



Ordinary Council Meeting Minutes

Date: 19 March 2014

Please Note: These minutes and the decisions recorded therein have not as yet been confirmed by Council as a true and accurate record of the meeting.

The Shire of Moora Vision and Mission Statement

Vision

Our vision is that:

Shire of Moora - a vibrant, affordable Regional Centre with a growing, caring community.

Mission

Our mission is:

To provide the leadership, services and infrastructure that will meet the needs of the community and surrounds.

SHIRE OF MOORA
MINUTES OF THE ORDINARY MEETING OF COUNCIL
HELD IN THE MILING PAVILION, MILING
19 MARCH 2014

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I. DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

I.1 DECLARATION OF OPENING

The Shire President declared the meeting open at 6.36pm.

I.2 DISCLAIMER READING

No responsibility whatsoever is implied or accepted by the Shire of Moora for any act, omission or statement or intimation occurring during this meeting.

It is strongly advised that persons do not act on what is heard at this meeting and should only rely on written confirmation of Council's decision, which will be provided within fourteen (14) days of this meeting.

2. ATTENDANCE / APOLOGIES / APPROVED LEAVE OF ABSENCE

ATTENDANCE

CE Gardiner	-	Shire President / Presiding Member
TG Humphry	-	Deputy President
CD Hawkins	-	Councillor
JW McLagan	-	Councillor
R Keamy	-	Councillor
DV Clydesdale-Gebert	-	Councillor
MR Holliday	-	Councillor
MR Pond	-	Councillor
KM Seymour	-	Councillor
AJ Leeson	-	Chief Executive Officer
DK Trevaskis	-	Deputy Chief Executive Officer
JL Greay	-	Manager Engineering Services
PR Williams	-	Manager Development Services

PUBLIC

Wade Pearson	Ian Seymour	Bruce Topham
Jim Lowe	Janet Lewis	Richard Topham
Mark McCuish	Quinton Bricknell	Vikki Harrington
Charles Hegarty	Phil Bellamy	

3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

4. PUBLIC QUESTION TIME

Janet Lewis

How much does the Shire raise in rates and how much is paid out in wages?

Shire President answered using the 2013/14 budget \$3.5m in rates and \$3.0m employee costs.

Richard Topham – Shade Sails Miling Playground

When will the shade/sail covers at Miling children's playground be repaired/replaced?

Manager Development Services answered quotes for the contract to complete the work have been received. A patio style cover has been proposed and work will commence once the contractor has been decided.

Quinton Bricknell – Miling Tennis Club Courts

The Miling tennis courts are in poor condition will council commit to restoring/upgrading the facilities and playing surface? Cost estimated around \$48,000?

The CEO gave an explanation of how the Moora Tennis Club obtained funding and the Shire only contributed approximately \$20,000 towards the project. Miling Tennis Club needs to proceed in a similar way by first making an application to Council. Council can then submit the application to the relevant organisation (Department of Sport and Recreation) in order to obtain the necessary funding.

Quinton Bricknell – Merewana Road

Due to the road sign getting stolen often can Council change the name of the Merewana Road?

Deputy President answered please submit suggestions of a replacement name. The process required to change the name will need to be investigated.

When will the Merewana road surface be repaired?

Manager Engineering Services answered some repair work on Merewana Road is scheduled to commence in two weeks time.

Quinton Bricknell – Miling Roads

When will the condition of the network of bitumen roads in the Miling area be improved?

Manager Engineering Services answered the Shire has a program in place on an annual basis to maintain the upkeep of the road network and endeavours to maintain all the shire roads in as good a condition as current resources allow.

CEO added - this is a budget issue, please make a submission to council before the next budget is prepared so it is on the table and can be considered by council.

Ian Seymour – Primary School

Are council aware of the great work of the principal of the Moora Primary School and his contribution restoring the Miling Primary School to full primary school status?

Shire President – Yes

Phil Bellamy – Flooding Coomberdale

Mr Phil Bellamy spoke on behalf of Mr Charles Hegarty voicing a complaint of negligence against the CEO in his duties by ignoring Mr Hegarty's request to repair road drainage/corner alignment of Kiaka Street, Coomberdale in the vicinity of his Coomberdale

property. He stated alleged clearing of trees alongside adjacent to the road had in fact exacerbated flooding/drainage issues and asked; “Is the shire aware of this issue and when will it be corrected?”

Shire President answered Yes council is aware of the issues raised by Mr Hegarty and whilst they acknowledge the drainage in the area is a challenging issue due to how flat land is in and around the problem area, some correction strategies will be considered for inclusion in Councils 2014/15 budget. Other than maintenance as required, no capital works funding will be included in the 2013/14 financial year.

