Shire of Perenjori

Embrace Opportunity

Shire of Perenjori – Ordinary Council Meeting

ATTACHMENTS

Thursday 17th November 2022

Shire of Perenjori

Embrace Opportunity

Shire of Perenjori – Ordinary Council Meeting

ATTACHMENT 12.1

Thursday 17th November 2022

SHIRE OF PERENJORI

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For The Period Ended 31 October 2022

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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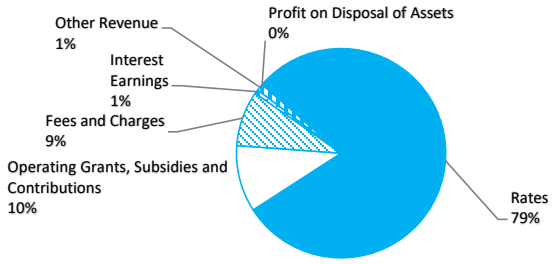
MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 31 OCTOBER 2022

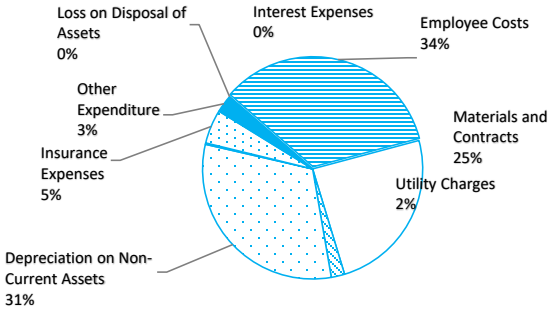
SUMMARY INFORMATION - GRAPHS

OPERATING ACTIVITIES

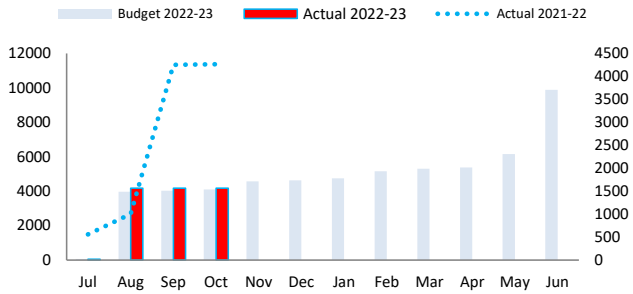
OPERATING REVENUE



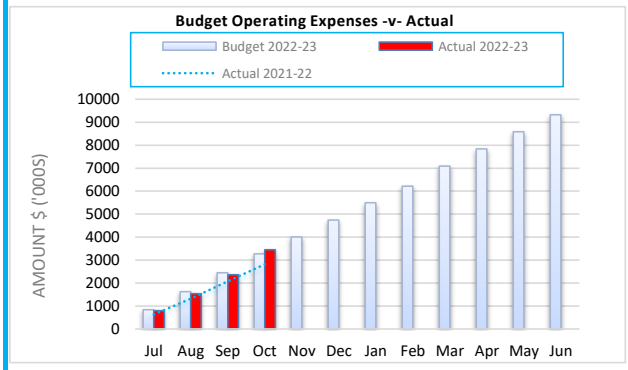
OPERATING EXPENSES



Budget Operating Revenues -v- Actual

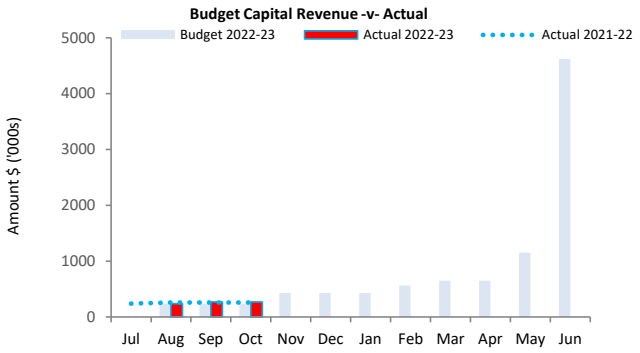


Budget Operating Expenses -v- Actual

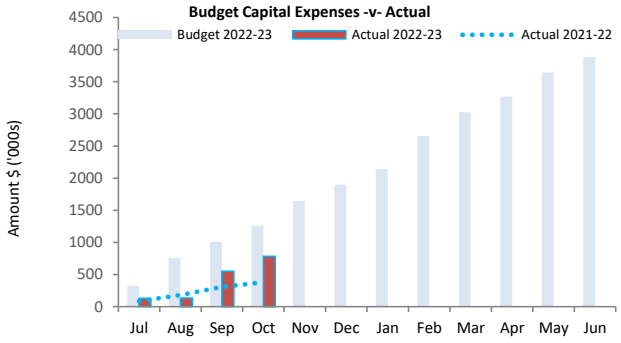


INVESTING ACTIVITIES

CAPITAL REVENUE

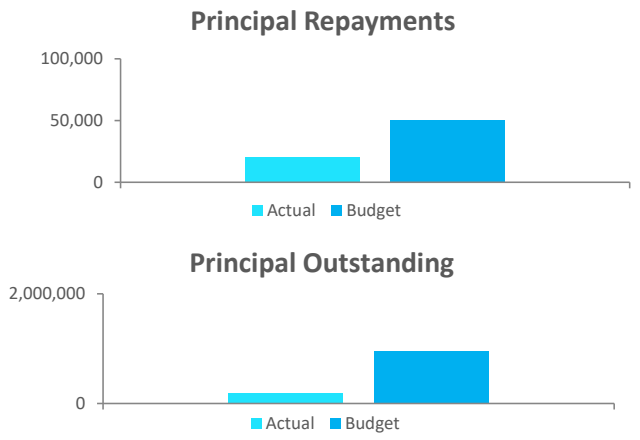


CAPITAL EXPENSES

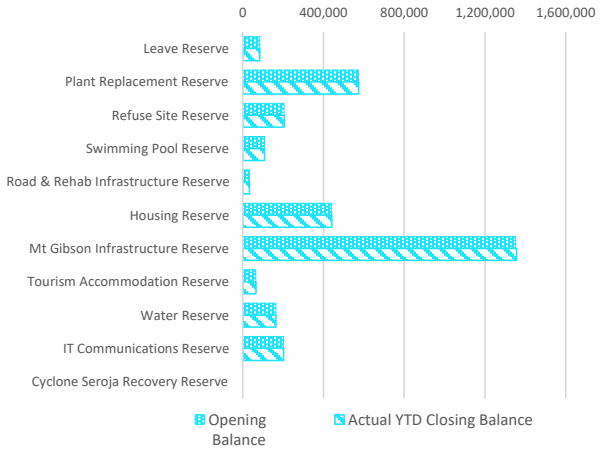


FINANCING ACTIVITIES

BORROWINGS



RESERVES



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

EXECUTIVE SUMMARY

Funding surplus / (deficit) Components

Funding surplus / (deficit)

	Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
Opening	$4.64 M	$4.64 M	$4.67 M	$0.03 M
Closing	$0.00 M	$5.78 M	$5.58 M	($0.21 M)

Refer to Statement of Financial Activity

Cash and cash equivalents

	$9.62 M	% of total
Unrestricted Cash	$6.38 M	66.4%
Restricted Cash	$3.24 M	33.6%

Refer to Note 2 - Cash and Financial Assets

Payables

	$0.95 M	% Outstanding
Trade Payables	$0.91 M	
Over 30 Days		0.0%
Over 90 Days		0%

Refer to Note 5 - Payables

Receivables

	$0.88 M	% Collected
Rates Receivable	$0.35 M	88.9%
Trade Receivable	$0.53 M	
Over 30 Days		64.4%
Over 90 Days		51.2%

Refer to Note 3 - Receivables

Key Operating Activities

Amount attributable to operating activities

Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
($0.87 M)	$1.67 M	$1.54 M	($0.13 M)

Refer to Statement of Financial Activity

Rates Revenue

YTD Actual	$3.11 M	% Variance
YTD Budget	$3.11 M	0.1%

Refer to Note 6 - Rate Revenue

Operating Grants and Contributions

YTD Actual	$0.40 M	% Variance
YTD Budget	$0.44 M	(8.2%)

Refer to Note 12 - Operating Grants and Contributions

Fees and Charges

YTD Actual	$0.33 M	% Variance
YTD Budget	$0.26 M	26.5%

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities

Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
($3.86 M)	($0.51 M)	($0.60 M)	($0.10 M)

Refer to Statement of Financial Activity

Proceeds on sale

YTD Actual	$0.03 M	%
Adopted Budget	$0.17 M	(81.5%)

Refer to Note 7 - Disposal of Assets

Asset Acquisition

YTD Actual	$0.87 M	% Spent
Adopted Budget	$8.64 M	(89.9%)

Refer to Note 8 - Capital Acquisition

Capital Grants

YTD Actual	$0.24 M	% Received
Adopted Budget	$4.62 M	(94.9%)

Refer to Note 8 - Capital Acquisition

Key Financing Activities

Amount attributable to financing activities

Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
$0.17 M	($0.02 M)	($0.03 M)	($0.01 M)

Refer to Statement of Financial Activity

Borrowings

Principal repayments	$0.02 M
Interest expense	$0.01 M
Principal due	$0.19 M

Refer to Note 9 - Borrowings

Reserves

Reserves balance	$3.24 M
Interest earned	$0.00 M

Refer to Note 10 - Cash Reserves

This information is to be read in conjunction with the accompanying Financial Statements and notes.

STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2022

BY NATURE OR TYPE

	Ref Note	Adopted Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Opening funding surplus / (deficit)	1(c)	4,640,253	4,640,253	**4,671,646**	31,393	0.68%	
Revenue from operating activities							
Rates	6	3,105,644	3,105,644	**3,108,586**	2,942	0.09%	
Operating grants, subsidies and contributions	12	1,195,327	437,861	**402,153**	(35,708)	(8.16%)	▼
Fees and charges		721,510	263,783	**333,792**	70,009	26.54%	▲
Interest earnings		17,100	5,700	**24,448**	18,748	328.91%	▲
Other revenue		178,000	49,414	**41,443**	(7,971)	(16.13%)	▼
Profit on disposal of assets	7	52,609	0	**0**	0	0.00%	
		5,270,190	**3,862,402**	**3,910,422**	48,020		
Expenditure from operating activities							
Employee costs		(3,252,669)	(1,228,765)	**(1,189,130)**	39,635	3.23%	▲
Materials and contracts		(2,062,361)	(667,697)	**(844,892)**	(177,195)	(26.54%)	▼
Utility charges		(285,220)	(70,800)	**(68,080)**	2,720	3.84%	
Depreciation on non-current assets		(3,242,861)	(1,080,888)	**(1,080,888)**	0	0.00%	
Interest expenses		(41,868)	(7,274)	**(7,199)**	75	1.03%	
Insurance expenses		(169,859)	(147,992)	**(172,342)**	(24,350)	(16.45%)	▼
Other expenditure		(270,717)	(67,838)	**(89,554)**	(21,716)	(32.01%)	▼
		(9,325,555)	**(3,271,253)**	**(3,452,085)**	(180,832)		
Non-cash amounts excluded from operating activities	1(a)	3,190,252	1,080,888	**1,080,888**	0	0.00%	
Amount attributable to operating activities		**(865,113)**	**1,672,037**	**1,539,225**	(132,812)		
Investing activities							
Proceeds from non-operating grants, subsidies and contributions	13	4,620,119	237,734	**237,734**	0	0.00%	
Proceeds from disposal of assets	7	167,000	20,000	**30,909**	10,909	54.55%	▲
Payments for infrastructure, property, plant and equipment	8	(8,644,252)	(764,937)	**(872,258)**	(107,321)	(14.03%)	▼
		(3,857,133)	**(507,203)**	**(603,615)**	(96,412)		
Non-cash amounts excluded from investing activities		(84,303)	(84,303)	**0**			
Amount attributable to investing activities		**(3,941,436)**	**(591,506)**	**(603,615)**	(96,412)		
Financing Activities							
Proceeds from new debentures	9	800,000	0	**0**	0	0.00%	
Transfer from reserves	10	385,522	0	**0**	0	0.00%	
Repayment of debentures	9	(49,997)	(20,137)	**(20,137)**	0	0.00%	
Transfer to reserves	10	(969,229)	0	**(7,206)**	(7,206)	0.00%	
Amount attributable to financing activities		**166,296**	**(20,137)**	**(27,343)**	(7,206)		
Closing funding surplus / (deficit)	1(c)	**0**	**5,784,950**	**5,579,913**	(205,037)		

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

KEY TERMS AND DESCRIPTIONS
FOR THE PERIOD ENDED 31 OCTOBER 2022

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES
All rates levied under the *Local Government Act 1995.* Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Refers to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Amounts received specifically for the acquisition, construction of new or the upgrading of identifiable non financial assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

REVENUE FROM CONTRACTS WITH CUSTOMERS
Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

FEES AND CHARGES
Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES
Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME
Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

PROFIT ON ASSET DISPOSAL
Excess of assets received over the net book value for assets on their disposal.

EXPENSES

EMPLOYEE COSTS
All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation expense raised on all classes of assets.

INTEREST EXPENSES
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2022

STATUTORY REPORTING PROGRAMS

	Ref Note	Adopted Budget	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)
		$		$	$	$	%
Opening funding surplus / (deficit)	1(c)	4,640,253	4,640,253	4,640,253	**4,671,646**	31,393	0.68%
Revenue from operating activities							
Governance		27,100	27,100	9,032	**11,886**	2,854	31.60%
General purpose funding - general rates	6	3,105,644	3,105,644	3,105,644	**3,108,586**	2,942	0.09%
General purpose funding - other		713,006	713,006	178,652	**144,891**	(33,761)	(18.90%)
Law, order and public safety		171,600	171,600	45,950	**14,697**	(31,253)	(68.02%)
Health		2,500	2,500	832	**1,560**	728	87.50%
Education and welfare		1,000	1,000	1,000	**2,781**	1,781	178.10%
Housing		122,000	122,000	42,000	**64,533**	22,533	53.65%
Community amenities		37,510	37,510	35,344	**49,322**	13,978	39.55%
Recreation and culture		206,000	206,000	1,775	**4,267**	2,492	140.39%
Transport		309,830	309,830	250,841	**256,970**	6,129	2.44%
Economic services		525,500	525,500	175,168	**213,735**	38,567	22.02%
Other property and services		48,500	48,500	16,164	**37,195**	21,031	130.11%
		5,270,190	**5,270,190**	**3,862,402**	**3,910,423**	48,021	
Expenditure from operating activities							
Governance		(311,061)	(311,061)	(168,548)	**(104,589)**	63,959	37.95%
General purpose funding		(205,661)	(205,661)	(73,555)	**(69,680)**	3,875	5.27%
Law, order and public safety		(570,139)	(570,139)	(196,405)	**(170,968)**	25,437	12.95%
Health		(201,876)	(201,876)	(68,652)	**(56,185)**	12,467	18.16%
Education and welfare		(305,739)	(305,739)	(115,247)	**(102,385)**	12,862	11.16%
Housing		(530,785)	(530,785)	(60,167)	**(102,270)**	(42,103)	(69.98%)
Community amenities		(764,215)	(764,215)	(258,530)	**(207,923)**	50,607	19.57%
Recreation and culture		(1,503,930)	(1,503,930)	(546,434)	**(576,237)**	(29,803)	(5.45%)
Transport		(3,396,566)	(3,396,566)	(1,141,252)	**(1,111,979)**	29,273	2.56%
Economic services		(1,158,558)	(1,158,558)	(417,268)	**(408,075)**	9,193	2.20%
Other property and services		(377,025)	(377,025)	(225,196)	**(541,795)**	(316,599)	(140.59%)
		(9,325,555)	**(9,325,555)**	**(3,271,253)**	**(3,452,086)**	(180,833)	
Non-cash amounts excluded from operating activities	1(a)	3,190,252	3,190,252	1,080,888	**1,080,888**	0	0.00%
Amount attributable to operating activities		**(865,113)**	**(865,113)**	**1,672,037**	**1,539,225**	(132,812)	
Investing Activities							
Proceeds from non-operating grants, subsidies and contributions	13	4,620,119	4,620,119	237,734	**237,734**	0	0.00%
Proceeds from disposal of assets	7	167,000	167,000	20,000	**30,909**	10,909	54.55%
Payments for property, plant and equipment and infrastructure	8	(8,644,252)	(8,644,252)	(764,937)	**(872,258)**	(107,321)	(14.03%)
		(3,857,133)	**(3,857,133)**	**(507,203)**	**(603,615)**	(96,412)	
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Financing Activities							
Proceeds from new debentures	9	800,000	800,000	0	**0**	0	0.00%
Transfer from reserves	10	385,522	385,522	0	**0**	0	0.00%
Repayment of debentures	9	(49,997)	(49,997)	(20,137)	**(20,137)**	0	0.00%
Transfer to reserves	10	(969,229)	(969,229)	0	**(7,206)**	(7,206)	0.00%
Amount attributable to financing activities		**166,296**	**166,296**	**(20,137)**	**(27,343)**	(7,206)	
Closing funding surplus / (deficit)	1(c)	**0**	**0**	**5,784,950**	**5,579,913**	(205,037)	

STATUTORY REPORTING PROGRAMS

Shire operations as disclosed in these financial statements encompass the following service orientated activities/programs.

KEY TERMS AND DEFINITIONS - REPORTING PROGRAMS

In order to discharge its responsibilities to the community, Council has developed a set of operational and financial objectives. These objectives have been established both on an overall basis, reflected by the Shire of Perenjori's Community Vision, and for each of its broad activities/programs.

Council has adopted a 'Plan for the future' comprising a Strategic Community Plan and Corporate Business Plan to provide the long term community vision, aspirations and objectives.

Based upon feedback received from the community the vision of the Shire is:
"A wonderful place to live, work, invest and visit with the community working together to achieve shared objectives"

The Strategic Community Plan defines the key objectives of the Shire as:
"Economic: A strong, resilient and balanced economy.
Environment: Our unique natural and built environment is protected and enhanced.
Social: Our community enjoys a high quality of life.
Civic Leadership: A collaborative and engaged community."

PROGRAM NAME AND OBJECTIVES

GOVERNANCE
Activities:
Expenses associated with provision of services to members of council and elections. Also included are costs associated with computer operations, corporate accounting, corporate records and asset management. Costs reported as administrative expenses are redistributed in accordance with the principle of activity based costing (ABC).

GENERAL PURPOSE FUNDING
Activities:
Rates and associated revenues, general purpose government grants, interest revenue and other miscellaneous revenues such as commission on police licensing. The costs associated with raising the above mentioned revenues, eg. valuation expenses, debt collection and overheads.

LAW, ORDER, PUBLIC SAFETY
Activities:
Enforcement of local laws, fire prevention, animal control and provision of ranger services.

HEALTH
Activities:
Health inspection services, food quality control, mosquito control and contributions towards provision of medical health services.

EDUCATION AND WELFARE
Activities:
Donations to local education facilities, Perenjori Early Childhood Centre .

HOUSING
Activities:
Provision of maintenace for staff and private housing.

COMMUNITY AMENITIES
Activities:
Rubbish collection services, operation and maintenance of refuse sites, cemetery maintenance and improvements, flood mitigation, public convenience maintenance.

RECREATION AND CULTURE
Activities:
Maintenance of halls, swimming pool, recreation centres, parks and gardens, ovals and various reserves, operation of library services.

TRANSPORT
Activities:
Maintenance of roads, drainage, footpaths, parking facilities, traffic control, street cleaning, maintenance of airstrip

ECONOMIC SERVICES
Activities:
Tourism, community development, pest control, building services, caravan parks and private works.

OTHER PROPERTY AND SERVICES
Activities:
Plant works, plant overheads and stock of materials.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2022

EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.
The material variance adopted by Council for the 2022-23 year is $10,000 or 10.00% whichever is the greater.

Reporting Program	Var. $	Var. %	Timing/ Permanent	Explanation of Variance
	$	%		
Revenue from operating activities				
Operating grants, subsidies and contributions	(35,708)	(8.16%)	▼ Permanent	Financial assistance grants for 2022-23 will be $198k less than budgeted for. The first quarter amount was received in Aug and is $49k less than the YTD budget. This will be adjusted at MYR. This is partially offset by an unbudgeted employee incentive grant of $10k.
Fees and charges	70,009	26.54%	▲ Timing	Housing revenue $24k, caravan park revenue $19k, planning fees $13k and standpipe water charges $8k better than the YTD budget.
Interest earnings	18,748	328.91%	▲ Timing	Interest revenue higher than the YTD budget as a result of improved interest rates and a high investment holding.
Other revenue	(7,971)	(16.13%)	▼ Timing	Budgeted CESM Recovery $34k not yet invoiced and fuel tax credits $8k not yet processed, mostly offset by unbudgeted workers compensation recoveries of $33k.
Expenditure from operating activities				
Employee costs	39,635	3.23%	▲ Timing	Permanent savings in childcare of $11k where the bulk of budgeted expense on staff transferred out was picked up in June 2022. Positive and negatie movements in a number of programs mostly even themselves out, and impact of June 2022 year end accrual reversal having a positive impact on year to date expenses which will even out over time.
Materials and contracts	(177,195)	(26.54%)	▼ Timing	Bulk purchase of road base yet to be allocated to jobs $186k. Movements in other program areas mostly even themselves out.
Insurance expenses	(24,350)	(16.45%)	▼ Timing	1st half insurance bill paid in July and 2nd half bill paid in October. Allocation to be reviewed for future months.
Investing activities				
Proceeds from disposal of assets	10,909	54.55%	▲ Permanent	Proceeds from the changeover of the MCCS vehicle in September better than budgeted.
Payments for infrastructure, property, plant and	(107,321)	(14.03%)	▼ Timing	Refer Note 8 for further details.
Financing Activities				

KEY INFORMATION
▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.
This statement is to be read in conjunction with the accompanying Financial Statements and notes.

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996* , *Regulation 34* . Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads paragraph 15* and *AASB 116 Property, Plant* and Equipment *paragraph 7.*

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has 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.

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the Shire controls resources to carry on its functions have been included in the financial statements forming part of this financial report.
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 financial statements. A separate statement of those monies appears at Note 14 to these financial statements.

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

Non-cash items excluded from operating activities	Notes	Adopted Budget	YTD Budget (a)	YTD Actual (b)
		$	$	$
Adjustments to operating activities				
Less: Profit on asset disposals	7	(52,609)	0	0
Add: Depreciation on assets		3,242,861	1,080,888	1,080,888
Total non-cash items excluded from operating activities		**3,190,252**	**1,080,888**	**1,080,888**

(b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

		Last Year Closing 30 June 2022	This Time Last Year 31 October 2021	Year to Date 31 October 2022
Adjustments to net current assets				
Less: Reserves - restricted cash	10	(3,230,044)	7,549	(3,237,250)
Less: Movement in other current liabilities		0	0	(29,833)
Add: Borrowings	9	40,958	138,630	20,821
Add: Provisions - employee	11	274,537	310,153	215,770
Total adjustments to net current assets		**(2,914,549)**	**456,332**	**(3,030,492)**

(c) Net current assets used in the Statement of Financial Activity

Current assets				
Cash and cash equivalents	2	8,326,537	5,156,810	9,620,504
Rates receivable	3	0	0	346,356
Receivables	3	800,254	50,319	533,717
Other current assets	4	360	9,490	2,105
Less: Current liabilities				
Payables	5	(517,354)	0	(947,579)
Borrowings	9	(40,958)	(138,630)	(20,821)
Contract liabilities	11	(708,107)	0	(708,107)
Provisions	11	(274,537)	(310,153)	(215,770)
Less: Total adjustments to net current assets	1(b)	(2,914,549)	456,332	(3,030,492)
Closing funding surplus / (deficit)		**4,671,646**	**5,224,168**	**5,579,913**

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. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

OPERATING ACTIVITIES
NOTE 2
CASH AND FINANCIAL ASSETS

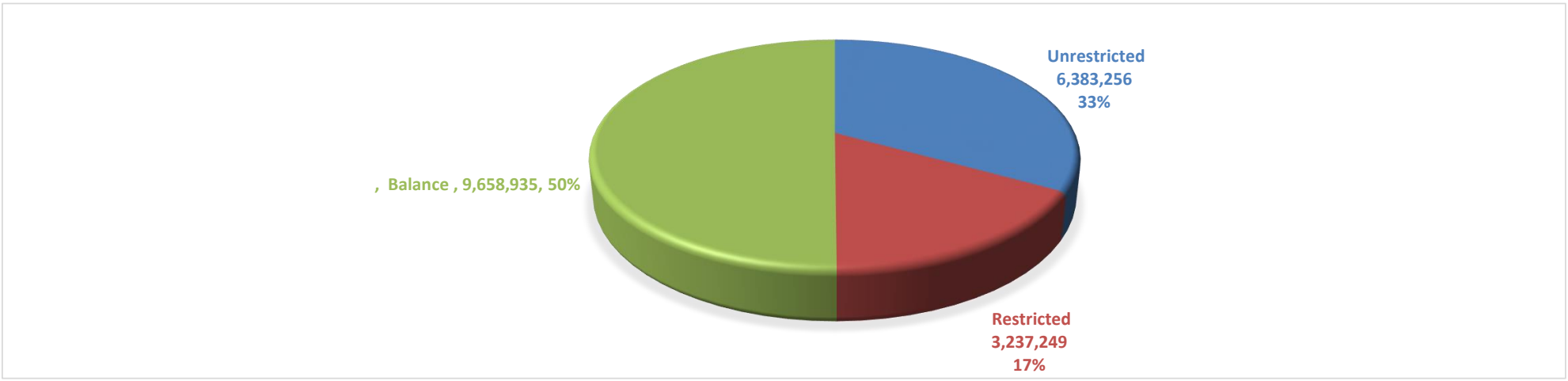
Description	Classification	Totals as per th Financial Statements Unrestricted	Restricted	Cash	Actual Bank Balance	Institution	Interest Rate	Maturity Date
		$	$	$	$			
Cash on hand								
Bankwest Municipal Account	Cash and cash equivalents	527,266	0	527,266	565,697	Bank	0.00%	On Hand
Petty Cash & Till Float	Cash and cash equivalents	300	0	300	300	Bank	0.00%	On Hand
Bankwest Municipal Telenet Saver Account	Cash and cash equivalents	5,855,689	0	5,855,689	5,855,688	Bank	0.05%	On Hand
Reserve Funds - Restricted Cash	Cash and cash equivalents	2	3,237,249	3,237,251	3,237,250	Bank	0.05%	On Call
Total		**6,383,256**	**3,237,249**	**9,620,505**	**9,658,935**			
Cash and cash equivalents		**6,383,256**	**3,237,249**	**9,620,505**	**9,658,935**			

KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments 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 reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:
- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.



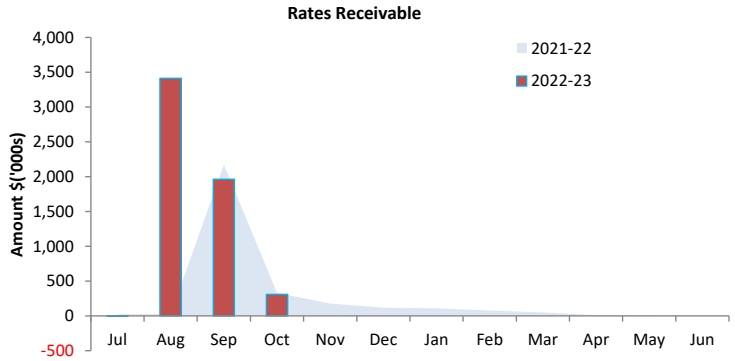
OPERATING ACTIVITIES
NOTE 3
RECEIVABLES

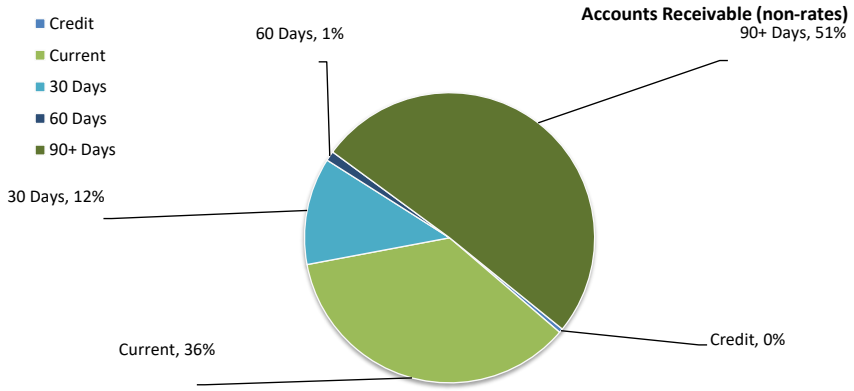
Rates receivable	30 Jun 2022	31 Oct 2022
	$	$
Opening arrears previous years	0	0
Levied this year		3,108,586
Less - collections to date	0	(2,762,230)
Equals current outstanding	**0**	**346,356**
Net rates collectable	**0**	**346,356**
% Collected	0%	88.9%

Receivables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$	$
Receivables - general	(1,010)	77,803	26,010	2,364	110,488	215,655
Percentage	(0.5%)	36.1%	12.1%	1.1%	51.2%	
Balance per trial balance						
Sundry receivable						215,655
GST receivable						74,758
Allowance for impairment of receivables						0
Owing from the Trust Fund						243,304
Other receivables [describe]						0
Other receivables [describe]						0
Total receivables general outstanding						**533,717**
Amounts shown above include GST (where applicable)						

KEY INFORMATION

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability 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 impairment of receivables is raised when there is objective evidence that they will not be collectible.





OPERATING ACTIVITIES
NOTE 4
OTHER CURRENT ASSETS

Other current assets	Opening Balance 1 July 2022	Asset Increase	Asset Reduction	Closing Balance 31 October 2022
	$	$	$	$
Inventory				
Stock on Hand	360	0	1,745	2,105
Total other current assets	**360**	**0**	**1,745**	**2,105**

Amounts shown above include GST (where applicable)

KEY INFORMATION

Inventory

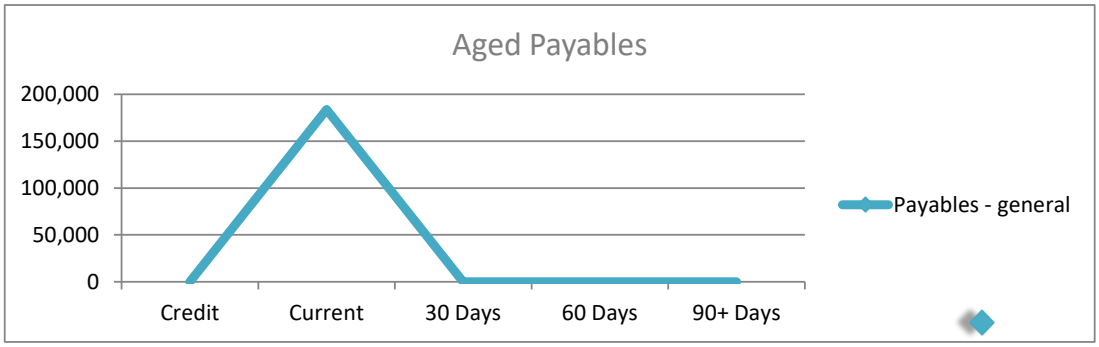
Inventories are measured at the lower of cost and net realisable value.
Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

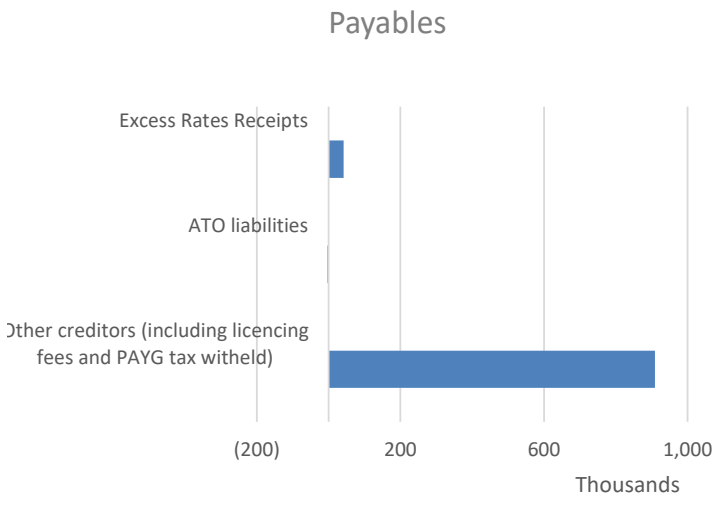
OPERATING ACTIVITIES
NOTE 5
Payables

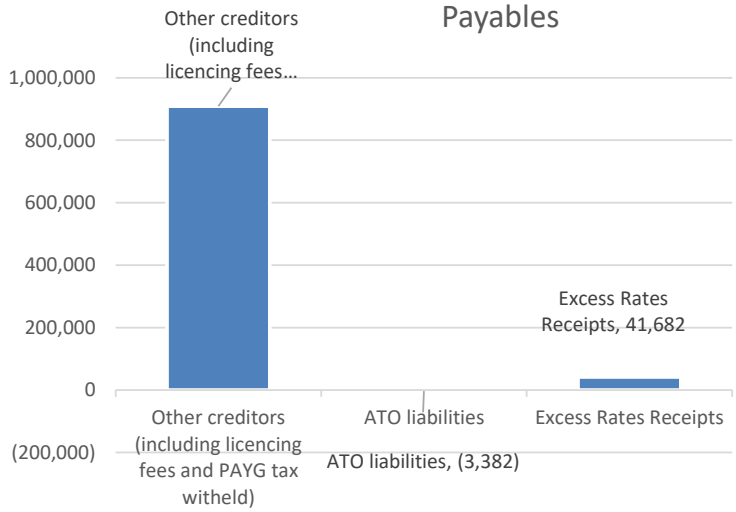
Payables - general	Credit	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$	$
Payables - general	0	183,754	0	0	0	183,754
Percentage	0%	100%	0%	0%	0%	
Balance per trial balance						
Other creditors (including licencing fees and PAYG tax witheld)						909,279
ATO liabilities						(3,382)
Excess Rates Receipts						41,682
Total payables general outstanding						**947,579**
Amounts shown above include GST (where applicable)						

KEY INFORMATION

Trade and other payables represent liabilities for goods and services provided to the Shire that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.





