



MINUTES

ORDINARY COUNCIL MEETING

THURSDAY, 20 JULY 2017

5.42^{PM}

SHIRE COUNCIL CHAMBERS



**WESTERN AUSTRALIA'S
WILDFLOWER COUNTRY**

<p>CONFIRMED MINUTES OF THE ORDINARY MEETING OF COUNCIL HELD IN THE COUNCIL CHAMBERS ON THURSDAY 20 JULY 2017</p>
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1 Declaration of Opening

The Shire President declared the meeting open at 5:42pm.

1.1 Recording of Those Present

Cr K J Chappel	President
Cr D S Carslake	Deputy President
Cr D B Collins	
Cr J M Coaker	
Cr D S Agar	
Cr M J Thornton	
Cr K P Stokes	

Mr S Fletcher	Acting Chief Executive Officer
Ms S Appleton	Executive Manager Development & Administration
Mrs W Gledhill	Executive Manager Corporate & Community Services
Mr P Buist	Principal Works Manager
Mrs S Adams	Executive Assistant

1.2 Apologies

Nil

1.3 Approved Leave of Absence

Nil

1.4 Welcoming of Visitors to the Meeting

Nil

1.5 Announcements by the Presiding Member without Discussion

Nil

2 Public Question Time

2.1 Response to previous public questions taken on notice

Nil

2.2 Public question time

Nil

7.2.2 Executive Manager Corporate & Community Services

<i>Item No/Subject:</i>	7.2.2.1 Accounts Due For Payment – June 2017
<i>Date of Meeting:</i>	20 July 2017
<i>Date & Author:</i>	16 July 2017 - Candice Smith - Senior Finance Officer
<i>Responsible Officer:</i>	Fred Gledhill – Executive Manager Corporate & Community Services
<i>Applicant/Proponent:</i>	Executive Manager Corporate & Community Services
<i>File Number:</i>	FM.CRD.1
<i>Previous minute/s & Reference:</i>	

SUMMARY

A list of accounts is attached for all payments made for the month of June 2017

DECLARATION OF INTEREST

Nil

ATTACHMENTS

7.2.2.1A List of accounts due for payment – June 2017

BACKGROUND INFORMATION

Local Government (Financial Management) Regulations 1996 – Reg 13

The local government has delegated to the CEO the exercise of power to make payments from the municipal fund or the trust fund, a list off accounts paid by the CEO is to prepare each month showing for each account paid since the last such list was prepared.

OFFICER'S COMMENT

Nil

COMMUNITY CONSULTATION

Nil

COUNCILLOR CONSULTATION

Nil

STATUTORY ENVIRONMENT

Local Government (Financial Management) Regulations 1996 – Reg 13

POLICY IMPLICATIONS

Section 3 – Finance 3.6 Use of Corporate Credit Cards Policy

FINANCIAL IMPLICATIONS

As per list of accounts

STRATEGIC IMPLICATIONS

Nil

RISK MANAGEMENT

As per Policy Section 3 – Finance 3.11 Risk Management Controls

VOTING REQUIREMENT

Simple Majority

OFFICER'S RECOMMENDATION

That Council endorses:

The list of accounts paid by the Chief Executive Officer under delegated authority, represented by:

- Municipal EFT Payment Numbers EFT 9771 to EFT 99887 inclusive, amounting to \$470,845.95
- Municipal Cheque Payments Numbered 11713 to 11719 plus Cheque 20 amounting to \$15,730.66
- Municipal Direct Debit Payments Numbers DD5624.1 to DD5668.1 amounting to \$22,749.47
- Payroll for June 2017

01/06/2017 - \$47,802.61
14/06/2017 - \$46,083.25
28/06/2017 - \$47,511.62

7.2.2.1A Accounts due for Payment - June 2017

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
20	23/06/2017	Shire of Morawa	June 2017 Petty Cash recoup	1		299.05
EFT9771	02/06/2017	Kats Rural	Various Parts and Supplies	1		278.61
EFT9772	02/06/2017	Morawa Drapery Store	Steel Cap Boots	1		59.90
EFT9773	02/06/2017	Morawa Roadhouse	Sandwich Platters	1		500.00
EFT9774	02/06/2017	Geraldton Toyota	Service RAV 4 02MO	1		271.04
EFT9775	02/06/2017	Bob Waddell & Associates Pty Ltd	Assistance with 17/18 Annual Budget	1		627.00
EFT9776	02/06/2017	The Paper Company of Australia	Paper Pallets Shire Office and CRC	1		1,496.00
EFT9777	02/06/2017	Wallis Computer Solutions	Printer repair & New Printer DRS surgery	1		1,806.64
EFT9778	02/06/2017	Herrings Coastal Plumbing & Gas	Fit new Bayonet Line	1		638.29
EFT9779	02/06/2017	IGA Morawa	IGA Account 1-15th May 2017	1		99.10
EFT9780	02/06/2017	Colliers	Rental Charges Depot 1/6/17-30/6/17	1		423.85
EFT9781	02/06/2017	Australian Services Union	Payroll deductions	1		79.05
EFT9782	02/06/2017	Department of Human Services	Payroll deductions	1		547.17
EFT9783	06/06/2017	Prestige Pty Ltd	Cleaning Service	1		1,847.50
EFT9784	06/06/2017	Greenfield Technical Services	2017 Flood Damage assessment -	1		2,304.50
EFT9785	07/06/2017	Greenfield Technical Services	2017 Flood Damage Assessment Expenses	1		4,899.25
EFT9786	07/06/2017	Bob Waddell & Associates Pty Ltd	Assistance with 17/18 Annual Budget	1		2,211.00
EFT9787	07/06/2017	Strategic Teams	Acting CEO for Week Ending 9th June 2017	1		4,400.00

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT9788	08/06/2017	Prestige Pty Ltd	Service- Cleaning	1		1,850.00
EFT9789	08/06/2017	Department of Fire and Emergency Services	ESL Quarter 4 Emergency Service Levy	1		4,026.96
EFT9790	08/06/2017	BOC Limited	Oxygen Bottles Depot	1		38.76
EFT9791	08/06/2017	Kats Rural	4" Sack Trolley Tube	1		21.00
EFT9792	08/06/2017	Midwest Chemical & Paper Distributors	Pac Vac Pro 400 Skirt	1		135.00
EFT9793	08/06/2017	Purcher International Pty Ltd	Switch Pressure	1		193.60
EFT9794	08/06/2017	Mid-West Auto Group	Purchase of Honda CRV – Price less Trade	1		3,859.38
EFT9795	08/06/2017	Hitachi Construction Machinery (Australia) Pty Ltd	Inserts for Grader	1		2,231.02
EFT9796	08/06/2017	Canine Control	Tuesday 23/5/17 Ranger Services	1		962.50
EFT9797	08/06/2017	Morawa Football Club Inc.	Football Club Kids Sport Claims	1		1,499.00
EFT9798	08/06/2017	Totally Work wear	Polar Fleece Jumper- Safety Wear	1		45.24
EFT9799	09/06/2017	DALLYWATER CONSULTING	Contract EHO work - on site 5 days plus travel	1		5,808.00
EFT9800	12/06/2017	Morawa CWA	Rates refund for assessment A315	1		217.45
EFT9801	13/06/2017	Australian Services Union	Payroll deductions	1		79.05
EFT9802	13/06/2017	Department of Human Services	Payroll deductions	1		547.17
EFT9803	14/06/2017	Herbert Edward Kenyon	Various cleaning works	1		175.00
EFT9804	14/06/2017	Star Track Express	Freight Costs	1		131.61
EFT9805	14/06/2017	Morawa Roadhouse	Caravan park management fees 25th Nov 2016 to 28th May 2017	1		750.00
EFT9806	14/06/2017	BL & MJ Thornton Waste Removal Services	Waste removal May 2017	1		9,272.28

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EFT9807	14/06/2017	Refuel Australia	Bulk fuel, oil and card purchases May 2017	1		24,339.75
EFT9808	14/06/2017	Courier Australia	Freight Charges	1		43.14
EFT9809	14/06/2017	Bob Waddell & Associates Pty Ltd	Assistance with 17/18 Annual Budget	1		66.00
EFT9810	14/06/2017	Leading Edge Computers Dongara & Geraldton	UPS for front counter	1		130.00
EFT9811	14/06/2017	Strategic Teams	Acting CEO week ending 16th June 2017	1		4,400.00
EFT9812	14/06/2017	Brookfield Rail	Water recoup - Salon at Solomon Terrace	1		54.34
EFT9813	14/06/2017	RSM Bird Cameron	Professional services Interim Audit 2017 plus travel costs	1		4,581.59
EFT9814	14/06/2017	ASK Waste Management	Production of draft action plan report	1		13,200.00
EFT9815	14/06/2017	Incite Security	Monthly monitoring service May 2017	1		116.99
EFT9816	21/06/2017	Morawa Medical Centre	Pre-employment medical	1		130.00
EFT9817	21/06/2017	Hitachi Construction Machinery (Australia) Pty Ltd	New 2017 John Deer 315SL Backhoe Loader - less trade Case 580SR 2006	1		139,700.00
EFT9818	21/06/2017	Western Australia Police	Return unused Monies from CCPF211516 - Shire of Morawa - Wheels Week Grant	1		521.40
EFT9819	21/06/2017	DALLYWATER CONSULTING	Contract onsite EHO work 14/06-16/06	1		3,212.00
EFT9820	21/06/2017	Strategic Teams	Acting CEO Week Ending 23rd June 2017	1		4,400.00
EFT9821	21/06/2017	Morawa News & Gifts	Monthly Stationary and papers	1		138.38
EFT9822	21/06/2017	BOC Limited	Purchase of arrange of acetylene cylinder's.	1		708.17
EFT9823	21/06/2017	Moore Stephens	Provision of long term financial planning	1		4,559.50
EFT9824	21/06/2017	Landgate	GNV GEN VALS Country	1		12,117.80

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT9825	21/06/2017	Reliance Petroleum	Mthly Fuel Purchases	1		555.11
EFT9826	21/06/2017	S & K Electrical Contracting Pty Ltd	Repairs - Faulty Circuit Breaker	1		119.26
EFT9827	21/06/2017	GH Country Courier	Freight - Midwest Chemicals - Morawa	1		177.39
EFT9828	21/06/2017	Shire of Perenjori	Reimbursements - Club Development Contribution 2016/07	1		9,345.00
EFT9829	21/06/2017	Neverfail Springwater Limited	Monthly Cooler fee	1		14.30
EFT9830	21/06/2017	Alinta Sales Pty Ltd	Power usage at Caulfield Road, Morawa from 1/5/17 to 31/5/17	1		252.30
EFT9831	21/06/2017	Covs Parts Pty Ltd	Parts	1		84.92
EFT9832	21/06/2017	Economic Regulation Authority	Asset management system review Shire of Morawa	1		15,818.00
EFT9833	21/06/2017	Landmark Operations Limited	Various Goods	1		763.48
EFT9834	21/06/2017	Market Creations	Print of x 500 Business cards	1		187.00
EFT9835	21/06/2017	IT Vision Australia Pty Ltd	End of Financial Year Processes Training	1		944.90
EFT9836	21/06/2017	Think Water Geraldton	Various Parts	1		161.70
EFT9837	21/06/2017	Greenfield Technical Services	Investigation of siting of proposed business signage with Main Roads	1		1,122.00
EFT9838	21/06/2017	Bunnings Group Limited	18lt chemical spray bottle	1		84.55
EFT9839	21/06/2017	Shire of Perenjori	Fridge magnet design work	1		450.00
EFT9840	21/06/2017	Morawa Rural Enterprises	Various Parts	1		2,876.25
EFT9841	21/06/2017	Statewide Bearings	Bearings	1		17.60
EFT9842	21/06/2017	Russell Coupe & Assoc.	Business Unit 1and 9 Valuation for leasing purposes	1		550.00

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT9843	21/06/2017	Covs Parts Pty Ltd	Various parts	1		409.43
EFT9844	21/06/2017	Bucher Municipal Pty Ltd	Supply 2x200712-1 mesh screen 2x 280694-50 intake duct 1x281190	1		5,151.36
EFT9845	21/06/2017	Dongara Tree Service	Various Tree pruning around town site	1		10,780.00
EFT9846	21/06/2017	Totally Work wear	Uniform	1		299.98
EFT9847	21/06/2017	Herrings Coastal Plumbing & Gas	Unblock drain day care centre	1		148.50
EFT9848	21/06/2017	Woodlands Distributors & Agencies Pty Ltd	4 rolls of doggy waste bags	1		66.00
EFT9849	21/06/2017	Rylan Concrete	Mountable Kerb	1		41,724.76
EFT9850	21/06/2017	J&D Cook	1645 kl water from turkey nest	1		4,523.75
EFT9851	21/06/2017	Central West Concrete PTY LTD	Concrete for Morawa Tip	1		2,244.00
EFT9852	21/06/2017	Patience Sandland Pty Ltd	Supply 100 ton cream sand to Shire Morawa Depot.	1		4,155.30
EFT9854	23/06/2017	Great Southern Fuel Supplies	May 17 Fuel Account	1		919.20
EFT9855	27/06/2017	Australian Services Union	Payroll deductions	1		79.05
EFT9856	27/06/2017	Department of Human Services	Payroll deductions	1		547.17
EFT9857	30/06/2017	Cunningham Earthmoving & Logistics	Hire Dozer to push gravel 60 hrs	1		46,475.00
EFT9858	30/06/2017	Canine Control	Ranger Services Wed 7 June 2017	1		1,925.00
EFT9859	30/06/2017	Mitchell & Brown	40ltr fridge/freezer - BFB	1		1,299.00
EFT9860	30/06/2017	Leading Edge Computers Dongara & Geraldton	On-Line Backup Licence for a single base server	1		1,074.00
EFT9861	30/06/2017	Neverfail Springwater Limited	Monthly Cooler Rental 22/06/2017 - 22/07/2017	1		14.30
EFT9862	30/06/2017	Catwest Road Maintenance	Supply and lay hot mix in carpark 367 m2	1		17,404.20

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT9863	30/06/2017	Communication Systems Geraldton	Works to be completed on Local Radio receiver as per request	1		2,892.45
EFT9864	30/06/2017	Strategic Teams	Acting CEO Weekending 30th June 2017	1		4,400.00
EFT9866	30/06/2017	Prestige Pty Ltd	Cleaning Period Ending 29/05 - 11/06	1		6,332.50
EFT9867	30/06/2017	Morawa News & Gifts	June 2017	1		616.94
EFT9868	30/06/2017	Refuel Australia	Fuel Expenses June 2017	1		941.51
EFT9869	30/06/2017	IGA Morawa	June 2017	1		919.53
EFT9875	30/06/2017	WesTrac Equipment Pty Ltd	Diagnostic test and repair two Trans missions	1		4,470.68
EFT9876	30/06/2017	Midwest Chemical & Paper Distributors	2 x 20 litre tins dual coat polish for Town Hall	1		500.00
EFT9877	30/06/2017	S & K Electrical Contracting Pty Ltd	Building Maintenance Inspections	1		397.65
EFT9878	30/06/2017	ML Communications	New telephone for additional work station	1		528.00
EFT9879	30/06/2017	Ocean Centre Hotel	1x night's stay – Staff recruitment	1		378.00
EFT9880	30/06/2017	Jason Signmakers	Various Goods	1		5,446.87
EFT9881	30/06/2017	Geraldton Saw Doctor 7 Sharpening Services	Various Parts	1		69.30
EFT9882	30/06/2017	TPG	Amendments to LPS2 Omnibus Amendment requested by WAPC	1		1,100.00
EFT9883	30/06/2017	Coates Hire	Hire floor sander for Town Hall	1		330.86
EFT9884	30/06/2017	Totally Work wear	Staff uniform	1		443.32
EFT9885	30/06/2017	Canning Bridge Auto Lodge	Accommodation - Training	1		556.00
EFT9886	30/06/2017	Abrolhos Steel	Various Goods	1		129.80

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT9887	30/06/2017	Rodney King	Two new tyres to replace bald tyres - Doctors Car	1		877.80
11713	02/06/2017	Synergy	Power Usage 20 April- 18 May 2017	1		1,587.60
11714	02/06/2017	Telstra Corporation Limited	Phone usage 2/5/17-1/6/17	1		2,009.77
11715	08/06/2017	Shire of Morawa	Registration 12 months for Rav4	1		384.30
11716	23/06/2017	Shire of Morawa	Yearly Vehicle Licence	1		77.50
11717	23/06/2017	Telstra Corporation Limited	May Phone Charges	1		3,056.03
11718	23/06/2017	City of Greater Geraldton	Long Service Leave Entitlement	1		8,260.96
11719	23/06/2017	Morawa Licensed Post Office Emmlee's	Monthly Postal Bill May17	1		55.45
DD5624.1	14/06/2017	WA Local Government Superannuation Plan	Payroll deductions	1		8,056.34
DD5624.2	14/06/2017	AMP LIFE LTD - SUPERANNUATION	Superannuation contributions	1		488.32
DD5624.3	14/06/2017	BT FINANCIAL GROUP	Superannuation contributions	1		300.94
DD5624.4	14/06/2017	MLC Super Fund	Superannuation contributions	1		222.87
DD5624.5	14/06/2017	Commonwealth Bank Group Super	Superannuation contributions	1		90.13
DD5624.6	14/06/2017	Concept One	Superannuation contributions	1		211.05
DD5624.7	14/06/2017	Australian Super	Superannuation contributions	1		214.53
DD5645.1	28/06/2017	WA Local Government Superannuation Plan	Payroll deductions	1		7,947.84
DD5645.2	28/06/2017	AMP LIFE LTD - SUPERANNUATION	Superannuation contributions	1		488.32
DD5645.3	28/06/2017	BT FINANCIAL GROUP	Superannuation contributions	1		300.94
DD5645.4	28/06/2017	MLC Super Fund	Superannuation contributions	1		222.87

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Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
DD5645.5	28/06/2017	Commonwealth Bank Group Super	Superannuation contributions	1		108.50
DD5645.6	28/06/2017	Concept One	Superannuation contributions	1		211.05
DD5645.7	28/06/2017	Australian Super	Superannuation contributions	1		214.53
DD5645.8	28/06/2017	BT Super for Life	Superannuation contributions	1		148.19
DD5663.1	01/06/2017	West net Pty Ltd	June West net 2017	1		254.75
DD5663.2	13/06/2017	BOQ Finance	Copier Lease June 2017	1		301.16
DD5663.3	05/06/2017	Bankwest	May Credit Card 2017	1		2,170.60
DD5666.1	28/06/2017	WA Local Government Superannuation Plan	Superannuation contributions	1		546.54
DD5668.1	30/06/2017	Desmond Councillor	Refund bond for Tennis Court room hire	1		250.00

REPORT TOTALS

EFT	\$ 470,845.95
Cheque	\$ 15,730.66
Direct Debits	\$ 22,749.47
Payroll	\$ 141,397.48
Credit Card	\$ 2,170.60
TOTAL	\$652,894.16

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Cheque /EFT
 No Date Name Invoice Description Bank Code INV Amount Amount

May-17

Business Credit Card - John Roberts Bankwest MasterCard

Date	Description	Accounts	Account Description	Amount	GST
7/05/2017	Council Refreshments	1041030.520	Receptions & Refreshments	95.40	0.00
8/05/2017	Parking - Moore Stephens meeting for LTFP	1042070.520	Planning Expenses	10.00	0.00

	Total Purchases for J. Roberts			105.40	0.00
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Business Credit Card - Fred Gledhill Bankwest MasterCard

Date	Description	Accounts	Account Description	Amount	GST
3/05/2017	supply Hep shots for Gardiners	1142260.520	Medical Expenses	434.40	0.00
				0.00	0.00
				0.00	0.00

				0.00	
	Total Purchases for F. Gledhill			434.40	0.00

Business Credit Card - Sam Appleton

Date	Description	Accounts	Account Description	Amount	GST
16/05/2017	Number plate change EM vehicle changeover	P245	Honda CRV	25.30	2.30
17/05/2017	Deep clean for Town Hall	B11103	Town Hall Maintenance	21.50	1.95
18/05/2017	Key Cutting	B13203	Caravan Park	184.80	16.80
18/05/2017	Number plate change for new CRV	P245	Honda CRV	16.60	1.51
18/05/2017	Flights ALGA Conference	1041070.520	Members Conference Expenses	412.15	37.47
18/05/2017	Flights ALGA Conference	1142130.502	Travel & Conference Expenses	856.55	77.87
29/05/2017	2 x Buffet Warmers	1041030.520	Receptions & Refreshments	113.90	10.35

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
						0.00
Total Purchases for S.Appleton					1630.80	148.25
Total Fees and Charges					2170.60	148.25

<i>Item No/Subject</i>	7.2.2.2 Reconciliations - June 2017
<i>Date of Meeting:</i>	20 July 2017
<i>Date & Author:</i>	16 July 2017 Senior Finance Officer – Candice Smith
<i>Responsible Officer:</i>	Fred Gledhill – Executive Manager Corporate & Community Services
<i>Applicant/Proponent:</i>	Executive Manager Corporate & Community Services
<i>File Number:</i>	FM.ACC.1
<i>Previous minute/s & Reference:</i>	

SUMMARY

Local Government (Financial Management) Regulation 34 (1) (a) states that a Local Government must prepare financial statements monthly.

DECLARATION OF INTEREST

Nil

ATTACHMENTS

Nil

BACKGROUND INFORMATION

The information provided is obtained from the Bank Reconciliations carried out for Municipal Bank/Reserves Bank and the Trust Bank to ensure all transactions have been accounted for.

OFFICER'S COMMENT

The Shire of Morawa's financial position is as follows:-

BANK BALANCES AS AT 30 June 2017

Account	2017
Municipal Account #	\$191,146.39
Trust Account	\$14,696.94
Business Telenet Saver (Reserve) Account	\$4,161,824.47
WA Treasury O/night Facility (Super Towns) Account	\$736,190.97
Reserve Term Deposit (Community Development)	\$500,000.00
Reserve Term Deposit (Future Funds 1)	\$800,000.00
Reserve Term Deposit (Future Funds 2)	\$800,000.00

BANK RECONCILIATION BALANCES

The Bank Reconciliation Balances for 30 June 2017 with a comparison for 30 June 2016 is as follows:

Account	2016	2017
Municipal Account #	\$9,997.47	\$173,923.63
Trust Account	\$10,853.53	\$15,980.75
Reserve Account	\$6,308,521.69	\$6,185,411.18

RESERVE ACCOUNT

The Reserve Funds of \$6,998,015.44 as at 30 June 2017 were invested in:-

- Bank of Western Australia \$4,161,824.47 in the Business Telenet Saver Account
- \$736,190.97 in the WA Treasury O/Night Facility
- Term Deposit (Future Funds 1) \$800,000.00
- Term Deposit (Future Funds 2) \$800,000.00
- Term Deposit (Community Development Fund) \$500,000.00

Breakdown for June 2017 with a comparison for June 2016 is as follows:

	2016	2017
Sports Complex Upgrade Reserve	\$0.00	\$0.00
Land & Building Reserve	\$79,045.36	\$99,976.60
Plant Reserve	\$941,343.64	\$905,518.16
Leave Reserve	\$286,652.39	\$281,137.64
Economic Development Reserve	\$108,034.89	\$109,307.63
Sewerage Reserve	\$144,601.84	\$216,305.39
Unspent Grants & Contributions Reserve	\$92,742.57	\$877,389.61
Community Development Reserve	\$1,376,592.95	\$1,187,558.70
Water Waste Management Reserve	\$0.00	\$0.00
Future Funds Reserve	\$2,140,599.64	\$2,121,127.33
Morawa Future Funds Interest Reserve	\$54,704.93	\$88,035.93
Aged Care Units Reserve Units 6-9	\$9,024.79	\$9,131.13
Aged Care Units Reserve Units 1-4	0	\$67,963.59
Aged Care Units Reserve Unit 5	0	\$54,557.78
Transfer Station Reserve	\$134,514.99	\$27.18
S/Towns Revitalisation Reserve	\$173,736.09	\$176,558.39
ST Solar Thermal Power Station Reserve	\$550,687.29	\$559,632.58
Business Units Reserve	\$61,240.32	\$81,961.78
Legal Reserve	\$15,000	\$20,176.72
Road Reserve	\$140,000.00	\$141,649.30
TOTAL	\$6,308,521.69	\$6,998,015.44

TRANSFER OF FUNDS

- *\$27,898.75 from Unspent Grants to Municipal Fund being for Interest earned on MWIP S/Towns up to and including 30/06/2014, 30/06/2015. 5 August 2016*
- *\$12,606.63 from Unspent Grants to Municipal Fund being for Interest earned on S/Towns Interest 15/16. 10 August 2016*
- *\$106,179.00 from Transfer Station Funds to Municipal Fund less interest earned being for New Transfer Station. 31 October 2016*
- *\$200,000.00 from Community Development Fund to Municipal Fund being for contribution towards major works on Town Swimming Pool. 31 October 2016*
- *\$27,816.09 from Unspent Grant to Municipal Fund being for Cloud Chasing Grant Unspent EOY 15/16. 31 October 2016*
- *\$38,694.73 from Municipal Fund to Plant Reserve – 1st Quarter Asset Depreciation allocation as per Budget. 15 December 2016.*
- *\$38,694.73 from Municipal Fund to Plant Reserve – 2nd Quarter Asset Depreciation allocation as per Budget. 30 March 2017*
- *\$54,409.15 from Municipal Fund to Aged Care Unit 5 – Transfer of money from Aged Care Account. 30 March 2017*
- *\$67,778.44 from Municipal Fund to Aged Care Units 1-4 – Transfer of money from Aged Care Account. 30 March 2017*
- *\$299,042.00 from Municipal Funds to Unspent Grants being for FAGS Grant Roads payment in advance 17/18. 14 June 2017*
- *\$521,430.00 from Municipal Funds to Unspent Grants being for FAGS Grant General payment in advance 17/18. 14 June 2017*
- *\$20,000.00 from Transfer Station Funds to Municipal Fund being for project complete. 29 June 2017*
- *\$32,000.00 from Municipal Funds to Unspent Grant being for 15/16 Sport and Rec Operational Grant Unspent due to Pool being closed. 29 June 2017*
- *\$127,000.00 from Plant Reserve to Municipal Funds being for purchase of new Backhoe. 29 June 2017*
- *\$3,125.15 from Plant Reserve to Municipal Funds being for purchase of EM upgrade vehicle. 29 June 2017*

- \$5,630.80 from Leave Reserve to Municipal Funds being for LSL provision T Dayman. 29 June 2017
- \$8,260.96 from Leave Reserve to Municipal Funds being for LSL provision R Henningham. 29 June 2017
- \$30,925.72 from Plant Reserve to Municipal Funds being for upgrade CEO vehicle. 29 June 2017
- \$24,388.92 from Plane Reserve to Municipal Funds being for upgrade Maintenance Grader vehicle. 29 June 2017
- \$16,570.46 from Plant Reserve to Municipal Funds being for Upgrade Works Supervisor vehicle. 29 June 2017
- \$77,389.00 from Municipal Funds to Plant Reserve being for 3rd and 4th Quarter Depreciation as per budget. 29 June 2017
- \$32,686.52 from Municipal Funds to Morawa Future Funds Interest Reserve being for 85% interest 15/16 as per budget. 29 June 2017
- \$5,000.00 from Municipal Funds to Legal Fees being for general provision as per budget. 29 June 2017
- \$20,000.00 from Municipal Funds to Business Units being for general provision as per budget. 29 June 2017
- \$20,000.00 from Municipal Funds to Building Reserve being for Housing depreciation as per budget. 29 June 2017
- \$70,000.00 from Municipal Funds to Sewerage Reserve being for 25% income/expenditure as per budget. 29 June 2017
- \$5,000.00 from Municipal Funds to Leave Reserve being for general provision as per budget. 29 June 2017
- \$32,686.52 from Future Funds to Municipal Funds being for 85% interest 15/16 as per budget. 29 June 2017
- \$9,096.91 from Transfer Station to Municipal Funds being for interest earned on funds – project complete. 29 June 2017
- **Investment Transfers**
- \$500,000.00 from Community Development Fund to Term Deposit Community Development for 11 months and 30 days @ 3% interest
- \$800,000.00 from Future Funds to Term Deposit Future Funds¹ for 11 months and 30 days @ 3% interest

- *\$800,000.00 from Future Funds to Term Deposit Future Funds² for 11 months and 30 days @ 3% interest*
- *\$500,000.00 from Municipal Funds to Term Deposit Municipal Account for 47 days @ 1.5% interest*

COMMUNITY CONSULTATION

NIL

COUNCILLOR CONSULTATION

NIL

STATUTORY ENVIRONMENT

Local Government Act 1995 and Local Government (Financial Management) Regulations 1996

POLICY IMPLICATIONS

Section 3 – Finance 3.11 Risk Management Controls
Section 3 – Finance 3.4.3 Investment Policy – Delegated Authority

FINANCIAL IMPLICATIONS

As presented

STRATEGIC IMPLICATIONS

Nil

RISK MANAGEMENT

As per Policy Section 3 – Finance 3.11 Risk Management Controls

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council:

Receive the bank reconciliation report for 30 June 2017.

<i>Item No/Subject:</i>	7.2.2.3 Monthly Financial Statements
<i>Date of Meeting:</i>	20 July 2017
<i>Date & Author:</i>	16 July 2017 Candice Smith - Senior Finance Officer
<i>Responsible Officer:</i>	Fred Gledhill - Executive Manager Corporate & Community Services
<i>Applicant/Proponent:</i>	Senior Finance Officer Manager Accounting & Finance
<i>File Number:</i>	
<i>Previous minute/s & Reference:</i>	

SUMMARY

Local Government (Financial Management) Regulation 34(1) (a) states that a Local Government must prepare financial statements monthly.

