



Western Australia

Agenda for the Ordinary Meeting of the Murchison Shire Council,  
To be held in the Council Chambers, Carnarvon Mullewa Road, Murchison,  
On Thursday **28<sup>th</sup> June 2018**, commencing at 12 Noon.

**TABLE OF CONTENTS**

1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS .....3

2. RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE .....3

3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE .....3

4. PUBLIC QUESTION TIME .....3

    4.1 Standing Orders .....3

5. NEXT MEETING.....3

6. APPLICATIONS FOR LEAVE OF ABSENCE.....3

7. NOTICE OF ITEMS TO BE DISCUSSED BEHIND CLOSED DOORS .....3

8. CONFIRMATION OF MINUTES .....3

    8.1 Ordinary Council Meeting – 24 May 2018.....3

9. ANNOUNCEMENTS BY PRESIDING PERSON WITHOUT DISCUSSION.....3

10. PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS .....4

11. ACTION LIST .....4

12. DISCLOSURE OF INTERESTS.....4

13. REPORTS OF OFFICERS.....5

    13.1 Monthly Plant Report – Works Supervisor .....5

    13.2 Works Report – Works Supervisor .....6

14. ANNOUNCEMENTS CONCERNING MEETINGS ATTENDED .....7

    14.1 Shire President.....7

    14.2 Councillors.....7

15. REPORTS OF COMMITTEES .....7

16. FINANCE.....7

    16.1 Financial Activity Statements May 2018 .....7

    16.2 Accounts Paid since the last list was endorsed by Council .....9

    16.3 Differential Rates 2018/19.....10

17. DEVELOPMENT .....14

    17.1 SKA Route – Main Roads Drawings .....14

    17.2 Suspected Contaminated Site Notification .....18

18. ADMINISTRATION.....19

    18.1 Policy Manual Review .....19

    18.2 Appointment of Acting CEO during Annual Leave .....20

19. NOTICE OF MOTION .....21

20. CEO ACTIVITY REPORT .....21

21. URGENT BUSINESS .....22

22. ITEMS TO BE DISCUSSED BEHIND CLOSED DOORS.....22

    22.1 Road Agreement – SKA Route .....22

23. MEETING CLOSURE.....23

**1. DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS**

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

**3. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

Nil.

**4. PUBLIC QUESTION TIME**

**4.1 Standing Orders**

<b>Council Decision:</b>		
<b>Moved: Councillor</b>	<b>Seconded: Councillor</b>	
That the following Local Law-Standing Orders 2001 be stood down:		
8.2 Limitation on the number of speeches		
8.3 Duration of speeches		
<b>Carried</b>	<b>For:</b>	<b>Against:</b>

**5. NEXT MEETING**

26 July 2018

**6. APPLICATIONS FOR LEAVE OF ABSENCE**

**7. NOTICE OF ITEMS TO BE DISCUSSED BEHIND CLOSED DOORS**

Discuss one item pursuant to LGA s. 5.23 (2) (e) – 1. Road Agreement – SKA Route

**8. CONFIRMATION OF MINUTES**

**8.1 Ordinary Council Meeting – 24 May 2018**

**Background:**

Minutes of the Ordinary Meeting of Council have previously been circulated to all Councillors.

**Recommendation:**

That the minutes of the Ordinary Council meeting held on 24 May 2018 be confirmed as an accurate record of proceedings

**Voting Requirements:**

Simple majority

<b>Council Decision:</b>		
<b>Moved: Councillor</b>	<b>Seconded: Councillor</b>	
That the Minutes of the Ordinary Council meeting of 24 May 2018 be confirmed as an accurate record of proceedings.		
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**9. ANNOUNCEMENTS BY PRESIDING PERSON WITHOUT DISCUSSION**



### 13. REPORTS OF OFFICERS

#### 13.1 Monthly Plant Report – Works Supervisor

May 2018			Hours					YTD	
* No Meter ** New Meter				Start	End	Total		Operating Costs	
Plant Item	Year	Rego	1 July '17	Hrs/kms	Hrs/km	Month	YTD	Plant	Fuel
P.01 JD Grader	2011	MU1063	9242	10322	10500	178	1258	16,319.03	21,604.00
P.02 Cat Grader 12H	2005	MU 141	15732	16021	16021	Traded	16021	6,047.65	5,530.80
P15003 JD 6WD Grader	2012	MU121	1829	2987	3139	152	1310	6,167.73	19,724.24
P081 JD Grader	2017	MU105	0	910	1097	187	187	9,955.17	28,405.77
P.04 New/H Ford Tractor	2006	MU 380	2167	2418	2440	22	273	523.01	758.86
P.05 Dolly 1-Red **	2001	MU 2003	0	10273	11062	789	11062	3,799.67	n/a
P.07 Nissan UD	2009	000 MU	217729	228802	230910	2108	13181	5,011.74	11,117.34
P.08 Dolly 2-Black	2000	MU 2009	17885	25570	26498	928	8613	5,857.83	n/a
P.09 Iveco P/Mover	2003	MU1065	333380	345438	347289	1851	13909	7,837.37	14,403.42
P.10 Iveco W/Truck (hrs) *	2004	MU 00	11403	11927	11927	0	524	2,628.48	6,127.50
P.11 Komatsu Dozer	1997		2300	3281	3358	77	1058	17,318.62	22,973.23
P.13 Tri-Axle L/L Float	2008	MU 663	28490	38605	40790	2185	12300	5,799.41	n/a
P.14 No. 2 Float	2001	MU 2004	10505	11427	11427	0	922	953.29	n/a
P.17 Side Tipper	2001	MU 662	25124	36401	37798	1397	12674	6,194.43	n/a
P.18 Side Tipper	2001	MU2010	10314	22243	24131	1888	13817	6,951.15	n/a
P.24 30K W/Tanker Trailer	2005	MU 2024	7658	22493	24254	1761	26015	8,340.12	n/a
P.27 Volvo Loader	2006	MU 65	8787	9587	9685	98	9783	3,782.52	14,159.04
P.28 Isuzu Dmax	2009	MU 300	225000	235611	236786	1175	11786	1,886.60	1,628.21
P.32 Construction Gen			25281	28412	29199	787	3918	352.97	3,998.21
P.33 Maintenance Gen			11798	14508	15076	568	3278	1,308.67	4,975.10
P.34 Generator Perkins *		Mechanic	1744	4545	4545	0	2801	973.12	1,729.43
P.35 Generator 1-110kva	2011		26523	27402	27420	18	897	9,199.86	124,546.30
P. 17035 New Generator	2016		2446	8938	9667	729	7221		
P.37 Forklift			12634	12730	12741	11	107	2,700.87	339.60
P.40A Toyota Hilux	2014	01MU	104000	117927	117927	Traded	13927	1,433.33	2,743.79
P.41 Cat 938G Loader	2004	MU 193	5850	6216	6292	76	442	1,619.23	6,541.43
P.43 Bomag Roller	2012	MU1027	3537	3768	3801	33	264	4,996.61	3,811.18
P.48 Dog Fuel Trailer *	1979	MU 2026	0	0	0	0	0	93.46	n/a

