



HEAVY HAULAGE ADVISORY COMMITTEE

MINUTES

Section 5.9(2)(a) LGA 1995

Committee Brief

The duties of the committee shall be to:

- *Advise the Council relating to heavy haulage movement within the Shire of Plantagenet; and*
- *Make recommendations to the Council relating to the use of local roads by classes of heavy vehicles.*

Ordinary meeting of the Heavy Haulage Advisory Committee
Held in the Committee Room
Lowood Road, Mount Barker WA 6324
10.45am 19 June 2018

Rob Stewart
CHIEF EXECUTIVE OFFICER

Committee Members

Cr J Oldfield, Cr B Lang, Cr M O'Dea and Cr L Handasyde (Resolution No. 226/17),

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Chairperson: Cr L Handasyde

Deputy Chairperson: Cr B Lang

Membership: Quorum (2)

Cr B Lang	Council Representative
Cr J Oldfield	Council Representative
Cr M O'Dea	Council Representative
Cr L Handasyde	Council Representative

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

At 10.45am, Mr Stewart declared the meeting open.

2 RECORD OF ATTENDANCE / APOLOGIES / LEAVE OF ABSENCEPresent

Cr B Lang	Council Representative
Cr J Oldfield	Council Representative
Cr M O'Dea	Council Representative
Cr L Handasyde	Council Representative

Staff

Mr R Stewart	Chief Executive Officer
Mr D Lynch	Manager Works and Services
Ms A Chadbourne	Senior Administration Officer, Works and Services

Observer

Cr C Pavlovich	Council Representative
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3 DISCLOSURE OF INTEREST

Part 5 Division 6 Local Government Act 1995

Nil.

4 ELECTION OF CHAIRPERSON / DEPUTY CHAIRPERSON

Mr Stewart called for nominations for the position of Presiding Member.

Cr Oldfield nominated Cr Handasyde.

As there were no other nominations, Cr Handasyde was declared Presiding Member.

Cr Handasyde called for nominations for the position of Deputy Presiding Member.

Cr Oldfield nominated Cr Lang.

As there were no other nominations, Cr Lang was declared Deputy Presiding Member.

5 CONFIRMATION OF MINUTES

Moved Cr J Oldfield, Seconded Cr M O'Dea;

That the minutes of the Ordinary Meeting of the Heavy Haulage Committee, held on 14 February 2017 as circulated, be taken as read and adopted as a correct record.

CARRIED

6 REPORTS OF COMMITTEE MEMBERS AND OFFICERS**6.1 POLICY REVIEW - LOG HAUL REQUIREMENTS**

File Ref:	N45675
Responsible Officer:	David Lynch Manager Works and Services
Author:	Amy Chadbourne Senior Administration/Project Officer Works and Services
Proposed Meeting Date:	19 June 2018

PURPOSE

The purpose of this report is to review Council Policy I/R/6 – Log Haul Requirements.

BACKGROUND

The policy was last reviewed by the Council at its meeting held on 20 June 2017.

STATUTORY ENVIRONMENT

Road Traffic Code (2000)

EXTERNAL CONSULTATION

Discussion has occurred and feedback has been given by industry groups at recent Timber Roads Operation Group (TROG) meetings.

FINANCIAL IMPLICATIONS

There are no financial implications for this report.

POLICY IMPLICATIONS

This policy is presented to the Council as part of its ongoing policy review cycle.

STRATEGIC IMPLICATIONS

The Shire of Plantagenet Strategic Community Plan 2013-2023 provides at Outcome 2.4 (Safe and reliable transport infrastructure) the following Strategy:

Strategy 2.4.1:

'Maintain and further develop roads and pathways at appropriate standards.'

Accordingly, the recommended outcome for this report aligns with the Strategic Community Plan.

The Shire of Plantagenet Corporate Business Plan 2016/2017 – 2020/2021 includes Action 2.4.1.6:

'Construct and maintain Shire roads and associated infrastructure to the standard adopted by the Council and in accordance with requirements of State agencies.'

Accordingly the recommended outcome for this report aligns with the Corporate Business Plan.

OFFICER COMMENT

Discussions between industry groups and the Manager Works and Services at recent Timber Roads Operations Group (TROG) meetings have highlighted a number of small issues within the Council policy, principally the policy silence on the use of temporary crossovers and the time limits placed on haulage permits.

As a group, timber plantation companies are the most compliant of our rural industries in terms of permits and being seen to carry out their operations by the book. Timber harvesting operations are often slowed down or delayed by commercial and climatic factors and the suggestion that permits be extended to a six month or longer period is supported by Shire staff.

Another request is that the use of temporary crossover permits be allowed to give greater flexibility to the plantation company and frequently better safety and commercial outcomes. It is proposed that temporary crossovers be permitted and formalised by amendments to this policy. The controls outlined in the recommendation, in conjunction with reference to the Council's crossover policy, are seen as reasonable. Public safety is central to the suggested controls but increased commercial gain can also be recognised.

