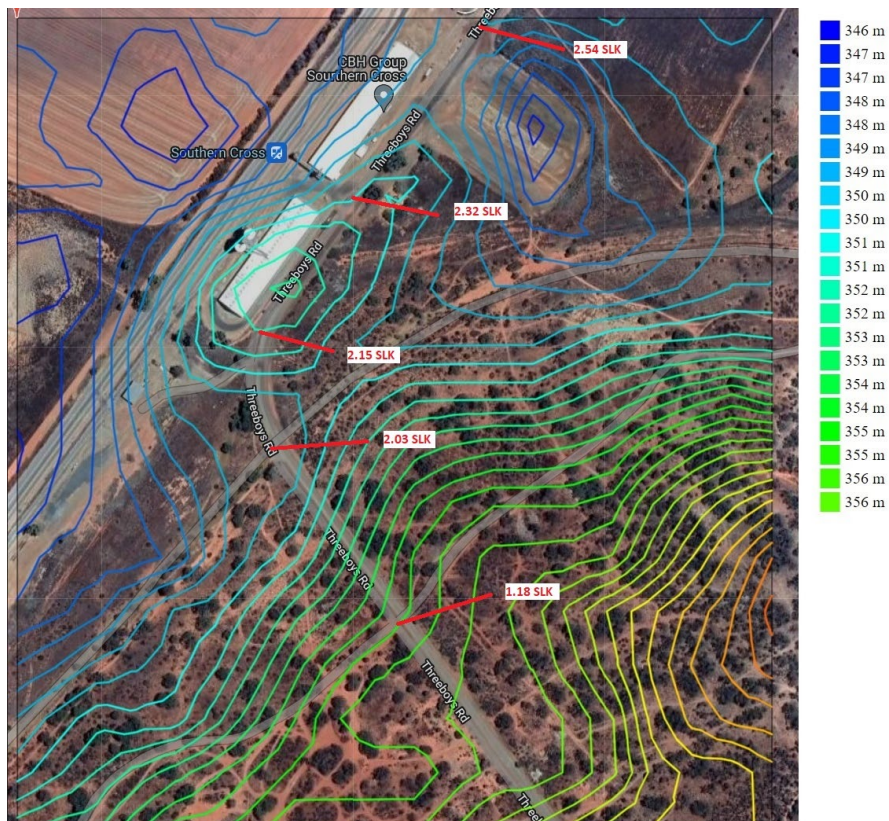
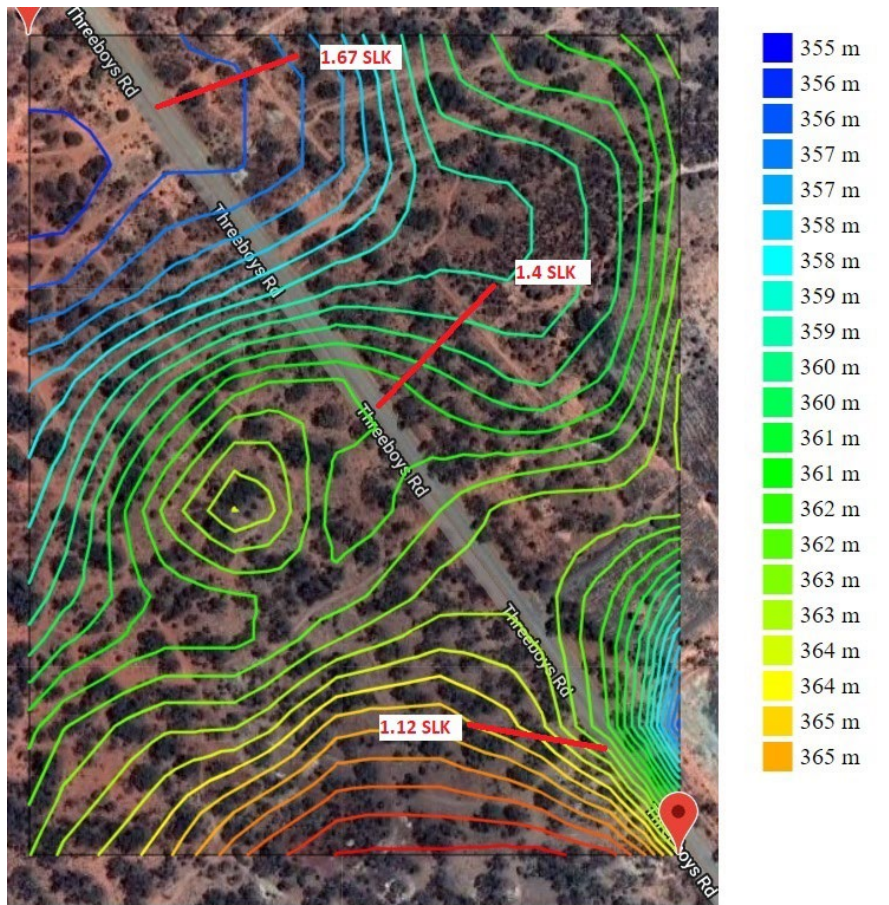


The TSD data shows most of the Three Boys Road within the warning range.

