



# *Minutes*

## *Ordinary Meeting of Council*

***19 May  
2022***

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## 1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

Cr Wayne Della Bosca declared the meeting open at 4.05pm

## 2. ANNOUNCEMENTS FROM THE PRESIDING MEMBER

Nil

## 3. ATTENDANCE

Members	Cr W Della Bosca Cr B Close Cr J Cobden Cr L Granich Cr G Guerini Cr P Nolan Cr L Rose	
Council Officers	N Warren C Watson G Brigg S Chambers L Della Bosca	Chief Executive Officer Executive Manager Corporate Services Executive Manager Infrastructure Executive Manager Regulatory Services Minute Taker
Apologies:	B Forbes	Finance Manager
Observers:	Mrs. Kaye Crafter and Mrs. Robin Stevens	
Leave of Absence:	Nil	

## 4. DECLARATION OF INTEREST

Nil

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

Nil

### 5.1. PUBLIC QUESTION TIME

Nil

## 6. CONFIRMATION OF MINUTES

### 6.1 Ordinary Meeting of Council, Thursday, 21 April 2022

**55/2022**

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

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

**CARRIED (7/0)**

### 6.2 Great Easter Country Zone (GECZ), Tuesday, 26 April 2022

**56/2022**

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

***That the minutes from the GECZ meeting held on the 26 April 2022 be received***

**CARRIED (7/0)**

### 6.3 Wheatbelt East Regional Organisation of Councils (WEROC), Monday, 2 May 2022

**57/2022**

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

***That the minutes from the WEROC Board meeting held on the 2 May be received***

**CARRIED (7/0)**

### 6.4 Shire of Yilgarn Tourism Advisory Committee Workshop, Wednesday, 4 May 2022

**58/2022**

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

***That the Minutes from the Shire of Yilgarn Tourism Advisory Committee workshop held on the 4 May 2022 be received***

**CARRIED (7/0)**

### 6.5 Yilgarn History Advisory Committee, Wednesday, 4 May 2022

**59/2022**

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

***That the Minutes from the Yilgarn History Advisory Committee meeting held on the 4 May 2022 be received***

**CARRIED (7/0)**

## **7. PRESENTATIONS, PETITIONS, DEPUTATIONS**

Cr Della Bosca noted the resignation of Mrs Robin Stevens from the position of Curator of the Yilgarn History Museum. On behalf of Council, Cr Della Bosca thanks Mrs Stevens for the contribution made to the Yilgarn History Museum during her time as the Curator, noting the Museum is a fantastic attraction for the district.

## **8. DELEGATES' REPORTS**

Cr Della Bosca announced the following;

- Attended the ANZAC Day ceremony
- Attended a meeting with Rick Wilson MP

Cr Close announced the following;

- Attended the ANZAC Day ceremony
- Attended the St Johns Ambulance meeting
- Attended the Shire of Yilgarn Interim Audit Exit meeting on the 12 May 2022
- Attended the WEROC meeting on the 2 May 2022

Cr Rose announced the following;

- Attended the Star Gazing evening on the 30 April 2022
- Attended the Shire of Yilgarn Tourism Advisory Committee meeting on the 4 May 2022
- Attended the Yilgarn History Museum committee meeting on the 4 May 2022

Cr Cobden announce the following;

- Attended the ANZAC Day ceremony
- Attended the Star Gazing evening on the 30 April 2022
- Attended the Shire of Yilgarn Tourism Advisory Committee meeting on the 4 May 2022
- Attended the Big Morning Tea in Southern Cross

Cr Nolan announced the following;

- Attended the Ag Care meeting on the 28 April 2022
- Attended a meeting with CEACA members on the 17 May 2022
- Attended the Shire of Yilgarn Interim Audit Exit meeting on the 12 May 2022

## 9.1 Officers Report – Chief Executive Officer

### 9.1.1 Local Roads & Community Infrastructure Program – Round 3

<b>File Reference</b>	<b>8.2.6.13</b>
<b>Disclosure of Interest</b>	<b>None</b>
<b>Voting Requirements</b>	<b>Absolute Majority</b>
<b>Attachments</b>	<b>Discretionary Capital Expenditure Business Case</b>

#### Purpose of Report

To present to Council potential projects under the Australian Governments Round 3 of the Local Roads and Community Infrastructure (LRCI) Funding Program as part of the Government's COVID-19 stimulus package to local governments.

#### Background

On 20 October 2021 the Deputy Prime Minister, the Hon Barnaby Joyce MP approved the Program Guidelines for Phase 3 of the Local Roads and Community Infrastructure Program.

Council will be aware the Shire has already received significant funding through Phases 1 and 2, with the allocation provided through Phase 3 being \$1,887,044.

At the December 2021 Discussion Session, Council were provided with a list of possible projects suitable for inclusion in the LRCI program.

Councillors were asked to prioritise the projects and provide feedback to staff. From Councillor feedback, seven projects were shortlisted.

In February 2022, a community consultation program was undertaken, seeking community members to prioritise the shortlisted projects and provide feedback. Based on community feedback, three projects were shortlisted for further investigation:

- Southern Cross Sports Complex Upgrade;
- Satellite Townsite Playground/Open Space Upgrades; and
- Southern Cross Main Street Upgrades.

Shire staff met with a number of representatives from local community groups that utilise the complex to seek ideas and comments on what the upgrade of the building and surrounds might include. This information is to be used to commence budgeting processes. The current list of proposed upgrades is included in the Discretionary Capital Expenditure Business Case.

Shire staff contacted the relevant community organisations at the satellite townsites, including Bodallin, Bullfinch, Marvel Loch, Moorine Rock and Mount Hampton. Staff sought feedback from the relevant organisation on what they would like to see implemented as part of the satellite townsite upgrades. Based on this feedback, the Shires Asset Management Officer, has sought cost estimates for the various instalments, of which have been utilised for budgeting

purposed. The current list of proposed upgrades is included in the Discretionary Capital Expenditure Business Case.

Whilst investigating the main street upgrade, it was determined that the timeframe for project completion, along with the funding required may make this project not suitable for the LRCI program. As such, it was determined that this would not be pursued through LRCI, but will continue to be progressed, with future funding to be presented to Council.

#### Comment

Based on the feedback provided by Council and the community, along with the initial project investigations undertaken by staff, it is proposed that Council endorse the following project and budget for submission to the Local Roads and Community Infrastructure Program:

Project	Budget
Southern Cross Sports Complex Upgrade	\$1,237,044
Yilgarn Satellite Townsite Playground/Open Space Upgrades	\$650,000
<b>Total</b>	<b>\$1,887,044</b>

As per *Council Policy 3.13 - Discretionary Capital Expenditure – Business Case Requirement*, a business case for the proposed is attached.

Once approved by the Department of Infrastructure, Transport, Regional Development and Communications, a tender process will then be undertaken in line with Council's Purchasing and Tendering Policy.

#### Statutory Environment

Australian Government Guidelines in respect to COVID-19 Local Roads and Community Infrastructure Program.

#### Strategic Implications

Shire of Yilgarn Strategic Community Plan 2020-2030 – Civic Leadership – Maintain a high level of corporate governance, responsibility and accountability.

#### Policy Implications

Policy 3.13 - Discretionary Capital Expenditure – Business Case Requirement



### Financial Implications

Nil impact upon Council's Budget as projects fully funded by the Australian Government under the LRCI Program.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Projects benefit residents of the district	Moderate (6)	Nil
Financial Impact	Nil	Nil	Nil
Service Interruption	Nil	Nil	Nil
Compliance	Australian Government's LRCI Funding Program	Low (4)	Requirement to provide Progress Reports to Funding Provider
Reputational	Nil	Nil	Nil
Property	Shire community Infrastructure upgrades	Moderate (8)	Insurance Premiums associated with upgrades
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

**60/2022**

***Moved Cr Cobden/Seconded Cr Close***

***That Council endorses the submission of the following projects to the Australian Government's Department of Infrastructure, Transport, Regional Development and Communications for approval under the Local Roads and Community Infrastructure Round 3 Program:-***

- |           |   |                              |
|-----------|---|------------------------------|
| <b>1.</b> | <b><i>Southern Cross Sports Complex Upgrade</i></b>                     | <b><i>\$1,237,044.00</i></b> |
| <b>2.</b> | <b><i>Yilgarn Satellite Townsite Playground/Open Space Upgrades</i></b> | <b><i>\$650,000.00</i></b>   |

**CARRIED (7/0)**

## 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 30 April 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**

**61/2022**

***Moved Cr Nolan/Seconded Cr Rose***

***That Council endorse the various Financial Reports as presented for the period ending 30 April 2022.***

**CARRIED (7/0)**

## 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 41114 to 41120 totalling \$4,401.00
- Municipal Fund - EFT 12549 to 12650 totalling \$475,625.87
- Municipal Fund – Cheques 1914 to 1932 totalling \$239,923.12
- Municipal Fund Direct Debit Numbers;
- 16741.1 to 16741.11 totalling \$22,449.42
- 16765.1 to 16765.11 totalling \$22,573.54
- Trust Fund - Cheques 402627 to 402629 totalling \$1,058.60

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.

**Strategic Implications**

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 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**

**62/2022**

***Moved Cr Close/Seconded Cr Rose***

- ***Municipal Fund – Cheques 41114 to 41120 totalling \$4,401.00***
- ***Municipal Fund - EFT 12549 to 12650 totalling \$475,625.87***
- ***Municipal Fund – Cheques 1914 to 1932 totalling \$239,923.12***
- ***Municipal Fund Direct Debit Numbers: 16741.1 to 16741.11 totalling \$22,449.42***
  - ***16765.1 to 16765.11 totalling \$22,573.54***
- ***Trust Fund - Cheques 402627 to 402629 totalling \$1,058.60***

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

**CARRIED (7/0)**

## 9.2 Reporting Officer– Executive Manager Corporate Services

### 9.2.3 2022/23 Schedule of Fees & Charges

<b>File Reference</b>	<b>8.2.5.5</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Absolute Majority</b>
<b>Attachments</b>	<b>Proposed 2022/2023 Schedule of Fees &amp; Charges.</b>

#### Purpose of Report

To consider the fees & charges to be applied in 2022/23.

#### Background

The Local Government Act 1995 requires fees and charges that are to be imposed during a financial year to be adopted with the annual Budget.

As the Budget will not be adopted until after 1<sup>st</sup> July 2022, Council is requested to consider the schedule of fees and charges prior to the Budget adoption so that the agreed fees & charges can be taken into consideration when preparing the Budget and to allow the fees & charges to be applied from 1<sup>st</sup> July 2022.

#### Comment

A copy of the current fees & charges and proposed changes are included in the attachments. The items in **Red** are proposed to be deleted and the items in **Green** are proposed to be included or have been amended.

It is intended that the proposed fees and charges remain predominantly unchanged from those imposed in 2021/2022, however a summary of the recommended changes follows:

- Page 1 – Removed the restriction for refunds to be for excess rates only and increased fee to reflect actual cost.
- Page 3 – Additional laminating fee for business cards.
- Page 5 – Clarification that general Shire housing may be leased at the CEO's discretion.
- Page 5 – Better identification of the 13 Libra Place Units.
- Page 6 – Removal of fee for commercial green waste and increase in attendant callout fee to better reflect actual cost.
- Page 6 – Increase in fees that utilise Shire manpower or equipment to better reflect actual cost.
- Page 8 – Addition of a Hire Bond for the use of the Community Bus.
- Page 9 – Increase in lease fees for cropping land (Lots 436 & 44) in line with increase in costs received from Department of Planning, Lands and Heritage.
- Page 10 – Minor increase to nightly room fee for Sandalwood Lodge Family room.
- Page 10 – Increase to additional room servicing fee to better reflect actual cost.

- Page 10 – Addition of a percentage of actual sewerage and rubbish charges (percentage based on section metreage) to shop front section lease fees.
- Page 11 – Increase in plant hire charges to better reflect actual costs and to ensure Council are not competitive with local providers.

## Statutory Environment

### Local Government Act 1995 –

#### **6.16. Imposition of fees and charges**

- (1) A local government may impose\* and recover a fee or charge for any goods or service it provides or proposes to provide, other than a service for which a service charge is imposed.

*\* Absolute majority required.*

- (2) A fee or charge may be imposed for the following —
  - (a) providing the use of, or allowing admission to, any property or facility wholly or partly owned, controlled, managed or maintained by the local government;
  - (b) supplying a service or carrying out work at the request of a person;
  - (c) subject to section 5.94, providing information from local government records;
  - (d) receiving an application for approval, granting an approval, making an inspection and issuing a licence, permit, authorisation or certificate;
  - (e) supplying goods;
  - (f) such other service as may be prescribed.
- (3) Fees and charges are to be imposed when adopting the annual budget but may be —
  - (a) imposed\* during a financial year; and
  - (b) amended\* from time to time during a financial year.

*\* Absolute majority required.*

#### **6.17. Setting level of fees and charges**

- (1) In determining the amount of a fee or charge for a service or for goods a local government is required to take into consideration the following factors —
  - (a) the cost to the local government of providing the service or goods; and
  - (b) the importance of the service or goods to the community; and
  - (c) the price at which the service or goods could be provided by an alternative provider.
- (2) A higher fee or charge or additional fee or charge may be imposed for an expedited service or supply of goods if it is requested that the service or goods be provided urgently.

- (3) The basis for determining a fee or charge is not to be limited to the cost of providing the service or goods other than a service —
- (a) under section 5.96; or
  - (b) under section 6.16(2)(d); or
  - (c) prescribed under section 6.16(2)(f), where the regulation prescribing the service also specifies that such a limit is to apply to the fee or charge for the service.
- (4) Regulations may —
- (a) prohibit the imposition of a fee or charge in prescribed circumstances; or
  - (b) limit the amount of a fee or charge in prescribed circumstances.

The recommendation that follows is consistent with the legislative requirements.

### Strategic Implications

There are no strategic implications as a result of this report.

### Policy Implications

There are no policy implications as a result of this report.

### Financial Implications

There are no financial implications as a result of this report however the adopted Schedule of Fees & Charges will influence the level of 2022/2023 Budgeted income.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Fee or Charge level excessive or inadequate.	Moderate (9)	Regular review.
Service Interruption	Nil	Nil	Nil
Compliance	Compliance with the Local Government Act and associated Regulations.	Low (2)	Regular review.
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

**163/2022**

**Moved Cr Cobden/Seconded Cr Guerini**

***That Council adopts the 2022/2023 Schedule of Fees and Charges as presented.***

**CARRIED (7/0)**

## 9.2 Reporting Officer– Executive Manager Corporate Services

### 9.2.4 2022/23 Councillor Sitting Fees

<b>File Reference</b>	<b>2.1.1.1</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Absolute Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

To set Councillors Sitting Fees for 2022/23.

#### Background

Section 7B (2) of the Salaries and Allowances Act 1975 requires the Salaries and Allowances Tribunal, at intervals of not more than 12 Months, to inquire into and determine: -

- The amount of fees, or the minimum and maximum amounts of fees, to be paid under the Local Government Act 1995 to elected council members for attendance at meetings;
- The amount of expenses, or the minimum and maximum amounts of expenses, to be reimbursed under the Local Government Act 1995 to elected council members; and
- The amount of allowances or the minimum and maximum amounts of allowances, to be paid under the Local Government Act to elected council members.

The Tribunal continues to utilise the four band Local Government classification model adopted in 2012 with the Shire of Yilgarn falling under Band 3.

For the 2022/2023 financial year, the tribunal has determined that remuneration, fees, expenses and allowance ranges for Band 3 Councils will increase by 2.5% from those determined for the 2021/22 financial year.