<b>P.49 Dog Fuel Trailer *</b>	1972	MU 2005	0	0	0	0	0	239.56	n/a
<b>P.54 Isuzu T/Top</b>	2005	MU 1002	181148	182491	182491	Traded	1343	499.24	467.85
<b>P.55 Toyota Prado</b>	2012	MU1011	100507	128410	131373	2963	30866	1,428.21	4,145.15
<b>P.57 Great Wall</b>	2012	MU 167	63922	74366	76762	2396	12840	4,295.06	1,793.62
<b>P.59 45ft Flat Top *</b>	1978	MU2044	0	0	0	0	0	2,455.58	n/a
<b>P.60 Mercedes PTV</b>	2004	MU 1009	103624	104482	104593	111	969	2,990.62	188.60
<b>P.61 Kenworth P/Mover</b>	2004	MU 000	104665	118751	120682	1931	16017	10,649.96	21,784.61
<b>P.64 Isuzu Construction</b>	2013	MU 140	136312	159199	161837	2638	25525	21,656.84	8,158.65
<b>P.65 Generator 9KVA *</b>	2013	H/ Maint	6391	9038	9038	0	2647	1,999.17	7,896.21
<b>P.67 Roadwest S/Tipper</b>	2013	MU2042	83079	96253	98193	1940	15114	2,827.74	n/a
<b>P.68 Bomag Padfoot</b>	2013	MU1071	2055	2523	2613	90	558	4,038.83	8,723.22
<b>P.72 Isuzu Fire Truck</b>	2013	MU1068	2149	3026	3052	26	903	5,703.08	72.77
<b>P.73 Toyota Fast Attack</b>	2014	MU1069	8900	8900	8900	0	0	1,256.39	n/a
<b>P.80 Fuso Canter</b>	2017	MU120	0	10352	13336	2984	13336	6,844.22	2,668.53
<b>P.82 Isuzu/Dmax Work Supervisors Ute</b>	2017	01 MU	0	24925	29650	4725	29650	10,740.27	4,699.98
<b>P.86 Blue Dolly</b>	2012	1TNW068	0	270536	270768	232	270768	14.91	n/a
<b>Caravans</b>				n/a	n/a	n/a	n/a	5,634.35	n/a
<b>P11076 JD Ride on mower</b>			937	1062	1066	4	129	565.56	n/a
<b>P15006 Isuzu Maint</b>	2015	MU1018	48269	75422	79064	3642	30795	5,809.13	8,107.86
<b>P16063 Toyota Prado</b>	2016	MU 0	29327	57719	59319	1600	29992	8,287.16	4,430.11
<b>P16075 Kubota Mower</b>	2016		175	356	366	10	191	577.14	611.79

### **13.2 Works Report – Works Supervisor**

#### **Construction Crew**

The crew have had to pull out of RTR job at Byro due to rain. There are still a few finishing touches to be done when the opportunity presents. We have broken camp at Byro and started on the blow out repairs on the Carnarvon-Mullewa road. This is taking a bit longer than anticipated due to the wonderful rain we have experienced. Once we have completed this job we will be starting on the approaches to the two new grids north and south of the settlement. Hopefully this will be before the polocrosse carnival.

#### **Maintenance Crew**

The maintenance crew are progressing well heading north on the Beringarra-Pindar road. They also graded the Boolardy-Kalli road on the way past. They are now camped at Nookawarra and are grading the Mileura-Nookawarra road. They will then continue north up to Beringarra. The crew have reported very good grading conditions due to high soil moisture content.

Finally on behalf of the work crews and myself I would like to thank Brian for the guidance and leadership over the years. It has been a pleasure working with you.

**ROADS GRADED MAY - JUNE**

Name	Length of Road		SLK's Graded this month	Heavy Maintenance	Comments
Beringarra-Pindar	319.80km		76km		15km north Boolardy - Nookawarra
Boolardy-Kalli	57.30km		57km		
Kalli Cue East	21.87km		21km		

Total roads graded this month 154km shire crew

**Recommendation:**

That the Work's Supervisor's report be accepted.