DECLARATION OF INTEREST

Nil

ATTACHMENTS

7.2.2.3A Financial Activity Report - June 2017
(A copy of the schedules is available if required)

BACKGROUND INFORMATION

Nil

OFFICER'S COMMENT

Nil

COMMUNITY CONSULTATION

Nil

COUNCILLOR CONSULTATION

Nil

STATUTORY ENVIRONMENT

Local Government Act 1995 and Local Government (Financial Management) Regulations.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

As presented

STRATEGIC IMPLICATIONS

Nil

RISK MANAGEMENT

Nil

VOTING REQUIREMENTS

Simple Majority

OFFICER'S RECOMMENDATION

That Council:

Receive the Statement of Financial Activity and the Variance Report for the period ending the 30 June 2017.

COUNCIL RESOLUTION

1707005 **Moved: Cr Thornton**
 Seconded: Cr Stokes

That items 7.2.2.1 to 7.2.2.3 be moved enbloc.

COUNCIL RESOLUTION

Item 7.2.2.1

That Council endorses:

The list of accounts paid by the Chief Executive Officer under delegated authority, represented by:

- **Municipal EFT Payment Numbers EFT 9771 to EFT 99887 inclusive, amounting to \$470,845.95**

- **Municipal Cheque Payments Numbered 11713 to 11719 plus Cheque 20 amounting to \$15,730.66**
- **Municipal Direct Debit Payments Numbers DD5624.1 to DD5668.1 amounting to \$22,749.47**
- **Payroll for June 2017**
 - 01/06/2017 - \$47,802.61**
 - 14/06/2017 - \$46,083.25**
 - 28/06/2017 - \$47,511.62**

COUNCIL RESOLUTION

Item 7.2.2.2

That Council:

Receive the bank reconciliation report for 30 June 2017.

COUNCIL RESOLUTION

Item 7.2.2.3

That Council:

Receive the Statement of Financial Activity and the Variance Report for the period ending the 30 June 2017.

CARRIED 7/0



SHIRE OF MORAWA
MONTHLY STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

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SHIRE OF MORAWA

STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

	NOTE	JUNE 2017 Actual \$	JUNE 2017 Y-T-D Budget \$	2016/17 Budget \$	Variences Actuals to Budget \$	Variences Actual Budget to Y-T-D %	
Operating							
Revenues/Sources	1,2						
Governance		40	10	10	40	0.00%	
General Purpose Funding		2,467,327	1,783,153	1,786,445	684,174	38.37%	▲
Law, Order, Public Safety		396,038	44,720	44,720	351,318	785.59%	▲
Health		3,328	8,000	8,000	(4,672)	(58.40%)	
Education and Welfare		33,333	45,500	45,500	(12,167)	(26.74%)	▼
Housing		195,171	142,711	142,711	52,460	36.76%	▲
Community Amenities		439,602	611,431	611,431	(171,829)	(28.10%)	▼
Recreation and Culture		266,587	346,031	346,031	(79,444)	(22.96%)	▼
Transport		4,971,279	3,591,841	3,591,841	1,379,438	38.40%	▲
Economic Services		155,524	192,699	192,699	(37,175)	(19.29%)	▼
Other Property and Services		131,583	123,722	123,722	7,861	6.35%	
		9,059,812	6,889,818	6,893,110	2,170,004	31.50%	
(Expenses)/(Applications)	1,2						
Governance		(423,857)	(485,349)	(485,349)	(423,857)	0.00%	
General Purpose Funding		(207,750)	(198,855)	(198,855)	(8,895)	(4.47%)	
Law, Order, Public Safety		(146,295)	(147,658)	(147,658)	1,363	0.92%	
Health		(149,230)	(154,150)	(154,150)	4,920	3.19%	
Education and Welfare		(171,551)	(299,878)	(299,878)	128,327	42.79%	▼
Housing		(164,959)	(77,310)	(178,753)	(87,649)	(113.37%)	▲
Community Amenities		(567,708)	(616,434)	(616,434)	48,726	7.90%	
Recreation & Culture		(1,146,127)	(1,143,712)	(1,143,712)	(2,415)	(0.21%)	
Transport		(5,145,796)	(1,769,563)	(1,769,563)	(3,376,233)	(190.79%)	▲
Economic Services		(408,539)	(628,406)	(628,406)	219,867	34.99%	▼
Other Property and Services		(29,843)	(29,715)	(29,715)	(128)	(0.43%)	
		(8,561,655)	(5,551,027)	(5,652,470)	(3,495,976)	54.24%	
Net Result Excluding Rates		498,157	1,338,791	1,240,640	(1,325,972)		
Adjustments for Non-Cash (Revenue) and Expenditure							
(Profit)/Loss on Asset Disposals	4	41,439	18,259	18,259	23,180	(126.95%)	▲
Movement in Leave Reserve (Added Back)		(5,515)	0	0	(5,515)	0.00%	
Movement in Deferred Pensioner Rates/ESL (nor		2,871	0	0	2,871	0.00%	
Movement in Employee Benefit Provisions (non-c		0	0	0	0	0.00%	
Rounding Adjustment		0	0	0	0	0.00%	
Depreciation on Assets		1,480,828	1,683,278	1,683,278	(202,450)	12.03%	▼
Capital Revenue and (Expenditure)							
Purchase of Investments		0	0	0	0	0.00%	
Purchase Land Held for Resale	3	0	0	0	0	0.00%	
Purchase Land and Buildings	3	(76,024)	(869,434)	(869,434)	793,410	91.26%	▼
Purchase Plant and Equipment	3	(766,423)	(387,000)	(387,000)	(379,423)	(98.04%)	▲
Purchase Furniture and Equipment	3	0	(2,870)	(2,870)	2,870	100.00%	
Purchase Infrastructure Assets - Roads	3	(1,526,399)	(1,888,807)	(1,888,807)	362,408	19.19%	▼
Purchase Infrastructure Assets - Footpaths	3	0	0	0	0	0.00%	
Purchase Infrastructure Assets - Drainage	3	0	0	0	0	0.00%	
Purchase Infrastructure Assets - Parks & Ovals	3	0	0	0	0	0.00%	
Purchase Infrastructure Assets - Airfields	3	0	(2,600,000)	(2,600,000)	2,600,000	100.00%	▼
Purchase Infrastructure Assets - Play Equip	3	0	0	0	0	0.00%	
Purchase Infrastructure Assets - Sewerage	3	0	0	0	0	0.00%	
Purchase Infrastructure Assets - Dams	3	0	0	0	0	0.00%	
Purchase Infrastructure Assets - Other	3	(1,188,745)	(966,000)	(966,000)	(222,745)	(23.06%)	▲
Proceeds from Disposal of Assets	4	167,273	135,500	135,500	31,773	23.45%	▲
Repayment of Debentures	5	(67,842)	(68,175)	(68,175)	333	0.49%	
Proceeds from New Debentures	5	0	0	0	0	0.00%	
Advances to Community Groups		0	0	0	0	0.00%	
Self-Supporting Loan Principal Income	5	0	0	0	0	0.00%	
Transfers to Restricted Assets (Reserves)	6	(1,341,680)	(519,121)	(519,121)	(822,559)	(158.45%)	▲
Transfers from Restricted Asset (Reserves)	6	652,186	1,472,931	1,472,931	(820,745)	(55.72%)	▼
ADD Net Current Assets July 1 B/Fwd	7	1,081,055	1,088,809	1,088,809	(7,754)	(0.71%)	
LESS Net Current Assets Year to Date	7	604,235	90,385	0	513,850	(568.51%)	
Amount Raised from Rates	8	<u>(1,653,054)</u>	<u>(1,654,224)</u>	<u>(1,661,990)</u>	<u>1,170</u>	<u>(0.07%)</u>	

This statement is to be read in conjunction with the accompanying notes.

Material Variances Symbol

▲ Above Budget Expectations
▼ Below Budget Expectations

Greater than 10,000 and greater than 10%
Less than 10,000 and less than 10%

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES

The significant accounting policies which have been adopted in the preparation of this statement of financial activity are:

(a) Basis of Accounting

The budget has been prepared in accordance with applicable Australian Accounting Standards (as they apply to local government and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations.

The budget has also been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

(b) The Local Government Reporting Entity

All Funds through which the Council controls resources to carry on its functions have been included in this statement.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

All monies held in the Trust Fund are excluded from the statement, but a separate statement of those monies appears at Note 9.

(c) Rounding Off Figures

All figures shown in this statement, other than a rate in the dollar, are rounded to the nearest dollar.

(d) Rates, Grants, Donations and Other Contributions

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

(e) Goods and Services Tax

In accordance with recommended practice, revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables are stated inclusive of applicable GST.

(f) Superannuation

The Council contributes to a number of superannuation funds on behalf of employees.

(g) Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, cash at bank, deposits held at call with banks, other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts.

Bank overdrafts are shown as short term borrowings in current liabilities on the statement of financial position.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(h) Trade and Other Receivables

Collectibility of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

(i) Inventories

General

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Land Held for Resale

Land purchased for development and/or resale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development. Finance costs and holding charges incurred after development is complete are expensed.

Revenue arising from the sale of property is recognised in the statement of comprehensive income as at the time of signing an unconditional contract of sale.

Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

(j) Fixed Assets

Each class of fixed assets is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation or impairment losses.

Initial Recognition

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Council includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overhead.

Revaluation

Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. For infrastructure and other asset classes where no active market exists, fair value is determined to be the current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset.

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases in the same asset are charged against fair value reserves directly in equity; all other decreases are charged to the statement of comprehensive income.

Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset and the net amount is restated to the revalued amount of the asset.

Those assets carried at a revalued amount, being their fair value at the date of revaluation less any subsequent accumulated depreciation and accumulated impairment losses, are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Fixed Assets (Continued)

Land Under Roads

In Western Australia, all land under roads is Crown Land, the responsibility for managing which, is vested in the local government.

Effective as at 1 July 2008, Council elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 Land Under Roads and the fact Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

In respect of land under roads acquired on or after 1 July 2008, as detailed above, Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

Whilst this treatment is inconsistent with the requirements of AASB 1051, Local Government (Financial Management) Regulation 4(2) provides, in the event of such an inconsistency, the Local Government (Financial Management) Regulations prevail.

Consequently, any land under roads acquired on or after 1 July 2008 is not included as an asset of the Council.

Depreciation of Non-Current Assets

All non-current assets having a limited useful life are systematically depreciated over their useful lives in a manner which reflects the consumption of the future economic benefits embodied in those assets.

Assets are depreciated from the date of acquisition or, in respect of internally constructed assets, from the time the asset is completed and held ready for use.

Depreciation is recognised on a straight-line basis, using rates which are reviewed each reporting period. Major depreciation periods are:

Buildings	50 to 100 years
Furniture and Equipment	10 years
Plant and Equipment	5 to 15 years
Sealed roads and streets	
clearing and earthworks	not depreciated
construction/road base	50 years
original surfacing and	
major re-surfacing	
- bituminous seals	20 years
Gravel roads	
clearing and earthworks	not depreciated
construction/road base	50 years
gravel sheet	12 years
Formed roads (unsealed)	
clearing and earthworks	not depreciated
construction/road base	50 years
Footpaths - slab	40 years

Depreciation of Non-Current Assets (Continued)

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in the statement of comprehensive income. When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained earnings.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Fixed Assets (Continued)

Capitalisation Threshold

Expenditure under the thresholds listed below is not capitalised. Rather, it is recorded on an asset

- Land	Nil (All Land Capitalised)
- Buildings	2,000
- Plant & Equipment	2,000
- Furniture & Equipment	1,000
- Infrastructure	5,000

Capitalisation Threshold

Expenditure on items of equipment under \$5,000 is not capitalised. Rather, it is recorded on an asset inventory listing.

(k) Financial Instruments

Initial Recognition and Measurement

Financial assets and financial liabilities are recognised when the Council becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the Council commits itself to either the purchase or sale of the asset (ie trade date accounting is adopted).

Financial instruments are initially measured at fair value plus transaction costs, except where the instrument is classified 'at fair value through profit or loss', in which case transaction costs are expensed to profit or loss immediately.

Classification and Subsequent Measurement

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest rate method or at cost.

Fair value represents the amount for which an asset could be exchanged or a liability settled, between knowledgeable, willing parties. Where available, quoted prices in an active market are used to determine fair value. In other circumstances, valuation techniques are adopted.

Amortised cost is calculated as:

- (a) the amount in which the financial asset or financial liability is measured at initial recognition;
- (b) less principal repayments;
- (c) plus or minus the cumulative amortisation of the difference, if any, between the amount initially recognised and the maturity amount calculated using the effective interest rate method; and
- (b) less any reduction for impairment.

The effective interest rate method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that exactly discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying value with a consequential recognition of an income or expense in profit or loss.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(k) Financial Instruments (Continued)

Classification and Subsequent Measurement (Continued)

(i) Financial assets at fair value through profit and loss

Financial assets at fair value through profit or loss are financial assets held for trading. A financial asset is classified in this category if acquired principally for the purpose of selling in the short term. Derivatives are classified as held for trading unless they are designated as hedges. Assets in this category are classified as current assets.

(ii) Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost.

Loans and receivables are included in current assets, except for those which are not expected to mature within 12 months after the end of the reporting period (classified as non-current assets).

(iii) Held-to-maturity investments

Held-to-maturity investments are non-derivative financial assets with fixed maturities and fixed or determinable payments that the Council's management has the positive intention and ability to hold to maturity.

Held-to-maturity financial assets are included in non-current assets, except for those which are expected to mature within 12 months after the end of the reporting period, which are classified as current assets.

If the Council were to sell other than an insignificant amount of held-to-maturity financial assets, the whole category would be tainted and reclassified as available-for-sale.

(iv) Available-for-sale financial assets

Available-for-sale financial assets are non-derivative financial assets that are either not suitable to be classified into other categories of financial assets due to their nature, or they are designated as such by management. They comprise investments in the equity of other entities where there is neither a fixed maturity nor fixed or determinable payments.

Available-for-sale financial assets are included in non-current assets, except for those which are expected to mature within 12 months of the end of the reporting period (classified as current assets).

(v) Financial liabilities

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost.

Impairment

At the end of each reporting period, the Council assesses whether there is objective evidence that a financial instrument has been impaired. In the case of available-for-sale financial instruments, a prolonged decline in the value of the instrument is considered to determine whether impairment has arisen. Impairment losses are recognised in the statement of comprehensive income.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(l) Estimation of Fair Value

The fair value of financial assets and financial liabilities must be estimated for recognition and measurement or for disclosure purposes.

The fair value of financial instruments traded in active markets is based on quoted market prices at the reporting date.

The fair value of financial instruments that are not traded in an active market is determined using valuation techniques. Council uses a variety of methods and makes assumptions that are based on market conditions existing at each balance date. These include the use of recent arm's length transactions, reference to other instruments that are substantially the same, discounted cash flow analysis, and option pricing models making maximum use of market inputs and relying as little as possible on entity-specific inputs.

Quoted market prices or dealer quotes for similar instruments are used for long-term debt instruments held. Other techniques, such as estimated discounted cash flows, are used to determine fair value for the remaining financial instruments.

The nominal value less estimated credit adjustments of trade receivables and payables are assumed to approximate their fair values. The fair value of financial liabilities for disclosure purposes is estimated by discounting the future contractual cash flows at the current market interest rate that is available to the Council for similar financial instruments.

(m) Impairment

In accordance with Australian Accounting Standards the Council's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired.

Where such an indication exists, an estimate of the recoverable amount of the asset is made in accordance with AASB 136 "Impairment of Assets" and appropriate adjustments made.

An impairment loss is recognised whenever the carrying amount of an asset or its cash-generating unit exceeds its recoverable amount. Impairment losses are recognised in the statement of comprehensive income.

For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset.

At the time of adopting the budget, it is not possible to estimate the amount of impairment losses (if any) as at 30 June 2013.

In any event, an impairment loss is a non-cash transaction and consequently, has no impact on this budget document.

(n) Trade and Other Payables

Trade and other payables represent liabilities for goods and services provided to the Council prior to the end of the financial year that are unpaid and arise when the Council becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(o) Employee Benefits

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

(i) Wages, Salaries, Annual Leave and Long Service Leave (Short-term Benefits)

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the Council has a present obligation to pay resulting from employees' services provided to reporting date. The provision has been calculated at nominal amounts based on remuneration rates the Council expects to pay and includes related on-costs.

(ii) Annual Leave and Long Service Leave (Long-term Benefits)

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the projected unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where Council does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

(p) Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

(q) Provisions

Provisions are recognised when:

- a) the Council has a present legal or constructive obligation as a result of past events;
- b) for which it is probable that an outflow of economic benefits will result to settle the obligation; and
- c) that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Provisions are not recognised for future operating losses.

(r) Current and Non-Current Classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non-current based on Council's intentions to release for sale.

(s) Comparative Figures

Where required, comparative figures have been adjusted to conform with changes in presentation of the current budget year.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

2. STATEMENT OF OBJECTIVE

The Shire of Morawa is dedicated to providing high quality services to the community through the various service orientated programs which it has established.

GOVERNANCE

Includes members of Council, Civic Functions & Public Relations, Council Elections, Training/Education. Objective is to provide a management & administrative structure to service Council & the community.

GENERAL PURPOSE FUNDING

Includes Rates, Loans, Investments & Grants. Objective is to manage Council's finances.

LAW, ORDER, PUBLIC SAFETY

Includes Emergency Services & Animal Control. Objective is to provide, develop & manage services in response to community needs.

HEALTH

Includes Environmental Health, Medical & Health facilities. Objective is to provide, develop & manage services in response to community needs.

EDUCATION AND WELFARE

Includes Education, Welfare & Children's Services. Objective is to provide, develop & manage services in response to community needs.

HOUSING

Includes Staff & Other Housing. Objective is to ensure quality housing and appropriate infrastructure is maintained.

COMMUNITY AMENITIES

Includes Refuse Collection, Sewerage, Cemetery, Building Control, Town Planning & Townscape. Objective is to provide, develop & manage services in response to community needs.

RECREATION AND CULTURE

Includes Pools, Halls, Library, Oval, Parks & Gardens & Recreational Facilities. Objective is to ensure the recreational & cultural needs of the community are met.

TRANSPORT

Includes Roads, Footpaths, Private Works, Machine Operating Costs, Outside Wages & Airstrip. Objective is to effectively manage transport infrastructure.

ECONOMIC SERVICES

Includes Tourism, Rural Services, Economic Development & Caravan Park. Objective is to foster economic development, tourism & rural services in the district.

OTHER PROPERTY & SERVICES

Includes Private Works, Public Works Overheads, Plant Operating Costs, Administration Overheads and Unclassified Items. Objective is to provide control accounts and reporting facilities for all other operations.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

3. ACQUISITION OF ASSETS	2016/17 Budget \$	JUNE 2017 YTD Budget \$	JUNE 2017 Actual \$
The following assets have been acquired during the period under review:			
<u>By Program</u>			
Governance			
Upgrade to Old Council Chambers	539,434	539,434	0.00
General Purpose Funding			
Law, Order, Public Safety			
New fire truck	0	0	370,940.46
Housing			
Aged Person Units x 4 - water metres	30,000	30,000	0.00
Community Amenities			
Construction of Refuse Transfer Station	0	0	0.00
New Tip Site Construction	0	0	7,942.23
Closure/Rehabilitation Old Tip Site	0	0	12,692.74
Compactors/Transfer Bins for Transfer Station	0	0	43,820.00
Refuse Transfer Station - Storage Shed	0	0	76,023.31
Purchase Land For New Waste Site	300,000	300,000	0.00
Recreation and Culture			
Upgrade to Pool Pump House	0	0	0.00
Swimming Pool Bowls (Adults/Childrens Pools) - Contract	950,000	950,000	1,146,978.62
Swimming Pool Bowls (Adults/Childrens Pools) - Grant Expenses	0	0	0.00
Swimming Pool Bowls (Adults/Childrens Pools) - Shire Expenses	0	0	0.00
Sports Complex Water upgrade	0	0	0.00
Transport			
Road Construction			
- Rural Roads Construction	1,533,585	1,533,585	1,331,614.68
- Townsite Roads Construction	206,422	206,422	123,044.26
Plant & Equipment - Road Plant Purchases	237,000	237,000	200,388.65
Airfield Infrastructure	2,600,000	2,600,000	0.00
Economic Services			
Caravan Park Camp Kitchen/Caretakers Cabin	50,000	50,000	58,100.22
WIFI System - Caravan Park/Main ST	16,000	16,000	11,702.07
Phase 1 - Civic Square/Pedestrian Crossing	0	0	750.00
Construction of Footpath - Jubilee Park	0	0	8,679.48
Phase 2 - Road Freight Alignment	148,800	148,800	71,740.17
Other Property & Services			
Purchase of Lot 9000, White Ave	0	0	1.00
Administration Furniture & Equipment	2,870	2,870	0.00
CEO/DCEO/MAF Vehicles	100,000	100,000	93,173.65
	<u>6,714,111</u>	<u>6,714,111</u>	<u>3,557,591.54</u>

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

3. ACQUISITION OF ASSETS (Continued)	2016/17 Budget \$	JUNE 2017 YTD Budget \$	JUNE 2017 Actual \$
The following assets have been acquired during the period under review:			
<u>By Class</u>			
Land Held for Resale	0	0	0.00
Investments	0	0	0.00
Land	300,000	300,000	1.00
Buildings	569,434	569,434	76,023.31
Plant and Equipment	387,000	387,000	766,422.98
Furniture and Equipment	2,870	2,870	0.00
Infrastructure Assets - Roads	1,888,807	1,888,807	1,526,399.11
Infrastructure Assets - Footpaths	0	0	0.00
Infrastructure Assets - Drainage/Dams	0	0	0.00
Infrastructure Assets - Parks & Ovals	0	0	0.00
Infrastructure Assets - Airfields	2,600,000	2,600,000	0.00
Infrastructure Assets - Playground Equipment	0	0	0.00
Infrastructure Assets - Sewerage	0	0	0.00
Infrastructure Assets - Dams	0	0	0.00
Infrastructure Assets - Other	966,000	966,000	1,188,745.14
	<u>6,714,111</u>	<u>6,714,111</u>	<u>3,557,591.54</u>

SHIRE OF MORAWA
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

4. DISPOSALS OF ASSETS

The following assets have been disposed of during the period under review:

	Written Down Value		Sale Proceeds		Profit(Loss)	
	2016/17 Budget \$	JUNE 2017 Actual \$	2016/17 Budget \$	JUNE 2017 Actual \$	2016/17 Budget \$	JUNE 2017 Actual \$
Law, Order & Public Safety (Asset 292) Cannna Fire Truck Isuzu FSS550 MO337	0	32,192.16	0	15,000.00	0	(17,192.16)
Transport						
(Asset 45) 1999 Ford Courier Tray Top	0	0.00	1,500	0.00	1,500	0.00
(Asset 272) - Backhoe Case P192	46,300	33,887.45	35,000	35,000.00	(11,300)	1,112.55
(Asset 476) - Ford Ranger - PWS	28,838	28,755.05	22,000	21,818.18	(6,838)	(6,936.87)
Other Property & Services						
(Asset 600) Kluger AWD V6 Wagon - CEO	44,111	45,762.00	42,000	31,818.18	(2,111)	(13,943.82)
(Asset 580) 2013 - Nissan Patrol Wagon - EM	34,510	33,115.11	35,000	28,636.36	490	(4,478.75)
	153,759	173,711.77	135,500	167,272.72	(18,259)	(41,439.05)

	Written Down Value		Sale Proceeds		Profit(Loss)	
	2016/17 Budget \$	JUNE 2017 Actual \$	2016/17 Budget \$	JUNE 2017 Actual \$	2016/17 Budget \$	JUNE 2017 Actual \$
Plant & Equipment						
(Asset 45) 1999 Ford Courier Tray Top	0	0.00	1,500	0.00	1,500	0.00
(Asset 272) - Backhoe Case P192	46,300	33,887.45	35,000	35,000.00	(11,300)	1,112.55
(Asset 476) - Ford Ranger - PWS	28,838	28,755.05	22,000	21,818.18	(6,838)	(6,936.87)
	0	0.00	0	35,000.00	0	0.00
(Asset 600) Kluger AWD V6 Wagon - CEO	44,111	45,762.00	42,000	31,818.18	(2,111)	(13,943.82)
(Asset 580) 2013 - Nissan Patrol Wagon - EM	34,510	33,115.11	35,000	28,636.36	490	(4,478.75)
	0	0.00	0	0.00	0	0.00
(Asset 292) Cannna Fire Truck Isuzu FSS550 MO337	0	32,192.16	0	15,000.00	0	(17,192.16)
	153,759	173,711.77	135,500	167,272.72	(18,259)	(41,439.05)

Summary
Profit on Asset Disposals 1,990
Loss on Asset Disposals (20,249)
(18,259)

JUNE 2017	
Budget \$	Actual \$
1,990	1,112.55
(20,249)	(42,551.60)
(18,259)	(41,439.05)

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

5. INFORMATION ON BORROWINGS

(a) Debenture Repayments

Particulars	Principal 1-Jul-16	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
		2016/17 Budget \$	2016/17 Actual \$	2016/17 Budget \$	2016/17 Actual \$	2016/17 Budget \$	2016/17 Actual \$	2016/17 Budget \$	2016/17 Actual \$
Housing									
Loan 133 - GEHA House	102,614	0	0	31,993	33,092	70,621	69,522	6,206	3,361
Loan 134 - 2 Broad Street	72,564	0	0	24,158	22,726	48,406	49,838	3,090	4,499
Loan 136 - 24 Harley Street - Staff Housing	344,161	0	0	12,024	12,024	332,137	332,137	13,408	12,891
	519,339	0	0	68,175	67,842	451,164	451,497	22,704	20,751

All debenture repayments are to be financed by general purpose revenue.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

	2016/17 Budget \$	JUNE 2017 Actual \$
6. RESERVES - CASH BACKED		
(a) Leave Reserve		
Opening Balance	286,652	286,652
Amount Set Aside / Transfer to Reserve	14,088	8,377
Amount Used / Transfer from Reserve	(39,000)	(13,892)
	<u>261,740</u>	<u>281,138</u>
(b) Sports and Recreation Facilities Reserve		
Opening Balance	0	0
Amount Set Aside / Transfer to Reserve	0	0
Amount Used / Transfer from Reserve	0	0
	<u>0</u>	<u>0</u>
(c) Plant Reserve		
Opening Balance	941,344	941,344
Amount Set Aside / Transfer to Reserve	198,998	166,185
Amount Used / Transfer from Reserve	(201,500)	(202,010)
	<u>938,842</u>	<u>905,518</u>
(d) Building Reserve		
Opening Balance	79,045	79,045
Amount Set Aside / Transfer to Reserve	22,506	20,931
Amount Used / Transfer from Reserve	0	0
	<u>101,551</u>	<u>99,977</u>
(e) Economic Development Reserve		
Opening Balance	108,035	108,035
Amount Set Aside / Transfer to Reserve	3,425	1,273
Amount Used / Transfer from Reserve	0	0
	<u>111,460</u>	<u>109,308</u>
(f) Community Development Reserve		
Opening Balance	1,376,593	1,376,593
Amount Set Aside / Transfer to Reserve	43,642	10,966
Amount Used / Transfer from Reserve	(400,000)	(200,000)
	<u>1,020,235</u>	<u>1,187,559</u>
(g) Sewerage Reserve		
Opening Balance	144,602	144,602
Amount Set Aside / Transfer to Reserve	74,584	71,704
Amount Used / Transfer from Reserve	0	0
	<u>219,186</u>	<u>216,305</u>
(h) Unspent Grants and Contributions Reserve		
Opening Balance	92,743	92,743
Amount Set Aside / Transfer to Reserve	2,940	852,969
Amount Used / Transfer from Reserve	(55,505)	(68,321)
	<u>40,178</u>	<u>877,390</u>

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

	2016/17 Budget \$	JUNE 2017 Actual \$
6. RESERVES (Continued)		
(i) Business Units Reserve		
Opening Balance	61,240	61,240
Amount Set Aside / Transfer to Reserve	21,942	20,721
Amount Used / Transfer from Reserve	0	0
	83,182	81,962
(j) Morawa Future Funds Interest		
Opening Balance	54,705	54,705
Amount Set Aside / Transfer to Reserve	31,701	33,331
Amount Used / Transfer from Reserve	0	0
	86,406	88,036
(k) Morawa Community Future Funds Reserve		
Opening Balance	2,140,600	2,140,600
Amount Set Aside / Transfer to Reserve	67,861	13,214
Amount Used / Transfer from Reserve	(57,682)	(32,687)
	2,150,779	2,121,127
(l) Refuse Transfer Station Reserve		
Opening Balance	134,515	134,515
Amount Set Aside / Transfer to Reserve	4,265	788
Amount Used / Transfer from Reserve	-	(135,276)
	138,780	27
(m) Aged Care Units Reserve - Units 6-9		
Opening Balance	9,025	9,025
Amount Set Aside / Transfer to Reserve	286	106
Amount Used / Transfer from Reserve	-	0
	9,311	9,131
(n) ST-N/Midlands Solar Thermal Power		
Opening Balance	550,687	550,687
Amount Set Aside / Transfer to Reserve	17,459	8,945
Amount Used / Transfer from Reserve	(540,000)	0
	28,146	559,633
(o) ST-Morawa Revitalisation Reserve		
Opening Balance	173,736	173,736
Amount Set Aside / Transfer to Reserve	5,508	2,822
Amount Used / Transfer from Reserve	(179,244)	0
	0	176,558
(p) Legal Fees Reserve		
Opening Balance	15,000	15,000
Amount Set Aside / Transfer to Reserve	5,478	5,177
Amount Used / Transfer from Reserve	0	0
	20,478	20,177

SHIRE OF MORAWA
NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

	2016/17 Budget \$	JUNE 2017 Actual \$
6. RESERVES (Continued)		
(q) Road Reserve		
Opening Balance	140,000	140,000
Amount Set Aside / Transfer to Reserve	4,438	1,649
Amount Used / Transfer from Reserve	0	0
	<u>144,438</u>	<u>141,649</u>
(r) Aged Care Units 1-4		
Opening Balance	0	0
Amount Set Aside / Transfer to Reserve	0	67,964
Amount Used / Transfer from Reserve	0	0
	<u>0</u>	<u>67,964</u>
(s) Aged Care Unit 5		
Opening Balance	0	0
Amount Set Aside / Transfer to Reserve	0	54,558
Amount Used / Transfer from Reserve	0	0
	<u>0</u>	<u>54,558</u>
Total Cash Backed Reserves	5,354,712	6,998,015
Summary of Transfers To Cash Backed Reserves		
Transfers to Reserves		
Leave Reserve	14,088	8,377
Sports and Recreation Facilities Reserve	0	0
Plant Reserve	198,998	166,185
Building Reserve	22,506	20,931
Economic Development Reserve	3,425	1,273
Community Development Reserve	43,642	10,966
Sewerage Reserve	74,584	71,704
Unspent Grants and Contributions Reserve	2,940	852,969
Business Units Reserve	21,942	20,721
Morawa Community Future Funds Interest	31,701	33,331
Morawa Community Future Fund Reserve	67,861	13,214
Refuse Transfer Station Reserve	4,265	788
Aged Care Units Reserve - Units 6-9	286	106
ST-N/Midlands Solar Thermal Power	17,459	8,945
ST-Morawa Revitalisation Reserve	5,508	2,822
Legal Fees Reserve	5,478	5,177
Road Reserve	4,438	1,649
Aged Care Units 1-4	0	67,964
Aged Care Unit 5	0	54,558
	<u>519,121</u>	<u>1,341,680</u>
Transfers from Reserves		
Leave Reserve	(39,000)	(13,892)
Sports and Recreation Facilities Reserve	0	0
Plant Reserve	(201,500)	(202,010)
Building Reserve	0	0
Economic Development Reserve	0	0
Community Development Reserve	(400,000)	(200,000)
Sewerage Reserve	0	0
Unspent Grants and Contributions Reserve	(55,505)	(68,321)
Business Units Reserve	0	0
Morawa Community Future Funds Interest	0	0
Morawa Community Future Fund Reserve	(57,682)	(32,687)
Refuse Transfer Station Reserve	0	(135,276)
Aged Care Units Reserve - Units 6-9	0	0

ST-N/Midlands Solar Thermal Power	(540,000)	0
ST-Morawa Revitalisation Reserve	(179,244)	0
Legal Fees Reserve	0	0
Road Reserve	0	0
Aged Care Units 1-4	0	0
Aged Care Unit 5	0	0
	<u>(1,472,931)</u>	<u>(652,186)</u>
Total Transfer to/(from) Reserves	<u>(953,810)</u>	<u>689,494</u>

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

6. RESERVES (Continued)

In accordance with council resolutions in relation to each reserve account, the purpose for which the reserves are set aside are as follows:

Leave Reserve

To be used to fund leave requirements.

