

**Shire of Moora  
Ordinary Council Meeting  
19<sup>th</sup> March 2014**

**NOTICE OF MEETING**

Dear Elected Member

The next Ordinary Council Meeting of the Shire of Moora  
will be held on **Wednesday 19<sup>th</sup> March 2014**  
**in the Miling Pavilion, Miling**  
commencing at **6.30pm**

AJ Leeson  
Chief Executive Officer



14<sup>th</sup> March 2014

## **The Shire of Moora Vision and Mission Statement**

### **Vision**

Our vision is that:

***The Moora region will be a place of brilliant opportunity over the next twenty years. Sustainable growth will result in a vibrant, healthy, wealthy and diverse community.***

### **Mission**

Our mission is:

***To identify and stimulate growth through creative leadership and a willingness to get things done.***

**SHIRE OF MOORA****WRITTEN DECLARATION OF INTEREST IN MATTER BEFORE COUNCIL**

Chief Executive Officer  
Shire of Moora  
PO Box 211  
MOORA WA 6510

Dear Sir/Madam,

**Re: Written Declaration of Interest in Matter Before Council**

I, <sup>(1)</sup> \_\_\_\_\_ wish to  
declare an interest in the following item to be considered by Council at its meeting to be held on  
<sup>(2)</sup> \_\_\_\_\_.

Agenda Item <sup>(3)</sup> \_\_\_\_\_

The type of interest I wish to declare is: <sup>(4)</sup>

- Financial pursuant to Section 5.60A of the Local Government Act 1995
- Proximity pursuant to Section 5.60B of the Local Government Act 1995
- Indirect Financial pursuant to Section 5.61 of the Local Government Act 1995
- Impartiality pursuant to Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007.

The nature of my interest is <sup>(5)</sup>

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The extent of my interest is <sup>(6)</sup>

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I understand that the above information will be recorded in the Minutes of the meeting and recorded by the Chief Executive Officer in an appropriate Register.

Yours faithfully,

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date

1. Insert your name.
2. Insert the date of the Council Meeting at which the item is to be considered.
3. Insert the Agenda Item Number and Title.
4. Tick box to indicate type of interest.
5. Describe the nature of your interest.
6. Describe the extent of your interest (if seeking to participate in the matter under S. 5.68 of the Act).

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**SHIRE OF MOORA**  
**ORDINARY COUNCIL MEETING AGENDA**  
**19 MARCH 2014**  
COMMENCING AT 6.30PM IN MILING

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\* Separate Attachments

9.1.1 *List of Payments Authorised Under Delegation 1.31*

9.1.2 *Statement of Financial Activity for Period Ended 28 February 2013*

9.1.3 *Letter*

9.2.1 *Web page*

9.2.2 *Plans*

9.4.1 *Maps*

**1. DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS****1.1 DECLARATION OF OPENING****1.2 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****LEAVE OF ABSENCE**

R Keamy - Councillor

**3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE****4. PUBLIC QUESTION TIME****5. PETITIONS AND PRESENTATIONS****6. APPLICATIONS FOR LEAVE OF ABSENCE****7. ANNOUNCEMENTS BY THE PRESIDING MEMBER****8. CONFIRMATION OF MINUTES****8.1 ORDINARY COUNCIL MEETING - 19 FEBRUARY 2014**

*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.*

## **9. REPORTS OF OFFICERS**

### **9.1 GOVERNANCE AND 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



<b>RECOMMENDATION</b>
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***That Council notes and endorses the Payments from the Municipal and Trust Funds made under delegation 1.31***

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

### **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

**RECOMMENDATION**

*That Council notes and receives the Statement of Financial Activity for the period ended 28 February 2014.*

**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.

**RECOMMENDATION**

*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.*

## **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

**RECOMMENDATION**

*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/Hn 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.*

## 9.2.2 **PHIL & NOLA MANNING SHED**

**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:** Plans

### **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 4000m<sup>2</sup> 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

**RECOMMENDATION**

***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.***

## **9.4 ENGINEERING SERVICES**

### **9.4.1 REALIGNMENT OF GREAT NORTHERN HIGHWAY BETWEEN BATTY BOG ROAD AND WALEBING**

**FILE REFERENCE:** S/MAIL

**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

**RECOMMENDATION**

*That Council at its Ordinary meeting held on Wednesday 19<sup>th</sup> 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.*

## **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.

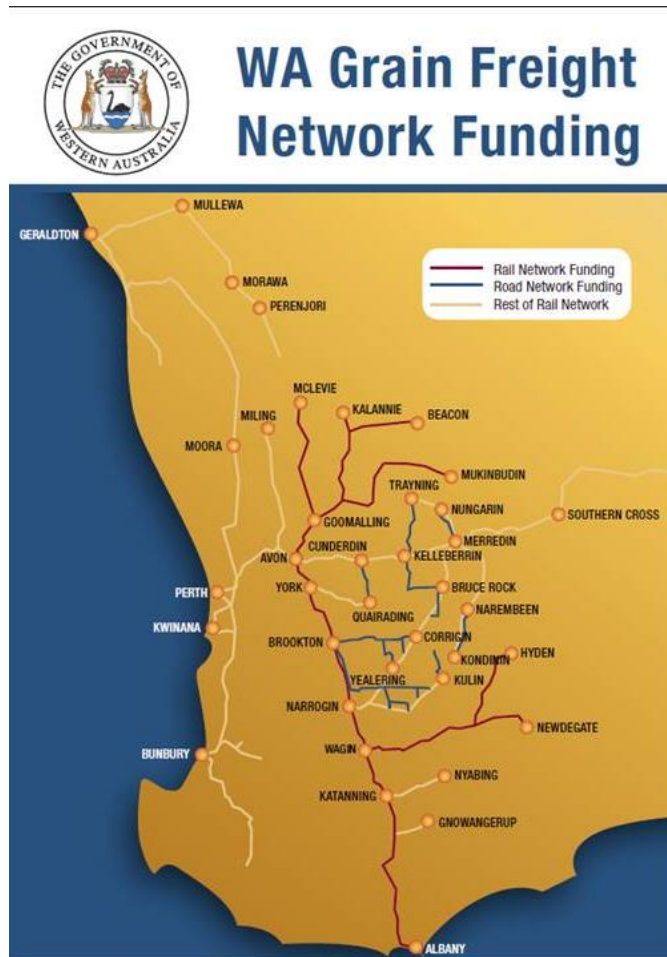
The Alliance members include 27 local governments; The Shire of York; Beverley; Quairading; Bruce Rock; Narembeen; Kulin; Kondinin; Koorda; Lake Grace; Corrigin; Cuballing; Wickepin; Dumblebung; Trayning; Cunderdin; Narrogin (Town and Shire); Nungarin; Mukinbudin; Merredin; Mount Marshall; Yilgarn; City 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

#### **COMMITTEE RECOMMENDATION**

*That Council join the Wheatbelt Railway Retention Alliance at a cost of \$1,000, further that Councils budget be amended to reflect this cost.*

11. **ELECTED MEMBER MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
12. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF COUNCIL**
13. **MATTERS FOR WHICH THE MEETING MAY BE CLOSED**
14. **CLOSURE OF MEETING**