#### Council Meeting Attendance Fees per Meeting

Where a Local Government decides, by Absolute Majority, to pay a Council Member a fee referred to in section 5.98(1)(b) of the Local Government Act for attendance at a Council Meeting, the following per meeting fee range will be applicable;

Band	For a council member other than mayor or president		For a council member who holds the office of mayor or president	
	Minimum	Maximum	Minimum	Maximum
3	\$198	\$420	\$198	\$650

#### Committee Meeting and Prescribed Meeting Fees per Meeting

Where a Local Government decides to pay a Council Member a fee referred to in: -

- (a) section 5.98(1)(b) of the Local Government Act for attendance at a Committee Meeting; or
- (b) section 5.98(2A)(b) of the Local Government Act for attendance at a Meeting of the type prescribed in regulation 30(3A) of the Local Government (Administration) Regulations 1996.

the following per meeting fee range will be applicable;

For a council member (including mayor or president)		
Band	Minimum	Maximum
3	\$99	\$210

A recent legal opinion commissioned by the Town of Cambridge has clarified the situation that if a committee of Council is open to non-Councillors/Staff then a sitting fee cannot be paid to any committee member. In the Shire of Yilgarn's case, this opinion would only apply to Councils Audit & Risk Committee as all other committees that Council has an involvement in are community advisory committees only and do not attract a sitting fee for Councillors as it stands.

It should also be noted that a Local Government may decide, by Absolute Majority, that instead of paying Council Members a per Meeting Attendance Fee it may, instead, decided it will pay all Council Members who attend Council, Committee or proscribed meetings a fixed annual fee.

The benefits of this to Council are that there are significantly reduced administrative requirements involved, in that payments to Councillors are usually only made on either an annual, bi-annual or quarterly basis. Additionally, the record keeping requirements of collating Councils attendance forms with time saving on the associated financial processing.

There is a downside to Council electing to utilise a fixed annual fee for Councillor sitting fees which is, if there was to be a consistently absent Councillor, there would be no mechanism to adjust their sitting fees.

At this time, it is not recommended that Council utilise annual sitting fees as it may require amending Council Policy 1.5 – Elected Member Entitlements.

### **Annual Allowance for mayor or president of a local government**

Where a local government sets the amount of the annual local government allowance to which a mayor or president is entitled under section 5.98(5) of the LG Act the following allowance range will be applicable;

For a mayor or president		
Band	Minimum	Maximum
3	\$1,051	\$37,881



### **Annual Allowance for Deputy President**

For the purpose of section 5.98A(1) of the Local Government Act the annual allowance for a Deputy President is determined to be 25% of the Presidents Allowance.

### **Travel Expenses**

The Salaries & Allowances Determination has Councillor travel reimbursements for actual distances travelled being paid at the same rate contained in section 30.6 of the *Local Government Officers (Western Australia) Interim Award 2011*, being

Engine Displacement (in cubic centimetres)			
Area & Details	Over 2600cc	Over 1600cc to 2600cc	1600cc and under
	Cents per Kilometre		
Metropolitan Area	93.97	67.72	55.85
South West Land Division	95.54	68.66	56.69
North of 23.5 Latitude	103.52	74.12	61.21
Rest of State	99.01	70.87	58.37

### **Comment**

For reference, the following are the 2021/2022 financial years Elected Member meeting attendance fees and expense reimbursement / allowances:

		For a council member other than mayor or president	For a council member who holds the office of mayor or president
Meeting Fee Type			
Council	- Per Meeting	\$400	\$600
Committee	- Per Meeting	\$200	\$200
Expense Reimbursement / Allowance Type			
Travel	- Per Kilometre	As per Local Government Officers’ (Western Australia) Award 2021 – section 30.6 for “Rest of State”	
ICT Allowance		\$1,180	
Other Allowances			
President	- Per Annum	\$12,000	
Deputy President	- Per Annum	\$3,000	

Travel expense reimbursement rates are reimbursed at the "Rest of State" levels included at section 30.6 of the Local Government Officers' (Western Australia) Award 2021 and have remained unchanged from those of 2021/2022.

ICT Allowance is made up of \$480 in telecommunications (based on \$40 monthly post-paid Telstra data plan) and \$700 hardware replacement/upgrade (based on cost of iPad Pro 12.9” 128Gb WIFI over 2 years).

## Statutory Environment

### Local Government Act 1995 –

#### **5.98. Fees etc. for council members**

(1A) In this section —

***determined*** means determined by the Salaries and Allowances Tribunal under the *Salaries and Allowances Act 1975* section 7B.

(1) A council member who attends a council or committee meeting is entitled to be paid —

- (a) the fee determined for attending a council or committee meeting; or
- (b) where the local government has set a fee within the range determined for council or committee meeting attendance fees, that fee.

(2A) A council member who attends a meeting of a prescribed type at the request of the council is entitled to be paid —

- (a) the fee determined for attending a meeting of that type; or
- (b) where the local government has set a fee within the range determined for meetings of that type, that fee.

(2) A council member who incurs an expense of a kind prescribed as being an expense —

- (a) to be reimbursed by all local governments; or
- (b) which may be approved by any local government for reimbursement by the local government and which has been approved by the local government for reimbursement,

is entitled to be reimbursed for the expense in accordance with subsection (3).

(3) A council member to whom subsection (2) applies is to be reimbursed for the expense —

- (a) where the extent of reimbursement for the expense has been determined, to that extent; or
- (b) where the local government has set the extent to which the expense can be reimbursed and that extent is within the range determined for reimbursement, to that extent.

(4) If an expense is of a kind that may be approved by a local government for reimbursement, then the local government may approve reimbursement of the expense either generally or in a particular case but nothing in this subsection limits the application of subsection (3) where the local government has approved reimbursement of the expense in a particular case.

(5) The mayor or president of a local government is entitled, in addition to any entitlement that he or she has under subsection (1) or (2), to be paid —

- (a) the annual local government allowance determined for mayors or presidents; or
  - (b) where the local government has set an annual local government allowance within the range determined for annual local government allowances for mayors or presidents, that allowance.
- (6) A local government cannot —
- (a) make any payment to; or
  - (b) reimburse an expense of,
- a person who is a council member or a mayor or president in that person's capacity as council member, mayor or president unless the payment or reimbursement is in accordance with this Division.
- (7) A reference in this section to a ***committee meeting*** is a reference to a meeting of a committee comprising —
- (a) council members only; or
  - (b) council members and employees.

*[Section 5.98 amended by No. 64 of 1998 s. 36; No. 17 of 2009 s. 33; No. 2 of 2012 s. 14.]*

#### **5.98A. Allowance for deputy mayor or deputy president**

- (1) A local government may decide\* to pay the deputy mayor or deputy president of the local government an allowance of up to the percentage that is determined by the Salaries and Allowances Tribunal under the *Salaries and Allowances Act 1975* section 7B of the annual local government allowance to which the mayor or president is entitled under section 5.98(5).

*\* Absolute majority required.*

- (2) An allowance under subsection (1) is to be paid in addition to any amount to which the deputy mayor or deputy president is entitled under section 5.98.

*[Section 5.98A inserted by No. 64 of 1998 s. 37; amended by No. 2 of 2012 s. 15.]*

#### **5.99. Annual fee for council members in lieu of fees for attending meetings**

A local government may decide\* that instead of paying council members a fee referred to in section 5.98(1), it will instead pay all council members who attend council or committee meetings —

- (a) the annual fee determined by the Salaries and Allowances Tribunal under the *Salaries and Allowances Act 1975* section 7B; or
- (b) where the local government has set a fee within the range for annual fees determined by that Tribunal under that section, that fee.

*\* Absolute majority required.*

*[Section 5.99 amended by No. 2 of 2012 s. 16.]*

**5.99A. Allowances for council members in lieu of reimbursement of expenses**

- (1) A local government may decide\* that instead of reimbursing council members under section 5.98(2) for all of a particular type of expense it will instead pay all eligible council members —
  - (a) the annual allowance determined by the Salaries and Allowances Tribunal under the *Salaries and Allowances Act 1975* section 7B for that type of expense; or
  - (b) where the local government has set an allowance within the range determined by the Salaries and Allowances Tribunal under the *Salaries and Allowances Act 1975* section 7B for annual allowances for that type of expense, an allowance of that amount,

and only reimburse the member for expenses of that type in excess of the amount of the allowance.

*\* Absolute majority required.*

- (2) For the purposes of subsection (1), a council member is eligible to be paid an annual allowance under subsection (1) for a type of expense only in the following cases —
  - (a) in the case of an annual allowance that is paid in advance, if it is reasonably likely that the council member will incur expenses of that type during the period to which the allowance relates;
  - (b) in the case of an annual allowance that is not paid in advance, if the council member has incurred expenses of that type during the period to which the allowance relates.

*[Section 5.99A inserted by No. 64 of 1998 s. 38; amended by No. 2 of 2012 s. 17; No. 26 of 2016 s. 13.]*

*Local Government (Administration) Regulations 1996 –*

**30. Meeting attendance fees (Act s. 5.98(1) and (2A))**

*[(1), (2) deleted]*

- (3A) Each of the following meetings is a meeting of a prescribed type for the purposes of section 5.98(2A) —
  - (a) meeting of a WALGA Zone, where the council member is representing a local government as a delegate elected or appointed by the local government;
  - (b) meeting of a Regional Road Group established by Main Roads Western Australia, where the council member is representing a local government as a delegate elected or appointed by the local government;
  - (c) council meeting of a regional local government where the council member is the deputy of a member of the regional local government and is attending in the place of the member of the regional local government;

- (d) meeting other than a council or committee meeting where the council member is attending at the request of a Minister of the Crown who is attending the meeting;
- (e) meeting other than a council meeting or committee meeting where the council member is representing a local government as a delegate elected or appointed by the local government.

*[(3B) deleted]*

- (3C) A council member is not entitled to be paid a fee for attending a meeting of a type referred to in subregulation (3A) if —
- (a) the person who organises the meeting pays the council member a fee for attending the meeting; or
  - (b) the council member is paid an annual fee in accordance with section 5.99; or
  - (c) if the meeting is a meeting referred to in subregulation (3A)(c), the member of the regional local government is paid an annual fee in accordance with section 5.99.

*[(3)-(5) deleted]*

*[Regulation 30 amended in Gazette 23 Apr 1999 p. 1719; 31 Mar 2005 p. 1034; 3 May 2011 p. 1595-6; 13 Jul 2012 p. 3219.]*

### **31. Expenses to be reimbursed (Act s. 5.98(2)(a) and (3))**

- (1) For the purposes of section 5.98(2)(a), the kinds of expenses that are to be reimbursed by all local governments are —
- (a) rental charges incurred by a council member in relation to one telephone and one facsimile machine; and
  - (b) child care and travel costs incurred by a council member because of the member's attendance at a council meeting or a meeting of a committee of which he or she is also a member.

*[(2)-(5) deleted]*

*[Regulation 31 amended in Gazette 31 Mar 2005 p. 1034; 13 Jul 2012 p. 3219.]*

### **32. Expenses that may be approved for reimbursement (Act s. 5.98(2)(b) and (3))**

- (1) For the purposes of section 5.98(2)(b), the kinds of expenses that may be approved by any local government for reimbursement by the local government are —
- (a) an expense incurred by a council member in performing a function under the express authority of the local government; and
  - (b) an expense incurred by a council member to whom paragraph (a) applies by reason of the council member being accompanied by not more than one other person while performing the function if, having regard to the nature of the function, the local government considers that it is appropriate for the council member to be accompanied by that other person; and
  - (c) an expense incurred by a council member in performing a function in his or her capacity as a council member.

[(2) *deleted*]

*[Regulation 32 amended in Gazette 13 Jul 2012 p. 3219.]*

*[33-34AB. Deleted in Gazette 13 Jul 2012 p. 3219]*

*Salaries and Allowance Act 1975*

**7B. Determinations as to fees and allowances of local government councillors**

(1) In this section —

***elected council member*** means a person elected under the *Local Government Act 1995* as a member of the council of a local government.

(2) The Tribunal is to, from time to time as provided by this Act, inquire into and determine —

- (a) the amount of fees, or the minimum and maximum amounts of fees, to be paid under the *Local Government Act 1995* to elected council members for attendance at meetings; and
- (b) the amount of expenses, or the minimum and maximum amounts of expenses, to be reimbursed under the *Local Government Act 1995* to elected council members; and
- (c) the amount of allowances, or the minimum and maximum amounts of allowances, to be paid under the *Local Government Act 1995* to elected council members.

(3) Section 6(2) and (3) apply to a determination under this section.

*[Section 7B inserted by No. 2 of 2012 s. 39.]*

The recommendation that follows is consistent with the legislative requirements.

**Strategic Implications**

There are no strategic implications as a result of this report.

**Policy Implications**

There are no policy implications as a result of this report.

**Financial Implications**

Any resolution on the value of sitting fees and Members expenses will form part of the 2022/2023 Budget.

## 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 the Local Government Act, associated Regulations and current SAT determination.	Moderate (6)	Ensure compliance with Act, Regs and SAT determination.
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

**164/2022**

**Moved Cr Guerini/Seconded Cr Close**

***That Council adopts the following elected members sitting fees, expense reimbursements/allowances and President & Deputy Presidents allowances for the 2022/2023 financial year:***

		For a council member other than mayor or president	For a council member who holds the office of mayor or president
Meeting Fee Type			
Council	- Per Meeting	\$400	\$600
Committee	- Per Meeting	\$200	\$200
Expense Reimbursement / Allowance Type			
Travel Reimbursement	- Per Kilometre	As per Local Government Officers’ (Western Australia) Award 2021 – section 30.6 for “Rest of State”	
ICT Allowance		\$1,180	
Other Allowances			
President	- Per Annum	\$12,000	
Deputy President	- Per Annum	\$3,000	

**CARRIED (7/0)**



## 9.3 Reporting Officer– Executive Manager Infrastructure

### 9.3.1 Plant Replacement Program 2022/2023 to 2031/2032

<b>File Reference</b>	<b>5.1.6.11</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Plant Replacement Program</b>

#### Purpose of Report

For Council to consider the 10 Year Plant Replacement 2022/2023 to 2031/2032 for adoption.

#### Background

The Plant Replacement program shall ensure that the Shire's fleet of machinery and vehicles are kept fully applicable, to meet the Shire's budgeted construction and maintenance programmes for all assets. This shall involve consideration of new technology, processes and materials as well as the ongoing balance of the Shire's ownership versus external hire of its machinery and vehicle needs.

The development of a ten-year plant replacement plan is important, as it ensures that the cost of new purchases, are spread over the life of the plan. It also ensures that Council's fleet remains relevant and in good working condition, thereby minimising maintenance costs and lost productivity due to machine breakdowns.

#### Comment

Asset lifecycle is the number of stages the Shire's asset goes through during the lifespan while owning the asset. It is the period that the Shire can effectively and efficiently utilize an asset to accomplish its business goals. An asset lifecycle typically covers all phases of an asset's life from acquisition through maintenance and eventual disposal.

The 2022-2023 plant replacement introduces some new items of plant and machinery while maintaining the existing the core fleet of machinery and vehicles.

#### New

1. **Smaller ride on mower with catcher:** The shire currently hand mows a number of areas within Southern Cross using push mowers with catchers. The larger commercial mowers without catchers is not suited to the smaller areas of parkland being hand mown. Utilizing a smaller ride on mower with catcher will reduce costs and improve productivity.
2. **Road Broom:** The Shire reseals constructs many kilometres of bitumen roads each year. The existing broom is a small tractor attachment which is worn out and not suited for sweeping large volumes of bitumen roads or gravel

pavements. Over the last 6 months council has resealed 30km and sealed 6km of new road construction which is swept before and after sealing or resealing.

3. **Tree grabs for the Caterpillar 924K:** This loader is an integrated Tool Carrier and was purchased without a tree grab attachment. The tree grab attachment is required when road vegetation clearing is needed before road construction or gravel sheeting takes place.

### Replacement

1. **Grader:** The existing John Deere grader is already 8 years old within and at the upper limit of primary production hours. The machine is now high risk of major component failure.
2. **Multi Tyre Roller:** Bomag Roller is 8 years old and due for replacement. Downtime of this machine is starting to affect productivity.
3. **Small tipper:** This unit is due for replacement. Although this seems to be a short lifecycle, it is the optimal time for light truck replacement.
4. **Tandem Dolly:** This tandem dolly was purchased second hand in 1999. This unit is below average condition.
5. **Light fleet vehicle:** There are a number of light vehicles within the plan to be replaced in 2022/23. These vehicles were ordered after the 2021/22 budget review because of the extended wait times for new vehicles.