Sportsground Complex Upgrade Reserve

To be used to upgrade the Sporting Complex Facilities.

Plant Reserve

To be used to upgrade, replace or purchase new plant and equipment.

Building Reserve

To be used to refurbish, replace, extend or establish Council owned buildings.

Economic Development Reserve

To be used to create economic development initiatives in the local community.

Community Development Reserve

To be used for Community Projects within the Shire of Morawa

Sewerage Reserve

To be used to repair, replace or extend the sewerage facility.

Unspent Grants and Contributions Reserve

To be used as a quarantine for unspent committed funds.

Business Units Reserve

To be used to upgrade, refurbish or purchase new Business Units

Morawa Community Future Funds Interest

To be used for Morawa Community Projects

Morawa Community Future Fund Reserve

To be used to provide an ongoing conduit for benefits to the people and environment of the Morawa Shire through the Sinosteel Midwest Corporation Morawa Future Fund Foundation Memorandum

Refuse Transfer Station Reserve

To be used for Morawa Landfill closure and Refuse Transfer Station implementation project -

Aged Persons Units Reserve

To be used for the maintenance of 4 Aged Care Units at the Morawa Perenjori Health Centre

ST - N/Midlands Solar Thermal Power Reserves

Super Town funds to be used for the N/Midlands Solar Thermal Power feasibility Study Project

ST-Morawa Revitalisation Reserve

Super Town funds to be used for the Morawa Town Revitalisation Project

Legal Fees Reserve

to be utilised for unforeseen Legal Fees

Road Reserve

to be utilised for future Road Construction and Maintenance

Except for the Unspent Grants and Contributions Reserve, the Reserves are not expected to be utilised within a set period as further transfers to the reserve accounts are expected as funds are utilised

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

	2015/16 B/Fwd Per 2016/17 Budget \$	2015/16 B/Fwd Per Financial Report \$	2016/17 Actual \$
7. NET CURRENT ASSETS			
Composition of Estimated Net Current Asset Position			
CURRENT ASSETS			
Cash - Unrestricted	(9,447)	(213,515)	(225,626)
Cash - Restricted Unspent Grants	0	317,600	400,000
Cash - Restricted Unspent Loans	0	0	0
Cash - Restricted Reserves	6,308,522	6,308,522	6,998,015
Rates - Current	377,248	374,377	492,908
Sundry Debtors	998,442	998,442	87,151
GST Receivable	75,083	75,084	40,305
Accrued Income/Prepayments	6,882	6,882	0
Provision for Doubtful Debts	(15,595)	(15,595)	(15,595)
Other Current Debtors	0	0	0
Inventories	1,335	1,335	1,335
	<u>7,742,470</u>	<u>7,853,132</u>	<u>7,778,493</u>
LESS: CURRENT LIABILITIES			
Sundry Creditors	(136,955)	(250,489)	(1,486)
Income Received in Advance	0	0	(36,291)
GST Payable	(56,092)	(56,092)	(27,815)
Payroll Creditors	0	0	0
Accrued Expenditure	0	0	0
Other Payables	(6,025)	(6,025)	(2,717)
Withholding Tax Payable	0	0	0
Payg Payable	(48,960)	(48,960)	(43,671)
Accrued Interest on Debentures	0	(4,870)	0
Accrued Salaries and Wages	(38,370)	(38,370)	0
Current Employee Benefits Provision	(345,401)	(345,401)	(345,401)
Current Loan Liability	(60,904)	(66,743)	6,938
	<u>(692,707)</u>	<u>(816,950)</u>	<u>(450,443)</u>
NET CURRENT ASSET POSITION	7,049,763	7,036,182	7,328,050
Less: Cash - Reserves - Restricted	(6,308,522)	(6,308,522)	(6,998,015)
Less: Cash - Unspent Grants - Restricted	0	0	0
Adjustment for Trust Transactions Within Muni	12	0	0
Add Back : Component of Leave Liability not Required to be Funded	286,652	286,652	281,138
Add Back : Current Loan Liability	60,904	66,743	(6,938)
SURPLUS/(DEFICIENCY) C/FWD	<u>1,088,809</u>	<u>1,081,055</u>	<u>604,235</u>

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

8. RATING INFORMATION

RATE TYPE	Rate in \$	Number of Properties	Rateable Value \$	2016/17 Rate Revenue \$	2016/17 Interim Rates \$	2016/17 Back Rates \$	2016/17 Total Revenue \$	2016/17 Budget \$
General Rate								
GRV Residential/Commercial	0.07415	268	2,912,592	215,960	0	0	215,960	215,960
UV Rural	0.02257	204	57,874,600	1,306,461	0	0	1,306,461	1,306,461
UV Mining	0.28968	16	469,309	135,950	0	0	135,950	135,950
Sub-Totals		488	61,256,501	1,658,371	0	0	1,658,371	1,658,371
Minimum Rates								
GRV Residential/Commercial	279	48	39,055	13,392	0	0	13,392	13,392
UV Rural	279	7	55,400	1,953	0	0	1,953	1,953
UV Mining	656	11	10,939	7,216	0	0	7,216	7,216
Sub-Totals		66	105,394	22,561	0	0	22,561	22,561
Discounts							(27,879)	(30,000)
Total amount raised from general rates							1,653,053	1,650,932
Ex-Gratia Rates							5,792	5,792
Rates Written Off							(1,625)	(2,500)
Specified Area Rates							0	0
Movement in Excess Rates							0	0
Total Rates							1,657,220	1,654,224

All land except exempt land in the Shire of Morawa is rated according to its Gross Rental Value (GRV) in townships or Unimproved Value (UV) in the remainder of the Shire.

The general rates detailed above for the 2016/17 financial year have been determined by Council on the basis of raising the revenue required to meet the deficiency between the total estimated expenditure proposed in the budget and the estimated revenue to be received from all sources other than rates and also bearing considering the extent of any increase in rating over the level adopted in the previous year.

The minimum rates have been determined by Council on the basis that all ratepayers must make a reasonable contribution to the cost of the Local Government services/facilities.

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

9. TRUST FUNDS

Funds held at balance date over which the Municipality has no control and which are not included in this statement are as follows:

Detail	Balance 01-Jul-16 \$	Amounts Received \$	Amounts Paid (\$)	Balance \$
Housing Bonds	2,000	0	0	2,000
Dreghorn Unit Bonds	498	666	0	1,164
Bonds Hall/Rec Centre Hire	0	100	0	100
Aged Care - Bond Karl Strudwick Number 5	0	1,266	0	1,266
Youth Centre	865	0	0	865
Council Nominations	0	0	0	0
Bill Johnson Unit 1 Bond	0	0	0	0
Haulmore Trailers Land Dep	4,641	0	0	4,641
Social Club Payments	0	0	0	0
Local Drug Action Group	660	0	0	660
BCITF/BRB Training Levy	427	1,391	0	1,818
Daphne Little - Excess Rent	0	1,704	0	1,704
Morawa Oval Function Centre	1,762	0	0	1,762
	10,853	5,127	0	15,980

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

10. OPERATING STATEMENT

	JUNE 2017 Actual \$	2016/17 Budget \$	2015/16 Actual \$
OPERATING REVENUES			
Governance	40	10	85,353
General Purpose Funding	4,120,380	3,437,377	2,375,239
Law, Order, Public Safety	396,038	44,720	47,691
Health	3,328	8,000	59,064
Education and Welfare	33,333	45,500	17,905
Housing	195,171	142,711	46,856
Community Amenities	439,602	611,431	538,402
Recreation and Culture	266,587	346,031	260,759
Transport	5,006,279	3,591,841	2,756,444
Economic Services	155,524	192,699	210,929
Other Property and Services	131,583	123,722	93,296
TOTAL OPERATING REVENUE	10,747,865	8,544,042	6,491,937
OPERATING EXPENSES			
Governance	423,857	485,349	453,942
General Purpose Funding	207,750	198,855	193,155
Law, Order, Public Safety	146,295	147,658	147,445
Health	149,230	154,150	274,928
Education and Welfare	171,551	299,878	285,792
Housing	164,959	178,753	121,158
Community Amenities	567,708	616,434	482,500
Recreation & Culture	1,146,127	1,143,712	1,155,380
Transport	5,145,796	1,769,563	3,228,997
Economic Services	408,539	628,406	538,733
Other Property and Services	29,843	29,715	39,141
TOTAL OPERATING EXPENSE	8,561,655	5,652,470	6,921,171
CHANGE IN NET ASSETS RESULTING FROM OPERATIONS	<u>2,186,210</u>	<u>2,891,572</u>	<u>(429,234)</u>

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

11. BALANCE SHEET

	JUNE 2017 Actual \$	2015/16 Actual \$
CURRENT ASSETS		
Cash Assets	7,172,389	6,412,607
Receivables	604,769	1,439,191
Inventories	1,335	1,335
TOTAL CURRENT ASSETS	7,778,493	7,853,133
NON-CURRENT ASSETS		
Receivables	11,064	13,935
Inventories	0	0
Property, Plant and Equipment	26,479,781	26,518,884
Infrastructure	45,039,490	43,097,335
TOTAL NON-CURRENT ASSETS	71,530,335	69,630,154
TOTAL ASSETS	79,308,828	77,483,287
CURRENT LIABILITIES		
Payables	111,979	404,807
Interest-bearing Liabilities	(6,938)	66,743
Provisions	345,401	345,401
TOTAL CURRENT LIABILITIES	450,442	816,951
NON-CURRENT LIABILITIES		
Interest-bearing Liabilities	458,435	452,597
Provisions	37,661	37,661
TOTAL NON-CURRENT LIABILITIES	496,096	490,258
TOTAL LIABILITIES	946,538	1,307,209
NET ASSETS	78,362,290	76,176,078
EQUITY		
Retained Surplus	34,369,004	32,872,289
Reserves - Cash Backed	6,875,494	6,308,522
Reserves - Asset Revaluation	36,995,271	36,995,271
TOTAL EQUITY	78,239,769	76,176,082

SHIRE OF MORAWA

NOTES TO AND FORMING PART OF THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD 1 JULY 2016 TO 30 JUNE 2017

12. FINANCIAL RATIO

	2016 YTD	2015	2014	2013
Current Ratio	2.250	3.530	7.880	1.870

The above rates are calculated as follows:

Current Ratio equals
$$\frac{\text{Current assets minus restricted current assets}}{\text{Current liabilities minus liabilities associated with restricted assets}}$$

Purpose

The purpose of the Monthly Variance Report is to highlight circumstances where there is a major variance from the YTD Monthly Budget and YTD Actual figures. These variances can occur because of a change in timing of the activity, circumstances change (eg a grants were budgeted for but was not received) or changes to the original budget projections. The Report is designed to highlight these issues and explain the reason for the

The Materiality variances adopted by Council are:

Actual Variance to YTD Budget up to 5%:	Don't Report
Actual Variance exceeding 10% of YTD Budget	Use Management Discretion
Actual Variance exceeding 10% of YTD Budget and a value greater than \$10,000:	Must Report

REPORTABLE OPERATING REVENUE VARIATIONS

General Purpose Funding - Variance above budget expectations

FAGS General and Roads money for 17/18 financial year. Not budgeted for, Paid in Advance (50%)

Law, Order, Public Safety - Variance above budget expectations

New Fire Truck obtained, not in budget - expense offset

Education and Welfare - Variance below budget expectations

Youth Centre income decreased due to changes to operations of the Youth Centre

Housing - Variance above budget expectations

Single units income above expectations
Money received from operational take over of Aged Care Units

Community Amenities - Variance below budget expectations.

Liquid Waste Disposals under budget due to mining activity decrease

Recreation & Culture - Variance below budget expectations.

Income for Art Show below expectations

Transport - Variance above expectations.

Flood damage reimbursements not budgeted for - offset with expenditure

Economic Services - Variance below budget expectations.

Sale of water under budget expectations

REPORTABLE OPERATING EXPENSE VARIATIONS

Education and Welfare - Variance below budget expectations

Youth Centre employee and maintenance expenses under budget due to the loss of Community Development Officer and Youth Centre not open

Housing - Variance above budget expectations.

Expenditure on Aged Care Units up on YTD budget- new shade sails

Transport - Variance above budget expectations.

Flood damage costs not budgeted for offset by income

Economic Services - Variance below budget expectations

Caravan Park operation expenses under budget

REPORTABLE NON-CASH VARIATIONS

(Profit)/Loss on Asset Disposals - Variance above budget expectations.

REPORTABLE CAPITAL EXPENSE VARIATIONS

Purchase of Land & Buildings - Variance below budget expectations.

Purchase of land for tip site - Timing

Purchase of Plant & Equipment - Variance above budget expectations.

Purchases overall under budget expectations

Purchase of Infrastructure Assets Roads - Variance below budget expectations.

Capital Road Works for roads under budget - timing

Purchase Land and Buildings - Variance above budget expectations

Purchase Infrastructure Assets - Other- Variance below budget expectations.

Upgrade to Aerodrome - awaiting grants

Morawa Gateway Project awaiting grants

Morawa Perenjori Trails Project awaiting grants

Transfer to Reserves - Variance below budget expectations.

Transfers to Reserves - timing

REPORTABLE CAPITAL INCOME VARIATIONS

Proceeds from Disposal of Assets - Variance within budget expectations.

Transfer from Reserves - Variance below budget expectations.

Transfers to Municipal Fund - timing on completion of projects

<i>Item No/ Subject:</i>	7.2.3.1 Tilley Siding Development Application
<i>Date of Meeting:</i>	20 July 2017
<i>Date & Author:</i>	8 June 2017 - Karrie Elder - City of Greater Geraldton and Samantha Appleton – Executive Manager Development & Administration
<i>Responsible Officer:</i>	Samantha Appleton – Executive Manager Development & Administration
<i>Applicant/Proponent:</i>	APP Corporation Pty Ltd on behalf of Brookfield Rail
<i>File Number:</i>	ADM 0519
<i>Previous minute/s & Reference:</i>	

SUMMARY

An application for development approval has been received for a ‘Storage Yard’ (stockpiling of various commodities) at the existing rail siding known as Tilley Siding located at Lot 502 on Deposited Plan 73471 situated on Morawa-Yalgoo Road.

This report recommends that the application be approved subject to conditions.

DECLARATION OF INTEREST

Nil

ATTACHMENTS

- 7.2.3.2 A - Tilley Siding Application for Development Approval
- 7.2.3.2 B - Tilley Siding background report
- 7.2.3.2 C - Plan
- 7.2.3.2 D - Tilley Siding Submissions - MRWA and EPA

BACKGROUND INFORMATION

The application relates to Lot 502 on Deposited Plan 73471 situated on Morawa-Yalgoo Road. Lot 502 is 317ha in area and is located approximately 3km north of the Morawa town site. The lot is divided into three portions by two east west running railway lines. The western portion of the lot is occupied by an existing railway siding, known as ‘Tilley Siding’ and this is the area subject to this application (‘the site’).

Tilley Siding feeds into the existing north south railway line, which runs between Northam and Mullewa and is one of the primary freight rail lines servicing the wheatbelt north-east of Perth.

In October 2007 the Shire received an application from Midwest Corporation Limited (MCL) to construct the railway siding for the purposes of stockpiling and loading iron ore to service their Koolanooka mine site.

At the meeting held 30 October 2007, Council resolved to decline the application given that it;

considered that the alternative Tilley East Siding was a more appropriate location for the proposed Rail Siding.

In December 2007 MCL applied to the State Administrative Tribunal (SAT) for a review of this decision. The SAT application was subsequently referred to the then Minister for Planning and Infrastructure for determination.

On 15 February 2008 the Minister resolved to approve the construction of the 'stockpile loading and transport facility' at Tilley Siding subject to a number of conditions. Condition 2 restricted the permitted use of the facility for no more than 10 years. The facility was constructed in 2008 in accordance with the Minister's approval.

Brookfield Rail is seeking to acquire and operate Tilley Siding for the purposes of establishing an inter-modal rail road transport facility at Morawa. This will enhance the quality and standard of the network servicing the wider mid-west region. Brookfield Rail recently completed the Mid West Rail Upgrade project which upgraded more than 184 km of the rail network between Morawa and Geraldton, via Mullewa including the existing railway line running parallel to the site's western boundary. The Mid West Rail Upgrade Project provides an opportunity for economic growth, connecting the region with export markets through the port of Geraldton.

In order to further facilitate their proposal to acquire the siding, Brookfield Rail lodged an Application for Subdivision Approval with the WA Planning Commission which was subsequently granted approval on 27 January 2017. The subdivision will create a separate freehold lot for the portion of Lot 502 occupied by Tilley Siding.

With the original approval granted by the Minister expiring in February 2018, Brookfield Rail has lodged this development application to allow for the continued use of the site.

The Application and Development Approval reports are included in the attachments.

OFFICER'S COMMENT

The application seeks approval to utilise the site for a range of purposes including stockpiling of commodities, the transfer of those commodities from road to rail, train parking, and the lay-down of goods and equipment beyond February 2018. There are no construction works proposed as part of the application given that the rail infrastructure is already existing.

The application does propose a broader range of commodities to be stockpiled including grain and other as yet unidentified minerals.

The existing hardstand area and railway track will remain, and all existing remnant vegetation located around the periphery of the siding will be retained. All other site works which were undertaken to satisfy the conditions imposed by the current approval will be retained. This includes the landscaped bund running along the western side of the facility, perimeter fencing and lighting.

As part of the original application, an environmental approval was issued by the Minister for Environment and the Environmental Protection Authority which required that the facility operate in accordance with approved Noise and Dust Management Plans. An application is currently being made to transfer the responsibility for the environmental approval to Brookfield Rail.

Given the prior environmental assessment and conditions stipulated under the current approval, the continued use of Tilley Siding for iron ore stockpiling is considered appropriate. However, given that environmental investigations have not been done for the stockpiling of other commodities, it is not considered appropriate for the local government to grant approval for any other commodities at this time.

Council has the ability to support an overriding 'Storage Yard' use at the site but limit stockpiling to iron ore only. Proposals for additional commodities to be stockpiled would then require the further approval of the local government so that the suitability of the commodity can be assessed and any additional conditions or requirements can be requested.

This requirement of further approvals means that not only does the local government hold control over what is stockpiled at the site, but will also allow rail infrastructure in the area the flexibility to respond to changes in resource demands from agriculture and mining in the municipality.

The subject area is located in a bushfire prone area and the application has been reviewed by certified bushfire practitioners who concluded that a Bushfire Management Plan is not required. Planning Bulletin 111/16 'Planning in Bushfire Prone Areas' states that exemptions from the bushfire planning framework can be made where the;

proposal does not result in the intensification of development (or land use), does not result in an increase of residents or employees; or does not involve the occupation of employees on site for any considerable amount of time.

It is considered that the approval of iron ore stockpiling at the site does not intensify development or land use considering that it is simply the extension of the existing land use.

COMMUNITY CONSULTATION

Advertising Midwest Times and Public Notices
Public Consultation Period 42 days

COUNCILLOR CONSULTATION

December Ordinary Council Meeting – Subdivision proposal

STATUTORY ENVIRONMENT

Planning and Development Act (Local Planning Scheme) Regulations 2015

Schedule 2 Part 9 cl. 74 of the Planning and Development Act (Local Planning Scheme) Regulations 2015 states that;

The local government may grant development approval subject to a condition that further details of any works or use specified in the condition must be submitted to, and approved by, the local government before the developer commences the development.

This clause allows Council to approve stockpiling of iron ore at Tilley Siding but require further approvals for each different commodity proposed. This will provide Brookfield Rail security to proceed with their proposal but will give the local government the ability to assess each commodity to ensure its suitability to be stockpiled at the site.

Shire of Morawa Local Planning Scheme No 2

The site is zoned 'Rural' under the Shire's Local Planning Scheme No 2 ("LPS 2").

The use class which most accurately reflects the proposed use of stockpiling of various commodities at the site is 'Storage Yard'. Under LPS 2 'Storage Yard' means 'any land used for the storage of goods'.

It is considered that the transfer of commodities from road to rail, train parking, and the lay-down of goods and equipment all falls within works incidental to a 'Storage Yard'.

While 'Storage Yard' is defined, it does not appear in the Zoning Table of LPS 2 meaning that Clause 3.2.5 applies.

3.2.5 If the use of land for a particular purpose is not specifically mentioned in the Zoning Table and cannot be reasonably determined as falling within the interpretation of one of the use categories the Council may:

- (a) Determine that the use is consistent with the objectives and purposes of the particular zone and is therefore permitted; or*
- (b) Determine that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the 'SA' procedures of Clause 6.3 in considering an application for planning approval; or*
- (c) Determine that the use is not consistent with the objectives and purposes of the particular zone and is therefore not permitted.*

Under LPS 2 the objectives of the 'Rural' zone are:

- (a) *To ensure the continuation of broad-hectare farming as the principal land use in the District and encouraging where appropriate the retention and expansion of agricultural activities;*
- (b) *To consider non-rural uses where they can be shown to be of benefit to the District and not detrimental to the natural resources or the environment; and*
- (c) *To allow for facilities for tourists and travellers, and for recreational uses.*

The majority of the subject site will continue to be used for agricultural (cropping) purposes with the rail siding occupying just 7% of the total site area. Broad-hectare farming will therefore remain the principal land use.

The proposal will benefit the area by supporting the retention and potential expansion of economic activities by establishing an inter-modal terminal for the distribution of local produce. Given the prior environmental assessment and conditions stipulated under the current approval, the continued use of Tilley Siding is not considered detrimental to the environment.

The proposal is therefore considered consistent with the relevant objectives of the 'Rural' zone.

Advertising:

The application was publicly advertised in accordance with the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.

The advertising period was for 42 days and involved the following:

1. All landowners abutting and in proximity to the subject area were written to and provided with details of the development application;
2. A public notice appeared in the Midwest Times on 22 March 2017
3. A sign was placed on site;
4. Details of the development application were made available on the Shire's website;
5. The details of the application were referred to the following agencies:
 - Department of Environmental Regulation;
 - Department of Fire and Emergency Services;
 - Environmental Protection Authority;
 - Main Roads WA; and
 - Public Transport Authority.

Submissions:

As a result of the advertising, a total of 2 submissions were received, both with no objection to the proposal.

The Environmental Protection Authority advised the local government that for Brookfield Rail to undertake any activities related to the prior approval, a request is to be lodged with the Office of the Environmental Protection Authority to change the nominated proponent. The applicant has advised that this has occurred.

Main Roads WA has no objection to the change of use given that; the siding had direct access to a local road, road upgrades and realignments had occurred, and it is considered that the proposal would encourage the use of freight transport via the rail network and reduce the number of road trains.

Copies of the actual submissions are included in the attachments.

POLICY IMPLICATIONS

Nil

FINANCIAL IMPLICATIONS

Nil

STRATEGIC IMPLICATIONS

Shire of Morawa - Strategic Community Plan
1.2 Maximise business, industry and investment opportunities

Draft Local Planning Strategy

A Draft Local Planning Strategy has been prepared to guide the long term planning and development of the Shire over the next 10-15 years.

The strategy recommendations are based on the following vision;

Our vision is for Morawa to become the future regional sub-centre of the North Midlands, the primary industry hub of the sub-region and a centre of excellence in research, education and training.

The Strategy identifies a series of project objectives, a number which are relevant to this application, being;

- EC1 Increase range and diversity of local businesses and industry
- EC2 Increase local business investment
- EC4 Promote agriculture within the region
- B4 Provide an integrated, safe and efficient intermodal transport network
- B5 Provide necessary transport networks that connect to the regional centre and surrounding communities
- B7 Ensure that necessary residential, commercial and industrial zoned land is available.

The subject site is shown in the Strategy as being an 'Area to be rezoned to General Industry' as 'long term industrial land following 'uptake' of existing zoned industrial land'.

The on-going use of land is compatible with the industrial uses contemplated for the abutting land to the south and west, and will be a catalyst for establishing strategic transport and an industrial hub in Morawa to service the wider Mid West region.

RISK MANAGEMENT

Environmental

Given the location of the subject area 2km north of the Morawa town site mitigation of potential adverse impacts related to dust and noise is necessary.

Control of this risk will occur by only approving the stockpiling of iron ore at the site at this time given that it is the only commodity that has had any environmental assessment. This will allow for other commodities to be considered subject to the same detailed environmental assessment when proposed.

House

The original environmental approval was granted based on MCL purchasing abutting land so that the nearest residence (located 500m to the west) would remain vacant for the life of the project. Brookfield Rail has signed a deed of agreement with MCL where Brookfield Rail will have the right to demolish the house at its cost if 6 months' notice is given.

To ensure the residence is demolished (which in turn will ensure the ongoing compliance with the terms of the original approval) it is warranted for Council to request that this residence be demolished prior to the commencement of the use.

VOTING REQUIREMENTS

Simple majority

OFFICER'S RECOMMENDATION

That Council grant development approval for a 'Storage Yard' (stockpiling of various commodities) on Lot 502 on Deposited Plan 73471 situated on Morawa-Yalgoo Road, Morawa subject to the following conditions:

1. Development shall be in accordance with the attached approved plan(s) presented in the report on 22 June 2017 and subject to any modifications required as a consequence of any condition(s) of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the local government.
2. Other than incidental stockpiling associated with the rail siding operations, all stockpiling is limited to iron ore only.
3. Any stockpiling of commodities other than iron ore requires further details of that use to be submitted to, and approved by, the local government before the proponent commences the development.
4. That the plantings used to screen of the development from view of the adjacent road under the conditions of the previous development approval be maintained to the approval of the local government.

5. Upon commencement of the development, road crossing places are required to be maintained to the approval of the local government.
6. Prior to commencement of the development, the proponent is responsible to ensure that a Dust Management Plan is submitted to, and approved by, the local government, setting out in detail the management commitments applicable to dust minimisation relevant to all installations, activities and processes. The Dust Management Plan shall demonstrate that dust emissions will achieve compliance with the requirements of the Environmental Protection (Dust) Regulations 1997. Once approved, the proponent from time to time is responsible to ensure, that all installations, activities and processes are carried out at all times and in all respects in accordance with the Dust Management Plan.
7. Prior to commencement of the development, the proponent is responsible to ensure that a Noise Management Plan is submitted to, and approved by, the local government, setting out in detail the management commitments applicable to noise minimisation relevant to all installations, activities and processes. The Noise Management Plan shall take proper account of tonal components, amplitude or frequency modulations or impulses, and the Plan shall demonstrate that noise emissions will achieve compliance with the requirements of the Environmental Protection (Noise) Regulations 1997. Once approved, the proponent from time to time is responsible to ensure, that all installations, activities and processes carried out at all times and in all respects in accordance with the Noise Management Plan.
8. Prior to commencement of the development, the proponent is responsible to ensure that a Traffic Management Plan is submitted to, and approved by, the local government, setting out in detail the management commitments applicable to truck numbers, types and movements relevant to all activities and processes. Once approved, the proponent from time to time is responsible to ensure, that all activities and processes carried out at all times and in all respects in accordance with the Traffic Management Plan.
9. Prior to commencement of the development the house located on lot 5619 bordering the 500m exclusion zone is to be demolished.