The Shire President also stated that Alan Leeson, CEO has been very open with Council concerning all concerns raised by the public including the drainage/road issues as stated.

Alan Leeson CEO responded to say that he does not agree with the complaint that he ignored requests and been negligent, in fact the matter had been impartially reviewed by the W.A Ombudsman’s office and as a result they were satisfied to the extent of the treatment of the matter by the Shire.

Mr Bruce Topham – Rubbish Removal Contract Miling

Why isn’t the rubbish removal from the Miling area undertaken by a local contractor?

Shire President answered the contract was put to tender and as per Council policy they had selected an outside provider based on their costs being 25% less than what was proposed by any local contractor.

Richard Topham – Gardener / Cleaner

Is the Shire going to employ a gardener/cleaner to maintain the Miling area gardens and facilities?

CEO answered - the Shire is in the process of selecting a candidate to carry out the cleaning and gardening works in Miling.

5. PETITIONS AND PRESENTATIONS

Mr Hegarty submitted a petition form signed by the residents of Coomberdale in regards to the flooding damage in Coomberdale.

6. APPLICATIONS FOR LEAVE OF ABSENCE

Nil

7. ANNOUNCEMENTS BY THE PRESIDING MEMBER

The Shire President attended;
23 February – Avon-Midland Zone meeting
24 February – Regional Road Group meeting
7 March – Official opening of the tennis club courts; also attended by the Deputy President;
Cr Humphry and Cr Pond
17 March - Friends of the Cemetery meeting

8. CONFIRMATION OF MINUTES**8.1 ORDINARY COUNCIL MEETING - 19 FEBRUARY 2014****COUNCIL RESOLUTION**

26/14 Moved Cr McLagan, seconded Cr Humphry that the Minutes of the Ordinary Meeting of Council held on 19 February 2014 be confirmed as a true and correct record of the meeting.

CARRIED 9/0

9. REPORTS OF OFFICERS**9.1 CORPORATE SERVICES****9.1.1 LIST OF PAYMENTS AUTHORISED UNDER DELEGATION 1.31**

REPORT DATE: 12 March 2014

OFFICER DISCLOSURE OF INTEREST: Nil

AUTHOR: Alida Fitzpatrick, Creditors Officer

ATTACHMENTS: Accounts Paid Under Delegated Authority

PURPOSE OF REPORT

Payments have been made under delegated authority and a listing of these payments is attached for Council to note and endorse.

BACKGROUND

At the December 2005 Ordinary Meeting of Council resolution 276/2005 delegated the authority of payments from Municipal and Trust Funds to the Chief Executive Officer.

COMMENT

Accounts Paid under delegated authority are periodically presented to Council.

POLICY REQUIREMENTS

Delegation 1.31 – Payments from Municipal and Trust Funds.

LEGISLATIVE REQUIREMENTS:

Local Government Act 1995 - Section 6.10

Local Government (Financial Management) Regulations 1996 – Regulations 12 & 13.

STRATEGIC IMPLICATIONS

There are no known strategic implications associated with this proposal.

SUSTAINABILITY IMPLICATIONS➤ **Environment**

There are no known significant environmental implications associated with this proposal.

- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS

Payments are in accordance with the adopted budget.

VOTING REQUIREMENTS

Simple Majority Required

COUNCIL RESOLUTION

27/14 Moved Cr Pond, seconded Cr Hawkins that Council notes and endorses the Payments from the Municipal and Trust Funds made under delegation 1.31

<i>Municipal Fund</i>	<i>Cheques 61618 to 61647</i>	<i>\$ 114,405.11</i>
	<i>EFT 11226 to 11384</i>	<i>\$ 606,420.98</i>
	<i>Credit Card 14/01/14 to 16/02/14</i>	<i>\$ 5,681.15</i>
	<i>Net Pays – PPE 11/02/14</i>	<i>\$ 84,773.83</i>
	<i>Net Pays – PPE 25/02/14</i>	<i>\$ 86,927.19</i>
<i>Trust Fund</i>	<i>Cheques 4963-4964</i>	<i>\$ 70.00</i>
<i>Total</i>		<i><u>\$ 898,278.26</u></i>
		<u>CARRIED 9/0</u>

9.1.2 STATEMENT OF FINANCIAL ACTIVITY FOR PERIOD ENDED 28 FEBRUARY 2014

REPORT DATE: 11 March 2014

OFFICER DISCLOSURE OF INTEREST: Nil

PREVIOUS MEETING REFERENCES: Nil

AUTHOR: David Trevaskis, Deputy Chief Executive Officer

ATTACHMENTS: Statement of Financial Activity for the Period Ended 28 February 2014

PURPOSE OF REPORT:

To note and receive the Statement of Financial Activity for the period ended 28 February 2014.