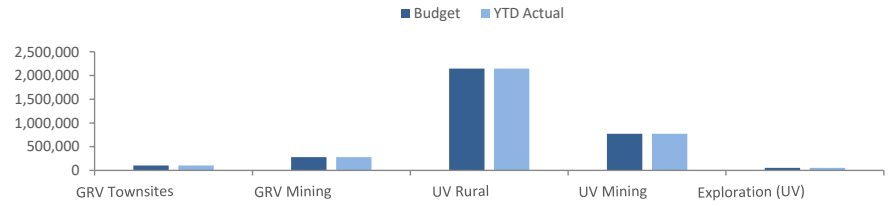


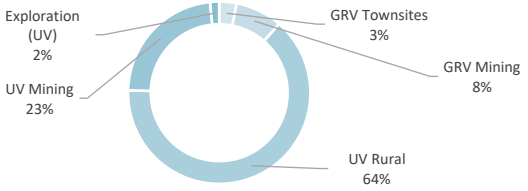
OPERATING ACTIVITIES
NOTE 6
RATE REVENUE

General rate revenue		Budget						YTD Actual			
	Rate in $ (cents)	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE				$	$	$	$	$	$	$	$
Gross rental value											
GRV Townsites	8.8858	107	1,167,143	103,390	0	0	103,390	103,390	0	0	103,390
GRV Mining	8.8858	1	3,144,000	278,508	0	0	278,508	278,508	0	0	278,508
Unimproved value											
UV Rural	1.6972	256	126,448,000	2,146,075	0	0	2,146,075	2,146,076	(1,002)	169	2,145,242
UV Mining	32.350900	39	2,379,797	769,886	0	0	769,886	769,886	0	0	769,886
Exploration (UV)	24.850100	33	215,788	53,624	0	0	53,624	53,624	0	0	53,624
Sub-Total		**436**	**133,354,728**	**3,351,483**	**0**	**0**	**3,351,483**	**3,351,483**	**(1,002)**	**169**	**3,350,650**
Minimum payment	**Minimum $**										
Gross rental value											
GRV Townsites	374	30	0	11,220	0	0	11,220	11,220	0	0	11,220
GRV Mining	374	1	0	374	0	0	374	374	0	0	374
UV Rural	374	11	0	4,114	0	0	4,114	4,114	0	0	4,114
UV Mining	374	6	0	2,244	0	0	2,244	2,244	0	0	2,244
Exploration (UV)	374	24	0	8,976	0	0	8,976	8,976	0	0	8,976
Sub-total		**72**	**0**	**26,928**	**0**	**0**	**26,928**	**26,928**	**0**	**0**	**26,928**
Discount							(272,767)				(293,882)
Concession											
Amount from general rates							**3,105,644**				**3,083,696**
Ex-gratia rates							0				24,890
Total general rates							**3,105,644**				**3,108,586**
Specified area rates	**Rate in $ (cents)**										
							0				0
Total							**3,105,644**				**3,108,586**

KEY INFORMATION

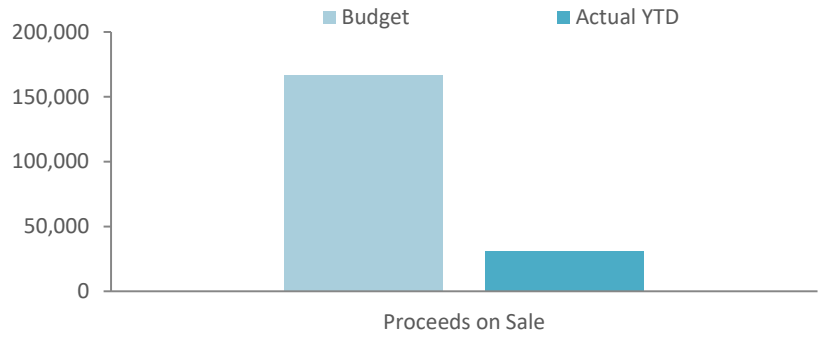
Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Rates received in advance give rise to a financial liability. On 1 July 2020 the prepaid rates were recognised as a financial asset and a related amount was recognised as a financial liability and no income was recognised. When the taxable event occurs the financial liability is extinguished and income recognised for the prepaid rates that have not been refunded.





OPERATING ACTIVITIES
NOTE 7
DISPOSAL OF ASSETS

		Budget				YTD Actual			
Asset Ref.	Asset description	Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		$	$	$	$	$	$	$	$
	Plant and equipment								
	Transport								
	MCCS Vehicle – 04 PJ	14,803	$22,000	7,197	0			0	0
	MIS Vehicle – 1500 PJ	0	$20,000	20,000	0	0	30,909	0	30,909
	CDO Vehicle – 02 PJ	7,937	$18,000	10,063	0	0	0	0	0
	Volvo Grader – PJ 1524	47,333	$80,000	32,667	0	0	0	0	0
	Mitsubishi Triton – PJ 1562	19,342	$9,000	0	(10,342)	0	0	0	0
	Mitsubishi Triton – PJ 1570	12,488	$9,000	0	(3,488)	0	0	0	0
	Mitsubishi Triton – PJ 1572	12,488	$9,000	0	(3,488)	0		0	0
		114,391	**167,000**	**69,927**	**(17,318)**	**0**	**30,909**	**0**	**30,909**



INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2022

Capital acquisitions

Job - Account	Job/Account Description	Asset Class	Program	Year Budget	YTD Budget	YTD Actual	YTD Actual Variance	Comments
BC01	Perenjori Pavillion Upgrade	Buildings - non-specialised	Recreation & culture	17,000	17,000	7,555	9,445	
BC02	Caravan Park Chalet Building	Buildings - non-specialised	Economic services	25,000	-	250	(250)	
BC03	Refurbishment of Perenjori Oval public toilets	Buildings - non-specialised	Recreation & culture	12,300	12,300	12,300	-	
BC04	Refurbishment of Perenjori Sports Club male toilets	Buildings - non-specialised	Recreation & culture	14,300	14,300	14,300	-	
BC05	Refurbishment of Perenjori Oval public toilets	Buildings - non-specialised	Recreation & culture	20,500	20,500	20,500	-	
BC06	Refurbishment of Fowler St toilets	Buildings - non-specialised	Recreation & culture	21,300	-	-	-	
BC07	Refurbishment of ablutions at Caravan Park	Buildings - non-specialised	Recreation & culture	40,000	-	-	-	
BC08	Refurbishment of Latham Hall	Buildings - non-specialised	Recreation & culture	80,200	-	-	-	
BC09	Dump Point at RV Parking near Pavilion	Infrastructure - Other	Recreation & culture	8,000	8,000	-	8,000	
BC10	Pavilion Coolroom	Buildings - non-specialised	Recreation & culture	40,000	-	590	(590)	
BC11	Replacement of Town Hall roof	Buildings - non-specialised	Governance	500,000	-	-	-	
BC12	Construction of shelter at Cemetery	Buildings - non-specialised	Community amenities	14,000	-	295	(295)	
BC13	Installation of toilet at Perenjori Rothsay Rd junction	Buildings - non-specialised	Community amenities	45,000	-	-	-	
BC14	Airconditioning in Town Hall	Plant and equipment	Governance	40,000	25,000	22,264	2,736	
BC15	Installation of solar lights at Latham Community Centre	Buildings - non-specialised	Recreation & culture	28,000	-	-	-	
BC16	Solar lights at Cemetery	Buildings - non-specialised	Community amenities	24,000	-	166	(166)	
BC17	Solar street lighting of North Rd from Downer St to Crossing St	Infrastructure - Other	Transport	24,000	-	-	-	
BC18	Latham Community Centre Table and Chair Upgrade	Furniture and equipment	Recreation & culture	13,000	5,000	4,967	33	
BC19	Upgrade Chalets and New Flooring	Buildings - non-specialised	Economic services	23,000	23,000	27,721	(4,721)	Work commenced - painting completed. PO for $6965 also issued for floor covering replacements.
BC20	Business Incubator	Buildings - non-specialised	Other property and services	55,000	-	-	-	
BC21	Caron Dam Re-Roofing	Buildings - non-specialised	Economic services	324,000	-	2,025	(2,025)	Reviewing Project
BC22	Latham Cemetery Fencing	Infrastructure Assets - Parks &	Community amenities	15,000	-	-	-	Quote pending
BC23	Pavillion evacuation centre upgrade	Buildings - non-specialised	Recreation & culture	90,000	80,000	73,863	6,137	
CC25	Fowler Street	Infrastructure - Roads	Transport	72,000	-	-	-	Subject to power upgrading
CC29	Warriedar/Copper Mine - Seal Widen	Infrastructure - Roads	Transport	450,000	300,000	18,802	281,198	Scope of works being undertaken. PO for $9850 issued.
CC32	Rabbit Proof Fence ROad	Infrastructure - Roads	Transport	-	-	1,516	(1,516)	
CC33	Caron Road	Infrastructure - Roads	Transport	58,000	-	-	-	
CC90	Carnamah Perenjori Rd	Infrastructure - Roads	Transport	153,040	102,028	9,370	92,658	Preliminary works underway
CC98	Syson Road	Infrastructure - Roads	Transport	340,000	-	-	-	
CF23	Settlement Road Gravel	Infrastructure - Roads	Transport	100,000	-	-	-	
CF24	Forte Road Gravel	Infrastructure - Roads	Transport	115,000	-	-	-	
CF25	Loading Street- reconstruct and Asphalt	Infrastructure - Roads	Transport	330,000	-	-	-	
CF26	England Cr Reseal	Infrastructure - Roads	Transport	20,000	-	-	-	
CF27	Seal Cemetery Car Park	Infrastructure - Roads	Transport	85,000	28,987	-	28,987	Consultant approached and investigation underway
CF28	Seal standpipe area opposite roadhouse	Infrastructure - Roads	Transport	70,000	-	-	-	Investigation underway
CF29	Footpath and kerbing North side Fowler Street	Infrastructure - Footpaths	Transport	250,000	-	-	-	Subject to power upgrading
CF30	Footpaths- Hirshauer, Hesford,John & Downer streets	Infrastructure - Footpaths	Transport	110,000	73,332	50,600	22,732	PO Issued $35000 Oakstar
CF31	Aubrey Street- Reseal 180m x 8m	Infrastructure - Roads	Transport	8,500	-	-	-	
CP05	Caravan park office Capital.	Buildings - non-specialised	Economic services	3,000	990	-	990	PO Issued Choices Flooring 29/8/22 $2705
CP06	Caravan Park.	Infrastructure - Other	Economic services	-	-	64	(64)	
CP10	Caravan Park - Septic Upgrade.	Infrastructure - Other	Economic services	10,000	3,332	-	3,332	
CP11	Furniture & Equipment	Furniture and equipment	Economic services	12,500	4,168	5,217	(1,049)	PO's Issued $1243- Batavia, Afgri.
FE01	Capital - Gym Equipment	Furniture and equipment	Recreation & culture	5,000	-	6,345	(6,345)	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2022

INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital acquisitions

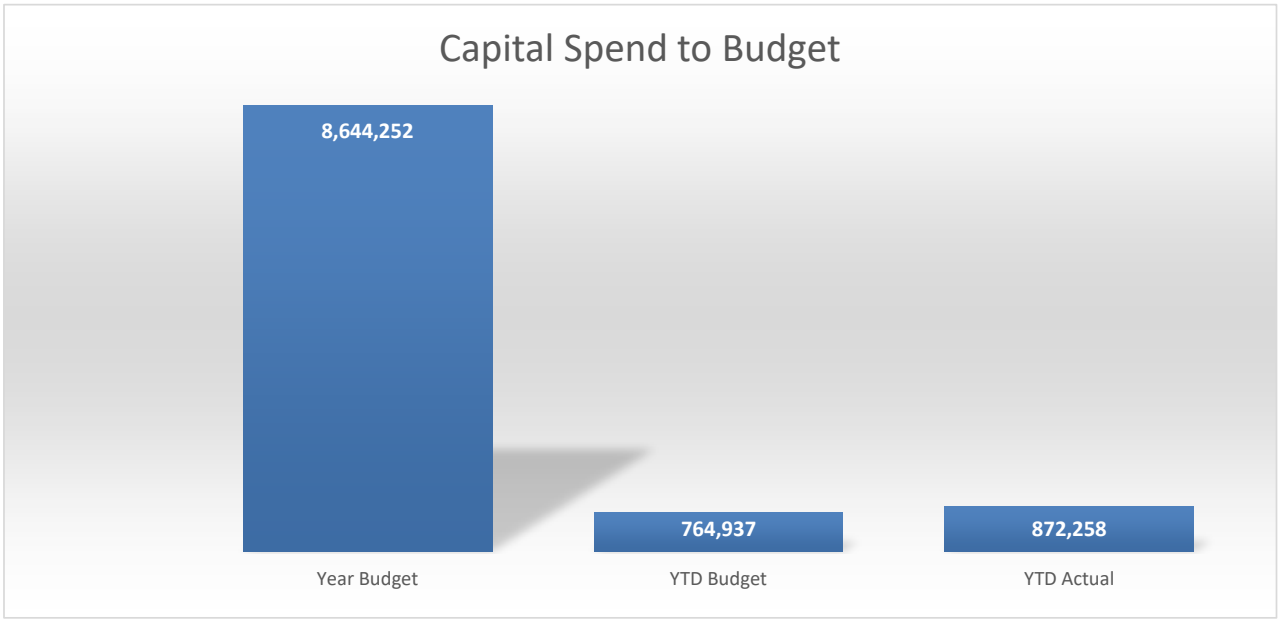
Job - Account	Job/Account Description	Asset Class	Program	Year Budget	YTD Budget	YTD Actual	YTD Actual Variance	Comments
FE02	Capital - Furniture & Equipment.	Furniture and equipment	Governance	25,000	-	13,160	(13,160)	
FE03	Capital - IT Vision Software.	Furniture and equipment	Governance	75,000	-	-	-	
HC27	Installation of solar panels on Council properties	Buildings - non-specialised	Housing	100,000	-	71,240	(71,240)	
HC28	Additional Housing	Buildings - non-specialised	Housing	800,000	-	486	(486)	
I001	Perenjori Oval Water Project	Infrastructure Assets - Parks &	Recreation & culture	150,000	-	-	-	
I002	Community hub project	Infrastructure - Other	Economic services	500,000	-	-	-	Awaiting on architect designs
I003	Static Water Supply Project	Infrastructure - Other	Law, Order & Public Safety	-	-	17,708	(17,708)	
LA01	Purchase of Industrial Land.	Land	Community amenities	20,000	-	-	-	
LRI6	Perenjori Oval Fencing	Infrastructure Assets - Parks &	Transport	-	-	10,000	(10,000)	
P001	Capital - Road Equipment	Plant and equipment	Transport	15,000	5,000	-	5,000	
P002	Capital - Workshop Equipment	Plant and equipment	Other property and services	15,000	-	-	-	
RC07	North Road Seal Widening 4.2Km - Road Construction 14/15	Infrastructure - Roads	Transport	-	-	57,000	(57,000)	
RC11	Landscaping along Fowler St	Infrastructure Assets - Parks &	Transport	55,512	-	-	-	Subject to power upgrading
RC12	Hill Rd, Boundary Rd to Morawa South Road resheet form & se	Infrastructure - Roads	Transport	82,000	-	-	-	
RC13	Morawa South Road, Hill Rd to Shire boundary widen formatio	Infrastructure - Roads	Transport	74,000	-	-	-	
RC14	Morowa South Road, Hill Rd to Shire boundary widen shoulder	Infrastructure - Roads	Transport	490,000	-	-	-	
RC15	Boundary Rd, Perenjori Three Springs Rd to Hill Rd widen and s	Infrastructure - Roads	Transport	574,000	-	-	-	
RC16	Boundary Rd, Perenjori Three Springs Rd to Hill Rd widen and s	Infrastructure - Roads	Transport	156,000	-	-	-	
RC17	Boundary Rd, Perenjori Three Springs Rd to Hill Rd widen and s	Infrastructure - Roads	Transport	830,000	-	-	-	
RC18	Carnamah Perenjori line marking	Infrastructure - Roads	Transport	30,000	-	-	-	
RC19	Solomon Rd			-	-	239,884	(239,884)	Unbudgeted - Urgent works required
RG24	Warriedar Coppermine Road	Infrastructure - Roads	Transport	101,500	-	-	-	Investigation and design underway
12283	MCCS Vehicle – 04 PJ	Plant and equipment	Transport	42,000	42,000	40,431	-	Youngs - Includes trade-in for Holden Trailblazer
12283	MIS Vehicle – 1500 PJ	Plant and equipment	Transport	48,000	-	-	-	
12283	CDO Vehicle – 02 PJ	Plant and equipment	Transport	38,000	-	-	-	
12283	Volvo Grader – PJ 1524	Plant and equipment	Transport	395,000	-	-	-	
12283	New Prime Mover	Plant and equipment	Transport	260,000	-	-	-	
12283	Mitsubishi Triton – PJ 1562	Plant and equipment	Transport	29,000	-	-	-	
12283	Mitsubishi Triton – PJ 1570	Plant and equipment	Transport	29,000	-	-	-	
12283	Mitsubishi Triton – PJ 1572	Plant and equipment	Transport	27,000	-	-	-	
12283	Electric 2-Seater Utility	Plant and equipment	Transport	17,600	-	-	-	
13194	Caravans * 2	Plant and equipment	Economic services	-	-	91,800	(91,800)	
12283	Nifty 120T 2 man 12.2m trailer mounted Work platform	Plant and equipment	Transport	-	-	36,950		
	Yet to be allocated			-	-	14,889	-	Expenses awaiting determination of which project to allocate to
TOTAL				**8,644,252**	**764,937**	**872,258**	**(57,052)**	

INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital acquisitions	Adopted Year Budget	YTD Budget	YTD Actual	YTD Actual Variance
	$	$	$	$
Land - industrial	20,000	0	0	0
Buildings	1,992,000	177,800	368,396	190,596
Furniture and equipment	105,000	0	19,505	19,505
Plant and equipment	915,600	47,000	77,380	30,380
Infrastructure - roads	4,258,040	402,028	326,572	(75,456)
Infrastructure - footpaths	55,512	0	0	0
Infrastructure - other	765,000	102,319	68,308	(34,011)
Infrastructure - Caravan Park	3,000	990	71	(919)
Infrastructure - Parks & Ovals	530,100	34,800	12,025	(22,775)
Total Capital Acquisitions	**8,644,252**	**764,937**	**872,258**	**107,321**
Capital Acquisitions Funded By:				
	$	$	$	$
Capital grants and contributions	**4,620,119**	**237,734**	**237,734**	0
Borrowings	**800,000**	**0**	**0**	0
Other (disposals & C/Fwd)	**167,000**	**20,000**	**30,909**	10,909
Cash backed reserves				
Plant Replacement Reserve	**385,522**	**0**	**0**	0
Contribution - operations	**2,671,611**	**507,203**	**603,615**	96,412
Capital funding total	**8,644,252**	**764,937**	**872,258**	**107,321**

SIGNIFICANT ACCOUNTING POLICIES

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 local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value 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.



Repayments - borrowings

Information on borrowings			New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	Loan No.	1 July 2022	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		$	$	$	$	$	$	$	$	$
Housing										
CHA Housing	96	33,365	0	0	7,943	16,146	25,422	17,219	1,064	1,893
Flat Pack Housing	97	0	0	0	0	0	0	0	0	0
New Housing				800,000	0	9,039	0	790,961		28,000
Community amenities										0
John Street Subdivision	98	177,899	0	0	12,194	24,812	165,705	153,087	6,135	11,975
Economic services										0
Caravan Park Chalets *	103	0	0	0	0	0	0	0	0	0
Total		211,264	0	800,000	20,137	49,997	191,127	961,267	7,199	41,868
Current borrowings		49,997					20,821			
Non-current borrowings		161,267					170,306			
		211,264					191,127			

* This loan was removed from the Budget at MYR

All debenture repayments were financed by general purpose revenue.

New borrowings 2022-23

Particulars	Amount Borrowed Actual	Amount Borrowed Budget	Institution	Loan Type	Term Years	Total Interest & Charges	Interest Rate	Amount (Used) Actual	Amount (Used) Budget	Balance Unspent
	$	$				$	%	$	$	$
New Housing	0	800,000	WATC	Fixed	20	37,039	7	0	0	0
	0	800,000				**37,039**		**0**	0	0

KEY INFORMATION

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

Cash backed reserve

Reserve name	Opening Balance	Budget Transfer to (+)	Actual Transfers To (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	$	$	$	$	$	$	$
Leave Reserve	84,718	333	151	0	0	85,051	84,869.00
Plant Replacement Reserve	573,156	400,000	1,023	(385,522)	0	587,634	574,179
Refuse Site Reserve	205,147	20,805	366	0	0	225,952	205,513
Swimming Pool Reserve	108,639	20,348	194	0	0	128,987	108,833
Road & Rehab Infrastructure Reserve	33,691	132	60	0	0	33,823	33,751
Housing Reserve	440,214	1,728	786	0	0	441,942	441,000
Mt Gibson Infrastructure Reserve	1,352,343	205,328	3,854	0	0	1,557,671	1,356,197
Tourism Accommodation Reserve	65,047	25,255	116	0	0	90,302	65,163
Water Reserve	164,903	25,647	294	0	0	190,550	165,197
IT Communications Reserve	202,186	794	361	0	0	202,980	202,547
Cyclone Seroja Recovery Reserve	0	268,859	0	0	0	268,859	0
	3,230,044	**969,229**	**7,206**	**(385,522)**	**0**	**3,813,751**	**3,237,249**

KEY INFORMATION

All the reserve accounts are supported by money held in financial institutions and match the amount shown as restricted cash in Note 2 to this financial report

OPERATING ACTIVITIES
NOTE 11
OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2022	Liability Increase	Liability Reduction	Closing Balance 31 October 2022
		$	$	$	$
Contract liabilities					
Unspent grants, contributions and reimbursements					
- operating	**12**	0	0	0	0
- non-operating	**13**	708,107	0	0	708,107
Total unspent grants, contributions and reimbursements		708,107	0	0	708,107
Provisions					
Annual leave		36,561	0	(25,406)	11,155
Long service leave (current)		237,976	0	(33,360)	204,616
Long service leave (non-current)		76,407	0	0	76,407
Total Provisions		350,943	0	(58,766)	292,177
Total other current liabilities		**1,059,050**	**0**	**(58,766)**	**1,000,284**

Amounts shown above include GST (where applicable)

A breakdown of contract liabilities and associated movements is provided on the following pages at Note 13

KEY INFORMATION

Contract liabilities

Amount received in Jun 22 for to LCRI Phase projects of $571,756
Amount received in May 22 for the Perenjori Evacuation Centre to be spent in 2022-23 of $36,364.

Provisions

Provisions are recognised when the Shire has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and 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.

A reduction was made in July 2022 resulting from the departure of the Manager of Works and Services and the termination payout.

Employee benefits

Short-term employee benefits

Provision is made for the Shire's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Shire's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The Shire's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The Shire's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Shire does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the Shire are recognised as a liability until such time as the Shire satisfies its obligations under the agreement.

NOTE 12
OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent operating grant, subsidies and contributions liability					Operating grants, subsidies and contributions revenue		
	Liability 1 July 2022	Increase in Liability	Liability Reduction (As revenue)	Liability 31 Oct 2022	Current Liability 31 Oct 2022	Adopted Budget Revenue	YTD Budget	YTD Revenue Actual
	$	$	$	$	$	$	$	$
Operating grants and subsidies								
General purpose funding								
Grants Commission Grant	0	0	0	0	0	403,669	100,918	95,857
Untied Road Grant	0	0	0	0	0	304,537	76,134	31,731
Law, order, public safety								
DFES Operating Grant	0	0	0	0	0	35,000	11,668	10,066
Recreation and culture								
Mt Gibson Funding Allocation				0		200,000	0	0
Education & Welfare								
Transport								
Direct Grant	0	0	0	0	0	249,141	249,141	254,500
Economic services								
Employee incentive grant				0		0	0	10,000
	0	**0**	**0**	**0**		**1,192,347**	**437,861**	**$ 402 153**
Operating contributions								
Transport								
MRD Street Lighting Subsidy	0	0	0	0	0	2,980	0	0
	0	**0**	**0**	**0**	**0**	**2,980**	**0**	**0**
TOTALS	**0**	**0**	**0**	**0**	**0**	**1,195,327**	**437,861**	**402,153**

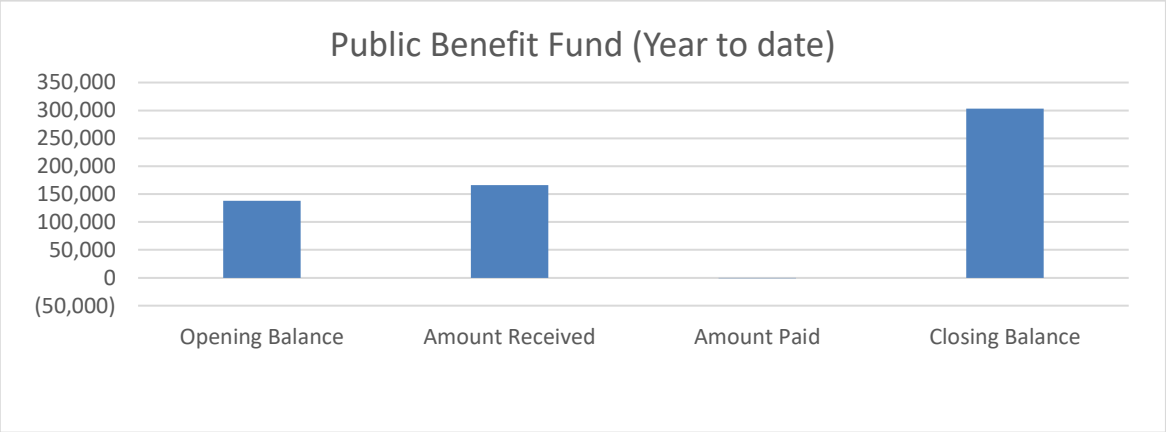
NOTE 13
NON-OPERATING GRANTS AND CONTRIBUTIONS

	Unspent non operating grants, subsidies and contributions liability					Non operating grants, subsidies and contributions revenue		
Provider	Liability 1 July 2022	Increase in Liability	Liability Reduction (As revenue)	Liability 31 Oct 2022	Current Liability 31 Oct 2022	Adopted Budget Revenue	YTD Budget	YTD Revenue Actual (b)
	$	$	$	$	$	$	$	$
Non-operating grants and subsidies								
General purpose funding								
LCRI Program	571,756	0	0	571,756	571,756	1,143,512	0	0
Transport								
Regional Road Group	0	0	0	0	0	635,667	237,734	237,734
Roads to Recovery	0	0	0	0	0	534,940	0	0
Mid West Secondary Grain Freight Network Grai	0	0	0	0	0	2,206,000	0	0
Economic services								
Community Water Supply Program	0	0	0	0		100,000	0	0
	571,756	**0**	**0**	**571,756**	**571,756**	**4,620,119**	**237,734**	**237,734**
Non-operating contributions								
Recreation and culture								
Perenjori Evacuation Centre Upgrade	36,364			36,364		0	0	0
	36,364	**0**	**0**	**36,364**	**0**	**0**	**0**	**0**

Funds held at balance date for the Public Benefit Fund which are not included in this statement are as follows:

Description	Opening Balance 1 July 2022	Amount Received	Amount Paid	Closing Balance 31 Oct 2022
	$	$	$	$
Mt Gibson Public Benefit Fund	137,955	165,866	(500)	**303,321**
	137,955	**165,866**	**(500)**	**303,321**

KEY INFORMATION



Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				$	$	$	$
	Budget adoption	180822.6, 18 August 2022	Surplus/(Deficit)				0
			Opening Surplus(Deficit)				0

Shire of Perenjori

Embrace Opportunity

Shire of Perenjori – Ordinary Council Meeting

ATTACHMENT 12.2(a)

Thursday 17th November 2022

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
454	03/10/2022	BANK FEES - BANK FEES NO GST	BANK FEES NO GST	M		270.58
454	03/10/2022	BANK FEES - BANK FEES NO GST	BANK FEES NO GST	M		235.43
454	07/10/2022	BANK FEES - BANK FEES NO GST	INWARD PMT ORDER FEE	M		10.00
EFT15661	13/10/2022	ACCWEST	Preparation of Financial Statements 21/22, July & August monthly reports, August BAS, Preparation of Budget 22/23FY, July BAS Petrol costs for site visit & General Assistance	M		22,685.96
EFT15662	13/10/2022	AUSTRALIA POST	Postage for September 22	M		1,028.97
EFT15663	13/10/2022	BAGOC PTY LTD	Provision of medical services for Perenjori Shire - July to September 2022	M		6,864.00
EFT15664	13/10/2022	CANINE CONTROL	Ranger services - 10/10/22	M		672.10
EFT15665	13/10/2022	CLEANPAK SOLUTIONS	Hand towels & toilet rolls - Latham Community Centre & Depot. Cleaning supplies for Caravan Park Village & Swimming Pool. Coffee sticks & sugar for Caravan Park	M		1,545.58
EFT15666	13/10/2022	COMMUNICATION SYSTEMS GERALDTON	Connected remotely to re-programme various extension lines & installation of the new On Hold Messages - July & August 21. Rectify fault of phone system – August 21	M		2,079.00
EFT15667	13/10/2022	COUNTRY TIME CARAVANS - TWINCLIFFE NOMINEES	Installation of TV bracket - DFES Caravan	M		205.00
EFT15668	13/10/2022	DAPHNE'S TIMELESS TREATS	Supply lunch for MW RRG Nth Midlands Sub Group Meeting - 19/09/22	M		360.00
EFT15669	13/10/2022	DEPARTMENT OF FIRE & EMERGENCY SERVICES PERTH	2022/23 ESL in accordance with the Fire & Emergency Services Act 1998 Part 6A - Section 36L & 36M. ESL Income Local Government	M		2,976.00
EFT15670	13/10/2022	DK & CK CONTRACTING	Removal of damaged gyproc and patch and repair - 34 Livingstone St, Perenjori	M		660.00
EFT15671	13/10/2022	GNC QUALITY PRECAST	GNC Jumbo Infiltration Leach Drain - Caravan Park	M		490.60

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT15672	13/10/2022	Greenfield Technical Services.	List of Junction Points RAMM database road by road SLK within the Perenjori Shire	M		605.00
EFT15673	13/10/2022	HERSEY'S SAFETY PTY LTD	Various gloves, flynets, Aerosol, Safety Glasses, Ear muffs - Depot	M		1,163.15
EFT15674	13/10/2022	INDEPENDENT RURAL PTY LTD	M03128- WPOS-165-GAL STAR EXTREME- Fence Post x 10 - Perenjori Tip	M		100.21
EFT15675	13/10/2022	INTEGRATED ICT	DELL U-Series 34" Screens x 4 & freight - Depot Admin & Admin Office. Microsoft 365 Licence, Records Management, Web Server Single Touch Payroll, Cloud Hosted Service, Managed Service Agreement & Managed Endpoint Protection Fees – September 22	M		11,963.01
EFT15676	13/10/2022	IT VISION	Mapping Data Refresh for Synergy Soft	M		554.40
EFT15677	13/10/2022	JOHN MORRIS T/A CATUA LAKE	Television repairs to DFES caravan	M		825.00
EFT15678	13/10/2022	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA WA	LG Professionals WA Conference - Session 1: Tips, Tricks for Digital Transformation & Awards Dinner. Session 3: How to do More with less & Awards Dinner – MCCS. Advertisement for Accountant position – Admin Office	M		2,865.00
EFT15679	13/10/2022	MEDICAL DIRECTOR	Support Pracsoft (First User) 1/12/22-30/11/23 - Medical Centre	M		957.00
EFT15680	13/10/2022	METAL ARTWORK CREATIONS	Gold Aluminium Desk Name Plaque - Nola	M		18.04
EFT15681	13/10/2022	MIDWEST WINDSCREENS	Replace Windscreen - PJ1565	M		715.00
EFT15682	13/10/2022	NIFTY PTY LTD	Nifty 120T 2 man 12.2m Trailer mounted Work platform with petrol motor as per quote 92318600000487037 & Licence/Registration fees	M		40,705.34
EFT15683	13/10/2022	ON HOLD ON LINE	Monthly On Hold Message - October 22	M		77.00
EFT15684	13/10/2022	ORBIT FITNESS SERVICE DEPARTMENT	Leg Press, Delivery & Installation - Gym	M		6,980.00
EFT15685	13/10/2022	PERENJORI ROADHOUSE	Newspapers, Milk, Water, Platters - Admin Office/Council & Depot	M		226.41
EFT15686	13/10/2022	REECE PTY LTD	Plumbing parts for HWS – Pavillion, Caroma invis II in wall cistern			

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
			for Latham Community Centre	M		1,961.23
EFT15687	13/10/2022	REPCO AUTO PARTS	Filters for various plant	M		215.95
EFT15688	13/10/2022	RJ & LJ KING	Tyre - PJ1503 John Deere Grader, Oil – 1500PJ, Battery – PJ1599	M		2,186.14
EFT15689	13/10/2022	TOTALLY WORKWEAR	SKU Y43245 Hard Yakka Men's Mustang Strech Jean - Stonewash 97S	M		252.10
EFT15690	13/10/2022	WALLIS COMPUTER SOLUTIONS	Agreement ADSL Internet for Depot - October 22	M		77.00
EFT15691	13/10/2022	WINC AUSTRALIA PTY LIMITED	GM Exec Chair H/B Arms Black Leather & Freight – CEO. Toners – Depot, restock stationery supplies/Ink – Admin Office. Cleaning supplies – Hall, Caravan Park & Caravan Park Village	M		2,213.59
EFT15692	13/10/2022	ZED ELECT	Replace damaged light poles and light fittings as of quote#845 - Perenjori Netball/Basketball court & tennis court lighting. Test/Tag All tools & equipment in Workshop & Maintenance Shed - Depot	M		13,356.83
EFT15693	13/10/2022	CROWN PERTH (BURSWOOD NOMINEES ATF BURSWOOD PROPERTY TRUST)	WALGA Conference - Accommodation, meals & parking for Councillors & CEO - 02/10/22-05/10/22	M		5,419.45
EFT15694	13/10/2022	AUSTRALIAN TAXATION OFFICE	BAS - August 22	M		87,451.45
EFT15695	27/10/2022	ADVANCED SOCIALS	Canva Training - CSO, Trainee, CDO	M		370.00
EFT15696	27/10/2022	AMELJENOW TRANSPORT	Road Train Side Tipper & Water Cart 03/10/22 - 13/10/22 - Solomon Rd	M		20,608.50
EFT15697	27/10/2022	AVON WASTE	Waste Collection - September 22	M		2,783.55
EFT15698	27/10/2022	BATAVIA FURNITURE & BEDDING	Dining Chair - Caravan Park	M		139.00
EFT15699	27/10/2022	BLUEHILL COURIERS	Freight charges - Totally workwear, Mitchell & Brown, Reece, GNC for Pavillion, Depot, Caravan Park - September 22	M		975.70
EFT15700	27/10/2022	CEMETERIES AND CREMATORIA ASSOCIATION OF WA	Ordinary Membership 22/23FY	M		125.00

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT15701	27/10/2022	CITY OF GREATER GERALDTON	Building Certification Services - July to September 22	M		1,906.69
EFT15702	27/10/2022	COLIN MURRICE BRYANT	Travel for Forum Meeting - 13/10/22	M		108.11
EFT15703	27/10/2022	CURLAN HOLDINGS PTY LTD	Contract Financial/Admin Services 01/09/22-15/10/22	M		16,395.50
EFT15704	27/10/2022	DANIEL KEVIN BRADFORD	Travel for Forum Meeting - 13/10/22	M		41.58
EFT15705	27/10/2022	DESMOND CRANWELL	Rates refund for assessment A511 47 LIVINGSTONE STREET PERENJORI 6620	M		403.04
EFT15706	27/10/2022	GARRY HELLIWELL	Rates refund for assessment A446 WILDER ROAD MAYA 6614	M		807.01
EFT15707	27/10/2022	INDEPENDENT RURAL PTY LTD	Float valve, float foam - Oval tank	M		319.56
EFT15708	27/10/2022	JANSVOON RESOURCES PTY LTD	Rates refund for assessment A15214 E59/02324 MINING TENEMENT PERENJORI WA 6620	M		157.03
EFT15709	27/10/2022	JUDE Sutherland	Travel for Forum Meeting - 13/10/22	M		37.62
EFT15710	27/10/2022	KATS RURAL	SQ1 49mm Square Recess, Elbow storm PVC - Lot 73 Russell	M		16.10
EFT15711	27/10/2022	LESLIE DEREK HEPWORTH	Travel for Forum Meeting - 13/10/22	M		29.71
EFT15712	27/10/2022	MARKETFORCE	Differential Rates Advertising - The West Australian - 26th May 2022	M		549.30
EFT15713	27/10/2022	OAKSTAR ASSET PTY LTD	Culvert extension on Crossing Road, Hire of Skid Steer – Camel Soak Tank Pad	M		8,074.00
EFT15714	27/10/2022	PERENJORI COMMUNITY RESOURCE CENTRE	Catering - 24/08/22, 15/09/22, 21/09/22	M		390.00
EFT15715	27/10/2022	PETER EGAN CARPENTRY	Demolition of outhouse toilets behind Museum	M		4,785.00
EFT15716	27/10/2022	PURCHER INTERNATIONAL PTY LTD	PJ1569 - repair faults for Complaint. Not doing a DPF Burn, has been derating faults for exhaust brake, fuel & circuit issues	M		10,432.17
EFT15717	27/10/2022	RJ & LJ KING	Tyre x 3, Repair puncture - PJ1567, PJ1575, PJ1585 Replace tyre – PJ1535 & PJ1526. Oil & Battery – PJ1526	M		4,527.71