For instance a recent application for an Accredited Mass Management Scheme (AMMS) 4.1 permit was approved for a plantation on the corner of Hiker and Nornalup Roads, Rocky Gully. Hiker Road is overgrown and unsuitable for Restricted Access Vehicle (RAV) or AMMS traffic without the Council expending significant funds to trim the road alignment. Approximately 400m north of this intersection the AMMS 4.3 network begins on Nornalup Road. The sightlines at this point are borderline compliant but a crossover has been allowed at this point on the basis that:

- a) The Council would not have to expend funds unnecessarily to trim Hiker Road,
- b) Whilst the sightlines are not the best they are still sufficient for safe entry and egress from the plantation with suitable warning signage,
- c) Nornalup Road is a low volume road, and
- d) The capacity increase allowed by entry directly onto the AMMS 4.3 network improves the profitability of the Forest Owner, Plantation Company and Transport Company.

It is also recommended that point 3(a) of the policy be deleted. This requirement which states that adjoining landowners along haulage access routes be notified of the commencement and duration of the timber harvest is not practical given the number of landowners living on a road, but is also inconsistent as this condition is not applied to other haulage operators of items such as grain, fertiliser and livestock.

VOTING REQUIREMENTS

Simple Majority

COMMITTEE DECISION

Moved Cr B Lang, Seconded Cr M O’Dea;

That it be a recommendation to the Council:

That amended Policy I/R/6 Roads – Log Haul Requirements as follows:

‘OBJECTIVE

To provide clear guidelines to the Council, its staff, and plantation companies regarding log/woodchip haulage on roads within the Shire of Plantagenet.

POLICY

1. Scope

This policy applies to plantation companies who wish to use roads under the care, control and management of the Shire of Plantagenet for the purposes of transporting logs/woodchips from plantations.

2. Legislation

Road Traffic Code 2000

3. Application of Policy

Plantation companies may request use of a classified road on the Restricted Access Vehicle (RAV) Network by applying to the Chief Executive Officer (CEO) for approval. If the desired route includes an unclassified road, an application must be made by the plantation company to Main Roads WA (Heavy Vehicles Section). For further information on heavy vehicle access to roads within the Shire, refer to Policy I/R/17 Roads – Heavy Vehicle Access.

Approvals will be for a duration of six months and may be extended upon request by the plantation company. The Manager Works and Services must be satisfied with the proposed haulage route(s) and the following conditions are to be adhered to by the plantation company:

- a) School bus operators are to be notified of the commencement date and the anticipated duration, at least one week prior to the commencement of harvest;
 - b) If no maximum speed is specified as a condition of use of the applicable road, speeds are to be limited to a maximum of:
 - 100km/hr (as per the Road Traffic Code 2000), or;
 - The posted speed limit,whichever is the lesser.
 - c) Suitable sign posting for traffic in accordance with Australian Standard AS1742.3-2009, with signs identifying truck movements is to be placed at the entrance and exit of the property;
 - d) All vehicles must adhere to any road closure prescribed by the Council due to inclement or persistent wet weather.
 - e) Cartage through townsites is to be limited to 12 hours daily between the hours of 6.00am and 6.00pm;
 - f) All gravel roads covered under the letter of approval are to be graded by the relevant plantation company during haulage when requested by the Council;
 - g) The Council is to be advised of any seal failures on bitumen roads within 24 hours so that repairs can be carried out;
 - h) Cartage must cease on Christmas Day and New Year's Day; and
 - i) Post haulage inspections of roads listed in the letter of approval will be carried out by Shire of Plantagenet staff. If required, works to reinstate roads to pre-haulage condition are to be undertaken by the plantation companies.
4. Temporary crossovers to access timber plantations may be installed by plantation companies provided that approval is obtained from the Shire of Plantagenet as per Council Policy I/R/13 – Vehicle Crossovers. The following conditions would apply to the temporary crossover construction:
- a) Installation to be for a maximum of twelve months and infrastructure must be removed within 30 days of harvest completion. Road shoulders will be required to be made good to the pre-existing state;
 - b) Stone or concrete headwalls are not required, however, sandbags and rock walls may be used to protect any Council infrastructure as determined by the Manager Works and Services;

- c) The position of the crossover should comply with Main Roads WA (MRWA) requirements for sightlines and gradients for approved RAV or Accredited Mass Management Scheme (AMMS) access. The Council may require a formal traffic management plan be implemented by the plantation company if compliance to sightline guidelines cannot be met provided the position of the crossover is such that it is in the best interests of public safety to do so ie the existing access or entry from side roads is worse than the proposed access.

Applications that have a definite commercial gain (ie being able to access a section of road with a higher RAV/AMMS category) may also be considered provided all improvements and safety requirements are met by the plantation company; and

- d) Any damage to the road surface (sealed and un-sealed) caused as a result of the temporary crossover be made good within 30 days of harvest completion to the satisfaction of the Manager Works and Services.

The Council reserves the right to revoke support if any of the above conditions are not adhered to, or road condition/user safety is in question.'

be adopted.

6.2 RAILWAY CROSSING AT CARBARUP ROAD

Mr Lynch discussed the Carbarup Road railway crossing and its non-classification for Restricted Access Vehicles (RAV). He explained that the railway crossing would only be approved for RAV if the section of Carbarup Road was realigned and estimated it would cost at least one million dollars to re-engineer it to make it suitable for heavy vehicles.

The meeting agreed the item should be removed from the Agenda.

7 NEXT MEETING

A date to be set when required.

8 CLOSURE OF MEETING

At 10.15am, Cr Handasyde declared the meeting closed.

Presiding Member

Date