



WALGA

# Great Southern Zone

## MINUTES

of an ordinary meeting  
(2 voting delegates per council)

held on

**Monday 25 November 2019**

Venue:  
Pioneer Room  
Katanning Leisure & Recreation Centre  
Pemble Street  
Katanning

1. OPEN: 1.35pm

## 2. ATTENDANCE AND APOLOGIES

Cr Ronnie Fleay  
Annabel Paulley

Incoming Zone President (Shire of Kojonup)  
Zone Executive Officer

**City of Albany**  
**Broomehill / Tambellup**  
**Cranbrook**  
**Denmark**  
**Gnowangerup**  
**Jerramungup**  
**Katanning**  
**Kent**  
**Kojonup**  
**Plantagenet**  
**Woodanilling**

Mayor Dennis Wellington and Cr Emma Doughty  
Cr Mark Paganoni and CEO Keith Williams  
Cr Phil Horrocks and CEO Peter Northover  
Nil  
Cr Fiona Gaze, Cr Keith House and CEO Bob Jarvis  
Cr Rob Lester, Cr Rex Parsons and CEO Martin Cuthbert  
Cr John Goodheart, Cr Mark Stephens and CEO Julian Murphy  
Cr Scott Crosby, Cr Kate Johnston and CEO Rick Miller  
Cr Ronnie Fleay and Cr John Benn  
Cr Chris Pavlovich and Cr Jon Oldfield  
Cr Russel Thomson and CEO Stephen Gash

Total of 17 out of a possible 22 voting delegates were in attendance at the start of the meeting.

### Guests

Joanne Burges, Executive Manager People and Place, WALGA  
Sebastian Davies-Slate, Policy Officer, Transport & Roads, WALGA  
Andrew Borrett, Department of Local Government, Sport and Cultural Industries  
Randall Jasper, Great Southern Development Commission  
Carl Beck, Road Safety Adviser, WALGA RoadWise  
David Lynch, Acting CEO / Works Manager, Shire of Plantagenet  
Cr Sandra Pedler, Shire of Kojonup (Observer)

### Apologies

Cr Marie O'Dea, Shire of Plantagenet  
Cr Matt Benson-Lidholm, City of Albany  
Cr Jan Phillips and Cr Osborne, Shire of Denmark  
Cr Michael White, Shire Broomehill-Tambellup  
Cr Ruth Bigwood, Shire of Cranbrook  
Cr Roger Seeney, Shire of Denmark  
Cr Andrew Price, Shire of Jerramungup  
Cr Dale Douglas, Shire of Woodanilling  
CEO Rick Mitchell-Collins, Shire of Kojonup  
Cr Liz Guidera, Shire of Katanning

## 3. GUEST SPEAKERS

There were no guest speakers.

## 4. DECLARATIONS OF INTEREST

- 4.1 Cr Ronnie Fleay declared an interest in WALGA State Council Agenda Matters for Decision items 5.8 and 5.9 due to being a member of the WA Planning Commission.
- 4.2 Cr Chris Pavlovich declared interest in farming and transport issues, as per Code of Conduct.

**REMINDER: All delegates present at a Zone meeting shall vote, as per Zone Standing Order 28.1**



	<p>Minister.</p> <ul style="list-style-type: none"> <li>• This becomes a COAG issue if it's a common problem across bushfire states.</li> <li>• WALGA to take up this issue with ALGA.</li> <li>• Jo Burges - CEO associations group and elected members COAG group.</li> <li>• Problems with 3G &amp; 4G not talking to each other.</li> </ul>	
<p><b>Roads</b></p> <ul style="list-style-type: none"> <li>• Funding</li> <li>• Maintenance</li> <li>• Vegetation clearing</li> <li>• Asset management, eg. RAV / CA07 / involvement in decision-making / crash reports.</li> </ul>	<p>Make sure appropriate people attend workshops. Eg. clearing (DWER).</p>	<p>Forward Zone information to workshop.</p>
<p><b>Water</b></p> <ul style="list-style-type: none"> <li>• Regional Strategy</li> <li>• Harvesting / drought proofing initiatives / sustainability</li> </ul>		<p>Councils to respond to WALGA's InfoPage on National Drought Fund and National Drought Response Resilience Plan by 6 December 2019.</p>
<p><b>Health</b></p> <ul style="list-style-type: none"> <li>• Attraction and retention of GPs and allied health staff</li> <li>• Regional Health Plans</li> <li>• Community / regional approach to drug-relating issues</li> <li>• Mental health</li> <li>• Domestic violence</li> <li>• Homelessness</li> </ul>	<p>Jo Burges - WALGA sits on rural health agency reference group run by Rural Health West. Recently, WALGA worked with NEWROC (North East Wheatbelt region) and were able to bring players together and take them to the region. WALGA can do same with Great Southern Zone. Public Health Planning will crossover into this area.</p> <p>Cr Lester - District Health Advisory Councils will finish as of 30 June 2020. Matters for Decision item - Jerri has had no luck with any angle for health. Falling numbers of St John's volunteers in Bremer Bay.</p> <p>Bob Jarvis - Guidelines on how Local Governments respond to compliance to keep patient records. Increased costs. Gnowangerup is going through this process now.</p> <p>Cr Fleay - his is not Local Government core business.</p>	<p>WALGA to organise Great Southern Zone health forum in 2020 with relevant health stakeholders.</p>

<p><b>Aboriginal well-being</b></p> <ul style="list-style-type: none"> <li>• Capacity building</li> <li>• Tourism development</li> <li>• Self-determination</li> </ul>	<p>Local Governments to do desktop reconciliation plan. Could use other councils' plans as a template.</p> <p>WALGA is liaising with SWALSC and Aboriginal groups about engagement. Also working on Noongar Standard Heritage Agreement. Aboriginal Engagement Officers Group. WALGA will probably run information session about this at Local Government Convention in August 2020.</p>	<p>Ongoing.</p>
<p><b>Economic Growth</b></p> <ul style="list-style-type: none"> <li>• Housing infrastructure</li> <li>• Potential to broaden first home buyers scheme</li> <li>• Training</li> <li>• Job creation / migrant visas</li> <li>• Water and power capacity</li> <li>• Renewable energy</li> </ul>	<p>Cr Oldfield - expand the first homeowners grant to include established properties in rural areas to increase population and WALGA investigate parity in home lending requirements between metro and regional areas because of inequity in deposits on homes.</p> <p>Cr Pavlovich - forecast 600,000 growth in Perth population but possible reduction in country populations.</p> <p>Jo Burges - WALGA focus on economic growth. Zone issues could be showcased. Budget submission is linked to State priorities. WALGA willing to assist.</p>	
<p><b>Education</b></p> <ul style="list-style-type: none"> <li>• TAFE / University courses</li> <li>• Training</li> <li>• Schools</li> <li>• Early childhood</li> </ul>	<p>Julian Murphy - TAFE is not offering relevant courses in regional areas. Eg. heavy duty mechanics would support agricultural machinery industry but this course is not offered at Katanning TAFE - have to travel further afield. Problems in rural areas with availability of qualified teachers and low student numbers.</p> <p>TAFE now run from Bunbury but there's a disconnect.</p> <p>GSDC is working with UWA and TAFE about improving access to higher education.</p> <p>RDA Great Southern is submitting funding application for 15 nursing positions at TAFE for the next 3 years.</p>	<p>Cr Ronnie Fleay to liaise with GSDC to source information on:-</p> <ul style="list-style-type: none"> <li>• Regional education and training, and</li> <li>• Regional workforce plan.</li> </ul> <p>Report to February 2020 Zone meeting.</p> <p>Undertake audit of Great Southern skills shortages before Zone takes this issue further. Check if GSDC has audit information.</p> <p>Lobby Minister for Training.</p>