The 2022/23 budget makes provision to upgrade Three Boys Road from SLK 2.2 to 3.5 which is already in the severe range for deflections.







Staff carried out a manual pavement assessment on Cameron Road. Inspection included digging test holes to assess the gravel pavement thickness and soaked CBR testing to assess the strength of the subgrade.

Shire's asset data software is inconsistent with testing carried out by staff. Test holes show the gravel pavement thickness is 320mm. Cameron Road SLK 0.00 to 2.37 is already 19 years old, 50% of its useful life when calculated at 40 years.

Layer ID	Road ID	Road	Start	End	Length	Width	Offset	Thickness	Layer or Subgrade	Layer Material	Reconstructed	Layer Date
1629	154	CAMERON ROAD	0	280	280	12.5	0	0	Subgrade		Undisturbed	1/01/2003
1630	154	CAMERON ROAD	0	280	280	9	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2003
1631	154	CAMERON ROAD	280	1490	1,210	12.5	0	0	Subgrade		Undisturbed	1/01/2003
1632	154	CAMERON ROAD	280	1490	1,210	9	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2003
1633	154	CAMERON ROAD	1490	1760	270	12.5	0	0	Subgrade		Undisturbed	1/01/2003
1634	154	CAMERON ROAD	1490	1760	270	9	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2003
1635	154	CAMERON ROAD	1760	2370	610	12.5	0	0	Subgrade		Undisturbed	1/01/2003
1636	154	CAMERON ROAD	1760	2370	610	9	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2003
1637	154	CAMERON ROAD	2370	2380	10	12	0	0	Subgrade		Undisturbed	1/01/2006
1638	154	CAMERON ROAD	2370	2380	10	10	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2006
1639	154	CAMERON ROAD	2380	2400	20	12	0	0	Subgrade		Undisturbed	1/01/2006
1640	154	CAMERON ROAD	2380	2400	20	10	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2006
1641	154	CAMERON ROAD	2400	2440	40	12	0	0	Subgrade		Undisturbed	1/01/2006
1642	154	CAMERON ROAD	2400	2440	40	10	0	500	Pavement Layer	Unknown	Undisturbed	1/01/2006

Soaked Californian Bearing Ratio testing on subgrade material on Cameron Road shows a maximum CBR of 4 and two of the soaked CBR tests show a CBR of 2. This is consistent with the road running near a salt lake.

Design factors using Equivalent Standard Axle (ESA) and the Standard Axle Repetition (SAR) is the Austrroads method in determining a standardised wheel load and a correlation for different wheel load configurations using the material damage exponent theorem.

The new NAASRA code uses "stress equivalents" to rate various combinations of axles. The weightings are based on actual traffic classifier data, that groups the vehicles into their NAASRA class and applies an average ESA weighting for that class. When you know the configuration as in the case of MGM Transport, you can calculate the actual ESAs, otherwise you need to rely on vehicle by vehicle classification conversions or "weightings".

When calculating concessional axle loading (AMMS level 3) each (1) concessional axle loading has the same impact of approximately 3.2 Equivalent Standard Axles, when the weightings are applied on unknown axle groupings.

MGM trucks running full AMMS 3 are generating 13.42 ESAs per trip	
11 x week days	
6 x weekends	
Per year - assuming 50 weeks of operation:	
Total trips per week	61
Total ESA per week	818.62
Average for 7 day week	116.9457
Total ESAs per year	40931

## Design for Pavement thickness using Equivalent Standard Axles (ESAs)

MGM only traffic x 40yrs, subgrade CBR of 2    All traffic x 40 years, subgrade CBR of 2

Design Traffic in ESA (DESA):\*

1600000

Subgrade CBR:\*

2

Thickness of Granular Material (mm):

663.04

Design Traffic in ESA (DESA):\*

2500000

Subgrade CBR:\*

2

Thickness of Granular Material (mm):

694.19

The California Bearing Ratio (CBR) is a measure of the strength of the subgrade of a road or other paved area, and of the materials used in its construction. The ratio is measured using a standardized penetration test first developed by the California Division of Highways for highway engineering.

