EAST PILBARA SHIRE COUNCIL

AGENDA

ORDINARY COUNCIL MEETING

NOTICE IS HEREBY GIVEN that an
ORDINARY Meeting of the Council will be held,
in Council Chambers, Newman,
12:30PM, FRIDAY, 30 APRIL 2021.

Steven Harding
CHIEF EXECUTIVE OFFICER



DISCLAIMER

No responsibility whatsoever is implied or accepted by the Shire of East Pilbara for any act, omission or statement or intimation occurring during Council or Committee Meetings. The Shire of East Pilbara disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council or Committee Meetings.

Any person or legal entity who acts or fails to act in reliance upon any statement, act or omission made in a Council or Committee Meeting does so at that person's or legal entity's own risk.

In particular and without derogating any planning application or application of a licence, any statement or intimation of approval made by any member or Officer of the Shire of East Pilbara during the course of any meeting is not intended to be and is not taken as notice of approval from the Shire of East Pilbara.

The Shire of East Pilbara warns that anyone who has any application lodged with the Shire of East Pilbara must obtain and should only rely on

WRITTEN CONFIRMATION

of the outcome of the application and any conditions attaching to the decision made by the Shire of East Pilbara in respect of the application.

Signed: _____
Steven Harding
Chief Executive Officer

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1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Shire President declared the meeting open at XX.

The Shire President acknowledged the traditional custodians throughout our region on whose land we are meeting today, and pays our respects to Elders past, present and emerging.

2 RECORD OF ATTENDANCES/APOLOGIES/LEAVE OF ABSENCE

2.1 ATTENDANCES

Councillors

Cr Lynette Craigie OAM	Shire President
Cr Geraldine Parsons	Deputy Shire President
Cr Anita Grace	Councillor
Cr Adrienne Mortimer	Councillor
Cr Langtree Coppin OAM	Councillor
Cr Holly Pleming	Councillor
Cr Karen Lockyer	Councillor
Cr Stacey Smith	Councillor
Cr Wendy McWhirter-Brooks	Councillor

Officers

Mr Steven Harding	Chief Executive Officer
Mr Ben Lewis	Executive Manager Commercial Services
Ms Lisa Clack	Executive Manager Customer & Community Services
Mr Raees Rasool	Executive Manager Infrastructure Services
Mr Steve Leeson	Executive Manager Corporate Services
Mrs Kylie Bergmann	Acting Manager Governance

Public Gallery

2.2 APOLOGIES

Councillor Apologies

Officer Apologies

2.3 LEAVE OF ABSENCE

Cr Anthony Middleton

3 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE

4 PUBLIC QUESTION TIME

5 PETITIONS/DEPUTATIONS/PRESENTATIONS

6 APPLICATIONS FOR LEAVE OF ABSENCE

7 CONFIRMATION OF MINUTES OF PREVIOUS COUNCIL MEETING

7.1 26 MARCH 2021

Minutes March 26 2021 Council.DOCX

OFFICER'S RECOMMENDATION

THAT the minutes of the Ordinary Meeting of Council held on 26 March 2021, be confirmed as a true and correct record of proceedings.

8 MEMBERS REPORT

8.1 ITEMS FOR RECOMMENDATION

8.2 ITEMS FOR INFORMATION

Cr Lynne Craigie OAM

-

Cr Geraldine Parsons

-

Cr Anthony Middleton

-

Cr Anita Grace

-

Cr Holly Pleming

- Outback Fusion Opening at Martumili
- Opening of Rec Centre upgrades
- Visitor Centre meeting x 2
- SWOT analysis
- Newman Tourism Project Meeting

- Meeting with rate payer
- Meeting with potential Family Daycare operator
- Childcare Meeting
- NCCI Business After Hours Event – 28/04/2021
- Council Strategic Planning Day – 29/04/2021

Cr Karen Lockyer

- Meeting with Newman Futures

Cr Stacey Smith

- Meeting with Kevin Michel
- Meeting with EPIC
- Meeting with NOVO
- Impromptu town meeting unadvertised

Cr Langtree Coppin OAM

-

Cr Wendy McWhirter-Brooks

- Meeting with Share Greenwood, Project Manager – EON Foundation
- Meeting with Jaimie Haynes, Heritage Manager – Nyamal Heritage

Cr Adrienne Mortimer

-

9 OFFICER'S REPORTS

9.1 CHIEF EXECUTIVE OFFICER

9.1.1 STATUS OF COUNCIL DECISIONS MARCH 2021

Attachments:	**Appendix 1 – Council Resolutions Register – March 2021**
Responsible Officer:	**Mr Steven Harding Chief Executive Officer**
Author:	**Mrs Kylie Bergmann Acting Manager Governance**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

To inform Council of the progress towards actions taken in relation to Council decisions.