BACKGROUND:

Council is provided with monthly financial reports to enable monitoring of revenues and expenditures against the adopted budget.

COMMENT:

The Statement of Financial Activity for the Period Ended is provided as a separate attachment in Program format.

POLICY REQUIREMENTS:

Nil

LEGISLATIVE REQUIREMENTS:

Local Government Act 1995, Section 6.4

Local Government (Financial Management) Regulations 1996, Clause 34

STRATEGIC IMPLICATIONS:

Monitoring of actual revenues and expenditures against the adopted budget assists Council in being informed as to the financial health of the organisation.

SUSTAINABILITY IMPLICATIONS:

- **Environment**
There are no known significant environmental implications associated with this proposal.
- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS:

Year to date income and expenditure is provided by program to enable comparison to 2013/14 adopted budget.

VOTING REQUIREMENTS

Simple Majority Required

COUNCIL RESOLUTION

28/14 Moved Cr Humphry, seconded Cr Hawkins that Council notes and receives the Statement of Financial Activity for the period ended 28 February 2014.

CARRIED 9/0

9.1.3 REQUEST FOR RATE EXEMPTION – MOORA RACE CLUB

FILE REFERENCE: CC/MRAI
REPORT DATE: 13 March 2014
APPLICANT/PROPONENT: Moora Race Club
OFFICER DISCLOSURE OF INTEREST: Nil
PREVIOUS MEETING REFERENCES: Nil
AUTHOR: Alan Leeson, Chief Executive Officer
ATTACHMENTS: Letter /Financials (under separate cover)

PURPOSE OF REPORT:

To consider a request to exempt the Moora Race Club from payment of annual shire rates.

BACKGROUND:

Up until the 2013/2014 financial year, it is evident the Moora Race Club has not paid annual shire rates on their property “Moora Race Course”. It is not known from the basis of researching files as to why this was the case. There is not any formal agreement/documentation in place that supports an exemption. The annual rates levied in the 2013/2014 financial year were \$1,170.95 (including ESL).

COMMENT:

There are Clubs within the Shire that have the same situation as the Moora Race Club, in that they have title to freehold land, and are exempt from rates. Refer to policy hereunder.

POLICY REQUIREMENTS:

Councils current policy details the following clubs shall be exempt from paying rates. This policy does require updating to include the Moora Arts and Craft Society. It does however need reviewing in order to detail more subjectively the basis of exemption in the authors view. Simplistically it would seem that the Moora Race Club should qualify for an exemption on rates as they are a “Community Recreational Group” as are the Tennis and Moora and Miling Golf Clubs.

9.3 Land Exempt from Rating

That the following land be recorded as exempt from rating -

- (a) Moora Frail Aged Lodge, lot 394 Dandaragan Street, Moora (GG 8 Dec 1989)
- (b) Moora Tennis Club Inc lots M34, 35, 36, 37, 38, 39 Gardiner Street, Moora, while used as a Tennis Club as tennis courts.
- (c) Moora Lakeview Golf Club Loc 2444, Loc 966 Lot 1.
- (d) Miling Golf Club Loc 3813.

LEGISLATIVE REQUIREMENTS:

Local Government Act 1995 (as amended)

STRATEGIC IMPLICATIONS:

There are no known strategic implications associated with this proposal.

SUSTAINABILITY IMPLICATIONS:

- **Environment**
There are no known significant environmental implications associated with this proposal.
- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS:

Should an exemption be granted to the Moora Race Club from 2013/2014 Council will lose approximately \$1,200 in revenue annually.

VOTING REQUIREMENTS:

Absolute Majority Required.

COUNCIL RESOLUTION

29/14 Moved Cr McLagan, seconded Cr Hawkins that Council amend policy 9.3 to include the Moora Race Club Lot 200 Riley Road Moora and the Moora Art and Crafts Society Lot 407 Roberts Street Moora.

CARRIED 9/0

9.2 DEVELOPMENT SERVICES**9.2.1 TRACEY ERRINGTON HOME OCCUPATION**

FILE REFERENCE: TP/PA22/1314

REPORT DATE: 4 March 2014

APPLICANT/PROPONENT: Tracey Errington

OFFICER DISCLOSURE OF INTEREST: Nil

PREVIOUS MEETING REFERENCES: Nil

AUTHOR: Peter Williams, Manager Development Services

ATTACHMENTS: Web Page

PURPOSE OF REPORT:

An application has been received from Mrs Tracey Errington seeking Council approval to operate a “Home Business” from her residential property located at 110 Melbourne Street, Moora.