### Statutory Environment

The development and adoption of the 10 Year Plant Replacement Program forms a component of the Council obligation to produce a plan for the future under Section 5.56 (1) of the Local Government Act, 1995.

### Strategic Implications

The Plant Replacement shall ensure that the Shire's fleet of machinery and vehicles are kept fully applicable, to meet the Shire's budgeted construction and maintenance programmes for all assets. This shall involve consideration of new technology, processes and materials as well as the ongoing balance of the Shire's ownership versus external hire of its machinery and vehicle needs.

### Policy Implications

"Staff Policy N° 7.12 Motor Vehicle Replacement and Vehicle Standard and Accessories"

### Financial Implications

The 10 years Plant Replacement program will be included in the Shire's long-term financial plan.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Significant financial cost to Council with initial indications show the Plant Replacement Programme for 2022/2023 Financial Year is estimated to cost (net) \$987,500	Moderate (9)	That all vehicles listed for replacement in the 2022/2023 to 2031-3032 Plant Replacement Program be included in 2022/2023 Financial Year Budget deliberations
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

165/2022

*Moved Cr Guerini/Seconded Cr Cobden*

*That Council endorses the Shire of Yilgarn's Plant Replacement Program – Amended May 2022 as presented in Attachment to this report.*

**CARRIED (7/0)**

SHIRE OF YILGARN

10 YEAR PLAN REPLACEMENT PLAN

Existing Plant						Year 1		Year 2		Year 3		Year 4		Year 5		Year 6		Year 7		Year 8		Year 9		Year 10	
						2022/2023		2023/2024		2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		2029/2030		2030/2031		2031/2032	
Plant No	Rego	Item	Make	Year	Estd Life	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact
2020	YL542	Construction Grader	12m Caterpillar	2017	8							420,000													
												(130,000)	290,000												
2026	YL4201	Grader	12m Caterpillar	2019	8									420,000											
														(130,000)	290,000										
1848	YL087	Grader	John Deere 670	2017	8					410,000														440,000	
										(75,000)	335,000												(140,000)	300,000	
1994	YL 5199	Grader	John Deere 670	2014	8	400,000														430,000					
						(75,000)	325,000													(130,000)	300,000				
1887	YL 296	Grader	John Deere 670	2013	8														430,000						
																		(130,000)	300,000						
2035	YL595	Roller - vib steel	Cat	2019	8											250,000									
																(50,000)	200,000								
1992	YL129	Roller - multi tyre	Bomag	2014	8	280,000																320,000			
						(30,000)	250,000															(50,000)	270,000		
2006	YL 5248	Roller - multi tyre	Dynapac	2016	8			280,000																300,000	
								(30,000)	250,000		-													(35,000)	265,000
1889	YL324	Loader	CAT 950H	2013	8														400,000						
																		(120,000)	280,000						
1850	YL 5304	Loader (landfill)	Cat 924H IT	2009	8					300,000															
										(70,000)	230,000														
1886	YL330	Backhoe	John Deere	2013	8			250,000																250,000	
								(30,000)	220,000														(30,000)	220,000	
2024	YL-651	Loader	Cat 924K IT	2016												241,500									
																(45,000)	196,500								
1875	YL122	Tractor	JD	2021	10															80,000					
																			(25,000)	55,000					
2013	YL 117	Prime Mover	Freightliner	2017	8							350,000										300,000			
												(70,000)	280,000									(70,000)	230,000		
1865	YL 7059	Semi trailer tipper	Durra Quip	2010	10																	131,000			
																					(35,000)	96,000			
1866	YL 7016	Semi trailer tipper	Durra Quip	2010	10																				
																					131,000				
																					(35,000)	96,000			
1884	YL 7432	Float	Brucerock Engineering	2013	10			140,000																	
								(10,000)	130,000																
2022	YL 469	Truck - 8 Wheel	Mack	2018	8							300,000													
												(70,000)	230,000												
2037	YL 698	Truck - 8 wheel	Mack	2020	8																				
																		300,000							
																		(70,000)	230,000						
1736		Tandem Dolly	Roadwest	2019	10	35,000																		40,000	
						(5,000)	30,000																(20,000)	20,000	
2025	YL 414	Community Bus	Coaster	2018	8									200,000											
														(35,000)	165,000										
1507	YL 345	Slasher/Mower	Toro SP	2012	5	45,000												45,000							
						(6,000)	39,000											(6,000)	39,000						
2019	YL 298	Ride-On Turf Mower	Toro SP	2018	5					41,000												45,000			
										(3,500)	37,500							-				(6,000)	39,000		
2039	YL 5302	Skid Steere Loader	Cat	2019	5					200,000												200,000			
										(30,000)	170,000									-		(20,000)	180,000		
		Upgrade Line Marker SP			10															18,500					
																				18,500					
		Water Tank		2018	8											45,000									
																45,000									
		Water Tank		2019	8													45,000							
																		45,000							
NEW		Road Broom		2022	8	75,000																75,000			
						-	75,000															-	75,000		
NEW		Loader Grabs		2022	10	40,000																			
							40,000																		
NEW		Ride on Mower (Town park areas)		2022	5	20,000												20,000							

SHIRE OF YILGARN

10 YEAR PLAN REPLACEMENT PLAN

						Year 1	Year 2		Year 3		Year 4		Year 5		Year 6		Year 7		Year 8		Year 9		Year 10		
Existing Plant						2022/2023		2023/2024		2024/2025		2025/2026		2026/2027		2027/2028		2028/2029		2029/2030		2030/2031		2031/2032	
Plant No	Rego	Item	Make	Year	Estd Life	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact	Purchase Disposal	Net Impact
						20,000									20,000										
Light Vehicles																									
2042	YL311	Truck Dual cab 4x4 (with crane)	Mitsubishi (personal carrier)	2020	4			100,000							105,000									110,100	
								(25,000)	75,000						(25,000)	80,000							(25,000)	85,100	
2043	YL4949	Truck Dual Cab 4x4 (with Crane)	Mitsubishi (personal carrier)	2020	4			100,000						105,000								110,000			
								(25,000)	75,000					(25,000)	80,000							(25,000)	85,000		
2046	YL 046	Light Tip Truck - Parks & Gardens	Mitsubishi	2021	5					100,000										100,000					
										(25,000)	75,000								(25,000)	75,000					
2012	YL 5410	Light Tip Truck - Maintenance	Mitsubishi	2017	5	110,000								115,000								120,000			
						(25,000)	85,000							(25,500)	89,500							(25,000)	95,000		
2027	YL329	Truck - Maintenance - (flatdeck with crane)	Mitsubishi	2018	5			120,000										130,000							
								(35,500)	84,500									(45,500)	84,500						
1885	YL121	4 x 4 Ute (AS)	Hilux Ute	2020	3			45,500						46,500						47,500					
								(30,000)	15,500					(30,000)	16,500					(30,000)	17,500				
2028	YL 13	4 x 4 Ute (P&G)	Hilux Ute	2019	3	48,000						50,000						52,000						5,200	
						(30,000)	18,000					(30,000)	20,000					(30,000)	22,000				(30,000)	(24,800)	
1867	YL 363	2 x 4 Ute (Handyman)	Mazda BT50	2019	4			42,000										45,000							
								(20,000)	22,000									(25,000)	20,000						
2018	YL 645	4 x 4 Ute (Mechanic)	Lnd Crs	2020	3			71,000						75,500						79,500					
								(45,000)	26,000					(45,000)	30,500					(45,000)	34,500				
2031	YL 5067	4 x 4 Ute (Works)	Lnd Crs	2019	3	72,000						74,500						78,500							
						(50,000)	22,000					(50,000)	24,500					(40,000)	38,500						
2030	YL 38	4 x 4 Ute (Works)	Lnd Crs	2019	3	72,000						74,500						78,500							
						(50,000)	22,000					(50,000)	24,500					(40,000)	38,500						
2034	YL 150	4x4 Ute (MWS)	Toyota Hilux SR5 to Landcruiser ute	2020	2	75,000				77,000				79,000				81,000				83,000			
						(40,000)	35,000			(57,000)	20,000			(59,000)	20,000			(61,000)	20,000			(63,000)	20,000		
2045	YL333	4 x 4 Ute (works)	Toyota Landcruiser	2020	3	71,500						75,500		75,500				79,500				79,500			
						(45,000)	26,500					(45,000)	30,500	(45,000)	30,500			(45,000)	34,500			(45,000)	34,500		
	YL 285	Community Car	Toyota RAV	2017	4	45,000								47,000								47,000			
						(15,000)	30,000							(17,000)	30,000							(17,000)	30,000		
	YL 50	SUV (DCEO)	Kluger AWD	2021	2			55,000				57,000				59,000				61,000				63,000	
								(30,000)	25,000			(32,000)	25,000	-	(34,000)	25,000	-	(36,000)	25,000	-	(38,000)	25,000			
	YL 1	Sedan (CEO)	Toyota Prado	2021	2	75,000				73,000				75,000				77,000				79,000			
						(65,000)	10,000			(53,000)	20,000			(55,000)	20,000			(57,000)	20,000			(59,000)	20,000		
	YL 252	Dual Cab (EHO)	Toyota Hilux SR5	2021	2	60,000				62,000				64,000				66,000				68,000			
						(40,000)	20,000			(42,000)	20,000			(44,000)	20,000			(46,000)	20,000			(48,000)	20,000		
CAPITAL COST OR OUTRIGHT PURCHASE PRICE						1,523,500		1,203,500		1,263,000		1,401,500		1,268,500		1,045,500		1,457,500		1,174,000		1,412,500		1,208,300	
(ESTIMATED TRADE) NET REPLACEMENT COST						(476,000)	987,500	(250,500)	953,000	(355,500)	907,500	(477,000)	924,500	(451,500)	837,000	(230,000)	815,500	(639,500)	671,000	(352,000)	671,000	(437,000)	975,500	(318,000)	890,300

### 9.3 Reporting Officer– Executive Manager Infrastructure

#### 9.3.2 RAV Route Determination Parker Range Road and Marvel Loch Forrestania Road

<b>File Reference</b>	<b>6.3.2.2, 6.1.1.038 &amp; 6.1.1.004</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 Parker Range Road and Marvel Loch Forrestania Road.

#### Background

An application was submitted to Main Roads Western Australia (MRDWA) requesting to inspect Parker Range Road and Marvel Loch Forrestania Road for a Route Determination Category PBS Tri Drive Quad Axle Trailers N3.3 (level 3 Accredited Mass Management Scheme).

#### Comment

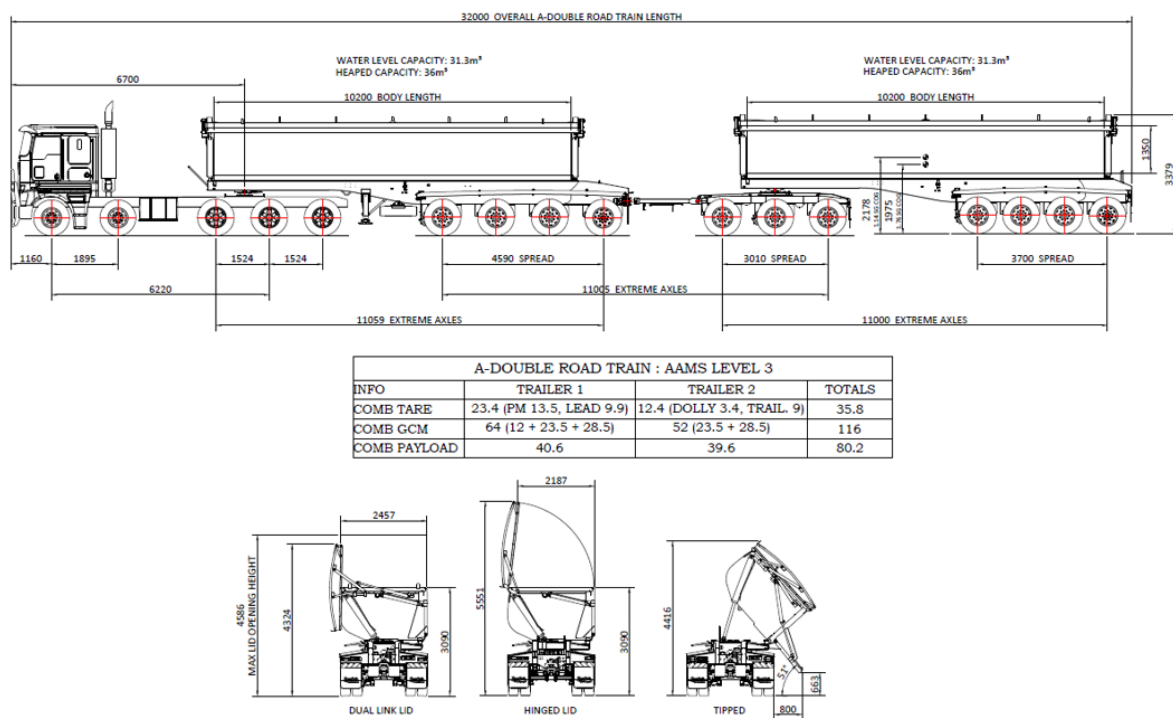
Main Roads Heavy Vehicle Services (HVS) has recently completed a review of the “Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines” and the “Guidelines for Approving RAV Access”, with the revised versions now available. Some of the significant changes include;

- Removed turning template reference list and included schematics of specific combinations used for swept path analysis;
- Approach Sight Distance 2.8.4 and Entering Sight Distances 2.8.5 reference Appendix D – Required Sight Distances.
- All references to obtaining railway level crossing warning times have been removed;
- Additional figures in section 2.9.3 showing stacking distance requirements;
- Amendment to section 2.9.4 to now include S3 formula of the Australian Standards AS1742.7-2016 – Manual of Uniform Traffic Control Devices – part 7: Railway Crossings, for assessment of railway crossings with GIVEWAY or STOP signs;
- Additional figure in section 2.10 showing minimum clearance between road pavement and parking bay;
- All sections relating to ‘suitable signage’ have been removed; and
- Removed RAV Acceleration Lane section.

The requested RAV Network change table supplied by Heavy Vehicle Services is seeking a Route Determination for a PBS Tri Drive Quad Axle Network N3.3 on the Parker Range and Marvel Loch Forrestania Roads.

Dimension Requirements					
Road No.	Road Name	From Location (SLK)	To Location (SLK)	Current Network	Requested Network
6110038	Parker Range Rd	Great Eastern Hwy (0.00)	Marvel Loch – Forrestania Rd (57.04)	Tandem Drive Network 7	PBS Tri Drive Quad Axle Network 3.3
6110004	Marvel Loch – Forrestania Rd	Parker Range Rd (24.23)	Covalent Lithium Mine (78.58)	Tri Drive Network 3 and Tandem Drive Network 4.3	PBS Tri Drive Quad Axle Network 3.3
Mass Requirements					
Road No.	Road Name	From Location (SLK)	To Location (SLK)	Current Mass Level	Requested Mass Level
6110038	Parker Range Rd	Great Eastern Hwy (0.00)	Panizza Rd (30.20)	AMMS Level 3	No change
		Panizza Rd (30.20)	Marvel Loch – Forrestania Rd (57.04)	AMMS Level 1	AMMS Level 3
6110004	Marvel Loch – Forrestania Rd	Parker Range Rd (24.23)	Covalent Lithium Mine (78.58)	AMMS Level 3	No change

### Appendix A – Proposed Haulage Vehicle Configuration



Level 3 AMMS equates to 116 tonnes and AMMS Level 1 is 103 tonnes.