BACKGROUND

Council requested to be informed of the progress and completion of previous Council resolutions and decisions.

COMMENTS/OPTIONS/DISCUSSIONS

The status of Council decisions is included as an attachment (***Appendix 1 refers***).

STATUTORY IMPLICATIONS/REQUIREMENTS

Nil.

POLICY IMPLICATIONS

Nil.

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

G1 Provide efficient, accountable and ethical governance.

G1.1 Enhance governance capability to deliver sustainable outcomes, roads and buildings

RISK MANAGEMENT CONSIDERATIONS

In order to remain transparent and to facilitate timely and appropriate decision making, it is requested that action items be reviewed at each Council meeting.

FINANCIAL IMPLICATIONS

No financial resource impact.

VOTING REQUIREMENTS

Simple.

OFFICER'S RECOMMENDATION

That the "Status of Council Decisions" report for the month of March 2021 be received.

Appendix 1
Council Resolutions Register – March 2021

SHIRE OF EAST PILBARA - COUNCIL RESOLUTIONS REGISTER
26/03/2021 - Ordinary Council Meeting

Item No	Responsible Officer	Report Title	Accepted Recommendation	Risk Consideration	Council Resolution No.	Actioning Officer	Comments / Action Taken	Residual Risk	Completion Date
CHIEF EXECUTIVE OFFICER									
6.1	Steven Harding	Application for Leave of Absence - Cr Anthony Middleton	That Councillor Anthony Middleton is granted a leave of absence from 16 April - 20 May 2021.	Nil	202021/152	Kylie Bergmann	Noted.	Nil	26/03/2021
7.1	Steven Harding	Confirmation of Previous Council Meeting Minutes - 26 February 2021	That the minutes of the Ordinary Meeting of Council held on 26 February 2021, be confirmed as a true and correct record of proceedings.	Nil	202021/153	Kylie Bergmann	Noted	Nil	26/03/2021
7.2	Steven Harding	Confirmation of Previous Council Meeting Minutes - 17 March 2021	That the minutes of the Ordinary Meeting of Council held on 17 March 2021, be confirmed as a true and correct record of proceedings.	Nil	202021/154	Kylie Bergmann	Noted	Nil	26/03/2021
9.1.1	Steven Harding	Status of Council Decisions February 2021	That the "Status of Council Decisions" report for the month of February be received.	In order to remain transparent and to facilitate timely and appropriate decision making, it is requested that action items be reviewed at each Council meeting.	202021/155	Kylie Bergmann	Noted	Nil	26/03/2021
9.1.2	Steven Harding	Affixing Common Seal Under Delegated Authority	That Council have been advised that the Common Seal has been affixed under delegated authority to the following documents: Financial Assistance Agreement Financial Assistance Agreement – Newman WWTP Shire of East Pilbara and Department of Primary Industry and Regional Development $1,000,000 Deed of Settlement & Release Confidential Confidential Confidential	Should Council not be informed of the documents that have had the Common Seal affixed under delegated authority, the Shire will fail to abide by Council's Execution of Documents Policy which clearly states that *Use of the common seal is to be recorded in the common seal register and must have the Council resolution number included and the date that the deal was applied.*	202021/156	Kylie Bergmann	No further action	Nil	26/03/2021
9.1.3	Steven Harding	Status of Capital Projects as at 28 February 2021	That Council receive the Capital Works Program Status update for the period 1 July 2020 to 28 February 2021.	Reputational – Low.	202021/157	Kylie Bergmann	No further action	Nil	26/03/2021
9.1.4	Steven Harding	Model Code of Conduct for Council Members, Committee Members and Candidates	That Council adopt the 2021 Code of Conduct for Council Members, Committee Members and Candidates, as presented at *Appendix 1* .	Low – compliance.	202021/158	Kylie Bergmann	Complete. New Code of Conduct uploaded to website and emailed to all Councillors on 30/03/2021	Nil	30/03/2021
9.1.5	Steven Harding	Model Standards for CEO Recruitment, Performance and Termination	That Council adopt the CEO Standards for Recruitment, Performance and Termination, as presented at Appendix 1.	Compliance – Low.	202021/159	Kylie Bergmann	Complete. New CEO Standards uploaded to website and emailed to all Councillors on 30/03/2021.	Nil	30/03/2021
9.1.6	Steven Harding	Local Planning Scheme Amendment No. 26 - Pardoo Beef Corporation	That Council resolves: 1. Pursuant to section 87 of the Planning and Development Act 2005 to seek consideration for endorsement of the Shire of East Pilbara complex Scheme Amendment No 26, without modification, to; i) Amend Lot 325 on Deposited Plan 403101,Lot 1556 on Deposited Plan 70856, Portions of Lot 56 on Deposited Plan 240321, Lot 478 on Deposited Plan 416478, Lot 490 on Deposited Plan 415044 and Lot 491 on Deposited Plan 415045, from a local reserve – recreation to a rural zone in the Shire of East Pilbara Local Planning Scheme No.4. ii) Amend the Scheme Maps accordingly. iii) Consider the Submissions received as a result of Public Notice and the Recommended Responses. 2. To require the Proponent to pay the required Fees as prescribed under the: i) Planning and Development (Local Government Planning Fees) Regulations 2000 for a complex scheme amendment once the Ministers decision is received and; ii) for any publication costs as prescribed under s39 of the Planning and Development (Local Planning Schemes) Regulations 2015. 3. Require the land the subject of the Kimberley De Grey Stock Route realignment to remain a Reserve in the Shire's Local Planning Scheme.		202021/160	Lisa Edwards	Scheme amendment has been signed by Shire President and CEO - to be sent to the Planning Commission.	Nil	21/04/2021
EM CORPORATE SERVICES									
9.2.1	Steve Leeson	Monthly Financial Statements for Period Ending January 2021	That the monthly financial statements for the period 1 July 2020 to 31 January 2021 of the 2020/2021 financial year as presented be received.	Legislative - Medium	202021/161	Lisa Davis	Completed.	Nil	12/04/2021