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
EFT15718	27/10/2022	SHIRE OF MINGENEW	VELPIC Online Training Platform - July to September 22	M		128.70
EFT15719	27/10/2022	STATE LIBRARY OF WA	Better Beginnings - 22/23FY	M		11.00
EFT15720	27/10/2022	TERRA FORM CONTRACTING	Vegetation Management with Heavy Equipment, Accom & Meals 23/09/22-16/10/22 – North Rd & Solomon Rd works	M		57,090.00
EFT15721	27/10/2022	TOLL GLOBAL EXPRESS (IPEC PTY LTD)	Freight charges for Winc - 11,13/10/22 - Admin Office	M		45.05
EFT15722	27/10/2022	VIGILANTE LANDSCAPE ARCHITECTURE PTY LTD	Perenjori Townscape Plan Revision	M		4,286.00
EFT15723	27/10/2022	WALLIS COMPUTER SOLUTIONS	2021-2022 Agreement Overage Hours – Medical Centre	M		2,656.15
EFT15724	27/10/2022	WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION	2022 WALGA Convention Registration – CEO, Councillors Partners	M		7,730.00
EFT15725	27/10/2022	ZED ELECT	Reconnect Retic to WIFI & reprogramme watering days - PECC	M		218.38
DD14028.1	11/10/2022	AUSTRALIAN SUPER	Superannuation contributions	M		1,181.43
DD14028.2	11/10/2022	CATHOLIC SUPER FUND	Superannuation contributions	M		278.98
DD14028.3	11/10/2022	SUN SUPER	Payroll deductions	M		698.56
DD14028.4	11/10/2022	CBUS SUPER	Superannuation contributions	M		618.69
DD14028.5	11/10/2022	UNISUPER	Payroll deductions	M		973.57
DD14028.6	11/10/2022	PRIME SUPER PTY LTD	Superannuation contributions	M		303.32
DD14028.7	11/10/2022	HESTA SUPER FUND	Superannuation contributions	M		236.70
DD14028.8	11/10/2022	ANZ SMART CHOICE SUPER	Superannuation contributions	M		1,356.65
DD14028.9	11/10/2022	THE RL & JMA RYAN SUPERANNUATION FUND	Superannuation contributions	M		796.16

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
DD14042.1	03/10/2022	WESTNET	Internet charge for Perenjori Shire, Museum, Library & Depot - October 22	M		253.85
DD14042.2	03/10/2022	NODE ONE	N1 Business Fibre - October 22	M		1,100.00
DD14044.1	04/10/2022	RMS (Aust) P/L	RMS Cloud and Support & Online fees - October 2022	M		521.40
DD14046.1	04/10/2022	ALLEASING PTY LTD	LANIER MPC5000 PHOTOCOPIER LEASE - October 22	M		884.27
DD14048.1	06/10/2022	SYNERGY	Electricity usage for Swimming Pool, Caravan Park & Caravan Park Village - June to September 22	M		6,938.09
DD14051.1	25/10/2022	AUSTRALIAN SUPER	Superannuation contributions	M		1,536.13
DD14051.2	25/10/2022	CATHOLIC SUPER FUND	Superannuation contributions	M		278.98
DD14051.3	25/10/2022	SUN SUPER	Payroll deductions	M		129.24
DD14051.4	25/10/2022	CBUS SUPER	Superannuation contributions	M		618.69
DD14051.5	25/10/2022	UNISUPER	Payroll deductions	M		973.57
DD14051.6	25/10/2022	PRIME SUPER PTY LTD	Superannuation contributions	M		303.32
DD14051.7	25/10/2022	HESTA SUPER FUND	Superannuation contributions	M		307.21
DD14051.8	25/10/2022	ANZ SMART CHOICE SUPER	Superannuation contributions	M		1,356.65
DD14051.9	25/10/2022	THE RL & JMA RYAN SUPERANNUATION FUND	Superannuation contributions	M		796.16
DD14052.1	10/10/2022	TELSTRA CORPORATION LIMITED	Telephone Charges to 15/09/22 - Main Account	M		4,206.34
DD14058.1	13/10/2022	BANKWEST MASTERCARD	Mastercard Purchases 25/08/22-23/09/22	M		3,283.31
DD14060.1	14/10/2022	REFUEL AUSTRALIA	Fuel Card Purchases for September 22	M		25,479.52
DD14062.1	17/10/2022	SG FLEET AUSTRALIA PTY LIMITED	CESM FORD RANGER - 10/10/22 to 09/11/22	M		4,490.62

Shire of Perenjori
Local Government Act 1995
Accounts for Payment for Month Ended 31st October 2022

Cheque /EFT No	Date	Name	Invoice Description	Bank Code	INV Amount	Amount
DD14062.2	17/10/2022	BOQ FINANCE (AUST) LTD	Ricoh MPC6004exSP	M		156.83
DD14064.1	21/10/2022	SYNERGY	Lot 52 Russell - Electricity usage 18/08/22-29/09/22 (Old Depot)	M		238.32
DD14064.2	24/10/2022	SYNERGY	Street Lighting - Electricity usage 25/08/22-24/09/22	M		2,057.43
DD14066.1	28/10/2022	WATER CORPORATION	Water usage from 19/08/22-11/10/22 - Several buildings	M		2,280.25
DD14068.1	31/10/2022	WATER CORPORATION	Water usage 19/08/22-11/10/22 - 38 Russell (Lot 79) & 50 Russell (Lot 73)	M		92.16
DD14028.10	11/10/2022	AWARE SUPER	Payroll deductions	M		7,837.25
DD14028.11	11/10/2022	CLEARVIEW RETIREMENT PLAN	Superannuation contributions	M		176.40
DD14028.12	11/10/2022	HOST PLUS SUPER	Superannuation contributions	M		349.91
DD14028.13	11/10/2022	REST INDUSTRY SUPERANNUATION	Superannuation contributions	M		88.72
DD14028.14	11/10/2022	AMP LIFE	Superannuation contributions	M		330.61
DD14028.15	11/10/2022	SUNSUPER	Superannuation contributions	M		303.32
DD14051.10	25/10/2022	AWARE SUPER	Payroll deductions	M		8,364.63
DD14051.11	25/10/2022	CLEARVIEW RETIREMENT PLAN	Superannuation contributions	M		244.39
DD14051.12	25/10/2022	HOST PLUS SUPER	Superannuation contributions	M		466.31
DD14051.13	25/10/2022	REST INDUSTRY SUPERANNUATION	Superannuation contributions	M		193.22
DD14051.14	25/10/2022	AMP LIFE	Superannuation contributions	M		330.61
DD14051.15	25/10/2022	SUNSUPER	Superannuation contributions	M		303.32
			TOTAL FOR THE MONTH OF OCTOBER			**450,833.77**

Accounts Paid for the Month Ending 31st October 2022

Municipal Account		
EFT	$	366,602.67
Direct Debits	$	80,431.78
Cheques	$	-
Corporate MasterCard	$	3,283.31
Bank Fees	$	516.01
Total	**$**	**450,833.77**

Trust Account - Mt Gibson Public Benefit Funds		
EFT	$	-
Cheques	$	-
Bank Fees	$	-
Total	**$**	**-**

Totalling **$450,833.77** from Municipal and Trust Accounts for the month ending **31 October 2022**

Shire of Perenjori

Embrace Opportunity

Shire of Perenjori – Ordinary Council Meeting

ATTACHMENT 12.2(b)

Thursday 17th November 2022

Shire of Perenjori
CREDIT CARD SUMMARY ONLY

Corporate Mastercard - 24 September - 24 October 2022 - Nola Comerford Smith - MCCS

DATE	DESCRIPTION	ACCOUNT DESCRIPTION	PERSON CONTACTING SELLER	AMOUNT
27-Sep	Ventraip	Web hosting for the Perenjori Website	Aluel Mading - CDO	$ 132.00
28-Sep	Quest Innaloo	Accommodation for DOT Licensing Course - Michelle Desmond	Michelle Desmond - CSO	$1,521.80
29-Sep	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 2.50
30-Sep	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 2.50
30-Sep	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 2.50
1-Oct	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 4.00
1-Oct	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 2.50
2-Oct	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 6.00
4-Oct	Facebook	Boost for Accountant Advert	Nola Comerford Smith - MCCS	$ 9.00
5-Oct	Spirit Graphics	Business Cards for MCCS - Nola Comerford Smith	Gypsie Douglas - FO	$ 170.50
6-Oct	Perenjori Shire/DOT	12 Months Registration - 1TSS745 (Trailer for Stage)	Nola Comerford Smith - MCCS	$ 24.85
8-Oct	L2 Master Pty Ltd	Phone Cover for MIS iPhone	Catherine Peachey - Depot Admin	$ 99.00
9-Oct	Red Dot	Jars (18 Pack) to be used as Candle Holders - Senior & Volunteers Dinner	Aluel Mading - CDO	$ 19.99
9-Oct	Bunnings	Plants - 7 Hirshauer Rd	Nola Comerford Smith - MCCS	$ 134.75
11-Oct	Perenjori Shire/DOT	Transfer Fee - 1TSQ648 (Jurgen Caravan)	Rhiannon Young - Trainee	$ 19.40
13-Oct	Perenjori Shire/DOT	12 Months Registration - 1TM2686 (DFES Caravan)	Nola Comerford Smith - MCCS	$ 24.85
14-Oct	Message Media	SMS Messaging Service	Nola Comerford Smith - MCCS	$ 378.81
15-Oct	Two Buck Shop	Vases for Seniors & Volunteers Dinner	Aluel Mading - CDO	$ 30.00
17-Oct	Global/Applied Satellite	Satellite phone monthly charges - CESM	Nola Comerford Smith - MCCS	$ 86.46
MCCS Corporate Credit Card Purchases for 24 September - 24 October 2022				**$2,671.41**

Interest & Other Charges	**$ 45.74**
Grand Total	**$2,717.15**

bankwest

Bankwest Corporate MasterCard Statement

RECEIVED 28 OCT 2022

297BC3C 000097 (053N)

CARD ADMINISTRATOR
SHIRE OF PERENJORI
PO BOX 22
PERENJORI WA 6620

Account Name	**SHIRE OF PERENJORI**
Period	**24 Sep 22 - 24 Oct 22**
Facility Limit	**$20,000**

To pay by cheque, simply detach this cut off slip and refer to the instructions overleaf on how to return to Bankwest.

YOUR ACCOUNT SUMMARY

Opening Balance	**$3,283.31**
Purchases	$2,671.41
Withdrawals (Cash Advances & Balance Transfers)	$0.00
Interest & Other Charges	$45.74
Payments & Other Credits	$3,283.31 CR
Closing Balance	**$2,717.15**

PAYMENT REQUIRED

Account Name	**SHIRE OF PERENJORI**
Account Number	**5586 0290 5107 7410**
Payment Due Date	14 Nov 22
Minimum Payment	$54.34

For details on how to make payments please see over

YOUR CARDHOLDER ACTIVITY SUMMARY

Name	Account	Spending Limit	Purchases & Withdrawals	Interest & Other Charges	Payments & Other Credits
BILLING ACCOUNT	5586029051077410		$0.00	$45.74	$3,283.31 CR
ANDERSON,PAUL G	5586022001171920	$15,000.00	$0.00	$0.00	$0.00
COMERFORD,NOLA L	5586025801166792	$5,000.00	$2,671.41	$0.00	$0.00
TOTAL		**$20,000.00**	**$2,671.41**	**$45.74**	**$3,283.31 CR**

YOUR INTEREST RATES

Purchases	17.99% p.a.	Balance Transfers	17.99% p.a.	Cash Advances	17.99% p.a.

YOUR TRANSACTION SUMMARY

Date	Description		Debit	Credit
28 SEP 22	FOREIGN TRANSACTION FEE		$44.89	
29 SEP 22	FOREIGN TRANSACTION FEE		$0.07	
30 SEP 22	FOREIGN TRANSACTION FEE		$0.07	
30 SEP 22	FOREIGN TRANSACTION FEE		$0.07	
01 OCT 22	FOREIGN TRANSACTION FEE		$0.12	
01 OCT 22	FOREIGN TRANSACTION FEE		$0.07	
02 OCT 22	FOREIGN TRANSACTION FEE		$0.18	
04 OCT 22	FOREIGN TRANSACTION FEE		$0.27	
13 OCT 22	PERIODICAL PAYMENTS	06		$3,283.31
Total			**$45.74**	**$3,283.31 CR**

297BC3C 000097 000317

PAYMENT METHODS

By Internet – Using Online Banking at www.bankwest.com.au, you can transfer funds from your nominated Bankwest account.

By Direct Debit – A regular automatic payment can be set up from your Nominated Account.

By BPAY® – Call your participating financial institution to make a payment from your account.

BPAY

Biller Code: 9100
Ref: 5586 0290 5107 7410

® Registered to BPAY Pty Ltd ABN 69 079 137 518

By Telephone – Using Bankwest Phone Banking to transfer payments directly from another Bankwest transactional account.

Bankwest ATMs – Transfer funds through selected ATMs from another Bankwest account to your Card Account.

Mail – Simply complete the front of this tear off payment slip and mail your crossed cheque* (no notes or coins) to: Bankwest Card Services, PO Box 8411 PERTH BC WA 6849.

In Person – Call into any branch to make payment in person.

*Proceeds of cheques are not available until cleared

297BC3C 000097 000318

bankwest

Bankwest Corporate MasterCard Statement

Account Number	**5586 0258 0116 6792**
Period	**24 Sep 22 - 24 Oct 22**
Monthly Spend Limit	**$5,000**

297BC3C 000097 (053N)

MRS NOLA LEANNE COMERFORD
SHIRE OF PERENJORI
PO BOX 22
PERENJORI WA 6620

SUMMARY OF YOUR SPEND

Purchases	**$2,671.41**
Cash Advances & Balance Transfers	**$0.00**

We are pleased to advise that the Annual Fee applicable to your Card Account (payable on the anniversary of issue of your Card) is to be waived as your total net purchases have exceeded the annual fee waiver threshold.

YOUR TRANSACTION SUMMARY

Date	Description			Debit	Credit
27 SEP 22	VENTRAIP AUSTRALIA	61390138464	VIC	$132.00	
28 SEP 22	GAR*HOTEL RES	800-468-3578	NLD	$1,521.80	
29 SEP 22	FACEBK *4UJFJF7362	FB.ME/ADS	IRL	$2.50	
30 SEP 22	FACEBK *K25BDK3362	FB.ME/ADS	IRL	$2.50	
30 SEP 22	FACEBK *VEYQ2GB362	FB.ME/ADS	IRL	$2.50	
01 OCT 22	FACEBK *YBBQPFX262	FB.ME/ADS	IRL	$4.00	
01 OCT 22	FACEBK *2V3WDK3362	FB.ME/ADS	IRL	$2.5	
02 OCT 22	FACEBK *KMGBVFP362	FB.ME/ADS	IRL	$6.00	
04 OCT 22	FACEBK *KAHURFX262	FB.ME/ADS	IRL	$9.00	
05 OCT 22	SPIRIT GRAPHICS	CARDUP	WA	$170.50	
06 OCT 22	PERENJORI SHIRE	PERENJORI		$24.85	
08 OCT 22	L2 MASTER PTY LTD	EAST VICTORIA	WA	$99.00	
09 OCT 22	RED DOT STORES	CANNINGTON		$19.99	
09 OCT 22	BUNNINGS 350000	CANNINGTON		$134.75	
11 OCT 22	PERENJORI SHIRE	PERENJORI		$19.40	
13 OCT 22	PERENJORI SHIRE	PERENJORI		$24.85	
14 OCT 22	MESSAGEMEDIA	MELBOURNE	AUS	$378.81	
15 OCT 22	TWO BUCK SHOP AND MO	GERALDTON	WA	$30.00	
17 OCT 22	IPY*ASTA	OSBORNE PARK	WA	$86.46	
Total				**$2,671.41**	**$0.00**

297BC3C 000097 000319

IMPORTANT INFORMATION ABOUT YOUR BANKWEST CORPORATE MASTERCARD

297BC3C 000097 000320

Misused, Lost or Stolen Card or Disclosed PIN

Misused, Lost or Stolen Card or Disclosed PIN – If your (or your additional cardholder's) card has been misused, lost or stolen, or the PIN has become known to someone else, report it immediately by calling us on 13 7000 from anywhere in Australia, 24 hours a day, 7 days a week or by notifying a Bankwest store. If you're outside Australia, call us on +61 8 9486 4130. To use this reverse charges number, contact the international operator in the country you are in and request to be put through to +61 8 9486 4130. Bankwest have no control over any charges applied by the local or international telephone company for contacting the operator.

Unauthorised or Unknown Transactions

To report an unauthorised or unknown transaction, please call 13 7000. It is in your interest to report any unauthorised or unknown transactions immediately, as a delay in notification may limit Bankwest's ability to investigate the transaction.

Other Information

Please refer to the Bankwest Corporate MasterCard Terms and Conditions and the Commercial Cards Account Access Conditions of Use for full details on terms covering the use of your card. Copies are available at www.bankwest.com.au. If you would prefer not to receive promotional information from Bankwest, please let us know by calling 13 7000.

Shire of Perenjori

Embrace Opportunity

Shire of Perenjori – Ordinary Council Meeting

ATTACHMENT 14.1

Thursday 17th November 2022

Perenjori
Embrace Opportunity

FORM OF APPLICATION FOR PLANNING APPROVAL

(PLEASE COMPLETE ALL BOXES)

OWNER DETAILS:

Name(s): Co-operative Bulk Handling Limited

Postal Address: GPO Box L886, Perth, WA Postcode: 6842

Contact Person: Timothy Roberts

Phone: 08 9216 6061 Email: timothy.roberts@cbh.com.au

Signature: _____ Date: _____

Signature: _____ Date: _____

NOTE: The signatures of ALL the owner(s) is required to process this application.

APPLICANT DETAILS: (if different from owner)

Name: _____

Postal Address: _____ Postcode: _____

Contact Person: _____

Phone: _____ Email: _____

Signature: _____ Date: _____

PROPERTY DETAILS:

Lot/Location No: 3996 House/Street No: _____

Street Name: Coorow-Latham Rd / Fox St Locality/Suburb: Latham

Diagram/Plan No: 134840 Volume No: 222 Folio No: 116A

EXISTING DEVELOPMENT/LAND USE:

Nature of any Existing Development/Land Use: Grain recieval, Sampling, Storage, Weighing & Staff Amenities

PROPOSED DEVELOPMENT/LAND USE:

Description of Proposed Development/Land Use: Upgraded sampling, weighing & staff amenities facilities, increase bulkhead storage capacity, seal and asphalt existing works

Approximate Cost: $4,200,000.00

Estimated Time of Completion: August 2023

REQUIRED INFORMATION & FEES:

Please refer over for the information required to be submitted with this application and the schedule of fees. This application will not be processed without all required information including payment of the appropriate fee.

OFFICE USE ONLY:

Date Received: _____ Application No: _____

Accepting Officer's Initials: _____ File Number: _____

Required Fee: $_____ Date Paid: _____

Co-operative Bulk Handling Ltd
ABN 29 256 604 947
Level 6, 240 St Georges Terrace
Perth WA 6000 Australia
GPO Box L886
Perth WA 6842 Australia
Telephone
+61 8 9237 9600
Grower Service Centre
1800 199 083
cbh.com.au

ENQ: Timothy Roberts
DIRECT LINE: 08 9216 6061

11 October 2022

Shire of Perenjori
PO Box 22
PERENJORI WA 6620

APPLICATION FOR PLANNING APPROVAL

I refer to the requirement for additional grain receival and storage facilities at the Latham grain receival site.

Proposed development includes the following:

- Sealed/Asphalted internal roads to and around the open bulkhead (OBH) connected to existing internal roads to cater to traffic flow through the site;
- Dismantling existing temporary bulkhead, relocating and extending the bulkhead to be 400m long, 35m wide OBH with a total capacity of 1x 52,400 tonne;
- OBH shall use 1.8m high wall frames on sealed/ashpalted pads fixed to cement stabilised compacted gravel under seal;
- OBH shall be covered with tarpaulins once filled with grain;
- Stormwater drains shall be cut around the roads and connected to existing site-wide drainage with existing drainage expanded to increase storage capacity;
- Installation of amenities building, weighbridge, weighbridge hut;
- Relocation of sample hut from townsite to expansion site.

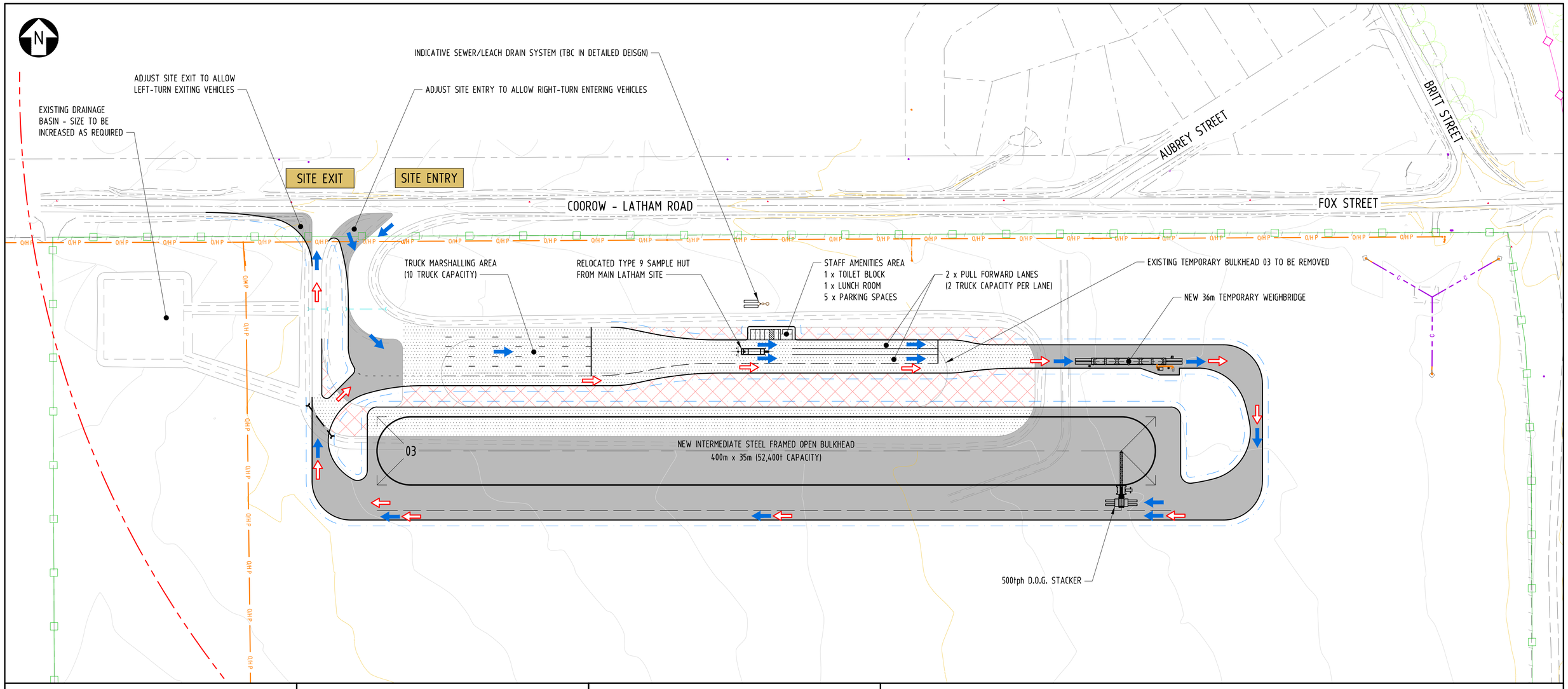
All of the development is located on the grain receival site Lot 101.

Please find attached the following documentation and drawings for assessment:

- Shire of Perenjori – Application for Planning Approval;
- Concept Layout drawing 333-ENG-CI-DCO-0017_B showing the location of the proposed development;
- General Arrangement Drawing S119-ENG-ST-DGA-0003-R0 for the open bulkhead wall frame;
- Traffic Impact Assessment – Shawmac - 2203001-TIS-001_B; and
- Stormwater Management Report - Shawmac - 333-3055-CI-RPT-0002

Yours sincerely
FOR: Cooperative Bulk Handling Limited

Timothy Roberts
Specialist Regulatory Approvals – Government & Industry Relations



DRAWING LEGEND

- TRAFFIC MOVEMENTS - TRUCKS FULL
- TRAFFIC MOVEMENTS - TRUCKS EMPTY
- LOT BOUNDARIES
- EPA INDUSTRIAL/SENSITIVE LAND USE SEPARATION DISTANCE - 500mm RADIUS
- CBH SITE BOUNDARY
- CBH RAIL LEASE BOUNDARY
- O/H P — OVERHEAD POWER LINES
- C — UNDERGROUND COMMS CABLES
- UNDERGROUND STORMWATER PIPES
- PROPOSED OPEN DRAINS
- PROPOSED CULVERT

STORAGE CAPACITIES

EXISTING STORAGE		
'D' TYPE STORAGE	HOR/01	14,600t
1.6m INT STEEL FRAMED OPEN BULKHEAD	(01)	16,200t
1.6m INT STEEL FRAMED OPEN BULKHEAD	(02)	11,850t
1.8m INT STEEL FRAMED OBH (TEMPORARY)	(03)	30,130t
TOTAL EXISTING STORAGE		72,780t
PROPOSED STORAGE		
1.8m INT STEEL FRAMED TEMPORARY OBH (REMOVAL)	(03)	- 30,130t
1.8m INT STEEL FRAMED OBH	(03)	52,400t
TOTAL PROPOSED STORAGE		22,270t

TOTAL SITE STORAGE 95,050t

TOTAL INCREASE IN STORAGE 22,270t

HATCHING LEGEND

AREA OF NEW WORKS	24,300m²
AREA OF EXISTING FORMATION TO BE REWORKED	12,550m²
AREA OF EXISTING FORMATION NOT REQUIRED	6,400m²

PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE 19.08.22

1:1000 @ A1
1:2000 @ A3
0 10 20 30 40 50 60 70 80 90 100 m

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DO NOT SCALE FROM THIS DRAWING

CBHGROUP
ABN 29 256 604 947

CBH GROUP
LEVEL 6
240 ST GEORGE'S TERRACE
PERTH W.A. 6000
PH (08) 9237 9600
FAX (08) 9322 3942

REF DRAWING No.	REFERENCE DRAWING TITLE	REV	DATE	REVISION DESCRIPTION	BY	CHK'D	APP'D
		B	19.08.22	RE-ISSUED FOR REVIEW - SITE ENTRY AND EXIT WORKS ADDED	PF		
-	-	A	09.08.22	ISSUED AS CHECK PRINT AND FOR REVIEW	PF		

SCALE 1:1000
SHEET A1
PROJECT M-3055
CONTRACT No

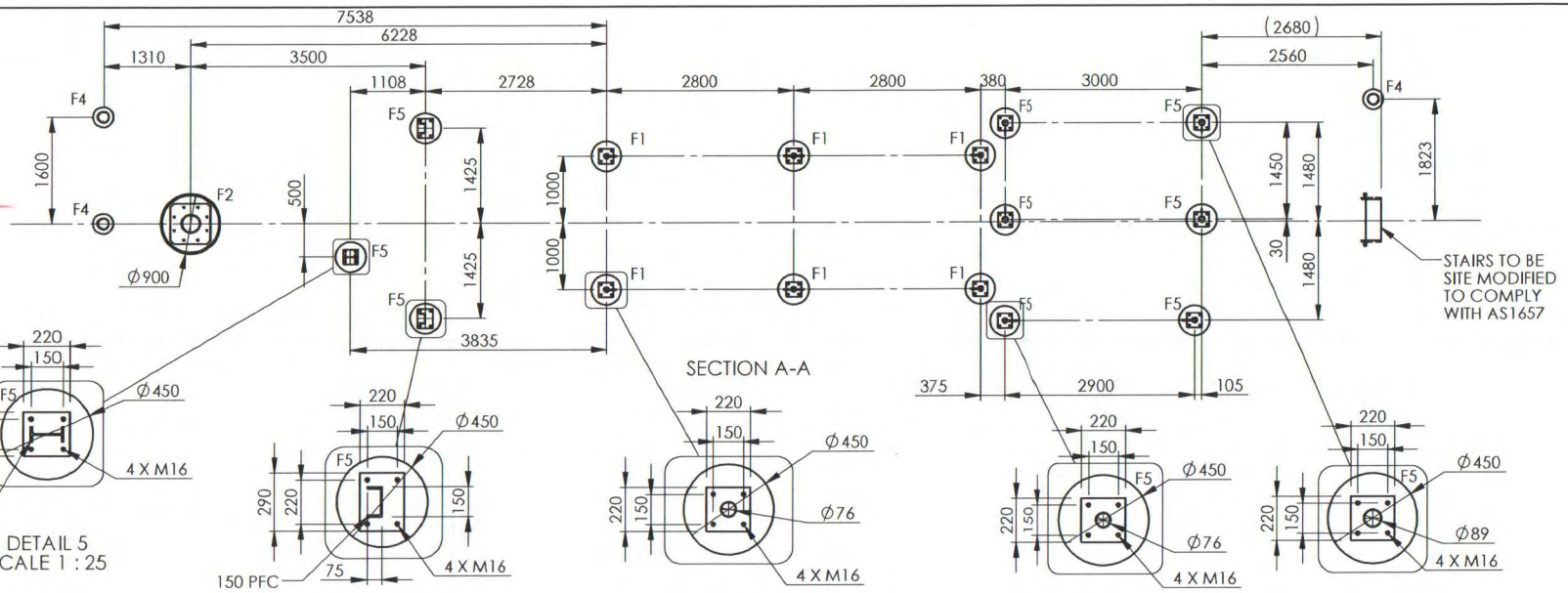
DRAWN	P. Forrest	09.08.22
CHECKED		
DESIGNED		
DESIGN APPR		
PROJECT APPR		

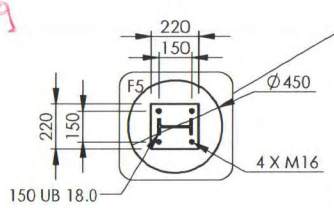
TITLE
LATHAM
SITE DEVELOPMENT - NEW BLOCK
M/S/W & ADDITIONAL OPEN STORAGE
FUTURE CONCEPTUAL LAYOUT No. 9

ORG No 333-ENG-CI-DCO-0017
SHEET 1 OF 1
REV. B

DRAFT

As built.
28.2.19





DETAIL 5
SCALE 1 : 25

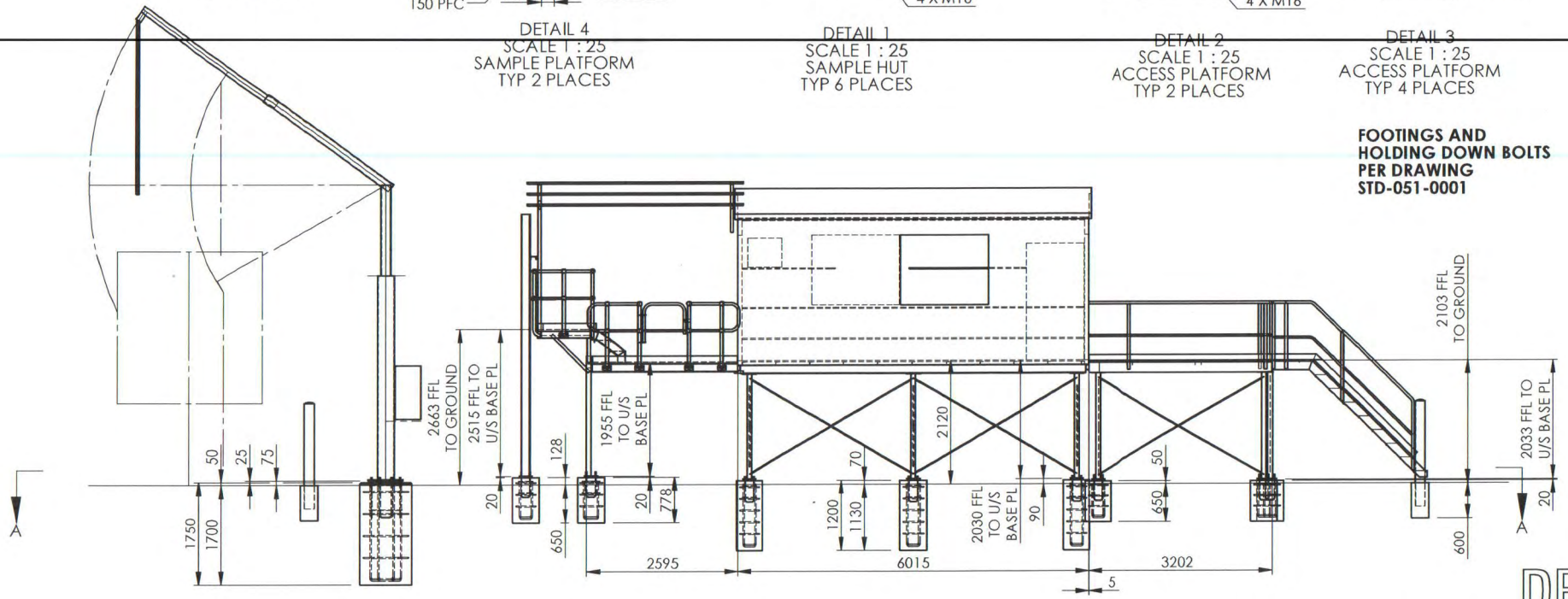
DETAIL 4
SCALE 1 : 25
SAMPLE PLATFORM
TYP 2 PLACES

DETAIL 1
SCALE 1 : 25
SAMPLE HUT
TYP 6 PLACES

DETAIL 2
SCALE 1 : 25
ACCESS PLATFORM
TYP 2 PLACES

DETAIL 3
SCALE 1 : 25
ACCESS PLATFORM
TYP 4 PLACES

FOOTINGS AND HOLDING DOWN BOLTS PER DRAWING STD-051-0001



DRAFT

REV.	DESCRIPTION	DATE	APPROVED
D	REBAR ADDED TO FOOTINGS	10/10/2018	
C	ISSUED FOR APPROVAL	3/10/2018	
B	ISSUED FOR REVIEW	28/09/2018	
A	ISSUED FOR REVIEW	26/09/2018	

REVISION HISTORY

quadro design
Quadro Design Pty Ltd
ABN: 88 108 818 417
E-mail: quadro@quadro-design.com
www.quadro-design.com.au

CBH GROUP
Email: growerservicecentre@cbh.com.au
Tel: (08) 9237 9888 Fax: (08) 9237 9599
https://www.cbh.com.au