**Voting Requirements:**

Simple majority

<b>Council Decision:</b>		
<b>Moved: Councillor</b>		<b>Seconded: Councillor</b>
That the Work's Supervisor's report be accepted.		
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**14. ANNOUNCEMENTS CONCERNING MEETINGS ATTENDED**

**14.1 Shire President**

**14.2 Councillors**

**15. REPORTS OF COMMITTEES**

**16. FINANCE**

**16.1 Financial Activity Statements May 2018**

File:	
Author:	Rose Jones – Deputy Chief Executive Officer Peter Dittrich – Chief Executive Officer
Interest Declared:	No interest to disclose
Date:	20 June 2018
Attachments:	Financial Activity Statements to 31 May 2018 Statement of Financial Position Operating Statement by Program Operating Statement by Nature & Type Accounts Activity General Ledger Trial Balance

**Matter for Consideration:**

Council is to consider adopting the Monthly Financial Statements for May 2018.

**Background:**

The Local Government (Financial Management) Regulations 1996. Regulation 34 requires that local government report on a monthly basis and prescribes what is required to be reported.

**Comment:**

The Current Position at 31 May 2018 is a surplus of \$2,940,599

	Budgeted closing surplus YTD	2,310,176
Plus	Variance to Operating Surplus	0
Plus	Operating revenue up	569,832
Plus	Operating Expenditure down	103,144
Less	Operating activity excluded	-157,344
Plus	Investing activities down	4,346,467
Plus	New Debentures up	2,453,610
Less	Transfers from reserve down	-3,406,476
Less	Repayment of Debentures up	-3,777,511
Plus	Transfers to reserves down	498,701
	Total Variances	630,423
	Actual Surplus as at 30 April 2018	2,940,599

The following Term Deposits are currently held as at 30 April 2018:

Beringarra Cue Road Reserve Term Deposit	\$3,499,963.00 @ 2.82% Maturity 18/07/2018
Crosslands MCF Term Deposit	\$ 378,082.10 @ 2.38% Maturity 25/08/2018

**Statutory Environment:**

Local Government Act 1995

Section 6.4–Specifies that a local government is to prepare “such other financial reports” as is prescribed.

Local Government (Financial Management) Regulations 1996

Regulation 34 states:

(1) A local government is to prepare each month a statement of financial activity reporting on the sources and applications of funds, 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);
- (b) Budget estimates to the end of month to which the statement relates;
- (c) Actual amounts of expenditure, revenue and income to the end of the month to which the statement relates;
- (d) Material variances between the comparable amounts referred to in paragraphs (b) and
- (e) The net current assets at the end of the month to which the statement relates.

**Strategic Implications:**

Nil.

**Policy Implications:**

Nil.

**Budget/Financial Implications:**

Reports showing year to date financial performance allow monitoring of actual expenditure, revenue and overall results against budget targets.

**Sustainability Implications:**

- **Environmental:**  
There are no known significant environmental considerations
- **Economic:**  
There are no known significant economic considerations
- **Social:**  
There are no known significant considerations



**Consultation:**

Moore Stephens

**Recommendation:**

That Council adopt the financial statements for the period ending 30 May 2018 as attached.

**Voting Requirements:**

Simple majority.

<b>Council Decision:</b>		
<b>Moved: Councillor</b>		<b>Seconded:</b>
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**16.2 Accounts Paid since the last list was endorsed by Council**

File:	4.37.1
Author:	Rose Jones – Deputy Chief Executive Officer
Interest Declared:	No interest to disclose
Date:	20 June 2018
Attachments:	EFT & Cheque Details for May 2018

**Matter for Consideration:**

Endorsement of accounts paid during the month of May 2018.

**Background:**

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, then the CEO is to prepare a list of accounts paid by the CEO during the month to present to Council.

**Comment:**

A list of payments made during the month of May 2018 is attached.

**Statutory Environment:**

Local Government (Financial Management) Regulations 1996

Regulation 13 states:

- (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 sub regulation (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:**

None

**Policy Implications:**

None

**Budget/Financial Implications:**

Payment from the Municipal, Trust and Reserve Bank Accounts.

**Sustainability Implications:**

- **Environmental:**  
There are no known significant environmental considerations
- **Economic:**  
There are no known significant economic considerations
- **Social:**  
There are no known significant considerations

**Consultation:**

Moore Stephens

**Recommendation:**

That the accounts for the Month of May, as per the attached Schedule presented to this meeting totalling \$1,280,278.61 from Municipal Account and \$611.55 from Trust Account together with repayments to WA Treasury in respect of the Short Term advance totalling \$1,866,555.40, be endorsed by Council.

**Voting Requirements:**

Simple majority

<b>Council Decision:</b>		
<b>Moved: Councillor</b>		<b>Seconded: Councillor</b>
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**16.3 Differential Rates 2018/19**

File:	4.29
Author:	Rose Jones – Deputy Chief Executive Officer
Interest Declared:	No interest to disclose
Date:	12 June 2018
Attachments:	Public Submissions (a) (b) (c)

**Matter for Consideration:**

Council is required to obtain the approval of the Minister for Local Government, Sport and Cultural Industries for its proposal to levy differential rates for 2018-19, prior to the adoption of the proposed rate and the Annual Budget.