<p>Tourism</p> <ul style="list-style-type: none"> <li>• GSCORE / trails development</li> <li>• Indigenous product</li> <li>• Regional marketing</li> </ul>	<p>How we can tap into existing resources.</p> <p>Keith Williams - Great Southern Treasures - CEOs looking at governance framework. Potential for Regional Subsidiary. Question for Minister about changing regional subsidiaries.</p> <p>Cr Benn - lot of potential to be developed. Asian tourists are interested in Aboriginal heritage.</p> <p>Jo Burges - Zone can feed into State Tourism Strategy. Aboriginal, inclusive and environmental tourism.</p> <p>Mayor Wellington - Southern Aboriginal Corporation is building \$13 million centre at Albany Waterfront. Function at Albany Entertainment Centre on 19 Nov teaching Aboriginal people to cook bush tucker food. Sold out and over subscribed. Will broaden scope next year. Students from all over WA were part of a week-long course teaching them to cook bush foods.</p>	<p>Monitor options and opportunities.</p>
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### **Shire of Broomehill-Tambellup**

- Regional tourism.
- Collaboration between all shires within the whole zone.
- Making a concerted effort towards reconciliation as a Zone. It ties in with our current drug issues and we can't lose focus on our local Noongars.
- Combined Zone meeting with the adjoining Zone.

### **Shire of Katanning**

- GP Recruitment and hospital services
- Drug use and needles
- Road funding - both Federal & State
- Training and education in regional areas (TAFE, apprenticeships)
- Local Government funding/sustainability

Guest speakers who can address these issues, not necessarily Ministers.

### **Shire of Kojonup**

The Shire of Kojonup agrees that the following are areas of strategic importance:-

- Road funding,
- Doctor shortages,
- Drug/mental health issues
- Domestic violence

We also wish to ascertain the State's Strategic Direction in relation to infrastructure service/asset management in respect of the reticulated Water Pipeline (Collie to Kojonup) as we understand the age of the pipeline has required water pressure in the line to be 'wound down' to prevent pipeline breaks but it also reduces volume to those at the end of the line.

- What is condition of underground pipes servicing sewerage districts and the infiltration by stormwater? Is it the States intention to upgrade treatment plants or focus on septic tanks or similar treatments in rural areas?

#### Communications

There has been an increase in the number of mobile phone towers but what arrangement, if any, has the State and Commonwealth made for these towers to also be shared for an extension of the WAERN system or Local Government coverage for emergencies?

#### Water Harvesting and Reuse:

Does the Great Southern possess such a plan given public discussion on climate change and salinity creep?

#### Western Power's ability to replace aged pole infrastructure within the Great Southern

What are the areas in most need?

#### Resource Sharing capabilities

What does Local Government struggle to provide e.g. EHO's, Building Surveyors – should an audit be undertaken of haves, have nots, would like if available?

#### **Shire of Cranbrook**

Most local authorities would have issues that not only impact on their own ability to deliver services, but also affect other neighbouring authorities in similar ways.

One of these issues would be the provision of medical and allied health services in regional areas. You may recall that Kojonup had an issue late last year / earlier this year with the employment of an overseas trained registered nurse within its aged care facility in town. Despite the nurse's desire to remain at the facility, and the facility's desire to retain her because of her professional competencies, she had to look to alternative employment on the East coast because of visa / employment restrictions associated with her type of occupation being listed as not 'needed' on the State Government's Occupational Roll for jobs in high demand.

The Shire of Cranbrook thinks the Zone should adopt a strong advocacy position on some key issues such as this and perhaps even invite some major players in the health sector, such as Rural Health West, to participate in the discussion – with a view to finding a meaningful solution to the problem.

#### **Shire of Denmark**

- Advocate for Regional TAFE investment
- Advocate for renewable energy investment by State and Federal Governments
- Water Infrastructure consultation and engagement, suitable to local community context and Aspirations.
- Great Southern Centre of Outdoor Excellence (GSCORE) support and funding
- Roadside Verge Management changes

In addition:

- Transport Infrastructure (Rail and Fast Charge stations)
- Sharing resources and cost efficiencies.
- Telecommunications

### **Shire of Plantagenet**

- 1. Extension of care requirements over road maintenance zone (extend 20-20 years)**
- 2. BAL – clearing requirements in town sites – align with metropolitan requirements**
- 3. Distribution of Roads Funding**
- 4. Lobby against legislation (CA07) that will prevent LGs from restricting access to LG roads**
- 5. First home owner scheme to apply to purchase of existing houses in regional areas(CEO)**
- 6. Presence of Asset Manager at Crash Investigations**

### **Details:**

- 1. Extension of care requirements over road maintenance zone (extend 20-20 years)**

The purpose of this report is to seek Zone and WALGA support to lobby the Minister for Transport to amend the Environmental Protection (Clearing of Native Vegetation) Regulations 2004, such that the restriction on removing vegetation no older than 10 years of age be increased to 20 years.

#### **Background**

Discussion at recent WALGA Great Southern Zone meetings has revolved around appeals relating to native vegetation clearing permit applications. Initially raised by the Shire of Jerramungup, the discussion focused on objections to native vegetation clearing permit applications for road projects which it was claimed was having an impact on the timeliness of council road projects and road expenditure.

At the WALGA State Council meeting of 7 September 2018, the issue was raised by representatives from the Great Southern Zone requesting WALGA's assistance to advocate for changes to the Environmental Protection Act 1986 to ensure appeals against clearing permit applications were genuine. At this meeting, it was resolved that the item be referred to relevant WALGA Policy Teams to consider WALGA's advocacy for changes to the legislation to ensure any third party appeals are genuine.

At the meeting of the Great Southern Zone of WALGA on 30 November 2018, further discussion took place about the matter and a letter received from the Wildflower Society of WA. It was resolved that the WALGA Policy Officer – Road Safety would assist with drafting a response letter to the Wildflower Society of WA and that it would be viewed by Zone member councils prior to being sent.