BACKGROUND:

A Home Business has an “A” Classification under the Shire of Moora Town Planning Scheme No 4 Zoning Table which requires the application to be advertised either in the paper or to adjoining neighbours. Letters have been sent to neighbours that surround Mrs Errington seeking their comment and if they have any objections to this development.

Mrs Errington's Home Business "Crafty Scraps and Bits" is a craft business that is operated over the internet selling arts and craft supplies, costumes and accessories (See evidence attached) and also sells to friends and family from home. The majority of the business is operated over the internet and Mrs Errington advises that only 1% of her business is carried out in Moora.

COMMENT:

From evidence provided and investigations carried out this business is operating and Mrs Errington rang the Shires Manager Development Services after reading an article in the Advocate regarding the need for persons to apply to the Shire to operate their businesses from home so as not to be in breach of the Shire's Town Planning Scheme. This was so there is an equal playing field for all businesses. Mrs Errington business appears not to be causing any issues with the neighbour but could possibly pose a fire risk if precautions are not put in place to prevent a fire from occurring and spreading to neighbours. Installation of a fire extinguisher may be all that is necessary.

POLICY REQUIREMENTS:

There are no known policy implications for this item.

LEGISLATIVE REQUIREMENTS:

There are no known legislative implications for this item.

STRATEGIC IMPLICATIONS:

There are no known strategic implications for this item.

SUSTAINABILITY IMPLICATIONS:

- **Environment**
There are no known significant environmental implications associated with this proposal.
- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS:

There are no known significant financial implications associated with this proposal

VOTING REQUIREMENTS

Simple Majority Required

COUNCIL RESOLUTION

30/14 Moved Cr McLagan, seconded Cr Pond that Council approve the application for a Home Business for Mrs Tracey Errington subject to the following conditions:

- ***This planning approval is valid for a period of 12 months from the date of determination, after which the further renewal of the planning approval by the local government is required annually. It is the responsibility of the operator to apply in good time before expiration, and the local government will not automatically re-issue planning approvals.***

- ***This approval is issued only to Mrs Tracey Errington (the specific occupier) for Lot 91/Street no 110 Melbourne Street Moora (the particular parcel of land) and is NOT transferable to any other person or to any other land parcel. Should there be a change of the occupier on the land in respect of which this planning approval is issued this planning approval shall no longer be valid.***
- ***The proponent is responsible to ensure that no parking of vehicles associated with the home business “Crafty Scraps and Bits” occurs within a public carriageway, including the road verge.***

CARRIED 9/0

9.2.2 PHIL & NOLA MANNING SHED

Cr Gardiner declared an impartiality interest in the item as the proponents are his neighbour.

FILE REFERENCE: TP/PA22/13/14

REPORT DATE: 10 March 2014

APPLICANT/PROPONENT: Phil & Nola Manning

OFFICER DISCLOSURE OF INTEREST: Nil

PREVIOUS MEETING REFERENCES: Nil

AUTHOR: Peter Williams, Manager Development Services

ATTACHMENTS: Nil

PURPOSE OF REPORT:

A Planning Application has been received from Mr & Mrs Phil & Nola Manning of Lot 302 Dandaragan Road Moora for construction of a steel framed and steel clad shed on Lot 300 Stafford Street Moora.

BACKGROUND:

Lot 300 Stafford Street is located in the residential zone and has a density code of R2.5 with a minimum site area per dwelling of 4000m² and a setback of 15 metres from the front boundary and 7.5 from rear and side boundaries. A shed is an acceptable construction for this zone.

COMMENT:

It is advised by Mr Manning that the shed will be used for storage of his boat, lawn mower and some equipment.

POLICY REQUIREMENTS:

There are no known strategic implications associated with this proposal.

LEGISLATIVE REQUIREMENTS:

There are no known legislative requirements related to this item.

STRATEGIC IMPLICATIONS:

There are no known strategic implications associated with this proposal.

SUSTAINABILITY IMPLICATIONS:

➤ **Environment**

There are no known significant environmental implications associated with this proposal.

- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS:

There are no financial implications to Council in relation to this item.

VOTING REQUIREMENTS

Simple Majority Required

COUNCIL RESOLUTION

31/14 Moved Cr Hawkins, seconded Cr McLagan that Council approve Phil and Nola Manning's planning application to construct a steel framed and steel clad shed on their property located at Lot 300 Stafford Street Moora subject to the following conditions:

- **The use of second hand materials is not permitted.**
- **The approved outbuilding is only to be used for general storage purposes associated with the predominant use of the land and shall not be used for habitation, commercial or industrial purposes.**
- **The proponent is required to submit, along with a Building Permit Application, the soil classification of the subject property and construction is to achieve the requirements of the Building Code of Australia and Australian Standard AS2870 with regard to the soil classification for the property.**

CARRIED 9/0

9.3 ENGINEERING SERVICES**9.3.1 REALIGNMENT OF GREAT NORTHERN HIGHWAY BETWEEN BATTY BOG ROAD AND WALEBING**

At 7.21pm Cr Humphry declared a financial interest in the item as she has ownership in farmland being resumed by Main Roads as part of the upgrade of the Gt Northern Hwy and left the meeting.

