



*A vibrant and connected community with excellent lifestyle and employment opportunities in  
a beautiful natural environment*

## **MINUTES**

**For The  
Special Council Meeting**

**Held On  
20 April 2023  
At 5:30pm**

Council Chambers  
39 Bannister Rd, Boddington

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## 1. **DECLARATION OF OPENING**

The Shire President, Garry Ventris declared the meeting open at 5.30pm.

I would like to begin by acknowledging the Traditional Owners of the land on which we meet today. I would also like to pay my respects to Elders past and present and emerging.

## 2. **ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE**

### 2.1 **Attendance**

Cr Garry Ventris	Shire President
Cr E Smalberger	Deputy Shire President
Cr C Erasmus	
Cr L Lewis	
Cr E Schreiber	
Cr I Webster	
Cr A Ryley	

Mrs Julie Burton	Chief Executive Officer
Mrs Cara Ryan	Executive Manager Corporate Services
Mr Jeff Atkins	Manager Works & Services
Mrs Thalia Douglas	Executive Assistant (minutes)

Visitors: 26

### 2.2 **Apologies**

Nil

### 2.3 **Leave of Absence**

Nil

## 3. **DISCLOSURES OF INTEREST**

Nil

## 4. **PUBLIC QUESTION TIME**

Public question time is limited to a total of fifteen minutes of duration, except by consent of the person presiding. Each speaker is limited to three minutes duration to speak, except by consent of the person presiding.

### **Andrew Lane, Boddington**

Question 1: How is South32 going to use water carts properly and suppress the dust and are South32 going to re-plant vegetation to help suppress the dust? What is being done, and how are they going to manage?

Response: The Shire President advised that South32 will be doing a deputation later in the Agenda. Mr Nash will respond to your question.

**Toni Collins, Boddington**

Question 1: Does the Shire agree that \$2 Million is a fair compensation? What are the penalties if the road closures do not open on time? Will South32 be using lights when the roads are closed?

Response: The Shire President advised that council has not yet made a decision, it is still a matter for Council. Penalties and time frame is listed within the deed agreement, under legal consideration. The Shire President confirmed South32 will not be using traffic lights because they will be mining under the roads.

Question 2: Will they put the roads back to how they were?

Response: The Shire President confirmed this is in the agreement.

Question 3: Does South32 think it is still okay to kill our flora and fauna in their clearing process?

Response: The Shire President was not able to respond and stated that South32 may answer this during their deputation.

**Amanda Batt, Boddington**

Question1: Given that The Shire of Boddington is categorised as a high risk fire community, what is the protocol if there is a fire in the locations of the road closures for the durations listed? What will happen when South32 require assistance during such emergency?

Response: The Shire President advised that he would need to review the agreement, unless South32 can respond in their deputation.

**5. PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS**

Mr Aaron Nash, (Acting General Manager Mine & Minerals) Worsley Alumina, and Erwin Schaufler, (Vice President Operations) Worsley Alumina, will present on Item 6.1.

## **6. REPORTS OF OFFICERS**

### **6.1 Road Closure Request | South32 Worsley Alumina**

File Reference:	2.063
Applicant:	South32 Worsley Alumina
Disclosure of Interest:	Nil
Author:	Chief Executive Officer
Attachments:	6.1A Request for Road Closures 6.1B Map of Proposed Road Closures 6.1C Map of Development and Transport Corridors 6.1D Schedule of Submissions

#### Summary

Council is requested to consider a request from South32 Worsley Alumina to close various roads within the Shire of Boddington for the purpose of continuing mining activities.

#### Background

In December 2022, Council considered a request from South32 Worsley Alumina (South32) to close Ashcroft Road to all traffic from 8 January 2023 to 8 January 2042, a period of 20 years. The Council resolution was:

That Council:

1. Advises South32 Worsley Alumina that the request to close the road from 8 January 2023 will not be considered, until a proposal outlining compensation and reinstatement activities, is received for all roads planned to be closed in relation to imminent mining activities.
2. Advises South 32 Worsley Alumina that consultation is required to be undertaken with the community and those potentially affected by the proposal in accordance with legislation.

In March 2023, Council approved the advertising of the following proposed road closures:

- |                  |                                  |
|------------------|----------------------------------|
| - Ashcroft Road  | April 2023 – April 2038          |
| - Stagbouer Road | December 2023 – December 2038    |
| - Morts Road     | April 2023 – December 2025       |
| - Siding Road    | December 2023 – July 2038        |
| - Rogers Bend    | Permanent Closure from July 2023 |

The public submission period closed on Friday 14 April 2023.