In relation to the current road status:

- No section of the Route, either Parker Range Road or Marvel Loch Forrestania Road is approved for PBS Tri Drive Quad Axle Trailers N3.3;
- Parker Range Road to Panizza Road intersection is currently approved for PBS Tri Drive 2B.3 Level 3 AMMS;
- Parker Range Road from Panizza intersection to the Parker Range, Marvel Loch Forrestania intersection is currently approved for PBS 2B.1 (Level 1 AMMS) and Tandem axle drive 4.1;
- Marvel Loch Forrestania Road is approved for TD3.1 (which is not the same as PBS Tri-drive quad axle trailers N3.3) and is approved for Tandem Drive N4.3;



The current Conditions of Network Access for N4.3, N7.3 and N4.1 Tandem Drive on this route states: *“All operators must carry current written approval from the road asset owner permitting use of the road. No operation on unsealed road segment when visibly wet, without road owner's approval”*.

Current Conditions of Network Access for PBS Tri-drive 2B.1, PBS2B.3 and TD3.1 is *“Approved without conditions”*. As such the operator does not need a CA07 “Letter of approval from the road asset owner” nor does it include *“no operation on unsealed segments when visibly wet”*

### **Accredited Mass Management Scheme**

In Western Australia, heavy vehicle mass requirements are prescribed in the Road Traffic (Vehicles) Act 2012 and associated Regulations. Under certain circumstances, Main Roads Western Australia (MRWA) allows Western Australian Heavy Vehicle Accredited (WAHVA) operators to operate vehicle combinations in excess of the prescribed mass limits, The Accredited Mass Management Scheme (AMMS) was developed in consultation with the Ministerial Heavy Vehicle Advisory Panel for the purpose of providing the WA transport industry with an efficient concessional loading scheme, while ensuring road infrastructure protection and sustainability.

AMMS allows for three (3) concessional mass levels for operators that have proven loading controls. This module is not mandatory to become or remain an accredited operator in Western Australia. It is a commercial decision by operators if they wish to participate in the AMMS. As a transport operator, some of the benefits include:

- Improved productivity and efficiency
- Greater flexibility for loading control methods
- Reduced risk of overloading
- Improved skills and accountability of drivers and loaders
- Better relationships with enforcement agencies
- Reduced impact of enforcement
- Improved safety
- Improved environmental outcomes

Benefits to the community include better and more consistent compliance with road safety standards and fewer vehicles frequenting the road network for the same task.

Prior to being eligible to operate under AMMS, transport operators must decide how they intend to control their loads. Once the transport operator has decided on their loading control method, they must develop a Mass Management System (MMS), showing the loading controls, then submit an MMS Entry Audit and AMMS permit application to HVS. Operators must conform with the standards in this module.



To remain accredited, the operator must have documents and records that prove their methods work and that their vehicles are loading within the mass requirements. In part, this means keeping records of loads being carried on their vehicles to show they are within the allowable mass limits. The standards have been developed to ensure all operators participating in this module are achieving at least the same minimum level of compliance.

The operator's MMS must comply with the Standards. This explains what the standards are and what they mean in practical terms. It also explains what operators need to do in order to comply with the standards and how they can demonstrate compliance. Within the explanations section of the standards, the term "Mass Management System" means the procedures developed and documented by the operator to qualify for AMMS. There are checklists at the end of each standard to assist operators in determining whether or not they are complying with the standards. Being able to tick all the boxes indicates an operator complies with the standard

### **Productivity Based Standards**

Productivity Based Standards (PBS) vehicles are not considered to cause additional road wear compared to conventional heavy vehicles. Higher productivity PBS vehicles have the same maximum axle loads as conventional heavy vehicles, but have more axle groups to carry a higher payload.

Even though a higher productivity PBS vehicle may have a greater Equivalent Standard Axle (ESA) calculation than a conventional heavy vehicle, the increased payload means fewer PBS vehicle movements would be required to complete any given transport task, resulting in less pavement damage (fewer individual axle loads) than if the transport task was completed with a higher number of conventional heavy vehicles.

In addition, PBS vehicles approved under the WA PBS Scheme are subject to more stringent axle spacing requirements, which further reduce the impact on the road infrastructure.

### **Current Condition of Roads - Falling Weight Defectometer Data**

The Executive Manager of Infrastructure requested Falling Weight Defectometer testing (FWD) recently carried out by Covalent to design the upgrade of Parker Range and Marvel Loch Forrestania Roads. Staff have converted the FWD from raw data into graphs to help council understand the results.

LLI: Lower level Index gives an indication of the lower structural layers like the selected and the subgrade layers

MLI: Mid Level Index gives an indication of the subbase and probably selected layer structural condition

BLI: Base Level Index gives an indication of primarily the base layer structural condition. Base Level Index (base course) is the gravel pavement under the seal

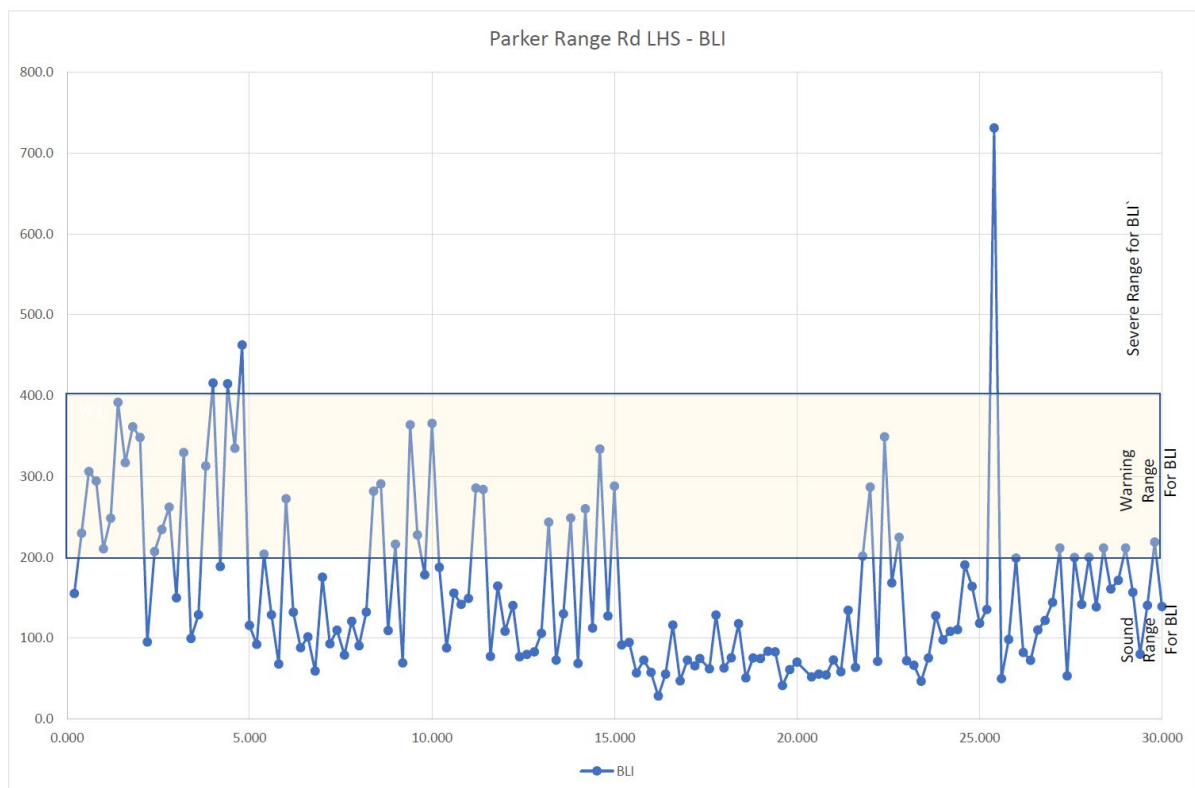
FWD data was provided for:

- Parker Range Road Sealed Section SLK 0.00 to SLK 30.27
- Parker Range Gravel Section SLK 30 to SLK 57.04
- Marvel Loch - Forrestania Road

The table below also provides the Road Asset Maintenance Management (RAMM) data, including year of construction and thickness of pavements (when constructed) when constructed.

Road	Start Disj	End Displa	Length	Width	Area	Hierarchy	Pavement Type	Material	Surface Date	Sealed Area	Layer Depth	Layer Date	Pavement Material
PARKERS RANGE ROAD	0	630	630	6.2	3,906	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Double Seal	26/11/2013	3,906	150	1/01/2000	Gravel
PARKERS RANGE ROAD	630	660	30	6.2	186	LOCAL DISTRIBUTOR	Structural Asphaltic Cc	Asphalt (obso	1/01/2001	186	150	1/01/2000	Gravel
PARKERS RANGE ROAD	660	700	40	6.2	248	LOCAL DISTRIBUTOR	Structural Asphaltic Cc	Asphalt (obso	1/01/2001	248	150	1/01/2000	Gravel
PARKERS RANGE ROAD	700	4,820	4,120	6.2	25,544	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	1/01/2012	25,544	150	1/01/2000	Gravel
PARKERS RANGE ROAD	4820	7,280	2,460	6.2	15,252	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	26/11/2013	15,252	150	1/01/2000	Gravel
PARKERS RANGE ROAD	7280	14,930	7,650	6.5	49,725	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	26/11/2013	49,725	150	1/01/2000	Gravel
PARKERS RANGE ROAD	14930	15,170	240	6.5	1,560	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	1/01/2004	1,560	500	1/01/2004	Unknown
PARKERS RANGE ROAD	15170	17,770	2,600	6.5	16,900	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	1/01/2004	16,900	500	1/01/2004	Unknown
PARKERS RANGE ROAD	17770	20,660	2,890	6.5	18,785	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	26/11/2013	18,785	500	1/01/2004	Unknown
PARKERS RANGE ROAD	20660	22,530	1,870	6.5	12,155	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	10/10/2015	12,155	500	1/01/2004	Unknown
PARKERS RANGE ROAD	22530	24,910	2,380	6.2	14,756	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	10/10/2015	14,756	300	1/01/2004	Unknown
PARKERS RANGE ROAD	24910	30,200	5,290	6.2	32,798	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	24/10/2016	32,798	500	1/01/2005	Unknown
PARKERS RANGE ROAD	30200	30350	150	6.4	960	LOCAL DISTRIBUTOR	Thin Surfaced Flexible	Single Seal	24/10/2016	960	500	1/01/2005	Unknown
PARKERS RANGE ROAD	30350	36,400	6,050	9	54,450	LOCAL DISTRIBUTOR	Unsealed	Single Seal	24/10/2016	960	500	1/01/2008	Unknown
PARKERS RANGE ROAD	36400	40,700	4,300	9	38,700	LOCAL DISTRIBUTOR	Unsealed				150	1/01/2000	Gravel
PARKERS RANGE ROAD	40700	46,710	6,010	9	54,090	LOCAL DISTRIBUTOR	Unsealed				150	1/01/2000	Gravel
PARKERS RANGE ROAD	46710	49,570	2,860	9	25,740	LOCAL DISTRIBUTOR	Unsealed				150	1/01/2000	Gravel
PARKERS RANGE ROAD	49570	50,050	480	9	4,320	LOCAL DISTRIBUTOR	Unsealed				150	1/01/2000	Gravel
PARKERS RANGE ROAD	50050	57,040	6,990	9	62,910	ACCESS ROAD	Unsealed				150	1/01/2000	Gravel

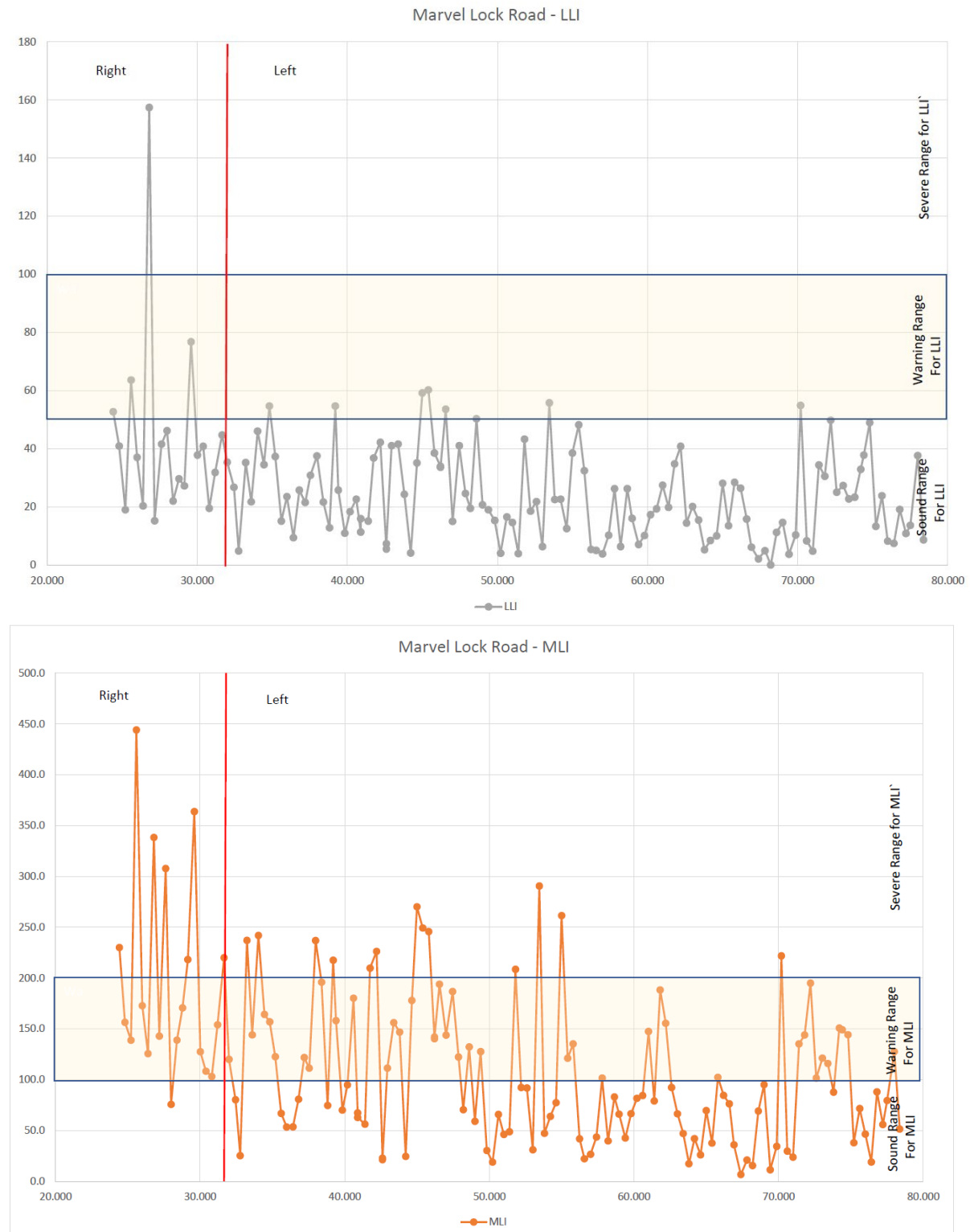
The below table shows FWDs for Parker Range Road SLK 0.00 to SLK 30.00 which includes the sealed section

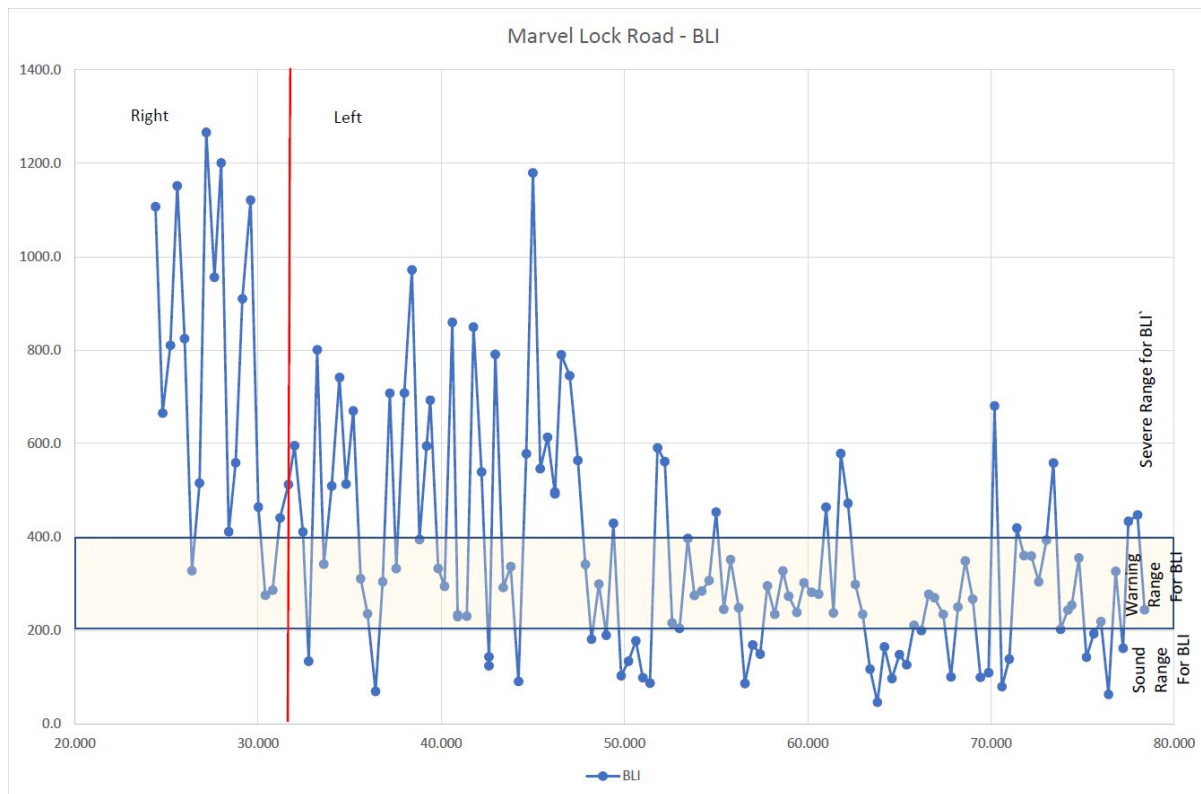


Parker Range Road BLI plots indicate the relative strength of the basecourse. The “warning” range has been shown on each of the plots. The contour maps for these sections give some idea

of why the high readings may be present. There is a very good correlation between the high readings and wet areas, especially on the RHS (which is the heavy traffic side of the pavement). There are a few areas where the readings are high but in general the pavement is in a lot better condition than the Marvel Loch - Road Forrestania Road.