The Regulations require advertising for all clearing requiring permission and it is understood that such advertising attracts 'standard' appeals.



## Shire of Plantagenet Comment

As stated in the Land Administration Act 1997, local government has 'care, control and management' of roads within its district.

Although not specifically stated, the use of the term 'road' is generally taken to include the whole reserve upon which that road is situated.

In order to effectively manage the road, a maintenance corridor is located within the road reserve, which enables the local government to carry out activities to maintain and protect the integrity of the road infrastructure.

Within that maintenance corridor or zone, exemptions apply under Regulation 5, Item 22 – 'Clearing for maintenance in existing transport corridors' of the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 (Regulations). Regulation 5 provides that local government can carry out activities to maintain and protect the integrity of road infrastructure within the maintenance corridor with the following limitations:

- '(2) An extent of clearing that is specified in the Table to subclause (1) by reference to previous clearing is so specified if and only if —*
- (a) the previous clearing took place within the 10 years immediately prior to the proposed clearing; and*
  - (b) either —*
    - (i) the previous clearing was lawful; or*
    - (ii) the person clearing does not know, and cannot reasonably be expected to know, whether the previous clearing was lawful.'*

The critical element is the restriction to vegetation less than 10 years old and the requirement that it was cleared lawfully.

By way of example, in December 2017 the Shire of Plantagenet applied for and was issued a Strategic Purpose Permit (SPP) under Section 51E of the Environmental Protection Act 1986. As the permit holder, the Shire has the ability to clear native vegetation for the purpose of minor infrastructure projects up to 0.5 hectares per project. Assessment of the proposed vegetation to be cleared is undertaken by the Environmental Coordinator following guidelines provided by the Department of Water and Environmental Regulation (DWER) which are premised on protecting the environment from uncontrolled and unnecessary clearing.

It should be noted that the SPP does not authorise the Permit Holder to remove native vegetation where the clearing is located in an area that is subject to the Environmental Protection (Environmentally Sensitive Areas) Notice 2005.

Examples of recent use of the SPP by the Shire of Plantagenet are the removal of vegetation for the upgrade to the Jutland / Fisher Road intersection works in 2018; the removal of some vegetation within the maintenance zone of Crockerup Road to allow for straightening of the pavement resulting in improved visibility for Restricted Access Vehicles (RAV); and the removal of some trees to help with the realignment of an intersection at First Avenue in Kendenup.

It is a condition of the SPP that the Shire must provide an annual report to DWER of all clearing undertaken per year. Feedback to date from DWER is that approvals made under the delegation have been appropriate.

The SPP is a valuable tool for Shire operations allowing for efficient removal of native vegetation on road reserves when road construction or maintenance is taking place. On occasion where the SPP cannot be used (ie vegetation older than 10 years; an amount greater than 0.5 hectare per

project or the proposal is at variance with the guidelines) the Shire must apply for a clearing permit to DWER. This can be a lengthy process with applications submitted around six to twelve months in advance to ensure approvals are received prior to works commencing. There is a very real risk that outside bodies could delay or stop clearing applications from proceeding by using generalised information (rather than site specific) to highlight Declared Species found in the general area.

A recent example of a clearing application made using this process was for construction works at the O'Neill Road/Albany Highway intersection upgrade where aged vegetation meant a formal application had to be made by the Environmental Coordinator.

To assist Shire staff for ease of future planning for road maintenance and construction, amendment could be made to the Regulations when clearing of native vegetation falls outside the exemption (Regulation 5 Item 22 detailed above) and the SPP. It is suggested that the restriction on vegetation removed lawfully 10 years ago be increased to 20 years or the time frame be removed entirely. It should be emphasised that this time frame only applies to vegetation which was lawfully cleared.

For example, a road is upgraded and native vegetation is lawfully cleared. Fifteen years later work is required to clear drains within the maintenance corridor which have vegetation growing obstructing the drainage system and causing damage to the road. Under the current Regulations a clearing permit would be needed because the vegetation was older than 10 years. If the amendment was approved to say 20 years the works could be carried out within the maintenance corridor as normal practice.

In a Shire where the maintenance cycle of a road is greater than 10 years, then an amendment to the Regulations could result in more efficiencies for both staff and for funding.

Local governments should be regarded as mature organisations, able to work within legislation to provide environmentally balanced decisions in regard to land that they manage.

The Shire of Plantagenet has already written to the Minister and now seeks WALGA Zone support by endorsing a similar position and referring the matter to WALGA. A copy of our letter and the Minister's response is attached.

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

**That the WA Local Government Association be advised that:**

- 1) The Great Southern Zone of WALGA support a review of the Environmental Protection (Clearing of Native Vegetation) Regulations 2004, so that the clause regarding previously cleared vegetation be amended to 20 years without seeking further authority from the Department of Water and Environmental Regulation.**
- 2) WALGA therefore be requested to endorse this position and to write to the Minister for Environment highlighting the effectiveness and efficiency of the Special Purpose Permit system whilst requesting an amendment to the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 extending the time frame for clearing restrictions to 20 years.**

**CARRIED 15-0**

## **2. BAL – clearing requirements in town sites – align with metropolitan requirements**

The purpose of this report is to seek Zone and WALGA support to lobby the Minister for Emergency Services, the Minister for Planning, Lands and Heritage and the Minister for Mines, Industry Regulation and Safety to amend the Action Plan for Bushfire Framework Review

2019, such that the increase in the minimum area of declared bushfire prone vegetation from one hectare to four hectare is also valid for regional and remote townsites and villages.

#### Background

The current edition of the Map of Bush Fire Prone Areas was gazetted on 27 September 2019 and is effective from 28 September 2019. This edition identifies area 'continuing' from the previous edition of the Map released since December 2015 as well as 'new' bush fire prone areas added in the 1 June 2019 edition of the map. All designated bush fire prone areas are coloured pink on the Map with the newly-designated areas further highlighted by a blue crosshatched overlay.

The Action Plan for Bushfire Framework Review 2019 is undertaking a review of the Map of Bushfire Prone Areas and the methodology by which the plan map is developed. The review is undertaken in stages to best address the risk and will involve the Department of Fire and Emergency Services, the Department of Planning, Lands and Heritage and the Department of Mines, Industry Regulation and Safety to ensure that it fully considers the impacts of the map and needs of map users.

The first stage of the map review focused on Perth Central sub region. This zone is highly urbanised and has been identified as a key infill area in the Perth and Peel @3.5 Million planning framework. The first map changes were gazetted on 31 July 2019. The review included an amendment to the classification of Bushfire Prone Areas based on land parcel size. Isolated vegetation patches of less than four hectare have been removed from the map across 19 inner metropolitan local governments at this stage.

This amendment reduced by 30% the number of residential buildings required to comply with the bushfire construction requirements of the Building Code of Australia. However, the amendment is not valid for regional and remote areas.