FILE REFERENCE: S/MAI1

REPORT DATE: 12 March 2014

APPLICANT/PROPONENT: Main Roads Western Australia

OFFICER DISCLOSURE OF INTEREST: Nil

PREVIOUS MEETING REFERENCES: Nil

AUTHOR: John Greay, Manager Engineering Services

ATTACHMENTS: Maps

PURPOSE OF REPORT:

As council would be aware Main Roads WA are currently upgrading the Great Northern Highway between Bindi Bindi and Lyons East road.

BACKGROUND:

The sections of road between Walebing and Batty Bog are well overdue for an upgrade. The Great Northern Highway has been identified in having several sections of pavement failure that requires urgent attention.

Several unfortunate deaths and accidents have occurred on these sections over the years and the upgrade will be most welcome by all road users.

COMMENT:

The upgrade will be mostly on a new alignment which will allow for traffic to continue to travel, mostly uninterrupted, on the existing road pavement. We are currently receiving enquiries from interested tenderers who are endeavouring to locate materials. Tenders are currently being called for this work and it is expected that once the contract is awarded that the project will commence immediately. Our interest is mainly on the proposed upgraded section which is from the shire southern boundary (Gabalong West Road) – north.

POLICY REQUIREMENTS:

Nil

LEGISLATIVE REQUIREMENTS:

Land Administration Act Section 56 stipulates that the land to be dedicated as a road reserve requires the concurrence of the local authority before the dedication can be considered by the Department of Lands.

STRATEGIC IMPLICATIONS:

There are no known strategic implications associated with this proposal.

SUSTAINABILITY IMPLICATIONS:

- **Environment**
There are no known significant environmental implications associated with this proposal.
- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS:

There are no financial implications to Council in relation to this item.

VOTING REQUIREMENTS

Simple Majority Required

COUNCIL RESOLUTION

32/14 Moved Cr Seymour, seconded Cr McLagan that Council at its Ordinary meeting held on Wednesday 19th March 2014 concur to the dedication of the land, the subject of Main Roads Land Dealing Plans 1360-086-2, 1360-087-1 and 1360-088 as a road pursuant to Section 56 of the Land Administration Act 1997.

CARRIED 8/0

At 7.23pm Cr Humphry rejoined the meeting.

10. REPORTS OF COMMITTEES

GENERAL PURPOSE COMMITTEE MEETING – 5 MARCH 2014

10.1 WHEATBELT RAILWAY RETENTION ALLIANCE - MEMBERSHIP

FILE REFERENCE: S/WRRA1

REPORT DATE: 26 February 2014

APPLICANT/PROPONENT: Wheatbelt Railway Retention Alliance

OFFICER DISCLOSURE OF INTEREST: Nil

PREVIOUS MEETING REFERENCES: Nil

AUTHOR: Alan Leeson, Chief Executive Officer

ATTACHMENTS: Email correspondence with WRRRA

PURPOSE OF REPORT:

For Council to consider joining the membership of the Wheatbelt Railway Retention Alliance (WRRRA) formed as result of the W.A State Government's proposed closure of Tier 3 railway lines across the Wheatbelt of W.A.

BACKGROUND:

Council over the past couple of years has been closely watching developments in relation to proposed closures of tier 3 railway lines across wheatbelt districts of W.A.

More recently the Shire of Moora community has been more directly impacted as a result of the condition of the Miling – Bolgart railway line, in so much as CBH have indicated that the line is not up to standard and as such CBH are not able to utilise the line in accordance with their required minimum line condition standards. Whereas, Brookfield Rail have conversely said that the line is of such a standard that they are meeting their obligations in terms of providing line access to CBH.

Disappointingly Council once again finds itself stuck in the middle trying to cope with increased freight on the local road network adversely impacting both economically and socially on the community.

COMMENT:

Provided hereunder is an excerpt from the 'Save Grain on Rail' website outlining the history of the WRRRA;

"The Wheatbelt Railway Retention Alliance is determined to support the Western Australian agricultural industry and Wheatbelt communities by keeping grain on rail.