**Background:**

At its Ordinary Council Meeting of 26<sup>th</sup> April, Council resolved to advertise the proposed differential rates and the Objects and Reasons for differential rating as per the following resolution:

That Council:

1. seeks Ministerial approval for the proposed differential rates and minimum rates for the 2018/19 Financial Year as shown in the following table:

RATE TYPE	2017-18		2018-19			
	RATE IN \$	BUDGETED TOTAL REVENUE	NO OF PROPS	RATEABLE VALUE \$	RATE IN \$	REVENUE
<b>Differential Rate UV</b>						
Pastoral	0.02857	41,668	23	1,459,657	0.0312	45,541
Mining	0.29400	333,876	9	1,172,054	0.2940	344,584
Exploration/Prospecting	0.07212	20,763	20	295,775	0.07675	22,701
<b>Minimum Rates</b>						
Pastoral	277	1,108	6	13,263	291	1,746
Mining	419	-	0	0	440	
Exploration/Prospecting	419	3,352	13	37,330	440	5,720
		<b>400,767</b>		<b>2,978,079</b>		<b>\$420,292</b>

2. endorses the giving of local public notice of the proposed differential rates for 2018-19 to be advertised for a period of 21 days 6.35(6)(c).
3. decides that payment of rates charges may be made in a single payment or by four instalments at dates to be set as part of the budget adoption; and
4. decides that an administration fee of \$15 will apply to the instalment option and an 8% penalty interest will apply to late payments; and
5. notes that the ESL Levy and interest will be charged in accordance with instructions from DFES; and
6. adopts the following Objects of and Reasons for Differential Rates:

### **Objects of and Reasons for Proposed Differential Rates and Minimum Payments for the 2017-18 Financial Year**

#### **Overall Objective**

The purpose of levying rates is to meet a local governments' budget deficiency in each financial year in order to deliver services and facilities as detailed in the Strategic Community Plan and Corporate Business Plan.

The Shire of Murchison is in a unique position of being the only shire without a town, therefore having no residential, commercial or industrial rate base to draw upon. It does, however, have an important responsibility for the maintenance of a vast network of inland roads, as well as providing support for travellers and locals through the provision of fuel services, a caravan park, recreational services, power, water and an aerodrome.

Historically, the Shire of Murchison has imposed differential rates on the basis of whether land is used for pastoral purposes, mineral exploration or mining, as it considers that this is more equitable than a flat rate, drawing more revenue from those enterprises that may cause degeneration of infrastructure through higher use.

#### **Reasons**

Council is satisfied that the services and facilities it provides are managed efficiently and effectively and that it is appropriate to rate differentially in order to meet the budget deficiency.

As part of its drive to ensure efficiency and transparency within the organisation, Council recently completed its review of the 2017-18 budget to ensure income and expenditure targets will be met for the 2017-18 year. Also, it recently reviewed the appropriateness and effectiveness of its risk management, internal control and legislative compliance as required under Local Government (Audit) Regulations 1996 and reviews the

appropriateness and effectiveness of the financial management systems and procedures of the Shire as per regulation 5 (2) (c) of the Local Government (Financial Management) Regulations 1996.

For consistency, Council has ensured that properties that are used for the same purpose are rated in the same way and has considered the rates charged by neighbouring councils in its deliberations. The rates in the \$ for both Pastoral UV and Exploration UV are currently well below that of most surrounding Shires and it is proposed to increase them at a higher rate this year than Mining UV.

It should be noted that while the revenue has increased by around 16-17% for the Pastoral and Exploration categories, the proportion of total rates paid by each sector has not varied significantly.

Rating category	Budget 2017-18	% of total	Budget 2018-19	% of total
Pastoral UV	42,776	10.7	50,426	11.3
Mining UV	333,876	83.3	342,077	82.0
Exploration	24,115	6.0	28,020	6.8
Total rates budget	400,767	100	420,523	100

The Shire of Murchison's reasons for differentially rating according to land use are shown below:

#### **UV – Pastoral**

Pastoral UV applies to any land that currently has a pastoral lease granted. While recognising reduced viability caused by many years of droughts and floods and the devastation caused by the wild dog problem this category is rated to reflect the infrastructure maintenance cost to the Council as well as increased operational costs to address issues such as vermin control, fire mitigation and enhanced accessibility to pastoral properties. It also recognises the long term commitment of pastoralists to the region and their stewardship of Crown Land. Further, an annual biosecurity rate is linked to the valuations provided by the Valuer General. This biosecurity rate is payable by the pastoral sector only, even though the mining/exploration sectors pose a significant biosecurity risk.

#### **UV – Mining**

Mining UV applies to land for which a mining lease has been granted. The mining sector tends to be transitory in nature and benefits from established Shire services and infrastructure which is maintained in the long term by those rate payers who are established long term in the region. The purpose of setting the UV - Mining rate at a higher level than the benchmark UV – Pastoral is to ensure that the mining sector's contribution towards the maintenance of that infrastructure is proportionate to the advantage it gains.

#### **UV – Exploration/Prospecting**

Exploration/Prospecting UV applies to land for which an exploration/prospecting lease has been granted. As with the UV – Mining sector, the UV - Exploration/Prospecting sector tends to be transitory and the category has been rated to reflect that exploration lease holders are significant beneficiaries of established Shire services and infrastructure and is also in recognition of the future benefits that accrue to exploration lease holders though they contribute very little or no enterprise to the community.

#### **Council Decision:**

**Moved: Councillor A Whitmarsh**

**Seconded: Councillor Q Fowler**

**Carried by Absolute Majority**

**For: 6**

**Against: 0**

#### **Comment:**

In accordance with the resolution, Council advertised its intention to levy differential rates in the West Australian newspaper of 2nd May 2018. The advertisement included detail of each rate and minimum rate endorsed by Council and invited ratepayers and electors to lodge submissions in relation to the 2018-19 differential rates no later than 24<sup>th</sup> May 2018.