Notes:

- i. If the development / land use, the subject of this approval, is not substantially commenced within a period of 5 years after the date of determination, the approval shall lapse and be of no further effect.
- ii. Where an approval has so lapsed, no development / land use shall be carried out without the further approval of the local government having first been sought and obtained.
- iii. If an applicant is aggrieved by this determination, there is a right (pursuant to the Planning and Development Act 2005) to have the decision reviewed by the State Administrative Tribunal. Such application must be lodged within 28 days from the date of determination.

COUNCIL RESOLUTION

1707006

Moved: Cr Stokes

Seconded: Cr Agar

That Council grant development approval for a 'Storage Yard' (stockpiling of various commodities) on Lot 502 on Deposited Plan 73471 situated on Morawa-Yalgoo Road, Morawa subject to the following conditions:

1. Development shall be in accordance with the attached approved plan(s) presented in the report on 22 June 2017 and subject to any modifications required as a consequence of any condition(s) of this approval. The endorsed plans shall not be modified or altered without the prior written approval of the local government.
2. Other than incidental stockpiling associated with the rail siding operations, all stockpiling is limited to iron ore only.
3. Any stockpiling of commodities other than iron ore requires further details of that use to be submitted to, and approved by, the local government before the proponent commences the development.
4. That the plantings used to screen of the development from view of the adjacent road under the conditions of the previous development approval be maintained to the approval of the local government.
5. Upon commencement of the development, road crossing places are required to be maintained to the approval of the local government.
6. Prior to commencement of the development, the proponent is responsible to ensure that a Dust Management Plan is submitted to, and approved by, the local government, setting out in detail the management commitments applicable to dust minimisation relevant to all installations, activities and processes. The Dust Management Plan shall demonstrate that dust emissions will achieve compliance with the requirements of the Environmental Protection (Dust) Regulations 1997. Once approved, the proponent from time to time is responsible to ensure, that all installations, activities and processes are carried out at all times and in all respects in accordance with the Dust Management Plan.
7. Prior to commencement of the development, the proponent is responsible to ensure that a Noise Management Plan is submitted to, and approved by, the local government, setting out in detail the management commitments applicable to noise minimisation relevant to all installations, activities and processes. The Noise Management Plan shall take proper account of tonal components, amplitude or frequency modulations or impulses, and the Plan shall demonstrate that noise emissions will achieve compliance with the requirements of the Environmental Protection (Noise) Regulations 1997. Once approved, the proponent from time to time is responsible to ensure,

that all installations, activities and processes carried out at all times and in all respects in accordance with the Noise Management Plan.

- 8. Prior to commencement of the development, the proponent is responsible to ensure that a Traffic Management Plan is submitted to, and approved by, the local government, setting out in detail the management commitments applicable to truck numbers, types and movements relevant to all activities and processes. Once approved, the proponent from time to time is responsible to ensure, that all activities and processes carried out at all times and in all respects in accordance with the Traffic Management Plan.**

- 9. Prior to commencement of the development the house located on lot 5619 bordering the 500m exclusion zone is to be demolished.**

Notes:

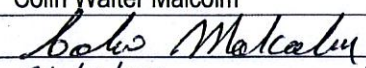
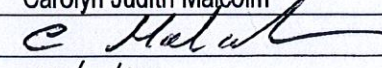
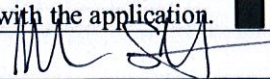
- iv. If the development / land use, the subject of this approval, is not substantially commenced within a period of 5 years after the date of determination, the approval shall lapse and be of no further effect.**

- v. Where an approval has so lapsed, no development / land use shall be carried out without the further approval of the local government having first been sought and obtained.**

- vi. If an applicant is aggrieved by this determination, there is a right (pursuant to the Planning and Development Act 2005) to have the decision reviewed by the State Administrative Tribunal. Such application must be lodged within 28 days from the date of determination.**

CARRIED 7/0

Application for Development Approval

Owner details		
Name: Colin Walter Malcolm	Name: Carolyn Judith Malcolm	
Signature: 	Signature: 	
Date: 24/2/17	Date: 24/2/17	
ABN (if applicable):		
Address: PO Box 129 MORAWA		Postcode: 6623
Phone: Work:	Home: 08 9971 1187	Mobile:
Fax:	Email: ccmalcolm1@gmail.com	
Contact person for correspondence: Refer to Applicant below		
<p><i>The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 62(2).</i></p> <p><i>Signed only as acknowledgement that a development application is being made in respect of a proposal that includes Crown land, Crown reserves under management for the purpose, or a road and to permit this application to be assessed under the appropriate provision of the Planning and Development Act 2005 (including any planning scheme). The signature does not represent approval or consent for planning purposes. Further, in the event that development approval is granted for the proposal, the above signature should not be taken as an acknowledgement of or consent to the commencement or carrying out of the proposed development or to any modification of the tenure or reservation classification of the Crown land component.</i></p> <p>Disclaimer: Development Applications relating to Unallocated Crown land, Unmanaged Reserves, land under management order to a local government where the development is not consistent with the reserve's purpose, or is used for commercial purposes, or land which is subject to a lease issued under the Land Administration Act 1997, will still need to be referred for the Department of Lands' consideration and signature.</p>		
Applicant details (if different from owner)		
Name: APP Corporation Pty Ltd		
Address: Level 4 / 181 Adelaide Terrace EAST PERTH WA		Postcode: 6004
Phone: Work: 9224 6300	Home:	Mobile: 0439 603 442
Fax:	Email: alan.stewart@app.com.au	
Contact person for correspondence: Alan Stewart		
The information and plans provided with this application may be made available by the local government for public viewing in connection with the application. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Signature: 	Date: 24/2/17	
Property details		
Lot No: 502	House/Street No: N/A	Location No: N/A
Diagram or Plan No: DP 73471	Certificate of Title Vol. No: 2794	Folio: 114
Title encumbrances (e.g. easements, restrictive covenants): Refer to Certificate of Title		
Street name: Morawa-Yalgoo Road		Suburb: MORAWA
Nearest street intersection: Morawa-Yalgoo Road and Mullewa-Wubin Road		
Proposed development		
Nature of development: <input type="checkbox"/> Works <input checked="" type="checkbox"/> Use <input type="checkbox"/> Works and use		
Is an exemption from development claimed for part of the development? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If yes, is the exemption for: <input type="checkbox"/> Works <input type="checkbox"/> Use		
Description of proposed works and/or land use: Use of existing rail siding for stockpiling and loading of materials, train parking and lay-down of goods and equipment		
Description of exemption claimed (if relevant):		
Nature of any existing buildings and/or land use: Existing rail siding ("Tilley Siding")		
Approximate cost of proposed development (excluding GST): N/A. Application is for the use only		
Estimated time of completion: Use to commence upon approval		
OFFICE USE ONLY		
Acceptance Officer's initials:	Date received:	
Local government reference No:		



Ref: 11022
24 February 2017

Chief Executive Officer
Shire of Morawa
PO Box 14
MORAWA WA 6623

Attention: Mr John Roberts

**APPLICATION FOR DEVELOPMENT APPROVAL
EXISTING RAILWAY SIDING ('TILLEY SIDING') – STOCKPILING AND TRANSPORT FACILITY
LOT 502 ON DEPOSITED PLAN 73471, MORAWA-YALGOO ROAD, MORAWA**

APP Corporation Pty Ltd ('APP') acts for Brookfield Rail, the contracted purchaser of a portion of Lot 502 on Deposited Plan 73471, situated on Morawa-Yalgoo Road, Morawa ('subject site').

We are instructed by Brookfield Rail to submit this Application for Development Approval ('Application') with respect to the existing railway siding ('Tilley Siding') located on the site. This Application relates solely to the portion of the site occupied by Tilley Siding.

The Application comprises:

- Six copies of the Application drawing;
- Completed Application for Development Approval Form, signed by the current land owners;
- Cheque for a sum of \$295, being the applicable fee for the Application (use only); and
- This letter, together with attachments, describing the proposed development in further detail.

1.0 BACKGROUND

1.1 Subject Site

The site is located in the Shire of Morawa ('Shire'), 3 kilometres to the north of the mid-west regional town of Morawa and approximately 370 kilometres north of Perth (refer Attachment 1 – Regional Location and Attachment 2 – Local Location).

The site has a land area of 317 hectares, with its southern boundary having a frontage of approximately 1.6 kilometres to Morawa-Yalgoo Road. The existing site is divided into three portions by two east-west running railway lines, both of which feed into an existing north-south railway line that runs parallel to the site's western boundary and Mullewa-Wubin Road. The western portion of the site is occupied by a railway siding, known as 'Tilley Siding'. Tilley Siding feeds into the existing north-south railway line, which runs between Northam and Mullewa and is one of the primary freight rail lines servicing the *wheatbelt* north-east of Perth. The balance of the site is used for agricultural (cropping) purposes, which is the predominant land use in the locality. To the south of the site is Morawa Airport, a proposed industrial area, speedway and golf course.

The site is described as Lot 502 on Deposited Plan 73471, held on Certificate of Title Volume 2794 Folio 114 (refer Attachment 3 – Certificate of Title).

1.2 Tilley Siding

The western portion of the site is occupied by a rail siding, which was constructed by Sinosteel Midwest Corporation Limited ('SMCL') in 2008 for the purpose of stockpiling and loading iron ore from its Koolanooka mine located approximately 30 kilometres to the east.

Prior to commencement, SMCL referred the Tilley Siding proposal to the Environmental Protection Authority for assessment pursuant to Part IV of the Environmental Protection Act ('EP Act'). Following consideration by the Minister for the Environment (refer Statement No.758 published January 2008 and amended 11 February 2008), the (then) Minister for Planning and Infrastructure granted Development Approval for the rail siding in February 2008. The Minister's Development Approval was for the construction of an iron ore 'stockpile loading and transport facility', with Condition 2 stating that the approval "*permits the use of the facility for no more than ten (10) years.*"

The facility was constructed by SMCL in accordance with the terms of the Minister's Development Approval and thereafter utilised by SMCL on a number of occasions for iron ore stockpiling and loading. The Minister's Development Approval remains valid and SMCL continue to lease the land occupied by Tilley Siding from the current owners of the subject site. SMCL's lease will terminate when the portion of the subject site occupied by Tilley Siding is created as a separate lot and transferred to Brookfield Rail (refer below).

1.3 Brookfield Rail

Brookfield Rail manages and operates over 5,100 kilometres of state-owned rail infrastructure throughout the southern half of Western Australia, transporting approximately 75 million tonnes of freight and bulk commodities each year, and providing direct rail connections to the ports of Geraldton, Bunbury, Albany, Esperance and Fremantle.

Brookfield Rail recently completed the Mid West Rail Upgrade Project, which transformed more than 184 kilometres of the rail network between Morawa and Geraldton, via Mullewa, including the existing railway line running parallel to the site's western boundary, into which Tilley Siding is connected. The Mid West Rail Upgrade Project provides an opportunity for economic growth, connecting the region with export markets through the port of Geraldton and potentially a new deep water port at Oakajee. The rail upgrade is a 'flagship priority project' in the Western Australian Planning Commission's ('WAPC') Mid West Regional Infrastructure Priorities Project 2010 Workshop Paper (November 2011), and the Department of Transport's 'Western Australian Regional Freight Transport Network Plan'.

Brookfield Rail's lease over the rail network does not expire until 2049. Brookfield Rail is seeking to acquire and operate Tilley Siding to facilitate its on-going use as an inter-modal transport facility in coordination with the freight rail network, for the duration of its lease. Tilley Siding is important to Brookfield Rail's freight rail network, given its strategic location in the Mid West and its potential to be utilised as an inter-modal terminal for the transfer of mineral resources and agricultural produce from road to rail transport.

1.4 Proposed Subdivision

To give effect to Brookfield Rail's proposal to acquire and operate Tilley Siding, an Application for Subdivision Approval was lodged with the WAPC in November 2016, for the purpose of creating a separate freehold lot for the portion of the site occupied by Tilley Siding. The proposed lot ('Lot 2') will have an area of approximately 20 hectares and be acquired by Brookfield Rail for the purpose of owning and operating Tilley Siding. Lot 2 will have a frontage to Morawa-Yalgoo Road along its southern boundary of approximately 143 metres. The Subdivision Application was approved (without any conditions) by the WAPC on 27 January 2017, meaning a Deposited Plan to create a separate lot for Tilley Siding is required to be lodged with the WAPC on or before 27 January 2020.

Refer Attachment 4 – Subdivision Plan and WAPC Approval.

2.0 DESCRIPTION OF PROPOSED DEVELOPMENT

This Application seeks approval to utilise Tilley Siding for a range of purposes, including the stockpiling of commodities such as grains and minerals, the transfer of those commodities from road to rail, train parking, and the lay-down of goods and equipment.

The Application does not propose any construction works but simply seeks approval to use the existing infrastructure for a broader range of purposes than presently allowed for under the current approval. The Application also seeks approval for the existing infrastructure to be utilised after February 2018. In this regard, it is important to note that Condition 2 of the current approval only prohibits the use of the existing infrastructure beyond February 2018 – it does not require the existing infrastructure to be removed after February 2018.

Vehicle access will continue to be provided from Morawa-Yalgoo Road via the existing constructed crossover located approximately 160 metres east of the intersection with Mullewa – Wubin Road. This intersection was upgraded by SMCL in accordance with conditions imposed on the Development Approval issued in February 2008, and no further road works are considered necessary.

The existing hardstand area and railway track will remain, and all existing remnant vegetation located around the periphery of the siding will be retained. All other site works that were undertaken to satisfy the conditions imposed on the current approval will be retained, including the landscaped bund running along the western side of the facility, perimeter fencing and lighting.

It is proposed that the facility will operate 'around the clock' (24 hours, 7 days a week), in accordance with end-user requirements. However, such use will be subject to compliance with relevant environmental legislation (i.e. noise regulations) and conditions imposed through the EPA's environmental assessment process, as discussed further below.

Refer Attachment 5 – Proposed Development Plan.

3.0 TOWN PLANNING CONSIDERATIONS

3.1 Local Planning Considerations

3.1.1 Shire of Morawa Local Planning Scheme No. 2

Zoning

The site is zoned 'Rural' under the Shire's Local Planning Scheme No.2 ('LPS2').

Refer Attachment 6 – LPS2 Zoning Map.

The Objectives of the 'Rural' zone are:

- a) *To ensure the continuation of broad-hectare farming as the principal land use in the District and encouraging where appropriate the retention and expansion of agricultural activities;*
- b) *To consider non-rural uses where they can be shown to be of benefit to the District and not detrimental to the natural resources or the environment; and*
- c) *To allow for facilities for tourists and travellers, and for recreation uses.*

In accordance with Objective (a), the majority of the subject site, comprising some 300 hectares (93%), will continue to be used for agricultural (cropping) purposes by the existing owners, with the rail siding occupying just 20 hectares (7%) of the total site area. As a consequence, broad-hectare farming will remain the principal land use to be made of the land. Further, the establishment of an inter-modal terminal for the distribution of local produce will support the retention and potential expansion of agricultural activities in the locality.

With respect to Objective (b), the rail siding is a non-rural use that benefits the district by providing an important inter-modal road-rail facility that will be available for the transportation of grain produced in the region. The facility will therefore provide an economic benefit to the community. The facility will also be available for parking of trains (rolling stock) in a location removed from established homes in Morawa to the south, thereby reducing any adverse impacts such as noise. Further, the use of the land as a rail siding was assessed by the EPA, pursuant to the EP Act, which concluded the facility was capable of operating without any significant adverse impact on the environment.

The Application is therefore consistent with the relevant Objectives of the Rural zone under LPS2.

Land Use Permissibility

Clause 3.2 of LPS2 set out the permissibility of land uses in each of the various zones of the Scheme, while Appendix 1 of LPS2 contains definitions for various land uses.

Sub-Clause 3.2.4 states:

- 3.2.4 *Where in the Zoning Table a particular use is mentioned it is deemed to be excluded from any other use class which by its more general terms might otherwise include such particular use.*

In determining the permissibility of the use, it is necessary to consider each of the relevant use classes identified in the Zoning Table and how each of those uses are defined in Appendix 1 of LPS2. In this instance, it is not considered the proposed facility falls within the definition of any of the use classes mentioned in the Zoning Table.

With respect to the use classes of 'General Industry', 'Light Industry' and 'Rural Industry', it is necessary for the proposed use to satisfy the definition of 'Industry', as it appears in LPS2. However, the proposed use does not involve any of the industrial processes described in that definition, hence the use cannot be deemed to fall within any of the industrial use classes that appear in the Zoning Table. Likewise, the proposed use cannot be classed as a 'Transport Depot', as the definition of that term in LPS2 refers solely to 'motor vehicles', which are typically limited to road vehicles.

The use of 'Storage Yard' is defined in LPS2 as:

Means any land used for the storage of goods.

It is considered that the stockpiling of commodities such as grains and minerals, and the subsequent transportation of those commodities, together with the lay-down and transfer of general goods and equipment, falls within the definition of 'Storage Yard.' The means by which those commodities, goods and equipment are transported to and from the site, and the temporary parking of transportation vehicles at the site, is considered to be an incidental activity that does not change the predominant use of the land as a storage facility. It could also be argued that the parking of trains at the site is in itself an activity that resembles the 'storage of goods.'

Accordingly, it is considered the use proposed by the Application most closely resembles a 'Storage Yard.' The use of 'Storage Yard' does not appear in the Zoning Table of LPS2, meaning Sub-Clause 3.2.5 of LPS2 applies:

3.2.5 If the use of the land for a particular purpose is not specifically mentioned in the Zoning Table and cannot reasonably be determined as falling within the interpretation of one of the use categories the Council may:

- (a) determine that the use is consistent with the objectives and purposes of the particular zone and is therefore permitted; or*
- (b) determine that the proposed use may be consistent with the objectives and purpose of the zone and thereafter follow the 'SA' procedures of Clause 6.3 in considering an application for planning approval; or*
- (c) determine that the use is not consistent with the objectives and purposes of the particular zone and is therefore not permitted.*

For the reasons described above, the proposed use is consistent with Objectives (a) and (b) of the 'Rural' zone under LPS2, and accordingly is therefore considered to be a permitted use pursuant to item (a) of Sub-Clause 3.2.5 of LPS2.

3.1.2 Local Planning Policies

The Council has adopted a series of Local Planning Policies to guide its consideration of Applications for Development Approval under LPS2. The majority of policies relate to development and townscape enhancement within the Morawa townsite. None of the Local Planning Policies are directly relevant to the consideration of this Application. Of some indirect relevance is the Local Planning Policy dealing with the 'Retention of Remnant Native Vegetation', the Objective of which is to *"retain and protect native vegetation within Morawa townsite by prohibiting any unnecessary clearing."* Local Planning Policy 'New Development on Town Entries and Main streets' also applies to Morawa townsite, including the Mullewa – Wubin Road entry into the town. The Objective of this policy is *"to ensure that the town entries and the main streets that pass through the town are improved and maintained to the highest visual standards."*

The Application does not propose any works and all existing native remnant vegetation on the site will be retained in order to screen the existing infrastructure and maintain the rural character of the locality. Specifically, the existing vegetation and landscaped bund along the western side of the site will ensure that the Mullewa – Wubin Road entry into Morawa will remain of a high visual standard, with the siding screened from view.

3.1.3 Shire of Morawa Local Planning Strategy

The Shire has prepared a Local Planning Strategy ('Strategy') to guide the long term planning and development of the Shire over the next 10 to 15 years. The Strategy, dated February 2016, is a precursor to the preparation of a new Local Planning Scheme to replace LPS2.

Strategy Vision

The Strategy recommendations are based on the following aspirational Vision for the Shire;

Our vision is for Morawa to become the future regional sub-centre of the North Midlands, the primary industry hub of the sub-region and a centre of excellence in research, education and training.

Aspirational Goals and Project Objectives

To achieve the Vision, the Strategy identifies a series of Aspirational Goals and Project Objectives. The table below identifies the goals and objectives considered most relevant to this Application.

Aspirational Goal	Project Objectives
<p>Economy</p> <p>A robust and innovative economy with a range of local employment opportunities</p>	<p>EC1 Increase range and diversity of local businesses and industry</p> <p>EC2 Increase local business investment</p> <p>EC4 Promote agriculture within the region</p>
<p>Built Form & Infrastructure</p> <p>Morawa is a comfortable and welcoming place to live, work and visit</p>	<p>B4 Provide an integrated, safe and efficient intermodal transport network</p> <p>B5 Provide necessary transport networks that connect to the regional centre and surrounding communities</p> <p>B7 Ensure that necessary residential, commercial and industrial zoned land is available</p>

Strategic Plan

The Strategic Plan elaborates on the key considerations for the various Aspirational Goals and Project Objectives. With respect to the economy, the Strategy suggests that economic development initiatives should focus on knowledge intensive or export orientated industries, such as those which service the agriculture and mining sectors.

In relation to infrastructure, the Strategy notes the benefits of the recently constructed parallel road freight route in Morawa, adjacent to Winfield Street, to separate freight and local traffic and enhance the safety and amenity of the town. With respect to rail freight infrastructure, the Strategy notes the existing railway line is used for both grain and, more increasingly, iron ore transport, with the implications for the future planning of Morawa being:

1. *The freight rail line runs through the heart of Morawa which creates a physical barrier between the eastern and western areas of the townsite.*
2. *It is not expected that rail freight will significantly increase through the townsite, with the construction of more direct rail lines north of the townsite that link mining activity with the port of Geraldton.*
3. *Should rail freight increase with new mining activity then consideration will need to be given to a new rail link south of Morawa that does not go through the townsite.*

Strategies and Actions

The Strategy includes a series of specific Strategies and Actions that provide further direction for achieving the Project Objectives, including the promotion of sustainable mineral resource extraction, recognition of the importance of agriculture, and support for additional industrial land to the north of the townsite. The Strategy also identifies a need for the Shire to formalise its position on the future use of the freight rail line, to assist with the planning of the State rail network.

Spatial Growth Plan

The Strategy's Spatial Growth Plan sets out a preferred pattern of land use and development to accommodate future growth in Morawa, consistent with the desired Vision, Aspirational Goals, Project Objectives, Strategies and Actions.

The Spatial Growth Plan promotes the consolidation of industrial activity within Morawa and recommends that industrial growth be accommodated at the northern end of the town. Accordingly, the Spatial Growth Plan proposes a new light industrial area on a site of approximately 40 hectares on land bound by the airport, golf course, railway line and Morawa – Yalgoo Road. This land is located immediately to the south of Tilley Siding. In the longer term, an industrial expansion area is proposed to the north of Morawa – Yalgoo Road on the same site as this Application, abutting the east boundary of Tilley Siding.

Refer Attachment 7 – Local Planning Strategy Map

The Application will enable Brookfield Rail to operate Tilley Siding beyond 2018 as an inter-modal transport facility in coordination with the freight rail network. The facility will be available for the transportation of mineral resources and agricultural produce from the region, thereby playing an important role in supporting the two main sectors of Morawa's economy. Further, the on-going use of the land as a rail siding is compatible with the industrial uses contemplated for the abutting land to the south and west, and will be a catalyst for establishing a strategic transport and industrial hub in Morawa to service the wider Mid West region. Trucks will utilise the recently constructed parallel freight road through Morawa, should access to the site from the south be required. However, it is anticipated that trucks will predominantly access the site from the east and west via Morawa-Yalgoo Road. For these reasons, it is considered the Application is consistent with the Vision, Goals and Objectives of the Shire's Strategy.

3.2 Regional Planning Considerations

3.2.1 State Planning Policy 2.5 - Land Use Planning in Rural Areas

State Planning Policy 2.5 - Land Use Planning in Rural Areas ('SPP2.5') applies to rural land throughout Western Australia, including land zoned for rural or agricultural purposes. SPP2.5 aims to support rural land uses to cater for both anticipated and unexpected future needs. To achieve this, SPP2.5 is underpinned by the following Objectives:

- 1) *To protect rural land from incompatible uses by:*
 - i) *requiring comprehensive planning for rural areas;*
 - ii) *making land use decisions for rural land that support existing and future primary production and protection of priority agricultural land, particularly for the production of food; and*
 - iii) *providing investment security for the existing and future primary production sector.*
- 2) *To promote regional development through provision of ongoing economic opportunities on rural land;*
- 3) *To promote sustainable settlement in, and adjacent to, existing urban areas;*
- 4) *To protect and improve environmental and landscape assets; and*
- 5) *To minimise land use conflicts.*

SPP2.5 contains a series of policy measures to achieve the above Objectives. The policy measures considered relevant to the Application include:

- Protection of rural land;
- Regional variation, economic opportunities and regional development;
- Other policy measures to support economic development; and
- Avoiding land use conflicts.

The table below lists each of the relevant policy measures of SPP2.5 and how the proposed subdivision responds to those measures.

SPP2.5 Policy Measure	Response
5.1 Protection of Rural Land	<ul style="list-style-type: none"> The Application seeks approval to continue an existing land use that will support the surrounding rural area by providing a rail facility for the transportation of produce and other commodities. The existing rail facility occupies just 7% of the entire land holding. The remaining 93% (300 hectares) will continue to be used for cropping purposes. The railway siding will be owned and operated by Brookfield Rail as an integral component of the freight rail network that it operates on behalf of the State. Accordingly, the railway siding is effectively a public purpose that is ancillary to the predominant agricultural uses in the district.
5.3 Regional Variation, Economic Opportunities and Regional Development	<ul style="list-style-type: none"> The rail siding will be available for the transportation of grain produced in the surrounding region. The siding will provide an economic opportunity for the surrounding rural community, contributing to the growth and development of the region.
5.5 Other Policy Measures to Support Economic Development	<ul style="list-style-type: none"> The Application will enable Brookfield Rail to operate Tilley Siding as part of an improved rail freight network servicing agricultural producers in close proximity to the site. The operation of Tilley Siding as an inter-modal facility available for a range of purposes will contribute to the economic diversification of the region.
5.8 Avoiding Land Use Conflicts	<ul style="list-style-type: none"> The existing rail siding has approval to be used for stockpiling iron ore. Prior to construction, SMCL referred the proposed rail siding to the EPA for assessment under the EP Act, which found the facility was capable of being operated in a way that did not adversely affect the amenity and environment of the area, subject to implementation of SMCL's noise and dust management plans. Brookfield Rail will operate the siding in accordance with similar management plans, as discussed below. In addition to stockpiling iron ore, this Application seeks approval for the stockpiling of other commodities such as grains and potentially other minerals, the transportation of those commodities, parking of trains and the lay-down of goods and equipment. None of the potential uses will give rise to any land use conflicts, and none of these activities are likely to have any greater impact on the amenity of the locality than the current approved use. Further discussion of relevant environmental considerations is provided below. The continued use of the existing infrastructure as an integral component of the existing freight rail network is not therefore considered to conflict with surrounding rural land uses.

In light of the above, it is considered the Application satisfies the Policy Measures, and therefore the Objectives, of SPP2.5.

3.2.2 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 – Planning in Bushfire Prone Areas ('SPP3.7') was gazetted on 7 December 2015 and applies to land located in a Bushfire Prone Area. Bushfire Prone Areas are identified by reference to the Department of Fire and Emergency Services' ('DFES') 'Map of Bush Fire Prone Areas'. DFES Mapping confirms the western portion of the subject site, abutting the existing railway line, is located within a Bushfire Prone Area.

Refer Attachment 8 – Map of Bushfire Prone Area.

Policy Measure 6.2 of SPP3.7 states:

- a) *Strategic planning proposals, subdivision and development applications within designated bushfire prone areas relating to land that has or will have a Bushfire Hazard Level (BHL) above low and/or where a Bushfire Attack Level (BAL) rating above BAL-LOW apply, are to comply with these policy measures.*
- b) *Any strategic planning proposal, subdivision or development application in an area to which policy measure 6.2 a) applies, that has or will, on completion, have a moderate BHL and/or where BAL-12.5 to BAL-29 applies, may be considered for approval where it can be undertaken in accordance with policy measures 6.3, 6.4 or 6.5.*
- c) *This policy also applies where an area is not yet designated as a bushfire prone area but is proposed to be developed in a way that introduces a bushfire hazard, as outlined in the Guidelines [for Planning in Bushfire Prone Areas].*

Policy Measure 6.5 describes the information required to accompany development applications:

Any development application to which policy measure 6.2 applies is to be accompanied by the following information in accordance with the Guidelines:

- a)
 - (i) *a BAL assessment. BAL assessments should be prepared by an accredited Level 1 BAL Assessor or a Bushfire Planning Practitioner unless otherwise exempted in the Guidelines; or*
 - (ii) *a BAL Contour Map that has been for an approved subdivision clearly showing the indicative acceptable BAL rating across the subject site, in accordance with the Guidelines. BAL Contour Maps should be prepared by an accredited Bushfire Planning Practitioner;*
- b) *the identification of any bushfire hazard issues arising from the BAL Contour Map or the BAL assessment; and*
- c) *an assessment against the bushfire protection criteria requirements contained within the Guidelines demonstrating compliance within the boundary of the development site.*

This information can be provided in the form of a Bushfire Management Plan or an amended Bushfire Management Plan where one has been previously endorsed.