When considering an application for a long term road closure, Council should take into account:

- whether the road reserve is actually unused, and whether future planning (land use or strategic projects) for the area may necessitate the retention of the road reserve
- the views of adjoining owners and whether or not they support the proposal
- the concerns of various service authorities who may have infrastructure contained within the road reserve
- any submissions for or against the proposal lodged in response to advertising
- the reason for the request to close the road reserve
- whether the road reserve closure is detrimental to traffic movement or safety
- any other relevant matters

## Comment

8 submissions were received in relation to the road closures, including 1 from Peel Harvey Catchment Council. The full schedule of submissions is included in Attachment 6.1D. All submissions are against the proposal, and focus on the following themes:

Theme	Officer comment
1. A lack of access to Tullis Bridge	Tullis Bridge will not be able to be accessed via Morts Road until January 2026 under this proposal.
2. Environmental impacts of mining	General environmental impacts are not considered to be specifically relevant to the road closure proposal, as these are dealt with through other regulatory processes.
3. Encroachment of mining on the Town resulting in a lack of recreational areas and land for other purposes.	This item appears more relevant to the general impacts of mining rather than the specific impacts of road closures. The road closures do however impact on the ability for the community to access areas that have been freely available to them previously.
4. The proposed road closures include areas within the current approval area and also areas that are not yet approved under the mines expansion plans.	All of the proposed road closures are required to access the approved mining areas.
5. Concerns around access to property for residents along Ashcroft Road.	No submissions have been received from residents along Ashcroft Road that state they have concerns regarding road access to their property.
6. Concerns around emergency access.	South32 have provided an earlier response that emergency service vehicles will be unimpeded in traversing private property to attend to an incident.
7. A lack of guarantee around road re-opening dates	A Deed of Agreement is being prepared that will encourage South32 to adhere to the proposed re-opening dates.

South32 have provided a proposal which addresses the majority of administrative concerns that have been discussed to date. In addition, one or more deeds are proposed that seek to guarantee the re-opening of Morts Road on time, i.e. by January 2026.

In recognition of the community impact, South32 have put forward a proposed Community Investment Agreement which provides \$2million towards one or more strategic community projects. While a financial payment does not take the place of social and tourism impacts, this contribution will allow the progress of one or more projects that are identified in the Council Plan.

Legal advice has been sought in relation to the draft agreements, with the Shire's lawyers recommending that some changes should be made prior to signoff.

In order to facilitate a timely decision on this matter, the recommendation provides for the CEO and Shire President to execute relevant deed/s in relation to this matter once satisfactory arrangements have been made. If Councils preference is that the documents come back to full Council, this would delay the final decision until the Ordinary Council Meeting on 27 April 2023.

### Consultation

Consultation has occurred in accordance with the requirements of the Local Government Act. This has included the following:

- Consultation with service authorities such as gas providers, Telstra, Western Power and the Water Corporation, to determine whether there is any objection to the road reserve closure, and if there are services (pipes and/or cables) located within the portion of road reserve being considered for closure.
- Advertising the proposed closure for public comment for a reasonable time. Advertising involved writing to all adjoining landowners requesting comments, as well as publishing the public notice on the Shire website, Facebook page, Notice Boards, Bodd News and the Shire e-newsletter.

The results of the consultation are included in the Schedule of Submissions.

### Strategic Implications

Aspiration	Performance
Outcome 12	Visionary Leadership and Responsible Governance
Objective 12.1	Maintain a high standard of leadership, corporate governance and customer service

### Legislative Implications

Local Government Act 1995 – Section 3.50

Closing certain thoroughfares to vehicles

- 1) A local government may close any thoroughfare that it manages to the passage of vehicles, wholly or partially, for a period not exceeding 4 weeks.  
(1a) A local government may, by local public notice, order that a thoroughfare that it manages is wholly or partially closed to the passage of vehicles for a period exceeding 4 weeks.
- 2) The order may limit the closure to vehicles of any class, to particular times, or to such other case or class of case as may be specified in the order and may contain exceptions.
- 3) [deleted]
- 4) Before it makes an order wholly or partially closing a thoroughfare to the passage of vehicles for a period exceeding 4 weeks or continuing the closure of a thoroughfare, the local government is to —
  - a) give local public notice of the proposed order giving details of the proposal, including the location of the thoroughfare and where, when, and why it would be closed, and inviting submissions from any person who wishes to make a submission; and
  - b) give written notice to each person who —
    - I. is prescribed for the purposes of this section; or
    - II. owns land that is prescribed for the purposes of this section; and
  - c) allow a reasonable time for submissions to be made and consider any submissions made.
- 5) The local government is to send to the Commissioner of Main Roads, appointed under the Main Roads Act 1930, a copy of the contents of the notice required by subsection (4)(a).



### Policy Implications

Nil

### Financial Implications

Closing a road without a detailed agreement regarding responsibilities, and obligations regarding cost, may give rise to significant financial implications into the future. This is particularly the case given this proposal to close roads includes a full decommissioning of the asset. South32 have committed to a reinstatement of the road network at the end of the closure period, which will minimise the financial risk to the Shire.

Deeds are proposed to mitigate the financial risk and ensure that South32 are fully responsible for reinstatement and maintenance of roads that are covered under this proposal.

### Economic Implications

The impact of the road closure to the Tullis Bridge precinct includes the lack of ability for both community and tourists to visit this reserve. Tullis Bridge and the associated railway trail is noted as a project of strategic importance to the community.

The road closure request is required by South32 to progress their mining operations. Delays in the approval process may cause a negative economic impact to both the operation and the community.