9.2.2	Steve Leeson	Creditors for Payment	That Council endorse the following payments: FUND VOUCHER AMOUNT EFT Payments Mastercard EFT56489 – EFT57038 TBA $3,087,343.89 $17,943.09 Total $3,105,286.98 Cheque Payments Superannuation 25128 - 25135 DD14587.1– DD14631.28 $3,111.50 $108,223.12 Total $111,334.62 GRAND TOTAL $3,216,621.60	Legislative - Medium	202021/162	Sian Appleton	Completed.	Nil	8/04/2021
9.2.3	Steve Leeson	Budget Review as at 27 February 2021	That Council 1. Accept the Budget Review as at the 27th February 2021; 2. Establishes a new Insurance Reserve; and 3. Adopt the revised annual budget 2020-2021 financial activity statements included as Attachment 1.	Compliance - Medium	202021/163	Lisa Davis	Completed.	Nil	12/04/2021
EM CUSTOMER & COMMUNITY SERVICES									
9.3.1	Lisa Clack	Child Safety Officers	That Council 1. Endorse the response as detailed in the questionnaire detailed in Appendix 2 to this report. 2. Request staff to forward the questionnaire responses to the Department of Communities.	The risk of not providing feedback on the questionnaire, is that the Shire does not have its input considered by the decision makers, and it risks not being able to guide the process of having child safety officers in local government.	202021/164	Paul Howrie	Completed.	Nil	1/04/2021
9.3.2	Lisa Clack	Ngurra Kujungka Inc. Partnership	That Council 1. Endorse the CEO or their delegate to enter into a partnership agreement with Ngurra Kujngka Inc. for the provision of Martu Youth School Holiday programming within the Shire. 2. The partnership in (1) above, will be to waive the fees associated with the free use of Shire facilities and non-staff resources, when Ngurra Kujngka Inc. are providing agreed youth programs in Newman, Nullagine and Marble Bar within their available resources and capacity. 3. The terms of the partnership in (1) above, are to be determined by the CEO, including the length of the partnership, the Shire resources to be allocated, and how the Shire will be recognised through the partnership with Ngurra Kujngka Inc.	There is a moderate risk that NK may not be able to continue providing Martu targeted programming if they are required to pay for facility and resource hire costs within their program budgets.	202021/165	Paul Howrie	MOU being drafted	Nil	1/04/2021
9.3.3	Lisa Clack	Public Art Budget	That Council support the second year (2021-2022) of a four year funding commitment of $100,000 per year towards Art @ the Heart II, being reallocated towards public art and aesthetic improvements for the Lee Lane / Hilditch Avenue laneway project and the Shire's 2021-2022 annual budget be drafted to reflect this.	Nil	202021/166	Chloe Townsend	Noted.	Nil	1/04/2021
EM INFRASTRUCTURE SERVICES									
9.4.1	Raees Rasool	Temporary Camping Newman	1. Supports the proposed temporary camping setup as detailed within the above report, noting that a section of the gravel carpark on the corner of Iron Ore Parade and Calcott Street (as depicted in appendix 2) will be utilised for a period of up to three (3) months for temporary camping starting on the 1st of April 2020; 2. Waive all associated fees and charges for the use of the Boomerang Oval change rooms for the Newman Visitors Centre for a period of up to three (3) months to a value of up to $98,280; 3. Appoints the Newman Visitors Centre (at no cost to Council) to control and manage the bookings, key register for toilets and showers and cleaning associated with the temporary camping at Boomerang Oval.	The proposed temporary setup does not conceal the site from the street and could therefore be perceived as a negative from a visual amenity perspective. However, not providing a facility for tourists could equally be a risk to Council given the flow on economic benefits of tourism in general.	202021/167	Raees Rasool	Completed.	Newman caravan park delays beyond the end of June 2021 may require council reconsider the length of time the temporary setup operates	1/04/2021
MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN									