THIRD ANGLE PROJECTION | ALL DIMENSIONS ARE IN MILLIMETERS

DRAWN BY:	QUADRO DESIGN	DATE	26-09-2018
CHECKED:		DATE	
CHECKED:		DATE	
APPROVED:		DATE	
JOB No.	182587	SCALE @A3	1:75

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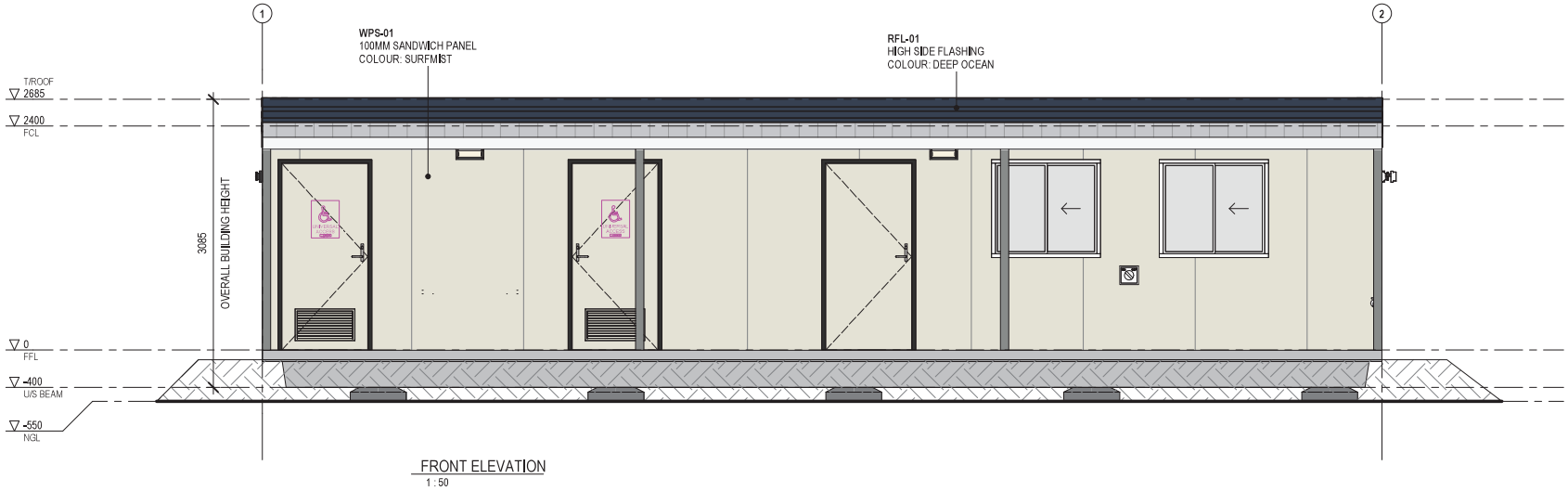
PROJECT: LATHAM UPGRADE

TITLE: SAMPLING STATION
LATHAM SAMPLE STATION ASSEMBLY
GA & FOOTING PLAN

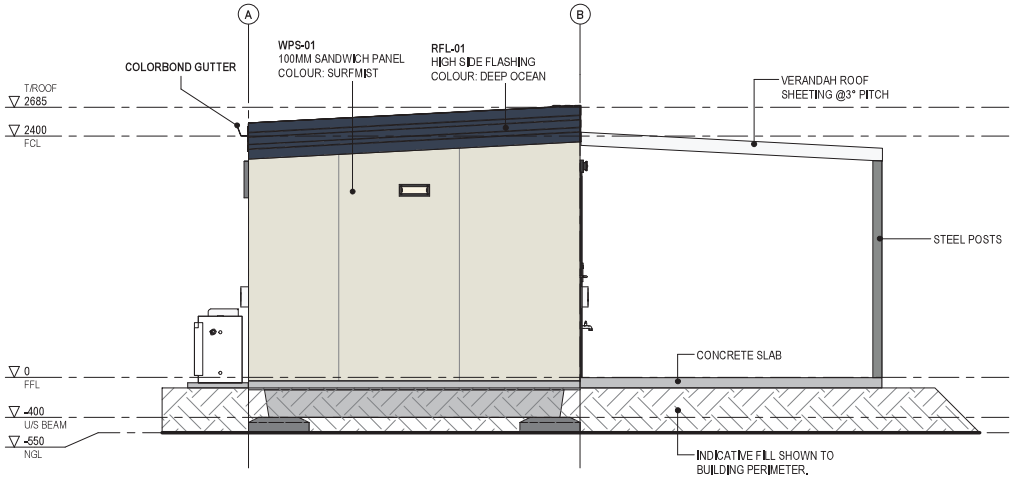
DRAWING No. 333-ENG-ME-DGA-0002 | SHEET 1 OF 1 | REV D | A3

182587-000 - 333-ENG-ME-DGA-0002 - LATHAM SAMPLE STATION ASSEMBLY.SLDDRW

2:38 PM 10/10/2018

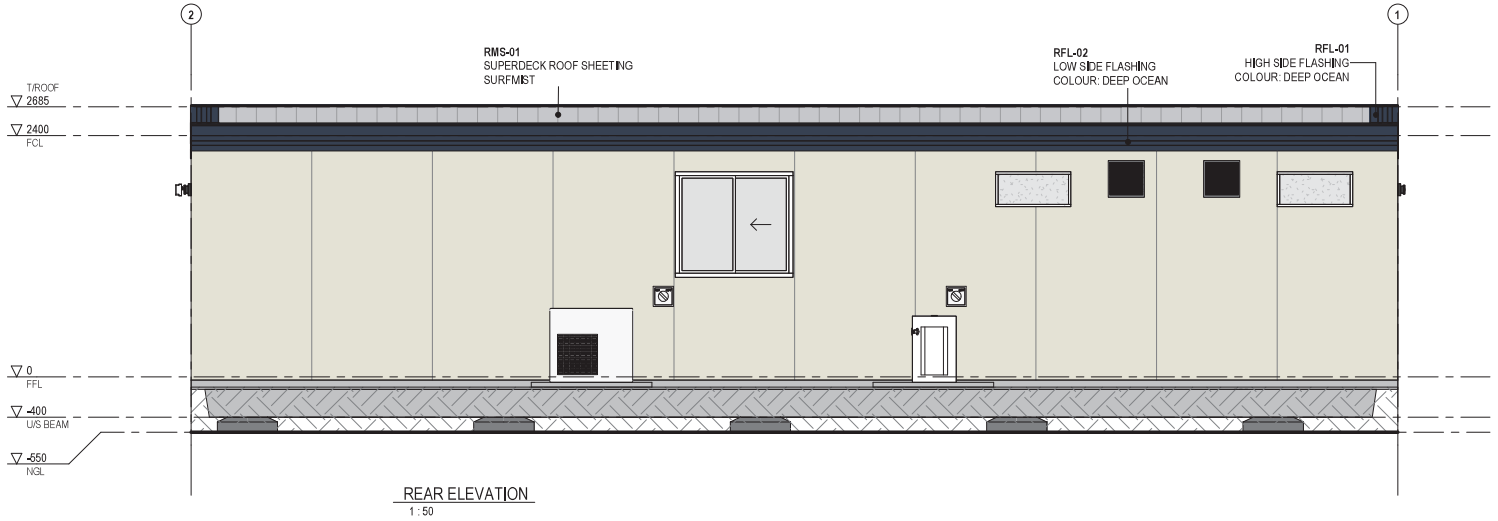


FRONT ELEVATION
1 : 50

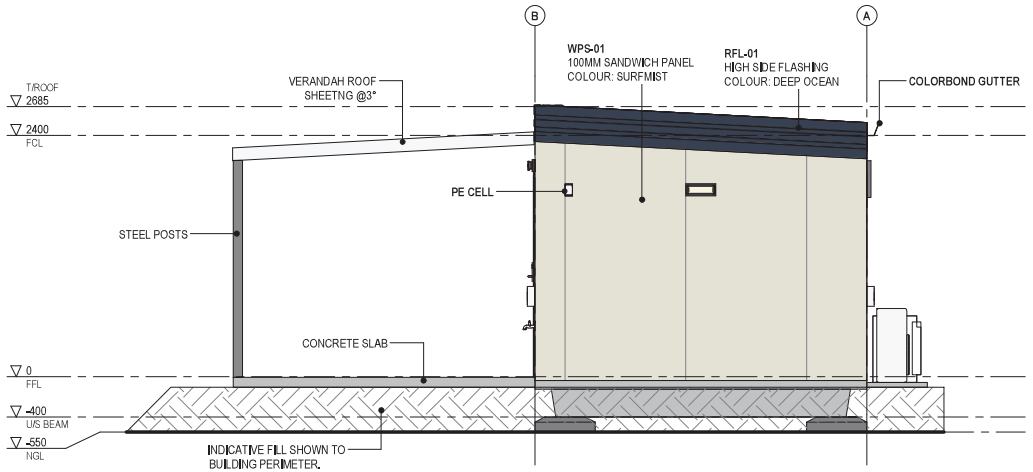


SIDE 1 ELEVATION
1 : 50

TYPICAL AMENITIES BUILDING ELEVATION
FRONT & SIDE 1 ELEVATION



REAR ELEVATION
1 : 50



SIDE 2 ELEVATION
1 : 50

TYPICAL AMENITIES BUILDING ELEVATION
REAR & SIDE 2 ELEVATION

INSTALLATION NOTES:

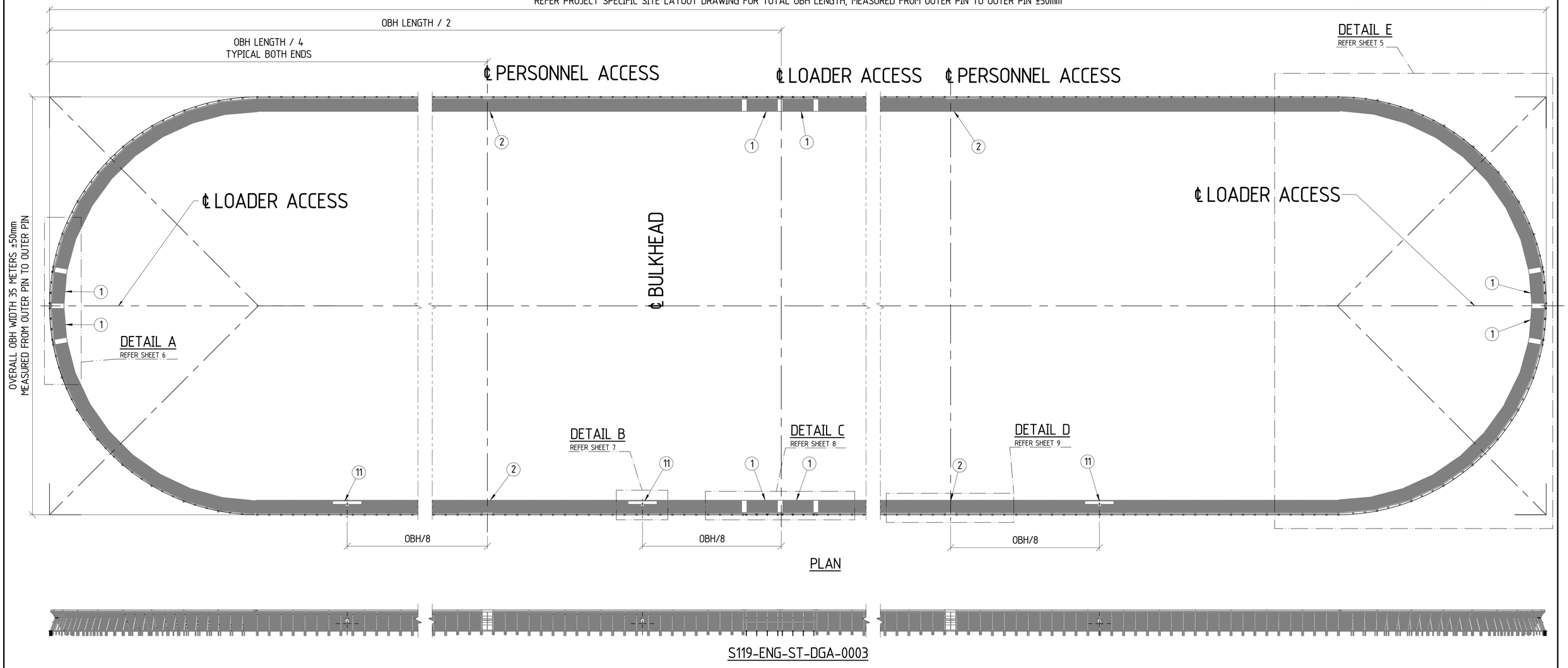
1. OBH LENGTH AND WIDTH DIMENSIONS ARE SPECIFIED FROM REAR PIN TO THE OPPOSITE REAR PIN. REFER PROJECT SPECIFIC SITE LAYOUT DRAWING FOR DIMENSIONS.
2. TOLERANCE FOR OVERALL OBH WIDTH AND LENGTH ARE +/- 50MM. TOLERANCE FOR FRAME SPACING +/- 10mm.
3. NOTE DIFFERENT ANCHORING DETAILS FOR DOOR/GATES AND FRAMES EITHER SIDE OF BULKHEAD OPENINGS. REFER ANCHORING DETAILS ON SHEETS 2 AND 3.
4. NOTE ADDITIONAL Z-CAPPING, WOOD AND CLADDING TRIMMING REQUIRED AT GATE JOINS. REFER SHEETS 6 AND 8 FOR DETAILS.
5. TYPICAL CLADDING OVERLAP IS 200mm, CENTERERED OVER THE CENTERLINE OF THE STRUT, FOR ALL JOINS EXCEPT AT GATE AND DOOR JOINS. REFER SHEETS 6 - 9.
6. ALL Z-CAPPING MUST BE ALIGNED AS ACCURATELY AS POSSIBLE. ANY MISALIGNMENT IN Z-CAPPING WILL TEAR THE OBH TARP. REFER NOTES ON SHEETS 6, 8 AND 9 FOR TOLERANCES.
7. FOUR PERSONNEL ACCESS DOORS TO BE INSTALLED AS SHOWN. TWO INSTALLED EACH SIDE AT MIDPOINTS BETWEEN END OF OBH AND CENTRE BULKHEAD OPENING.
8. THREE FUMIGATION T-PIECES TO BE INSTALLED ON SAME SIDE AS ELECTRICAL CONNECTION. REFER SHEETS 1 AND 7 FOR INSTALLATION DETAILS. REFER CBH DRAWING S119-ENG-ME-DER-0001 FOR VENDOR DRAWING OF T-PIECE.
9. DRAWING DEPICTS TYPICAL OBH SIZE OF 35M WIDE BY 300M LONG AND ASSOCIATED STANDARDISED REQUIRED QUANTITIES OF FUMIGATION TEES, PERSONAL ACCESS DOORS AND FRONT END LOADER ACCESS GATES. SITE SPECIFIC OBH REQUIREMENTS SHALL BE CONFIRMED WITH THE NOMINATED CBH REPRESENTATIVE PRIOR TO CONSTRUCTION.
10. BULKHEAD CONTENTS ARE INTENDED TO BE FUMIGATED IN A SEALED ENVIRONMENT BY USE OF WALL CANVICON AND OVER STACK TARPS - THE CONTRACTOR SHALL MINIMISE ANY MEANS WHICH COULD DETRIMENTALLY AFFECT THE SEALING CAPABILITY, SUCH AS SHARP EDGES THAT COULD CUT TARP.

PARTS LIST (PER UNIT)

ITEM No	DESCRIPTION	WIDTH	LENGTH	QTY	CBH OR SUPPLIER PART No	PROCESS	SAP Code	MASS Kg	TO DETAIL
1	FRONT END LOADER ACCESS GATE			REFER NOTE	S119-ENG-ST-ASY-0034	FIELD FIT	N/A	184.4	Yes
2	PERSONNEL ACCESS DOOR			REFER NOTE	S119-ENG-ST-ASY-0017	FITTING	N/A	17.1	Yes
3	STRAIGHT PIN STRUT ASSEMBLY			REFER NOTE	S119-ENG-ST-ASY-0004	FITTING	N/A	36.4	Yes
4	SPIRAL PIN STRUT ASSEMBLY			REFER NOTE	S119-ENG-ST-ASY-0005	FITTING	N/A	36.2	Yes
5	CUSTOM ORB ZINC ALUME 0.42mm BMT 550 MPa MIN. (YIELD)	762	3200	REFER NOTE	S119-ENG-ST-PRT-0010	FITTING	DREQ	1.3	No
6	DIA 20 STRAIGHT PIN ANCHOR		420	REFER NOTE	S-014-A0000	FIELD KIT	DREQ	1.1	Yes
7	SPIRAL PIN ANCHOR		300	REFER NOTE	S119-ENG-ST-DER-0052	FITTING	DREQ	0.8	Yes
8	Z CAPPING 1.6PL PGI	300	3000	REFER NOTE	S119-ENG-ST-PRT-0011	FAB SHEET	108015	11.4	Yes
9	TIMBER SAWN KARRI STRUC3 75mmx50mmx3m	75	3000	REFER NOTE	S119-ENG-ST-PRT-0014	FITTING	108594	6.2	No
10	TARP CLAMP 6PL	130	257	REFER NOTE	S119-ENG-ST-PRT-0012	FAB PROFILE	107901	1.6	Yes
11	FUMIGATION TEE PIECE			REFER NOTE	S119-ENG-ME-DER-0001	FITTING	N/A		Yes
12	RUBBER STRIP 450mm WIDE, 8mm THICK	450	2050	REFER NOTE	S119-ENG-ST-PRT-0048	FIELD KIT	DREQ	6.9	No
13	M10 x 120 GALV BOLT GR8.8 (50mm THREAD Min.)			REFER NOTE		FIELD KIT	DREQ	0.1	No
14	M10 GALV. NUT			REFER NOTE		FIELD KIT	DREQ	0.0	No
15	M10 GALV FW			REFER NOTE		FIELD KIT	DREQ	0.0	No
16	METAL TEK SCREW, HEX HEAD, 14g-20x22mm, CLASS 4, WITH SEAL			REFER NOTE		FIELD KIT	DREQ	0.0	No
17	METAL TEK SCREW, HEX HEAD, 14g-20x45mm, CLASS 4, WITH SEAL			REFER NOTE		FIELD KIT	DREQ		No
18	NOVALAST LTM 151			REFER NOTE		FIELD KIT	DREQ		No
19	BOSTIK SEAL AND FLEX 1			REFER NOTE		FIELD KIT	DREQ		No

** QTY NOTE: TO CALCULATE EXACT ORDER QUANTITYS, REFER TO THE 'CBH OBH PROCUREMENT CALCULATOR'-S119-ENG-ST-CAL-0001

REFER PROJECT SPECIFIC SITE LAYOUT DRAWING FOR TOTAL OBH LENGTH, MEASURED FROM OUTER PIN TO OUTER PIN ±50mm



PLAN

S119-ENG-ST-DGA-0003

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PERTH W.A 6000
PH (08) 9237 9600 FAX (08) 9322 3942

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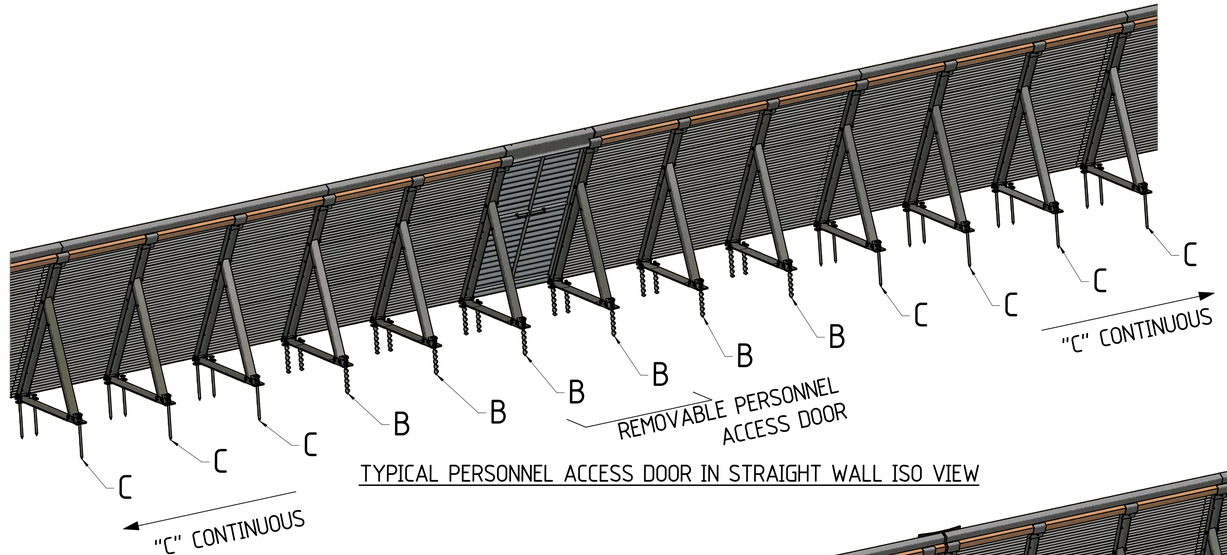
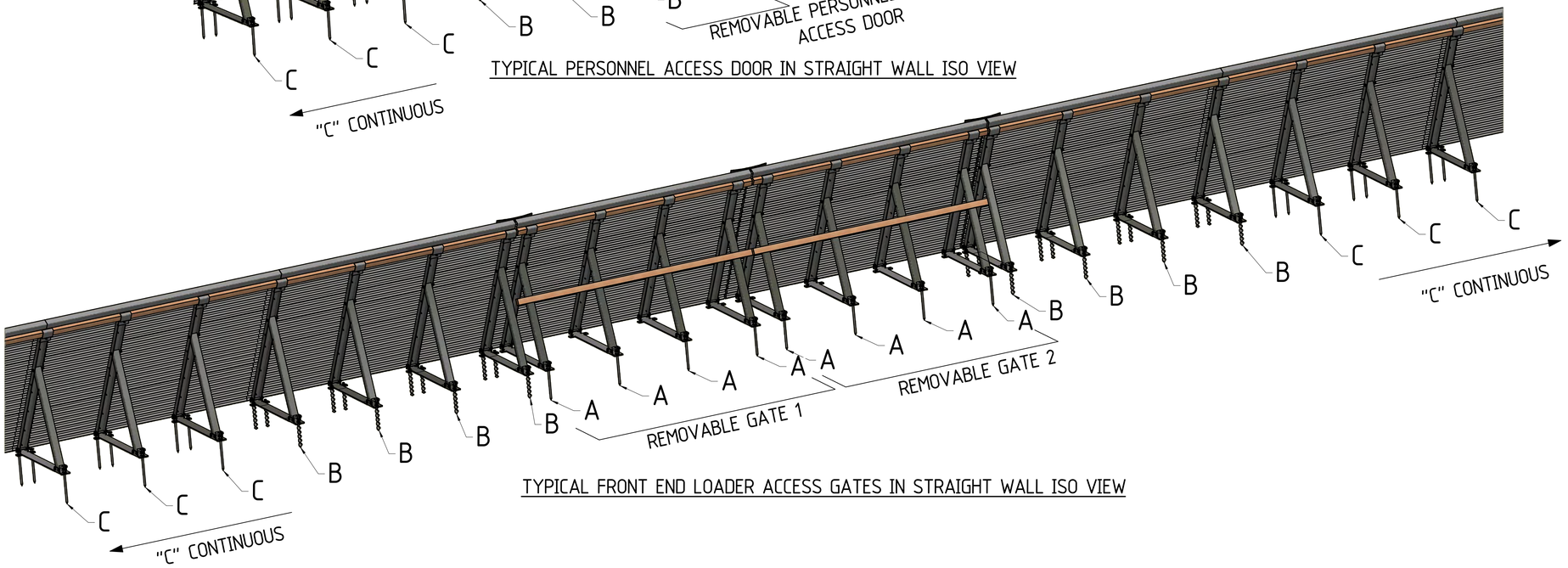
DRAWN	SCR	10/06/2020
CHECKED	LS	10/06/2020
ENGINEER	BC	11/06/2020
APPROVED	NH	11/06/2020

DRAWING TITLE
1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
OVERALL LAYOUT

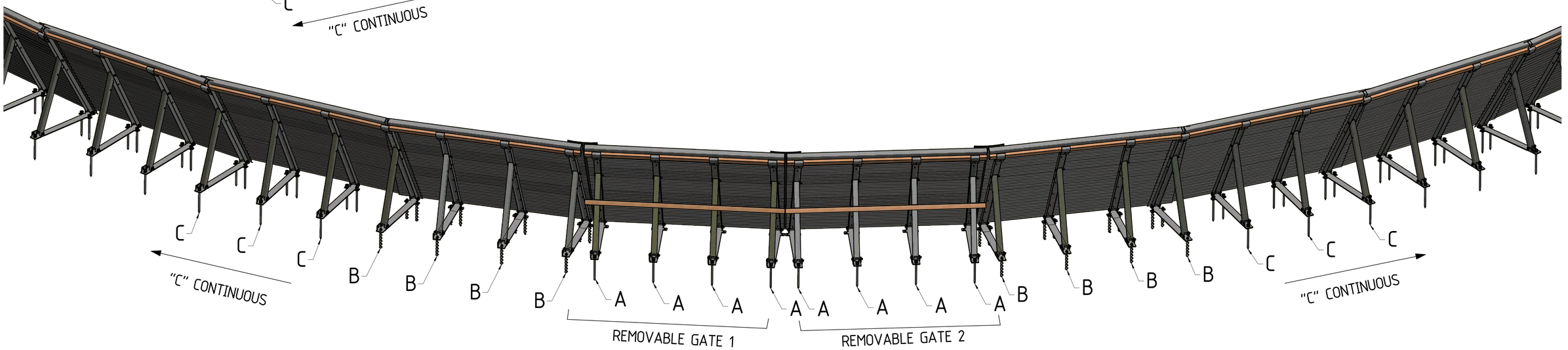
SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
SHEET: 1 OF 9
REV: 0



TYPICAL PERSONNEL ACCESS DOOR IN STRAIGHT WALL ISO VIEW



TYPICAL FRONT END LOADER ACCESS GATES IN STRAIGHT WALL ISO VIEW



TYPICAL FRONT END LOADER ACCESS GATES IN CURVED WALL ISO VIEW

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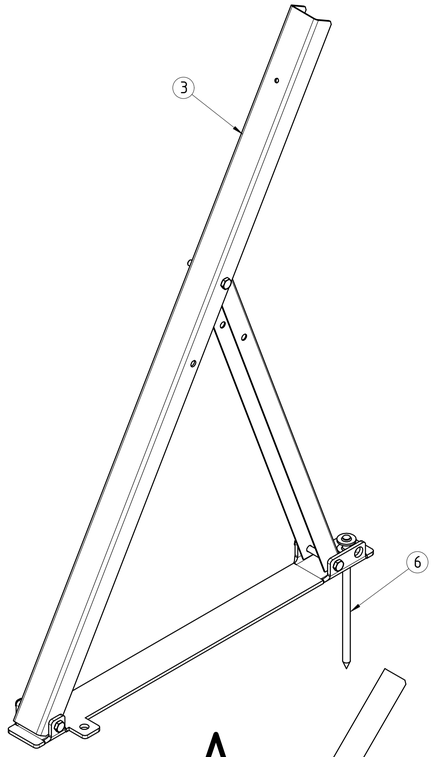
APPROVED	NH	11/06/2020

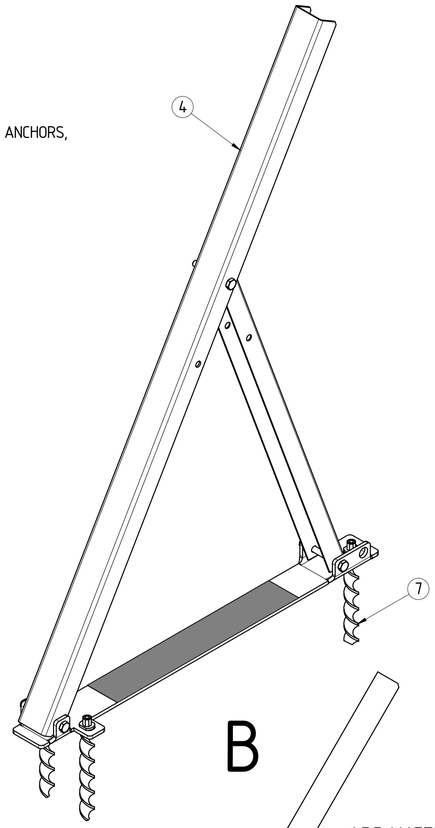
DRAWING TITLE
1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
ANCHORINGS LAYOUT

SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
SHEET: 2 OF 9
REV: 0

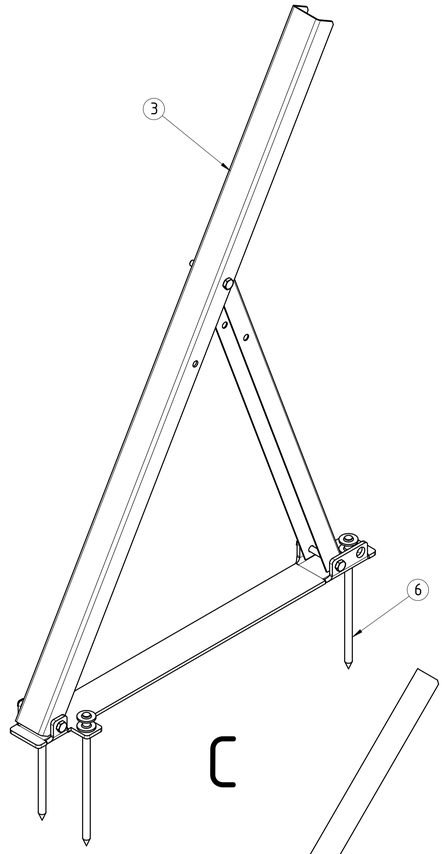


A

NOTES:
REMOVAL TOOL REQUIRED FOR SPIRAFIX ANCHORS,
M22 SPANNER/SOCKET,
HANDLE LENGTH TO SUIT CONDITIONS.



B



C

ARRANGEMENT 'A' NOTES:

- PURPOSE: ARRANGEMENT 'A' IS USED IN THE FRONT END LOADER ACCESS GATE ASSEMBLY (S119-ENG-ST-ASY-0034). ONLY 1 STRAIGHT PIN ANCHOR IS TO BE INSTALLED AS THE DOOR IS TO BE REMOVABLE.
- STRUT TYPE: STRAIGHT PIN STRUT
- PIN TYPE: STRAIGHT PIN ANCHOR
- PIN QUANTITY: 1

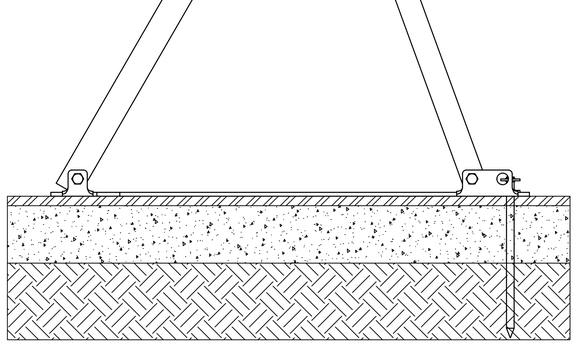
ARRANGEMENT 'B' NOTES:

- PURPOSE: ARRANGEMENT 'B' IS USED 4 STRUTS EITHER SIDE OF THE FRONT END LOADER ACCESS GATES AND 3 STRUTS EITHER SIDE OF PERSONNEL ACCESS DOORS, AS WHEN THE GATES/DOORS ARE REMOVED THE SURROUNDING STRUTS EXPERIENCE HIGHER WIND LOADS.
- STRUT TYPE: SPIRAL PIN STRUT
- PIN TYPE: SPIRAL PIN ANCHOR
- PIN QUANTITY: 3

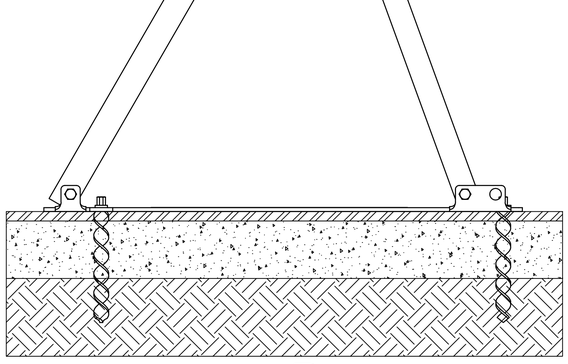
ARRANGEMENT 'C' NOTES:

PURPOSE: ARRANGEMENT 'C' IS USED IN ALL LOCATIONS, OTHER THAN WHERE ARRANGEMENT 'A' AND 'B' ARE USED

- STRUT TYPE: STRAIGHT PIN STRUT
- PIN TYPE: STRAIGHT PIN ANCHOR
- PIN QUANTITY: 3



A



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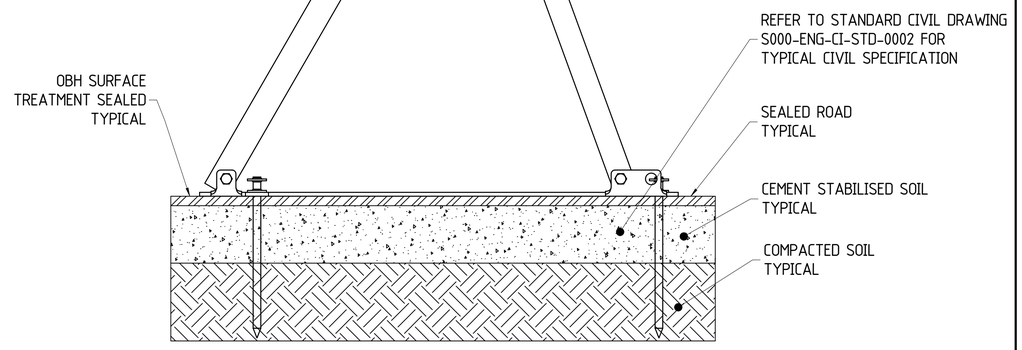

C

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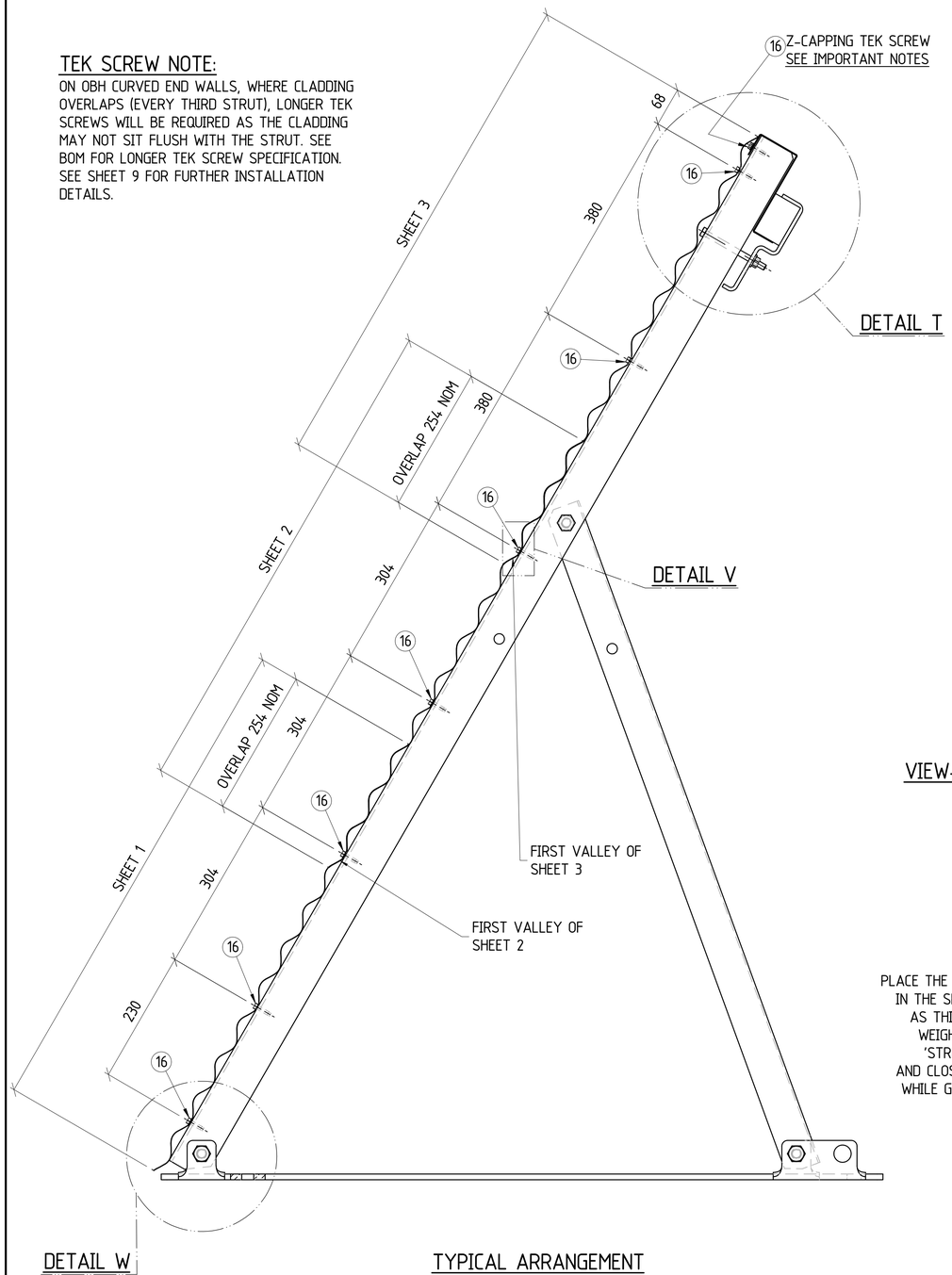
ENGINEER	BC	11/06/2020
APPROVED	NH	11/06/2020

DRAWING TITLE
1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
TYPICAL ANCHORINGS

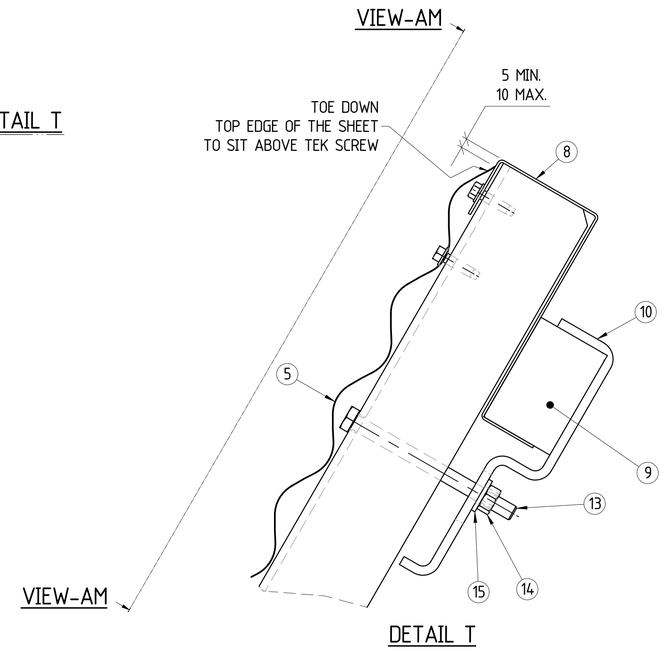
SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
SHEET: 3 OF 9
REV.: 0

TEK SCREW NOTE:

ON OBH CURVED END WALLS, WHERE CLADDING OVERLAPS (EVERY THIRD STRUT), LONGER TEK SCREWS WILL BE REQUIRED AS THE CLADDING MAY NOT SIT FLUSH WITH THE STRUT. SEE BOM FOR LONGER TEK SCREW SPECIFICATION. SEE SHEET 9 FOR FURTHER INSTALLATION DETAILS.