### Social Implications

The social impact of the road closure as evidenced by the submissions, is a lack of access to Tullis Bridge. Other impacts are mentioned, however, these are considered to be more as a result of mining activities in general, rather than from the proposed road closures.

### Environmental Considerations

The extent of environment impacts are not specified within the proposal, as these are not specifically relevant to the impact of closing a road. Mining expansion projects are required to be underpinned by a comprehensive approval process to the Environmental Protection Authority (EPA), and the clearing alongside the roads that are subject to closure is part of the area included in the EPA process. It is noted that some of the areas are not yet approved for mining expansion.

### Risk Considerations

Risk Statement and Consequence	The key risks in relation to this item are the financial impact of road reinstatement, economic impact, and a lack of community support for the closure.
Risk Rating (prior to treatment or control)	High
Principal Risk Theme	Financial, Reputational
Risk Action Plan (controls or treatment proposed)	The officer recommendation includes the requirement for deeds to be executed prior to the roads being closed.

### Options

1. Endorse all roads to be closed as per the application.
2. Endorse some of the roads to be closed.
3. Amend the timeframes for roads to be closed.
4. Deferring the request.
5. Declining the request for a road closure.

### Voting Requirements

Simple Majority

### Officer Recommendation

**COUNCIL RESOLUTION: 28/23**

**Moved: Cr E Smalberger**

**That Council:**

1. Approve the closure of the following roads subject to formal deeds being executed with South32 that are substantially in accordance with previously discussed conditions, and on terms acceptable to the Shire:
  - a. Ashcroft Road April 2023 – April 2038
  - b. Stagbouer Road December 2023 – December 2038
  - c. Morts Road April 2023 – December 2025
  - d. Rogers Bend Permanent Closure from July 2023
  - e. Siding Road December 2023 – July 2038
2. Authorise the Shire President and Chief Executive Officer to execute the deeds on behalf of the Shire, and for the CEO to implement the said road closures.

**Seconded: Cr C Erasmus**

### Councillor Amendment

**COUNCIL RESOLUTION: 29/23**

**Moved: Cr I Webster**

**That Council:**

1. Defer the final approval of the road closures subject to formal deeds being executed with South32 and Council.

**Seconded: Cr L Lewis**

**Carried: 6/1**

### Substantive Motion

**COUNCIL DECISION: 30/23**

**Moved: Cr I Webster**

**That Council:**

1. Defer the final approval of the road closures subject to formal deeds being executed with South32 and Council.

**Seconded: Cr L Lewis**

**Carried: 6/1**



22 March 2023

Ms Julie Burton  
Chief Executive Officer  
Shire of Boddington  
PO Box 4  
BODDINGTON WA 6390  
Your Ref: 2.096 and Road 58

South32  
Worsley Alumina  
PO Box 344  
Collie WA 6225  
T +61 8 9734 8311  
South32.net

By email: [ceo@boddington.wa.gov.au](mailto:ceo@boddington.wa.gov.au)

Dear Ms Burton,

### **South32 Worsley Alumina – Proposed Future Road Closures**

Further to Council's decision of 19 December 2022 (resolution 141/22), South32 Worsley Alumina Pty Ltd (ABN 58 008 905 155) is pleased to provide this comprehensive proposal in support of our requested road closures for the Nullaga Mine Development in the Shire's Marradong and Boddington localities.

#### **1 Description of Proposed Road Closures**

- 1.1 South32 Worsley Alumina's planned mining activities are incorporated within our Pre-existing Mining Approval Area, Worsley Mining Development Envelope (WMDE), and Bauxite Transport Corridor (BTC), as shown in the plan included as Attachment 1, sourced from our Worsley Mine Expansion Environmental Review Document (June 2022).
- 1.2 Among other things, our planned mining activities will include:
  - a) Construction of a 24m-wide dual carriageway haul road over a distance of approximately 11km, between our Marradong Primary Crusher and Gold Mine Road near the intersection with Siding Road. The proposed haul road alignment traverses several public roads that will need to be closed for the duration of mining activities to ensure public safety; and
  - b) Mining within the roads that pass through Marradong Timber Reserve, including Ashcroft Road and Morts Road. This will require closure of those roads while mining activities are occurring, followed by their reconstruction and reinstatement for public access once mining operations have concluded and the surrounding land has been recontoured.
- 1.3 South32 Worsley Alumina respectfully requests Council's advertising and approval of our proposed road closures in accordance with sections 3.50(4) – (6) of the *Local Government Act 1995* and (for Rogers Bend only) section 58 of the *Land Administration Act 1997* and regulation 9 of the *Land Administration Regulations 1998*.
- 1.4 Our requested road closures are described in Table 1 on the following page and illustrated in the plan included as Attachment 2. Unless otherwise noted, where a temporary road closure is proposed in Table 1, the road closure is intended to commence on the first calendar day of the first month stated in the closure date range for that road and remain in place until (and including) the last calendar day of the last month stated in the closure date range.