10.1	Cr Langtree Coppin	Policy Review: Councillor Allowances & Expenses	That Council review its Policy on Councillor Allowances & Expenses, noting the following amendments: · No maximum allocation for calling a charter plane for Council Meetings within the Shire boundaries and that officers come back with costings to be included in the budget.	N/A	202021/168	Kylie Bergmann	Complete. Draft policy to be presented to Council on 30/04/2021	Nil	1/04/2021
10.2	Cr Anita Grace	Policy position on local businesses giving back to community groups	For the Administration to research, and provide feedback to Council on an appropriate policy that determines when local businesses are engaged by the Shire for ad-hoc event opportunities (such as holding a stall or running a bar service) and that preference is to be given to community groups or local providers that can return a benefit to the community.	N/A	202021/169	Kylie Bergmann	In progress.	Nil	
NEW BUSINESS OF AN URGENT NATURE									
12.1	Raees Rasool	Authority to Authorise Emergency Recovery Works in Nullagine	1. Delegate authority to the Chief Executive Officer (or in the absence of the CEO the Acting CEO) under s.5.42(1) and (2) and s.5.43(b) of the Local Government Act 1995 to authorise requisition #40861 for Emergency recovery works in Nullagine to the value of $1,053,223 ex GST. 2. Pursuant to Section 6.8 of the Local Government Act 1995 approves an amendment to the Shire's 2020-2021 Annual Budget for the Emergency recovery works in Nullagine as per the following table: Account Description Current Budget Amendment Revised Budget 148080 Storm Damage $300,000 $1,053,223.00 $1,353,223 148090 Storm Damage – Insurance Claim -$300,000 -$996,713.06 -$1,296,713.06 NEW DRFA Funding (item 14 + Preliminaries) $0 -$34,734.40 -$34,734.40 NEW Insurance Reserve Transfer (item 11 + Preliminaries) $0 -$21,775.54 -$21,775.54 3. Approve the Common Seal to be affixed under delegated authority to Chief Executive Officer (or in the absence of the CEO the Acting CEO) for the contract between the Shire of East Pilbara and CADD Construction and Maintenance.	It is essential these works are carried out urgently to maintain public perception towards the Shire within Nullagine.	202021/171	Lindon Mellor	Noted	Nil	8/04/2021
12.2	Steven Harding	Change of Location - April & May Council Meetings	That Council: 1. Change the location and time of the Ordinary Council Meeting on 30 April 2021 to take place in Newman Council Chambers at 12:30pm; 2. Change the location and time of the Ordinary Council Meeting on 28 May 2021 to take place in Marble Bar Council Chambers at 10:00am; 3. Give local public notice of the changes, in accordance with r.12(2) of the Local Government (Administration) Regulations 1996	Compliance – Low.	202021/172	Kylie Bergmann	Complete. Local public notice given on 31/03/2021.	Nil	31/03/2021
CONFIDENTIAL									
13.1.1	Steven Harding	Airport Advisory Committee Minutes - 26 March 2021	That Council receive the Airport Advisory Committee Minutes of 26th March 2021, as attached at Appendix 1.	N/A	202021/174	Kylie Bergmann	Noted	Nil	31/03/2021
13.2.1	Ben Lewis	Award of Tender - Marble Bar Airport Upgrade	That Council approves the resolution as contained within the Confidential Minutes.	N/A	202021/175	Ben Lewis	Noted.	Nil	31/03/2021