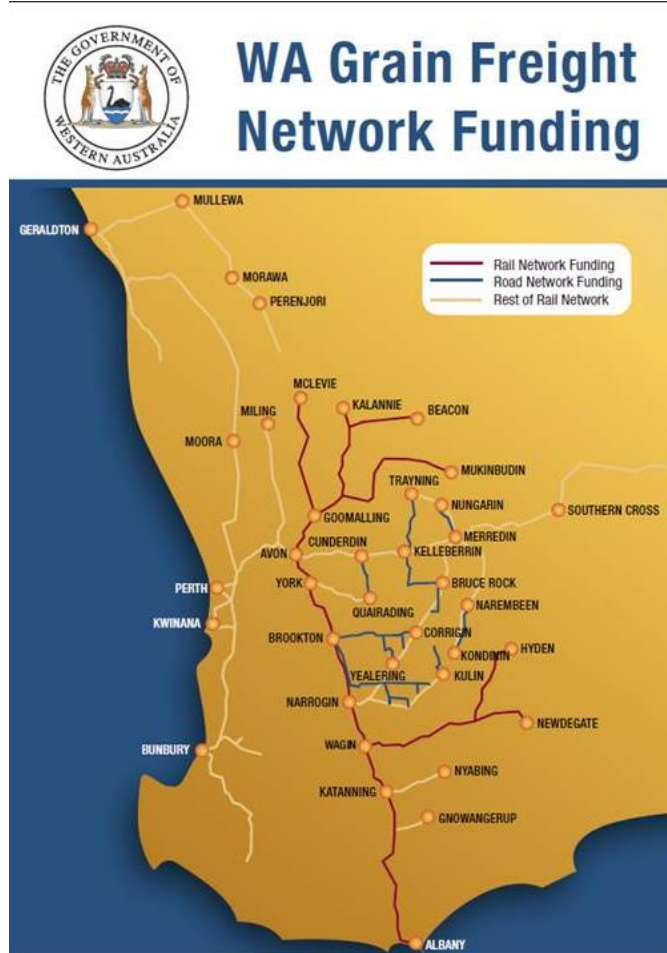
The Alliance members include 27 local governments; The Shire of York; Beverley; Quairading; Bruce Rock; Narembeen; Kulin; Kondinin; Koorda; Lake Grace; Corrigin; Cuballing; Wickepin; Dumbleyung; Trayning; Cunderdin; Narrogin (Town and Shire); Nungarin; Mukinbudin; Merredin; Mount Marshall; Yilgarn; City of Fremantle; Town of East Fremantle; Town of Kwinana; Shire of Mundaring, along with the WA Farmers Zones all 17 including Corrigin, Lake Grace, Upper Great Southern, Merredin, Avon and North Eastern.

The Alliance is also supported by; RACWA, Curtin University Road Accident Research Centre, Wheatbelt South WALGA RoadWise Programme, Professor Peter Newman, Roadside Conservation Committee, Fremantle Road to Rail Group, Australian Association for the Study of Peak Oil and Gas Wildflower Society of WA, Narrogin Environmental Action Team Inc, Farm Power Pty. Ltd, Roe Tourism and the Helena Valley Estate Residents Association.

The Wheatbelt rail network is vital to the state and national agricultural industry. It allows for the movement of approximately 42% of Australia's grain exports in a manner that is quick, efficient and at a reasonable cost to farmers. It also protects the rural and urban community road network and road users.

From Geraldton, to Southern Cross, to Perth and down to Albany and Esperance, the Wheatbelt rail network has been critical for the state and nation's economy.

At present, 93% of all grain transported in the Wheatbelt is moved by rail.



The map on the above shows the grain rail network in Western Australia. To expand on the map, simply click on it.

Currently there is 5,100km of rail network in the south west land division of WA of which just under half is used for grain transport (farm to port).

2,300km of rail network is in urgent need of repair to support our state's \$6 billion grain export industry.

In 2010 the State Government announced it would close tier 3 rail lines that were deemed uneconomic by the Strategic Grain Network Report.

Since then the Wheatbelt Railway Retention Alliance has intensified its effort to see tier 3 railway lines in grain growing areas of WA remain open.

What's needed?

The State Government needs to allocate funding of at least \$90m to upgrade of Tier 3 Railway and for long term investment in its State Railway Asset and in the State Agricultural Industry.

Private Investment Group CBH/Watco have invested \$178m of Industry funds to provide modern and efficient Locomotives and Rolling Stock to keep grain on rail and not on roads – there is demonstrated and substantial

investment by the Watco Group yet the Government appears reluctant to match this contribution for Tier 3 Railway Network upgrades and continued operation.