#### Shire of Plantagenet Comment

The Action Plan for Bushfire Framework Review 2019 - Bushfire Prone Areas should also include the removal of isolated vegetation patches of less than four hectare from the map across regional and remote townsites and villages. The change to the Map should reduce the number of residential buildings required to comply with the bushfire construction requirements of the Building Code of Australia.

In addition, the introduction of this change, which will include regional and remote townsites and villages, will deliver consistent bushfire regulation application throughout the State.

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

**That WALGA writes to the Minister for Emergency Services, the Minister for Planning, Lands and Heritage and the Minister for Mines, Industry Regulation and Safety to request an amendment to the Action Plan for Bushfire Framework Review 2019, to increase in the minimum area of declared bushfire prone vegetation from one hectare to four hectare to be valid for regional and remote townsites and villages in addition to metropolitan areas.**

**CARRIED 15-0**

### **3. Distribution of Roads Funding**

The purpose of this report is to raise awareness of the likely reductions in Commonwealth road funding and seek Zone and WALGA support to lobby the Minister for Transport to lobby the Commonwealth for a greater share of taxes levied on motorists in Western Australia.

#### Background

Each year, ACIL Allen Consulting (ACIL Allen) is commissioned to prepare a report for the RAC WA detailing the taxes, fees and charges paid by Western Australian (WA) motorists compared to the spending by all levels of government on roads and activities that directly benefits WA motorists. In developing this report, ACIL Allen has traced the flow of revenue generated from WA motorists by the Commonwealth, State and Local governments, and how these revenue flows are returned to WA motorists.

Overall, the largest share of revenue generated from WA motorists is collected by the Commonwealth Government, with the State and Local Governments primarily responsible for the provision of motoring-related infrastructure and services that benefit WA motorists. The Commonwealth does not directly spend on WA's road networks, but rather transfers funding to State and Local Governments as transfers for specific projects or as block grants to the State's Consolidated Fund.

In 2016-17, it is estimated that the Commonwealth Government collected \$2,699 million in taxes from WA motorists, with \$444 million transferred to the State Government, \$199 million to Main Roads WA for its asset investment program, and \$163 million to Local Government. Significantly, the majority of the revenue collected by the Commonwealth Government from WA motorists (\$1,892 million) was retained in the Commonwealth's Consolidated Fund.

The State Government collected \$1,352 million in taxes, fees and charges from WA motorists in 2016-17. Revenue also included an internal transfer from the State's Consolidated Fund (\$261 million) and a transfer from the Commonwealth Government to the State's Consolidated Fund (\$444 million). The State then transferred \$1,926 million to its departments and to the Local Government Grants Commission (\$131 million). Overall, the State Government spent more on WA motorists than they collected, assisted by the transfers from the Commonwealth Government and the draw from the State's Consolidated Fund.

Local Governments budgeted \$810 million for expenditure on WA's road networks in 2016-17. Expenditure is funded from own sources and supplemented by transfers from the Commonwealth and State governments.

ACIL Allen estimates that WA motorists received \$2,935 million in spending from all levels of government in 2016-17, representing 64 per cent of the total revenues collected by all levels of government from taxes, fees and charges levied on WA motorists (\$4,567 million).

In their report 2018, ACIL Allen stated that the total return to WA motorists from the taxes levied by the Commonwealth has averaged \$0.28 per annum, peaking at \$0.55 in 2014-15. Over the estimates period, the Commonwealth return is estimated to average \$0.36 per annum, peaking at \$0.62 in 2017-18 and falling to a low of just \$0.12 by 2020-21.

#### Shire of Plantagenet Comment

The forecasted reduction in return of Commonwealth tax revenue to the State and Local Governments is concerning. According to WALGA's Annual reports on Road Assets and expenditure the majority of rural Local Authorities have insufficient funding to preserve their current sealed and unsealed assets. For instance, the Great Southern records an average Preservation Performance of 0.72 compared to the State average of 0.83. The State average is skewed by Metropolitan Councils which have an average of 1.09.

Other regions, such as Wheatbelt North and South, fare even worse.

Rural Local Authorities generally do not have the rate base to support high expenditures and rely heavily on State and Federal grants to sustain their asset base. Although the State government

returns more than it collects to road expenditures, its ability to fund rural road maintenance and preservation is obviously limited.

The solution appears to be to request the State Government to lobby the Commonwealth for a greater share of collected revenues.

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

**That the WA Local Government Association be requested to endorse the Great Southern Zone's position on the distribution of road funding, and to write to the Treasurer and Minister for Transport of Western Australia to seek increases in the return of revenue collected by the Commonwealth of Australia to a level that sustains and preserves the vital road assets under management of Local and State Authorities.**

**CARRIED 15-0**

#### **4. Lobby against legislation (CA07) that will prevent LGs from restricting access to LG roads**

The purpose of this report is to seek Zone and WALGA support to lobby the Minister for Transport to revoke the decision to remove the CA07 from the RAV network until such time as an alternative condition can be agreed that retains the control and management of RAV access on local roads with the Asset Manager (Local Authorities).

##### Background

Main Roads is currently consulting with local government about the upcoming removal of CA07 and the proposed alternative access condition, which has been referred to as 'CA88'. It is important to note that at this point in time, CA07 is a current access condition applied to the RAV Networks but CA88 is not.

By comparison the two conditions are:

- CA07 - All operators must carry current written approval from the road asset owner permitting use of the road.
- CA88 - All operators must submit the Notification of Freight Task to Road Managers form to the relevant road manager and Main Roads Heavy Vehicle Services, 28 days prior to the commencement of operation on the road. A copy of the completed form and evidence of submission must be carried in the vehicle and produced to WA Police or Main Roads personnel upon request.

The impending removal of CA07 is as a result of complaints received from the transport industry and legal advice obtained by Main Roads, the Restricted Access Vehicle (RAV) access condition CA07, requiring the transport operator to obtain a letter of support from the relevant local government, will be removed from all permits and orders.

The proposed condition removes the ability of Asset Managers on local roads (generally Local Authorities) to control RAV access on conditional roads. Furthermore, there is no ability under the CA88 condition for a local government to check the permit as only MRWA staff and police can.

The suggested alternative arrangement (CA88) has been developed in consultation with the WA Local Government Association (WALGA), the Ministerial Heavy Vehicle Advisory Panel and the State Solicitor's Office, which will allow local governments to monitor RAV access on their roads and enter into discussions relating to road maintenance agreements with freight generators. It does not allow the refusal of RAV access

If the CA07 condition is removed then local governments will be required to rely upon a, as yet untested, section of the Road Traffic(Administration) Act 2008. Section 132(2) provides:

*'Where it appears to the road authority that has functions in relation to the repair of road infrastructure that, having regard to the average expense of repairing road infrastructure in the vicinity, extraordinary expenses have been incurred by the road authority in repairing the road infrastructure because of damage caused by heavy traffic, the road authority may recover the amount of the expenses as may be proved to the satisfaction of the court to have been incurred by the road authority because of damage caused by heavy traffic.'*

The key words within this paragraph are 'extraordinary expenses' and these would have to be proved to a court's satisfaction. WALGA have generated a calculation guide to provide a measureable expense of extra traffic upon any given road. In order for the process to initiate the local government will be required to first prove that the road has been subjected to at least a 50% increase in Equivalent Standard Axles. The calculation also takes into account payloads, climatic conditions and unit rates for repair.