9.1.2 STATUS OF CAPITAL PROJECTS AS AT 31 MARCH 2021

Attachments:	**Appendix 1 – Status of Capital Projects Report – March 2021**
Responsible Officer:	**Mr Steven Harding Chief Executive Officer**
Author:	**Mrs Kylie Bergmann Acting Manager Governance**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

To provide Council with the year to date position of the capital works program as set out in the 2020/21 budget, for the period ending 31 March 2021.

BACKGROUND

The attached report details the status of all capital works projects as set out in the 2020/21 budget, accepted by Council at the 24 July 2020 Ordinary Council Meeting, for the period 1 July 2020 to 31 March 2021 (***Appendix 1 refers***).

COMMENTS/OPTIONS/DISCUSSIONS

The report includes a summary of the status of projects Shire wide and also includes comments from officers regarding progress. Seventy-three capital projects are report on.

Reportable variations in accordance with accounting requirements are as follows:

1. 49% of projects are on target.
2. 32% of projects are currently behind target levels and are being monitored.
3. 12% of projects are currently at risk of falling behind and are being monitored.
4. 7% of projects have been deferred and have not been reported on.

In monetary terms, the total budget for capital projects in the approved budget is $23,927,600. Of this amount actual expenditure to 31 March 2021 is $7,264,453, with funds committed being approximately $4,266,509. Total spent/committed funds to 31 March 2021 is approximately $11,530,962.

STATUTORY IMPLICATIONS/REQUIREMENTS

Local Government (Financial Management) Regulations 1996
Reg 34 Financial activity statement required each month

POLICY IMPLICATIONS

3.3 Budget preparations
3.5 Budget Management – Capital Acquisitions

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

G1 Provide efficient, accountable and ethical governance.

G1.1 Enhance governance capability to deliver sustainable outcomes, roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Reputational – Low.

FINANCIAL IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

VOTING REQUIREMENTS

Simple.

OFFICER'S RECOMMENDATION

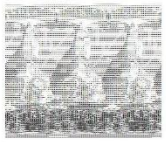
That Council receive the Capital Works Program Status update for the period 1 July 2020 to 31 March 2021.

Appendix 1
Status of Capital Projects Report – March 2021

SYCLE
Organisation Empowerment System

Action and Task Progress Report

Shire of East Pilbara



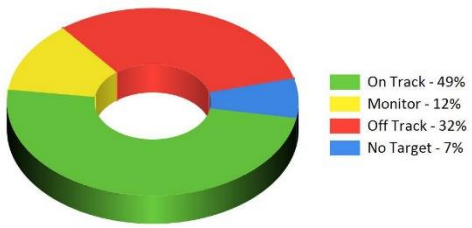
Print Date: 21-Apr-2021

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OVERVIEW

Action Status



Action Progress Against Targets



73 actions reported on
36 At least 90% of action target achieved
9 Between 70% and 90% of action target achieved
23 Less than 70% of action target achieved
5 actions with no target set

ACTION PLANS



At least 90% of action target achieved



Between 70% and 90% of action target achieved



Less than 70% of action target achieved


No target set

* Dates have been revised from the Original dates

BUDGET PERFORMANCE



On Track



Monitor



Off Track


Not Available

Commercial Services

Airport Services

6.1 Airport Asset Management

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
1.2.2.3 CP49033 - 20/21 Marble Bar Public Art	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	Deferred	01-Jul-2020	30-Jun-2021	1.00%	0.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
6.1 Airport Asset Management	Capital	50,000.00		0.00	0.00	0.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/20 - The proposed location will be the entry statement into the Marble Bar airport and will be located on the new entry road which will be constructed in the 2021/22 year. Installation of the art will form part of the entry road and carpark works
1/9/20 - Works deferred until next financial year when the airport upgrade is in progress
1/10/20 - Works deferred
4/11/20 - Works deferred

27/11/20 - Works deferred
18/01/21 - Works deferred
10/02/21 - Works deferred
20/4/2021 - Works deferred until September 2021 when the carpark works are completed.