The same investment principle adopted by State Government for Upgrading of Tier 1 and Tier 2 Railway to make them more efficient is exactly the same for long term investment in Tier 3 Railway to achieve forward efficiency outcomes.

Why should we invest in rail transport?

Rail transport for grain is:

- Safer for Road Users
- Safer for our Community
- Efficient in terms of least cost pathway – road is more costly
- Environmentally advantageous
- 90-95% of Wheatbelt Grain transported on Rail
- Less obtrusive with reduced Traffic Congestion in Metropolitan areas
- Cheaper than road transport as our roads are substandard in design and use for today's traffic needs

Rail Transport of Grain is cheaper than Road Transport – why hasn't the latest research information been taken up and adopted by Government?

Road Infrastructure is substandard and is in need of a large amount of investment. To endorse the State Road Safety principles of "Towards Zero" road safety campaign the State Government needs to reduce our Road related injury and fatality rate and the associated road trauma by investing in rail for long term gains.

"Towards Zero Road Safety Strategy 2008-2020"

Towards Zero is Western Australia's 12 year road safety strategy that aims to design and build a road transport system that will protect road users and prevent crashes that result in death and serious injury.

"Local Government Safe System Project"

One of the major key findings in a recent survey states: 100% respondents agreed that road safety was an issue of concern in their local community with 98% agreeing that it is an issue of concern for their local government."

Full website details can be found at; <http://savegrainonrail.com.au/>

POLICY REQUIREMENTS:

There are no known policy implications for this item.

LEGISLATIVE REQUIREMENTS:

There are no known legislative implications for this item.

STRATEGIC IMPLICATIONS:

The strategic implications are significant on many fronts for Council and the community, however simplistically setting aside the fiscal parameters of the operations of CBH, Brookfield Rail and Growers, Council's biggest concerns has been in previous discussions;

1. Adverse impact on Council economically given the wear and tear on Councils road network as a result of a significant increase in the number of heavy vehicles on the local road network;
2. The social impact in terms of a much higher risk of traffic conflict/accidents between light and heavy vehicles on the road network.

The bottom line is that Councils road network does not receive adequate fiscal resources even now in terms of meeting the cost of asset consumption, which is not dissimilar to State or Federal Government managed road infrastructure. To that end fiscal resources are scarce and becoming scarcer so any adverse impacts in terms of industry usage spikes i.e. increased grain freight task as a result of rail line closures, are felt more significantly than otherwise might have been in the past.

In addition, the size of trucks requires than road building standards are ever increasing which in effect means that our dollar will not stretch as far in terms of road distance built/renewed.

SUSTAINABILITY IMPLICATIONS:

- **Environment**
There are no known significant environmental implications associated with this proposal.
- **Economic**
As outlined above
- **Social**
As outlined above

FINANCIAL IMPLICATIONS:

The cost of membership to the WRRRA is \$1,000. Council has not budgeted for this, however in the overall scheme of Councils budget the membership cost will not be material.

VOTING REQUIREMENTS

Absolute Majority Required

COUNCIL RESOLUTION

33/14 Moved Cr Seymour, seconded Cr Humphry that Council join the Wheatbelt Railway Retention Alliance at a cost of \$1,000, further that Councils budget be amended to reflect this cost.

CARRIED 8/1

Cr Keamy requested his vote against the motion be recorded.

11. ELECTED MEMBER MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

12. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF COUNCIL

The Chief Executive Officer tabled an item of urgent business relating to a Budget Item – New Heavy Duty Tip Truck for Councils consideration.

COUNCIL RESOLUTION

34/14 Moved Cr Hawkins, seconded Cr McLagan that Council consider the item of urgent business as tabled by the Chief Executive Officer titled Budget Item – New Heavy Duty Tip Truck.

CARRIED 9/0

12.1 BUDGET ITEM - NEW HEAVY DUTY TIP TRUCK

FILE REFERENCE: L/TEP1
REPORT DATE: 19 March 2014
APPLICANT/PROPONENT: John Greay, Manager Engineering Services
OFFICER DISCLOSURE OF INTEREST: Nil
PREVIOUS MEETING REFERENCES: N/A
AUTHOR: John Greay, Manager Engineering Services
ATTACHMENTS: Heavy Duty Truck Quotation Matrix

PURPOSE OF REPORT:

For Council to consider the changeover of one of its heavy duty truck fleet being a 2003 International Powerstar Tip Truck. The current truck has approximately 440,000kms. (Rego # M10770).

BACKGROUND:

Council has a 15 year plant replacement programme and it has been identified at the beginning of the financial year that this truck was due for replacement. It was previously decided that quotations wouldn't be sought until early in the financial year. Also, these would be delayed until March and was dependant on council obtaining some external funding in the form of private works. This has been forthcoming as council have been engaged to carry our work on Kiaka Road on behalf of Simcoa who mine silica at Cairn Hill and transport out via Kiaka Road. Work here is now complete and council have been paid for their services.