Staff reversed engineered the current pavement thickness of 320mm on a subgrade CBR of 2. If all heavy traffic was diverted via Three Boys and Cameron Roads, the road will deteriorate rapidly and would be at the end of life within 3 years.

Average cost of reconstruction for Three Boys and Cameron Road, designed to meet AMMS level 3 would be approximately \$350,000 per km. 4.4km of this route would need reconstruction within 3 years at an estimated cost of \$1,540,000

The 2022/23 budget makes provision to utilise \$631,000 of RRG funding to upgrade the first 2 kilometres Koolyanobbing Road from the Southern Cross Townsite to the intersection of Cameron Road. The pavement design will meet the specifications required for Accredited Mass Management level 3.

Polaris Street shows signs of deterioration from heavy vehicle use. The section from the Great Eastern Highway to Koolyanobbing Road intersection is 900m in length. Estimated cost to reconstruct this section of Polaris Street is \$350,000.

Based on the above, Cameron Road, and by association, Three Boys Road are not suitable for AMMS 3, as such, it is proposed that Council should advise Main Roads that it does not support inspection of Cameron Road for a Route Determination of PBS Tandem Drive 2B.3 (level 3 of the Accredited Mass Management Scheme).

However, Council may support PBS Tandem Drive N2B.3 (level 3 of the Accredited Mass Management Scheme) if the applicant accepts responsibility to carry out any road upgrades or vegetation pruning necessary to qualify the road for the RAV network level requested.

## Statutory Environment

The Road Traffic Act 1974 and the Road Traffic (Vehicle) Regulations 2014 govern the use of heavy vehicles on roads within Western Australia and define items such as compliance notices, exemptions, permits and notices for heavy restricted access vehicles. These regulations also



contain provisions for mass and loading, load restraints, vehicle modifications and vehicle maintenance.

The Land Administration Act 1997 Section 55 and Local Government Act 1995 Section 3.53(2) gives the Shire of Yilgarn management responsibility for roads within its boundaries.

### Strategic Implications

Strategic Community Plan

### Policy Implications

There is no current policy for Restricted Access Vehicle (RAV) or Accredited Mass Management Scheme (AMMS).

### Financial Implications

There are no immediate financial implications, however a change in RAV Network Rating for all or part of the road has the potential to reduce the life of the road and increase the maintenance requirements of the road.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Road will be subject to increased deterioration if not fit for purpose	(12)	Applicant accepts responsibility to carry out any road upgrades or vegetation pruning necessary to qualify the road for the RAV network level requested.
Service Interruption	Nil	Nil	Nil
Compliance	Nil	Nil	Nil
Reputational	Nil	Nil	Nil
Property	Nil	Nil	Nil
Environment	Nil	Nil	Nil

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

#### Officer Recommendation and Council Decision

221/2022

*Moved Cr Nolan Seconded Cr Cobden*

- 1. That, by Simple Majority pursuant to the Road Traffic Act 1974 and Section 3.53 (2) of the Local Government Act 1995, Council does not support Main Roads Western Australia Heavy Vehicle Services to inspect Cameron Road for a Route Determination of PBS Tandem Drive 2B.3 (level 3 of the Accredited Mass Management Scheme)*
- 2. Depending on the need for access, Council may support PBS Tandem Drive N2B.3 (level 3 of the Accredited Mass Management Scheme) if the applicant accepts responsibility to carry out any road upgrades or vegetation pruning necessary to qualify the road for the RAV network level requested.*

**CARRIED (6/0)**

The Executive Manager Infrastructure provided Councillors with a brief information session on Heavy Haulage and related road deterioration.

\*Executive Manager Regulatory Services, Shane Chambers left the meeting at 4.38pm

\*Minute Taker Laura Della Bosca left the meeting at 4.40pm

#### 13 MEETING CLOSED TO THE PUBLIC-CONFIDENTIAL ITEMS

Nil

## 14 CLOSURE

As there was no further business to discuss, the Shire President declared the meeting closed at 5:00pm

I, Wayne Della Bosca confirm the above Minutes of the Meeting held on Thursday, 18 August 2022, are confirmed on Thursday, 15 September 2022 as a true and correct record of the August 2022 Ordinary Meeting of Council.

**Cr Wayne Della Bosca**  
**SHIRE PRESIDENT**