TYPICAL ARRANGEMENT

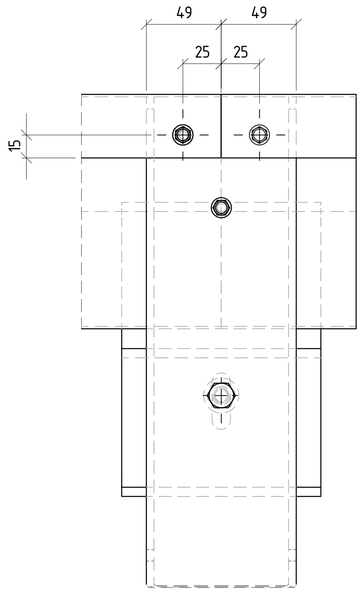


DETAIL T

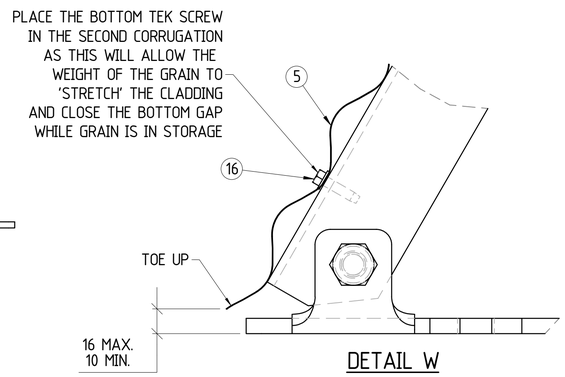
IMPORTANT NOTE:

TYPICAL ALL JOINTS, EXCEPT DOOR/GATE JOINS:

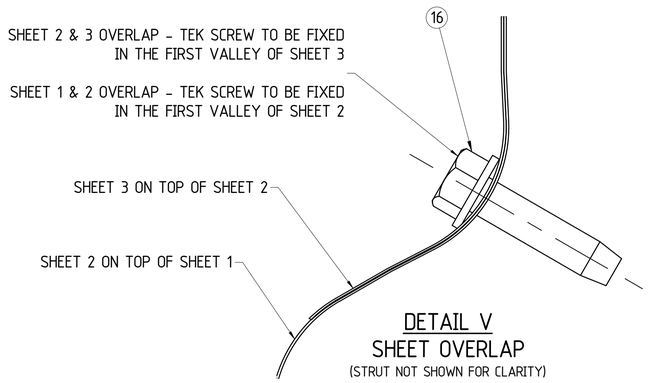
- 'Z' CAPPING SHALL BUTT JOIN TO THE CENTRE LINE OF THE STRUT.
- ALL Z CAPPING MUST BE ALIGNED AS ACCURATELY AS POSSIBLE. ANY MIS-ALIGNMENT IN THE 'Z' CAPPING WILL CREATE SHARP EDGES, WHICH MAY DAMAGE THE OBH TARP. MAXIMUM 'Z' CAPPING MISALIGNMENT TO BE 2mm IN ALL DIRECTIONS.
- WHERE 'Z' CAPPING BUTT JOINS OVER A STRUT, FIX 'Z' CAP WITH 2 x TEK SCREWS, ONE IN EACH 'Z' CAP (SHOWN BELOW)
- WHERE 'Z' CAPPING PASSES OVER A STRUT, FIX 'Z' CAP WITH 1 x TEK SCREW, INLINE WITH THE CENTRE OF THE STRUT.



VIEW-AM
(CLADDING NOT SHOWN FOR CLARITY)



DETAIL W



DETAIL V
SHEET OVERLAP
(STRUT NOT SHOWN FOR CLARITY)

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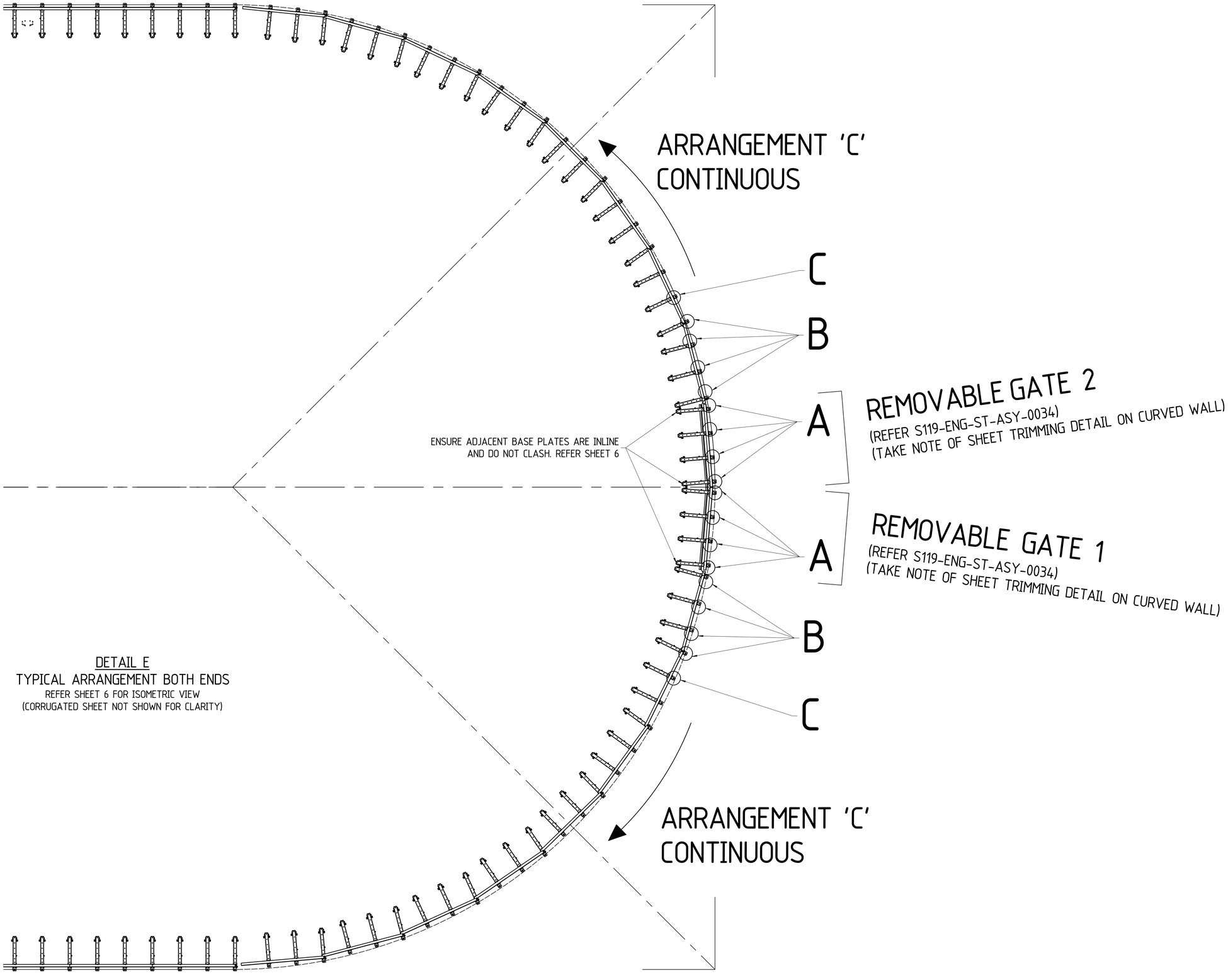
DRAWING TITLE
1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
TYPICAL WALL ASSEMBLY

SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
SHEET: 4 OF 9
REV.: 0



DETAIL E
TYPICAL ARRANGEMENT BOTH ENDS
REFER SHEET 6 FOR ISOMETRIC VIEW
(CORRUGATED SHEET NOT SHOWN FOR CLARITY)

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DRAWING TITLE
1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
TYPICAL CURVED END WALL LAYOUT

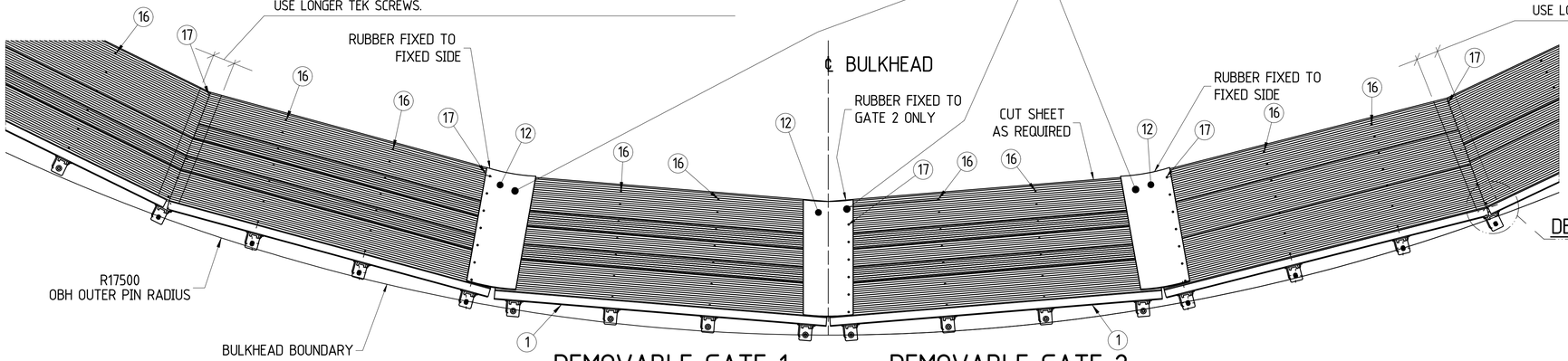
SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
SHEET: 5 OF 9
REV.: 0

TYPICAL RUBBER FIXINGS, BOTH ENDS

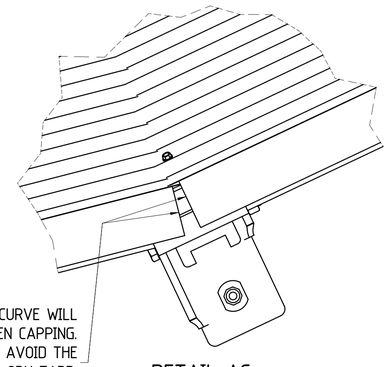
- ATTACH CONVEYOR BELT OVER JOINTS (SEE BOM FOR BELT DETAILS)
- FIX RUBBER USING 45MM LONG TEK SCREWS, USING 7 TEK SCREWS PER RUBBER STRIP

■ 200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS
■ ON CURVED ENDS, WHERE CLADDING OVERLAPS, USE LONGER TEK SCREWS.

■ 200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS
■ ON CURVED ENDS, WHERE CLADDING OVERLAPS, USE LONGER TEK SCREWS.



DETAIL AC



FITTING THE Z-CAPPING TO A CURVE WILL CREATE A GAP BETWEEN CAPPING. MINIMISE GAP AS MUCH AS POSSIBLE TO AVOID THE SHARP EDGES RIPPING THE OBH TARP. VERTICAL AND HORIZONRAL MISALIGNMENT SHOULD BE A MAXIMUM OF 2MM.

DETAIL AC

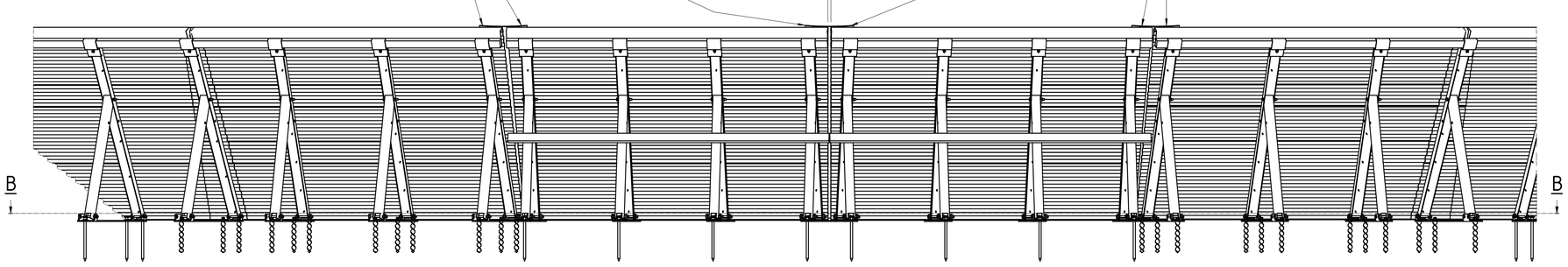
DETAIL A

FRONT END LOADER ACCESS GATES IN CURVED WALL
TYPICAL BOTH ENDS

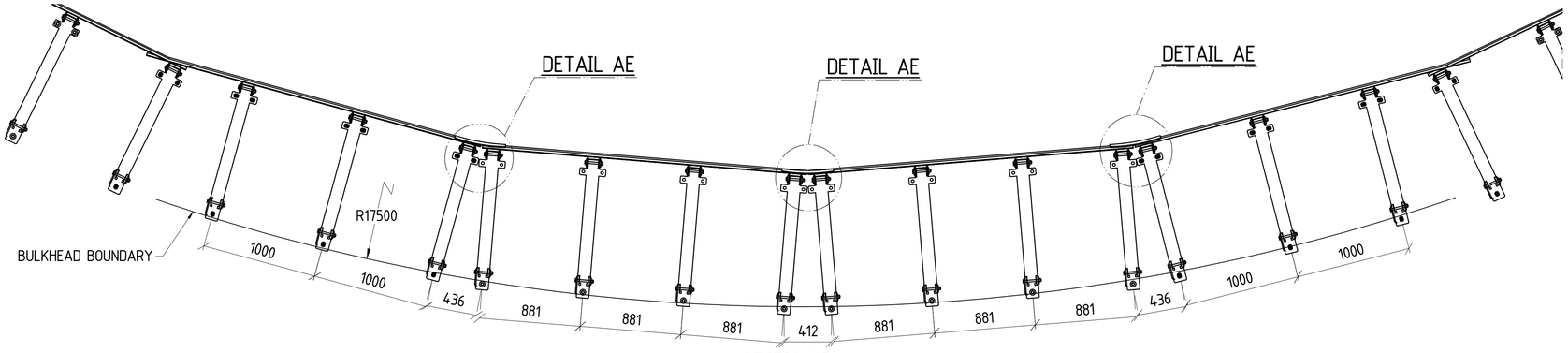
CLADDING, Z-CAPPING AND WOOD, ALL TRIMMED TO SUIT ON BOTH SIDES TO CREATE A BUTT JOIN BETWEEN THE FIXED WALL AND THE REMOVABLE GATE. REFER S119-ENG-ST-ASY-0003 FOR CLADDING TRIMMING DETAIL. MAX ALLOWABLE GAP BETWEEN BUTT JOINTS IS 20mm - TYPICAL ALL GATES

20 MAX. GAP
TYPICAL ALL ACCESS WAYS

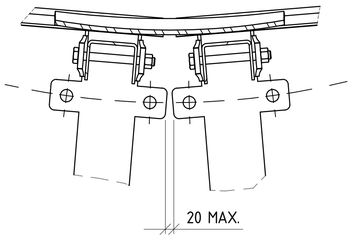
CLADDING, Z-CAPPING AND WOOD, ALL TRIMMED TO SUIT ON BOTH SIDES TO CREATE A BUTT JOIN BETWEEN THE FIXED WALL AND THE REMOVABLE GATE. REFER S119-ENG-ST-ASY-0003 FOR CLADDING TRIMMING DETAIL. MAX ALLOWABLE GAP BETWEEN BUTT JOINTS IS 20mm - TYPICAL ALL GATES



ELEVATION



SECTION B
FRAMES FOOT PRINT



DETAIL AE
TYPICAL STRUT FOOT ALIGNMENT AT GATE JOINS
(PINS NOT SHOWN FOR CLARITY)

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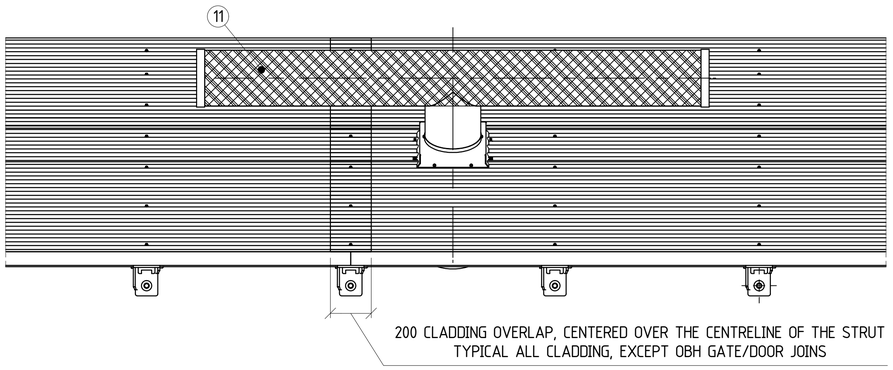
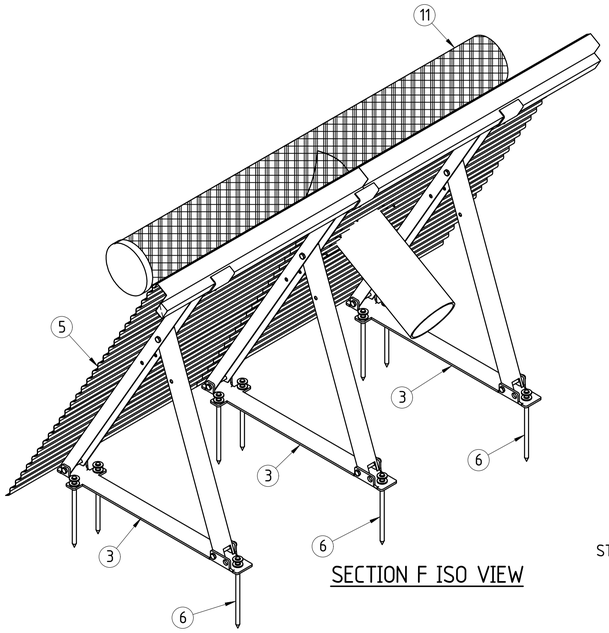


DETAIL B
'T' PIECE INSTALLATION DETAIL



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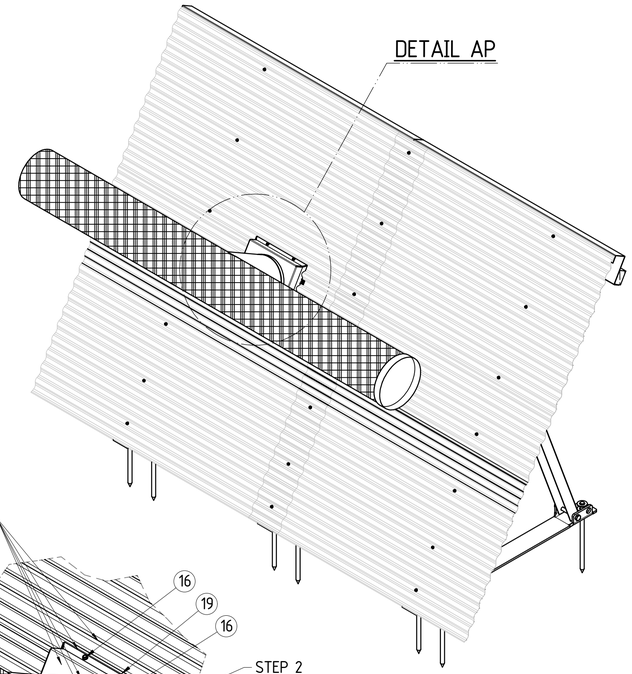
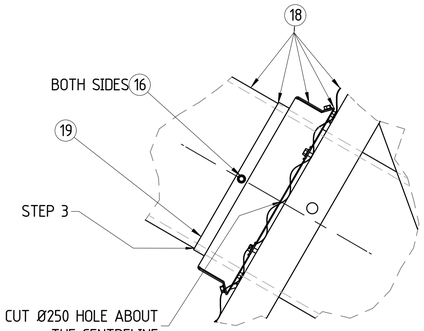
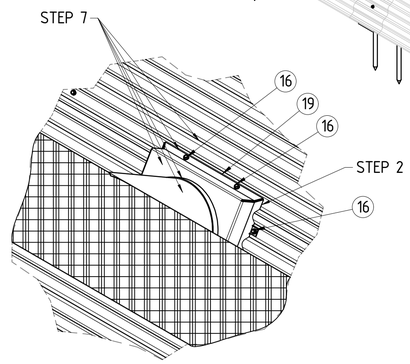




DETAIL AR



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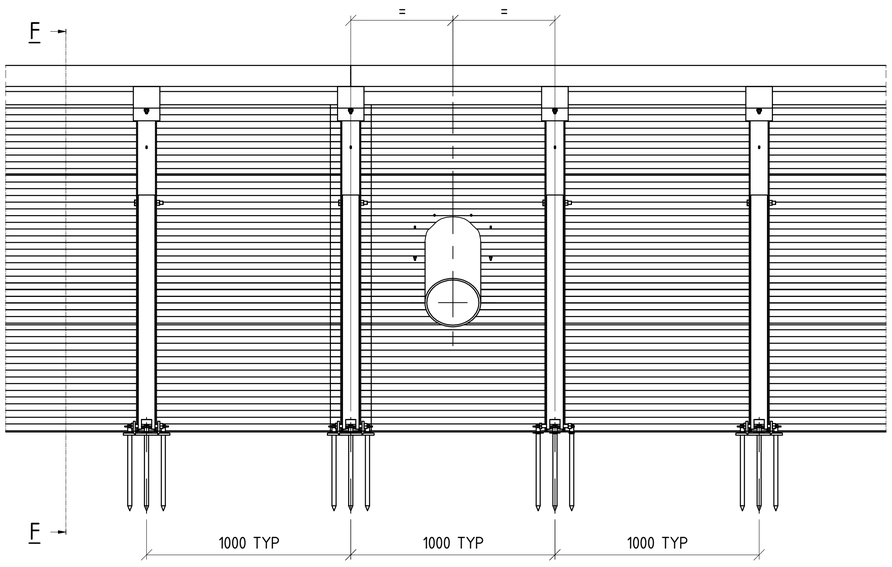

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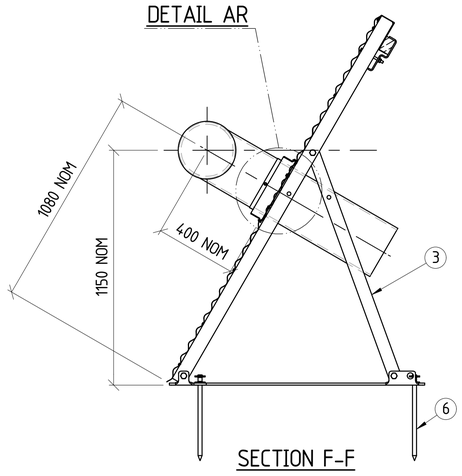

SECTION F-F

BACKGROUND:

- THE 'T' PIECE IS USED TO PUMP HAZARDOUS FUMIGANT INTO THE STORAGE AFTER IT IS FULLY SEALED. CARE MUST BE TAKEN WHEN INSTALLING THE 'T' PIECE AND APPLYING THE SEALANTS TO ENSURE THE SEAL IS APPLIED TO A HIGH QUALITY.

USE THE FOLLOWING QUANTITY'S PER 1 'T'PIECE

- 1 X 600ML SAUSAGE OF BOSTIK SEAL AND FLEX 1
- 1L OF NOVALAST LTM 151

PROCEDURE:

- STEP 1: PREPARE AND CLEAN SURFACES WHERE SEALANTS ARE TO BE APPLIED AS PER MANUFACTURERS SPECIFICATIONS.
- STEP 2: INITIAL COLLAR INSTALL; APPLY A THICK (5-10MM) BEAD OF 'BOSTIK SEAL N FLEX 1' TO ALL EDGES OF THE T-PIECE MOUNTING COLLAR WHICH WILL CONTACT THE CORRUGATED CLADDING. TEK SCREW T-PIECE MOUNT (WITH BOSTIC SEALANT APPLIED) TO THE CLADDING USING 8 TEK SCREWS, EVENLY SPACED AROUND THE T-PIECE MOUNTING COLLAR.
- STEP 3: INSERT T-PIECE INTO THE T-PIECE MOUNTING COLLAR. SECURE THE T-PIECE AT THE LOCATION SHOWN, USING 2 X TEK SCREWS, THROUGH THE MOUNTING COLLAR RING. APPLY A THICK (5-10MM) BEAD OF 'BOSTIK SEAL N FLEX 1' AROUND THE JOIN AND AROUND ANY GAPS, INCLUDING AROUND THE TEK SCREWS. ALSO APPLY A THICK BEAD TO FILL THE GAP BETWEEN THE CLADDING AND THE T-PIECE, ON THE OUTSIDE OF THE BULKHEAD.
- STEP 4: LET SEALANT DRY AS PER MANUFACTURER'S DIRECTIONS.
- STEP 5: APPLY A SECOND THICK (5-10MM) BEAD OF 'BOSTIC SEAL N FLEX 1' AROUND ALL JOINS BETWEEN THE T-PIECE MOUNTING COLLAR, THE T-PIECE AND THE CLADDING.
- STEP 6: LET SEALANT DRY AS PER MANUFACTURER'S DIRECTIONS.
- STEP 7: PAINT THE ENTIRE T-PIECE MOUNTING COLLAR AND 150MM OF CLADDING AROUND THE COLLAR. ALSO PAINT 150MM OF THE T-PIECE, PAST THE COLLAR RING JOIN. PAINT WITH 'NOVALAST 151 LTM'
- STEP 8: LET SEALANT DRY AS PER MANUFACTURER'S DIRECTIONS.

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1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
'T' PIECE DETAIL

SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
SHEET: 7 OF 9
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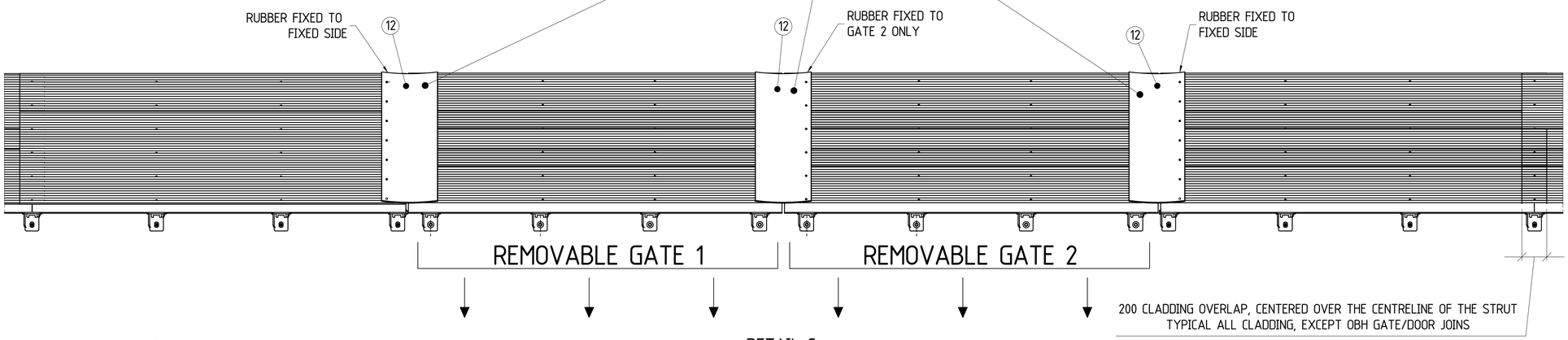
TYPICAL RUBBER FIXINGS, BOTH ENDS

- ATTACH CONVEYOR BELT OVER JOINTS (SEE BOM FOR BELT DETAILS)
- FIX RUBBER USING 45MM LONG TEK SCREWS, USING 7 TEK SCREWS PER RUBBER STRIP

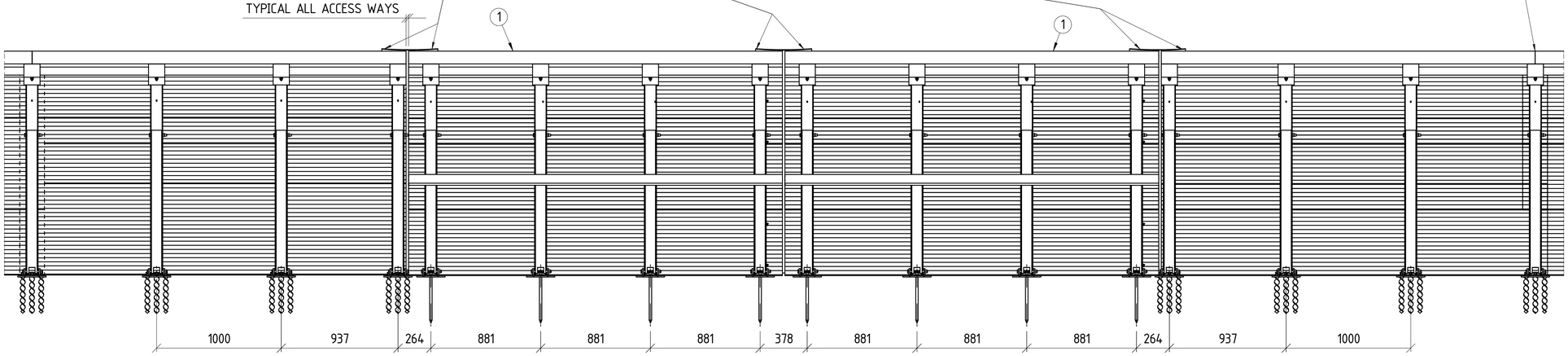


200 CLADDING OVERLAP, CENTERED OVER THE CENTRELINE OF THE STRUT
TYPICAL ALL CLADDING, EXCEPT OBH GATE/DOOR JOINS

DETAIL C
FRONT END LOADER ACCESS GATES IN STRAIGHT WALL
TYPICAL BOTH SIDES

CLADDING, Z-CAPPING AND WOOD, ALL TRIMMED TO SUIT ON BOTH SIDES TO CREATE A BUTT JOIN BETWEEN THE FIXED WALL AND THE REMOVABLE GATE. REFER S119-END-ST-ASY-0003 FOR CLADDING TRIMMING DETAIL. MAX ALLOWABLE GAP BETWEEN BUTT JOINTS IS 20MM - TYPICAL ALL GATES

Z-CAPPING MUST BE NEATLY BUTT JOINED AND ALIGNED IN ALL DIRECTIONS TO ENSURE THAT THERE ARE NO SHARP EDGES WHICH COULD PUNCTURE THE OBH TARP. MAX MISALIGNMENT OF 2MM IN ALL DIRECTIONS. TYPICAL ALL JOINTS EXCEPT AT OBH DOOR/GATE JOINS.