COMMENT:

Council management decided to use the WALGA Preferred tenderer process to call for quotations for this truck, in all, six companies responded and offered eight trucks for consideration. These are attached for council's consideration.

POLICY REQUIREMENTS:

Council Policy 9.12 – Purchasing and Procurement

Adopted by Council 15th March 2000

The Shire is committed to maximising opportunities for the economic development of business and industry in the Shire of Moora.

The Shire has a responsibility to achieve value for money in its procurement of goods and services.

Value for money

Is an important consideration in the determining of contracts and purchasing of goods and services. Purchasing decisions will be based on the total cost of the product over its serviced life, considering factors such as quality, service standards, timely delivery, local back up, benefits and risk.

Suppliers within the Shire can actively seek business with the Shire of Moora by:

- Actively promoting goods and services to the Shire of Moora
- Offering competitive prices the first time
- Supplying quality goods and services
- Seeking information about proposed purchases to be made by the Shire of Moora.

Where practical, the Shire of Moora shall seek to support business and industry with the shire. The Shire of Moora will ensure that business and industry within the shire have every opportunity to bid for and where competitive, supply the required needs. As part of considering the value for money decisions, the benefits of purchasing goods and services for local suppliers shall be considered.

In considering value for money decision, the following considerations will be included when analysing purchasing from local business and industry:

- Local Government Act 1995 tender regulations
- National Competition Policy principles
- Trade Practises Act
- The social and economic impact of major contract decisions on local business
- Possible flow on effect to local businesses
- The potential for local product demonstrations and references, which consequently reduced risk in the decision making process
- More convenient communications and liaison
- Local backup, spare parts, warranty and quality of servicing
- Ability of local business to the Shire, thereby increasing economic activity
- Conformity with tender bid requirements
- Ability to meet the Shire of Moora's needs

The Shire of Moora will support and assist local business and industry by:

- Recognising the benefits of purchasing from local business and industry
- Advertising all tenders and expressions of interest in the Central Midlands and Coastal Advocate
- Where requested, provide feedback to unsuccessful tenderers highlighting how bids can be improved to be more competitive.

In terms of Councils existing policy the most relevant and critical reference at this juncture is; **“The Shire has a responsibility to achieve value for money in its procurement of goods and services.”**

LEGISLATIVE REQUIREMENTS:

Council has budgeted for the changeover of this vehicle in this financial year

STRATEGIC IMPLICATIONS:

Strategically the appropriate resourcing of heavy plant and equipment should be a priority of Council on an annual basis. Timely changing over of major plant and equipment will generally mitigate against the risk of major repairs and rebuilds.

In a general sense, Council should undertake a closer examination of its heavy plant and equipment fleet and look to establish or re-establish outer markers in terms of maximum years/working hours of such items.

It is understood there is always annual budget parameters and it's a difficult task to provide the appropriate fiscal resources to keep up with a plant and equipment replacement program.

SUSTAINABILITY IMPLICATIONS:

- **Environment**
There are no known significant environmental implications associated with this proposal.
- **Economic**
There are no known significant economic implications associated with this proposal.
- **Social**
There are no known significant social implications associated with this proposal.

FINANCIAL IMPLICATIONS:

Within the budget, the following allowances have been made under:-

Transport item # 34010 = \$228,500 gross price

Minus item # 45402 (profit on sale of Inter-Powerstar tip truck) = \$45,000.

Changeover \$183,500 ex GST.

VOTING REQUIREMENTS

Simple Majority Required

COUNCIL RESOLUTION

35/14 Moved Cr McLagan, seconded Cr Seymour that Council accept the quotation from Truck Centre for the purchase of one new Mack Granite (model -435MP8Day cab mDrive) tip truck as per council requirements, on the basis of trading one Inter-Powerstar Tip Truck (Rego #M10770, Eng. #024868, at a net changeover of \$178,030 (GST Excluded).

CARRIED 9/0

Note: Subsequent to the resolution Council endorsed the upgrading of the new truck GCM from 70,000 kg to 90,000 kg provided the upgrade was not material in terms of exceeding the budget allocation for the truck changeover.

13. MATTERS FOR WHICH THE MEETING MAY BE CLOSED

Nil

14. CLOSURE OF MEETING

There being no further business, the Shire President thanked the members of the public for their attendance and input and invited all to stay for fellowship.

The meeting was declared closed at 7.35pm.

CONFIRMED

PRESIDING MEMBER