Letters were written to individual ratepayers for UV Pastoral and UV Exploration categories as each of these categories comprised less than 30 ratepayers. Included with the correspondence was a copy of the Rating Policy issued by the Department of Local Government and Communities as well as the Shire of Murchison's

Objects and Reasons underpinning its differential rating strategy. The closing date for submissions in response to the letter was 1<sup>st</sup> June 2018.

Three submissions were received and are attached. Council is required to consider these submissions before it seeks the approval of the Minister for the proposed differential rate because this year, as in the past, the proposed differential rates for mining and exploration will be more than twice the lowest differential rate (pastoral).

### **Statutory Environment:**

#### Local Government Act 1995

#### 6.33 Differential General Rates

(1) and (2) A local government can impose differential general rates according to the purpose for which the land is zoned, the purpose for which the land is held or used, whether or not the land is vacant or any other characteristic as prescribed by the Regulations.

(3) In imposing a differential general rate a local government is not to, without the approval of the Minister, impose a differential rate which is more than twice the lowest differential rate imposed by it.

#### 6.35 Minimum Payments

(6) A local government can impose a minimum rate separately to each differential rating category where a differential general rate is imposed.

#### 6.36 Local government to give notice of certain rates

(1) Before imposing any differential general rates or a minimum payment applying to a differential rate category under section 6.35(6)(c) a local government is to give local public notice of its intention to do so.

(2) A local government is required to ensure that a notice referred to in subsection (1) is published in sufficient time to allow compliance with the requirements specified in this section and section 6.2(1).

(3) A notice referred to in subsection (1) —

(a) may be published within the period of 2 months preceding the commencement of the financial year to which the proposed rates are to apply on the basis of the local government's estimate of the budget deficiency; and

(b) is to contain —

(i) details of each rate or minimum payment the local government intends to impose; and

(ii) an invitation for submissions to be made by an elector or a ratepayer in respect of the proposed rate or minimum payment and any related matters within 21 days (or such longer period as is specified in the notice) of the notice; and

(iii) any further information in relation to the matters specified in subparagraphs (i) and (ii) which may be prescribed; and

(c) is to advise electors and ratepayers of the time and place where a document describing the objects of, and reasons for, each proposed rate and minimum payment may be inspected.

### **Strategic Implications:**

Nil

### **Sustainability Implications**

- **Environmental:**  
There are no known significant environmental considerations
- **Economic:**  
There are no known significant economic considerations
- **Social:**  
There are no known significant social considerations

### **Policy Implications:**

Nil

### **Financial Implications:**

Proposed differential rates are set to meet the estimated budget deficiency in the 2018/19 financial year.

### **Consultation:**

N/A

**Recommendation:**

That Council, after considering the submissions received, seeks Ministerial approval for the proposed differential rates and minimum rates for the 2018/19 Financial Year as shown in the following table and supported by the Objects and Reasons endorsed at the April Ordinary meeting.

RATE TYPE	2017-18		2018-19			
	RATE IN \$	BUDGETED TOTAL REVENUE	NO OF PROPS	RATEABLE VALUE \$	RATE IN \$	REVENUE
<b>Differential Rate UV</b>						
Pastoral	0.02857	41,668	23	1,459,657	0.0312	45,541
Mining	0.29400	333,876	9	1,172,054	0.2940	344,584
Exploration/Prospecting	0.07212	20,763	20	295,775	0.07675	22,701
<b>Minimum Rates</b>						
Pastoral	277	1,108	6	13,263	291	1,746
Mining	419	-	0	0	440	
Exploration/Prospecting	419	3,352	13	37,330	440	5,720
		<b>400,767</b>		<b>2,978,079</b>		<b>\$420,292</b>

**Voting Requirements:**

Absolute Majority

<b>Council Decision:</b>		
<b>Moved:</b>	<b>Seconded:</b>	
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**17. DEVELOPMENT**

**17.1 SKA Route – Main Roads Drawings**

File:	12.8
Author:	Peter Dittrich - CEO
Interest Declared:	No interest to disclose
Date:	20 June 2018
Attachments:	100% SKA Road drawings

**Matter for Consideration:**

Council to consider the SKA Road 100% drawings for Stage 1 of the project.

**Background:**

Main Roads is undertaking an upgrade of the roads that will be used during the construction of the SKA project. The work will be undertaken in two stages.

**Comment:**

The drawings for Stage 1 were provided to the Shire on the afternoon of 6<sup>th</sup> June 2018. These drawings were reviewed by the Works Supervisor and a copy of the drawings was provided to Council.

At the Special Council Meeting held on 3<sup>rd</sup> February 2018 the Works Supervisor identified the following concerns:

- Drawing 201714-1578 the raising of the road on east side appears unnecessary.

- Drawing 201714-1569 Raising of the road
- Drawing 201714-1581 Raising of the road
- The placement of depth markers should be placed on the downside of the crossings
- Crossings should be named

At that time Council resolved the following:

**Council Decision:**

**Moved: Councillor E Foulkes-Taylor**

**Seconded: Councillor A Whitmarsh**

That Council:

1. Advise Main Roads that the council approve the drawings subject to amendments being made as identified by the Works Supervisor and Mr D Pollock except those relating to the Twin Peaks Wooleen Road and related crossing on Billabalong Station.;
2. Main Roads be requested to provide reasons where they feel the changes per 1) above cannot be made.
3. Main Roads be requested to provide information in relation to the impact on the land, flora, and waterways of the realignment of the Twin Peaks Wooleen Road and the associated crossing on Billabalong Station.