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1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
STRAIGHT OBH OPENING DETAIL

SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
DRAWING No: S119-ENG-ST-DGA-0003
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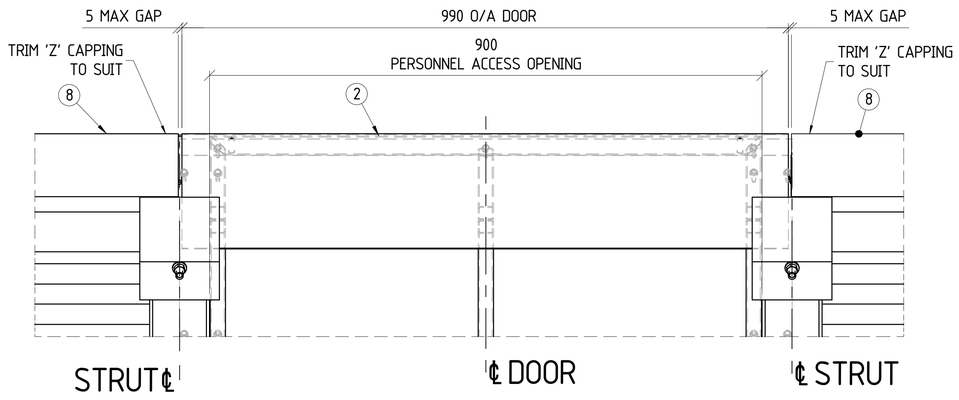
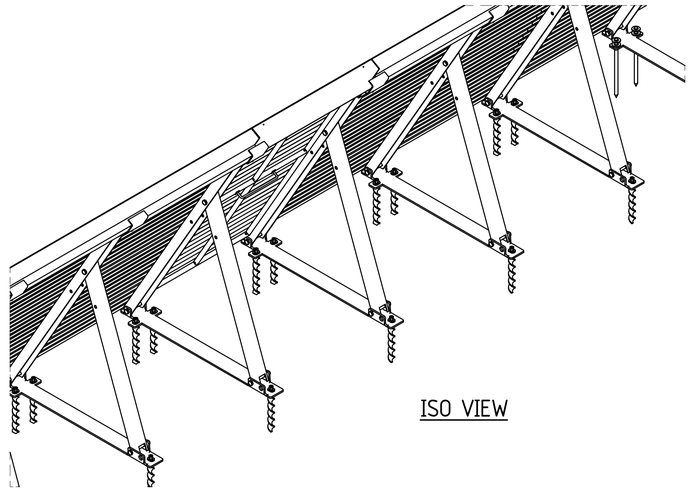


DETAIL AK



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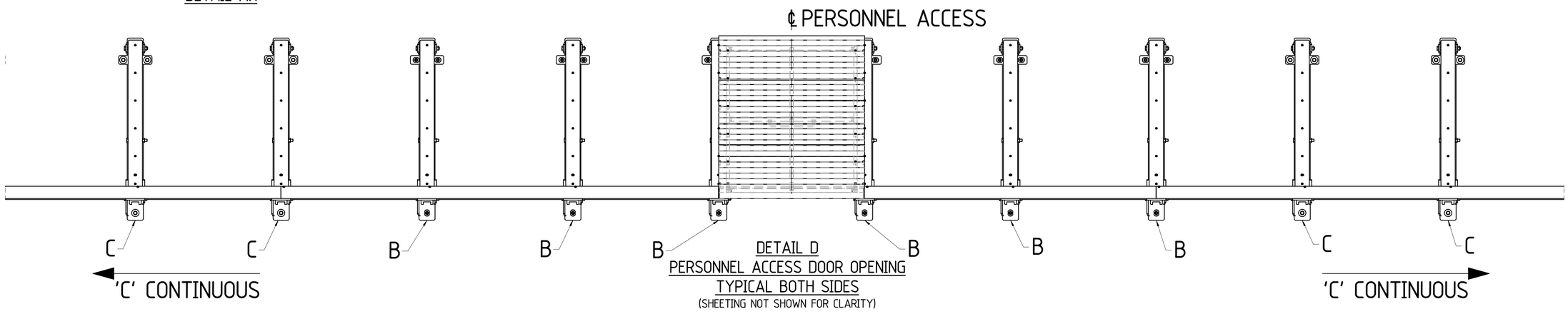
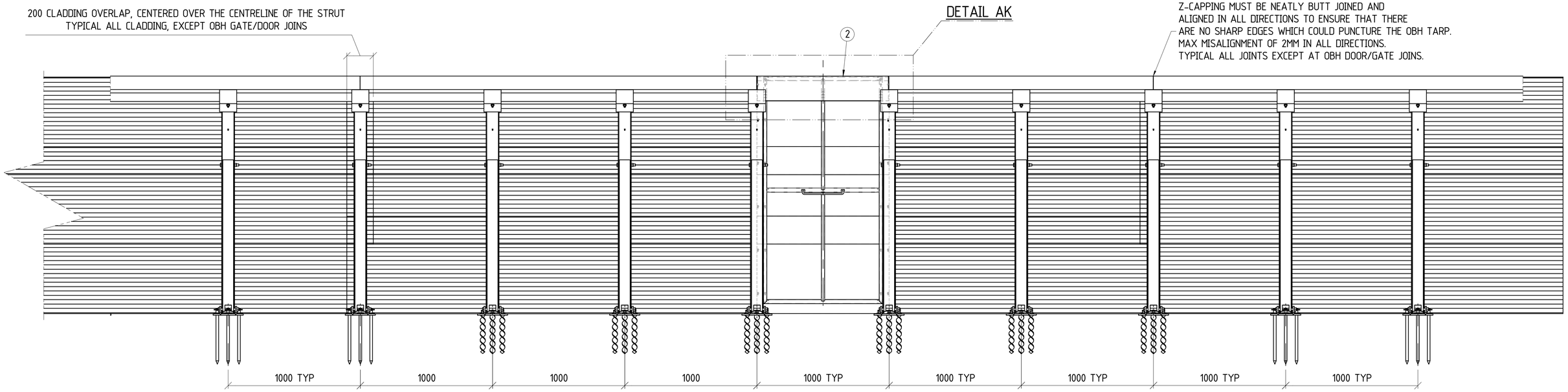


DETAIL D
PERSONNEL ACCESS DOOR OPENING
TYPICAL BOTH SIDES
(SHEETING NOT SHOWN FOR CLARITY)



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1.8m OPEN BULK HEAD
GENERAL ARRANGEMENT
PERSONELL ACCESS DOOR DETAIL

SITE: VARIOUS
SIZE: A1
PROJECT: STANDARD
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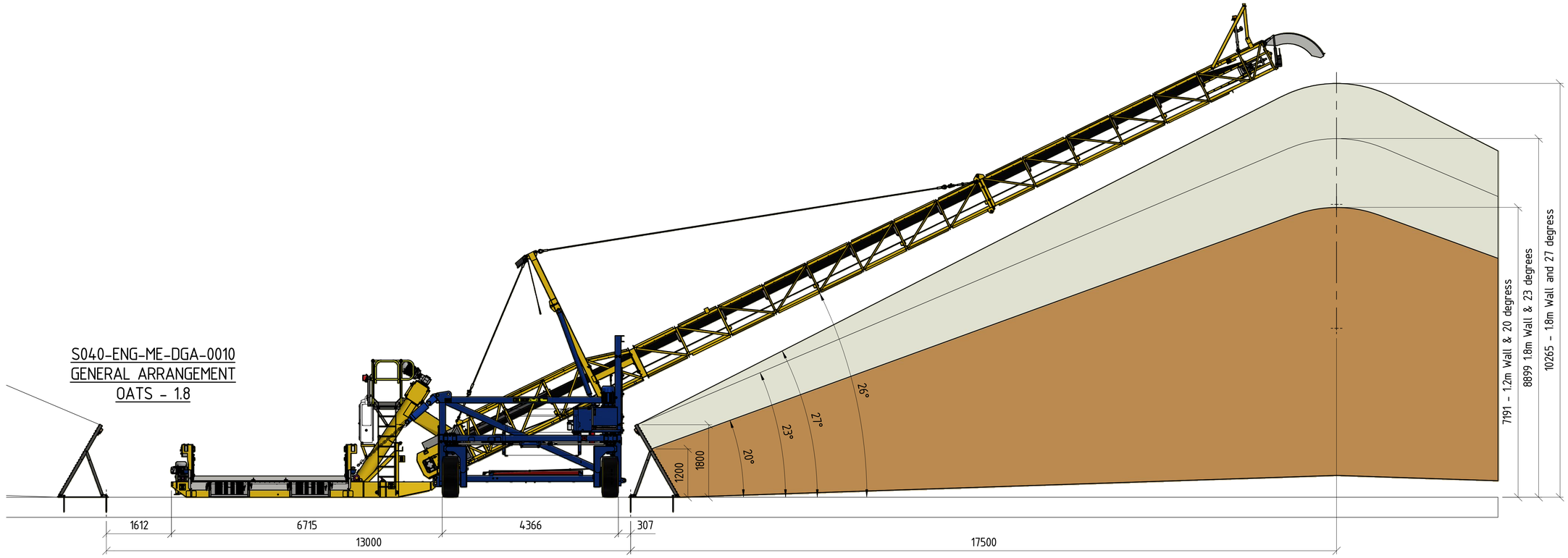
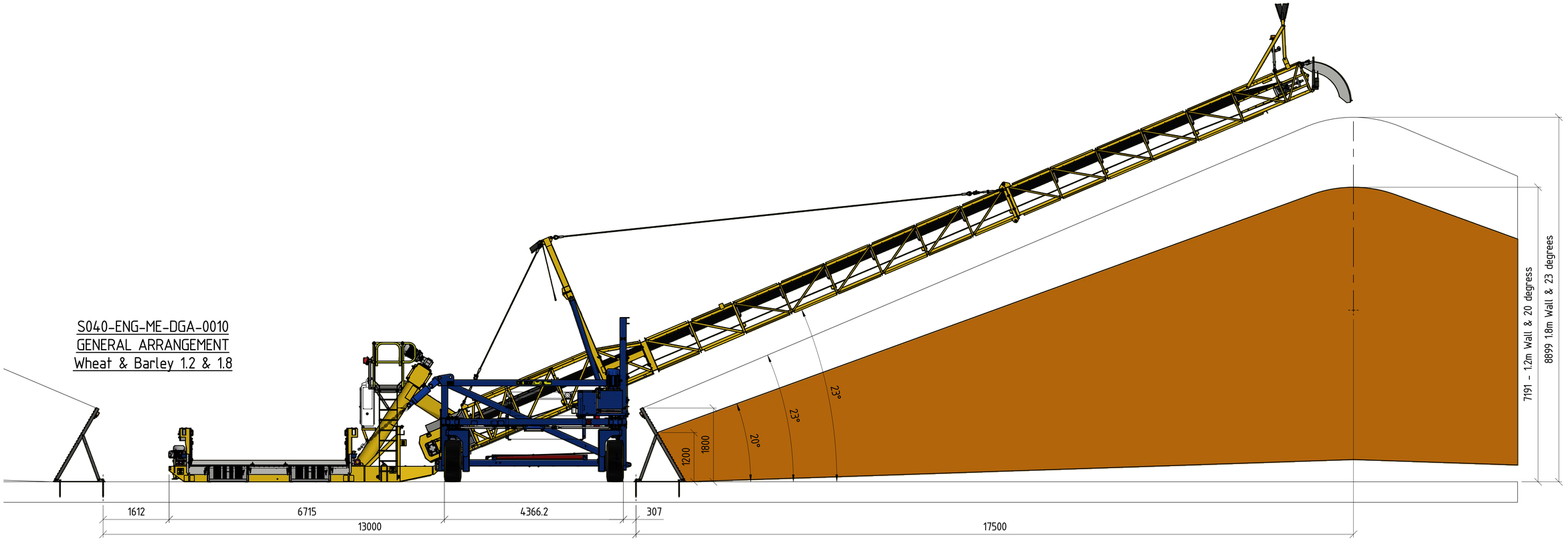
GENERAL ARRANGEMENT
OATS - 1.8



S040-ENG-ME-DGA-0010
GENERAL ARRANGEMENT
Wheat & Barley 1.2 & 1.8



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DOG STACKER BULKKHEAD ARRANGEMENT
GENERAL ARRANGEMENT

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PROJECT: LAYOUT
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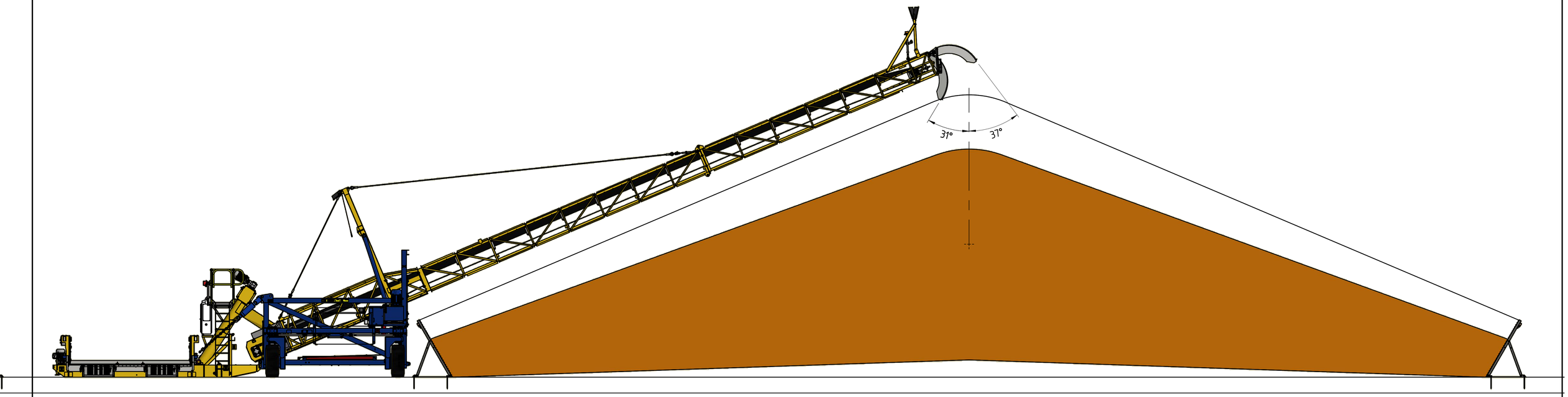

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GENERAL ARRANGEMENT

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GENERAL ARRANGEMENT

SITE: VARIOUS
SIZE: A1
PROJECT: LAYOUT
DRAWING No: S040-ENG-ME-DGA-0010
SHEET: 2 OF 2
REV.: 0

Traffic Impact Assessment

Project:	CBH Latham Storage Site Expansion
Client:	CBH
Author:	R. Needham
Doc No:	2203001-TIA-001
Revision:	B

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Document Status: Client Review

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A	K Li	R. Needham	R. Needham	Client Review	24-03-22
B	R. Needham	J. Bridge	R. Needham,	Client Review	09-09-22

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1. Introduction

1.1. Background

CBH are currently in the process of planning a site expansion project nearby to their existing Latham grain receival facility. The potential scope of the expansion includes:

- The development of a new marshal/sample/weigh facility and decommissioning of the existing marshal/sample/weigh facility at the existing site;
- Decommissioning the existing emergency OBH at the new site; and
- Construction of 1x new 400m long OBH with 52,400-tonne storage capacity.

It is understood that the relocation of marshal/sample/weigh facility from the main site to the expansion site means if the expansion site is fully filled, trucks will be marshalling, sampling and weighing at the expansion site before unloading at the existing site.

Shawmac has been engaged to prepare a Transport Impact Assessment to support the development proposal.

Refer to **Figure 1** for the locality of the storage sites. CBH's Concept Plan for the site expansion is provided in Error! Reference source not found. and an excerpt of this is provided in **Figure 2**,

Figure 1: Site Locality

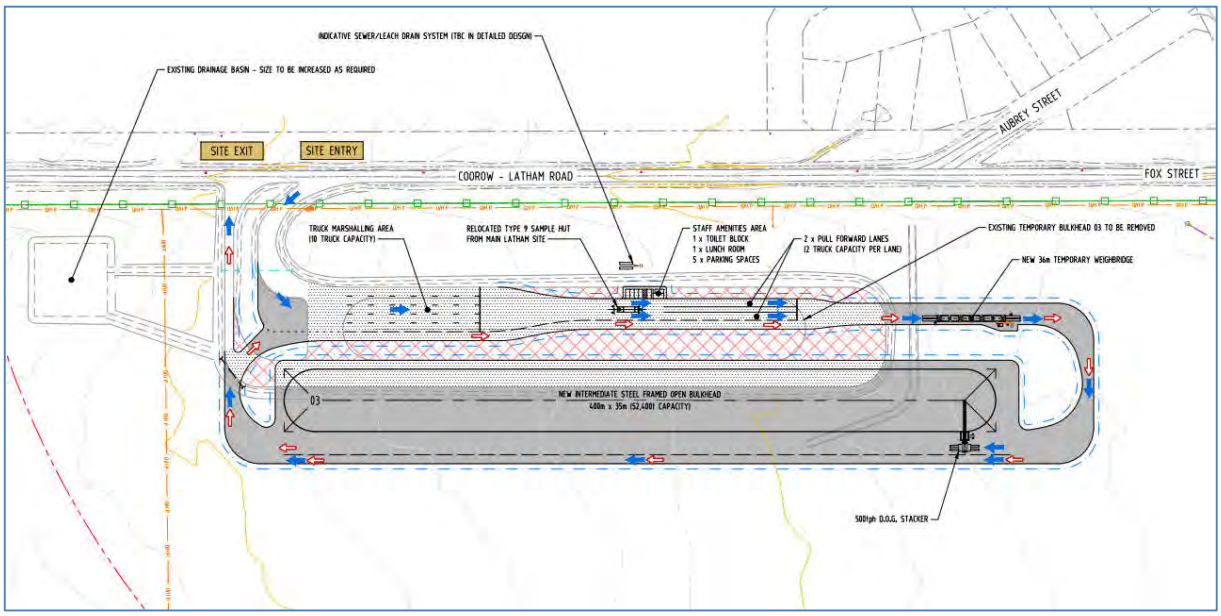


Figure 2: CBH Concept Plan

The Transport Impact Assessment has been undertaken in accordance with the Western Australian Planning Commission's (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016). The assessment includes:

- Collection of background data including traffic counts and crash data.
- Details of the proposed transport metrics provided by the client.
- Assessment of the site access of the expansion site in accordance with MRWA and Austroads guidelines with regards to safety, sight distance requirements, geometry and interaction with non-site traffic.
- Assessment of the development impact on the immediately adjacent road network at the subject intersection.
- Review of any site-specific safety issues associated with the proposal.
- Assessment of the frontage road in relation to the MRWA RAV Assessment Guidelines.

Existing Situation

1.1. Road Network

As per the MRWA Road Information Mapping System. The layout and hierarchy of the existing road network according to the Main Roads WA Road Information Mapping System is shown in **Figure 3**.

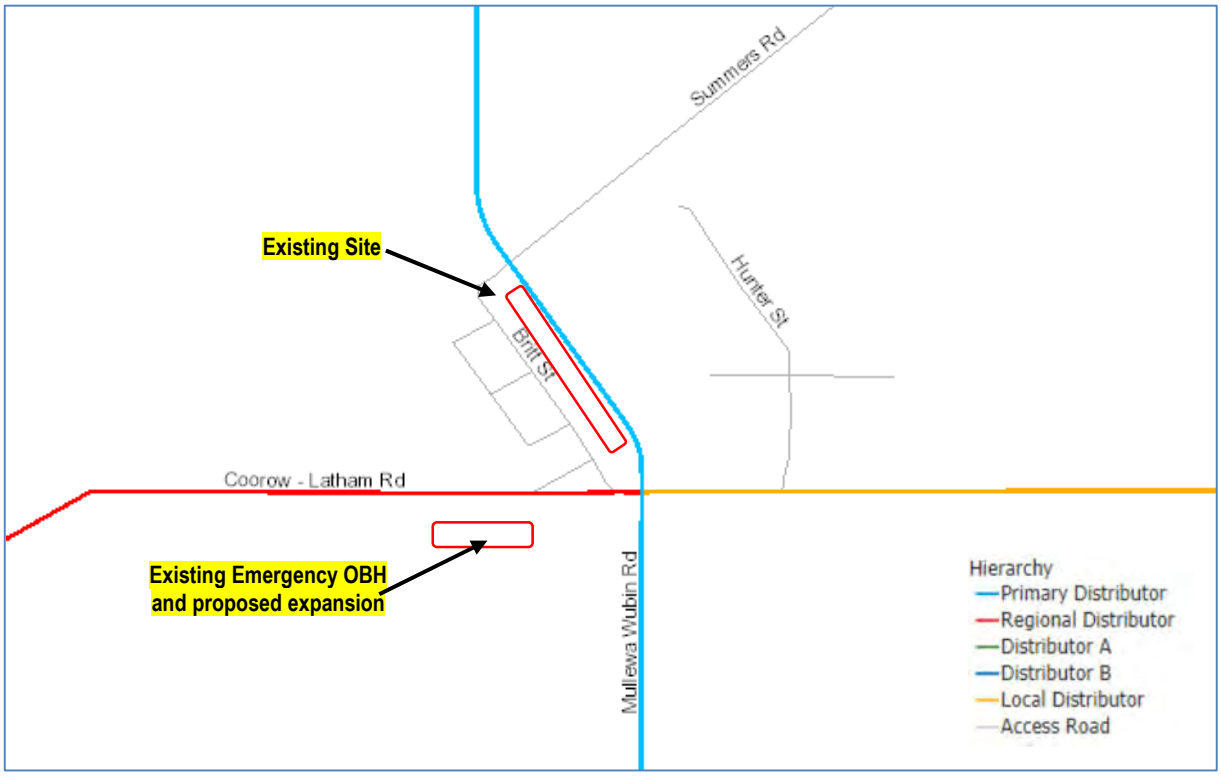


Figure 3: Adjacent Road Network

1.2. Carriageway Width and Cross Section

The carriageway and configuration of the relevant adjacent roads are summarised in **Table 1**.

Table 1: Road Configuration

Road and Location	Road Type	Cross Section	Carriageway Width (Approx.)	Sealed Pavement Width (Approx.)
Coorow – Latham Road West of Mullewa-Wubin Road	Reginal Distributor	Two-lane single carriageway	9.6m	7.0m
Mullewa-Wubin Road	Primary Distributor	Two-lane single carriageway	10.8m	7.4
Britt Street	Access Road	Two-lane single carriageway	5.0m	N/A

1.3. Traffic Volumes

For Wubin Mullewa Road, MRWA does not have traffic count site nearby to Latham Townsite. The nearest count sites are West of Gunyidi Wubin Road (SLK 0.61) which recorded 259 vehicles per day in 20/21 period, and South of Rothsay Road (SLK 82.40) which recorded 198 vehicles per day during 20/21 period. Although these count sites are far from the Latham Town site, the difference in traffic volume between the two sites are not significant. Therefore, the traffic data from the count site West of Gunyidi Wubin Road (SLK 0.61) were used for this assessment.

The Shire of Perenjori has provided traffic data for Coorow - Latham Road. It has been advised that the total 12,681 vehicles movements are counted over a 422-day period which indicates 30 vehicles per day. For the purpose of this assessment, it has been conservatively assumed that the daily traffic count does not include harvest traffic.

A summary of this information is provided in **Table 2** and **Table 3**. Detailed traffic count data is attached in **Appendix A**.

Table 2: Daily Traffic Volumes

Road	Location	Daily Volume	Data Source
Wubin Mullewa Road	North of Coorow - Latham Road	259	MRWA 21/22
Coorow - Latham Road	West of Wubin Mullewa Road	30	SoP 20/21

Table 3: Peak Hour Traffic Volumes

Road / Direction	Location	Peak Hour Volume
Wubin Mullewa Road NB	North of Coorow - Latham Road	18
Wubin Mullewa Road SB	North of Coorow - Latham Road	14
Coorow - Latham Road EB	West of Wubin Mullewa Road	2
Coorow - Latham Road WB	West of Wubin Mullewa Road	2

1.4. RAV Status

As per MRWA HVS network mapping tool:

- Wubin Mullewa Road is categorised under the Tandem Drive RAV 7.3 network and Tri Drive 4.3 network with the following conditions:
  - Maximum speed through Morawa Townsite 40 km/h, from approx. 570 m north of Burton Rd to approx. 260 m north of Solomon Terrace
- Coorow - Latham Road west of Wubin Mullewa Road is categorised under Tandem Drive RAV 7.1 network and Tri Drive 1.1

It is noted that Coorow – Latham Road crosses the existing Tier 3 railway which has insufficient stacking distance. MRWA's HVS update 7-2022 notes that the RAV7 approval is subject to the Tier 3 railway being non-operational and should the railway become operational, the RAV network would revert to the previous status which prohibited RAV7 movements over the rail line.

Figure 4 shows the Tandem Drive network 7.1 for the road network in the local vicinity.

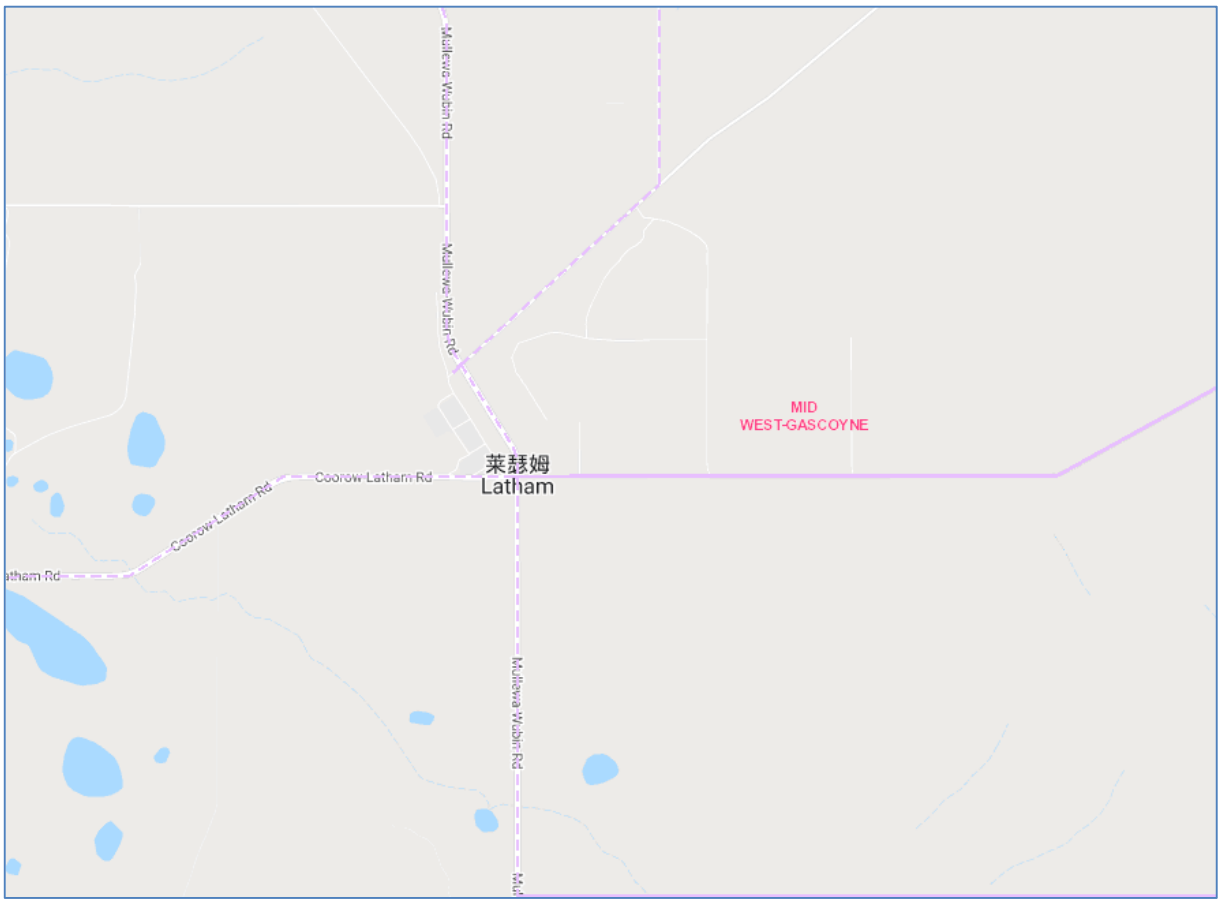


Figure 4: Tandem Drive RAV 7.1 Network

1.5. Speed Limit

As per MRWA's Road Information Mapping System, Coorow - Latham Road is operating under a 110km/h speed limit in the vicinity of the expansion site access as it is outside of any built-up area. Wubin Mullewa Road is operating under a 70km/h speed within the Latham Townsite.

The speed limit of the adjacent road network is shown below in **Figure 5**.

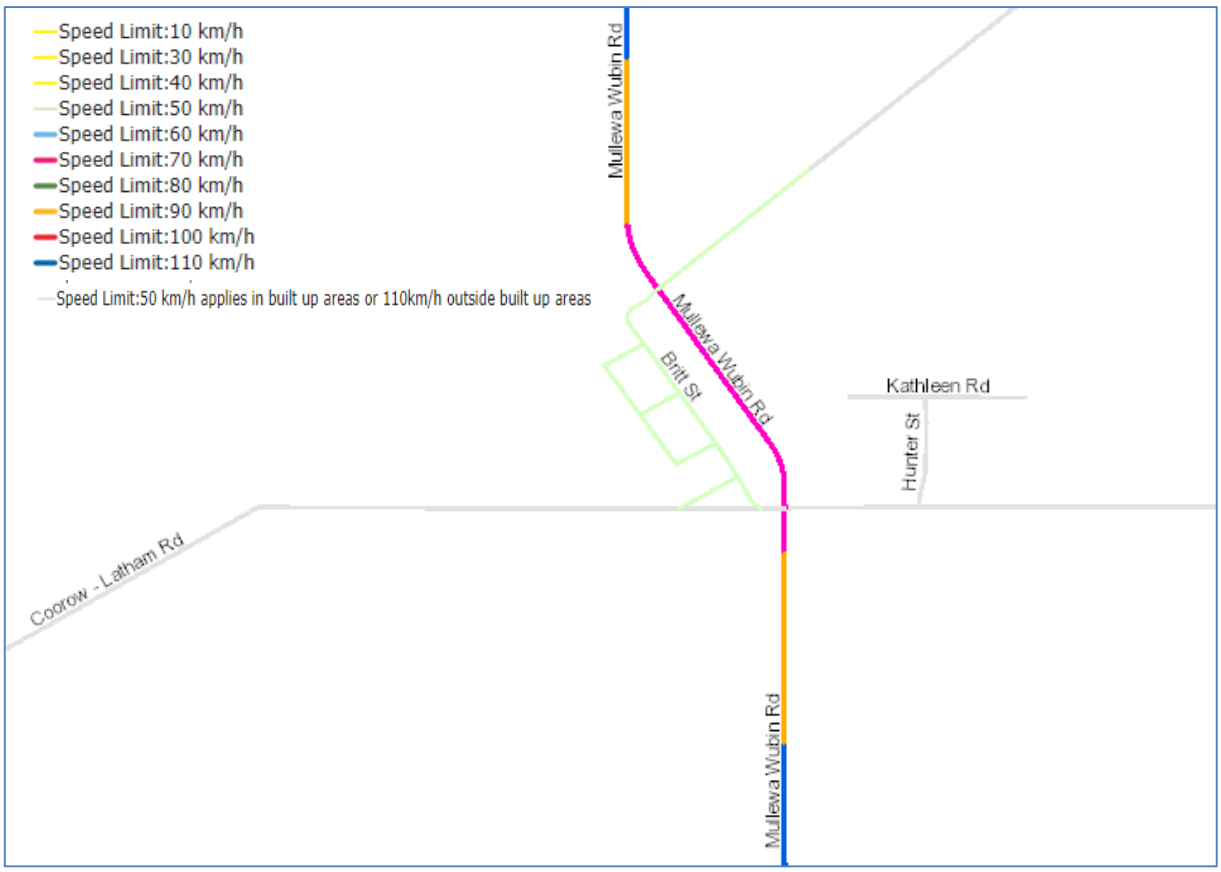


Figure 5: Speed Zoning

1.6. Crash History

Crash data for the relevant roads in the vicinity of the site was sourced from MRWA Crash Analysis Reporting System (CARS) for the 5-year period ending 31/12/2020. The report is summarised in **Table 4**.

Table 4: Crash History

Location	Number of Crashes	MR Nature and Location	Severity
Wubin Mullewa Road SLK 43.42 – 44.19 Coorow - Latham Road to Summers Road	0	N/A	N/A
Coorow - Latham Road SLK 17.18 – 18.18 1km west of Wubin Mullewa Road to Wubin Mullewa Road	0	N/A	N/A

1.7. Changes to Surrounding Transport Networks

There are no known changes to the adjacent network that have the potential to affect the assessment.

2. Transport Logistics

2.1. Proposed Development

It is understood that the scope of the expansion includes the development of a new marshal/sample/weigh facility, decommissioning of the existing marshal/sample/weigh facility, construction of 1x new 400m long OBH and decommissioning the existing emergency OBH.

Two scenarios are studied in this assessment:

- Lean Harvest - the expansion site only (the new 400m long OBH) operates to its maximum effective capacity;
- Good Harvest – existing site, and the new 400m long OBH operate to their maximum effective capacity. Due to the decommissioning of the existing marshal/sample/weigh facility, there will be truck movements between both locations.

The nameplate capacity of the existing site, and the proposed 400m long OBH is shown below in **Table 5**. CBH have advised that the nameplate capacity is seldom able to be achieved. This is because of "loss by division/loss by commodity" where multiple grain types are required to be stored/tarped within the same OBH, resulting in less efficient storage. CBH have advised that maximum effective capacity is generally around 85% of nameplate i.e., there is 15% lost due to loss by division/loss by commodity inefficiency. Therefore, the maximum effective capacity noted above is 51,357t for Lean Harvest and 87,610t for Good Harvest.

Table 5: Nameplate and Effective Capacity

Location	Nameplate Capacity (tonnes)	Effective Capacity (tonnes)
Existing Site	42,650	36,253
Proposed New OBH	52,400	44,540
Lean Harvest	52,400	44,540
Good Harvest	95,050	80,793

2.2. Haulage Vehicle

It is proposed to use RAV7 trucks up to 36.5m long for the transport of grain. **Figure 6** shows a typical RAV7 vehicle. In addition, CBH also noted that while this site is rated for RAV7, deliveries would include haulage using RAV4 or even as low as RAV1 vehicles.

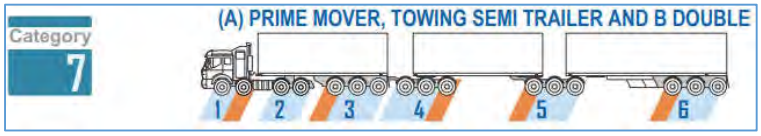


Figure 6: Typical Tandem Drive RAV7

2.3. Operating Hours and Receival Period

The campaign period for receival of grains will start mid-October and last 2-3 months. Based on 5-year average data, the maximum total number of days for grain receival was 50 days. It is noted that the amount of daily receival varies depending on the supply.

CBH propose to operate the site 12 hours a day (6 AM to 6 PM) and Monday to Sunday with minor variations of start and finish times.

2.4. 5-year Average Traffic Data

CBH have provided the historical (5-year) traffic data associated with the existing Latham Site as follows:

- Average receivals per year – 28,507t
- Maximum receivals – 46,277t (2022)
- Average truck payload – 48.5t
- Campaign Period – 47 days
- Origin direction split – 17% north, 76% south, 2% east, 5% west.

Although there is significant difference between average receival and maximum receival over the past five years, for the purpose of this assessment it has been conservatively assumed that the sites will operate to their maximum effective capacity for each scenario as described in **Section 2.1**.

Based on the road network, and the origin direction split provided by CBH, the routes are assumed for movements to the CBH sites:

- Movements with northern origins (17% of total) travel south along Mullewa-Wubin Road and Summers Road.
- Movements with southern origins (76% of total) travel north along Mullewa-Wubin Road.
- Movements with eastern origins (2% of total) travel west along Coorow – Latham Road.
- Movements with western origins (5% of total) travel east along Coorow – Latham Road.

Figure 7 shows the directional traffic distribution.

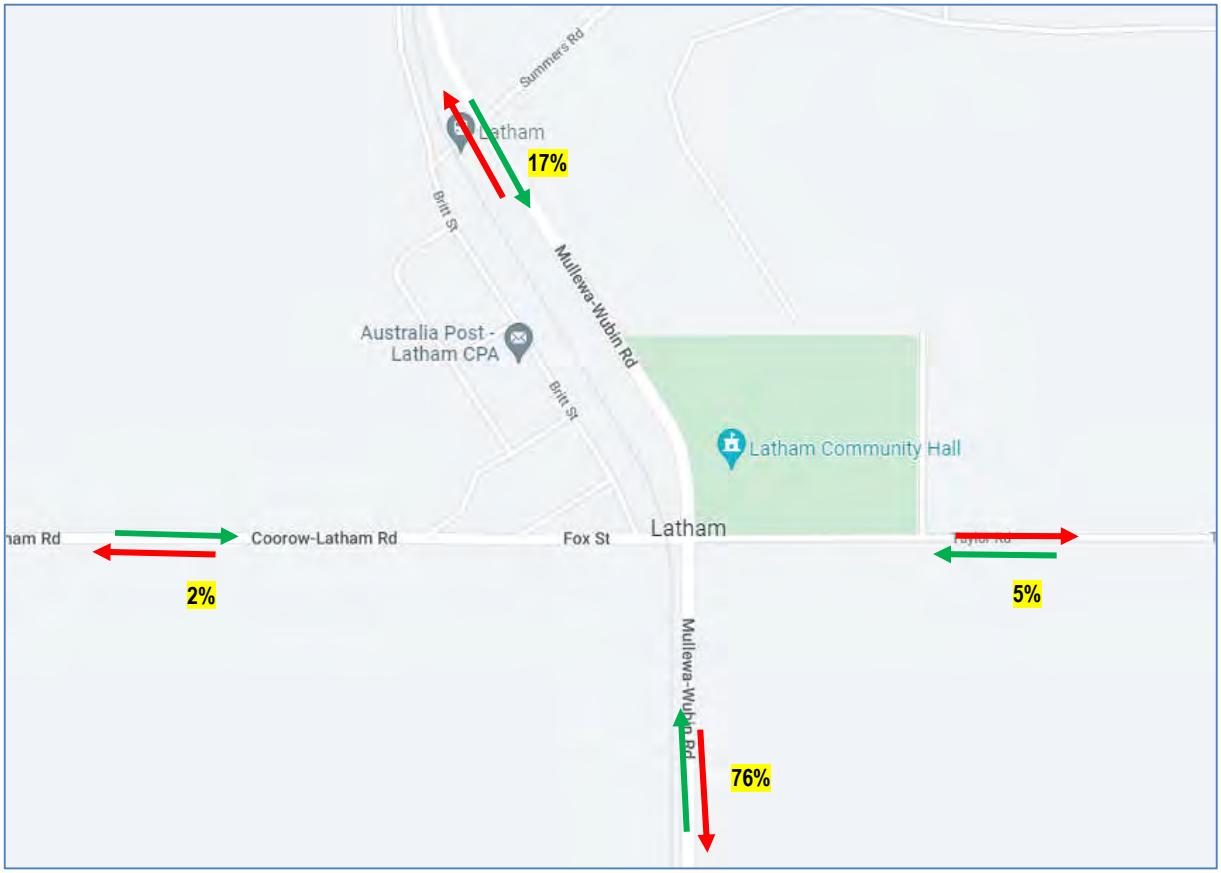


Figure 7: CBH Traffic Directional Splits

2.5. Haulage Between Two Sites (Good Harvest)

As discussed previously, due to the decommissioning of the existing marshal/sample/weigh facility at the existing site all deliveries will need to first weigh in at the new marshal/sample/weigh facility at the new site. Once the new site storage is filled, deliveries will then need to be made to the existing site. These movements will entail the following:

1. Weigh in at the expansion site.
2. Exit the expansion site and travel east along Coorow-Latham Road.
3. Left-turn onto Mullewa-Wubin Road, and left turn into existing CBH site via the site entry.
4. Unload truck.
5. Right Turn out of the existing site onto Coorow-Latham Road via the site exit.
6. Left-turn into the expansion site to weigh out before returning home as per direction split described in **Figure 7**.