Table 1 – Proposed Road Closure Summary

Road	Closure Type	Comment
<b>Ashcroft Road</b>	Temporary 17 April 2023 – Aug 2038 (15 yrs)	<ul style="list-style-type: none"> <li>Ashcroft Road is currently constructed as a 6m-wide (approximately) gravel road, trafficable by two-wheel drive vehicles, providing a north-south connection between Morts Road and Pinjarra-Williams Road.</li> <li>The proposed closure length is around 3.4km, from the north-eastern corner of Lot 7615 Ashcroft Road to the intersection with Morts Road.</li> <li>The northern portion of Ashcroft Road to be closed is contained within our Pre-existing Mining Approval Area and proposed WMDE and BTC, while the southern portion to be closed is contained within the WMDE.</li> <li>The closed portion of Ashcroft Road will be impacted by mining operations and will be reconstructed and reinstated once those activities have concluded.</li> </ul>
<b>Stagbouer Trail</b>	Temporary Dec 2023 – Dec 2038 (15 yrs)	<ul style="list-style-type: none"> <li>The gazetted road reserve of Stagbouer Trail is around 570m long, extending from the intersection with Morts Road to the north-eastern corner of Lot 5013 Stagbouer Trail.</li> <li>The first 400m of Stagbouer Trail from Morts Road is constructed as a 5.5m-wide (approximately) sealed road, with the remainder being a 5m-wide gravel track, trafficable by two-wheel drive vehicles. The track informally extends a further 940m over freehold land owned by Worsley Alumina Joint Venture Partners, to provide access to Lot 387 (owned by A. M. Chinnery).</li> <li>Upon closure of Stagbouer Trail, alternate access will be provided to Lot 387 from the south to Ashcroft Road, via an easement over private property owned by Worsley Alumina Joint Venture Partners.</li> <li>The Stagbouer Trail road reserve will be impacted by mining operations and will be reconstructed and reinstated once those activities have concluded.</li> </ul>
<b>Rogers Bend</b>	Permanent July 2023	<ul style="list-style-type: none"> <li>The gazetted road reserve of Rogers Bend is around 240m long, extending from the intersection with Morts Road to the northern boundary of Lot 11 Morts Road. It is currently constructed as a 5m-wide (approximately) gravel track trafficable by two-wheel drive vehicles.</li> <li>Rogers Bend only provides access to Lots 7 and 11 Morts Road, which are both owned by Worsley Alumina Joint Venture Partners. No other landholdings will be affected by the permanent closure of Rogers Bend.</li> </ul>
<b>Morts Road</b>	Temporary 17 April 2023 – December 2025 (2.5 yrs)	<ul style="list-style-type: none"> <li>Morts Road is currently constructed as a 6.5m-wide (approximately) gravel road trafficable by two-wheel drive vehicles, providing access between Robins Road and Tullis Bridge.</li> <li>The proposed closure covers the full length of Morts Road, from Robins Road to Tullis Bridge, a distance of around 7.1km.</li> <li>The eastern and part of the northern portion of Morts Road to be closed is contained within our Pre-existing Mining Approval Area, while the remainder is encompassed by our proposed WMDE and BTC.</li> <li>The proposed closure of Morts Road will temporarily prevent public access to the Tullis Bridge picnic area and walk trail on the southern side of the Hotham River. This will be offset by South32 Worsley Alumina's community benefit contribution described in section 3 of this proposal.</li> </ul>



Road	Closure Type	Comment
		<ul style="list-style-type: none"> <li>The proposed closure will also temporarily remove vehicle access to Lots 3 and 5542 Morts Road, owned by Nullaga Pastoral Co. Pty Ltd. Worsley Alumina has entered into a commercial agreement between the Worsley Joint Venture Partners and Nullaga Pastoral Company for mining operations and restoration. The Agreement has been approved by the Minister for Development, Jobs and Trade in accordance with the <i>Alumina Refinery (Worsley) State Agreement 1963</i> (State Agreement).</li> <li>The closed portion of Morts Road will be impacted by mining operations and will be reconstructed and reinstated once those activities have concluded.</li> </ul>
<b>Siding Road</b>	Temporary Dec 2023 – Dec 2038 (15 yrs)	<ul style="list-style-type: none"> <li>Siding Road is currently constructed as a 6.5m-wide (approximately) gravel road trafficable by two-wheel drive vehicles, providing access from Gold Mine Road to the former Tullis Bridge railway siding on the northern side of the Hotham River. The proposed closure covers the full length of Siding Road, a distance of some 4.5km.</li> <li>The proposal includes closure of an unconstructed and unnamed road reserve situated at the southern end of Siding Road extending around the western and southern sides of the former Tallis Bridge railway reserve comprised in Crown Lots 1808 and 1947.</li> <li>Siding Road is predominantly used by Newmont to access its water-related infrastructure adjacent to the Hotham River, in the vicinity of Tallis Bridge.</li> <li>Although closed to the public, keyed access to Siding Road will be available to Boddington Gold Mine Joint Venture Partners (managed by Newmont). Other privately owned land east of Siding Road on the northern side of the Hotham River will still be accessible via Old Soldiers Road whilst Siding Road is closed.</li> <li>The northern portion of Siding Road to be closed is contained within our Pre-existing Mining Approval Area, while the remainder is encompassed by our proposed WMDE and BTC.</li> <li>Construction of our haul road near the southern end of Siding Road will incorporate an underpass for pedestrian and equestrian users of the proposed rail heritage trail, which is intended to run alongside the old, abandoned rail line connecting Pinjarra and Narrogin west of Tullis Bridge.</li> </ul>