**Carried**

**For: 6**

**Against: 0**

Main Roads has amended some of the drawings and has advised as follows:

<b>Drawing Number</b>	<b>Shire of Murchison Comment</b>	<b>Main Road Comment</b>
201714-1578	The raising of the road on east side appears unnecessary and should be removed.	Hump reduced to max 200mm, appears exaggerated on Plan Profile due to scale, increasing from the existing road profile 'hump' so impact on water flows would be minimal or nil as water in this area is from breakout above the main channel stream flow.
201714-1569	Raising of the road appears unnecessary and should be removed.	Hump reduced to max 200mm above the design level at the main floodway channel, appears exaggerated on Plan Profile due to scale, improved containment of flows below the design ARI level within the main channel, flows above will be somewhat contained by the existing upstream levee that evidenced on site has worked effectively to reduce risk of damage to the existing rock and hence should continue the same for the upgraded road going forward.
201714-1581	Raising of the road appears unnecessary and should be removed.	Comment on the drawing provides detail of the source for the existing profile of the ground and to be verified on site. Realignment is through two clay pans and on site design will ensure design profile will match the ground level either side of the clay pan ensuring the pavement is above the evidenced general water level in the clay pan.
201714-1671, 201714-1672, 201714-1673.	The placement of depth markers should be on the downside of the crossings.	Noted, the depth markers upstream of crossing are removed.
201714-1671, 201714-1672, 201714-1673.	Crossings should be named	Noted, signage added to the drawings.

<p>201714-1599</p>	<p>Cattle Grid at SLK 33.75 is positioned on an S bend. Relocate the grid south to approximate SLK 32.15 away from curves as per email to Duard Grobler on 10 July 2017.</p>	<p>Note 4. Amended on the drawing “Extent of Works are indicative. Location of Grid indicative and for tender purposes, actual Location and extent to be determined on site near SLK 32.15. To be agreed and directed by the superintendent to match site conditions.”</p>
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In relation to the request that Main Roads provide information in relation to the impact on the land, flora, and waterways of the realignment of the Twin Peaks Wooleen Road and the associated crossing on Billabalong Station, Main Roads provided a copy of an email that had been sent to Billabalong station on the 19<sup>th</sup> February 2018. An extract of that email is shown below:

*Upgrades to the road are required to be made prior to construction of the Square Kilometre Array (SKA) project which will commence in the next year or two (timing is still to be confirmed). The construction of the SKA will increase the number of vehicles on the road between Mullewa and the SKA project site on the Boolardy-Kalli Road.*

*Unfortunately due to funding constraints, it is not possible to upgrade the entire road, therefore specific sections of the road will be upgraded to provide maximum benefit to the project and the region. Other works will be undertaken periodically to maintain the road in a usable condition for Shire residents, tourists and project use.*

*The Murchison River crossing was initially identified in a Waterways Report which reviewed the floodway crossings along the entire route. The three crossings that will be upgraded are the larger of the crossings identified in the report. The larger crossings are important to the route as we understand that the rivers often cut the road and will impede access to the project site, when the roads are able to be trafficked. Any smaller crossings will be monitored during the 4-5 year construction period of the SKA, with treatments applied as necessary.*

*The Murchison River crossing is currently a low level concrete floodway with a small relief culvert and has remained intact for some 30 years. The Shire and local community have indicated a preference to have it remain in place therefore the proposed crossing location has been sufficiently offset from the existing crossing to allow no cross-over of earthworks batters.*

*Another determining factor in the location of the Murchison River crossing is the existing road network. The crossing has been placed to utilise the existing sealed intersection location on the Carnarvon-Mullewa Road and connect back into the existing road on the eastern side of the Murchison River. The proposed position also allows the crossing to be perpendicular to the river which is less susceptible to damage.*

*Early on in the design, Aboriginal Heritage Surveys identified a number of scar trees in the vicinity of the Murchison River and the crossing has been positioned to ensure sufficient clearance from the scar trees.*

*The crossing length is driven by hydraulic analysis which was undertaken based on a survey that we commissioned for this project as well as existing data. For this project it was determined that the crossing should be constructed to a level that provided the maximum benefit achievable for the SKA project and region, without significantly building up the approaches to the crossings. The level of the crossing is 253.25 m AHD and the length of the crossing is 300 m, to enable the road to be serviceable between the 1 year Average Recurrence Interval (ARI) and 2 year ARI storm events.*

*With the length of the crossing set, the approach geometry of the crossings has been developed using Main Roads and Australian Standards to ensure safety through:*

- Adequate site distance to the crossing to allow vehicles to take appropriate actions when the crossing is flooded.*
- Suitable geometry (curves and cross fall) to the crossings for the design vehicles.*
- Flatter batters than are typically prescribed have been provided to slow water and reduce the scour potential.*



*The proposed site was assessed for suitable geotechnical characteristics through investigation by a geologist and geotechnical engineer, and also borehole drilling at the site of the crossing.*

*We have considered the surrounds of the Murchison River in the design of the crossing and have implemented the following to minimise impacts:*

- *10 x Ø1500 mm culverts have been proposed to cater for the more frequent low flows and maintain existing flow patterns.*
- *In low flows the existing floodway upstream of the crossing will retain the same amount of standing water as is currently experienced.*
- *The floodway level has been lowered as much as possible to minimise backwater effects (increase in the upstream water level) and hydraulic forces (speed of the water), while still meeting serviceability requirements. After the floodway is activated (water flows across the floodway), increases in the upstream water level are minimal. Some scour may occur as the flow migrates back to the main channel after crossing the floodway. These impacts can be expected at any location in which this floodway may be located.*
- *Rock protection has been provided at the culverts and on the floodway batters to assist in dissipating energy (slowing the water) and minimising scour.*