Last Updated: 20-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.119 CP129562 - 20/21 Local Road & Infrastructure Federal Grant - Entry, Carpark and Toilet Block for Marble Bar Airport.	Steven Harding - Chief Executive Officer	Not Started	26-Jul-2020	30-Jun-2021	0.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
6.1 Airport Asset Management	Capital	1,196,500.00		1,148,640.00	0.00	1,148,640.00	GREEN

Last Updated: 26-Jul-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.128 CP129401 - 20/21 Services - Access Roads, Car Parks	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	Not Started	26-Jul-2020	30-Jun-2021	0.00%	0.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
6.1 Airport Asset Management	Capital	200,000.00		192,000.00	0.00	192,000.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/20 - Works will be undertaken in conjunction with road works in Newman
01/09/20 - Works will be identified once the airport master plan is endorsed by council
4/11/20 - Apron works are commencing this week and expected to be completed by the end of November
27/11/20 - Apron works have been moved to January / February to coincide with other works
18/01/21 - Waiting for the contractors to return to town
10/02/21 - Waiting for the contractors to return to town
18/03/21 - Waiting for the contractors to return to town

20/4/21 - Contractors due to return to commence works in May 21

Last Updated: 20-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.129 CP129402 - 20/21 Services - Water Including RO	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	In Progress	26-Jul-2020	30-Jun-2021	30.00%	0.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
6.1 Airport Asset Management	Capital	250,000.00		240,000.00	30,147.00	209,853.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/20 - The draft scope of works for the design phase has commenced.
01/09/20 - Scope of works still in progress
04/11/20 - Consultants are currently onsite assessing water production system
27/11/20 - Draft report completed with recommendations
18/01/21 - Developing scope based on recommendations
10/02/21 - Servicing report being completed by consultants
18/03/21 - Servicing report by consultants is in draft form and being reviewed
20/4/21 - Servicing report forms part of the land use plan and once agreed by Council, the works will be scheduled

Last Updated: 20-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.130 CP129404 - 20/21 Services - Waste	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	Deferred	26-Jul-2020	30-Jun-2021	5.00%	50.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
6.1 Airport Asset Management	Capital	0.00		0.00	0.00	0.00	GREEN

ACTION PROGRESS COMMENTS:

12/08/20 - The draft scope of works for the design phase has commenced.
01/09/20 - scope of works still in progress
04/11/20 - scope of works still in progress
27/11/20 - scope of works still in progress
18/01/21 - scope of works still in progress
18/3/21 - capital works removed as part of budget review due to GIA area being priority

Last Updated: 18-Mar-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.131 CP129419 - 20/21 Safety & Security - Lighting	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	In Progress	26-Jul-2020	30-Jun-2021	30.00%	0.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
6.1 Airport Asset Management	Capital	2,000,000.00		1,920,000.00	0.00	1,920,000.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/20 - Planning and scoping has commenced for draft RFT
01/09/20 - scope or works still in progress
04/11/20 - scope of works still in progress
27/11/20 - scope of works still in progress
18/01/21 - scope of works still in progress
10/02/21 - Servicing report being completed by consultants
18/03/21 - Draft report received from consultants currently being reviewed
20/04/21 - CCTV consultants report is being reviewed. The RFT for apron lighting is in final stages of review before being released for tender.

Last Updated: 20-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.132 CP129426 - 20/21 ASCE Plant and Equipment (Scanner)	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	Completed	26-Jul-2020	30-Jun-2021	100.00%	100.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
6.1 Airport Asset Management	Capital	350,000.00	336,000.00	296,692.00	39,308.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/20 - Body scanner is onsite and waiting for installation. Checked baggage screening is on back order delayed due to Covid
01/09/20 - Body scanner scheduled for installation in late October. Checked baggage scheduled for November2020
04/11/20 - Body scanner installation delayed, checked baggage is now scheduled for delivery in December2020
27/11/20 - Works still on track for December delivery and installation
18/01/21 - Works complete

Last Updated: 20-Jan-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.133 CP129427 - 20/21 Plant & Equipment - Machinery	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	Completed	26-Jul-2020	30-Jun-2021	100.00%	100.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
6.1 Airport Asset Management	Capital	60,000.00	57,600.00	44,517.00	13,083.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/20 - Equipment is on order and has been delayed due to Covid anticipated delivery October / November
01/09/20 - Still anticipating delivery October / November
04/11/20 - All equipment has been delivered