Another potential approach is to request that RAV access be removed. The current advice on the draft RAV Access Approval Process – Road Managers' Guide Section 4.6 provides:

*'RAV access cannot be subject to an access condition relating to road user charges or road maintenance contributions. Road managers will need to approach the freight generator(s), such as a mining company, to discuss road maintenance contributions if additional funding or 'in kind' work is necessary to sustain the requested or approved level of RAV access in the interests of the ongoing safe and orderly operation of the road.'*

*While access conditions cannot be applied to facilitate road maintenance contributions, an application for RAV access can be declined if:*

- a) The road is not able to safely sustain the requested level of RAV access without significant additional maintenance;*
- b) There is no practical or reasonable likelihood that such additional maintenance can or will be provided by the road manager; and*
- c) There is no other person, such as a primary freight generator, to provide road maintenance contributions, or the primary freight generator(s) declined to enter into a road maintenance agreement of a kind set out in Section 4.6.2 below.'*

Section 4.6.2 - When Should Road Maintenance Contributions Be Considered - is the form of agreement that may be reached:

*Road maintenance contributions are more likely to be necessary or required in cases such as the following:*

- a) The freight generator(s) are attracting extraordinary load onto the road, e.g. attracting a significant volume of concessional loaded vehicles or where the freight task is clearly having (or is likely to have) a significant damaging impact on the condition of the road such that the safe operation of the road is likely to be affected (e.g. a major cartage operation on an unsealed road); and*
- b) The road is providing specific access to the freight generator(s) and is not providing freight network connectivity to the broader transport industry, except where there is a distinct freight*

generator on the route attracting extraordinary load, such as a Primary or Regional Distributor road servicing a major mining operation.

In such circumstances, HSV will presume it is more likely that there is no practical or reasonable likelihood that the necessary additional maintenance can or will be provided by the road manager.

A 'reasonable' road maintenance agreement takes this into account and is likely to be in the form of:

a) An agreement for the freight generator to perform appropriate maintenance works on the road to ensure it remains in a safe state for all road users; or

b) An agreement for the freight generator to pay maintenance contributions so as to ensure that the road is not unduly damaged and remains in a safe state for all road users, that are reflective of the amount of additional wear the freight generator is causing to the road by attracting an extraordinary load onto the road. The road manager must be able to demonstrate the payable rate is reasonable and is reflective of the additional damage caused by the extraordinary load. '

Following link contains the calculation info as described in the CA07 discussion:

<https://walga.asn.au/Policy-Advice-and-Advocacy/Infrastructure/Roads/Recovering-the-Cost-of-Road-Wear-from-Heavy-Vehicl>

#### Shire Of Plantagenet Comment

The principal issues with either approach can be summarised as an erosion of the power for the Asset Manager to actually manage their asset. In both cases there is a significant increase in the bureaucracy required for management, and the likelihood that any negotiations between the Asset Manager and Freight providers could be protracted and difficult.

As the ability to recover maintenance costs relies upon untested legislation there is no precedent implied when applying the CA88 condition, and therefore uncertainty around the potential success of such actions.

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

**That the WA Local Government Association be advised that:**

- 1) **The Great Southern Zone of WALGA does not support the removal of the CA07 condition on RAV approval, and replacement with the CA88 condition in its current form.**
- 2) **WALGA therefore be requested to endorse this position and to write to the Minister for Transport that an alternative condition is formulated following discussion with Asset Managers to provide greater control and management of their asset base.**

**CARRIED 15-0**

#### **5. First home owner scheme to apply to purchase of existing houses in regional areas(CEO)**

The First Home Owners Grant (FHOG) is a \$10,000 State Government grant for first home owners.

In an effort to free up housing stock in metropolitan areas, could the FHOG be made available to retired people (pension/fixed income) notwithstanding that they have owned a house in the past?

This would help people move to regional areas, free up housing stock in metro areas and provide an economic stimulus in rural areas.

All the normal FHOG rules would apply except if you're retired/pensioner/fixed income (which could possibly be means tested), you could get a \$10,000.00 grant to move from the city to the country.

This would also free up capital in a city home which otherwise couldn't be accessed except through say a loan or reverse mortgage.

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

- 1. That State Government policies / funding relating to the First Home Owners Grant scheme be extended to include established residences in regional areas for the purpose of encouraging population growth in regional areas, and**
- 2. That WALGA investigates ways to introduce parity home lending requirements between regional areas and the metropolitan area.**

**CARRIED 15-0**

## **6. Presence of Asset Manager at Crash Investigations**

In recent times there has, unfortunately, been a number of fatalities on roads managed by the Shire of Plantagenet. MRWA undertakes a Crash Investigation with the report being forwarded to MRWA, Local Government, WA Police and Coroner. The investigations are carried out by MRWA but without invitation to the relevant Asset Manager, in these cases the Shire of Plantagenet.

The discussions around these Crash Investigations should include the lack of discussion between the Asset Manager and the Team. The Team did not contact the Shire of Plantagenet for traffic counts, anecdotal evidence or other potential contributory information. For instance, in each of the recent reports received, there has been no traffic counts and noted that they were not available. Such information is critical to making recommendations and is readily available upon request.

Asset Managers were not invited to assist the Team onsite and this potentially has a bearing on the recommendations given. For instance in one report the major contributory factors were excess alcohol and speed. It is unlikely that the installation of additional guide posts would have altered the crash instance, nor the severity. In another, the report recommends the removal of trees on a narrow gravel road but does not make mention of the fact that if the vehicle hadn't lost control, the roadside vegetation would not have come into play. The latter also recommended additional guideposts. The fatality in this case was well known locally and travelled this road frequently. The driver was known to be cautious and careful. Such local anecdotal information could have been included in the report, as such, information that the particular section of road is known as a kangaroo crossing point. All these factors are not considered but are relevant.

The findings are not strictly binding and standard wording is:

*This is a final report. It is to be referred to the appropriate asset managers to assist them in consideration and implementation of any appropriate remedial measures. Asset managers, including Main Roads or Local Government, are not bound to agree with the contents of this report.*

*However, it is requested that asset managers give the findings and recommendations due consideration and document acceptance or rejection of any findings and recommendations on the Corrective Action Report at Appendix...*



An Asset Manager, presented by such a report, is in a practical sense bound to implement the report findings, using funds that may have to be drawn from other projects. Additionally, the treatments suggested should be applied to the remaining hundreds of kms of road network but there is not sufficient funding to do so.

