

SHIRE OF WILLIAMS
ROAD AND PLANT COMMITTEE MEETING

Narrakine Hay Plant Office, Marradong Road

Friday 8th May 2026, 12pm

Minutes

1. ATTENDANCE / APOLOGIES

Present - Cr Bernie Panizza, Cr Simon Harding, Cr John Macnamara, Peter Stubbs – CEO, Tony Kett – Works Manager, Cameron Kett – Mechanic, Tim Fowler - Zone 50, Allister Butcher – consulting engineer.

Apologies - Cr Jarrad Logie

In the absence of the Shire President Cr Logie, Deputy Shire President Cr Panizza assumed the role as Presiding Member for the meeting.

2. PREVIOUS MINUTES

Road & Plant Committee minutes 24 February 2026

- a) 60% of the mechanic time over the period 2024/25 was used to support Shire plant and equipment. The balance of time is mostly used to support road works.
- b) Grader use and efficiency – data downloads from WesTrac supplied in advance of the meeting.
- c) Contract grading vs inhouse grading – management views:
 - a. Contract grading - useful in 2025 and expect to be so again in 2026.
 - b. Most Shires seek to retain in-house capacity (skills and plant) to be able to respond to road matters with graders at short notice. (flood damage, fire, road blow outs etc.). That should be a minimum objective.

3. GENERAL BUSINESS

3.1 MARRADONG ROAD REVIEW

- Marradong Road is in the four years forward estimates for the Shire and RRG to upgrade the road.
- Forward estimates are well below what is needed.
- To increase the estimate with the RRG the Shire needs:
 - Detailed design and external professional cost estimation.
 - Submission of MCA and request for increased funding based on design and professional cost estimation to the Narrogin Subgroup and then form the Subgroup to the RRG.
- RRG group projects require 1/3 Shire and 2/3 RRG funding. There is the option to re prioritize and use Road to Recovery funds as well.

- Zone 50 (preferred WALGA supplier) was contracted to do the survey and design.
- The meeting explored the design challenges and variables using a live model by Zone 50 to test various considerations seeking practical solutions to design standards.
- The road corridor is constrained in width, topography, rock and drainage features.
- It was agreed;
 - To commence works, if possible, on the worst section of the road.
 - A design of 9m road with no road shoulders, and line marked on the edges and center line, rated for road train use was the goal.
 - A combination of cut and fill to lower the steep inclines and declines, and address road curves was needed.
 - Speed reduction on some length of the road had the potential to reduce construction costs.
 - Batters to be at least 1:3, greater if that can be achieved in the road corridor and given topography constraints. Batters less than 1:3 would not be supported, and guard rail options were not simple because of the narrow road corridor and space needed for compliance with guard rails.
- Beyond design and cost estimation, the key components of the build would be;
 - Clearing vegetation.
 - Embankment work & drainage using cut and fill as much as possible.
 - Build up and road alignment and shaping.
 - Mix level and compact material (stabilise and strengthen sections?).
 - Seal, white lines, and signage.

3.2 PLANT REPLACEMENT REVIEW

- Revised Schedule 7 May 2026 presented.
- Consensus
 - That light vehicle should be deferred to 2027/28 given the low kilometers.
 - Grader (CAT) exchange, and quad dog trucking for efficiency gains were priorities.
 - Hino water truck was damaged and subject to insurance claim. If the truck is written off by insurers, then budget allowance for replacement may be needed.

3.3 FOURTEEN MILE BROOK CULVERT SITE VISIT

- Councillors did not have time to inspect this culvert. The was done by Shire staff.
 - The oldest section of the culvert, timber structure, is subsiding as the timber ages and rots.
 - Engineer inspection and quote to replace the culvert occurring post this meeting.
- 4. NEXT MEETING** - To be determined
- 5. MEETING CLOSURE** - 3.30pm