Last Updated: 05-Nov-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.134 CP129431 - 20/21 Public Structures	Ben Lewis - EXECUTIVE MANAGER COMMERCIAL SERVICES	Not Started	26-Jul-2020	30-Jun-2021	0.00%	50.00%	RED

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
6.1 Airport Asset Management	Capital	400,000.00	352,000.00	0.00	352,000.00	GREEN

ACTION PROGRESS COMMENTS:
01/09/20 - Capital upgrade of air-conditioning plant for the terminal will be undertaken in consultation with the terminal expansion as part of the master plan
04/11/20 - Scope of works commenced for architectural design for the terminal expansion which will include HVAC system
27/11/20 - Scope of works in draft
18/01/21 - Scope of works in draft
10/02/21 - Scope of works on hold pending master plan approval
20/04/21 - Scope of works on hold pending master plan staged rollout
Last Updated: 20-Apr-2021

Corporate Services

Information Systems

23.1 Information Communication and Technology

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
5.1.1.165 CP49001 - 20/21 Computer Equipment	Lisa Davis - Manager Corporate Services	In Progress	24-Jul-2020	30-Jun-2021	40.00%	80.00%	RED

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
23.1 Information Communication and Technology	Capital	80,000.00	76,800.00	28,688.00	48,112.00	GREEN

ACTION PROGRESS COMMENTS:
31/07/2020 - Quotes for new server received and purchase order issued.
30/09/2020 - New server installed. Server job complete. Other capital purchases will occur as per IT program.
18/03/2021 - Further works on the Shire's network and racks ordered and scheduled with remote support services contractor for April. Review of planned photocopier replacements supports leasing option preferred.
Last Updated: 18-Mar-2021

Customer and Community Services

Community Safety

12.3 Surveillance and Security

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.1.21 CP59022 - 20/21 CCTV and Lighting Upgrades	Brent Stein - MANAGER COMMUNITY SAFETY	In Progress	26-Jul-2020	30-Jun-2021	70.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
12.3 Surveillance and Security	Capital	463,200.00		444,672.00	0.00	444,672.00	GREEN

ACTION PROGRESS COMMENTS:
Initial data collected and project planning underway - 21/08/2020
Scope of works created for consultant to be hired and utilised to assist with formal Infrastructure/IT Scope and RFQ -06/10/2020
21/12/2020 - Quotation request to WALGA preferred suppliers to complete consultation scope of works has been sent. Quotes will be reviewed by Brent Stein, Paul Howrie and Lisa Clacl - successful consultant will be scheduled before 29th January 2021, to attend and complete before 26th February 2021.
10/02/2021 - Successful consultant has been engaged to attend the Shire of East Pilbara before the end of February 2021 and complete report and scope of works for release of capital works tender by April 2021. COVID-19 lockdown in Perth resulted in minor delay.
19/03/2021 - Draft report completed by consulted and distributed to internal stakeholders for review.
Last Updated: 12-Apr-2021

Recreation and Events

15.4 Aquatic Centres

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.8 CP119067 - 20/21 Newman Aquatic Centre - P&E	Melissa Warren - COORDINATOR AQUATIC SERVICES	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
15.4 Aquatic Centres	Capital	50,000.00		48,000.00	19,939.00	28,061.00	GREEN

ACTION PROGRESS COMMENTS:

Two new 50m re-circulation pumps have been installed - 07/09/2020
Last Updated: 19-Mar-2021

Executive Services

Procurement and Contracts

9.1 Procurement

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.1.19 CP59010 - 20/21 Ranger Vehicle - 2WD (51112)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
9.1 Procurement	Capital	65,000.00		65,000.00	75,117.00	-10,117.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification under development
02/09/2020 - Purchase Order Issued
08/10/2020 - Build in progress and waiting on delivery into AU
02/11/2020 - No change
27/11/2020 - Build complete, awaiting transport to Newman
11/01/2021 - Delivered - Completed
Last Updated: 11-Jan-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.1.22 CP119029 - 20/21 CRS Vehicle - 2WD (111675)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**

9.1 Procurement	Capital	56,600.00	56,600.00	56,361.00	239.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification under development
02/09/2020 - Purchase Order Issued
08/10/2020 - Build in progress and waiting on delivery into AU
02/11/2020 - No change
27/11/2020 - Delivered - Completed