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

**That WALGA writes to the Minister for Transport to request that Local Government officers be invited to participate in and provide information on crash investigations within their areas of responsibility.**

**CARRIED 15-0**

**MOVED Cr Mark Paganoni**

**SECONDED Cr Fiona Gaze**

**That the Great Southern Zone supports all 6 recommendations from Shire of Plantagenet including agreed amendment to the recommendation on the First Home Owners Grant.**

**CARRIED 15-0**

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Previous key strategic issues suggested include:-

- Roads.
- Economic development.
- Unmet labour needs in the Great Southern / migrant visa list occupations
- Doctor shortages in regional areas.
- Drug problems in regional areas - Ben Headlam from Palmerston Services Great Southern. Could follow up on article circulated from Cr Ronnie Fleay about how Iceland tackled drug issues in its young people. Have any Australian communities used the Iceland method? If so, would the Zone like to invite them to address a future Zone meeting? Could use video conferencing as a cheaper way to facilitate this, rather than paying for return flights from the Eastern States.

## **8.2 REQUEST MINISTERIAL AND/OR DIRECTOR GENERAL ATTENDANCE AT 2020 ZONE MEETINGS WHICH CORRESPOND WITH THE PRIORITIES IDENTIFIED ABOVE**

Councils to decide which Ministers, Politicians, Directors General and other speakers they wish to attend Zone meetings in 2020.

Requests for presentation at a future Zone meetings have been received from:

- LGIS offer to present on various topics attached. Delegates to choose topics and meeting dates.  
**RESOLVED: Decline this offer.**
- Auditor General or another representative from the Office of the Auditor General request to present at February 2020 Zone meeting. **RESOLVED: Invite Auditor General to February 2020 meeting.**  
Subject: Update on local government auditing so far and will take a look at a few of OAG's recent Local Government financial and performance audits.
- WA Opposition Transport Spokesperson, Libby Mettam.  
**RESOLVED: Invite Libby Mettam to May 2020 meeting.**
- Adam Smith, DFES - MOU for mutual emergency support by partnering Local Governments –  
**RESOLVED: Agenda item only for February 2020 meeting. No guest speaker required.**

Zone meeting dates	Guest Speakers
Friday 28 February – City of Albany	Tourism Minister Paul Papalia Auditor General - include issues raised by Julian Murphy and Cr Rob Lester.
Monday 4 May (Joint meeting with RRG) Nyabing, Shire of Kent	Opposition Transport Spokesperson, Libby Mettam
Friday 26 June - Zone mini conference Mt Barker	Minister for Education Minister for Regional Development
Friday 28 August - Woodanilling	To be decided at February 2020 Zone meeting.
Mon 23 November (joint meeting with RRG) Kojonup	To be decided at February 2020 Zone meeting.

### 8.3 CLARIFICATION OF WALGA POLICY

<b>Name of Council</b>	Shire of Broomehill-Tambellup
<b>Name of Author</b>	Keith Williams
<b>Attachment</b>	Links to Facebook and Farm Weekly

#### Purpose

The Great Southern WALGA Zone is seeking clarification of the position of WALGA on heavy vehicle road user charges.

#### Background

In an article on ABC Great Southern's Facebook page on 17 September this year, the following was attributed to the WALGA President:

#### ***TRUCK DAMAGE COSTING SHIRES***

*The President of the WA Local Government Association says the damage done to Wheatbelt roads by grain trucks justifies the idea of a road user charge.*

*A reduced amount of grain transport by rail has put a strain on Wheatbelt roads.*

*Association President Lynne Craigie supports the idea of a road user charge and says the damage being done is clear.*

*"These roads weren't built to take that much extra traffic and with grain now not being carried on rail, the obvious solution is that it will go by truck, therefore impacting the roads," she said.*

This article attracted some 955 comments:

<https://www.facebook.com/ABCGreatSouthern/photos/a.116323228417409/2342112859171757/?type=3&theater>

A similar article on 25 October on the Farm Weekly did not mention grain freight operators being responsible for road maintenance, though it does refer to heavy vehicle road user cost recovery:

*HEAVY vehicle operators pay large registration fees and excise on fuel which together are calculated to theoretically add up to the additional amount spent on roads across Australia as a result of wear from trucks.*

*Why then, do we consistently hear complaints about the quality and safety of roads in this State?*

*In some cases this impact on the road is the result of a large freight task on a single route. Depending on the roads being used, a single business may have a very major impact on the cost of maintaining roads in the local area.*

*There are plenty of examples around Western Australia where an individual business adds hundreds of thousands or in some cases millions of dollars per year to the road maintenance costs in the shire.*

*The critical question is who should bear these costs?  
There are not many choices.*

*Through fuel excise and other motoring-related national taxes, the WA motoring public contributed nearly \$3 billion to the Commonwealth last year.*

*Of this, only about 45 cents in the dollar was provided to the State and individual local governments to upgrade and maintain roads across WA.*

*While fuel excise rates are indexed twice a year, there is no formal agreement or direct link between the revenue raised by the Commonwealth and that which is passed on to WA State and Local Governments for roads.*

*When more freight is moved in WA, it does not necessarily mean that there is more funding from the Commonwealth to maintain roads.*

*Similarly, the State government collected about \$946 million in vehicle licence fees last year - all of which is used to maintain and upgrade WA roads.*

*However, less than a quarter of this was used to maintain or upgrade roads that are the responsibility of Local Governments.*

*Most is directed to fund maintenance of State highways and freeways.*

*When you consider Local Governments maintain 80 per cent of the State's road network and face a backlog of renewal and maintenance requirements, it's no wonder that Local Governments are feeling the pinch.*

*If it were not for the \$500 million contributed by ratepayers each year, WA's road network would be in a significantly worse condition.*

*So should ratepayers pick up the additional road maintenance costs that arise as a result of increased road freight?*

*Even if this was considered to be fair, in much of WA it is not practical.*

*Take for example a typical shire in the pastoral and mining region of the Mid West.*

*With a permanent population of a few hundred people and about 1,000 kilometres of Local Government-managed roads, each ratepayer is responsible for funding four or five kilometres of road.*

*This is about 100 times as much as the ratepayer of a regional city and 1,000 times more than a ratepayer in an inner metropolitan area.*

*In these regions, which generate significant export earnings for WA and provide important employment opportunities, it is typical that two-thirds of the council's annual operating expenditure is spent on roads, with the majority of this funded by Federal and State Government grants.*

*But an increase in maintenance required as a result of heavy vehicle movements is not accompanied by an equal increase in external funding. This can prove crippling for a council's budget.*

*So Local Governments have had to look elsewhere to keep their roads in a safe condition without bankrupting local residents.*

*Road User Cost Recovery refers to a cash or in kind contribution from those industries generating large freight tonnages towards maintenance and upkeep of local roads affected by their extraordinary use.*