*After the floodway is activated (when water starts flowing over the floodway) between the 1 year ARI and 2 year ARI storm events, increases in the upstream water level are minimal relative to existing. 2 year ARI and greater flows will spread across the wider flood plain and the impacts of the proposed floodway is minimal in these storm events.*

*The natural terrain is generally flat and velocities are anticipated to be low. This reduces the potential for scour when flow migrates overland towards the main Murchison channel. There is unlikely to be additional significant scour that is not already naturally occurring.*

*The water level downstream of the proposed crossing will always return to its natural water level state.*

*The results of the flora and fauna studies indicate that the vegetation within the footprint of the project is well represented regionally. The broad vegetation description for the area is:*

- *Low woodland; mulga, Acacia victoriae & snakewood.*
- *Succulent steppe with scrub; Acacia victoriae & snakewood over saltbush & bluebush.*

*As part of the survey, four priority flora were located within the Murchison River area and will be avoided where possible.*

*We understand that you have specific concerns about the removal of the gum trees near the proposed crossing. Unfortunately the gum trees need to be removed as they are within the area of the new alignment. The trees have not been identified as priority flora in the flora and fauna studies and their removal will be mitigated by providing scour protection.*

*No changes to land ownership will arise from the road realignment and river crossing or clearing permits. The pastoralist permission requested by Main Roads is for access to the property and will be used as part of a submission to the Department of Water and Environmental Regulation for a clearing permit. This does not alter the tenure of the land (i.e. any land that is currently pastoral lease will remain as pastoral lease). Similarly the new crossing situated within the existing Crown Reserve will not require changes in land tenure.*

On review of the final drawings further explanation was sought from Main Roads in relation to the raising of the road and the refuge islands. The following was provided by Peter Swaan of main Roads:

*Reference to your phone call this morning regarding the ‘humps’ in the road profiles in the Roderick River and Murchison River realignments on the Boolardy Kalli and Twin Peaks Wooleen Roads respectively.*

*The design profiles on the design drawings as advised previously have been reduced to the minimum to provide a profile suitable for the locations and the remaining humps can be explained as:*

*Drawing 201714-1569 Profile ‘hump’ is max 200mm above the design level at the main floodway channel, appears exaggerated on Plan Profile due to scale, improved containment of flows below the*

*design ARI level within the main channel, flows above will be somewhat contained by the existing upstream levee, left hand side of the direction of water flow, evidenced on site this levee has worked effectively to reduce risk of damage to the existing road and hence should continue the same for the upgraded road going forward.*

*Drawing 201714-1578 Profile ‘hump’ is max 200mm, appears exaggerated on Plan Profile due to scale, increasing from the existing road profile ‘hump’ so impact on water flows would be minimal or nil as water in this area is from a breakout above the main channel stream flow and will be mixing and interacting with overtopping of the Sanford River and hence flows would not be aggressive, slow flows, as evidenced by lack of scouring of the existing raised ground directly east of the Murchison River main flow channel.*

In the main the drawings for Stage 1 of the SKA project appear reasonable.

**Recommendation:**

That Council:

1. Advise Main Roads that the council accept the drawings apart from those relating to the Roderick River Crossing on the Boolardy/Kalli Rd and the Murchison River crossing on the Twin Peaks /Wooleen Rd.

**Voting Requirements:**

Simple majority

<b>Council Decision:</b>		
<b>Moved: Councillor</b>	<b>Seconded: Councillor</b>	
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**17.2 Suspected Contaminated Site Notification**

File:	7.1
Author:	Peter Dittrich - Chief Executive Officer
Interest Declared:	No interest to disclose
Date:	20 June 2018
Attachments:	Department of Water and Environmental Regulation Letter

**Matter for Consideration:**

Council note the letter received from the Department of Water and Environmental Regulation (DWER) in relation to the Boolardy Homestead.

**Background:**

A letter has been received from DWER advising of a known suspected contaminated site at the Boolardy Homestead.

**Comment:**

The letter was forwarded to Philip Swain Consulting for review and comment. It notes that hydrocarbons are present in shallow soils at locations associated with fuel storage and vehicle maintenance. Mr Swain advised that there was no action required by Council other than to note the advice from DWER.

**Statutory Environment:**

Nil

**Strategic Implications:**

Nil

**Policy Implications:**

Nil

**Budget/ Financial Implications:**

Nil

**Sustainability Implications:**

- **Environmental**  
There are no known significant environmental implications associated with this decision
- **Economic**  
There are no known significant economic implications associated with this decision
- **Social**  
There are no known significant social considerations associated with this decision

**Consultation:**

Philip Swain

**Recommendation:**

That Council note the advice from the Department of Water and Environmental Regulation, dated 8<sup>th</sup> June 2018, in relation to the Boolardy Homestead.

**Voting Requirements:**

Simple Majority

<b>Council Decision:</b>		
<b>Moved:</b>	<b>Seconded:</b>	
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**18. ADMINISTRATION**

18.1 Policy Manual Review

File:	4.16
Author:	Peter Dittrich - Chief Executive Officer
Interest Declared:	No interest to disclose
Date:	21 June 2018
Attachments:	Grievances Investigations and Resolution Policy Performance Management Policy

**Matter for Consideration:**

Council to consider adopting the following policies:

- Grievances Investigations and Resolution Policy
- Performance Management Policy

**Background:**

The Shire Policy Manual is currently undergoing a review. As policies are reviewed they will be presented to Council for consideration.