The below shows the FWDs for Parker Range Road from end of bitumen to Mt Holland turnoff.





The below chart shows the Pavement Thickness Design Chart for the submission. The ESAs per truck are extrapolated from the drawings in the submission letter. The quad axle groups are actually less damaging on the pavement (in terms of ESAs) than tri axle groups.

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.

Plotted on the graph is a 20-year design life on the normal pavement design chart assuming the 435,000 tonne PA over 20 years. You can identify from the chart the required pavement thickness required at any CBR value. Pavements get very deep once you get to CBRs of 2 and 3 (caused when water ponds in the wrong place). Deflections up over 0.8mm indicate a subgrade CBR of less than 4.

This chart is only the contribution from that haulage. If they double the number of vehicles, the ESAs on the log scale chart is not a huge jump.

The reason failures show up quickly on a pavement built too thin is that being a log scale – the reduction of pavement thickness from 450mm to 300mm has a huge impact on the actual pavement. The 60,000 ESA will be achieved in less than a year.

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

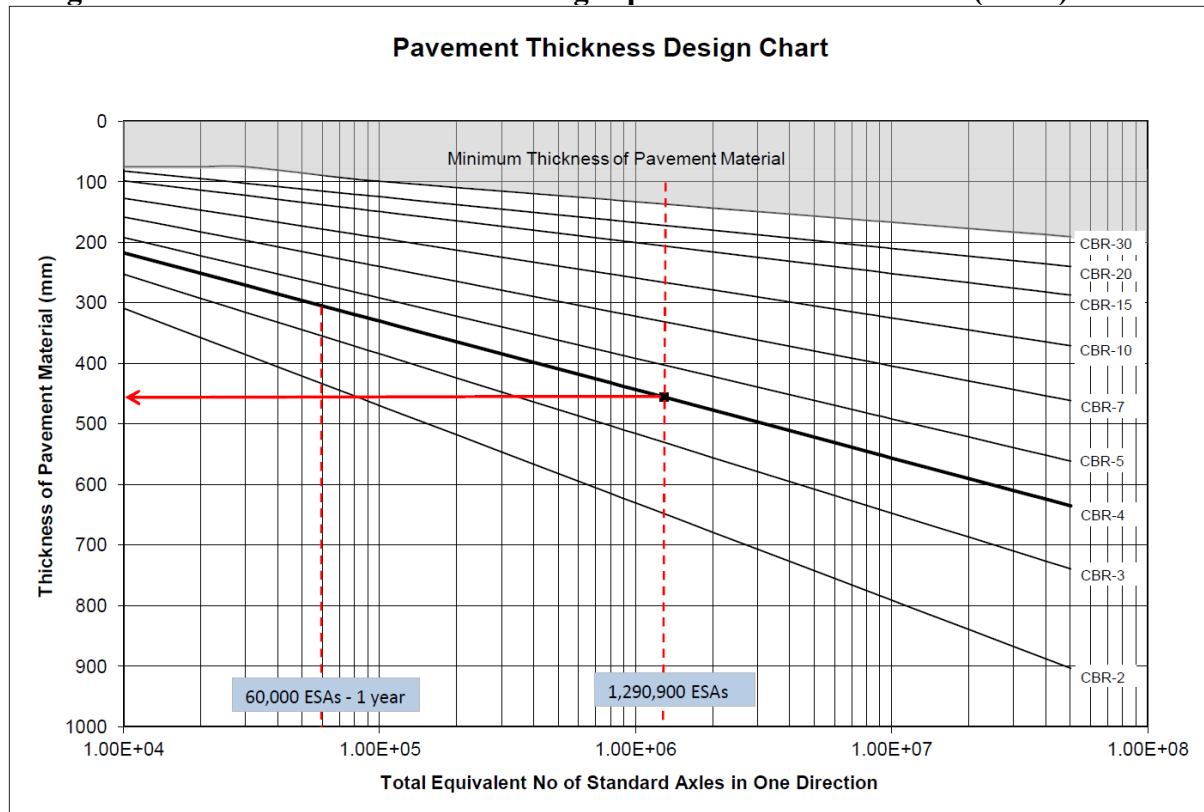


Fig 10.5 - Design chart for granular pavements with thin bituminous surfacing for heavily trafficked roads. (Source: AUSTROADS, 1992)

For 64545 ESA per day over 20 years - 460mm pavement required where subgrade CBR is 4.

### 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	High (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

**166/2022**

**Moved Cr Nolan/Seconded Cr Close**

- 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 approve Main Roads Western Australia Heavy Vehicle Services to inspect Parker Range Road from SLK 0.00 to SLK 57.00 for a route determination for (RAV) PBS Tri Drive Quad Axle Trailers which includes Level 3 of the Accredited Mass Management Scheme**
- 2. Council does not approve Main Roads Western Australia Heavy Vehicle Services to inspect Marvel Loch Forrestania Road for a route determination of RAV Category PBS Tri Drive Quad Axle Trailers N3.3 which includes level 3 of the Accredited Mass Management Scheme.**
- 3. Council approves Main Roads Western Australia Heavy Vehicle Services to inspect Parker Range Road from SLK 0.00 to SLK 57.00 for a route determination for RAV Category PBS Tri Drive Quad Axle Trailers N3.1 which includes level 1 of the Accredited Mass Management Scheme with conditions "All operators must carry current written approval from the road asset owner permitting use of the road. No operation on unsealed road segment when visibly wet, without road owner's approval"**
- 4. Council approves Main Roads Western Australia Heavy Vehicle Services to inspect Marvel Loch Forrestania Road for a route determination of RAV Category PBS Tri Drive Quad Axle Trailers N3.1 which includes level 1 of the Accredited Mass Management Scheme with conditions "All operators must carry current written approval from the road asset owner permitting use of the road. No operation on unsealed road segment when visibly wet, without road owner's approval".**
- 5. That Council requests Heavy Vehicle Services to remove all existing approvals of the Level 3 Accredited Mass Management Scheme along Parker Range Road and Marvel Loch - Forrestania Road.**
- 6. Depending on the need for access, Council may support PBS Tri Drive Quad Axle Trailers N3.3 which includes 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 (7/0)**

## 9.3 Reporting Officer– Executive Manager Infrastructure

### 9.3.3 RAV Route Determination Mixed Roads

<b>File Reference</b>	<b>6.3.2.2</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) for mixed roads within the Shire of Yilgarn.

### Background

An application was submitted to Heavy Vehicle Services Main Roads Western Australia (MRDWA) requesting to inspect a list of roads for a route determination of N7.3

### Comment

### Table of Roads for Route Determination supplied by Heavy Vehicle Services

Road No.	Road Name	From Location (SLK)	To Location (SLK)	Current Network	Requested Network
6110139	Antonio Rd	Della Rd (0.00)	Bodallin South Rd (13.50)	Tandem Drive Network 4	Tandem Drive Network 7
6110049	Bennett Rd	Parker Range Rd (8.32)	Nulla Nulla South Rd (48.22)	Tandem Drive Network 4	Tandem Drive Network 7
6110002	Bodallin North Rd	Great Eastern Hwy (0.00)	Koorda-Bullfinch Rd (43.61)	Tandem Drive Network 4	Tandem Drive Network 7
6110005	Bodallin South Rd	Bodallin South Rd (0.00)	Dulyalbin Rd & Sykes Rd (28.99)	Tandem Drive Network 7	Tandem Drive Network 7
6110154	Cameron Rd	Koolyanobbing – Southern Cross Rd (0.00)	Bullfinch Rd (2.16)	Tandem Drive Network 7	Tandem Drive Network 7
6110085	Della Rd	Antonio Rd (6.70)	Della Rd (8.13)	Tandem Drive Network 4	Tandem Drive Network 7
6110083	Dulyalbin Rd	Hackling Rd (0.00)	Southern Cross South Rd (48.52)	Tandem Drive Network 7	Tandem Drive Network 7
6110059	Frog Rock – Marvel Loch Rd	Moorine South Rd (0.00)	Panizza Rd (22.46)	Tandem Drive Network 4	Tandem Drive Network 7
6110010	Garrett Rd	Posa Rd (0.00)	Pearce Rd (26.95)	Tandem Drive Network 4	Tandem Drive Network 7
6110216	Gatley Rd	Southern Cross Marvel Loch Rd & Ghooli South Rd (0.00)	Southern Cross South Rd (9.50)	Tandem Drive Network 4	Tandem Drive Network 7
6110064	Ivey Rd	Great Eastern Hwy (0.00)	Dulyalbin Rd (28.82)	Tandem Drive Network 4	Tandem Drive Network 7
6110037	McKenzie Rd	Moorine South Rd (0.00)	Bennett Rd (20.75)	Tandem Drive Network 4	Tandem Drive Network 7
6110007	Panizza Rd	Gatley Rd (0.00)	Parker Range Rd (11.90)	Tandem Drive Network 4	Tandem Drive Network 7
6110017	Parker Rd	Bullfinch Rd (0.00)	Garrett Rd (9.50)	Nil	Tandem Drive Network 7
6110084	Reynolds Rd	Dulyalbin Rd (0.00)	Meranda North Rd (3.60)	Tandem Drive Network 4	Tandem Drive Network 7
6110032	Rose Rd	McKenzie Rd (3.40)	Dulyalbin Rd (24.40)	Tandem Drive Network 4	Tandem Drive Network 7
6110006	Southern Cross South Rd	Cramphorne Rd (64.22)	Meranda North Rd (79.91)	Tandem Drive Network 4	Tandem Drive Network 7
Mass Requirements					
Road No.	Road Name	From Location (SLK)	To Location (SLK)	Current Mass Level	Requested Mass Level
6110139	Antonio Rd	Della Rd (0.00)	Bodallin South Rd (13.50)	AMMS Level 1	AMMS Level 3
6110049	Bennett Rd	Parker Range Rd (8.32)	Nulla Nulla South Rd (48.22)	AMMS Level 1	AMMS Level 3
6110002	Bodallin North Rd	Great Eastern Hwy (0.00)	Koorda-Bullfinch Rd (43.61)	AMMS Level 1	AMMS Level 3
6110005	Bodallin South Rd	Bodallin South Rd (0.00)	Dulyalbin Rd & Sykes Rd (28.99)	AMMS Level 1	AMMS Level 3
6110154	Cameron Rd (Southern Cross)	Koolyanobbing – Southern Cross Rd (0.00)	Bullfinch Rd (2.16)	AMMS Level 1	AMMS Level 3
6110085	Della Rd	Antonio Rd (6.70)	Della Rd (8.13)	AMMS Level 1	AMMS Level 3
6110083	Dulyalbin Rd	Hackling Rd (0.00)	Southern Cross South Rd (48.52)	AMMS Level 1	AMMS Level 3
6110059	Frog Rock – Marvel Loch Rd	Moorine South Rd (0.00)	Panizza Rd (22.46)	AMMS Level 1	AMMS Level 3
6110010	Garrett Rd	Posa Rd (0.00)	Pearce Rd (26.95)	AMMS Level 1	AMMS Level 3
6110216	Gatley Rd	Southern Cross Marvel Loch Rd & Ghooli South Rd (0.00)	Southern Cross South Rd (9.50)	AMMS Level 1	AMMS Level 3
6110064	Ivey Rd	Great Eastern Hwy (0.00)	Dulyalbin Rd (28.82)	AMMS Level 1	AMMS Level 3
6110037	McKenzie Rd	Moorine South Rd (0.00)	Bennett Rd (20.75)	AMMS Level 1	AMMS Level 3
6110007	Panizza Rd	Gatley Rd (0.00)	Parker Range Rd (11.90)	AMMS Level 1	AMMS Level 3
6110017	Parker Rd	Bullfinch Rd (0.00)	Garrett Rd (9.50)	Nil	AMMS Level 3
6110084	Reynolds Rd	Dulyalbin Rd (0.00)	Meranda North Rd (3.60)	AMMS Level 1	AMMS Level 3
6110032	Rose Rd	McKenzie Rd (3.40)	Dulyalbin Rd (24.40)	AMMS Level 1	AMMS Level 3
6110006	Southern Cross South Rd	Cramphorne Rd (64.22)	Meranda North Rd (79.91)	AMMS Level 1	AMMS Level 3



Over time, the road pavement slowly deteriorates during the gradual deterioration phase due to the wear caused by axle loadings imposed by heavy combination vehicles traffic. During this phase maintenance work carried out by maintenance crews will maintain the road in an acceptable condition. At some point in the life of the road pavement, the road condition reaches a point when rapid deterioration occurs due to structural failure of the road pavement. At this point the road pavement is no longer able to carry the loads imposed by multi combination vehicle axle loading and accelerated wear of the pavement occurs.

At this stage the pavement has reached its terminal condition and the road pavement will require reconstruction or rehabilitation to restore the road pavement structural capacity. Road pavements are designed to carry the forecast heavy combination vehicle, traffic and to operate in the gradual deterioration phase. If the pavement loading increases due to increased heavy combination vehicle loading, this will shorten the gradual deterioration phase, which in turn brings forward the rapid deterioration phase of the pavement.

The result is a corresponding decrease in the pavement life. As a result, the amount of maintenance required to maintain the road in acceptable condition will increase substantially, and the pavement will require reconstruction or rehabilitation to strengthen it to carry the additional loading earlier in the life of the pavement. As outlined above, the axle loading applied to road pavements due to heavy combination vehicles contributes disproportionately to the pavement wear.

Unless the affected road pavements are designed to carry the extra loading, the pavement will suffer accelerated deterioration which will result in the need to reconstruct or rehabilitate the road pavement, rather than maintaining the pavement with periodic resurfacing and maintenance. The increase in pavement maintenance and reduction of the pavement life is directly proportional to the pavement deterioration, which in turn is proportional to the heavy combination vehicle loading on the pavement.

Where the axle loading due to heavy vehicle combination movements on a road increases, the road's structural wear will generally increase in proportion with the increasing numbers (cycles) of axle loads on the road pavement.