## 2 Road Reinstatement

- 2.1 South32 Worsley Alumina's planned mining operations will impact the current vertical and horizontal alignments of Ashcroft Road, Stagbouer Trail, Siding Road and Morts Road. Affected portions of those roads will therefore be redesigned and reconstructed in future, before being handed over to the Shire and reopened for public access.
- 2.2 Prior to the formal closure of the roads, South32 Worsley Alumina and the Shire of Boddington will agree, in writing, the terms and conditions of the road closures, including:
  - a) The designs and specifications for the reconstruction and reinstatement of each closed road affected by its mining operations.
  - b) The designs and specifications referenced in 2.2 a) above will be mutually agreed with the Shire and are to be based on the following considerations:



- (i) Be generally equivalent to, but not less than, the condition of the road at the time of closure as assessed according to 2.2 a) above;
  - (ii) The guidance provided in section 2.3.2 of the ARRB *Technical Basis for Estimating the Cost of Road Wear on Unsealed Local Government Roads in Western Australia* (February 2019); and
  - (iii) The intended function and technical level of service of each road, considering the volume and type of traffic to be accommodated and the corresponding seasonal performance characteristics required.
- c) Agreement by both parties on the reporting and management requirements of project delays to avoid or minimise impacts to public access to the Tullis Bridge recreation area beyond the agreed timeframes.

### 3 Community Benefit Contribution

- 3.1 In consideration of the temporary loss of public access to the Tullis Bridge recreation area due to the short-term closure of Morts Road, South32 Worsley Alumina will provide the following community benefit contribution towards one or more of the initiatives identified in the *Shire of Boddington Council Plan – 1 July 2022 to 30 June 2032*:
- a) A contribution of \$500,000 in June 2023;
  - b) A contribution of \$750,000 in June 2024; and
  - c) A contribution of \$750,000 in June 2025.
- 3.2 South32 Worsley Alumina's community benefit contribution described in 3.1 above, totaling \$2,000,000:
- a) Reflects the shared objective of South32 and the Shire of Boddington to support legacy projects for the benefit of the Boddington community.
  - b) Adds to our 2021/22 investment of more than \$2.3M in businesses located within the Boddington Shire and \$270,000 in Shire community projects and events, including the Hotham Park development and successful Summer by the River events.
- 3.3 South32 Worsley Alumina's community benefit contribution described in 3.1 above is conditional upon the following:
- a) The 2023 contribution amount, being \$500,000, will be paid to the Shire upon formal closure of all roads described in this proposal for the type and duration requested by South32 Worsley Alumina, in accordance with South32 standard payment terms and conditions;
  - b) The contribution stated in 3.3 a) shall be paid to and retained by the Shire of Boddington within a Reserve Account established for the purpose of the jointly identified project/s, and shall only be expended by the Shire for that purpose;
  - c) The 2024 and 2025 instalments, being \$750,000 in each year, will be paid to the Shire once:
    - a. satisfactory completion of mutually agreed project milestones; and



- b. satisfactory agreement is reached in writing on the design and specification for Morts Road, in accordance with 2.2 c) earlier.
- d) The contribution stated in 3.3 c) shall be paid to and retained by the Shire of Boddington within a Reserve Account established for the purpose of the jointly identified project/s, and shall only be expended by the Shire for that purpose;

We look forward to your favourable consideration of this proposal and would welcome the opportunity to discuss this matter with you and the Shire President prior to it being presented to Council at its meeting on 23 March 2023.