Provision 6.6 of SPP3.7 indicates that development proposals for high risk land uses in areas between BAL-12.5 to BAL-29 are required to be accompanied by a Bushfire Management Plan that is jointly endorsed by the Local Authority and DFES, together with an emergency evacuation plan and / or risk management plan for any flammable on-site hazards. The use of the site as a railway siding constitutes a high risk land use, as defined in the Guidelines accompanying SPP3.7:

High-risk land uses may include, but are not limited to: service stations, landfill sites, bulk storage of hazardous materials, fuel depots and certain heavy industries as well as military bases, power generating land uses, saw-mills, highways and railways, among other uses meeting the definition.

The Application has been reviewed by Strategen's certified bushfire practitioners. In their opinion, given the Application relates to the use of an existing railway siding, the proposal ought not to be classified as a high-risk land use. Accordingly, Strategen conclude the preparation of a Bushfire Management Plan is not required. Refer Attachment 9 – Letter from Certified Bushfire Practitioner.

3.2.3 State Planning Policy 4.1 – State Industrial Buffer Policy

The Objectives of State Planning Policy 4.1 - State Industrial Buffer Policy ('SPP4.1') are:

- (1) *To provide a consistent Statewide approach for the definition and securing of buffer areas around industry, infrastructure and some special uses;*
- (2) *To protect industry, infrastructure and special uses from the encroachment of incompatible land uses;*
- (3) *To provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses;*
- (4) *To recognise the interests of existing landowners within buffer areas who may be affected by residual emissions and risks, as well as the interests, needs and economic benefits of existing industry and infrastructure which may be affected by encroaching incompatible land uses.*

To achieve these objectives, SPP4.1 provides guidance for the definition and establishment of buffer areas around industry and major infrastructure, with the size of the buffer depending on site specific conditions and the adoption of appropriate management practices to mitigate any off-site impacts.

In the absence of a specific buffer definition study, SPP4.1 reverts to the generic buffer distances recommended in the EPA's 'Guidance Statement No.3 – Separation Distances between Industrial and Sensitive Land Uses' published June 2005 ('Guidance Statement'). Appendix 1 of the Guidance Statement lists a broad range of industrial land use activities, the potential types of impacts, and a minimum recommended buffer distance for each.

Whilst the Guidance Statement does not specifically include a generic buffer for freight rail sidings and associated infrastructure, a number of the activities listed in Appendix 1 are similar to those which may occur at the site. These are shown in the table below, along with the potential impact types and recommended buffer distance.

Activity	Description	Impacts					Recommended Buffer Distance (metres)
		Gas	Noise	Dust	Odour	Risk	
Bulk material loading or unloading	Clinker, coal, ore, ore concentrate or any other bulk granular material is loaded or unloaded from vessels		✓	✓		✓	1000 to 2000
Grain elevator	Grain transfer using conveyor belts		✓	✓		✓	500
Transport vehicles depot	Buses, trucks and other heavy vehicles depot	✓	✓	✓	✓		200

NOTE:
The uses described above do not necessarily indicate the precise activities to be undertaken at the site but are intended to represent similar types of uses to those proposed by the Application (i.e. stockpiling and transport), for the purpose of demonstrating the minimum buffer distances recommended in the Guidance Statement.

As evident, the generic buffer distances recommended in the Guidance Statement range from 200 metres for transport depots, 300 to 500 metres for grain handling, and 1,000 to 2,000 metres for the loading of bulk materials such as iron ore onto vessels. Attachment 10 shows the various buffer distances around the existing rail siding facility, together with the location of existing sensitive land uses. The term 'sensitive land use' is defined in the Guidance Statement as follows:

***Sensitive land use** – land use sensitive to emissions from industry and infrastructure. Sensitive land uses include residential development, hospitals, hotels, motels, hostels, caravan parks, schools, nursing homes, child care facilities, shopping centres, playgrounds and some public buildings. Some commercial, institutional and industrial land uses which require high levels of amenity or are sensitive to particular emissions may also be considered "sensitive land uses". Examples include some retail outlets, offices and training centres, and some types of storage and manufacturing.*

The nearest sensitive land uses to the subject site are as follows:

- An existing farm house located approximately 500 metres to the west ('House 1');
- An existing farm house located approximately 2.2 kilometres to the north-west ('House 2'); and
- Existing dwellings located approximately 2 kilometres to the south ('Morawa Townsite').

With respect to the use of the facility as a transport depot, there are no sensitive land uses within 200 metres of the site. Similarly, should the site be used for grain handling, there are no sensitive land uses within 300 to 500 metres, with the exception of 'House 1' which is approximately 500 metres to the west. With respect to the use of the site for stockpiling iron ore (the current approved use), the proposed rail siding is of a much smaller scale than a port designed for loading of bulk materials onto vessels, hence the lower end of the buffer range of 1,000 to 2,000 metres is considered to represent a more suitable generic buffer distance. On this basis, with the exception of 'House 1', there are no sensitive land uses within 1 kilometre of the site, while 'House 2' is located 2.2 kilometres to the west. A small number of existing dwellings within Morawa Townsite, generally in the vicinity of White Avenue and Evans Street, are within 2 kilometres of the southern end of the existing rail siding facility.

Despite the generic buffer distances recommended in the Guidance Statement, SMCL referred its Tilley Siding proposal to the EPA for assessment under the EP Act. This included an assessment of the potential noise and dust impacts of the rail siding on the nearest sensitive land uses. The proposal was supported by specialist environmental studies, including dust and acoustic modelling, and operational dust and noise management plans.

The EPA's findings are discussed below. A copy of the EPA's Report and Recommendation can be found in Attachment 11, while the EPA's decision issued on behalf of the Minister for the Environment is provided in Attachment 12.

Dust Impacts

The EPA concluded the facility would not have any adverse impacts as a result of dust, provided the facility operated in accordance with the proponent's Dust Management Plan. The EPA's report states:

The EPA considers that, whilst dust related health impacts are not likely even at the nearest residence, without careful fugitive dust management potential loss of amenity due to short term dust events could be significant...

The proponent has provided the EPA with a letter stating that it has successfully completed negotiations to purchase the nearby farm and has agreed that the nearest residence on the farm will be kept vacant for the life of the project. This means that the nearest receptor will now be about 2 kilometres away at the town of Morawa. The EPA considers that purchase of the neighbouring farm removes the major difficulty for the dust issue, but considers effective dust management will still be required to avoid loss of amenity at Morawa...

The EPA considers that implementation of the proponent's Dust Management Plan would be effective in preventing loss of amenity at Morawa and therefore the EPA's objective for the environmental factor of dust could be met.

Noise

The EPA reached similar conclusions with respect to noise, finding the proposed facility, if operated in accordance with the proponent's Noise Management Plan, could comply with the requirements of the Environmental Protection (Noise) Regulations, except at the nearest residence ('House 1').

The EPA report states:

... the proponent has come to an agreement with the landowner to purchase the farm and has provided the EPA with a letter stating that the agreement has been finalised and that the nearest residence on the property will be kept vacant for the life of the project. There is a second residence on this property (located about 2 kilometres from the proposal site) that the proponent would like to use as a caretaker's residence. This would only occur if the noise regulations can be satisfied at that location.

Although the predicted noise levels in Morawa were not discussed in the proponent's report, DEC advised the EPA that, with good noise management, the noise levels could be expected to meet the noise regulations. This advice only applied to normal day time operation and operation at night that excluded loading operations. The night-time loading restriction precaution took into account the stricter night-time (7 pm to 7 am) noise criteria under the noise regulations.

The proponent's Noise Management Plan specifies that night-time loading operations will not include loading operations until such time as noise monitoring has confirmed that night-time loading could be carried out without breaching the noise regulations.

The EPA expects the proponent to ensure that the proposal complies with the noise regulations and considers that, provided the proponent's Noise Management Plan is implemented, the proposal can be managed to meet the EPA's objectives for environmental factor of noise.

In light of the EPA's findings, the Minister for the Environment published Statement No.758 in January 2008 (amended February 2008), confirming the proposal may be implemented under the EP Act, subject to implementation of the proponent's Noise and Dust Management Plans.

Refer Attachment 13 - Noise and Dust Management Plans.

It is acknowledged the approval of Tilley Siding under the EP Act was granted specifically to SMCL for the purpose of stockpiling iron ore, and relied upon SMCL purchasing the land to the west so that the nearest residence ('House 1') would remain vacant for the life of the project. Therefore, to enable Brookfield Rail to take over the operation of the rail siding for the purposes described in this Application, and to ensure compliance with the requirements of the EP Act, a number of matters need to be resolved prior to commencement, as discussed below.

Change of Proponent

Pursuant to Condition 2 of Statement No.758, and in accordance with Section 36 (6a) of the EP Act, an application to the EPA will be made by Brookfield Rail, in conjunction with SMCL, to change the proponent responsible for the proposal. This application will be submitted to the EPA prior to commencement of this Application. Upon transfer, Brookfield Rail will be responsible for operating the facility in accordance with the conditions of Statement No.758, including the requirements of the Noise and Dust Management Plans. All site users will be required to adhere to these requirements, in accordance with the terms of any site access agreement entered into with Brookfield Rail.

Other Activities

The current approval under the EP Act relates specifically to the stockpiling of iron ore, together with incidental operational activities such as truck movements, loading operations and train parking. This Application, however, seeks approval to use the siding for a broader range of purposes than current allowed, including stockpiling of commodities such as grains and other minerals. None of these other activities were assessed under the EP Act when SMCL referred its Tilley Siding proposal to the EPA.

Notwithstanding, given the generic buffer distances recommended in the Guidance Statement, it is not anticipated the other activities that potentially may occur at the site will generate any greater environmental impacts than those already assessed in relation to the stockpiling of iron ore. For example, activities such as grain storage and transfer, train parking, and the lay-down of goods and equipment, are unlikely to generate impacts greater than those associated with iron ore stockpiling or which have not already been assessed by the EPA in its consideration of SMCL's proposal.

One possible exception to this relates to the impacts associated with stockpiling and loading other (yet to be defined) minerals that might be mined in the region in the future. In this regard, even if this Application receives Development Approval, it will be necessary for each mining activity to be referred to the EPA for assessment under the EP Act, including assessment of any impacts associated with the stockpiling, loading and transportation of minerals off-site, after mining has occurred. Each future activity will therefore be assessed under the EP Act on its merits, and all site users will be required to demonstrate that all necessary environmental approvals have been obtained, in accordance with the terms of any site access agreement entered into with Brookfield Rail.

Existing Residence to the West

The Minister for the Environment's decision relied upon the proponent, SMCL, acquiring the abutting land so that the nearest residence ('House 1') would remain vacant for the life of the project, thereby mitigating any potential adverse impacts related to excessive dust and noise.

Brookfield Rail and SMCL have agreed the in-principle terms for a contract relating to the nearby residence, whereby Brookfield Rail (as owner of the rail siding) will have the right to demolish the house at its cost, provided Brookfield Rail gives the abutting landowner (currently SMCL) six months prior notice. It is envisaged that the agreement will be registered on the respective Certificates of Title and enable Brookfield Rail (or its contractors) to enter onto the land to undertake the required demolition works, prior to commencement of this Application.

Access to Groundwater for Dust Suppression

SMCL's Dust Management Plan recommended that dust suppression measures be implemented, as required, to mitigate any adverse impacts associated with excessive dust generated by stockpiles, loading / unloading activities, and truck movements. To undertake dust suppression, SMCL is able to access groundwater from a nearby drawpoint, pursuant to Groundwater Licence 159255, issued under the Rights to Water and Irrigation Act. This Groundwater Licence also enables SMCL to access groundwater for its mine site further to the east. It is proposed to transfer the portion of the licence relating to the rail siding from SMCL to Brookfield Rail, prior to commencement of this Application.

In light of the above, it is considered this Application is capable of being implemented without any significant impact on the amenity and environment of the area, and that a sufficient buffer separation distance will be provided between the subject site and sensitive land uses.

For these reasons, the Application satisfies the requirements of SPP4.1.

3.3 ECONOMIC CONSIDERATIONS

Morawa is an important strategic centre in the Mid West region of Western Australia, and is set to play a pivotal role in the economic development of the region.

In 2011, the State Government, through its 'Royalties for Regions' program, invested \$85 million to establish the Regional Centres Development Plan. The purpose of the plan was to identify nine 'Super Towns' where, due to their strategic location, significant regional population growth could be accommodated. Morawa was one of nine 'Super Towns' selected under the program to receive 'Royalties for Regions' funding, resulting in the implementation of a \$3 million townsite revitalisation program and \$0.5 million feasibility study for a solar thermal power station.

In addition, Brookfield Rail recently completed the Mid West Rail Upgrade Project, which transformed more than 184 kilometres of the rail network between Morawa and Geraldton, including the existing railway line into which Tilley Siding is connected. The rail upgrade is a 'flagship priority project' in the State Government's Mid West Regional Infrastructure Priorities Project 2010 Workshop Paper (November 2011).

The importance of an effective freight rail network is recognised in the Department of Transport's 'Western Australian Regional Freight Transport Network Plan':

The State's rail network will play an increasingly important role in the movement of the freight task in the southern regions of Western Australia in the future. To meet potential demand, Brookfield Rail will need to invest substantial capital in order to create the required capacity in the rail network.

In the Mid West, Brookfield Rail expects freight growth to increase exponentially to 2030, with much of the growth — and investment in additional capacity — likely to be concentrated on the Morawa-Mullewa-Narngulu-Geraldton arc.

The Regional Freight Transport Network Plan promotes the upgrade of the freight rail network to support the Mid West region's grain and resource industries, and recognises the pivotal role of Brookfield Rail in developing rail infrastructure:

Looking to the future, there will be increasing pressure on transport networks as the freight task continues to grow within and between the State's regions. In this context, rail is an essential transport mode, given community expectations regarding the provision of freight transport that balances economic objectives with issues of sustainability and safety. The Government will continue its commitment to maintaining a strong regional rail network and consider necessary long-term development needs on a case-by-case basis.

Ultimately however, the Government recognises that Brookfield Rail has the financial capacity and expertise to facilitate the development of rail infrastructure and that many of the projects incorporated into Brookfield Rail's network planning framework will be funded through commercial arrangements with industry and rail users. Private-sector investment in rail will require consideration of required commercial returns and the mitigation of risk associated with the significant capital investments involved.

This Application will enable Brookfield Rail to own and operate Tilley Siding as part of its freight network servicing the Mid West region. It will provide an opportunity to establish a significant inter-modal road-rail transport hub servicing Morawa and surrounding districts, and act as a catalyst for industrial development in the longer term.

The Application therefore has the potential to support the local economy and generate employment opportunities within Morawa.

4.0 CONCLUSION

This Application seeks approval for the continued use of an existing rail siding (Tilley Siding') situated at Lot 502 Morawa-Yalgoo Road, located approximately 2 kilometres north of Morawa. The Minister for Planning approved the rail siding in 2008, for the purpose of stockpiling iron ore, with the use of the siding limited to a maximum period of ten years (expiring February 2018).

This Application proposes that the siding be used for a range of purposes, including the stockpiling of commodities such as grains and minerals, the transfer of those commodities from road to rail, train parking, and the lay-down of goods and equipment. The Application does not propose any construction works but simply seeks approval to use the existing infrastructure for a broader range of purposes than presently allowed for under the current approval, and for the siding to be utilised beyond February 2018.

The Application is submitted on behalf of Brookfield Rail, which operates the abutting freight railway line and wishes to acquire and operate Tilley Siding for the purpose of establishing an inter-modal rail-road transport facility at Morawa, to enhance the quality and standard of the network servicing the wider Mid West region. Brookfield Rail operates the freight network on behalf of the State Government and the siding presents an opportunity to shift a greater amount of freight transport from road to rail.

The on-going improvement of the freight rail network in the region is a key priority of many recent projects undertaken by the State Government, including the WAPC's 'Mid West Regional Infrastructure Priorities Project' and the Department of Transport's 'Western Australian Regional Freight Transport Network Plan'.

The continued use of the site as a rail siding is compatible with the industrial uses planned for the abutting land, pursuant to the Shire's Local Planning Strategy. The siding will act as a catalyst for industrial development, will support the agricultural and resource sectors, and has the potential to generate employment opportunities in Morawa.

The Application is consistent with all relevant town planning considerations and is not expected to have any significant adverse impact on the amenity and environment of the locality.

There are no sensitive land uses within close proximity to the site, with the exception of a farm house located 500 metres to the west. In this regard, Brookfield Rail has agreed in-principle terms of a contract with the abutting owners to enable Brookfield Rail to demolish the dwelling in the event any particular activities at the siding are likely to pose an unacceptable risk to residents as a result of excessive noise or dust.

The existing siding has received environmental approval under the Environmental Protection Act for the purpose of stockpiling and loading iron ore. The environmental approval requires that the facility operate in accordance with the original proponent's Noise and Dust Management Plans. Application is being made to the EPA to transfer responsibility for the environmental approval to Brookfield Rail. Application is also being made to transfer the groundwater extraction licence to Brookfield Rail, to ensure water is available should any activities require dust suppression measures to be carried out.

Brookfield Rail will be responsible for the operation of the facility and will require all site users to abide by the terms of the original environmental approval, including the approved Noise and Dust Management Plans. Any specific activities proposed to be undertaken at the site which are likely to have an environmental impact, and which are beyond the scope of the current environmental approval, will require referral to the EPA for assessment.

In light of the above, it is considered the Application is consistent with the amenity and orderly and proper planning of the locality, and ought to be approved by the Shire pursuant to the provisions of Local Planning Scheme No.2.

Please do not hesitate to contact the undersigned should any further information be required.

Yours sincerely,

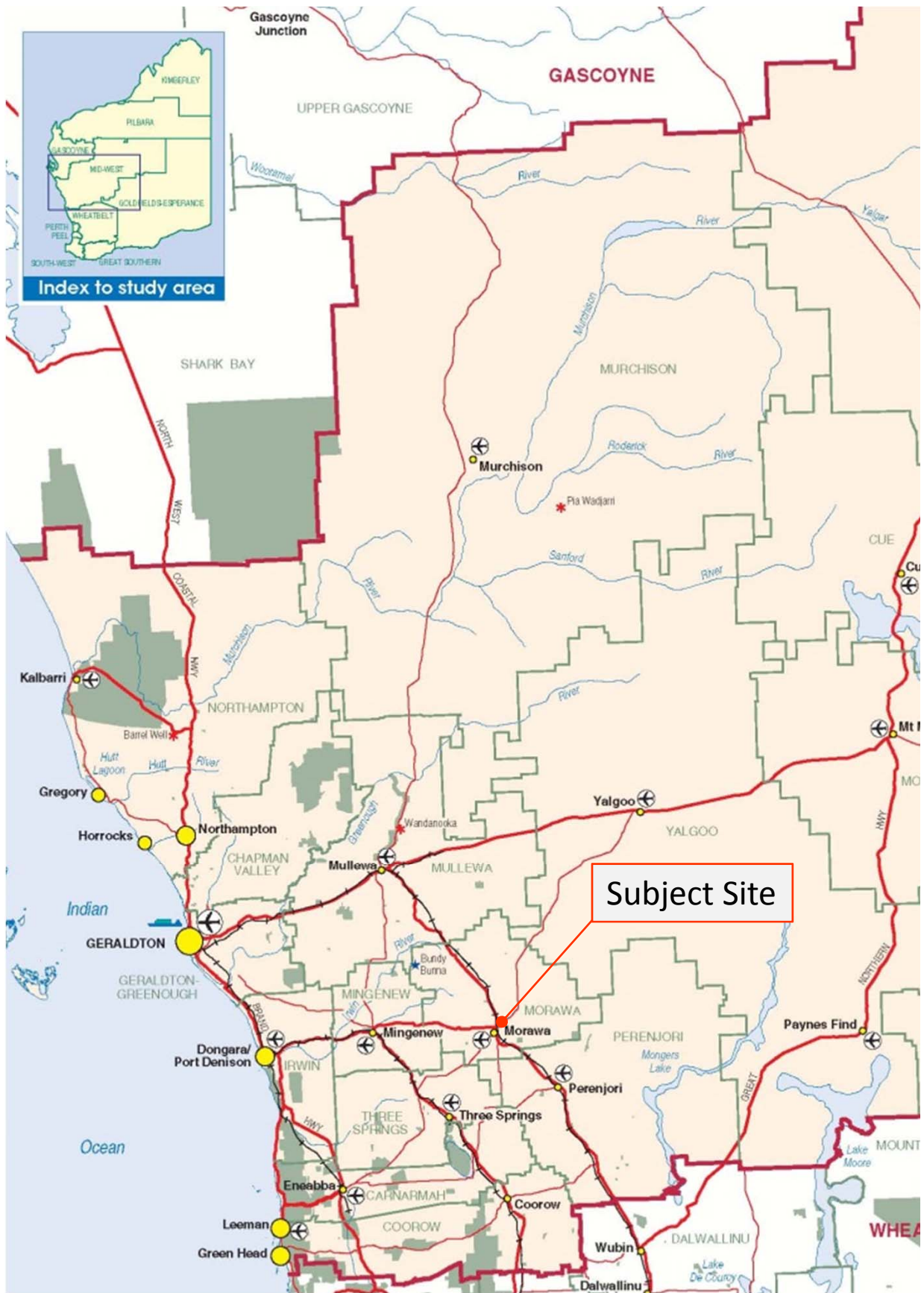
APP CORPORATION PTY LTD



Alan Stewart

Principal Planner

ATTACHMENT 1
Regional Location



Source of Base Plan: Mid West Infrastructure Analysis

ATTACHMENT 1

Regional Location



ATTACHMENT 2
Local Location



Source of Base Plan: Near Maps

ATTACHMENT 2

Local Location



ATTACHMENT 3
Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 502/DP73471	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2794

FOLIO
114

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 502 ON DEPOSITED PLAN 73471

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

COLIN WALTER MALCOLM
CAROLYN JUDITH MALCOLM
BOTH OF POST OFFICE BOX 129, MORAWA
AS JOINT TENANTS

(AF L925864) REGISTERED 3 MAY 2012

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

- *I406947 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 10.3.2003.
- *K479314 CAVEAT BY KARARA RAIL PTY LTD LODGED 17.1.2008.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

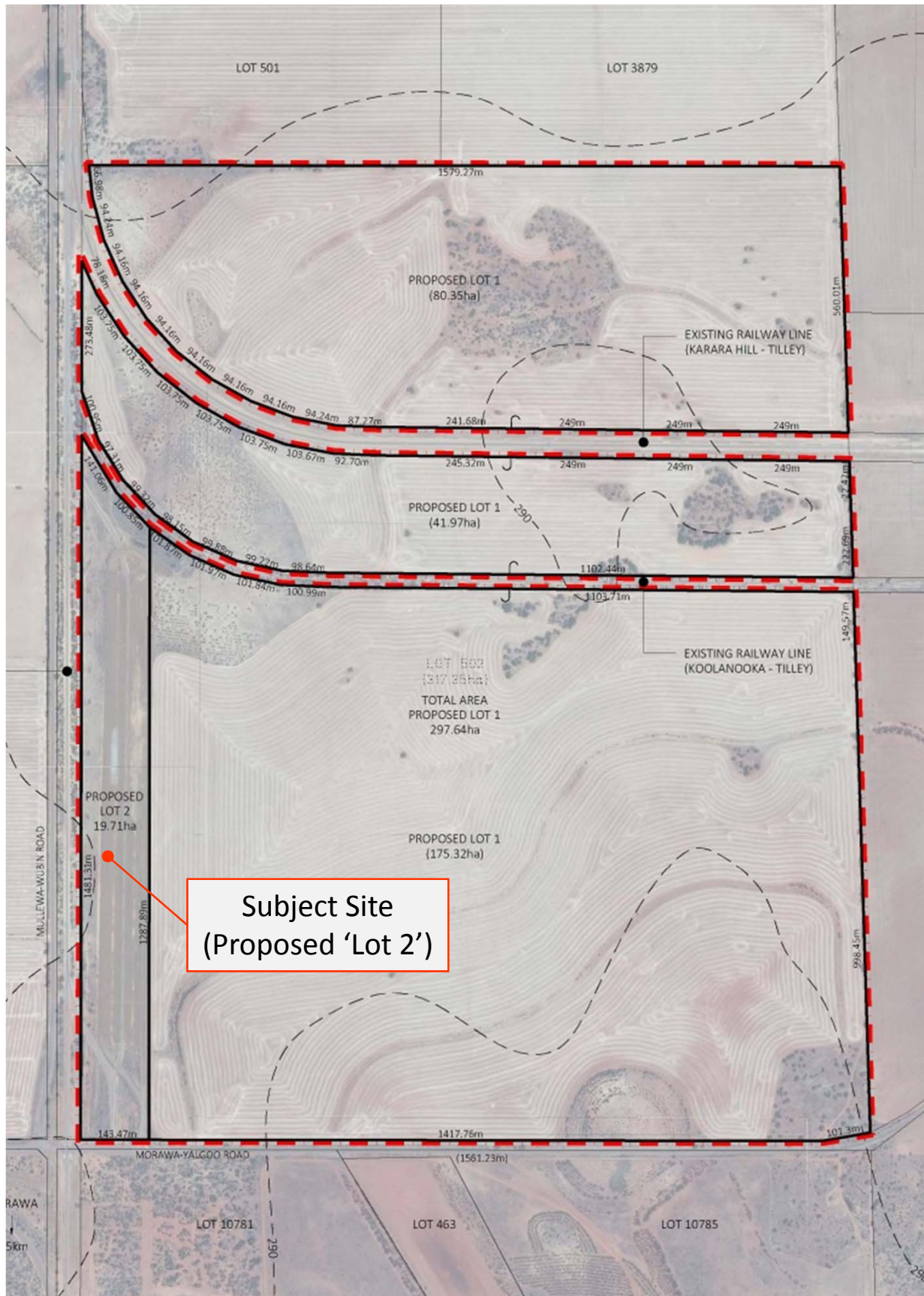
STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP73471.
PREVIOUS TITLE: 1531-881.
PROPERTY STREET ADDRESS: NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AREA: SHIRE OF MORAWA.

NOTE 1: K898024 DEPOSITED PLAN (AS TO INTEREST ONLY) 64241 LODGED.
NOTE 2: L925864 THIS LOT/TITLE CREATED AFTER PORTION OF THE LAND TAKEN FROM THE FORMER LOT WITHOUT PRODUCTION OF THE DUPLICATE TITLE BY TAKING ORDER L925863. CURRENT DUPLICATE FOR THE WITHIN LAND IS STILL VOL. 1531 FOL. 881 EDITION 1.

ATTACHMENT 4
Subdivision Plan and WAPC Approval



Source of Base Plan: Landgate

ATTACHMENT 4

Proposed Subdivision Plan



Your Ref :
Enquiries : Emily Burton (Ph 6551 9899)

APP Corporation Pty Ltd
Po Box 3016
EAST PERTH WA 6892

Approval Freehold (Green Title) Subdivision

Application No : 154502

Planning and Development Act 2005

Applicant	:	APP Corporation Pty Ltd Po Box 3016 EAST PERTH WA 6892
Owner	:	Colin Walter Malcolm & Carolyn Judith Malcolm Po Box 129 MORAWA WA 6623
Application Receipt	:	15 November 2016

Lot Number	:	502
Diagram / Plan	:	Deposited Plan 73471
Location	:	-
C/T Volume/Folio	:	2794/114
Street Address	:	Morawa-Yalgoo Road, Morawa
Local Government	:	Shire of Morawa

The Western Australian Planning Commission has considered the application referred to and is prepared to endorse a deposited plan in accordance with the plan date-stamped **15 November 2016**.

This decision is valid for **three years** from the date of this notice.

The deposited plan must be submitted within the term of the approval, that is by the close of business on **27 January 2020**.

A request for endorsement of a deposited plan is to be submitted to the WAPC on a Form 1C with appropriate fees. Form 1C and a schedule of fees are available on the WAPC website: <http://www.planning.wa.gov.au>.

ADVICE:





1. Proposed Lots 1 and 2 contain land within a Bushfire Prone Area and as such further development may be subject to the requirements of the Western Australian Planning Commission's State Planning Policy 3.7 - Planning in Bushfire Prone Areas.
2. The Department of Parks and Wildlife have provided the following advice; should vegetation clearing occur, proposed Lots 1 and 2;
 - i. are within a five kilometre radius of populations of Threatened and Priority flora species protected under the *Wildlife Conservation Act 1950*; and
 - ii. show records of the Western Spiny-tailed Skink (*Egernia stokesii*), a species listed as rare under the *Wildlife Conservation Act 1950* and endangered under the *Environmental Protection and Biodiversity Conservation Act 1999*.