A substantial increase in axle loading from heavy vehicle combination traffic on a road that is not designed to carry the additional axle-loading will result in multiple adverse effects in the form of,

- increased routine maintenance and resurfacing
- reduction in the level of service (road quality) as the road pavement deteriorates
- reduction in the pavement life
- increased reconstruction and or rehabilitation costs due to the increase in required structural capacity
- increased lateral instability and damage along roads due to heavy wheel loads tracking close the edge of the road

New developments or land use activities can generate increases in heavy commercial vehicle traffic which may have adverse impacts on road pavements. Typical impacts resulting from an increase in the number and /or weight of vehicles using the road include:

- a need for extra pavement width

- a change is in surfacing type or pavement thickness
- an increase in maintenance, and
- a reduction in the pavement life, requiring road pavement upgrading, which may include strengthening works or reconstruction of the pavement.

The pavement assessment needs to consider the impact of the additional heavy combination traffic loading on the road pavement and to determine the extent, timing and costs of:

- pavement upgrading such as road widening
- additional maintenance
- pavement strengthening and or reconstruction

Further testing in the form of Falling Weight Deflectometer testing would be required to make a more informed decision.

### **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) 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
<b>Health/People</b>	Nil	Nil	Nil
<b>Financial Impact</b>	Roads will be subject to increased deterioration if not fit for purpose	High (12)	Applicant accepts responsibility to carry out any road upgrades or vegetation pruning necessary to qualify the road for the RAV network level requested.
<b>Service Interruption</b>	Nil	Nil	Nil
<b>Compliance</b>	Nil	Nil	Nil
<b>Reputational</b>	Nil	Nil	Nil
<b>Property</b>	Nil	Nil	Nil
<b>Environment</b>	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

**167/2022**

***Moved Cr Nolan/Seconded Cr Close***

- 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 approve Main Roads Western Australia Heavy Vehicle Services to inspect Antonio, Bennett, Bodallin North, Bodallin South, Cameron, Della, Dulyalbin, Frog Rock – Marvel Loch, Garrett, Gately, Ivey, McKenzie Panizza, Parker, Reynolds, Rose and Southern Cross South Roads for a Route determination of RAV N7.3, Level 3 of the Accredited Mass Management Scheme.***
- 2. Depending on the need for access, Council may support RAV Network N7.3 which includes 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 (7/0)**

### 9.3 Reporting Officer– Executive Manager Infrastructure

#### 9.3.4 Vehicle Replacement VX Toyota Prado

<b>File Reference</b>	<b>5.1.6.11</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Absolute Majority</b>
<b>Attachments</b>	<b>Nil</b>

#### Purpose of Report

Council to analyse tenders received through WALGA Preferred Suppliers tendering network to purchase a new VX Toyota Prado and for the outright sale of the VX Toyota Prado YL 1

#### Background

Council's 2021-2022 budget made provisions to replace the Toyota Prado YL 1, and staff have utilized the Preferred Supplier Service offered by the Western Australian Local Government Association (WALGA) tendering network to offer the existing Toyota Prado YL 1 for sale using this network.

The long wait times for the delivery of new vehicles prompted council staff to bring forward the 2022-2023 light vehicle replacement so those replacement vehicles would arrive during the 2022-2033 financial year

#### Comment

Council's changeover will be line with the Optimum Replacement benchmarks recommended in the Institute of Public Works Engineering Australia (IPWEA) Plant & Vehicle Management Manual. The optimum replacement timing for a vehicle or an item of plant is calculated to best estimate of the optimum time, either kilometres, engine hours or time to achieve the lowest average annual cost during the life of the unit.

Vehicles purchased by Local Government are Tender Exempt but regulations through Local Government (Functions and General) Regulations 1996 include,

*(3) A disposition of property other than land is an exempt disposition if —*

*(a) its market value is less than \$20 000; or*

*(b) the entire consideration received by the local government for the disposition is used to purchase other property, and where the total consideration for the other property is not more, or worth more, than \$75 000.*

Staff have decided to offer the Toyota Prado YL 1 for public tender as the value of the VX Toyota Prado exceeds this threshold. Staff asked three Toyota dealers for quotes to purchase a new VX Toyota Prado to meet the Shire of Yilgarn's purchasing policy. Dealers invited to price the new vehicle included Merredin Toyota (WALGA Preferred Suppliers), Great

Southern Toyota and Goldfields Toyota. Great Southern Toyota did not respond, Goldfields Toyota did respond but didn't quote as there was a minimum 2 year wait for Landcruisers through their dealership. Merredin Toyota were the only dealer to submit new vehicle pricing.

Quote received to replace the VX Toyota Prado through Merredin Toyota (WALGA preferred Supplier) was,

New VX Toyota Prado	\$76,001 including GST
Trading VX Toyota Prado YL 1-	\$76,000 including GST

A bull bar and spot lights have been priced separately as an option and the quote was \$5,668.39 excluding GST which is in line with "Staff Policy No 7.12 Motor Vehicle Replacement and Vehicle Standard and Accessories"

Council received 4 tenders for the outright sale of the VX Toyota Prado YL 1

TENDERER	PRICE	PRICE INCLUDING GST
Conplant Pty Ltd	\$56,261.80	\$61,887.98
Marlu Resources Pty Ltd	\$47,000	\$51,700
New Town (WA) Pty Ltd	\$66,363.64	\$73,000
Smith Broughton	\$54,545.45	\$60,000

### Statutory Environment

Local Government Act 1995

Local Government (Functions and General) Regulations 1996

### Strategic Implications

Purchase is in line with the plant replacement program and asset management.

### Policy Implications

"Staff Policy No 7.12 Motor Vehicle Replacement and Vehicle Standard and Accessories"

"Council Policy No 3.5 Purchasing and Tendering Policy"

### Financial Implications

The 2021-2022 budget review made provisions to advance order a new VX Toyota Prado to be delivered in 2022-2023 financial year. 2021-2022 budget makes an allocation of \$26,000 to purchase a new VX Toyota Prado at \$66,000 excluding GST and trading the VX Toyota Prado YL 1 for \$40,000.

## Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Vehicles may not make expected trade in values in the 2022/23 budget. The replacement date may be beyond 2022/23 financial year, even if ordered 12 months in advance.	Moderate (9)	Forward planning and ordering vehicles during the 2021/22 financial year will help meet delivery within the 2022/23 financial year
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 Council Decision**

**168/2022**

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

- 1. That, by Absolute Majority in accordance Local Government Act 1995 Local Government (Functions and General) Regulations 1996 that council rejects all tenders for outright sale of the VX Toyota Prado YL 1***
- 2. That Council purchases a new VX Toyota Prado from Merredin Toyota as quoted for \$68,400.90 excluding GST trading council's VX Toyota Prado YL 1 for \$68,400 excluding GST and accepts the quote from Merredin Toyota to fit a new bull bar and spot lights for a total of \$5,668.39 excluding GST, total changeover of \$5,668.39 excluding GST***

**CARRIED (7/0)**



## 9.4 Reporting Officer– Executive Manager Regulatory Services

### 9.4.1 Request for Comment – Renewal of Waste Contract

<b>File Reference</b>	<b>4.1.9.11</b>
<b>Disclosure of Interest</b>	<b>Nil</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Letter from Avon Waste</b>

#### Purpose of Report

To consider a request from Avon Waste to extend the current waste contract between the Shire of Yilgarn and Avon Waste.

#### Background

The Shire is in receipt of correspondence from Avon Waste requesting to renew their waste contract with the Shire of Yilgarn for an additional five years. The current contract is due to expire on 30<sup>th</sup> June 2022. Avon Waste have advised that the collection rate will remain at the current rate and will only be subject to CPI adjustments at the commencement of each financial year.

Section 19.1 of the existing waste contract enables the Shire to extend the contract for an additional five years.

#### Comment

It is the reporting officer's view that Avon Waste are currently providing a reliable and cost effective waste service. They have been receptive to feedback and have dealt with complaints in a timely and professional manner. In addition, they provide accurate waste records which are required by DWER for reporting purposes. Extending the contract for an additional five years will enable the Shire to continue to manage waste in an efficient and cost effective manner.

#### Statutory Environment

Waste Avoidance and Resource Recovery Act 2007  
Environmental Protection Act 1986

#### Strategic Implications

<b>Goal</b>	Protecting, utilising and enhancing our beautiful natural heritage.
<b>Outcome</b>	Satisfaction with waste management services and recycling processes.
<b>Strategy</b>	Continue to provide & promote recycling services, including fortnightly household pick up and e-waste collection.

### Policy Implications

Purchasing and Tendering Policy

### Financial Implications

Expenditure on Kerbside Collection and Bulk Recycling – Approximately \$160,000 p/a.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Nil	Nil	Nil
Financial Impact	Unbudgeted Costs	Low (1)	Waste Contract Provides Fixed Costs
Service Interruption	Nil	Nil	Nil
Compliance	Compliance with Environmental Legislation.	Low (1)	Landfill Site is Registered with DWER
Reputational	Poor Level of Service	Moderate (9)	Contractual Obligations
Property	Nil	Nil	Nil
Environment	Environmental Impacts from Landfill	Moderate 9	DWER 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 and Council Decision**

**169/2022**

***Moved Cr Close/Seconded Cr Granich***

***That Council supports the proposal to extend the waste contract with Avon Waste for an additional five years commencing 1<sup>st</sup> July 2022;***

**CARRIED (7/0)**



PO Box 8, York, Western Australia 6302  
Phone: (08) 9641 1318 • Fax: (08) 9641 2498  
Email: admin@avonwaste.com.au  
ACN 009 034 271 • ABN 50 009 034 271

9<sup>th</sup> March 2022

Mr Nic Warren  
Chief Executive Officer  
Shire of Yilgarn  
PO Box 86  
SOUTHERN CROSS WA 6426

Dear Nic

**RE: REFUSE AND WASTE DISPOSAL SERVICES**

We refer to our contract to supply refuse services for the Shire of Yilgarn. We are writing to formally request an extension of this contract for 5 years from 1<sup>st</sup> July 2022 (date of expiry of initial contract) under Section 19.2 of the contract. Our collection rates will remain at the current rates and would be subject to CPI adjustments at the commencement of each financial year.

We thank you for your support in the past and look forward to your response. Please do not hesitate to contact me if you have any queries in regards to this matter.

Yours faithfully

A handwritten signature in blue ink, appearing to read "A. Fisher", with a long horizontal stroke extending to the right.

**Ashley Fisher**  
Director  
**AVON WASTE**

## 9.4 Reporting Officer– Executive Manager Regulatory Services

### 9.4.2 Aurumin Mt Dimer Pty Ltd – Application to Clear Native Vegetation under the *Environmental Protection Act 1986*

<b>File Reference</b>	<b>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 Department of Mines, Industry, Regulation and Safety</b>

#### Purpose of Report

To consider a response to the Department of Mines, Industry, Regulation and Safety (DMIRS), regarding a proposal for Aurumin Mt Dimer Pty Ltd to clear native vegetation on an existing mining lease within the Shire of Yilgarn.

#### Background

The Shire is in receipt of correspondence from the DMIRS, relating to a submission by Aurumin Mt Dimer Pty Ltd, seeking a permit to clear 3.5 hectares of native vegetation under the *Environmental Protection Act 1986*.

#### Comment

The site is currently subject to mining leases M 77/427, M 77/428 held by Aurumin Mt Dimer 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.

Aurumin Mt Dimer Gold Project is located 120 kilometres northeast of Southern Cross.

In March 2021, an inspection by environmental officers from DMIRS noted the presence of erosion gullies on the external batters of the Karli West Waste Rock Dump and requested remedial action be taken to stabilise the erosion and prevent sediment from entering the surrounding environment. To complete this request, native vegetation clearing is required to gain access and create cleared areas around the base of the waste rock dump to install sediment capture structures and remediate the erosion (Area A - Attached Map).

Additionally, access to the operational Mt Dimer Airstrip is via a road which runs through the mining area. A safety review highlighted that if mining recommenced in the area, the interaction of airstrip traffic and mobile mining equipment poses a safety risk. Therefore it is proposed to construct a new access road to the airstrip which does not traverse the mining areas (Area B – Attached Map)

### Statutory Environment

*Environmental Protection Act 1986*

### Strategic Implications

- Goal** A prosperous future for our community.
- Outcome** Businesses in the Shire remain competitive and viable.
- Strategy** 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

**170/2022**

**Moved Cr Cobden/Seconded Cr Guerini**

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

*With regards to the application from Aurumin Mt Dimer Pty Ltd to clear 3.5 hectares of native vegetation under the Environmental Protection Act 1986, the Shire of Yilgarn has no objections to the proposal*

**MOTION LOST (7/0)**

#### Council Decision

**171/2022**

**Moved Cr Nolan/Seconded Cr Guerini**

**That Council withhold a response in relation to the application from Aurumin Mt Dimer Pty Ltd to clear 3.5 hectares of native vegetation under the Environmental Protection Act 1986, until such time at the Executive Manager Regulatory Services can seek additional information in relation to the proposal, such that Council are able to make a fully informed decision.**

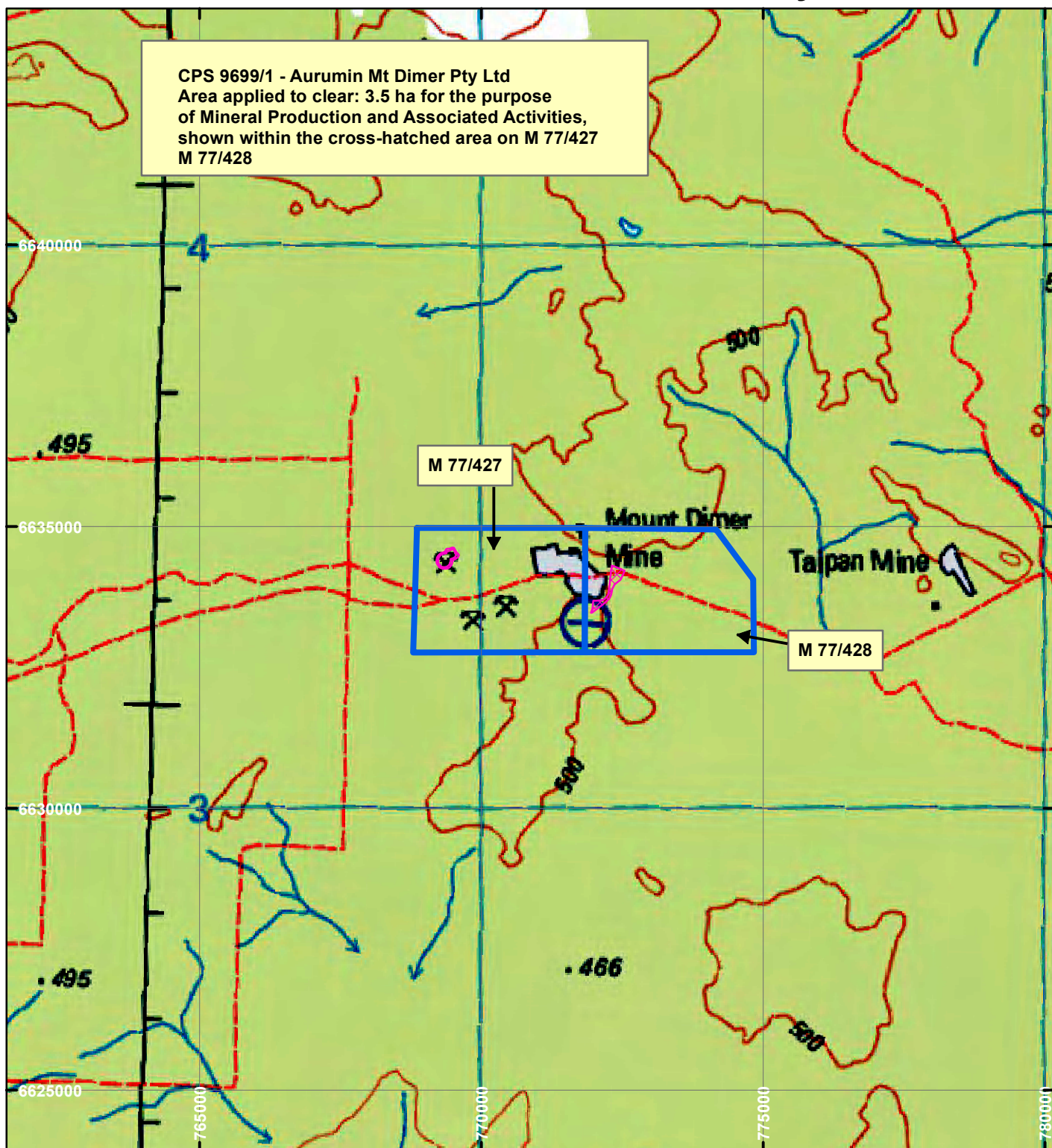
**CARRIED 7/0**

Reason for the Council Decision being different to the Officer Recommendation

Concerns were raised regarding the level of detail provided with the report and specifically regarding the logic around the clearing permit, noting it was seeking to clear land for the purpose of rehabilitation. Council sought further clarification as to the methodology and purpose behind the clearing permit, with the matter to be returned to a future Council meeting for a further determination



# CPS 9699/1 - Aurumin Mt Dimer Pty Ltd



## LEGEND



Clearing Instruments



Mining Tenements



Scale 1:100,000

(Approximate when reproduced at A4)

Geocentric Datum Australia 1994

Note: the data in this map have not been projected. This may result in geometric distortion or measurement inaccuracies.