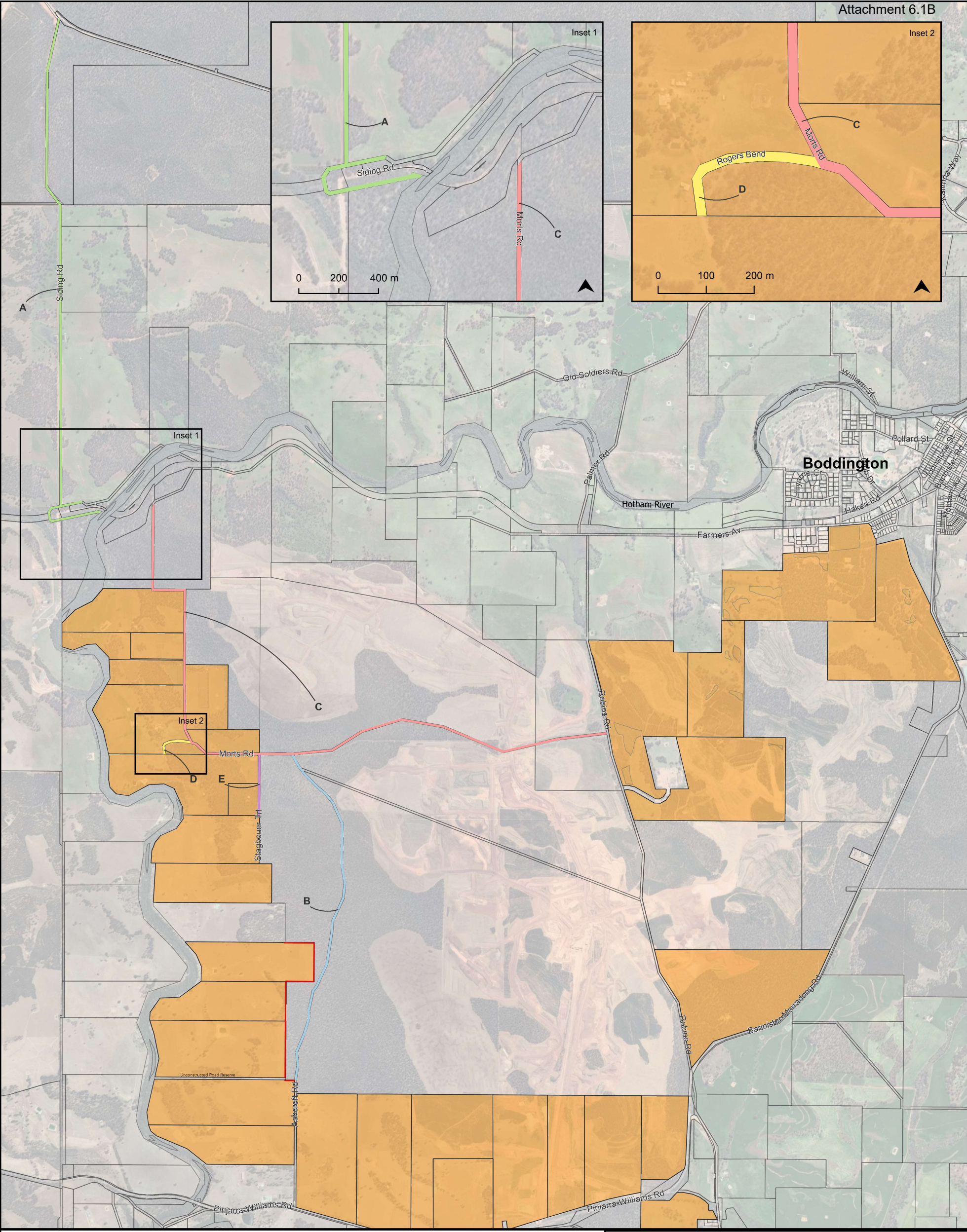
If you have any queries in the meantime, please do not hesitate to contact Liam Stower, Manager External Affairs on 0402 939 488 or via email at [Liam.Stower@south32.net](mailto:Liam.Stower@south32.net).

Yours sincerely,

A handwritten signature in grey ink, reading 'Aaron Nash', is positioned below the 'Yours sincerely,' text.

Aaron Nash  
**Acting General Manager – Mine & Materials**  
Worsley Alumina Pty Ltd





**Legend**

**Property**

- Access Easement
- South 32 Landholdings
- Cadastral Boundaries

**Road Adjustment**

- A - Temporary Closure December 2023 - December 2038
- B - Temporary Closure April 2023 - April 2038
- C - Temporary Closure April 2023 - December 2025
- D - Permanent Closure July 2023
- E - Temporary Closure December 2023 - December 2038