2.6. Site Traffic Distribution

Based on the directional splits of CBH traffic and effective capacity for the two scenarios (Lean Harvest and Good Harvest), the harvest truck trip distribution are calculated in **Table 6** and the two assessment scenarios are shown in **Figure 8** and **Figure 9**.

Table 6: Harvest Period Truck Trips

	5-year Maximum Existing Capacity	Lean Harvest	Good Harvest
Tonnes Received	42,650	44,840	80,793
Effective Site Capacity	36,253	44,840	80,793
Truck Payload	49	49	49
Total Harvest Receival Trips*	879	925	1,649
Total Harvest Out loading Trips*	132	0	0
Total Harvest Trips*	1,011	925	1,649
North Origin Trips*	172	157	280
South Origin Trips*	769	703	1,253
East Origin Trips*	51	46	82
West Origin Trips*	20	18	33
Trips* b/w Two Storage Sites	0	0	740

*In this document, a truck trip includes an inbound movement and an outbound movement, and therefore 1 truck trip = 2 truck movements

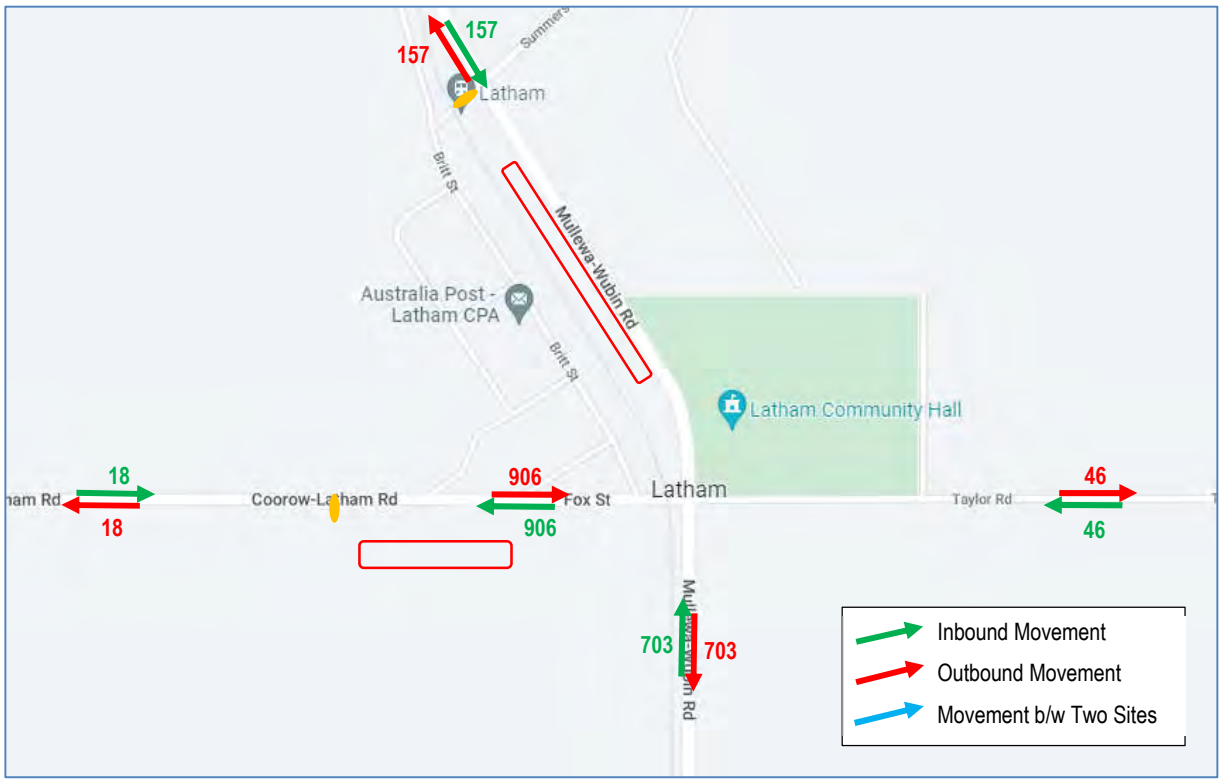


Figure 8: Harvest Traffic Distribution (Lean Harvest)

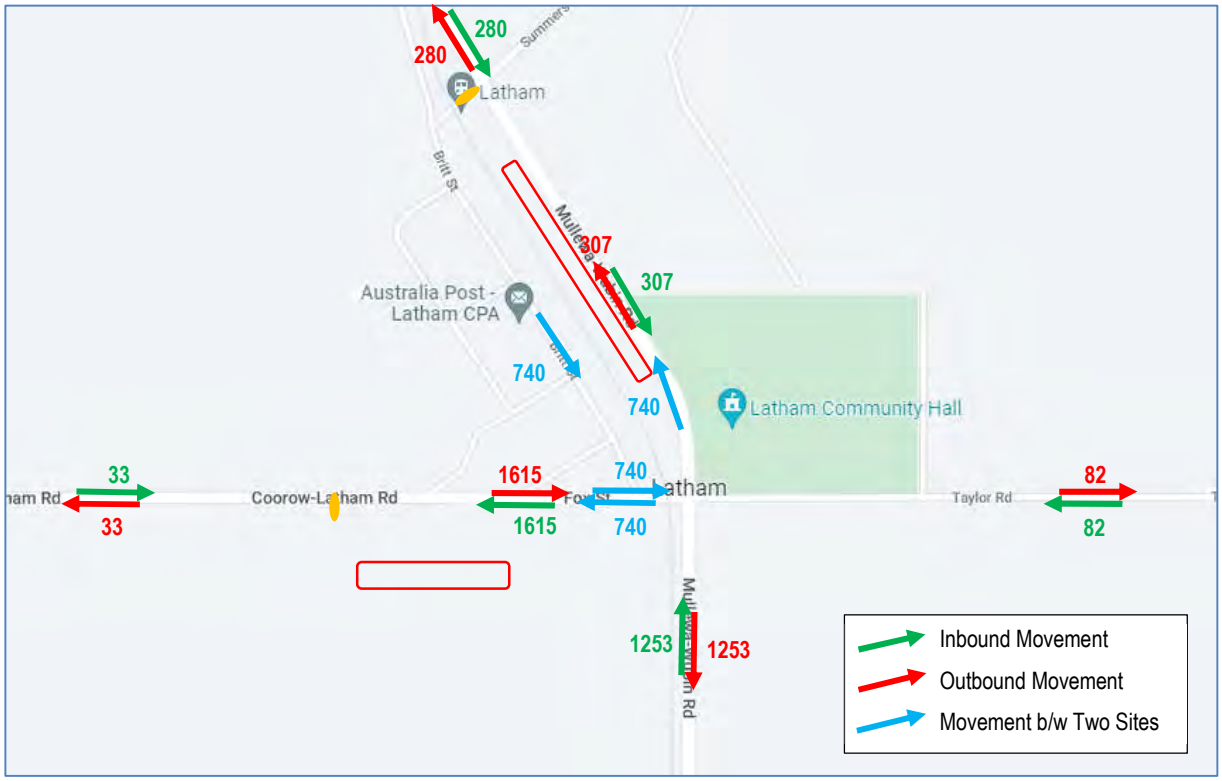


Figure 9: Harvest Traffic Distribution (Good Harvest)

2.7. Peak Period Assessment

Although the harvest period is expected to occur over a period of approximately 50 days, it is known that there is a peak within this period. Specific data for this site was not available to define this peak period, but data from other CBH sites indicate that generally 80-85% of grain is received within 28 days.

For the purposes of assessing the peak period impacts, the following assumptions have been made:

- 85% of total grain tonnes are received within, and evenly distributed over 28 days.
- Haulage occurs over a 12-hour period, and 10% of all daily volumes are received within a peak hour.

Based on these assumptions:

In a Lean Harvest year:

- 786 truck trips or 1572 movements will occur during the 28-day peak.
- 28 trips or 56 movements will occur each day of the 28-day peak.
- 3 trips or 6 movements will occur during a peak hour.

In a Good Harvest year:

- 1402 truck trips or 2803 movements will occur during the 28-day peak.
- 50 trips or 100 movements will occur each day of the 28-day peak.
- 5 trips or 10 movements will occur during a peak hour.

This volume of traffic is considered to be low and can be readily accommodated within the existing capacity of the road network. **Figure 10** and **Figure 11** show the predicted daily / hourly movements through each road segment for each scenario.

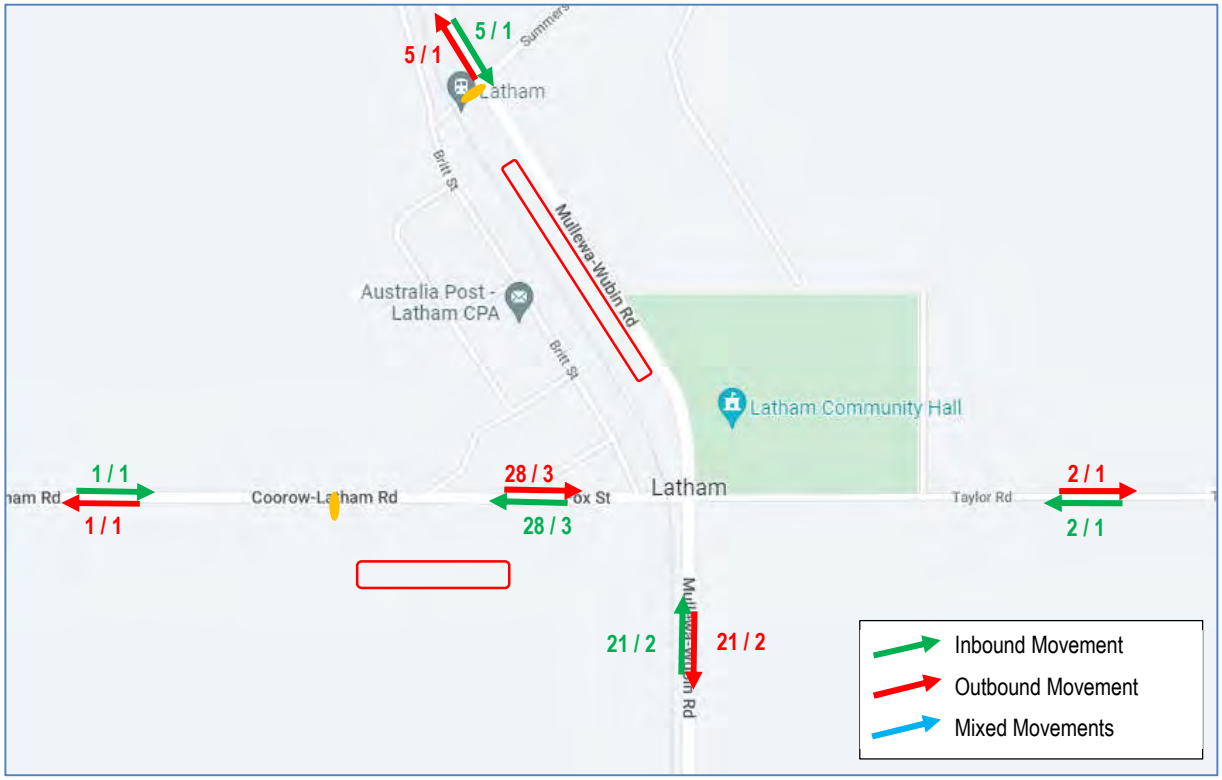


Figure 10: Lean Harvest Daily / Peak Hour Distribution

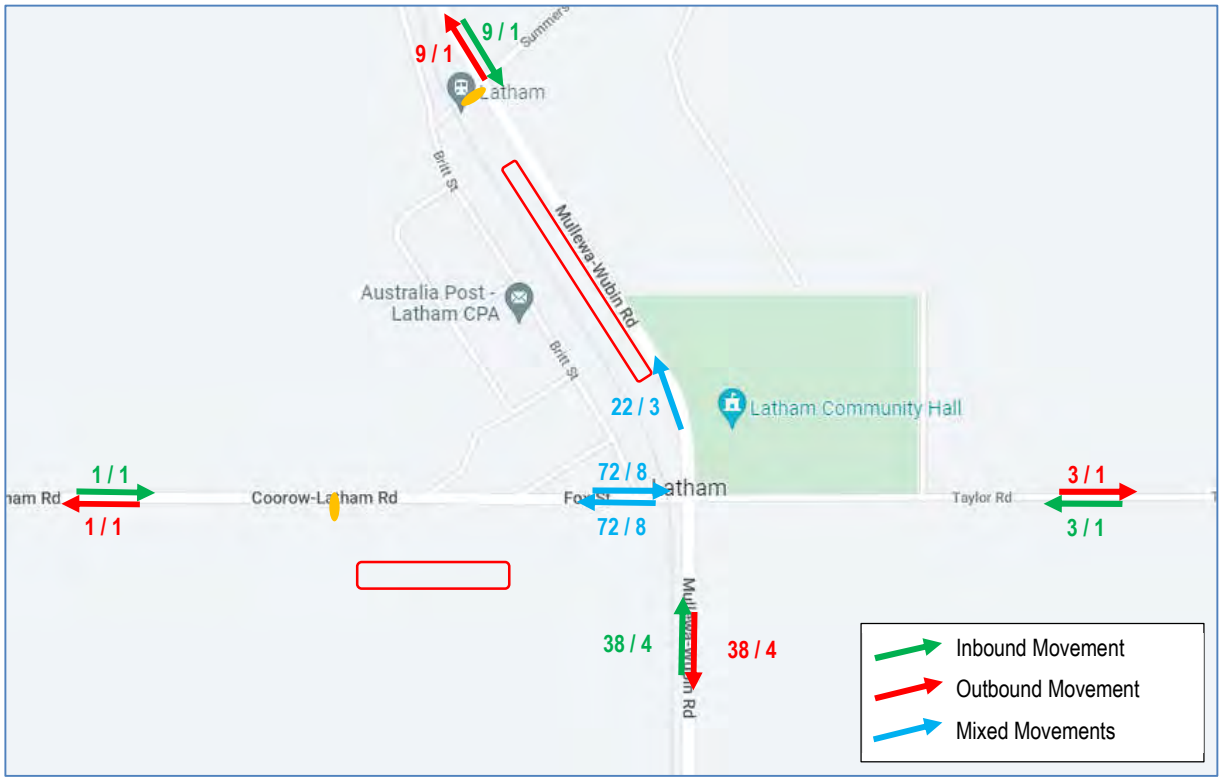


Figure 11: Good Harvest Daily / Peak Hour Distribution

3. Traffic Impact Assessment

3.1. Assessment Years

The development is assessed based on current network condition.

3.2. Impact on Roads

3.2.1. Road Minimum Widths

The sealed widths of Great Northern Highway were checked against the rural road minimum widths in accordance with Appendix A of the MRWA RAV assessment guideline. The comparison is shown below in **Table 7**.

Table 7: Rural Road Minimum Width

Scenario	Road	Location	Background / Proposed AADT	Speed (RAV) (km/hr)	RAV Status	Existing / Required Min Seal Width (m)	Existing / Required Min Carriageway Width (m)
Lean Harvest	Mullewa-Wubin Road	South of Coorow – Latham Road	259 / 301	70	RAV 7	7.4 / 5.7	10.8 / 7.7
Lean Harvest	Coorow – Latham Road	East of the Expansion Site Access	30 / 86	100	RAV 7	7.0 / 3.5	9.6 / 8.0
Good Harvest	Mullewa-Wubin Road	South of Coorow – Latham Road	259 / 301	70	RAV 7	7.4 / 5.7	10.8 / 7.7
Good Harvest	Coorow – Latham Road	East of the Expansion Site Access	30 / 174	100	RAV 7	7.0 / 6.0	9.6 / 8.0

As shown above, the existing road seal widths comply with the minimum requirements for all scenarios.

3.2.2. Railway Stacking Distance

As per MRWA's RAV Assessment Guideline:

- Inadequate approach stacking distance occurs where the distance between the railway and a nearby intersection is insufficient to enable a RAV to stop at the crossing without impeding the intersection traffic;
- Inadequate departure stacking distance occurs when part of a RAV would encroach within 3.5 m of the railway track while stopped to give way to traffic on the priority road of an intersection.

In this instance, approach and departure stacking distance is required for RAV vehicles approaching from the east and depart towards the west. The required approach and departure stacking distances for RAV 7 vehicles are **36.5m or 40.0m** (depending on if there is sufficient ESD for other vehicles departing the intersection while there is a RAV stopped at the rail), as per Figure 5 of RAV Assessment Guideline as shown below in **Figure 12**.

The clearance between the railway and the Mullewa-Wubin Road carriageway is measured as 27.0m – 31.0m which is not sufficient for RAV 7 vehicles.

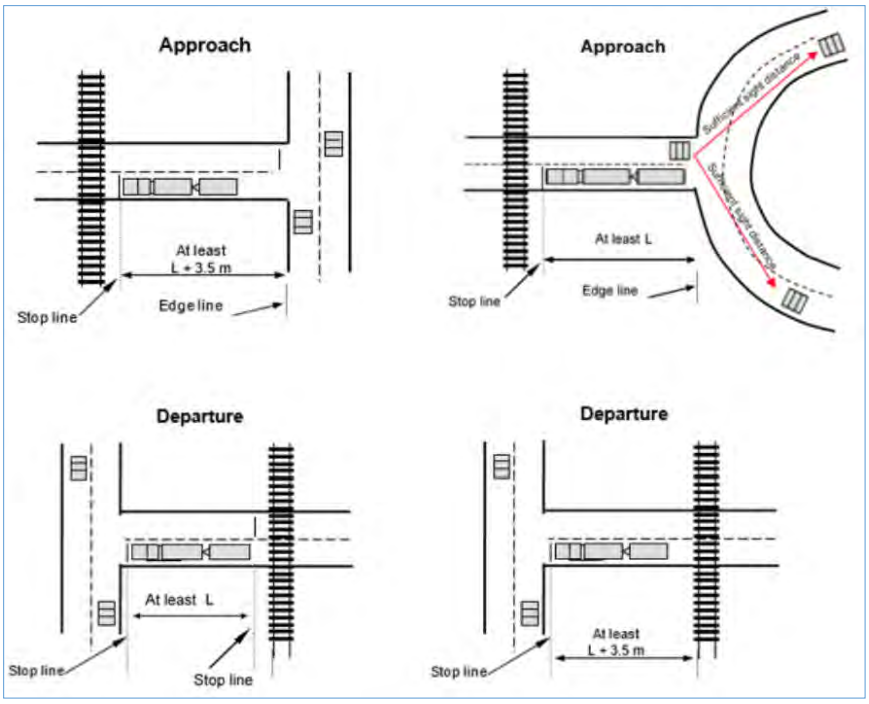


Figure 12: Stacking Distance

Figure 13: RAV 7 Stacking Distance

However, the existing Tier 3 railway line is currently non-operational and so stacking distance is irrelevant in a practical sense. MRWA have permitted the use of RAV 7 vehicles over the crossing, so long as the Tier 3 railway line remains closed.

3.2.3. Road Safety

The crash history of the adjacent road network (as previously outlined in **Section 1.6**) does not suggest any

particular safety issues (there have been no crashes recorded) in the existing road network. The additional traffic movements generated by the operation is not considered to increase the likelihood of crashes to unacceptable levels.

3.3. Assessment of Site Access

3.3.1. Safe Intersection Sight Distance

The Safe Intersection Sight Distance (SISD) is the minimum distance which should be provided on the major road at any intersection. SISD provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation (e.g. in the worst case, stalling across the traffic lanes) and to decelerate to a stop before reaching the collision point.

The SISD is assessed based on the following parameters:

- An observation time of 3 seconds as per Austroads Part 3;
- A reaction time of 2.5 seconds;
- Deceleration coefficients for the purpose of SISD calculations are 0.36 for light vehicles and 0.28 for heavy vehicles (Road Train Type 1); and
- Driver eye height is 2.4m for trucks and 1.1m for cars.

The results are summarised in **Table 8**. The line-of-sight street view at the intersection location are shown in **Figure 14** and **Figure 15**. The measurement of the SISD is shown in **Figure 16**.

Figure 14: Expansion Site Access Looking West

Figure 15: Expansion Site Access Looking East

Figure 16: Sight Distance Measurement

Table 8: SISD at Site Access

Location	Vehicle Type	Design Speed (km/h) (EB / WB)	Coefficient of Deceleration	Decision Time (s)	Longitudinal Grade (EB / WB)*	Required SISD for EB / WB Traffic (m)	Available SISD (m) EB	Available SISD (m) WB
Site Access	Trucks	100 / 100	0.28	3.0+2.5	0.0% / 0.0%	293 / 293	400+	400+
	Cars	110 / 110	0.36	3.0+2.5	0.0% / 0.0%	300 / 300	400+	400+

*Positive for through traffic travelling uphill and negative for through traffic travelling downhill. Grades are conservative estimates based on google earth only.

As shown, the SISD are sufficient to achieve minimum requirements in accordance with the Austroads Guide to Road Design Part 4A, however it should be noted that the vegetation along the south side of Coorow – Latham Road may need to be cleared / maintained to ensure unobstructed sightline towards both sides of the site access

3.3.2. Entering Sight Distance

The Entering Sight Distance (ESD) is the minimum distance for driver of a RAV, entering a through road, having appropriate sight distance to see a sufficient gap in oncoming traffic that will allow a RAV, with greater length and lower acceleration capacity, to clear the intersection safely.

The ESD is assessed based on the following parameters in accordance with MRWA's Standard RAV Route Assessment Guidelines:

- A reaction time of 4 seconds, and
- Deceleration coefficient of 0.28;

The Entering Sight Distance (ESD) for existing and proposed access locations has been assessed in accordance with RAV Route Assessment Guideline. A comparison of available and required ESD for RAV vehicles are summarised in **Table 9**.

Table 9: RAV Vehicle Entering Sight Distance

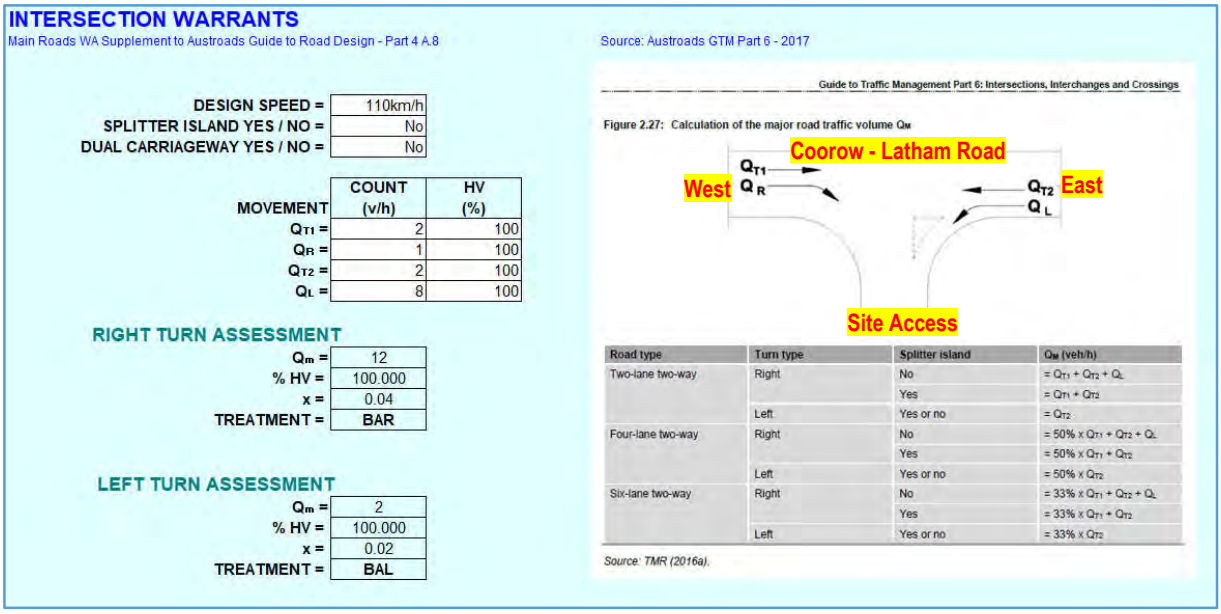
Location	Design Speed (km/h) (EB / WB)	Coefficient of Deceleration	Reaction Time (s)	Longitudinal Grade (EB / WB)*	Required ESD for EB / WB Traffic (m)	Available ESD (m)	
						EB	WB
Site Access	100 / 100	0.28	4	0.0% / 0.0%	252 / 252	400	420

*Positive for through traffic travelling uphill and negative for through traffic travelling downhill. Grades are conservative estimates based on google earth only.

As shown, the ESD are sufficient to achieve minimum requirements in accordance with the MRWA RAV Assessment Guideline. As discussed in **Section 3.3.1**, the fringing vegetation (as shown in **Figure 14**) may need to be maintained to ensure unobstructed sightline.

3.3.3. Auxiliary Lanes

The requirement for turning treatments was calculated using the Intersection Warrants calculator provided in Main Roads WA Supplement to Austroads Guide to Road Design - Part 4 A.8. The results of the assessment are shown in **Figure 17**.



INTERSECTION WARRANTS

Main Roads WA Supplement to Austroads Guide to Road Design - Part 4 A.8

DESIGN SPEED =	110km/h
SPLITTER ISLAND YES / NO =	No
DUAL CARRIAGEWAY YES / NO =	No

MOVEMENT	COUNT (v/h)	HV (%)
Q_{T1} =	2	100
Q_R =	1	100
Q_{T2} =	2	100
Q_L =	8	100

RIGHT TURN ASSESSMENT

Q_m =	12
% HV =	100.000
x =	0.04
TREATMENT =	BAR

LEFT TURN ASSESSMENT

Q_m =	2
% HV =	100.000
x =	0.02
TREATMENT =	BAL

Source: Austroads GTM Part 6 - 2017

Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings

Figure 2.27: Calculation of the major road traffic volume Q_M

Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	= $Q_{T1} + Q_{T2} + Q_L$
		Yes	= $Q_{T1} + Q_{T2}$
	Left	Yes or no	= Q_{T2}
Four-lane two-way	Right	No	= 50% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 50% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 50% x Q_{T2}
Six-lane two-way	Right	No	= 33% x $Q_{T1} + Q_{T2} + Q_L$
		Yes	= 33% x $Q_{T1} + Q_{T2}$
	Left	Yes or no	= 33% x Q_{T2}

Source: TMR (2016a).

Figure 17: Warrants for Turn Treatments – Good Harvest

As shown, the required left-turn and right turn treatments for the proposed intersection are a Basic Left Turn (BAL) and Basic Right Turn (BAR) treatment. In this instance it is recommended to design the site access to accommodate the proposed turning movement for RAV 7 vehicles.

3.3.4. Acceleration Lane

Austroads Guide to Road Design Part 4 (AGRD04) notes that:

> *"There are no simple numerical warrants for the provision of acceleration lanes. However, an auxiliary lane may be added on the departure side of a left turn or right turn if traffic is unable to join safely and/or efficiently with the adjacent through traffic flow by selecting a gap in the traffic stream.*
>
> *Acceleration lanes may be provided at major intersections depending on traffic analysis. However, they are usually provided only where:*
>
> - *insufficient gaps exist for vehicles to enter a traffic stream.*
> - *turning volumes are high (e.g. > 300 vehicles per hour).*
> - *the observation angle falls below the requirements of the minimum gap sight distance model (for example, inside of horizontal curves).*
> - *heavy vehicles pulling into the traffic stream would cause excessive slowing of major road vehicles."*

In this situation, acceleration lanes on Coorow - Latham Road are not considered warranted because:

- Existing traffic volume along Coorow - Latham Road is low (30 vehicles per day, based on the traffic data received from the Shire);
- The proposed volume of loaded RAV vehicles turning onto Coorow - Latham Road is low.
- There is excellent sight distance available at both site exits towards both directions.
- The observation angle is acceptable at the site exit.
- The vast majority of truck exiting the site will be eastbound and they are required to stop before the stop line at the railway crossing located approximately 600m east of the site access.

3.4. Assessment of Coorow–Latham Road / Mullewa-Wubin Road Intersection

As discussed in **Section 2.1** and **Section 2.4**, in the case when the expansion site is fully occupied, trucks will utilise the marshal/sample/weigh facility at the expansion site before and after unloading materials at the existing site. This arrangement will generate additional turning movements at the Coorow–Latham Road / Mullewa-Wubin Road Intersection, and therefore assessment of sight distance and vehicles swept path have been included in Transport Impact Assessment.

3.4.1. Safe Intersection Sight Distance

The SISD at the Coorow–Latham Road / Mullewa-Wubin Road Intersection is assessed based on the following parameters:

- An observation time of 3 seconds as per Austroads Part 3;
- A reaction time of 2.5 seconds;
- Deceleration coefficients for the purpose of SISD calculations are 0.36 for light vehicles and 0.28 for heavy vehicles (Road Train Type 1); and
- Driver eye height is 2.4m for trucks and 1.1m for cars.

The results are summarised in **Table 8**. The line-of-sight street view at the intersection location are shown in **Figure 14** and **Figure 15**. The measurement of the SISD is shown in **Figure 16**.

Figure 18: Coorow–Latham Road Looking North

Figure 19: Coorow–Latham Road Looking South

Figure 20: Sight Distance Measurement

Table 10: SISD at Coorow–Latham Road / Mullewa-Wubin Road Intersection

Location	Vehicle Type	Design Speed (km/h) (NB / SB)	Coefficient of Deceleration	Decision Time (s)	Longitudinal Grade (NB / SB)*	Required SISD for NB / SB Traffic (m)	Available SISD (m)	
							NB	SB
Coorow–Latham Road / Mullewa-Wubin Road Intersection	Trucks	80 / 80	0.28	3.0+2.5	0.0% / -2.0%	212 / 219	400+	230
	Cars	80 / 80	0.36	3.0+2.5	0.0% / -2.0%	192 / 196	400+	230

*Positive for through traffic travelling uphill and negative for through traffic travelling downhill. Grades are estimates based on google earth only.

As shown, the SISD are sufficient to achieve minimum requirements in accordance with the Austroads Guide to Road Design Part 4A.

3.4.2. Entering Sight Distance

The ESD is assessed based on the following parameters in accordance with MRWA's Standard RAV Route Assessment Guidelines:

- A reaction time of 4 seconds, and
- Deceleration coefficient of 0.28;

The Entering Sight Distance (ESD) for existing and proposed access locations has been assessed in accordance with RAV Route Assessment Guideline. A comparison of available and required ESD for RAV vehicles are summarised in **Table 9**.

Table 11: Entering Sight Distance at Coorow–Latham Road / Mullewa-Wubin Road Intersection

Location	Design Speed (km/h) (NB / SB)	Coefficient of Deceleration	Reaction Time (s)	Longitudinal Grade (NB / SB)*	Required ESD for NB / SB Traffic (m)	Available ESD (m)	
						NB	SB
Coorow–Latham Road / Mullewa-Wubin Road Intersection	80 / 80	0.28	4	0.0% / -2.0%	179 / 186	400+	230

*Positive for through traffic travelling uphill and negative for through traffic travelling downhill. Grades are conservative estimates based on google earth only.

As shown, the ESD are sufficient to achieve minimum requirements in accordance with the MRWA RAV Assessment Guideline.

3.4.3. Approach Sight Distances

The Approach Sight Distance (ASD) is required to ensure that drivers of trucks and light vehicles approaching the intersection from the minor road at the 85th percentile operating speed are able to see the intersection and stop at the holding line.

The ASD is assessed based on the following parameters:

- A reaction time of 2.5 seconds for light vehicles and 4.0 seconds for heavy vehicles;
- Deceleration coefficients for the purpose of ASD calculations are 0.36 for light vehicles and 0.28 for heavy vehicles; and
- Driver eye height is 2.4m for trucks and 1.1m for cars.

The sight line from Coorow–Latham Road looking into Mullewa-Wubin Road is shown in **Figure 21** and is measured greater than 280m.

Figure 21: GEH Looking into Leeming Road

Figure 22: GEH Approach Sight Distance

The required ASD at the intersection has been determined from Austroads Part 4A Equation 2 as summarised in **Table 12**.

Table 12: Approach Sight Distance - Site Entry

Location	Vehicle Type	Design Speed (km/h)	Coefficient of Deceleration	Reaction Time (s)	Longitudinal Grade*	Required ASD (m)	Available ASD (m)
Coorow–Latham Road / Mullewa-Wubin Road Intersection	Trucks	100	0.29	4.0	0.0%	252	280
	Cars	110	0.36	2.5	0.0%	179	280

*Estimated. Positive for traffic travelling uphill and negative for through traffic travelling downhill. Grades are estimated only.

3.4.4. Swept Path Assessment

As per the site plan of the existing site, trucks will enter from Mullewa-Wubin Road / Britt Street intersection and exit onto Coorow–Latham Road at the south end of the site between the railway and Mullewa-Wubin Road.

Swept Path analyses have therefore been undertaken for RAV 7 Left-turn from Coorow–Latham Road westbound to Mullewa-Wubin Road northbound and from existing site right turn exit to Coorow–Latham Road eastbound as shown in **Figure 23** and **Figure 24**.

Note that the swept paths have been prepared using MRWA standard turning templates (36.5m RAV 5-7) which are likely to be conservative in comparison to the movements being undertaken on site.