**Comment:**

During the review of the Drug and Alcohol policy it was noted that the Shire did not have a defined policy in relation to Grievances Investigations and Resolution and Performance Management.

In consultation with the WALGA Employee Relations staff, who are assisting with the review of the Drug and Alcohol Policy, draft policies have been developed for Councils consideration.

**Statutory Environment:**

Nil

**Strategic Implications:**

Nil

**Policy Implications:**

The Policy Manual may be amended to reflect the above changes.

**Budget/ Financial Implications:**

Nil

**Sustainability Implications:**

- **Environmental**  
There are no known significant environmental implications associated with this decision
- **Economic**  
There are no known significant economic implications associated with this decision
- **Social**  
There are no known significant social considerations associated with this decision

**Consultation:**

WALGA Employee Relations.

**Recommendation:**

That Council adopt the Grievances Investigations and Resolution Policy and the Performance Management Policy as presented and attached.

**Voting Requirements:**

Simple Majority

<b>Council Decision:</b>		
<b>Moved:</b>	<b>Seconded:</b>	
<b>Carried/Lost</b>	<b>For:</b>	<b>Against:</b>

**18.2 Appointment of Acting CEO during Annual Leave**

File:	4.20
Author:	Peter Dittrich - Chief Executive Officer
Interest Declared:	No interest to disclose
Date:	20 June 2018
Attachments:	N/A

**Matter for Consideration:**

Council to consider:

The appointment of Deputy Chief Executive Officer, Rose Jones, as Acting Chief Executive Officer for the period 4<sup>th</sup> August 2018 to 19<sup>th</sup> August 2018.

**Background:**

The President has authorised the CEO to take a period of leave (Executive & Annual Leave) following Local Government Week for the period 4th August 2018 to 19th August 2018.

**Comment:**

Deputy Chief Executive Officer, Rose Jones is happy to act in the role of Chief Executive Officer during the leave period and it is suggested that she be paid at the rate that the CEO is currently paid during that period,

**Statutory Environment:**

The Local Government Act 1995 Division 4

5.36. Local government employees

(1) A local government is to employ —

- (a) a person to be the CEO of the local government; and
- (b) such other persons as the council believes are necessary to enable the functions of the local government and the functions of the council to be performed.

**Strategic Implications:**

Nil

**Sustainability Implications**

- **Environmental**  
There are no known significant environmental implications
- **Economic**  
There are no known significant economic implications.
- **Social**  
There are no known significant social considerations.

**Policy Implications:**

Nil

**Financial Implications:**

The Administration Salary Budget covers this expense.

**Consultation:**

Nil

**Recommendation:**

That Council appoints Rose Jones as Acting Chief Executive Officer for the period commencing Saturday 4<sup>th</sup> August 2018 to Sunday 19<sup>th</sup> August 2018 inclusive and that she be paid at the CEO’s current rate during that time.

**Voting Requirements:**

Simple Majority

<b>Council Decision:</b>		
<b>Moved: Councillor</b>	<b>Seconded: Councillor</b>	
<b>Carried/lost:</b>	<b>For:</b>	<b>Against:</b>

**19. NOTICE OF MOTION**

**20. CEO ACTIVITY REPORT**

<b>Date</b>	<b>Activity</b>
21.05.2018	Discuss presentation of heritage issues with Department of Premier & Cabinet
22.05.2018	Development of heritage presentation
23.05.2018	Workers compensation claims discussion
25.05.2018	Discussion with Murchison Oasis re issues raised by Council
28.05.2018	Review travel expenses that can be claimed by a Councillor
31.05.2018	Meeting with CESM and Office of Emergency Management
31.05.2018	Discussions with COLAS and Talis re settlement seal design
06.06.2018	Discussions with St John Ambulance re remote medical centre and possible establishment of a sub-centre
11.06.2018	Discussion with Greenfields re Beringarra-Cue Road
11.06.2018	Telephone call to Department of Land and Heritage re site reporting requirements
12.06.2018	WALGA – Policy Review
14.06.2018	Discussion with DLGS&C re maintenance of station access roads
15.06.2018	Finalisation of Worker’s Compensation Claim

**Recommendation:**

That the CEO’s Activity Report be accepted.

**Voting Requirements:**

Simple Majority

<b>Council Decision:</b> Moved: Councillor	Seconded: Councillor
Carried/Lost	For: <span style="float: right;">Against:</span>

**21. URGENT BUSINESS**

**22. ITEMS TO BE DISCUSSED BEHIND CLOSED DOORS**

Discuss one item pursuant to LGA s. 5.23 (2) (e) – 1. Road Agreement – SKA Route

**Motion to close the meeting to the Public**

**Recommendation:**

That the meeting move behind closed doors to discuss one items pursuant to LGA s. 5.23 (2) (e) – 1. Road Agreement – SKA Route

**Voting Requirements:**

Simple Majority

<b>Council Decision:</b> Moved: Councillor	Seconded: Councillor
Carried/Lost:	For: <span style="float: right;">Against:</span>

**Motion to open the meeting to the Public**

**Recommendation:**

That the meeting move out from behind closed doors.

**Voting Requirements:**

Simple Majority

<b>Council Decision:</b> Moved: Councillor	Seconded: Councillor
Carried/Lost:	For: <span style="float: right;">Against:</span>

**22.1 Road Agreement – SKA Route**

<b>Council Decision:</b> Moved: Councillor	Seconded: Councillor
Carried/Lost:	For: <span style="float: right;">Against:</span>

**23. MEETING CLOSURE**