0 2,000 4,000 m

Scale

**NORTH**

**SOUTH32** Worsley Alumina Pty Ltd

**Proposed Road Closure Map**

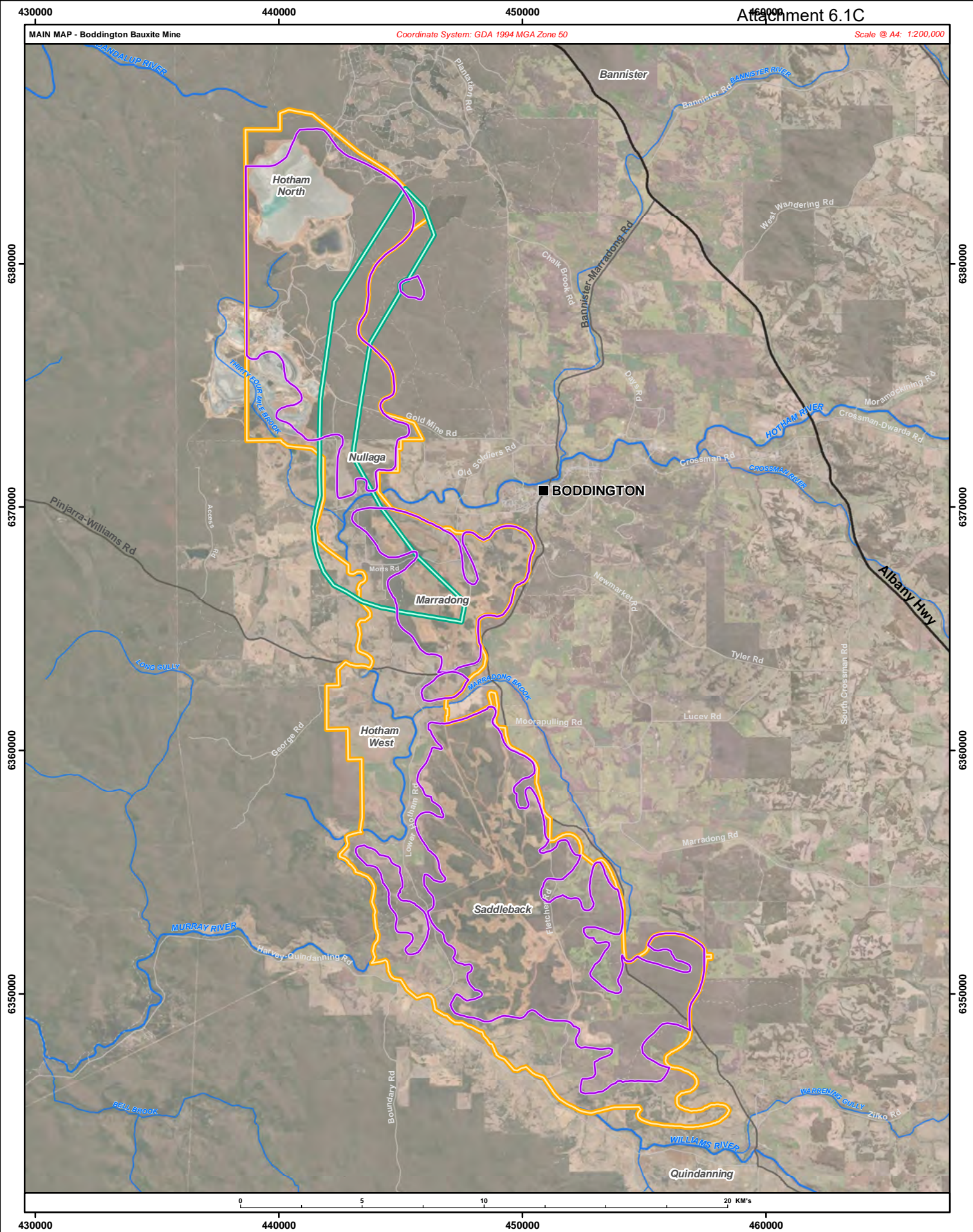
Author: OT\_LKA

**FIGURE 1**

**REV 3**

Created: 18/01/2023





**LEGEND**

■ Town	— State Highway	— Minor Road	— Major River	■ Lake
	— Main Road	— Track	— Minor River	

**Envelopes**

■ BTC
■ WMDE

**Agreements**

■ Pre-Existing Approval Area
------------------------------



**SOUTH32**

Worsley Alumina Pty Ltd

**Worsley Mining Development  
Envelope and  
Bauxite Transport Corridor**

**FIGURE**

**1-2**

**Submission #1**

I disagree with the proposal for the Stagbouer trail to be closed for such a long period of time for the following reasons;

- what will be left of the trail when it is handed back?
- that is part of the Boddington Trails project for people to use, what do we get instead?
- That trail was named after a valued person in our community and should not be treated with disrespect eg; mined.
- We did have a very good mountain bike track in this area that has gone. Are South32 going to plan and prepare another to replace it?

I understand about mining in the region but now we are losing all of our recreation areas and they are not being replaced. We are running out of areas within a short range from the town for recreation purposes because of the mine encroaching on the town. If this is allowed there is nowhere else to go. No room for further housing, no block for the nursing home and no recreation areas. No we are getting too hemmed in for too long a period leaving nothing for our youth.

Time to refuse until they can come up with a solution. We want a lifestyle for families not give everything away for short-term gain.

Please refuse this request.

---

**Submission #2**

I am aware of many people visiting this site - my friend went there this weekend and there were 10 plus cars there. These people where hikers and bird watchers etc.

I know the rail trail is advertised online as well and many out of town people visit this site. I would like there to be some vehicle access to the bridge area if possible - even if the other closures happen.

I think losing access to this site, even for 2 years, isn't a good look for the town especially when we are looking at walking and biking trails in the area.

Further response re vehicle access closing and availability on access on foot:

My only other comment is that it reduces the accessibility to those with small kids or limited fitness levels. A 13km (?) walk and return is not viable for many little ones but I and a few other mums in town have taken the kids out there to explore.

---

**Submission # 3**

Regarding the Tullis Trail access being only by foot, not by road:

I find this extremely disappointing. With young children the foot trail isn't an option.

I also believe it's to the detriment of Boddington Town, it's one of the highly advertised tourist attractions. This needs to be pointed out that on multiple sites and signs you've closed road access.

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**Submission #4**

We as a family have lived in the Shire of Boddington for over 40 years, and are very concerned that there really is not much left of what makes Boddington a beautiful place to live.

The recent proposal from South 32 to ‘temporarily’ close a number of roads in the shire to allow them to extend their mining interests is alarming. Closing a road for 15 years (2023 to 2038) should not be called temporary.

We find it abhorrent that South 32 is even considering blocking access to the historic Tullis Bridge, and mining alongside the Hotham River and jarrah forest. These are the main drawcards of our shire, with significant historic and Aboriginal heritage sites and connections. Losing access and changing the environment irrevocably around these sites further degrades social and environmental links and connections that help define us as a community. Surely the long term health of our community, which includes us, and all the living connections that help us thrive, is more important than the short term monetary gain of an international company?