*These are specific arrangements between individual Local Governments and local industry. These have been in existence for a long time and generally work well until one or two individuals want to be exempt.*

*This is then seen as providing an unfair advantage and in absence of strong legislation, the arrangements may breakdown, particularly when considering road user-charging councils are very conscious of potential impacts on local business, economic development and support local jobs growth.*

*Right now, in specific situations where there is a major impact for specific businesses, recovering the extraordinary costs from the business generating the freight is arguably the least worst solution.*

*What would be a better solution?*

*In our view, until an effective heavy vehicle road user cost recovery arrangement is in place across Australia with the revenue being returned to the road managers, then a larger proportion of taxes collected from motorists, including diesel fuel excise, must be returned to maintain and upgrade roads in WA.*

*A larger proportion of the registration fees collected by the State government should be available to maintain Local Government roads.*

*The regulatory and policy settings should support simple and effective ways to recover the costs of extraordinary road wear from those whose business operations trigger these costs. Competitive freight is a key success factor in many of WA's most important industries and business, together with all spheres of government must come together to work on the right solution.*

This article can be found at:

[https://www.farmweekly.com.au/story/6452889/roads-dilemma-puts-a-heavy-burden-on-regional-wa/?fbclid=IwAR2qB9KeAVSrzbWLiW6G2mGm\\_1SMs5B6-ou6MjAqrb0-ylbXC4bczBV8n1Y](https://www.farmweekly.com.au/story/6452889/roads-dilemma-puts-a-heavy-burden-on-regional-wa/?fbclid=IwAR2qB9KeAVSrzbWLiW6G2mGm_1SMs5B6-ou6MjAqrb0-ylbXC4bczBV8n1Y)

### Comment

We have no objection to specific agreements between road users and Local Government in situations where a specific impact can be identified from a single user, such as exists between Local Governments and mining companies.

However, given that grain freight road users are typically using roads across multiple Local Governments, it is entirely impractical to expect grain operators to enter into agreements with Local Governments.

Similarly, we have little faith that increased grain freight road user cost recovery would end up being spent in areas that require significant investment, as outlined by Cr Craigie in the above article, where only 20 per cent of road revenue is spent on Local Government funded roads by the State.

We therefore seek confirmation of any position that WALGA has on this issue, so that we can consider this further if WALGA is intending to pursue increased heavy vehicle road user recovery charges, excise, taxes or levies.

### Discussion

Even if WALGA President did not make these comments, Shire of Broomehill-Tambellup feels the Zone should pursue increased heavy vehicle road user recovery charges, excise, taxes or levies. This is a funding distribution issue.

*Mayor Wellington and Cr Doughty left the meeting at 3.24pm, leaving 15 voting delegates.*

Revitalising Agriculture Region Freight Strategy could be used to support Zone argument. Commodities in general including lime quarries and woodchip industry as well as grain freight.

**MOVED Cr Keith House**

**SECONDED Cr Rob Lester**

**That the Great Southern Zone of WALGA seeks clarification from WALGA on statements attributed to WALGA President Lynne Craigie on heavy vehicle user charges.**

**CARRIED 15-0**

## **8.4 TRANSPORT MINISTER'S RESPONSE TO QUESTIONS**

<b>Name of Council</b>	Shire of Broomehill-Tambellup
<b>Name of Author</b>	Keith Williams
<b>Attachment</b>	Draft letter from Zone

### Purpose

To seek clarification on a response issued to the Great Southern Zone of WALGA by the Minister for Transport, the Honourable Rita Saffioti.

### Background

Prior to the 29 April 2019 Great Southern Zone meeting, some written questions were tabled for the Minister for Transport, Rita Saffioti. The Minister later responded to these questions.

A question raised by the Shire of Broomehill-Tambellup read as follows:

*The Great Southern agricultural road freight network will be significantly impacted as more grain is transported on roads to Cooperative Bulk Handling's (CBH) '100 sites of the Future'.*

*As sites such as Cranbrook are increased to 700,000 tonnes from 350,000, and Broomehill is expanded to 400,000 from only 78,000 five years ago, there will be significant increased traffic on Local Government roads.*

*This is impacting on demand for higher RAV ratings on Local Roads, and Councils are being exposed to increased costs both immediately adjacent to these sites and on distributor roads leading to them, both for maintenance and upgrades. In many cases traffic generated by these expanded sites comes from other Local Government areas.*

*The CBH locations are located on intermodal sites, and rail is an important part of the picture, however, increasingly roads are taking larger volumes of commodities to the hubs and on to ports. This has even lead to consideration of RAV10 vehicles on Main Roads road routes in the Great Southern.*

*Has the State Government had discussions with CBH on the impacts of these sites on road maintenance, and is the State considering making additional funding available to Local Government impacted by these increased volumes of commodities using Local Government Roads?*

The response provided was as follows:

*The Shire of Broomehill-Tambellup may approach CBH directly to discuss maintenance agreements for roads immediately adjacent to CBH sites, if the Shire is not able to maintain the roads to a safe standard.*

#### Comment

The Shire of Broomehill-Tambellup is extremely disappointed with this response that we consider to be poorly considered and shows no regard for the original question.

The Shire of Broomehill-Tambellup has drafted a response to the Minister (attached) and is seeking the support of the entire Great Southern Zone of WALGA to this response.

We are requesting that the letter is sent on behalf of the entire Zone, to be signed by the Zone President.

Should the correspondence not be supported, the Shire of Broomehill-Tambellup will submit the letter on its own.

**MOVED Cr Keith House**

**SECONDED Cr Rob Lester**

**That the Great Southern Zone of WALGA endorses the attached correspondence to Minister for Transport Rita Saffioti and authorises the Zone President to sign and send the correspondence on behalf of all members of the Great Southern Zone of WALGA**

**CARRIED 15-0**

Note: Shire of Broomehill-Tambellup willing to consider any amendments to the draft letter.

## 8.5 LICENSED PILOT REQUIREMENTS ON REGIONAL DISTRIBUTOR ROADS

<b>Name of Council</b>	Shire of Woodanilling
<b>Name of Author</b>	Stephen Gash for Cr Russel Thomson
<b>Attachments</b>	1. HV Pilot Authorisation 2018 2. Pilot Flow Chart May 2019 3. Agricultural Pilot Requirements Nov 2019

### Background

The Heavy Vehicle Agricultural Pilot Declaration 2018 (attached) specified a 1km maximum on State roads without a licenced heavy vehicle pilot and was followed in May 2019 with the attached flow chart supporting this declaration.

Following review of the towed agricultural implements and alignment with the Restricted Access Vehicle (RAV) network, the flow chart November 2019 (attached) was published. This now specifically lists regional distributor roads and State roads as coded orange on the referenced maps despite the declaration specifying only State roads.

### Comment

The Shire notes the changes to pilotage arrangements have allowed increases to vehicle size for specific pilot requirements and the November 2019 flowchart was implemented to address uncertainty in the May 2019 version.