Figure 23: Swept Path Assessment 1/2

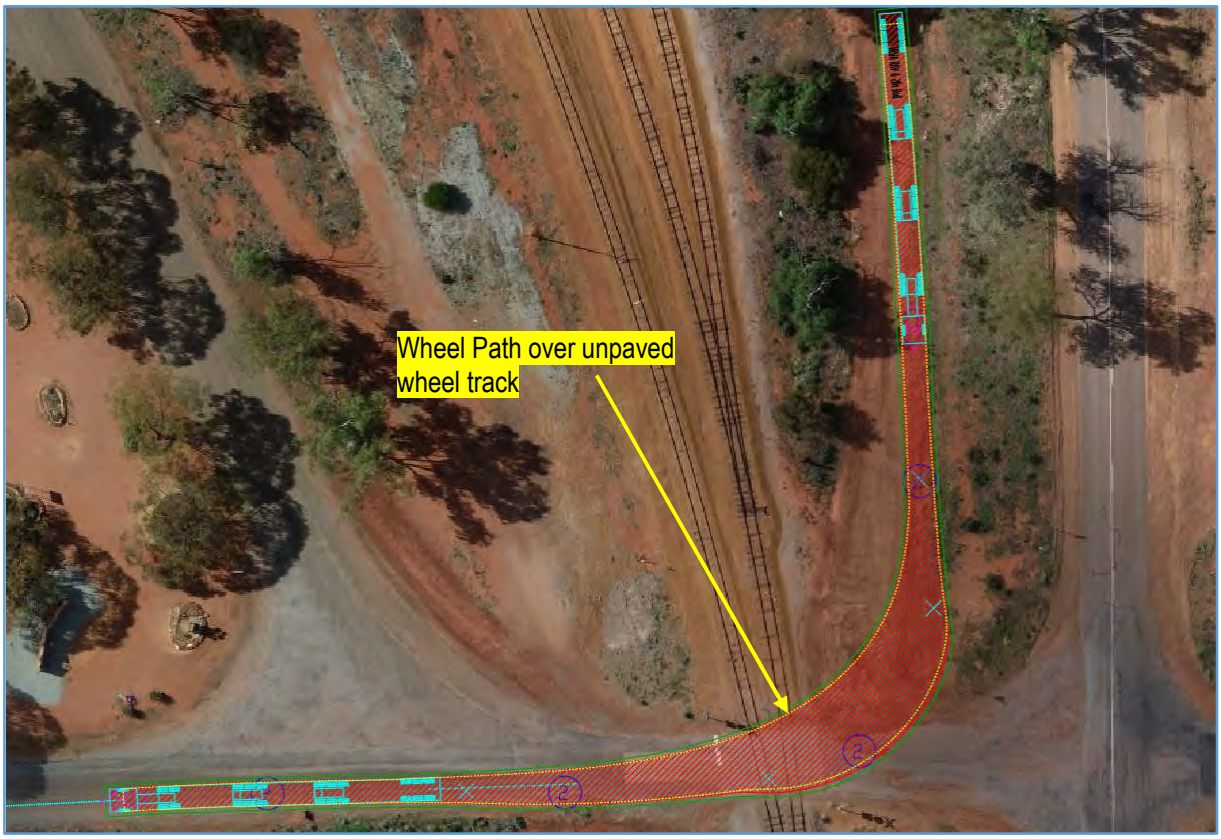


Figure 24: Swept Path Assessment 2/2

For left-turn movement from Coorow–Latham Road westbound to Mullewa-Wubin Road northbound, the designated movements using RAV 7 vehicles cannot be completed within the existing intersection geometry lane correct. Due to the expected low haulage movements, good sight distances and low volumes along Coorow–Latham Road and Mullewa-Wubin Road, lane correct movements are not deemed as required and therefore the access considered adequate provided that the RAV restrictions as discussed in **Section 3.2.2** are removed.

For right turn exit onto Coorow–Latham Road eastbound from the existing site, the designated movements using RAV 7 vehicles cannot be completed without sweep over the unpaved railway track and therefore is deemed not acceptable unless pavement widening is undertaken. However, it appears possible for trucks to instead exit the existing site via the site entry and travel south along Mullewa-Wubin Road to make a right turn into Coorow–Latham Road as shown in **Figure 25**, provided that the RAV restrictions as discussed in **Section 3.2.2** are removed. If this change in traffic flow is practical then further assessment of the geometry, configuration and sight distance at the existing site entry should be undertaken.

Figure 25: Recommended Right Turn Movement

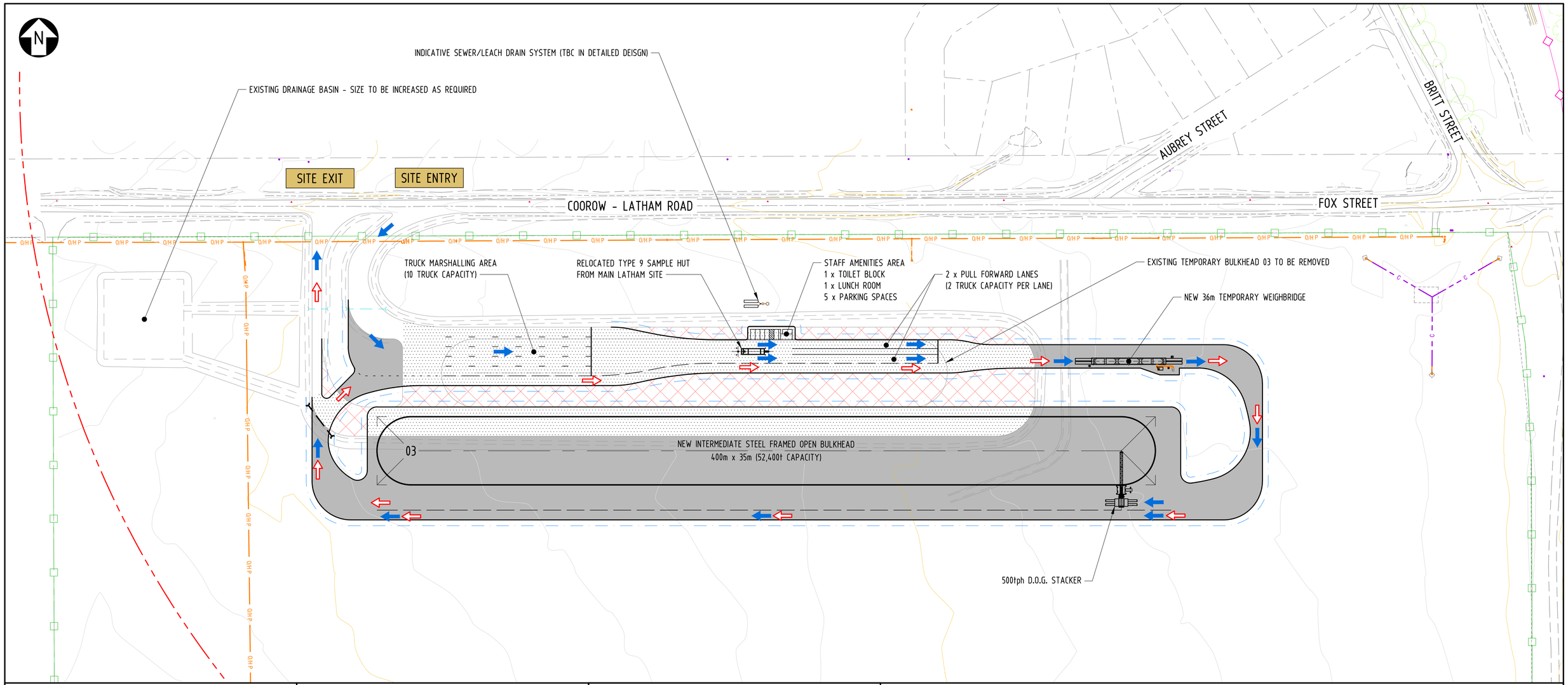
4. Conclusions

This TIS has concluded the following:

A Transport Impact Statement for the proposed gravel extraction site concluded the following:

- The estimated traffic generation can be accommodated within the predicted capacity of road network;
- The additional traffic generated by the site is not considered likely to increase the likelihood of crashes to unacceptable levels;
- Wubin - Mullewa Road and Coorow - Latham Road are within the RAV 7 network for the proposed operation, however it should be noted that RAV 7 vehicles are only permitted to cross the rail line on Coorow – Latham Road for as long as the Tier 3 rail line is non-operational;
- There is sufficient sight distance at the proposed site exit onto Coorow - Latham Road, however the vegetation along the south side of Coorow – Latham Road will need to be cleared / maintained to ensure unobstructed sightline towards both sides of the site access;
- Based on the predicted traffic volume, auxiliary lanes are not required at the proposed access;
- An acceleration lane is not considered warranted towards both directions of the site access; and
- The swept path assessment for RAV 7 trucks exiting from the existing site, turning right onto Coorow–Latham Road, indicates wheel path running over the unpaved railway track which is not deemed acceptable. It is recommended that RAV 7 trucks exit at the existing site access onto Mullewa-Wubin Road and utilised Coorow–Latham Road / Mullewa-Wubin Road intersection for the right turn onto Coorow–Latham Road.

Appendix A – CBH Concept Plan



DRAWING LEGEND

- TRAFFIC MOVEMENTS - TRUCKS FULL
- TRAFFIC MOVEMENTS - TRUCKS EMPTY
- LOT BOUNDARIES
- EPA INDUSTRIAL/SENSITIVE LAND USE SEPARATION DISTANCE - 500mm RADIUS
- CBH SITE BOUNDARY
- CBH RAIL LEASE BOUNDARY
- O/H P — OVERHEAD POWER LINES
- C — UNDERGROUND COMMS CABLES
- UNDERGROUND STORMWATER PIPES
- PROPOSED OPEN DRAINS
- PROPOSED CULVERT

STORAGE CAPACITIES

EXISTING STORAGE		
'D' TYPE STORAGE	HOR/01	14,600t
1.6m INT STEEL FRAMED OPEN BULKHEAD	(01)	16,200t
1.6m INT STEEL FRAMED OPEN BULKHEAD	(02)	11,850t
1.8m INT STEEL FRAMED OBH (TEMPORARY)	(03)	30,130t
TOTAL EXISTING STORAGE		72,780t
PROPOSED STORAGE		
1.8m INT STEEL FRAMED TEMPORARY OBH (REMOVAL)	(03)	- 30,130t
1.8m INT STEEL FRAMED OBH	(03)	52,400t
TOTAL PROPOSED STORAGE		22,270t

TOTAL SITE STORAGE 95,050t

TOTAL INCREASE IN STORAGE 22,270t

HATCHING LEGEND

AREA OF NEW WORKS	23,700m²
AREA OF EXISTING FORMATION TO BE REWORKED	12,550m²
AREA OF EXISTING FORMATION NOT REQUIRED	6,400m²

PRELIMINARY ISSUE
DO NOT USE FOR CONSTRUCTION
DATE 09.08.22

1:1000 @ A1
1:2000 @ A3
0 10 20 30 40 50 60 70 80 90 100 m

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SCALE 1:1000
SHEET A1
PROJECT M-XXXX
CONTRACT No

DRAWN	P. Forrest	09.08.22
CHECKED		
DESIGNED		
DESIGN APPR		
PROJECT APPR		

TITLE
LATHAM
SITE DEVELOPMENT - NEW BLOCK
M/S/W & ADDITIONAL OPEN STORAGE
FUTURE CONCEPTUAL LAYOUT No. 9

ORG No 333-ENG-CI-DCO-0017
SHEET 1 OF 1
REV. A

Appendix B – Traffic Count Data

mainroads WESTERN AUSTRALIA

SITE 16121

Hourly Volume

Mullewa Wubin Rd (M039)

West of Gunyidi Wubin Rd (SLK 0.61)

2020/21
Monday to Friday

	All Vehicles			Heavy Vehicles			
	EB	WB	Both	EB	WB	Both	%
00:00	0	0	0	0	0	0	0.0
01:00	1	0	1	0	0	0	0.0
02:00	0	0	0	0	0	0	0.0
03:00	0	1	1	0	1	1	100.0
04:00	1	1	2	0	0	0	0.0
05:00	1	1	2	0	0	0	0.0
06:00	1	5	6	0	2	2	33.3
07:00	3	9	12	0	3	3	25.0
08:00	7	10	17	1	2	3	17.6
09:00	9	12	21	2	2	4	19.0
10:00	13	13	26	5	3	8	30.8
11:00	12	17	29	3	3	6	20.7
12:00	12	17	29	3	3	6	20.7
13:00	13	13	26	5	2	7	26.9
14:00	12	12	24	5	2	7	29.2
15:00	11	10	21	3	1	4	19.0
16:00	4	7	11	0	0	0	0.0
17:00	7	7	14	1	1	2	14.3
18:00	3	2	5	0	0	0	0.0
19:00	2	1	3	0	0	0	0.0
20:00	1	2	3	0	0	0	0.0
21:00	1	2	3	0	1	1	33.3
22:00	1	2	3	0	1	1	33.3
23:00	0	0	0	0	0	0	0.0
TOTAL	115	144	259	28	27	55	21.2

Peak Statistics

AM	TIME	10:15	11:15	10:15	10:15	10:15	10:15	
	VOL	14	18	29	6	4	10	
PM	TIME	13:45	12:00	13:30	13:45	14:15	13:45	
	VOL	15	17	29	7	3	9	

Start Date	2020/10/28
End Date	2021/12/24
Days	422
Total Vehicles	12681
Vpd	30

ClassMatrix-103
Site: R166.0.1SN
Description: **Latham Coorow Road SLK 17.3**
Filter time: **16:00 Wednesday, October 28, 2020 => 10:00 Friday, December 24, 2021**
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1-12) Dir(NESW) Sp(10,160) Headway(>0) Span(0 - 100) Lane(0-16)

	Class												Total	
km/h	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10- 20	10	.	2	10	4	.	.	1	.	1	1	.	29	0.2%
20- 30	27	5	22	10	8	3	2	2	5	.	1	.	85	0.7%
30- 40	65	14	36	9	2	5	7	6	7	1	6	.	158	1.2%
40- 50	56	17	50	12	1	7	5	9	6	.	10	.	173	1.4%
50- 60	136	32	113	10	2	13	17	6	16	2	68	.	415	3.3%
60- 70	288	111	223	17	1	24	50	5	39	16	117	.	891	7.0%
70- 80	854	225	471	40	5	41	97	19	88	25	190	.	2055	16.2%
80- 90	1451	271	731	56	14	37	101	15	78	18	110	.	2882	22.7%
90-100	1608	117	794	48	6	44	59	2	48	5	62	.	2793	22.0%
100-110	1079	45	621	18	2	20	28	1	15	1	5	.	1835	14.5%
110-120	449	13	450	.	.	6	4	1	1	.	.	.	924	7.3%
120-130	139	1	188	.	.	4	1	.	.	.	.	.	333	2.6%
130-140	32	.	56	.	.	.	.	.	.	.	.	.	88	0.7%
140-150	7	.	8	.	.	.	.	.	.	.	.	.	15	0.1%
150-160	3	.	2	.	.	.	.	.	.	.	.	.	5	0.0%
Total	6204	851	3767	230	45	204	371	67	303	69	570	0	12681	
	48.9%	6.7%	29.7%	1.8%	0.4%	1.6%	2.9%	0.5%	2.4%	0.5%	4.5%	0.0%		

Stormwater Management Plan

Project:	Latham Site Expansion Stormwater Management Plan
Client:	CBH
Author:	R. Needham
Date:	19th September 2022
Shawmac Document #:	2208026-REP-001
CBH Document #:	333-3055-CI-RPT-0002

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ISO 9001 QUALITY
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Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
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File Reference: \\shaw-svr\NewData\Jobs Active 2022\CE - Roads and Drainage\CBH_Latham_IFC_2208026\3. Documents\3.3 Design Report\333-3055-CI-RPT-0002.docx

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1. Introduction

1.1. The Project

CBH has commenced planning for a permanent expansion to their existing Latham emergency storage site. The site expansion is proposed to include the following:

- Reworking the existing emergency Open Bulkhead (OBH) pavement to become a new marshal/sample/weigh facility.
- Decommissioning the existing emergency OBH and constructing a new 400m long permanent OBH on the vacant land to the south of the existing site.
- Upgrade the existing drainage infrastructure to permanent standard and to cater for the expanded site footprint.
- New site amenities and car parking areas.

Figure 1 shows the location of the existing emergency and town storage sites.

Figure 1: Site location

CBH have prepared a concept plan for the works and an excerpt of this plan is shown in **Figure 2**.

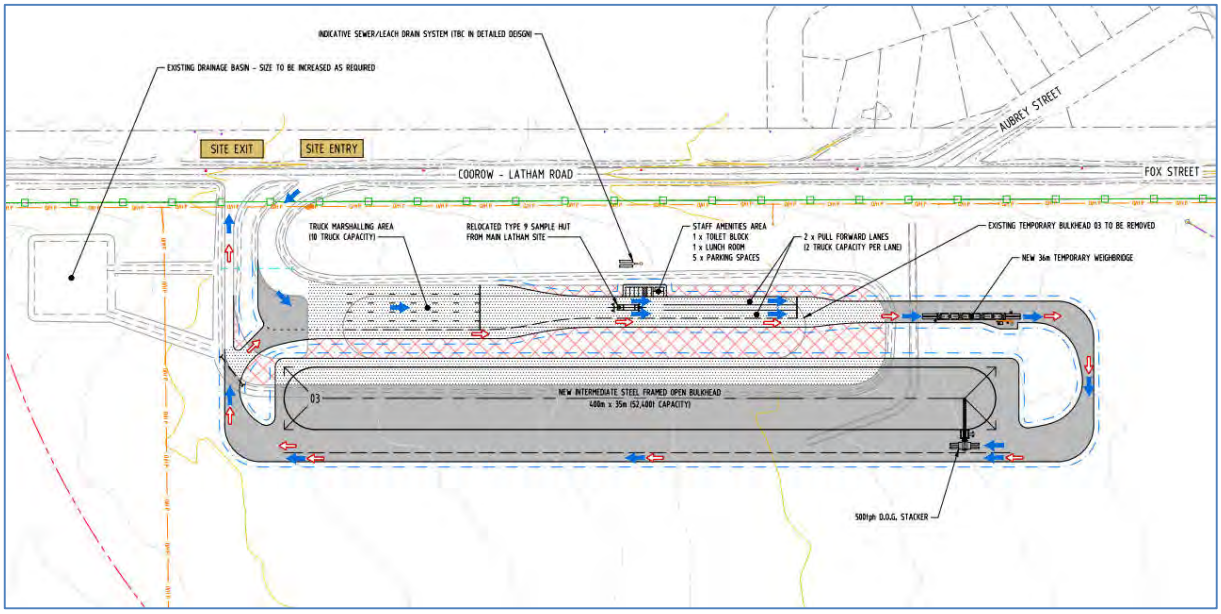

Figure 2: Concept Plan Excerpt

1.2. Purpose

CBH have commissioned Shawmac to prepare designs supporting the construction of the works. The purpose of this report is to outline and quantify the proposed stormwater management measures associated with the proposed design.

This report should be read in conjunction with the following drawings:

Table 1: IFT Drawings

Drawing Title	Drawing Number	Revision
Locality Plan and Drawing List	333-ENG-CI-DLP-0003	A (16.09.22)
Overall General Arrangement, Notes and Legend	333-ENG-CI-DGA-0002	A (16.09.22)
General Arrangement	333-ENG-CI-DGA-0003	A (16.09.22)
Pavement and Surfacing	333-ENG-CI-DGA-0004	A (16.09.22)
Earthworks and Drainage	333-ENG-CI-DGA-0005	A (16.09.22)
Earthworks Heat Map (Subgrade to Existing)	333-ENG-CI-DAL-0002	A (16.09.22)
MC01 Plan and Profile Cha 0.00 to Ch 450.00	333-ENG-CI-DAL-0003	A (16.09.22)
MC01 Plan and Profile Cha 550.00 to Cha 1000.00	333-ENG-CI-DAL-0004	A (16.09.22)
MC02 Plan and Profile Cha 0.00 to Cha 365.00	333-ENG-CI-DAL-0005	A (16.09.22)
Typical Sections	333-ENG-CI-DSE-0002	A (16.09.22)
Typical Details Sheet 1 of 2	333-ENG-CI-DTD-0001	A (16.09.22)
Typical Details Sheet 2 of 2	333-ENG-CI-DTD-0002	A (16.09.22)
Amenities Area Setout	333-ENG-CI-DAL-0006	A (16.09.22)

Drawing Title	Drawing Number	Revision
MC01 Cross Sections – Ch 35.328 to Cha 350.00	333-ENG-CI-DSE-0003	A (16.09.22)
MC01 Cross Sections – Ch 400.00 to Ch 1123.612	333-ENG-CI-DSE-0004	A (16.09.22)
MC02 Cross Sections – Ch 0.00 to Ch 100.00	333-ENG-CI-DSE-0005	A (16.09.22)
MC02 Cross Sections – Ch 150.00 to Ch 250.00	333-ENG-CI-DSE-0006	A (16.09.22)
MC02 Cross Sections Ch 300.00 to Ch 365.00	333-ENG-CI-DSE-0007	A (16.09.22)

1.3. History

The existing emergency bulkhead on site was constructed in 2021. CBH commissioned BG&E Resources (BGER) to undertake the design and documentation of this construction. BGER's document (Latham OBH Drainage Design Memo) describes the stormwater management strategy adopted for the emergency bulkhead site. In general, this included:

- A 5 year ARI general design criteria.
- All stormwater for up to the 5 year ARI to be retained on site in a new drainage basin without outlet.
- Construction of a cut off drain to prevent the external catchment from entering the CBH site and basin.

Figure 3 shows and excerpt of BGER's design.

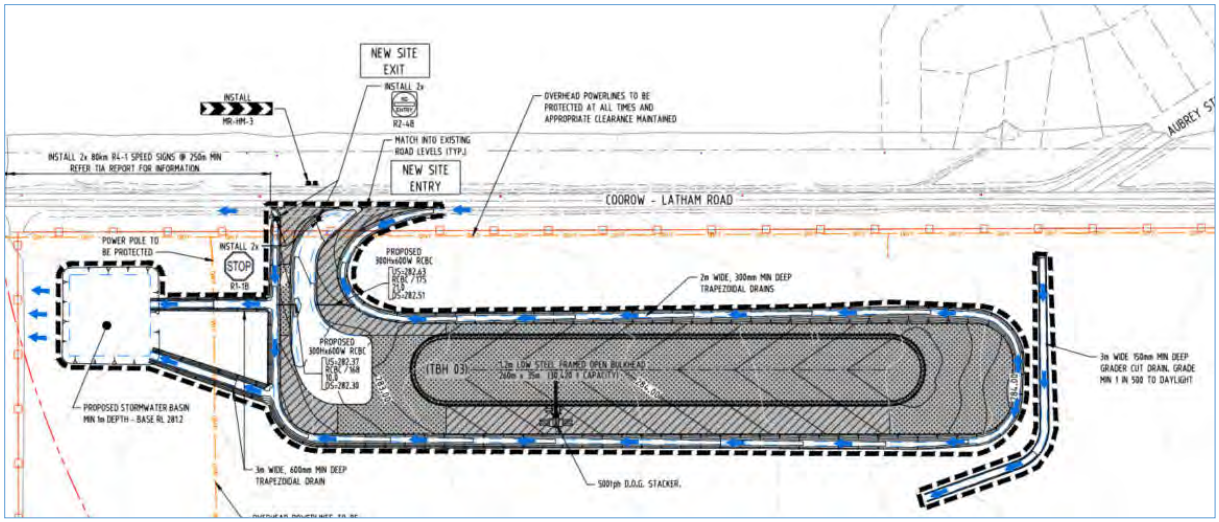

Figure 3: BGER Drainage Design

2. Existing Situation

2.1. Site Characteristics

The existing site consists of the emergency bulkhead in the northern portion and vacant paddock just to the south where the proposed Marshall/Sample/Weigh facilities will be located. There are no other notable features on the site.

2.2. Topography

The site and its surround are quite flat, but has a slight fall towards the west of about 0.3%. Within the footprint of the works area, the site falls from a high of about 284.4m AHD in the east to a low of about 283.0m in the west.

Figure 4 shows the surrounding topography.

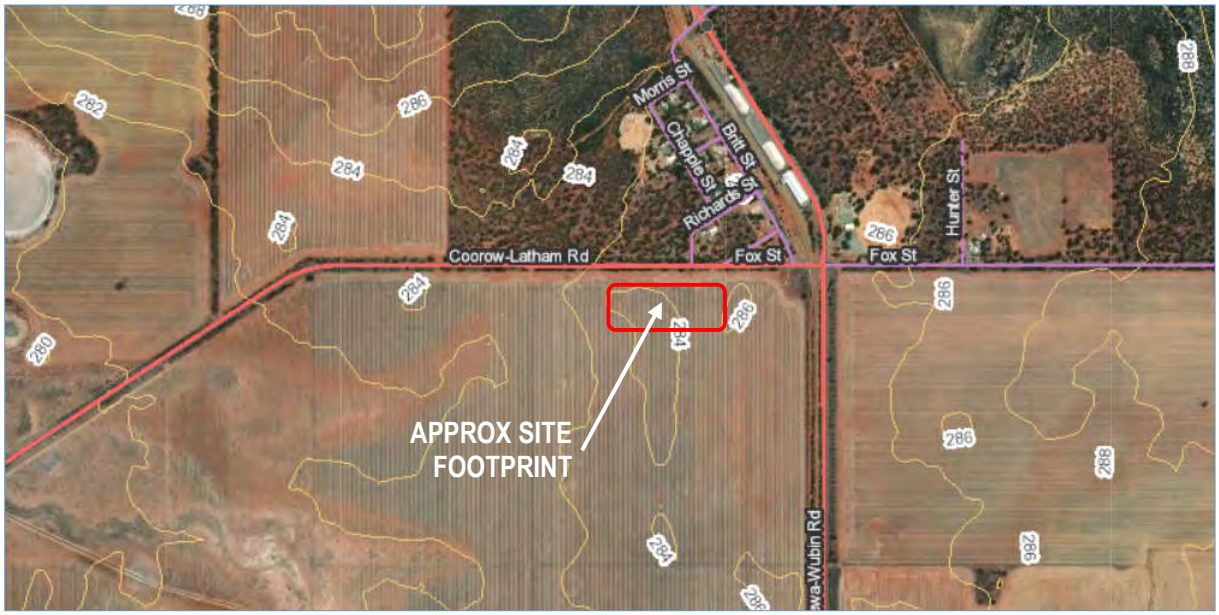

Figure 4: Existing Topography

2.3. Geotechnical

CBH commissioned Golder Associates to undertake the pavement designs for the project. Golders cited a previous investigation of the site undertaken by Coffee (2020) and based on test pits undertaken during that investigation, Golders described the generalised subsurface soil profile as:

- Topsoil (sand) extending to depths of about 0.2m to 0.3m; overlying
- Silty Sand extending to the depth of refusal (0.9m to 1.8m).

Golders noted a few exceptions to this profile which showed the presence of gravelly sand and sandy clay at some depths in some locations.

Golder's advised that the Coffey investigation encountered groundwater in some locations at depths of between 1.3m to 2.3m below ground level. It was noted that the investigation was conducted in March 2020 when groundwater levels would be expected to be at their lowest. Golders also suggested that the permeability of the site soils was likely to be poor. Based on this, it is anticipated that the drainage basin will drain poorly and hold water for much of the year.

2.4. Environmental

There are no environmental features of note within the site or its immediate surrounds. The site ultimately drains to salt flats to the west and north west of the site and almost all of the surrounding area is cleared of vegetation.

2.5. Catchment and Surface Water Flows

The footprint of the proposed site is shown against the existing contours in **Figure 5**.

There are 3x pertinent drainage catchments interacting with the site:

- Catchment A – the site footprint itself up to the existing cut-off drain
- Catchment B – the external catchment upstream of the site footprint. At present part of this catchment is intercepted by the cut off drain installed as part of the emergency OBH construction
- Catchment C – the Coorow-Latham Road table drain

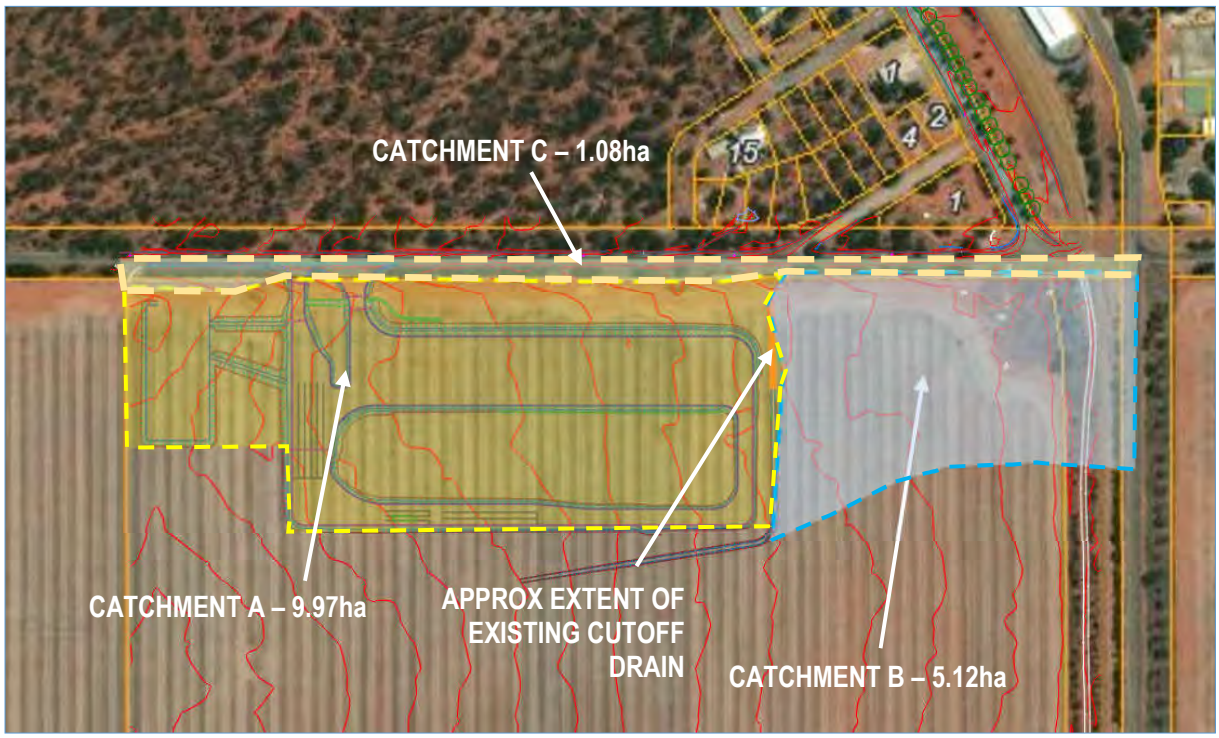

Figure 5: Existing Catchments

Catchment's A and B were assessed using the index flood method as described in Australian Rainfall and Runoff (2001). Catchment C was assessed using the XPSTORM model built for the preliminary design, refer to **Section 3.2** for further details.

The estimated existing flow rates for various Average Recurrence Intervals are shown in **Table 2**.

Table 2: Existing Flow Rates

Catchment	2-year	5-year	10-year	20-year	50-year
A	0.25m^3/s	0.51m^3/s	0.94m^3/s	1.65m^3/s	3.12m^3/s
B	0.05m^3/s	0.11m^3/s	0.20m^3/s	0.35m^3/s	0.67m^3/s
C	0.01m^3/s	0.03m^3/s	0.05m^3/s	0.07m^3/s	0.09m^3/s

3. Stormwater Management Strategy

3.1. Strategy Overview

The general stormwater management strategy is to maintain the current situation which has been developed to suit the emergency OBH, and adapt this to suit CBH's permanent design standards and the expanded site area. This involves:

- Installation of new, and upgrading the existing, open drains and culverts to cater for a 1:20 ARI design criteria.
- Enlarging the existing drainage basin and creating a new basin to cater for the critical 1:20 ARI event
- Extending the existing cut-off drain to isolate the site from the external catchment.

As the site soils are expected to be relatively impermeable, it would be preferable to make the basins free draining (i.e. with a pipe outlet at the bottom) so that size can be minimised and capacity can be restored in time for the next rainfall event. However, there is no existing defined flow path downstream for an outlet to be directed. The downstream environment is paddock and constructing an outfall would place the land at risk of scour and nuisance flows. Accordingly, the basins have been designed without an outlet and are sized to cater for the critical 20-year event (in this instance the 48-hour event) in accordance with CBH's design criteria. This event typically represents the average rainfall Latham receives or the two-month periods of May and June or July and August (approx. 90mm).

Due to the minimal site falls and location of a crossover just east of the site boundary, it will not be possible to separate the existing flows occurring from the Coorow-Latham Road table drain from those from the CBH site. Accordingly, these flows will be directed into the existing, expanded basin. This catchment is relatively small and the basin expansion has only been sized to cater for the CBH site. As such, in larger events (or when the basin is full) flows from Coorow-Latham Road will overtop the basin and flow to the west, ultimately re-joining the table drain. The basin floor level has been designed to match the existing constructed basin on the basis that groundwater may be encountered at greater depths.

The new drainage basin has been proposed to minimise cut volumes which would otherwise arise by needing to grade out drains from the eastern part of the site to the existing basin. The new basin will have levels set such that if/when the basin overtops, freeboard to the pavement subgrades are maintained. This is achieved by having a high level overflow which will outfall into the realigned cut-off drain.

It should be noted that the basins will start to fill after the first rains and due to the poor infiltration characteristics of the site soils, will drain very slowly. It is possible that the basins will fill and leave insufficient capacity for further rainfall events. If this occurs, then the basin will overtop towards the paddock to the west and there is risk that scouring to that land will occur. It is recommended that CBH liaise with the landowner to advice and gain

acceptance of this risk. To mitigate the risk, CBH could ensure that the basin is able to be routinely pumped dry after rainfall events.

3.2. Design Criteria and Modelling Assumptions

Based on the adopted strategy and CBH's design specifications, the key stormwater management design criteria are summarised as follows:

- The basins are to be designed for the critical 20-year event with no outfall.
- The basin is assumed to be empty at the time the critical event occurs.
- The open drains and culvert are to be designed for the 20-year event in accordance with CBH requirements.
- Open drain inverts are to be set at a minimum 0.4m below subgrade level.
- Culvert headwater heights (short term ponding) are to be limited to a maximum 300mm below shoulder surface level.
- A 300mm freeboard to be applied to the basin top water level or subgrade level where there is potential for standing water in open drains.
- Culverts may have a minimum cover of 400mm (RCP Class 4).
- Minimum culvert size of 450mm diameter.
- Minimum drain fall of 0.3%.
- Maximum water velocity in open drains of 2m/s (without scour protection).

An XPSTORM model has been built for the proposed works. The following key assumptions were utilised:

- Infiltration losses were assumed as 15mm from pervious areas generally. Nil losses were assumed for impervious areas.
- Rainfall intensities and temporal patterns are consistent with ARR 2019.
- Mannings 'n' value of 0.022 was assumed for open drains.
- A nominal 0.1m/day infiltration rate was applied to each basin to account for some seepage and evaporation.

3.3. Stormwater Quantity

Table 3, **Table 4** and **Table 5** provide summaries of the modelling outcomes of the basin, open drains and culverts, respectively. All results reflect the 20-year critical event(s).

Table 3: Basin Details

Item	Basin A	Basin B
Base Level (m AHD)	281.20	282.13
Base Area (m^2)	4,700	1,000
Top Level (m AHD)	282.35	283.81
Top Area (m^2)	5,768	1,719
Max Volume (m^3)	6,019	2,284
TWL	281.88	283.02
Max Stored Volume	3,298	1,019
Max Outflow Rate	-	-
Max Outflow Volume	-	-

Table 4: Open Drain Details

Open Drain	Description	Max Flow (m^3/s)	Max Velocity (m/s)	Max Flow Depth (m)
Drain A	Regraded existing drain into Culvert A	0.16	0.63	0.26
Drain B	Outlet from Culvert A into Basin A	0.31	0.60	0.23
Drain C	Outlet from Culvert D into Basin A	0.49	0.77	0.44
Drain D	Along south side of OBH07 towards culvert D outlet	0.22	0.85	0.34
Drain E	East side of formation towards culvert C outlet	0.05	0.56	0.22
Drain E	Inlet to Basin B	0.32	2.72	0.89*

* Governed by water level in basin. Note 300mm clearance to subgrade level is provided in these situations.

Table 5: Culvert Details

Culvert	Size	U/S Shoulder Level (mAHD)	HW Level (mAHD)	Max Flow (m^3/s)	Max Velocity (m/s)
Culvert A	600RCP	283.30	282.69	0.31	1.22
Culvert B[1]	300RCP	282.75	-	-	-
Culvert C	450RCP	284.40	283.47	0.13	1.25
Culvert D	525RCP	282.74	282.22	0.21	1.08

[1] Culvert B has negligible catchment and flow and has not been modelled – minimum size to provide relief only for low point