..... Date .....

Officer with delegated authority under Section 20 of  
the Environmental Protection Act 1986

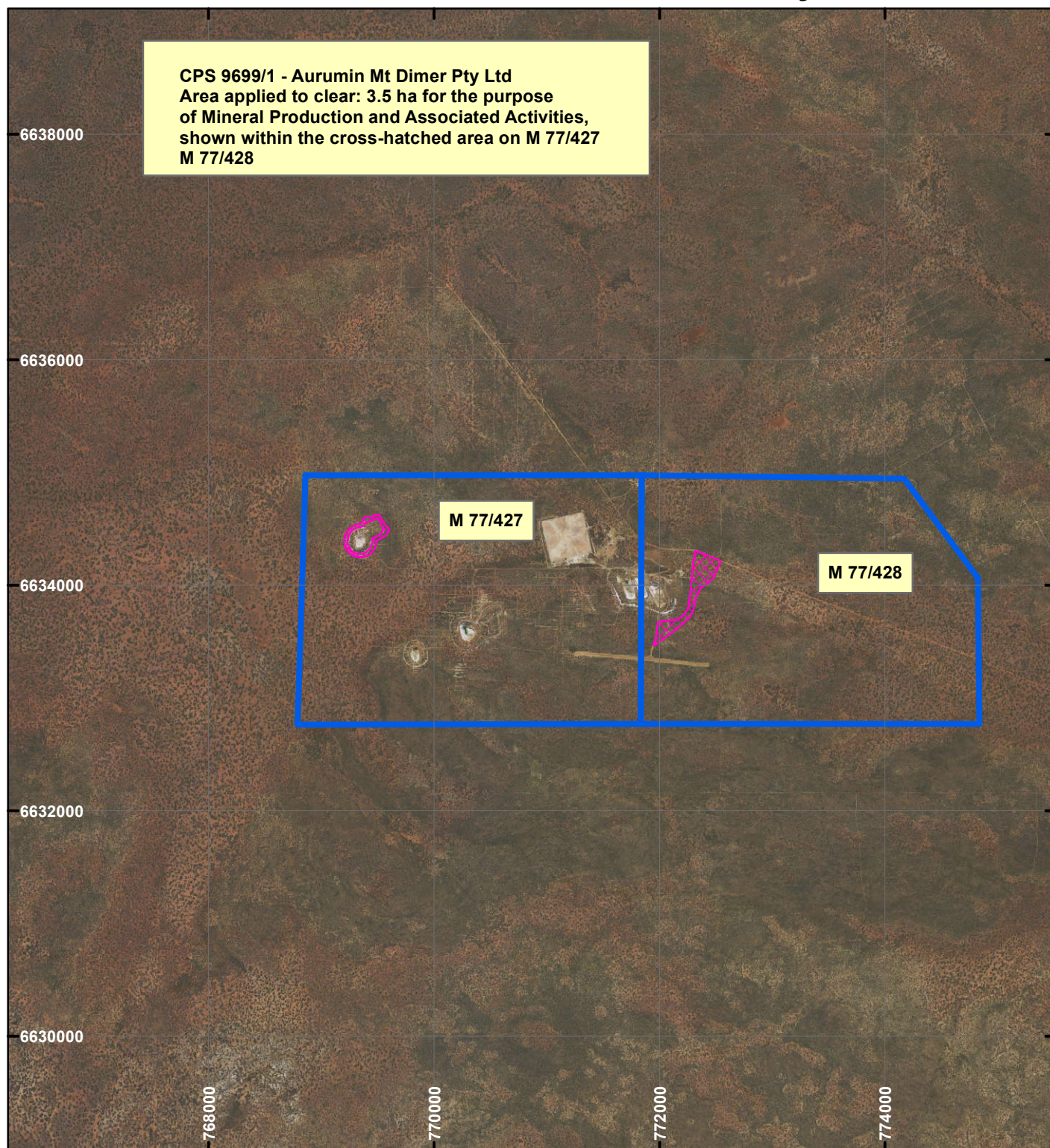
Information derived from this map should be  
confirmed with the data custodian acknowledged  
by the agency acronym in the legend.



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# CPS 9699/1 - Aurumin Mt Dimer Pty Ltd



## LEGEND

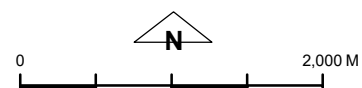


**Clearing Instruments**



**Mining Tenements**

Orthophotography sourced from Landgate



Scale 1:50,000

(Approximate when reproduced at A4)

Geocentric Datum Australia 1994

Note: the data in this map have not been projected. This may result in geometric distortion or measurement inaccuracies.

..... Date .....

Officer with delegated authority under Section 20 of the Environmental Protection Act 1986

Information derived from this map should be confirmed with the data custodian acknowledged by the agency acronym in the legend.



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## 10 APPLICATION FOR LEAVE OF ABSENCE

Nil

## 11 MOTIONS FOR WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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

**172/2022**

***Moved Cr Close/Seconded Cr Cobden***

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

**CARRIED (7/0)**

### 12.1 Reporting Officer– Chief Executive Officer

#### 12.1.1 Disposal of Property – Lots 9-12 / 50 Antares Street, Southern Cross

<b>File Reference</b>	<b>10.4.1.40</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 sale of Lots 9, 10, 11 & 12, of 50 Antares Street, Southern Cross to the Department of Communities for Government Regional Officer Housing.

### Background

The CEO was contacted on the 13 May 2022, by a representative of the Department of Communities (DoC), seeking to arrange the purchase of Lots 9, 10, 11 & 12, of 50 Antares Street, Southern Cross (the Lots). These lots are survey strata, currently owned by the Shire of Yilgarn.

Council may be aware, as mentioned at a previous discussion session, DoC were seeking additional properties upon which to build suitable Government Regional Officer Housing (GROH) stock. Two dwellings are already approved for 117 Altair Street, Southern Cross, with the subject Lots previously suggested as options for GROH.

Shire staff are in the process of assessing current Shire housing stocks, future workforce needs and subsequent housing needs. Whilst the assessments and planning are not finalised, the Shire Executive Team have deemed these lots are not of an essential need to the Shire in the short

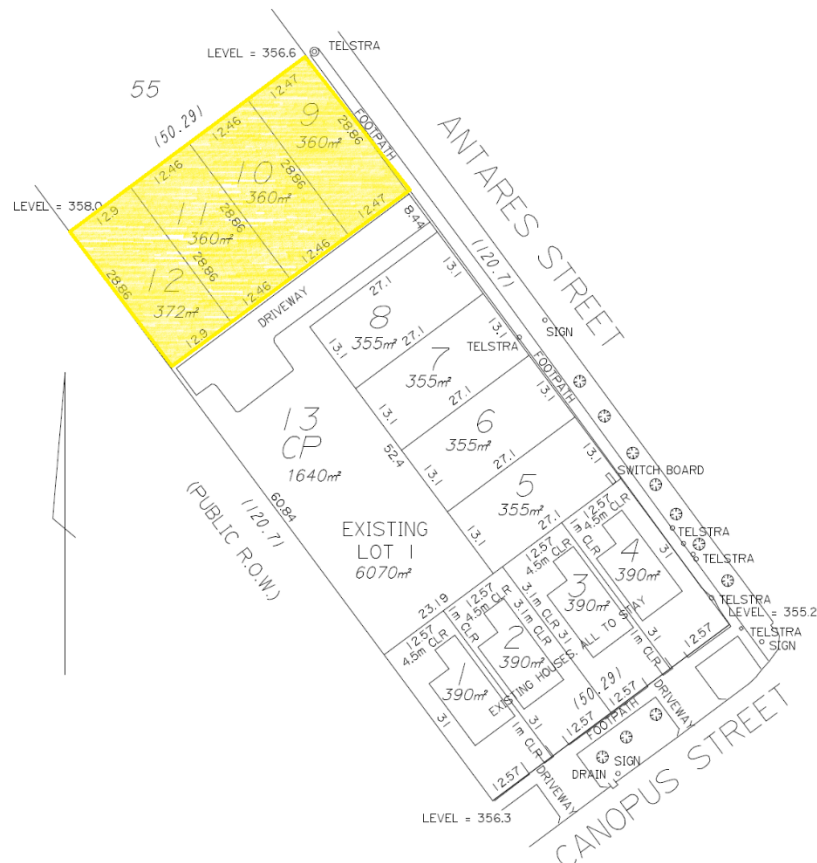


term, and with the desperately need for GROH housing currently, the disposal is deemed practicable and beneficial to the community.

These lots were originally developed for the Central East Accommodation and Care Alliance (CEACA) housing project. Council's original plan was to develop 12 units for aged care. The original CEACA funding has been completed, with Yilgarn receiving two CEACA managed units and four Shire managed units, with the Shire units prioritised for aged and mobility impaired persons, however are currently rented as private rentals due to a lack of demand.

Whilst CEACA are currently investigating further funding opportunities for additional housing stocks, it is not envisaged that Southern Cross would be in line for more than one or two, given current limited demand compared to neighbouring Councils. However, there would still be two lots available (7 and 8), should Council wish to retain some lots for future CEACA developments.

The subject Lots are as per yellow highlighted sections below:



## Comment

The disposal of property by Local Government is governed by the Local Government Act 1995, Section 3.58 which states:

### **3.58. Disposing of property**

(1) *In this section —*

***dispose** includes to sell, lease, or otherwise dispose of, whether absolutely or not;*

***property** includes the whole or any part of the interest of a local government in property, but does not include money.*

(2) *Except as stated in this section, a local government can only dispose of property to —*

*(a) the highest bidder at public auction; or*

*(b) the person who at public tender called by the local government makes what is, in the opinion of the local government, the most acceptable tender, whether or not it is the highest tender.*

(3) *A local government can dispose of property other than under subsection (2) if, before agreeing to dispose of the property —*

*(a) it gives local public notice of the proposed disposition —*

*i. describing the property concerned; and*

*ii. giving details of the proposed disposition; and*

*iii. inviting submissions to be made to the local government before a date to be specified in the notice, being a date not less than 2 weeks after the notice is first given; and*

*(b) it considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.*

(4) *The details of a proposed disposition that are required by subsection (3)(a)(ii) include —*

*(a) the names of all other parties concerned; and*

*(b) the consideration to be received by the local government for the disposition; and*

*(c) the market value of the disposition —*

*i. as ascertained by a valuation carried out not more than 6 months before the proposed disposition; or (ii) as declared by a resolution of the local*

*government on the basis of a valuation carried out more than 6 months before the proposed disposition that the local government believes to be a true indication of the value at the time of the proposed disposition.*

(5) *This section does not apply to —*

*(a) a disposition of an interest in land under the Land Administration Act 1997 section 189 or 190; or*

*(b) a disposition of property in the course of carrying on a trading undertaking as defined in section 3.59; or*

- (c) anything that the local government provides to a particular person, for a fee or otherwise, in the performance of a function that it has under any written law; or*
- (d) any other disposition that is excluded by regulations from the application of this section.*

As per Section 3.58(5)(d), the Local Government (Functions and General) Regulations 1996 Section 30 states:

**30. Dispositions of property excluded from Act s. 3.58**

- (1) A disposition that is described in this regulation as an exempt disposition is excluded from the application of section 3.58 of the Act.*
- (2) A disposition of land is an exempt disposition if —*
  - (c) the land is disposed of to —*
    - (i) the Crown in right of the State or the Commonwealth; or*
    - (ii) a department, agency, or instrumentality of the Crown in right of the State or the Commonwealth; or*
    - (iii) another local government or a regional local government;*

As the disposal would be to a department of the Crown, being the Department of Communities, it is excluded from the requirements of Section 3.58 of the Act.

A previous valuation undertaken in November 2020 by Opteon valued lots 5 and 6 at \$5,000 each. The Department have offered \$5,000 each for lots 9, 10, 11 and 12 (total payment of \$20,000). It is envisaged the value of the lots would not have altered significantly since the valuation was undertaken in 2020.

As this disposal is not bound by Section 3.58 of the Act, should Council agree to the disposal of the Lots, then the offer and acceptance can be completed and transfer process commenced immediately.

It is suggested that conveyancing costs, if permitted by Department policy, be covered in full by the Department.

### **Statutory Environment**

Local Government Act 1995

Local Government (Functions and General) Regulations 1996

### **Strategic Implications**

Shire of Yilgarn Community Strategic Plan 2020 – 2030

- Outcome 2.3: Quality and affordable housing is available

### Policy Implications

Nil.

### Financial Implications

\$20,000 income for sale of lots.

### Risk Implications

Risk Category	Description	Rating (Consequence x Likelihood)	Mitigation Action
Health/People	Unable to attract professional government Officers to area.	Moderate (6)	Disposal of lots will enable additional GROH housing stocks.
Financial Impact	Nil	Nil	Nil
Service Interruption	Nil	Nil	Nil
Compliance	Non-compliance with LG Act land disposal requirements	Low (4)	Exempt transaction as per LG (Functions and General) Regulations
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**

**174/2022**

***Moved Cr Guerini/Seconded Cr Rose***

***That Council endorse the disposal of Lots 9, 10, 11 and 12, of 50 Antares Street, Southern Cross (Survey Strata Plan SSP80162) to the Department of Communities for the sum of \$20,000, being \$5,000 per each Lot.***

***And***

***That Council seek the Department of Communities to pay all associated conveyancing costs related to the sale and transfer of land.***

***And***

***Council endorse the CEO signing the relevant conveyancing paperwork on behalf of Council.***

**CARRIED (7/0)**



## 12.1 Late Item - Officers Report – Chief Executive Officer

### 12.1.2 Covalent Lithium – Road Profile Request

<b>File Reference</b>	<b>3.2.1.27</b>
<b>Disclosure of Interest</b>	<b>None</b>
<b>Voting Requirements</b>	<b>Simple Majority</b>
<b>Attachments</b>	<b>Covalent Lithium Submission</b>

#### Purpose of Report

For Council to consider the standard profile width to be applied to the upgrade of Parker Range Road and Marvel Loch Forrestania Road as part of the haulage route upgrades proposed by Covalent Lithium.

#### Background

Covalent Lithium (Covalent) are in the process of constructing a mine and concentrator at Mt Holland (approximately 120km south of Southern Cross) that will produce approximately 435,000 tonnes (wet) of lithium concentrate.

This concentrate requires transportation to the Covalent lithium hydroxide refinery in Kwinana, Western Australia.