My children will be in their mid to late 20’s in 2038, the proposed date for re-opening the roads. What will be there for them then? Will the Boddington Shire still be ‘flowing with natural beauty’? The habitat of our iconic black cockatoos, which are immortalised on the entrance statement of the town, as well as the mosaic at the foreshore park, will be forever lost, and the species close to extinction.

Please oppose these road closures, and support the long term sustainability of the community, build resilience and retain diversity in a way that benefits all of us and our environment in the face of a climate emergency.

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**Submission # 5**

I am writing regarding the proposed mine closures around Tullis Bridge/Morts Road etc. This decision will not only significantly impact those that live in the area from mining pollution but even an environmental position and tourism.

The area is well known for its tracks and the old bridge. Since the mine has made it challenging to access Tullis Bridge, I know I have not visited that area as a local for years. Now it is being suggested the mine will permanently close for several years these roads.

Already seeing the substantial environmental impact in the area, from a massive reduction of land cleared where the Carnaby and Baudin cockatoos are flying around in the area looking for areas to nest, and their numbers significantly reduced. This past Thursday, they just did a screening for these endangered animals! What for?!! They most certainly will become extinct with decisions like this being made. And has any consideration been considered for the locals in the area and from a tourism perspective, even for locals using the area? It is highly distressing and disappointing that our area is being cleared. I understand we all benefit from mining, but there is also a fine line on where it needs to be reduced as it will significantly impact the area. Just a few years ago, a numbat was found in the area also, and one was released from memory. What if there is nowhere for any species to live?

Concerned and disappointed for our area.

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**Submission # 6**

As a long term resident of the Shire of Boddington and a former local volunteer fire brigade member, business owner and rate payer I strongly disagree to some of the proposed road closures.

The reasoning behind this opposition is;

- Boddington is in a **high risk** fire zone that requires emergency vehicles and responding volunteer units to access areas around the shire quickly. Most of the proposed road closures will prevent access when required for emergency vehicles. Mining of the access roads will prevent access in the case of an emergency.
- Roads should still have boom gates to allow public access wherever possible.
- According to the map, Ashcroft road still has private residences and the owners should always have access via Morts and/or Ashcroft road to their properties, unconstrained and uninterrupted.
- Roads when closed do not reopen in the stated time frames. A good example of the road being closed longer than proposed is Robins Road. This road prevented access to the local refuse site from the south so all refuse had to be taken through town to the refuse site.
- Another example is Fletchers Lane half way to Quindanning. This road was closed for a period of time disrupting travel for many local persons and preventing access in an emergency. Once reopened, boom gates have been installed to allow public access.

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### **Submission # 7 – Late Submission**

I do not support the Proposed Permanent and Temporary Road Closures (Morts Road, Ashcroft Road, Siding Road, Stagbourn Trail and Rogers Bend) due to the reasoning below:

- No information on environmental impacts specific or any flora and fauna survey data has been provided with the information which is available for public comment. The community is unable to make an informed assessment of environmental impacts.
- Some of the activities proposed to impact these roads include clearing and mining under South32's Worsley Alumina Pty Ltd Mine Expansion – Revised Proposal. This expansion is still undergoing a formal assessment by the Environmental Protection Authority (EPA) following the Public Environmental Review which occurred in 2022. The Public Environmental Review has a large amount of interest from the community with over 600 submissions and the majority of these being against the mine expansion.
- The map provided by South32 does not indicate what the disturbances to the roads will be, where there are alternate routes for public access or emergency access. All the roads to be affected are also not clearly labelled. There is also no detail on the map what areas are currently approved for mining and what is under the expansion proposal. It should not be assumed this is known by the community and the Shire.
- With regards to public access, it is not clear how the public will access the community areas, being Tullis Bridge and the railway heritage trail and the adjoining Hotham River, all of which are significant areas in terms of Aboriginal, cultural, social and environmental values.
- Closure of the roads and the intended activities will not only have environmental impacts to local, regional and nationally significant fauna and flora, but also

hydrological impacts, noise, dust and blasting impacts none of which are detailed in the submission for public comment.

- There is at least 1 permanent resident living on Ashcroft Road who will be impacted by the proposal and a number of properties being leased by at least 1 local farmer, it is not clear on access to the lease properties for managing stock and other management activities.
- There is no information available on areas which will be available for access in the event of an emergency, the most threatening would be a bushfire emergency.
- There is a concern with how the agricultural and surrounding bushland will be accessed for control of pest weeds and animals in particular feral pigs, foxes, feral cats and declared weeds. This poses a biosecurity threat to adjoining landowners and our unique flora and fauna.

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Submission # 8 – Peel Harvey Catchment Council

(separate attachment)



**7. CLOSURE OF MEETING**

There being no further business, Cr Garry Ventris, Shire President, declared the meeting closed at 6.37pm.

These minutes were confirmed by the Council as a true and accurate record at the Special Council Meeting on 20 April 2023.

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GARRY VENTRIS  
(Shire President)