Kerrine Blenkinsop
Secretary
Western Australian Planning Commission

27 January 2017

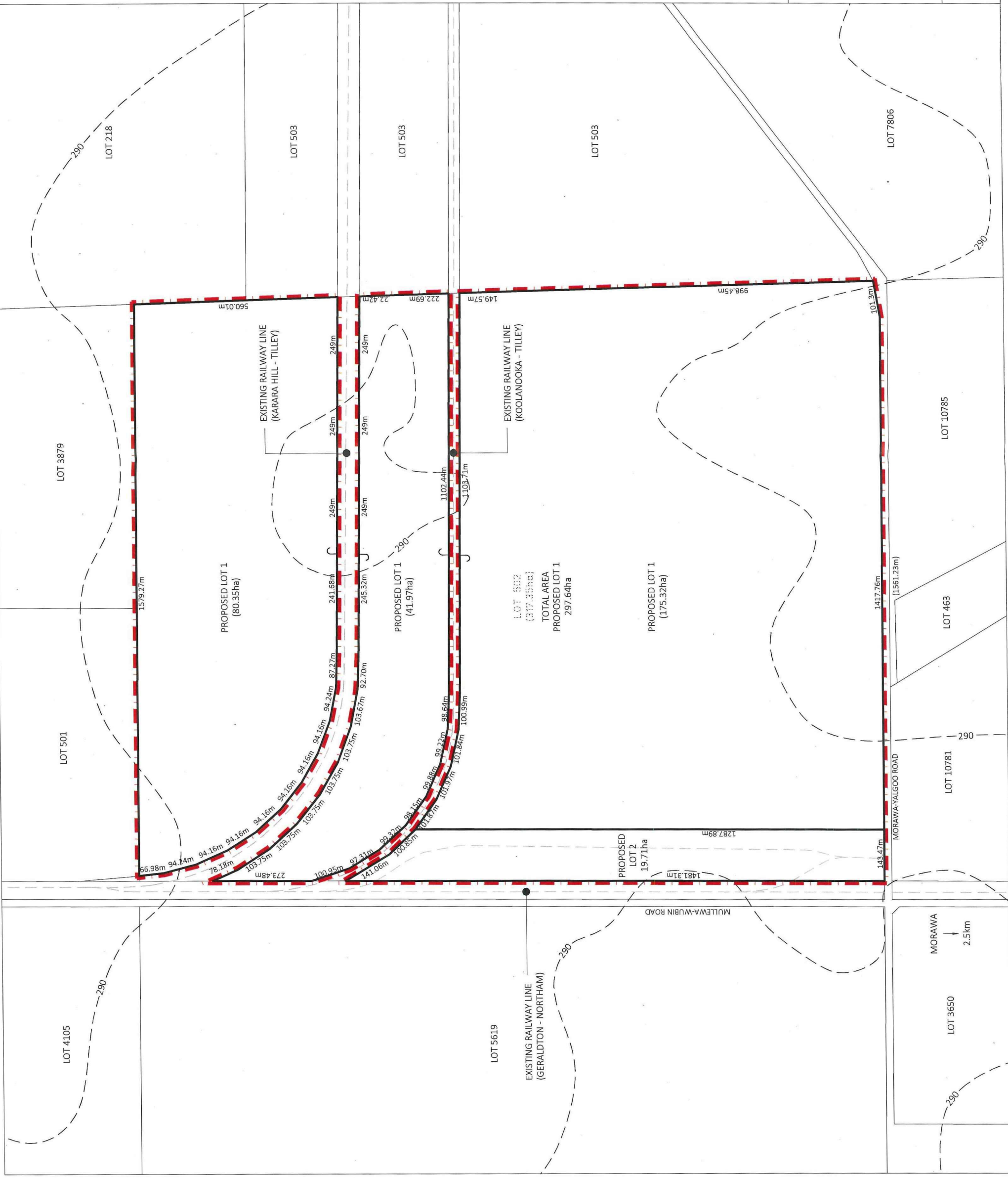
LEGEND:

-  SUBJECT SITE - EXTENT OF SUBDIVISION APPLICATION
-  EXISTING LOT BOUNDARY
-  EXISTING CONTOURS
-  EXISTING RAILWAY LINE

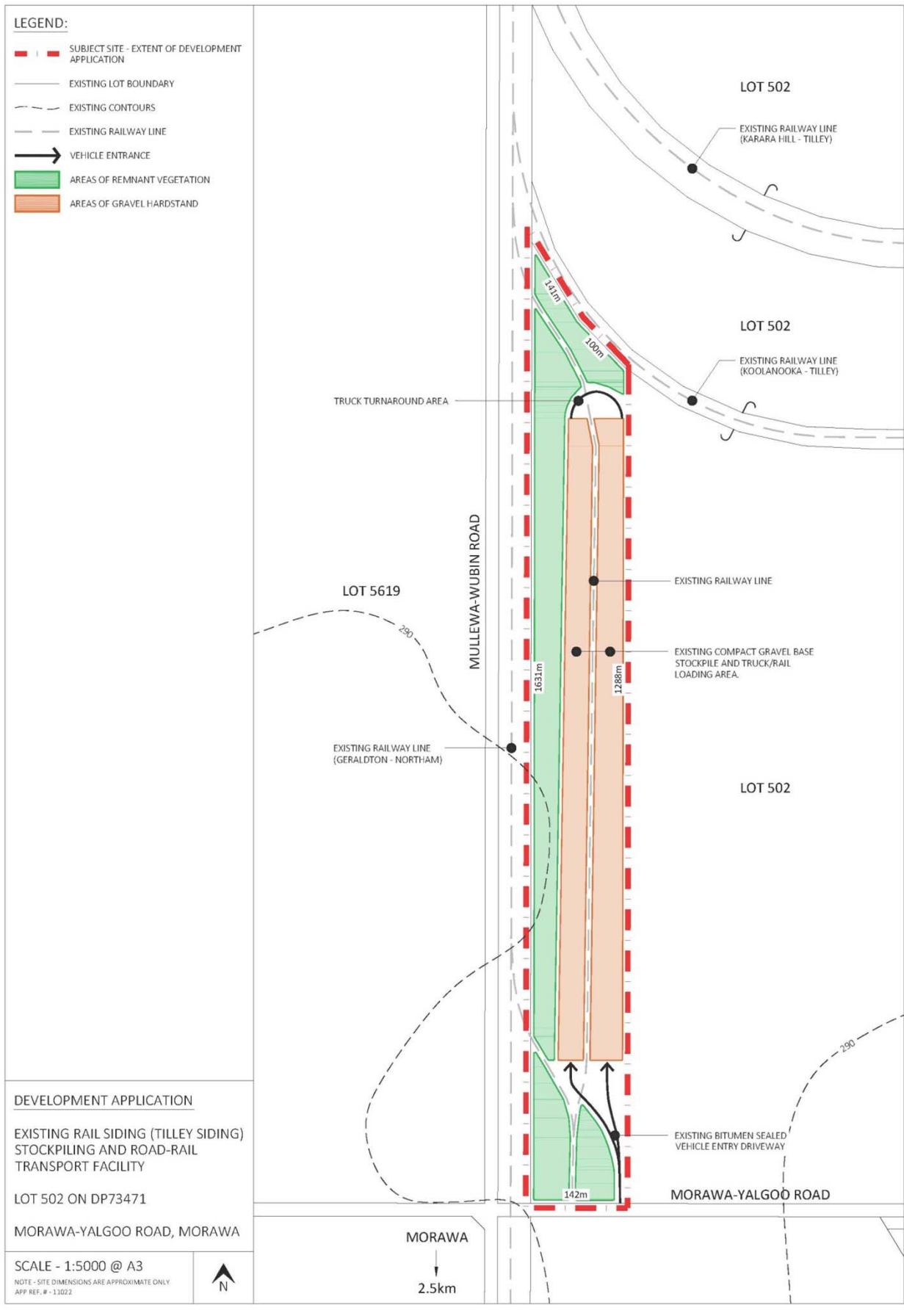
DEPARTMENT OF PLANNING		
DATE	FILE	
15/11/2016	154502	

SUBDIVISION APPLICATION
EXISTING RAIL SIDING (TILLEY SIDING)
LOT 502 ON DP73471
MORAWA-YALGOO ROAD, MORAWA

SCALE - 1:10,000 @ A3
 NOTE - SITE DIMENSIONS ARE APPROXIMATE ONLY
 APP REF. # - 11022



ATTACHMENT 5
Proposed Development Plan

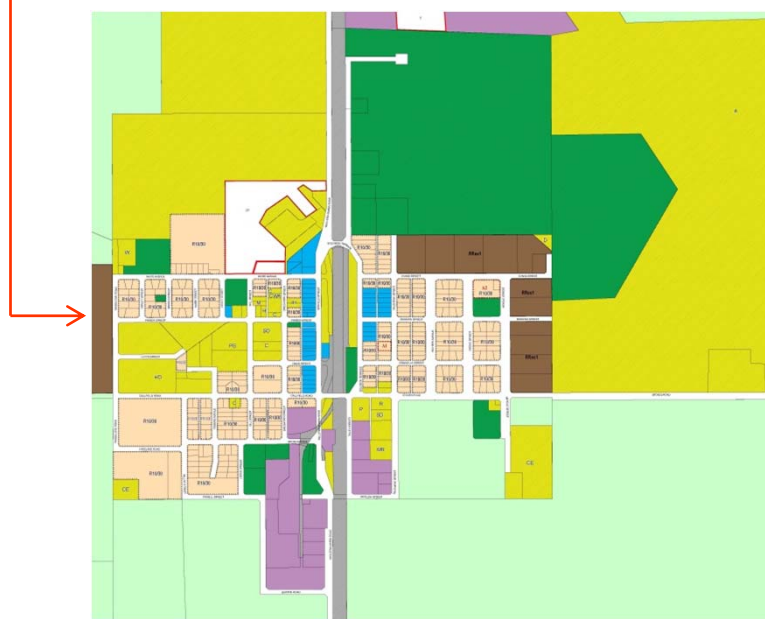
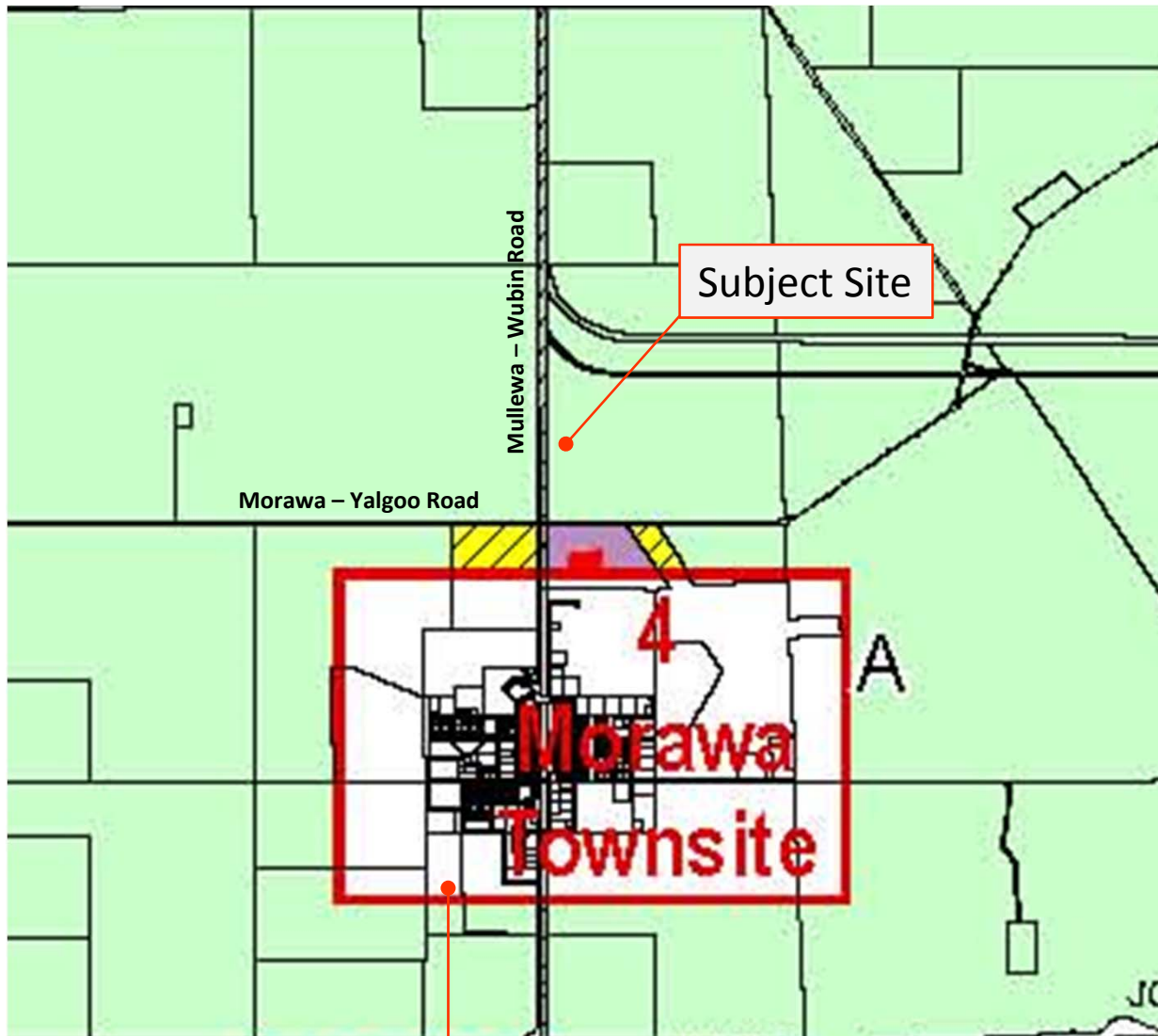


ATTACHMENT 5

Proposed Development Plan



ATTACHMENT 6
LPS Zoning Map



LPS2 Zoning Map - Morawa Townsite

ATTACHMENT 6
Local Planning Scheme 2 – Zoning Map



ATTACHMENT 7
Local Planning Strategy Map

ATTACHMENT 8
Map of Bushfire Prone Area



Source of Base Plan: Department of Fire and Emergency Services

ATTACHMENT 8

Map of Bushfire Prone Area



ATTACHMENT 9
Letter from Certified Bushfire Practitioner



Alan Stewart
Principal Planner
APP Corporation Pty Ltd.
Level 4, 181 Adelaide Terrace
EAST PERTH WA 6004

Your reference: Tilley Siding Bushfire
Requirements
Our reference: APP16510.01

Dear Alan

BUSHFIRE REPORTING REQUIREMENTS – TILLEY SIDING, MORAWA

APP Corporation Pty Ltd.(APP), on behalf of their client Brookfield Rail, has submitted a Development Application for a stockpiling and transport facility on an existing railway siding at Lot 502 on Deposited Plan 73471, situated on Morawa-Yalgoo Road, Morawa (the subject site).

The subject site is located approximately 3 km north of Morawa and encompasses 317 ha. The subject site contains two east-west railway lines, both of which feed into an existing north-south railway line which includes an existing railway siding known colloquially as 'Tilley Siding'. Tilley Siding was constructed in 2008 and was approved for use as an 'iron ore stockpile loading and transport facility' by the Minister for Environment as per Ministerial Statement No. 758.

Brookfield Rail was granted subdivision approval on 27 January 2017 (WAPC 154502) to subdivide the subject site into two lots to allow Tilley Siding to be acquired and operated by Brookfield Rail. The submitted Development Application seeks approval to utilise Tilley Siding for a range of purposes, including the stockpiling of commodities such as grains and minerals, the transfer of those commodities from road to rail, train parking and the lay-down of goods and equipment.

An assessment of the documentation required to support the Development Application identified that Tilley Siding is located within a Designated Bushfire Prone Area as per the Department of Fire and Emergency Services (DFES) 'Map of Bushfire Prone Areas'. Consequently, APP engaged Strategen Environmental (Accredited Bushfire Practitioners) to review the level of reporting that will be required to support the Development Application.

State Planning Policy 3.7 *Planning in Bushfire Prone Areas* requires Development Applications in bushfire prone areas to comply with Policy Measures 6.2 and 6.5 as outlined below:

6.2 Strategic planning proposals, subdivision and development applications

- a) Strategic planning proposals, subdivision and development applications within designated bushfire prone areas relating to land that has or will have a Bushfire Hazard Level (BHL) above low and/or where a Bushfire Attack Level (BAL) rating above BAL-LOW apply, are to comply with these policy measures.
- b) Any strategic planning proposal, subdivision or development application in an area to which policy measure 6.2 a) applies, that has or will, on completion, have a moderate BHL and/or where BAL-12.5 to BAL-29 applies, may be considered for approval where it can be undertaken in accordance with policy measures 6.3, 6.4 or 6.5.
- c) This policy also applies where an area is not yet designated as a bushfire prone area but is proposed to be developed in a way that introduces a bushfire hazard, as outlined in the Guidelines.

6.5 Information to accompany development applications

Any development application to which policy measure 6.2 applies is to be accompanied by the following information in accordance with the Guidelines:

- a) (i) a BAL assessment. BAL assessments should be prepared by an accredited Level 1 BAL Assessor or a Bushfire Planning Practitioner unless otherwise exempted in the Guidelines; or
(ii) a BAL Contour Map that has been prepared for an approved subdivision clearly showing the indicative acceptable BAL rating across the subject site, in accordance with the Guidelines. BAL Contour Maps should be prepared by an accredited Bushfire Planning Practitioner
- b) the identification of any bushfire hazard issues arising from the BAL Contour Map or the BAL assessment; and
- c) as assessment against the bushfire protection criteria requirements contained within the Guidelines demonstrating compliance within the boundary of the development site.

Additionally, SPP 3.7 identifies railways as a potential high risk land use which triggers the requirement for Bushfire Management Plans prepared to support Development Applications to contain an emergency evacuation plan and / or risk management plan and be jointly endorsed by the Local Authority and DFES.

Given the railway is already in place and the Development Application simply deals with a *change of use* of Tilley Siding however; the proposal is **not considered** to be a high risk land use.

With regards to the requirement to prepare a Bushfire Management Plan to support the Development Application; Planning Bulletin 111/2016 which was released to provide further clarity regarding the application of SPP 3.7 clearly states that SPP 3.7 will apply to the following proposals:

- strategic planning documents and proposals (including local planning strategies, region and local scheme amendments and structure plans)
- applications for subdivision, other than amalgamations or boundary realignments that do not result in the intensification of development or result in an increased bushfire risk
- development applications for vulnerable and high risk land uses
- development applications in areas where the BAL rating for the development site cannot be calculated due to the terrain
- development applications for habitable buildings.

Additionally, habitable buildings are defined as:

any fully or partially enclosed structure, with at least one wall and a roof made of solid material, and used by people to:

- *live (house, apartment or hostel)*
- *work (office, factory or hospital)*
- *study (school, university or library)*
- *socialise or entertain (gym, theatre, restaurant or community facility).*

As per the above definitions and exclusion of the proposal as a high risk land use; the proposal to change the use of Tilley Siding to accommodate an additional resource other than iron ore, in Strategen's opinion will not trigger the application of SPP 3.7 and therefore will not require the preparation of a Bushfire Management Plan to accompany the development application.

We trust this information is sufficient to support the Development Application.

Yours sincerely



Daniel Panickar
SENIOR CONSULTANT
LEVEL 2 BUSHFIRE PRACTITIONER (BPAD 37802)

9 February 2017



Roger Banks
PRINCIPAL
LEVEL 2 BUSHFIRE PRACTITIONER (BPAD 36857)

9 February 2017

ATTACHMENT 10
Buffer Distances and Nearest Sensitive Land Uses



Source of Base Plan: Landgate

ATTACHMENT 10

Buffer Separation Distances



ATTACHMENT 11
Report and Recommendation of the EPA

Tilley Siding Ore Transport Facility

Midwest Corporation Limited

**Report and recommendations
of the Environmental Protection Authority**

**Environmental Protection Authority
Perth, Western Australia
Bulletin 1267
October 2007**

Environmental Impact Assessment Process Timelines

Date	Progress stages	Time (weeks)
2/2/07	Referral received	
22/10/07	ARI Level of Assessment set and EPA report to the Minister for the Environment	36

Report Released: 22/10/07

Appeals Close: 05/11/07

Assessment No. 1704

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7. Conclusions.....	9
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1. Regional location

Appendices

1. References
2. Recommended Environmental Conditions

1. Introduction and background

This report provides the Environmental Protection Authority's (EPA's) advice and recommendations to the Minister for the Environment on the proposal by Midwest Corporation Limited to construct a rail siding (Tilley Siding) 2 kilometres north of Morawa to stockpile and load iron ore for rail transport to Geraldton Port.

Section 44 of the *Environmental Protection Act 1986* (EP Act) requires the EPA to report to the Minister for the Environment on the outcome of its assessment of a proposal. The report must set out:

- The key environmental factors identified in the course of the assessment; and
- The EPA's recommendations as to whether or not the proposal may be implemented, and, if the EPA recommends that implementation be allowed, the conditions and procedures to which implementation should be subject. The EPA may include in the report any other advice and recommendations as it sees fit.

The proponent has submitted a referral document setting out the details of the proposal, potential environmental impacts and proposed commitments to manage those impacts.

The EPA considers that the proposal, as described, can be managed to meet the EPA's environmental objectives, subject to the EPA's recommended conditions being made legally binding.

The EPA has therefore determined under Section 40 of the EP Act that the level of assessment for the proposal is Assessment on Referral Information (ARI), and this report provides the EPA advice and recommendations in accordance with Section 44 of the EP Act.

2. The proposal

Midwest Corporation Limited proposes to construct and operate a rail siding (Tilley Siding) 2 kilometres north of Morawa on the Morawa Wubin Road adjacent to the existing railway (Figure 1).

Tilley Siding would be used to stockpile iron ore which has been transported by truck via the Munkton Road from Koolanooka. Iron ore stockpiled at Tilley Siding would be loaded by two front end loaders onto rail cars for transport to Geraldton Port.

The rail siding from turn in to turn out would be 1,610 metres long. Road trains would arrive at Tilley Siding at approximately 30 minute intervals (2 trucks/hour 24 hours a day). Ore would be side tipped onto prepared pads and pushed up by front end loaders to a height of 3 metres. The stockpiles would be the length of the trains to minimise the requirement for shunting during the loading operations.

Trains would consist of up to 64 wagons with two 2000HP Westrail Class R or similar operational locomotives.

The main characteristics of the proposal are summarised in the table below.

Table 1: Summary of key proposal characteristics

Element	Description
Major project components	Rail siding, stockpiling and loading of iron ore.
Total estimated area of project	A total area of 28 hectares (ha) of which <ul style="list-style-type: none"> • 27.74 ha is previously cleared agricultural land; and • 0.26 ha bushland.
Length of turnout	1,610 metres
Road train arrivals	2 trucks per hour 24 hours per day
Train makeup	64 wagons with two 2000HP (Westrail Class R) or similar
Loading	Two frond end loaders
Stockpiles	Two stockpiles running parallel to the siding. 3 metre high dead stockpile maintained as noise barrier on western side of siding.
Power source	Portable power generator
Associated infrastructure	1 chemical toilet
Waste materials	Negligible, will be removed from site.
Water requirement (anticipated)	180 kilolitres/day
Water source for dust management	80 megalitres of pit water from Koolanooka mine pit and 120 megalitres of bore entitlement per annum.
Water salinity	TDS level between 3000 and 5000 parts per million (ppm)

The potential impacts of the proposal are discussed by the proponent in the referral document (*Ecologia, August 2007*).

3. Consultation

During the preparation of the ARI, the proponent has undertaken consultation with government agencies and key stakeholders. The agencies, groups and organisations consulted, the comments received and the proponent's response are detailed in the Proponent's referral document (*Ecologia, 2007*).

A number of environmental issues were raised by the stakeholders during the consultation. Table 2 summarises the main issues raised and details the actions taken by the proponent to address the issues.

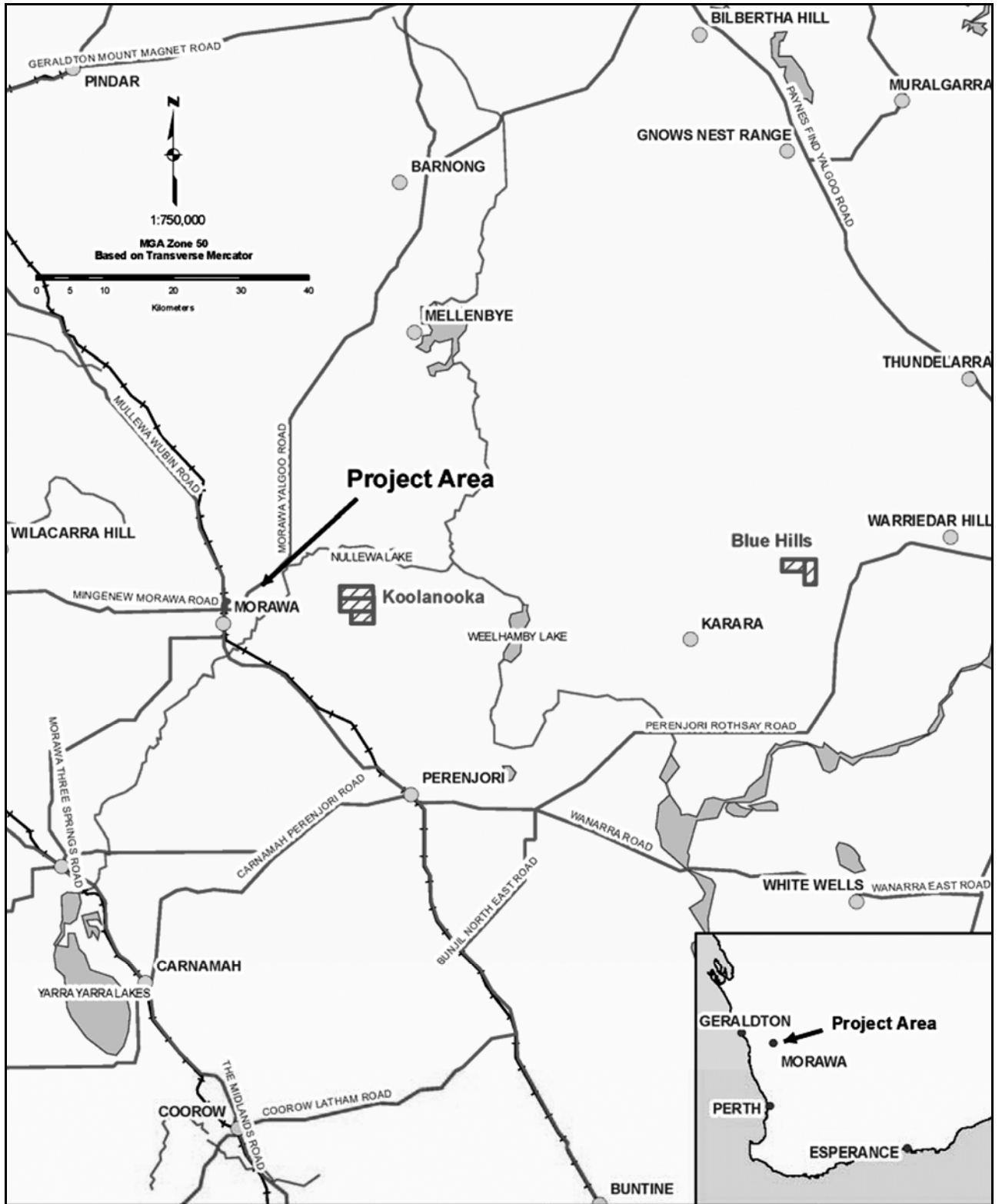


Figure 1: Regional location

Table 2: Summary of issues raised during stakeholder consultation

Issue raised	Stakeholder	Response
Noise, dust and safety concerns.	Nearest residents	Midwest offered to purchase property.
Noise and dust.	Morawa public meeting (24 attendees)	Midwest developed Dust and Noise Management Plans.
Noise/dust modelling and management.	<ul style="list-style-type: none"> • Department of Environment and Conservation (DEC) • Department of Industry and Resources (DoIR) 	Dust and Noise modelling and management plans improved as required.

The EPA considers that the consultation process has been appropriate and that reasonable steps have been taken to inform the community and stakeholders on the proposed development.

4. Key environmental factors

It is the EPA's opinion that the following key environmental factors relevant to the proposal require evaluation in this report:

- (a) Dust
- (b) Noise

The key environmental factors are discussed in Sections 4.1 – 4.2. The description of each factor shows why it is relevant to the proposal and how it will be affected by the proposal. The assessment of each factor is where the EPA decides whether or not a proposal meets the environmental objective set for that factor.

4.1 Dust

Description

Dust may be generated at Tilley Siding from the stockpiles and movement of vehicles and loading operations. The main access road, lay down and loading areas would be unsealed and subject to dust lift off when dry.

The nearest neighbour is 500 metres to the west and the Morawa racetrack and northern extent of the town site is approximately 1.5 kilometres to the south.

An assessment of the predicted dispersion of dust (SKM 2007) using the AUSPLUME model was carried out to assess the base case assuming dry weather conditions and no dust control measures being undertaken at Tilly Siding.

Under these unmanaged conditions it was predicted that the maximum ground level PM₁₀ concentration would exceed the National Environmental Protection Measure (NEPM) 24 hour average concentration standard of 50 micrograms per cubic metre

($\mu\text{g}/\text{m}^3$) at the nearest residence. The model predicted that the standard would be exceeded on two days a year. Cumulative frequency analysis indicated that the largest hourly concentration impacting the nearest residence was derived from the unloading of trucks while the most consistent source was the unpaved roads.

It is proposed that dust suppression techniques be used and the proponent has prepared a Dust Management Plan (*Ecologia, 2007*). Using default factors for dust control taken from Department of Environment and Heritage (2001), the dispersion modelling was repeated using the following PM_{10} emission reductions:

- 30% reduction to truck unloading, rail loading and stockpile and open area wind erosion sources due to the use of windbreaks; and
- 50% reduction to unpaved road emissions due to water spraying.

Table 3 shows the predicted ground level PM_{10} concentrations at the nearest neighbour and race track (northern boundary of Morawa) allowing for these dust reductions.

Table 3: Predicted ground level PM_{10} concentrations after dust suppression

	Nearest Residence	Race Track
Criteria (NEPM 24 hr average $\mu\text{g}/\text{m}^3$)	50	50
Maximum	43.7	11.7
Average	3.5	1.2

These modelling results do not include dust from other sources. However the NEPM standard allows for five exceedances a year, to take into account dust from natural sources.