At the October 2021 Council meeting, Councillors considered two possible routes for haulage, as per image below, and carried the following resolution:

**193/2021**

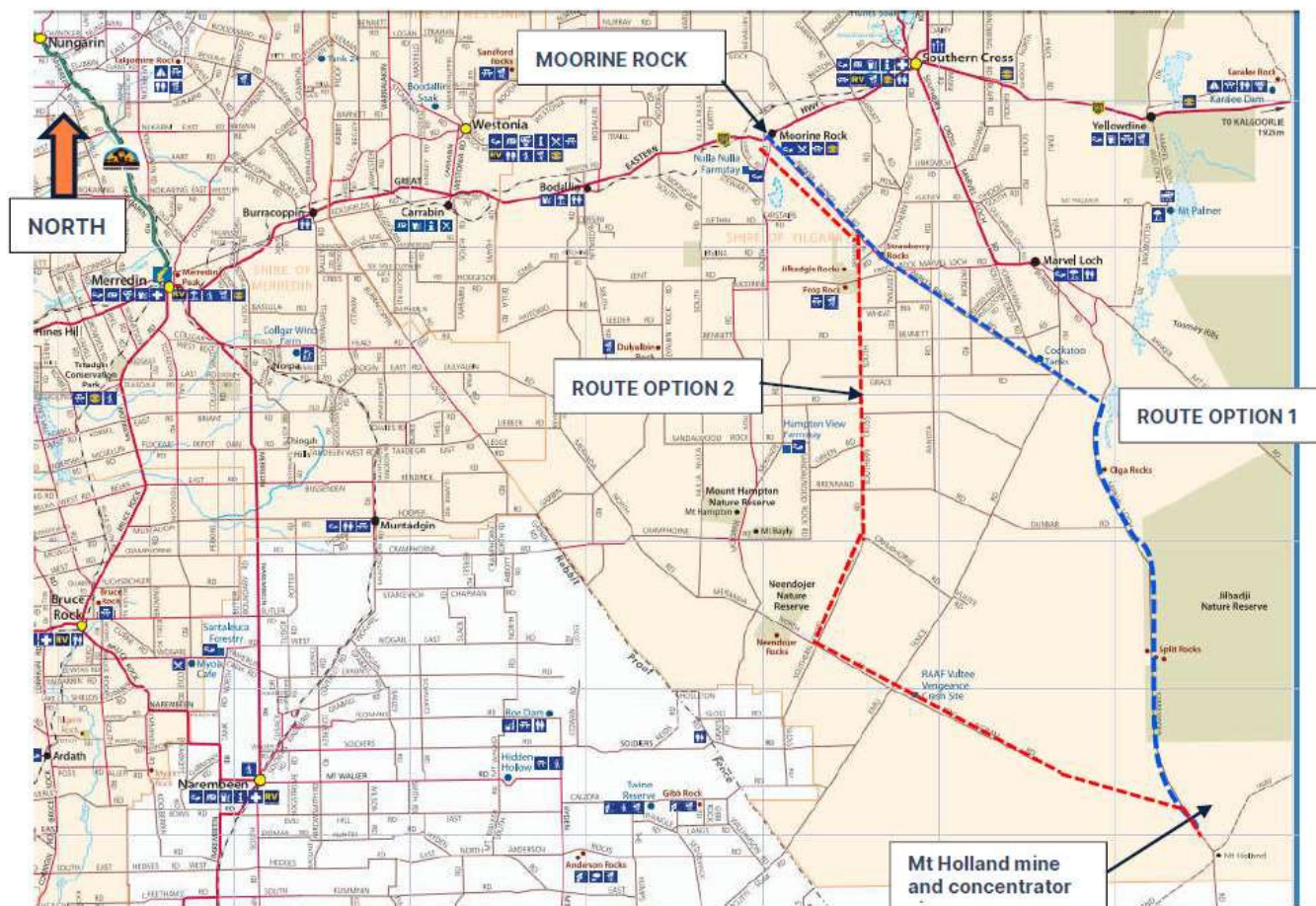
***Moved Cr Close/Seconded Cr Guerini***

***That Council endorse Covalent Lithium's Haulage Route Option 2, (Marvel Loch-Forrestania Rd, King-Ingram Road, Merenda North Rd, Southern Cross South Road, Armanasco Rd and Parkers Range Rd) as the Shire of Yilgarn's preferred haulage route for Covalent Lithium's lithium concentrate from the Mt Holland mine site;***

***And***

***That Council commit to working with Covalent Lithium, on either Haulage Route Option 1 or 2, to draft and implement a Council endorsed agreement covering road upgrades, maintenance and monetary contributions to allow Covalent Lithium's haulage of lithium concentrate on relevant Shire roads.***

**CARRIED (6/0)**



Covalent have determined route option one (the Route) as their preferred option, and have since commenced planning and discussions with Shire staff regarding the future upgrade.

## Approvals

Covalent Lithium have sought Council's consideration on two matters, being:

- The road width profile, such that they can commence with final route planning, for future Council approval; and
- Road widening of the existing sealed section of Parker Range Road, in lieu of a complete reconstruction.

## Road Width Profile

Covalent are seeking endorsement of a standard road profile width of an 8 metre seal on a 10 metre carriageway. This would include:

- 2 x 3.5 metre laneway
- 2 x 0.5 metre sealed shoulder
- 2 x 1.0 metre unsealed shoulder
- Edge and centreline road markings applied (subject to Main Roads approval)

Covalent have advised, in sections of the road with limited site distance or on bends, this formation will be widened in accordance with standard industry practice and regulatory guidelines.

The Shire's current *Policy 5.2 - Heavy Haulage on Local Roads* requires a minimum carriageway width of 10 metres. To be noted, this is a minimum value.

The Shire's Executive Manager Infrastructure has drafted a new heavy haulage policy, of which is yet to be endorsed by Council, seeking an 8 metre seal on an 11 metre carriageway formation for roads being upgraded and sealed for heavy haulage, and will only permit a lesser profile upon approval by Council. Justifications for the profile increase are discussed in the comments section of this report. This profile width includes:

- Minimum 3.5 metre laneway
- Minimum 0.5 metre sealed shoulder
- Minimum 1.5 metre unsealed shoulder

The Shire's Executive have advised Covalent of the proposed increase to the Policy's minimum profile for these types of roads, and as such, Covalent have provided a submission, seeking to have Council endorse their preferred 8 on 10 profile. Their submission is attached.

In justification, Covalent have advised the proposed cross section:

- Exceeds the minimum design standards set by Austroads and Main Roads WA;
- Meets the Shire of Yilgarn published requirement for carriageway widths (Council Policy Manual, Policy: Heavy Haulage on Local Roads, Policy No: 5.2.);
- Addresses key concerns relating to vehicle sway and shoulder integrity;
- Delivers a material reduction in native vegetation clearing requirements;
- Assists in the delivery of a fit for purpose upgrade reflective of industry norm's; and,
- Provides significant improvements to the road quality for the benefit all road users, the majority of which are non-Covalent vehicles.

### **Parkers Range Seal Widening**

Covalent have also sought, as opposed to a complete reconstruction of the existing sealed sections of Parker Range Road, to widen the existing seal to an 8 on 10 profile width, via shoulder sealing works only.

Covalent have advised via their submission that *"The feedback received from preliminary geotechnical testing conducted in mid-February 2022 concluded that the existing seal and pavement was in reasonable condition and local widening could be applied in this area"*.

## Comment

### Road Width Profile

It is noted that the profile width the Shire of Yilgarn Executive is seeking is well above the current standards.

However, the Shire Executive have sought to increase the current road profile width via the draft heavy haulage policy, for the following determined concerns:

- The National Road Safety Strategy (NRSS) factsheet “Regional Road Safety” states the rate of road crash deaths in regional areas is 9.6 per 100,000 compared to the metropolitan rate of 2.2 per 100,000 (2018 figures). The factsheet states that 73 per cent of fatalities in regional areas were the result of lane departure (run-off-road and head-on) crashes. The factsheet states mitigation measures include shoulder widening and sealing; and heavy vehicle management.
- The Shire’s road engineer has advised that Standard Restricted Access Vehicle (RAV) Route Assessment Guidelines (the Guidelines) is a minimum standard designed to get trucks on roads with high risk considerations, and should not be considered the norm. It does not provide significant risk levels when considering RAV sway and swept paths around deficient radii curves.
- Section 1.2 of the Guidelines, Note 2 of this sections states “*Where a RAV assessment is for operations under a concessional loading scheme such as the Accredited Mass Management Scheme (AMMS), the assessor must take into account the additional mass when requesting a structures assessment*”.
- Section 2.11 of the Guidelines states:
 

*The key issues here are whether RAV operation will be highly incompatible with, or pose new risks to other road users that may not be familiar with or could be more vulnerable to RAVs. Road users that should be considered when assessing suitability include:*

  - *Pedestrians (especially where there are school crossings);*
  - *Cyclists;*
  - *Tourists and recreational users (who may be unfamiliar with the conditions);*
  - *School buses (where the frequent stopping and turning by buses and the presence of children on or adjacent to the road can pose potential hazards); and*
  - *Farmers moving farm machinery and implements. (road goes through a farming area)*

*Safety is the primary factor for consideration. If crash history data is available, it may be useful to investigate whether certain times of the day engender particular risks, while at other times the risk is significantly lower. In these cases, it may be warranted to recommend that the RAV only use the route during the low-risk hours.*

*RAVs can affect the flow of other traffic and contribute to congestion issues. Numbers of RAVs can reduce the speed of other traffic and in worst cases frustrate other motorists. Assessors should examine the traffic flow on the route and recommend solutions to reduce risks resulting from traffic disruption.*

*Vehicles towing caravans or trailers are a significant issue in that they can find it difficult to pass RAVs. This situation is more prevalent during school holidays. Therefore the assessor should consider the impact of seasonal traffic changes during the assessment.*

*If safety issues for other road users, which would result from RAV operation, are identified as major and cannot be suitably addressed, the route should be considered unsuitable for RAV access.*

- Section 2.12 - Slowing and Stopping of the Guidelines states:

*The ability of vehicles to safely pull off the carriageway, e.g. to allow following vehicles to pass or to make repairs, should be examined. Continuous sections of the route with narrow shoulders and/or deep drains should be noted and comments made on any safety implications.*

With a combination of mining heavy haulage and wide loads (mine plant), farming heavy vehicles and wide plant, tourist vehicles and general LV traffic, the Shire foresees the need for additional shoulder availability, to ensure a vehicle can safely pull off to the side of a road and allow enough space for traffic to pass safely, in addition to the availability of shoulder width to allow sufficient runoff recovery area.

This is not a perceived risk, with data showing “run off road” is a significant issue within the Yilgarn.

- Great Eastern Highway – Generally 11 metre seal
  - o 7 Run Off Road incidents resulting in serious injury
  - o 5 Run Off Road incidents resulting in minor injury
- Koolyanobbing Road
  - o 1 Run off Road Fatality
- Marvel Loch Road
  - o 1 Run off Road Fatality

(2014 to 2020 reported incidents from <https://ntpc.arrb.com.au/>)



## **Parker Range Widening**

Whilst Covalent have advised that preliminary geotechnical testing has indicated that widening the seal along the existing Parker Range Road sealed section will be adequate, Falling Weight Deflectometry results for this section of road indicates the subgrade may not be suitable for the RAV rating being applied for.

### **Summary**

In making their determination, Councillors are asked to note/consider:

#### **Road Profile Width:**

1. Note: The Shire of Yilgarn requirement of an 8 metre on 11 metre profile is above current industry standards;
2. Consider: Has Covalent's submission sufficiently addressed risks. Noting the submission does state that they have addressed all applicable risks; and advice from various consultants deem an 8 on 10 profile as adequate;
3. Consider: That Shire Executive have foreseen a significant increase and variety of road use once upgraded.
4. Consider: Will current compliancy with standards still be applicable over the life of the mine (25-50 years and beyond);
5. Consider: Whether the additional costs borne by Covalent in providing an additional 0.5 metre unsealed shoulder is unreasonable in relation to the added risk mitigation benefits (detailed costing have not been provided).

#### **Parker Range Widening:**

1. Note: Falling Weight Deflectometry indicates the subgrade may not be suitable for the proposed RAV vehicle rating being sought;
2. Consider: Covalent, via future agreement, will be responsible for maintenance of the haulage route, and as such, any failures will be required to be addressed by Covalent, albeit at a later date.

### **Endorsement:**

Council are asked to consider Covalent Lithium's request as follows:

*Covalent requests approval from the Shire of Yilgarn to progress the road upgrade design based on the following key elements:*

- A. *Gravel Road Upgrade Cross Sections – 8 on 10 cross section comprising:*
  - a. *2 x 3.5m sealed lanes.*
  - b. *2 x 0.5m sealed shoulder.*
  - c. *2 x 1.0m unsealed shoulder.*

d. edge and centreline road markings applied (subject to Main Roads approval)

B. Parkers Range Road (Sealed Section) Upgrade – widening the existing sealed surface, as documented in the preceding Point A.

#### Statutory Environment

Nil

#### 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	Nil	Nil	Nil.
Service Interruption	Damage to Road caused by haulage campaign	Moderate (6)	Maintenance agreement will be entered into
Compliance	Use of non- compliant vehicles on Shire roads.	Moderate (6)	Agreement to stipulate approved haulage vehicles types
Reputational	Nil	Nil	Nil
Property	Nil	Nil	Nil
Environment	Lessee creates environmental issues during road upgrades or maintenance	Moderate (9)	Covalent required to seek all relevant approvals prior to commencing works..

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

*That Council consider the following request from Covalent Lithium in regards to their proposed haulage route and provide direction to Staff:*

*Covalent requests approval from the Shire of Yilgarn to progress the road upgrade design based on the following key elements:*

- A. Gravel Road Upgrade Cross Sections – 8 on 10 cross section comprising:
 
  - a. 2 x 3.5m sealed lanes.*
  - b. 2 x 0.5m sealed shoulder.*
  - c. 2 x 1.0m unsealed shoulder.*
  - d. edge and centreline road markings applied (subject to Main Roads approval)**
- B. Parkers Range Road (Sealed Section) Upgrade – widening the existing sealed surface, as documented in the preceding Point A.*

#### Council Decision

*175/2022*

*Moved Cr Nolan/Seconded Cr Guerini*

*The Shire of Yilgarn Council reject Covalent Lithium's request to progress the road upgrades, based on an 8 on 10 cross section and the proposed widening of the existing sealed sections of Parkers Range Road.*

*And*



***Council require the upgrade of Covalent Lithium's haulage route to be based on an 8 on 11 cross section comprising***

- a. 2 x 3.5m sealed lanes.***
- b. 2 x 0.5m sealed shoulder.***
- c. 2 x 1.5m unsealed shoulder.***
- d. edge and centreline road markings applied (subject to Main Roads approval)***

***And***

***Council require the existing sealed section of Parkers Range Road to be fully reconstructed and sealed prior to haulage commencing, to ensure the subgrade and surface is constructed to a standard that will adequately withstand estimated vehicle volumes.***

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

1. Council can foresee a significant increase in volume and variety of road users, of which increases the risk. Council sees the implementation of the 8 on 11 profile as being adequate and appropriate for road upgrades of this nature. Council noted the Shire of Yilgarn draft Road Construction Policy proposed position, which requires the 8 on 11 profile width for roads with this type of vehicle use, and that the Shire has itself set the precedence with the recent Koolyanobbing Road upgrades. Council notes that various standards require a lesser profile width, however deem these to be a minimum standard, and not the standard.
2. Council raised concerns with the widening of the existing sealed section of Parkers Range Road. Council noted the Falling Weight Deflectometry data provided by Covalent Lithium, which indicates the subgrade is not suitable for the estimated vehicle volumes. Council noted that Covalent Lithium would have a maintenance agreement requirement to address this section of road should it fail, however Council stated they do not want the risk of failure and significant interruptions during harvest periods, and as such, Council have required a reconstruction and seal as part of the road design plan.

**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 5.05pm

I, Wayne Della Bosca confirm the above Minutes of the Meeting held on Thursday, 19 May 2022, are confirmed on Thursday, 16 June 2022 as a true and correct record of the May 2022 Ordinary Meeting of Council.

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