In the attempt to provide a simpler approach, the Shire is concerned with the unintended consequences of treating all regional distributors the same as State roads from a risk perspective and is seeking review or clarification.

For example, Robinson Road West has been specified within the Shire of Woodanilling as a regional distributor requiring licensed heavy vehicle pilots to move further than 1km for specified vehicle types.

The issues are:

- Robinson Road West has twelve (12) intersecting local roads along its length and only two (2) are crossroads.
- Of the remaining 10 intersecting roads on Robinson West Road, only two are within 1 km of each other.
- Robinson Road West is one of the safer Shire roads because of the pavement and shoulder width being designed to be the 'backbone' of the central part of the Shire for heavy vehicles, noting it is also the longest Shire road with the most farm frontage for agricultural freight tasks.
- There are concerns that the 1km limit along Robinson Road West will force traffic onto adjacent roads that would create a higher risk, even with agricultural pilots, given the clearance widths.

Councillors have been approached by farmers who operate on both sides of the Woodanilling regional distributor roads to highlight the impact on operations to cross the road. A suggested improvement is to consider raising the 1km maximum on regional distributors to extend to the next Local Government through road intersection.

The Shire is seeking whether there are similar issues in other Great Southern Zone Shires given the number of regional distributor roads (controlled by Local Government) is listed at:

### **Financial Implications**

Increased licensed pilot fees/training to support road crossings.

**MOVED Cr Fiona Gaze**

**SECONDED Cr Scott Crosby**

**That the Great Southern Zone of WALGA requests the review of the distance limit on regional distributor roads before a licensed heavy vehicle pilot is required to be expanded to the nearest local government 'through road' connection.**

**CARRIED 15-0**

#### **8.6 OPTIONS FOR ZONE DIGITAL HUB**

Hold over to February 2020 meeting.

#### **8.7 REGIONAL SUBSIDIARIES**

Hold over to February 2020 meeting.

#### **8.8 EMERGING ISSUES FOR LOCAL GOVERNMENTS**

Written reports from 3 councils were noted.

#### **8.9 LEADERSHIP FOR OUR REGIONS PROGRAMME**

24 - 28 February and 29 April – 1 May 2020. Refer to attached flyer

Cr Marie O'Dea - Shire of Plantagenet

This leadership programme is an opportunity for those councillors that didn't do some of the community builders and other programmes that ran during the time of Monty House as Minister for Agriculture and is a bit easier to commit to than a full on 2 year programme.

Local government training does look more at rules and regulations (which are important), but perhaps not so much of the soft skills to ensure we fulfil our leadership roles in working together as a team that we would not necessarily choose, engaging with the community (rather than telling them) and creating a shared view of where we want our towns, districts, region to be.

The structure of local government can be frustrating for many of our community leaders and potential candidates stay well away from it as they feel better able to achieve successes in the community and their vision for the future in other organisations.

Noted.

#### **8.10 LATE ITEM: WALGA InfoPage on National Drought Fund and National Drought Response Resilience Plan**

Deadline for submission to WALGA is Friday 6 December 2019.

**ACTION TAKEN: InfoPage emailed to Zone delegates and councils on 26 November 2019.**

#### **8.11 LATE ITEM – Live Music Development Programme**

**ACTION: Email to Zone councils.**

*Cr Russel Thomson left the meeting at 3.55pm, leaving 14 voting delegates.*



## **9. REVIEW OF WALGA STATE COUNCIL AGENDA – 4 December 2019**

### **9.1 WALGA State Council President's Report - Cr Lynne Craigie**

Received as read.

### **9.2 State Councillor's Report**

Cr Keith House gave a verbal report including the following points:

- Parliamentary Select Committee - outcome still to be notified to Local Governments and community.
- Insurance for Elected Members.
- Strategic Forum
- State Budget Submission aligned to State Budget themes.
- State Council has adopted Climate Emergency as wording.

**MOVED Cr Fiona Gaze**

**SECONDED Cr Rob Lester**

**That outgoing State Councillor Cr Keith House's report be received.**

**CARRIED 14-0**

### **9.3 Matters for Decision – Zone consideration required**

Consideration of the December 2019 WALGA State Council Agenda - Matters for Decision.

Item 5.1 WALGA State Budget Submission 2020-21 - updated version was circulated to Delegates.

**MOVED Cr Jon Oldfield**

**SECONDED Cr John Benn**

**That the Great Southern Zone supports the recommendations for items 5.1 - 5.7 and 5.10 - 5.17 in the December 2019 WALGA State Council Agenda.**

**CARRIED 14-0**

*Cr Ronnie Fleay left the room at 4.03pm.*

**MOVED Cr Keith House**

**SECONDED Cr Jon Oldfield.**

**That the Great Southern Zone supports the recommendations for items 5.8 and 5.9 in the December 2019 WALGA State Council Agenda.**

**CARRIED 13-0**

*Cr Ronnie Fleay re-entered the room at 4.05pm.*

### **9.4 Matters for Noting – Zone information**

Nothing raised.

### **9.5 State Council Status Report**

Nothing raised.

## 10. REPORTS

No	Organisation / Delegates	Updates / Info
10.1	Local Government Agricultural Freight Group (LGAFG)	Minutes of 11 October 2019 meeting were circulated.
10.2	Great Southern District Leadership Group (formerly Great Southern Human Services Forum) – Rani Param (City of Albany)	No meeting held since August 2019
10.3	Great Southern District Emergency Management Committee (DEMC) – CEO Keith Williams. Remaining DEMC meetings in 2019: 11 December	Keith Williams was due to report on 11 September DEMC meeting but the Zone meeting timeframe did not allow a report to be given.
10.4	South Coast Natural Resource Management (SCNRM)	No report available.
10.5	Great Southern Development Commission (GSDC) – Randall Jasper	Meeting timeframe did not allow a report to be given.
10.6	Great Southern RoadWise – Carl Beck	Report attached. No time for further discussion.
10.7	Department of Local Government, Sport and Cultural Industries – Andrew Borrett	Letter from DLGSC dated 6 November 2019 attached. Update from Director General Duncan Ord attached. No time for further discussion.
10.8	Joint meetings of Zone and Regional Road Group	Zone agreed to continue with joint meetings in 2020.
10.9	Executive Officer	Building Better Regions Fund Round 4 will go to drought-affected regions only - \$200 million.

## 11. FINANCIAL REPORT

Financial Report for the period 1 August to 31 October 2019 attached.

Opening balance as at 1 August 2019	<b>\$3,930.11</b>
Total debits	(\$2,836.43)
Total credits	\$7,480.00
Closing balance as at 31 October 2019	<b>\$8,573.68</b>

**MOVED Cr Keith House**

**SECONDED Cr Rob Lester**

**That the financial statement for the period 1 August to 31 October 2019 be accepted as a true and accurate record of the Zone finances.**

**CARRIED 14-0**

Close: 4.07pm