Assessment

The EPA's environmental objective for this factor is to ensure that the dust levels generated by the proposal do not adversely impact upon welfare and amenity or cause health problems by meeting statutory requirements and acceptable standards.

The Department of Environment and Conservation (DEC) has advised that modelling of fugitive dust emissions is inherently imprecise due to the large number of variables that can affect emissions. As such, there is considerable uncertainty in the absolute values that are generated by these models and they are therefore best used in a relative sense to compare the effectiveness of alternative dust management scenarios.

DEC recommended that an adaptive dust management plan be prepared that includes routine water application, details of monitoring at sensitive receptors, dust management trigger levels, actions and operator responsibilities to ensure that dust levels are maintained at acceptable levels.

The proponent's dust modelling (after allowance for dust management procedures) indicated that that the NEPM 24 hour average particulates concentration standard could be met at all receptors.

In considering this finding the EPA took into account:

- the uncertainties associated with the modelling;

- that compliance with the NEPM particulates standard is marginal at the nearest neighbour's residence, but well below the standard at the town of Morawa; and
- that the NEPM standard is more applicable to urban air quality than fugitive dust.

The EPA considers that, whilst dust related health impacts are not likely even at the nearest residence, without careful fugitive dust management potential loss of amenity due to short term dust events could be significant. Use of the proponent's modelled 24 hour average particulates concentrations is not appropriate for the assessment of loss of amenity. Experience elsewhere has shown that public complaint can occur due to much shorter term dust incidents, even when dust levels are consistently within the NEPM 24 hour particulates standard.

The proponent has provided the EPA with a letter stating that it has successfully completed negotiations to purchase the nearby farm and has agreed that the nearest residence on the farm will be kept vacant for the life of the project. This means that the nearest receptor will now be about 2 kilometres away at the town of Morawa. The EPA considers that purchase of the neighbouring farm removes the major difficulty for the dust issue, but considers that effective dust management will still be required to avoid loss of amenity at Morawa.

In this regard, the proponent has provided a Dust Management Plan which includes both routine dust control procedures and adaptive response procedures to be applied in the case of unusual dust events. The EPA considers that implementation of the proponent's Dust Management Plan would be effective in preventing loss of amenity at Morawa and therefore the EPA's objective for the environmental factor of dust could be met.

Summary

Having particular regard to the:

- advice of DEC in regard to the proponent's dust modelling;
- proponent's agreement with the nearest neighbour to purchase their property and keep the nearest residence vacant for the life of the project; and
- proponent's Dust Management Plan;

it is the EPA's opinion that the proposal can be managed to meet the EPA's objective for the environmental factor of dust provided that condition 6, which requires the implementation of the proponent's Dust Management Plan, is applied to the proposal.

4.2 Noise

Description

Noise at Tilley Siding would be generated by the road trains arriving and dumping iron ore (1 every 30 minutes 24 hours a day), front end loaders handling the ore, and the arrival, idling and loading of trains.

There are farm residences 500 metres to the West (House 1) and 2.2 kilometres to the north west (House 2) from the Tilley Siding and the town of Morawa is approximately 2 kilometres to the south.

Noise modelling by Vipac Engineers & Scientists Ltd (2006) indicated, that without noise reductions and management, noise levels at House 1 and House 2 could exceed levels assigned in the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations).

Vipac (2006) made the following observations:

- The front end loaders generate the most noise with reference to the nearby residences and noise emissions could be significantly reduced by fitting silencers.
- More severe noise criteria apply at night (10:00 pm – 7 am Monday to Saturday and 10 pm – 9 am Sundays and public holidays) and arrival, idling and loading of trains could be scheduled to occur only in the day time.

Further noise modelling was carried out which incorporated the proponent’s noise management measures. These include, use of exhaust mufflers on the front end loaders to reduce noise emissions by approximately 10 dB, construction of a 3 metre high noise bund and a time restriction on loading activities to avoid noise issues during the period of lower night-time noise criteria. The noise bund would be the western ore stockpile which would be maintained at 3 m height for the life of the project.

The resulting noise predictions are shown in Table 2 and compared with relevant criteria from the Noise Regulations.

Table 4: Proponent’s predicted noise levels at nearest residences (after noise management) compared to criteria.

	House 1			House 2		
	7am to 7pm	7pm to 10pm (9am to 7pm Sundays and public holidays)	Night time	7am to 7pm	7pm to 10pm (9am to 7pm Sundays and public holidays)	Night time
Criteria	45	40	35	45	40	35
predicted dB	39.8	39.8	<30	30.9	30.9	<30

Note: 7am -7pm – Included noise from front end loaders, trains and road trains
 7pm-10pm or 9am – 7pm Sun and public holidays – Included noise from front end loaders, trains and road trains
 Night time – noise from road trains only

The proponent is required to use reversing beepers on the front end loaders for safety reasons, but will use broadband beepers. Broadband reversing beepers reduce tonality and have been shown to reduce noise at 500 metres by around 5 dB(A).

Assessment

The EPA's environmental objective for this factor is to protect the amenity of nearby residents from noise impacts resulting from activities associated with the proposal by ensuring that noise levels meet statutory requirements and acceptable standards.

DEC has advised that the noise modelling did not include an allowance for tonality and the proponent has responded that it can not guarantee that tonality will not be present. Also, the noise modelling did not consider that road trains entering and leaving the site would not be behind the noise bund for the whole time. The time period of full exposure would be sufficient to result in a breach of the L_{A10} criterion of the *Environmental Protection (Noise) Regulations 1997* at the nearest residence (500 metres).

Consequently, the proponent has come to an agreement with the landowner to purchase the farm and has provided the EPA with a letter stating that the agreement has been finalised and that the nearest residence on the property will be kept vacant for the life of the project. There is a second residence on this property (located about 2 kilometres from the proposal site) that the proponent would like to use as a caretaker's residence. This would only occur if the noise regulations can be satisfied at that location.

Although the predicted noise levels in Morawa were not discussed in the proponent's report, DEC advised the EPA that, with good noise management, the noise levels could be expected to meet the noise regulations. This advice only applied to normal day time operation and operation at night that excluded loading operations. The night-time loading restriction precaution took into account the stricter night-time (7 pm to 7 am) noise criteria under the noise regulations.

The proponent's Noise Management Plan specifies that night-time loading operations will not include loading operations until such time as noise monitoring has confirmed that night-time loading could be carried out without breaching the noise regulations.

The EPA expects the proponent to ensure that the proposal complies with the noise regulations and considers that, provided the proponent's Noise Management Plan is implemented, the proposal can be managed to meet the EPA's objectives for environmental factor of noise.

Summary

Having particular regard to the:

- advice of the Department of Environment and Conservation that the noise modelling predicts that with proper noise management the proposal could meet the *Environmental Protection (Noise) Regulations 1997*, except at the nearest residence;
- the proponent's letter confirming that agreement has been reached to purchase the neighbouring property and vacate the nearest residence for the life of the project; and
- the proponent's Noise Management Plan,

it is the EPA's opinion that the proposal can be managed to meet the EPA's environmental objective for the factor of noise, provided that condition 5, which requires the implementation of the proponent's Noise Management Plan, is implemented.

5. Recommended Conditions

Having considered the information provided in this report, the EPA has developed a set of conditions that the EPA recommends be imposed if the proposal by Midwest Corporation Limited to construct and operate a rail siding (Tilley Siding) 2 kilometres north of Morawa, on the Morawa Wubin Road adjacent to the existing railway, is approved for implementation. These conditions are presented in Appendix 2.

6. Other Advice

The EPA notes that Gindalbie Metals Ltd also has a proposal to construct an iron ore rail loading facility near Morawa. The EPA considers it preferable that Midwest Corporation Limited and Gindalbie Metals Ltd combine their operations at the Tilley Siding if the expanded operation can be demonstrated to meet the EPA's environmental objectives.

7. Conclusions

The EPA has considered the proposal by Midwest Corporation Limited to construct and operate a rail siding (Tilley Siding) 2 kilometres north of Morawa, on the Morawa Wubin Road adjacent to the existing railway.

The EPA notes that there is a farm residence 500 metres to the west of the proposed Tilley Siding that would experience increased noise and dust levels due to the proposal. The noise levels at this residence would exceed the levels specified under the *Environmental Protection (Noise) Regulations 1997* and there would be amenity issues associated with fugitive dust. However, the proponent has provided the EPA with a letter stating that it has finalised an agreement with the landowner to purchase the farm and that the residence nearest to the proposal site will be kept vacant for the life of the project.

The EPA considers that noise and dust issues at the town of Morawa can be managed to meet the EPA's objectives for these environmental factors, provided the proponent's Noise and Dust Environmental Management Plans, which are included in the proponent's ARI report, are implemented. Conditions 5 and 6 would require implementation of these plans.

The EPA has therefore concluded that the proposal can be managed to meet the EPA's environmental objectives, provided there is satisfactory implementation by the proponent of the recommended conditions set out in Appendix 2.

8. Recommendations

The EPA submits the following recommendations to the Minister for the Environment:

1. That the Minister notes that the proposal being assessed is for Midwest Corporation Limited to construct and operate a rail siding (Tilley Siding) 2 kilometres north of Morawa, on the Morawa Wubin Road adjacent to the existing railway;

2. That the Minister considers the report on the key environmental factors as set out in Section 3;
3. That the Minister notes that the EPA has concluded that the proposal can be managed to meet the EPA's environmental objectives, provided there is satisfactory implementation by the proponent of the recommended conditions set out in Appendix 2; and
4. That the Minister imposes the conditions and procedures recommended in Appendix 2 of this report.

Appendix 1

References

Ecologia (2007). Midwest Corporation Limited Documentation for Assessment on Referral Information. August 2007.

Sinclair Knight Merz (2007). *Midwest Corporation Tilley Siding – Tilley Siding Dust Modelling and Impact Assessment*. June 2007.

Vipac Engineers & Scientists Ltd (2006). *Acoustic Assessment Tilley Siding Loading Facility*. 11 October 2006.

Midwest Corporation Limited (2007) Letter dated 12 October 2007 from the Chief Executive Officer.

Appendix 2

Recommended Environmental Conditions

RECOMMENDED ENVIRONMENTAL CONDITIONS

**STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED
(PURSUANT TO THE PROVISIONS OF THE
ENVIRONMENTAL PROTECTION ACT 1986**

TILLEY SIDING IRON ORE LOADING FACILITY
SHIRE OF MORAWA

- Proposal:** The construction and operation of a rail siding (Tilley Siding) 2 kilometres north of Morawa on the Morawa Wubin Road adjacent to the existing railway. The facility will be used to stockpile iron ore which has been transported by truck from Koolanooka. Iron ore stockpiled at Tilley Siding will be loaded by two front end loaders onto rail cars for transport to Geraldton Port.
- Proponent:** Midwest Corporation Limited
- Proponent Address:** Suite 2, 32 Kings Park Road, West Perth.
- Assessment number:** 1704
- Report of the EPA:** Bulletin 1267

The proposal referred to in the above report of the Environmental Protection Authority may be implemented. The implementation of that proposal is subject to the following conditions and procedures:

1 Proposal Implementation

- 1-1 The proponent shall implement the proposal as documented and described in schedule 1 of this statement subject to the conditions and procedures of this statement.

2 Proponent Nomination and Contact Details

- 2-1 The proponent for the time being nominated by the Minister for the Environment under sections 38(6) or 38(7) of the *Environmental Protection Act 1986* is responsible for the implementation of the proposal.
- 2-2 The proponent shall notify the Chief Executive Officer of the Department of Environment and Conservation (CEO) of any change of the name and address of the proponent for the serving of a notice or other correspondence within 30 days of such change.

3 Time Limit of Authorisation

- 3-1 The authorisation to implement the proposal provided for in this statement shall lapse and be void within five years after the date of this statement if the proposal to which this statement relates is not substantially commenced.
- 3-2 The proponent shall provide the CEO with written evidence which demonstrates that the proposal has substantially commenced on or before the expiration of five years from the date of this statement.

4 Compliance Reporting

- 4-1 The proponent shall submit to the CEO environmental compliance reports annually reporting on the previous twelve-month period, unless required by the CEO to report more frequently.
- 4-2 The environmental compliance reports shall address each element of an audit program approved by the CEO and shall be prepared and submitted in a format acceptable to the CEO.
- 4-3 The environmental compliance reports shall:
1. be endorsed by signature of the proponent's chief executive officer or a person, approved in writing by the CEO, delegated to sign on behalf of the proponent's chief executive officer;
 2. state whether the proponent has complied with each condition and procedure contained in this statement;
 3. provide verifiable evidence of compliance with each condition and procedure contained in this statement;
 4. state whether the proponent has complied with each key action contained in any environmental management plan or program required by this statement;
 5. provide verifiable evidence of conformance with each key action contained in any environmental management plan or program required by this statement;
 6. identify all non-compliances and non-conformances and describe the corrective and preventative actions taken in relation to each non-compliance or non-conformance;
 7. review the effectiveness of all corrective and preventative actions taken; and
 8. describe the state of implementation of the proposal.
- 4-4 The proponent shall make the environmental compliance reports required by condition 4-1 publicly available in a manner approved by the CEO.

5 Noise

- 5-1 The proponent shall implement the Noise Management Plan contained in documentation submitted for the Assessment on Referral Information August 2007, to the requirements of the Department of Environment and Conservation.

6 Dust

- 6-1 The proponent shall implement the Dust Management Plan contained in documentation submitted for the Assessment on Referral Information August 2007, to the requirements of the Department of Environment and Conservation.

Schedule 1

Tilley Siding Iron Ore Loading Facility (Assessment No. 1704)

General Description

The proposal is to construct and operate a rail siding 2 kilometres north of Morawa, on the Morawa-Wubin Road adjacent to the existing railway, to load iron ore for rail transport.

The proposal is described in the following document – Supporting Documentation for Assessment on Referral Information: Tilley Siding Stockpile Loading and Transport Facility, August 2007.

Summary Description

A summary of the key proposal characteristics is presented in Table 1

Table 1 – Summary of Key Proposal Characteristics

Element	Description
Major project components	Rail siding, stockpiling and loading of iron ore.
Total estimated area of project	A total area of 28 hectares (ha) of which <ul style="list-style-type: none">• 27.74 ha is previously cleared agricultural land; and• 0.26 ha bushland.
Length of turnout	1,610 metres
Road train arrivals	2 trucks per hour 24 hours per day
Train makeup	64 wagons with two 2000HP (Westrail Class R) or similar
Loading	Two front end loaders
Stockpiles	Two stockpiles running parallel to the siding. 3 metre high dead stockpile maintained as noise barrier on western side of siding.
Waste materials	Negligible, will be removed from site.
Water requirement (anticipated)	180 kilolitres/day
Water source for dust management	80 megalitres of pit water from Koolanooka mine pit and 120 megalitres of bore entitlement per annum.
Water salinity	TDS level between 3000 and 5000 parts per million (ppm)

Figure (attached)

Figure 1 – Location Plan (see figure 1 above)

ATTACHMENT 12
EPA Approval on behalf of Minister for the Environment

STATUS OF THIS DOCUMENT

This document has been produced by the Office of the Appeals Convenor as an electronic version of the original Statement for the proposal listed below as signed by the Minister and held by this Office. Whilst every effort is made to ensure its accuracy, no warranty is given as to the accuracy or completeness of this document. The State of Western Australia and its agents and employees disclaim liability, whether in negligence or otherwise, for any loss or damage resulting from reliance on the accuracy or completeness of this document. Copyright in this document is reserved to the Crown in right of the State of Western Australia. Reproduction except in accordance with copyright law is prohibited.

Published on 8 January 2008

Statement No. 758

**STATEMENT THAT A PROPOSAL MAY BE IMPLEMENTED
(PURSUANT TO THE PROVISIONS OF THE
ENVIRONMENTAL PROTECTION ACT 1986)**

**TILLEY SIDING IRON ORE LOADING FACILITY
SHIRE OF MORAWA**

Proposal: The construction and operation of a rail siding (Tilley Siding) two kilometres north of Morawa on the Morawa-Wubin Road adjacent to the existing railway. The facility will be used to stockpile iron ore which has been transported by truck from Koolanooka. Iron ore stockpiled at Tilley Siding will be loaded by two front-end loaders onto rail cars for transport to Geraldton Port.

Proponent: Midwest Corporation Limited (ACN 009 224 800)

Proponent Address: Suite 2, 32 King's Park Road, WEST PERTH WA 6005

Assessment Number: 1704

Report of the Environmental Protection Authority: Bulletin 1267

Minister's appeal determination: 146 of 2007

The proposal referred to in the above report of the Environmental Protection Authority may be implemented. The implementation of that proposal is subject to the following conditions and procedures:

1 Proposal Implementation

1-1 The proponent shall implement the proposal as documented and described in schedule 1 of this statement subject to the conditions and procedures of this statement.

2 Proponent Nomination and Contact Details

- 2-1 The proponent for the time being nominated by the Minister for the Environment under sections 38(6) or 38(7) of the *Environmental Protection Act 1986* is responsible for the implementation of the proposal.
- 2-2 The proponent shall notify the Chief Executive Officer of the Department of Environment and Conservation (CEO) of any change of the name and address of the proponent for the serving of notices or other correspondence within 30 days of such change.

3 Time Limit of Authorisation

- 3-1 The authorisation to implement the proposal provided for in this statement shall lapse and be void within five years after the date of this statement if the proposal to which this statement relates is not substantially commenced.
- 3-2 The proponent shall provide the CEO with written evidence which demonstrates that the proposal has substantially commenced on or before the expiration of five years from the date of this statement.

4 Compliance Reporting

- 4-1 The proponent shall submit to the CEO environmental compliance reports annually reporting on the previous twelve-month period, unless required by the CEO to report more frequently.
- 4-2 The environmental compliance reports shall address each element of an audit program approved by the CEO and shall be prepared and submitted in a format acceptable to the CEO.
- 4-3 The environmental compliance reports shall:
1. be endorsed by signature of the proponent's chief executive officer or a person, approved in writing by the CEO, delegated to sign on behalf of the proponent's chief executive officer;
 2. state whether the proponent has complied with each condition and procedure contained in this statement;
 3. provide verifiable evidence of compliance with each condition and procedure contained in this statement;
 4. state whether the proponent has complied with each key action contained in any environmental management plan or program required by this statement;

5. provide verifiable evidence of conformance with each key action contained in any environmental management plan or program required by this statement;
 6. identify all non-compliances and non-conformances and describe the corrective and preventative actions taken in relation to each non-compliance or non-conformance;
 7. review the effectiveness of all corrective and preventative actions taken; and
 8. describe the state of implementation of the proposal.
- 4-4 The proponent shall make the environmental compliance reports required by condition 4-1 publicly available in a manner approved by the CEO.

5 Noise

- 5-1 The proponent shall implement the Noise Management Plan contained in documentation submitted for the Assessment on Referral Information, August 2007, to the requirements of the CEO.

6 Dust

- 6-1 The proponent shall implement the Dust Management Plan contained in documentation submitted for the Assessment on Referral Information, August 2007, to the requirements of the CEO.

Tilley Siding Iron Ore Loading Facility (Assessment No. 1704)

General Description

The proposal is to construct and operate a rail siding, two kilometres north of Morawa, on the Morawa-Wubin Road adjacent to the existing railway, to load iron ore for rail transport. The siding is on lease areas G70/221 and G70/213.

The proposal is described in the following document – Supporting Documentation for Assessment on Referral Information: Tilley Siding Stockpile Loading and Transport Facility, August 2007.

Summary Description

A summary of the key proposal characteristics is presented in Table 1.

Table 1 – Summary of Key Proposal Characteristics

Element	Description
Major project components	Rail siding, stockpiling and loading of iron ore.
Total estimated area of project	A total area of 28 hectares of which <ul style="list-style-type: none"> • 27.74 hectares is previously cleared agricultural land; and • 0.26 hectares is bushland.
Length of turnout	1,610 metres
Road train arrivals	2 trucks per hour, 24 hours per day
Train makeup	64 wagons with two 2000HP (Westrail Class R) or similar
Loading	Two front-end loaders
Stockpiles	Two stockpiles running parallel to the siding. 3-metre high dead stockpile maintained as a noise barrier on the western side of the siding.
Waste materials	Negligible, will be removed from site.
Water requirement (anticipated)	180 kilolitres per day
Water source for dust management	80 megalitres of pit water from Koolanooka mine pit and 120 megalitres of bore entitlement per annum.
Water salinity	TDS level between 3000 and 5000 parts per million.

Figure (attached)

Figure 1 – Location Plan.

TILLEY SIDING (Assessment No. 1704)

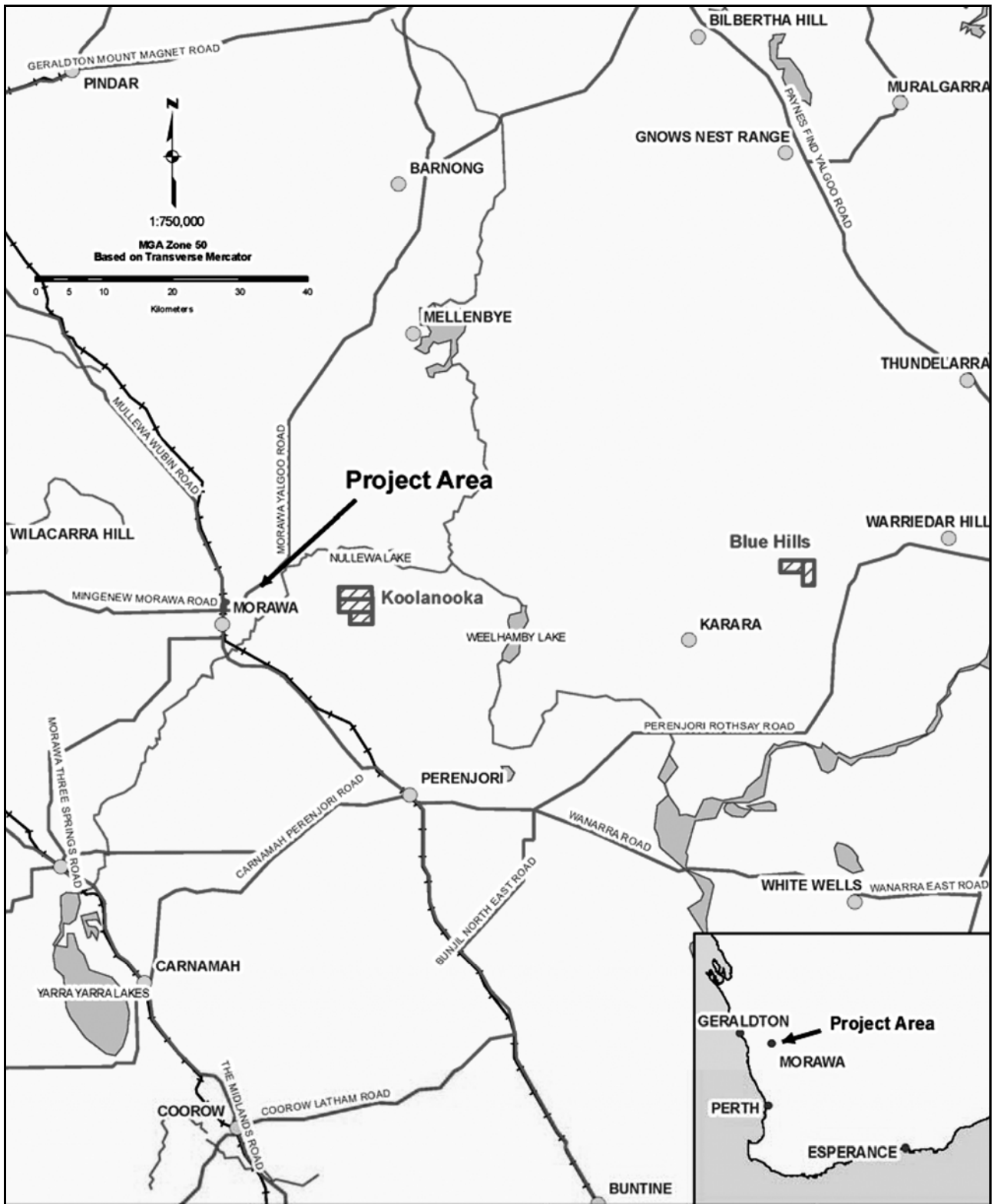


Figure 1: Location Plan.

Attachment 1 to Statement 758

Change to Proposal

Proposal: Tilley Siding Iron Ore Loading Facility, Shire Of Morawa

Proponent: Midwest Corporation Limited (ACN 009 224 800)

Change:

Components of original Proposal as implemented:

Component	Quantities/Description
Iron ore stock piles, rail turnout and road entry.	Refer to Figure 1. for site layout.

Components of changed Proposal:

Component	Quantities/Description
Iron ore stock piles, rail turnout and road entry.	Refer to Figure 2. for revised site layout.

*List of Figures: Figure 1. Layout map for original proposal description
Figure 2. Layout map for revised proposal description*

**Approved under delegation
from Minister for the Environment:**

Approval Date: 11 February 2008

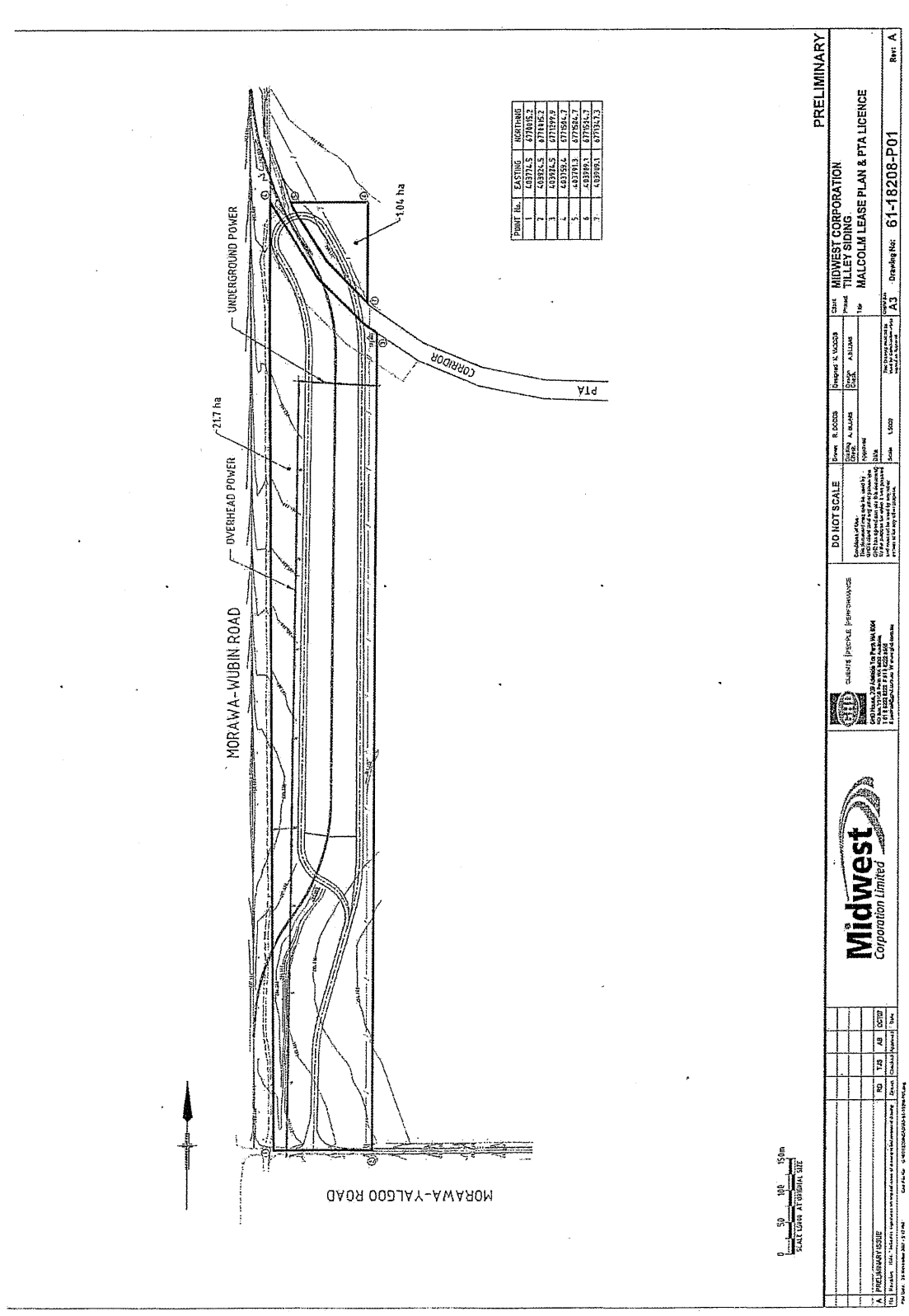


Figure 1. Layout map for original proposal description

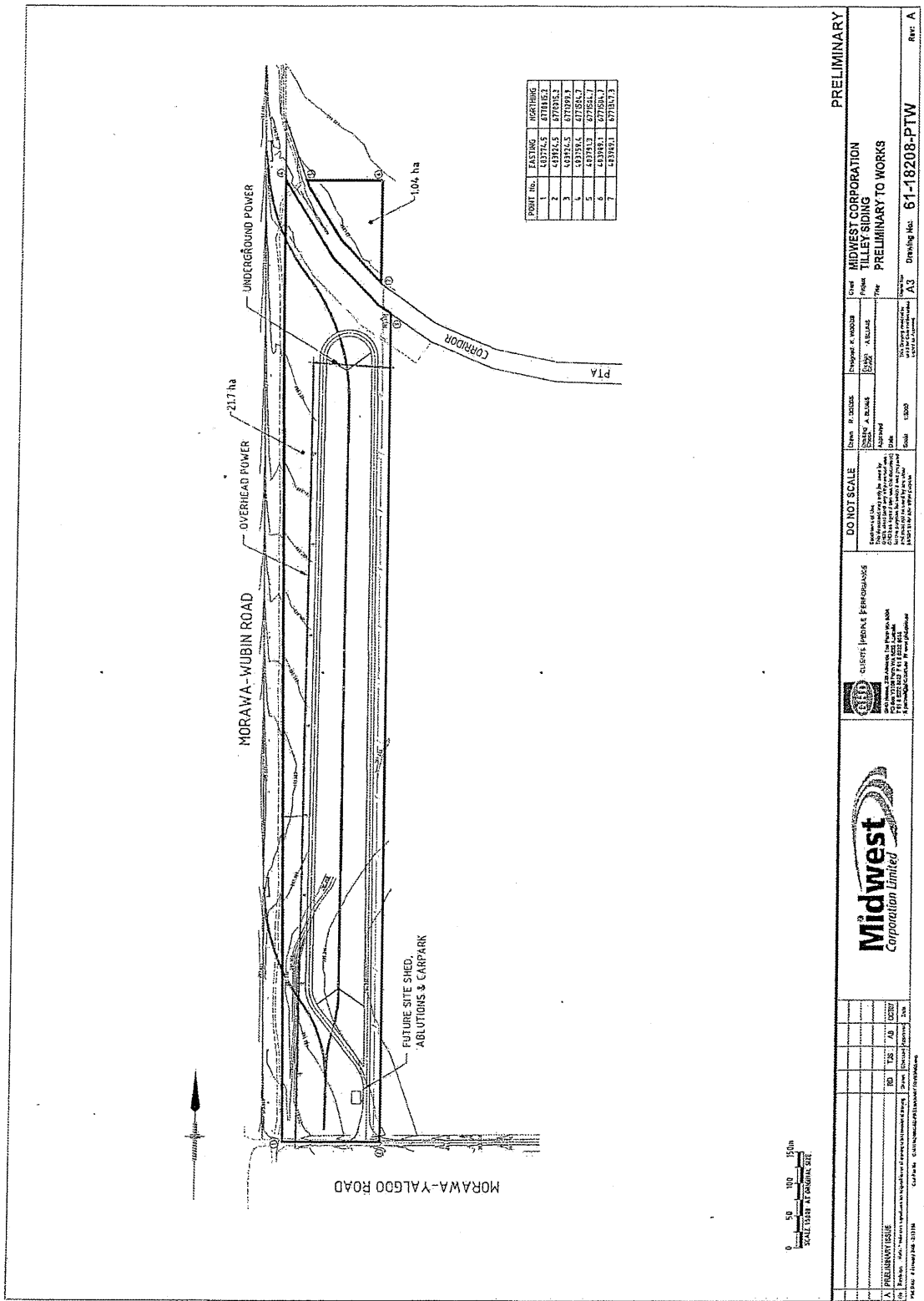


Figure 2. Layout map for revised proposal description

ATTACHMENT 13
Tilley Siding Noise and Dust Management Plans

EMP – 06 Dust Management

Objectives

- To ensure that emissions do not adversely affect environmental values or the health, welfare and amenity of people and land uses by meeting statutory requirements and acceptable standards.

Management

- Dust modelling has been conducted as part of project design to determine potential impacts to sensitive receptors. This includes impacts of dust deposition on vegetation, as well as PM₁₀ levels at nearby residences.
- A dust monitoring register to be developed and utilised.
- An anemometer to be maintained on site.

Unloading of road trains

- Side tipping road trains will be used to reduce dust emission from tipping of ore.

Pushing Up of Ore.

- Road trains will unload ore as close to the final stockpile location as possible to minimise re-handling of ore.

Use of unpaved roads

- Water containing less than 5000 ppm TDS will be used in dust suppression. Unsealed roads at Tilley Siding will be sprayed as required to minimise dust.
- Vehicle speeds will be limited to 30 km/hr on unsealed surfaces whilst within the immediate vicinity of Tilley Siding.
- Road train drivers will monitor and report impaired visibility due to dust on the Mullewa – Wubin Road.

Cleared Areas

- Vegetation clearing will be kept to the minimum area possible.

Loading of railcars

- Stockpiles will be placed adjacent to the rail line to minimise shunting of the train.
- Front end loaders will load from the top of the stockpiles working down to minimise lift off.
- A water cart fitted with a water cannon will be on standby if additional spraying is required on stockpiles.

Stockpiled Ore

- Stockpiles at Tilley Siding will be sprayed with water at change of shift, mid-day and as required at other times.
- Stockpiles will be placed adjacent to the rail line to minimise rehandling of ore.
- Stockpiles will not exceed exceed three metres in height.

Performance Targets

- No dust complaints from the community during development, operation and closure of the site.
- No adverse impacts on vegetation.

Monitoring

- A daily site inspection will be undertaken at Tilley Siding by the Project Manager that will include the following:
 - Visible assessment of dust levels on site.
 - Visible assessment of dust levels on the Mullewa – Wubin Road.
 - Visible assessment of dust-deposition around native vegetation.
 - Assessment of wind break condition.
- During the first month of operation visual inspections to be undertaken around the northern end of the Town of Morawa by the Project Manager. Inspections to be carried out at a minimum twice a week and cover the full range of typical wind velocities. Inspections to include the following:
 - Conducted when the wind direction is towards the Town of Morawa.
 - Conducted at different wind velocities.
 - Visible assessment of dust levels.
 - Visible assessment of dust-deposition.
 - Recording the time, wind velocity, current activities at the time of inspection and inspection results in the dust monitoring register.

Reporting

- Community complaints will be investigated and the complaint and any corrective action required will be reported to DEC and or DoIR as required.
- Environmental non-conformances related to dust will be reported to the DEC.
- Annual Environmental Review containing a summary dust report will be submitted to DoIR.

Review

- Review the dust monitoring register at the completion of the two month monitoring period. If short term dust incidents have been recorded management actions to be reviewed in consultation with the DEC.

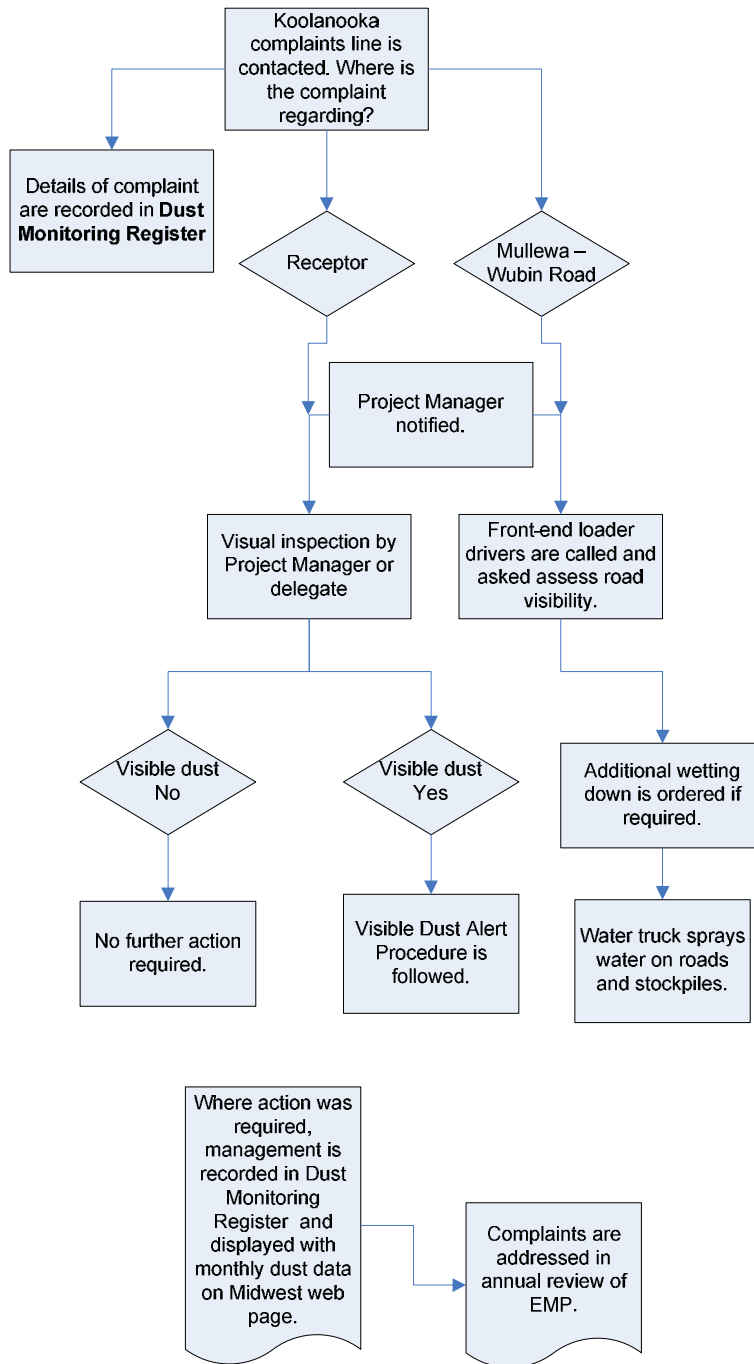


Figure 6-1 Dust Monitoring Programme

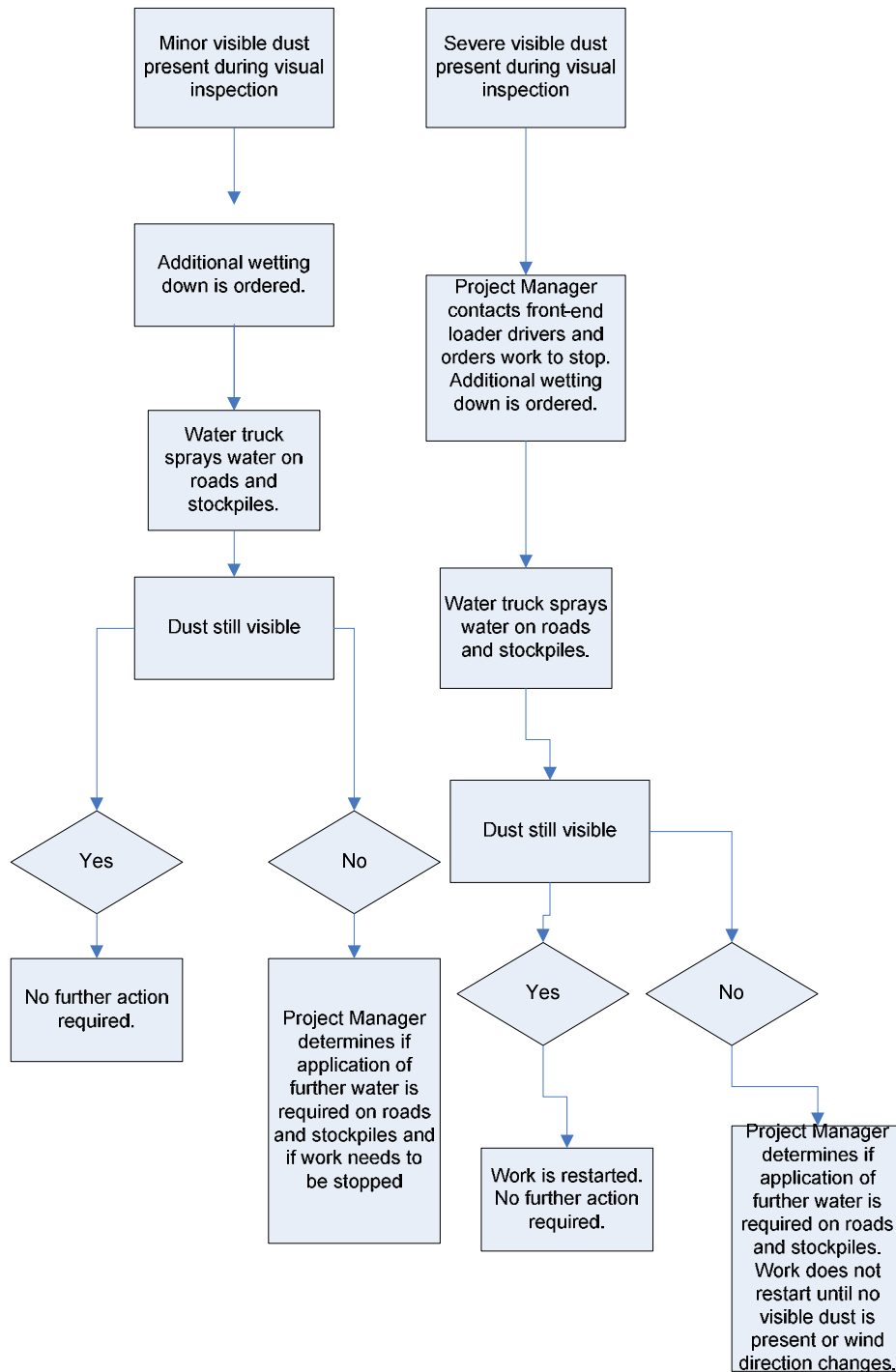


Figure 6- 2 Visual Inspection Process

EMP - 07 Noise Management**Objectives**

- To protect the amenity of nearby residents and employees from noise impacts by ensuring noise levels meet statutory requirements and standards.

Management

All management activities outlined below are the responsibility of the Site Manager.

Equipment

- Midwest will source low-noise equipment for use at Tilley Siding wherever practicable. This will include:
 - Use of broad band reversing beepers that will reduce the tonality and the effective noise by 5 dB over 500 metres.
 - Exhaust mufflers will be retrofitted to the CAT 980H that are quoted by the supplier to provide a noise reduction of 10 dB. Engine Protection Equipment Pty Ltd can supply mufflers.
- Equipment, front-end loaders and road trains will be serviced regularly to ensure tonality levels of equipment are at design levels. Servicing will occur every 250 hours of operation. The operator will check equipment for faults every shift during a pre-start check.
- All on road licensed equipment operated on the site will comply with Australian Design Rule (ADR) 28/01. Earthmoving equipment will be required not to exceed a sound power level of 112 dB(A) wherever practicable.

Construction

- Occupiers of the nearest noise sensitive premises will be notified that earthworks and construction are about to commence at least 24 hours prior to the commencement.
- Construction activities will be limited, where possible, to between the hours of 0700 - 1900 on any day except Sundays and Public Holidays. Work will be carried out in accordance with Section 6 of AS2436-1981.

Operations

- Two front-end loaders will be utilised at any time on Tilley Siding.
- When two front end loaders are operating at the same time they must be kept 300 m apart.
- Haul truck noise levels to be limited to 107.8 dB(A) between the stockpile and train and 100.8 dB(A) between the receiver and stockpile.
- Activities, such as front end loading activities, train loading, and trucking shall be scheduled to day time periods.

Train Chatter

- Locomotive operator training will include the practise of ensuring the drawgear slack is taken up throughout the train before advancing the throttle further which minimises unnecessary noise further
- Wagons will have a solid fixed drawbar between each pair which will effectively remove 50% of the trains drawgear slack

- Due to the design of Tilley Siding no shunting is required during loading.

Monitoring

- Monitoring of noise will commence following commissioning of Tilley Siding. Monitoring is described below. Monitoring noise levels will be maintained at or below the following predicted levels:

07:00 to 19:00	19:00 to 22:00 or 9:00 to 19:00 (Sunday and public holidays)	Night Time
45 dB	40 dB	<35 dB

- The Site Manager will maintain a complaints register.
- All activity at the siding will be logged. This will include a log of:
 - train arrivals and departures;
 - truck dumping times;
 - times worked by the front-end loaders; and
 - any other activities at the siding.

Performance Targets

- No noise complaints due to front end loader or road train operations.
- No breach of the Noise Standard Levels for activities other than train movements.

Monitoring

- Midwest will carry out noise monitoring following commissioning of Tilley Siding.
- Midwest proposes to conduct an initial monitoring programme that will run for four weeks. Monitoring to be conducted when the wind direction is towards the Town of Morawa. This will enable the levels of operational noise to be monitored and the effectiveness of management actions to be assessed.
- If the programme determines levels are higher than expected, management actions will be reassessed and monitoring will continue until such time as a two week period of conformance is reached. The programme is outlined in Figure 7-3.

Initial Monitoring Programme

- Monitoring will record LA₁, LA₁₀ and LA₉₀ over sample periods of 15 minutes. The logging period will be over at least four weeks including three weekends.
- Levels of LA₁, LA₁₀ and LA_{max} will be recorded.
- All monitoring equipment will be calibrated prior to monitoring and within specifications of the Noise Regulations Schedule 4.

- Placement of the stations will be between the siding and sensitive receptors. The noise monitoring location will be in an area of level ground with low background noise. Monitoring locations will be determined in negotiation with landowners once approval of the project is granted.
- Microphones will be placed at least 1.2 metres above the ground and 3 metres away from noise reflecting surfaces.
- Monitoring stations will be attended during the monitoring programme.
- Midwest will maintain a log of the following:
 - train arrivals and departures;
 - truck dumping times;
 - times worked by the front-end loaders; and
 - any other activities at the siding.
- All records will be reviewed at the end of the programme; any exceedances will be reported to the DEC Noise branch.

Complaints Monitoring

- The Site Manager will maintain a complaint Register.
- Where a complaint is received, the Register will be cross-referenced with the daily logs of the works completed at the Siding. Where it is determined that the complaint was due to Midwest works the complaint will be addressed and actions will be taken to prevent further occurrences.

Reporting

- Complaints will be investigated and the complaint and any corrective action required will be reported to the DEC and or DoIR as required.
- Complaints and noise monitoring results will be reported within Midwest's Annual Environmental Report.

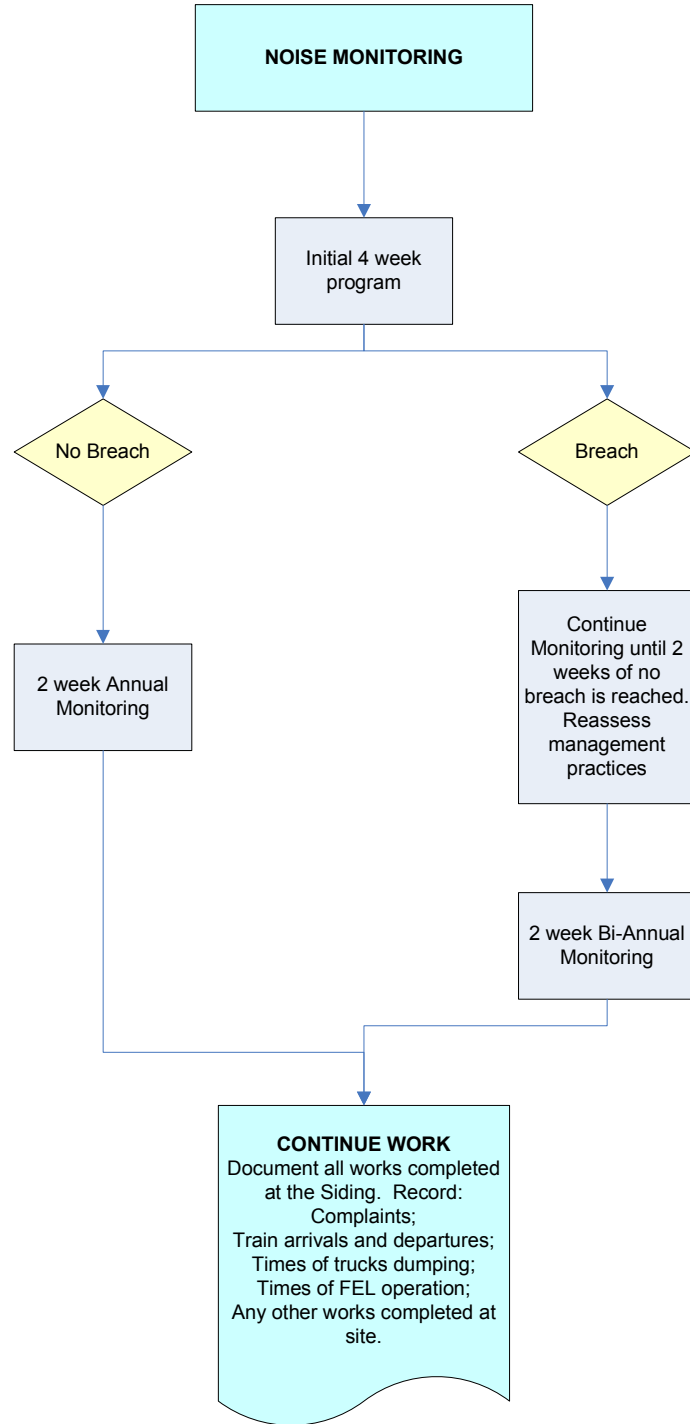
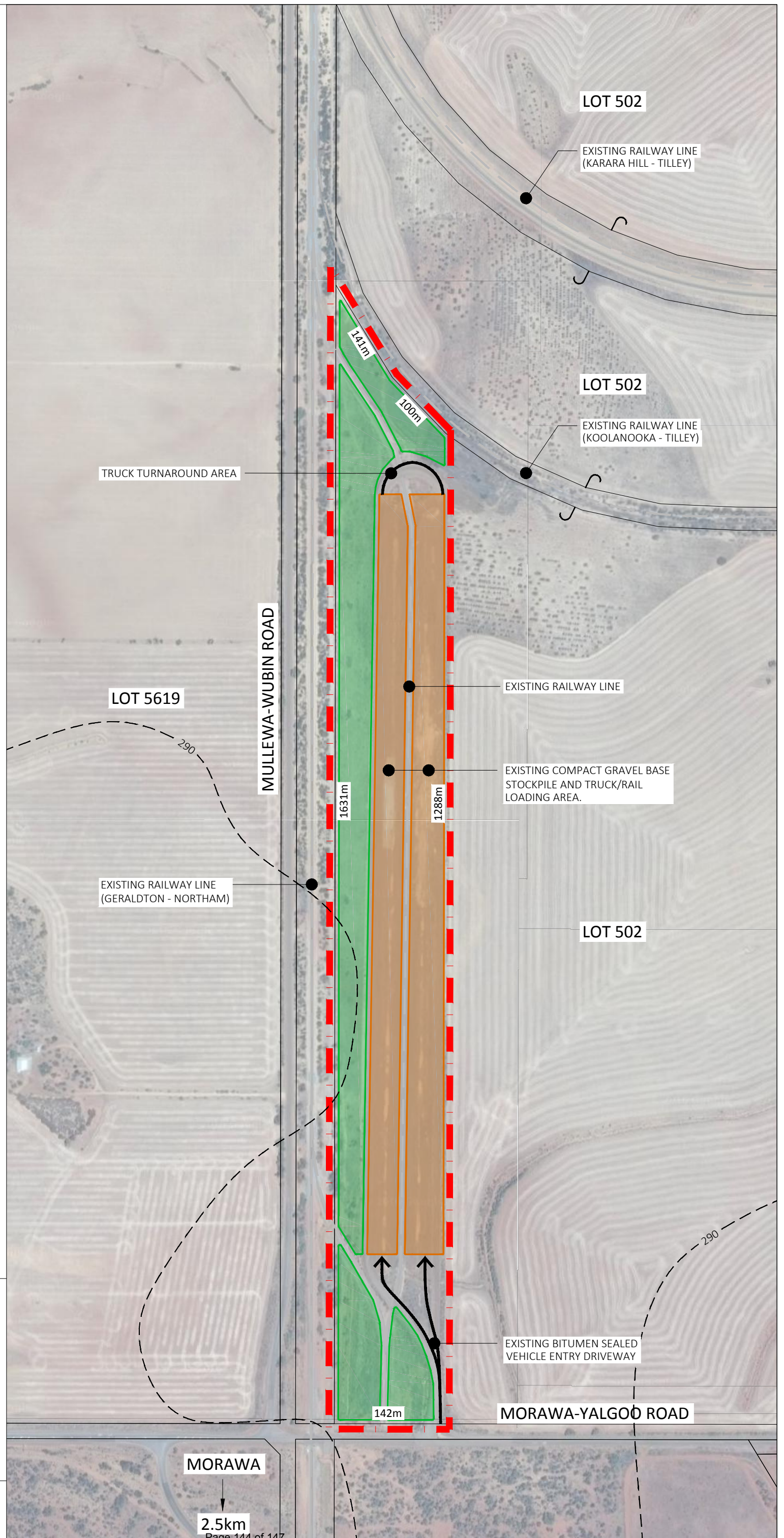


Figure 7-1: Noise Monitoring Programme

LEGEND:

- SUBJECT SITE - EXTENT OF DEVELOPMENT APPLICATION
- EXISTING LOT BOUNDARY
- EXISTING CONTOURS
- EXISTING RAILWAY LINE
- VEHICLE ENTRANCE
- AREAS OF REMNANT VEGETATION
- AREAS OF GRAVEL HARDSTAND



DEVELOPMENT APPLICATION

EXISTING RAIL SIDING (TILLEY SIDING)
STOCKPILING AND ROAD-RAIL
TRANSPORT FACILITY

LOT 502 ON DP73471

MORAWA-YALGOO ROAD, MORAWA

SCALE - 1:5000 @ A3

NOTE - SITE DIMENSIONS ARE APPROXIMATE ONLY
APP REF. # - 11022



MORAWA

2.5km



Enquiries: Isabel Huston on 08 9956 1238
Our Ref: 17/2227, D17#270371, D17#299512
Your Ref: ADM 0519

8 May 2017

John Roberts
Chief Executive Officer
Shire of Morawa

By email: em@morawa.wa.gov.au and admin@morawa.wa.gov.au

Dear Mr Roberts

Proposed Development – Change of Use of Tilley Siding on Lot 502 Morawa-Yalgoo Road, Morawa

Thank you for consulting Main Roads on the proposed change of use of the existing rail siding (known as Tilley's Siding) on Lot 502 Morawa-Yalgoo Road, Morawa.

The current approved use of the rail siding is for an iron ore 'stockpiling loading and transport facility' for material from Koolanooka. The rail siding which was granted planning approval in Feb 2008, has a condition stating that the planning approval "permits the use of the facility for no more than 10 years". The proposal would facilitate the use of the existing rail siding for a range of purposes including stockpiling and loading of materials such as grains and minerals, the transfer of those materials from road to rail, train parking and lay-down of goods and equipment.

Main Roads has no objections to the change of use proposal given that:

- The rail siding has direct access onto Morawa-Yalgoo Road, which is a local road;
- The arrangement of Morawa-Yalgoo Road/Mingenew-Morawa Road/ Wubin-Mullewa Road intersection was upgraded and realigned to accommodate iron ore haulage to and from Koolanooka; and
- It is considered that the proposal would encourage the use of freight transport via the existing rail network and reduce the number of road trains on the Main Roads network.

If you would like any further information please contact Isabel Huston on 9956 1238.

Yours sincerely

Bernie Miller
Regional Manager
Mid West-Gascoyne Region

Samantha Appleton

From: Tania Liaghati <Tania.Liaghati@epa.wa.gov.au>
Sent: Friday, 7 April 2017 1:14 PM
To: Samantha Appleton
Cc: Anthony Sutton
Subject: Ministerial Statement 758 - Tilly's Siding - Proposed Change of Use
Attachments: Tilly's Siding - Change of Use Proposal - Advice from Shire of Morawa 28 March 2017 (2017-1491267635548).pdf; 000758.pdf; Request for change to proposal-45C_131216.pdf

Hi Ms Appleton,

I refer to a recent correspondence from Shire of Morawa (attached) regarding "Tilley's Siding – Change of Use Proposal".

The proposal, Tilley Siding Iron Ore Loading Facility, is subject to the implementation conditions of Ministerial Statement 758 (attached for your reference).

Ministerial Statement 758, allows the proponent, Sinosteel Midwest Corporation Limited, for stockpiling and loading of iron ore. However, the letter from the Shire indicates that "Brookfield Rail" (who is NOT the proponent for this Ministerial Statement) is proposing to use the siding for the stockpiling of grains and other minerals (which are outside the original approval under this Ministerial Statement).

Please note that:

- For "Brookfield Rail" to undertake any activities related to Ministerial Statement 758, Sinosteel Midwest Corporation Limited and Brookfield Rail need to lodge a request to the Office of the Environmental Protection Authority (OEPA) to change the nominated proponent for this Statement (relevant form can be downloaded from the link below):

<http://epa.wa.gov.au/forms-templates/instructions-change-nominated-proponent-under-section-386a-environmental-protection>

- Once nominated as the proponent for Ministerial Statement 758, to make any changes to the key characteristics of this proposal, Brookfield Rail is required to write to the OEPA and apply for change/s to this proposal under s45C of the *Environmental Protection Act 1986*.

I have attached the instruction on the requirements for lodgement of this request.

If you have further inquiries about the content of this email, please do not hesitate to contact me

Kind regards,
Tania

Dr Tania Liaghat
A/ Principal Environmental Officer
Office of the **Environmental Protection Authority**

The Atrium, Level 8, 168 St Georges Terrace, Perth
Locked Bag 10 East Perth WA 6892

* **OEPA HAS NEW PHONE NUMBERS AND POSTAL ADDRESS*** direct: 08 6145 0843 | reception: 08 6145 0800 | fax: 08 6145 0895

- 7.2.4 Correspondence
- 7.2.5 Information Bulletin

8. New Business of an Urgent Nature

Nil

9. Applications for Leave of Absence

Nil

10. Motions of Which Previous Notice Has Been Given

Nil

11. Questions from Members without Notice

Nil

12. Meeting Closed

- 12.1 Matters for which the meeting may be closed
- 12.2 Public reading of resolutions that may be made public

13. Closure

The Shire President closed the meeting at 5.44pm.

.....**Presiding Person**

14. Next Meeting

Ordinary Meeting 17 August 2017