Last Updated: 27-Nov-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.2.15 CP129079 - 20/21 P&G Vehicle - 4WD (2812)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
9.1 Procurement	Capital	55,000.00	55,000.00	57,560.00	-2,560.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification under development
02/09/2020 - Purchase Order Issued
08/10/2020 - Build in progress and waiting on delivery into AU
02/11/2020 - No change
27/11/2020 - Delivered - Completed

Last Updated: 27-Nov-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.2.17 CP129096 - 20/21 P&G Vehicle Newman - 2WD (2807)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE

9.1 Procurement	Capital	29,500.00	29,500.00	29,520.00	-20.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification under development
02/09/2020 - Purchase Order Issued
08/10/2020 - Vehicle ready for delivery and awaiting transport to Newman
02/11/2020 - Delivered and completed

Last Updated: 02-Nov-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.2.18 CP129097 - 20/21 P&G Vehicle Newman - 2WD (2810)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
9.1 Procurement	Capital	29,600.00	29,600.00	29,554.00	46.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification under development
02/09/2020 - Purchase Order Issued
08/10/2020 - Vehicle ready for delivery and awaiting transport to Newman
02/11/2020 - Delivered and completed

Last Updated: 02-Nov-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.123 CP129098 - 20/21 Canter Tipper with Kevrek (2704)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE

9.1 Procurement	Capital	65,200.00	65,200.00	65,571.00	-371.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification development in progress
02/09/2020 - Procurement Process Commenced - RFQ issued and awaiting response from suppliers
07/10/2020 - RFQ submissions under assessment
02/11/2020 - Purchase order issued, waiting for truck to be delivered into WA for build
27/11/2020 - No change
11/01/2021 - No change
10/02/2021 - Built delays experienced in Japan due to parts supply issues as a result of the pandemic. Trucks should be at sea on route to Australia at the moment.
08/03/2021 - Built complete and waiting for transport to Nullagine
06/04/2021 - Completed

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.125 CP129723 - 20/21 Canter Tipper with Kevrek (2727)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	In Progress	26-Jul-2020	30-Jun-2021	50.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
9.1 Procurement	Capital	79,200.00		76,032.00	0.00	76,032.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification development in progress
02/09/2020 - Procurement Process Commenced - RFQ issued and awaiting response from suppliers
07/10/2020 - RFQ submissions under assessment
02/11/2020 - Purchase order issued, waiting for truck to be delivered into WA for build
27/11/2020 - No change
11/01/2021 - No change
10/02/2021 - Built delays experienced in Japan due to parts supply issues as a result of the pandemic. Trucks should be at sea on route to Australia at the moment.
08/03/2021 - Built underway - requires bodybuilder works to manufacture tipper body and toolbox behind cab - estimate 2 months before delivery to Marble Bar
06/04/2021 - No change

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.126 CP129732 - 20/21 Sideshift Backhoe (2751)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
9.1 Procurement	Capital	195,400.00		195,400.00	195,420.00	-20.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification development in progress
02/09/2020 - Procurement Process Commenced - RFQ issued and awaiting response from suppliers
07/10/2020 - Purchase Order Issued to Westrac for a Caterpillar 444 Backhoe - delivery 3-4 weeks
02/11/2020 - Delivered and completed

Last Updated: 02-Nov-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.127 CP129745 - 20/21 Fuso Canter 815 Tipper (2825)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
9.1 Procurement	Capital	98,000.00		0.00	0.00	0.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification development in progress
02/09/2020 - Procurement Process Commenced - RFQ issued and awaiting response from suppliers
07/10/2020 - RFQ submissions under assessment
02/11/2020 - Purchase order issued, waiting for truck to be delivered into WA for build
27/11/2020 - No change
11/01/2021 - No change
10/02/2021 - Built delays experienced in Japan due to parts supply issues as a result of the pandemic. Trucks should be at sea on route to Australia at the moment.

08/03/2021 - Built complete and waiting for transport to Newman
06/04/2021 - Completed

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.8 CP109040 - 20/21 GEWS Vehicle - 2WD (101401)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
9.1 Procurement	Capital	54,500.00		54,500.00	54,129.00	371.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification development in progress
02/09/2020 - Purchase Order Issued
07/10/2020 - Vehicle in build process and awaiting delivery into AU
02/11/2020 - No change
27/11/2020 - Delivered - Completed

Last Updated: 18-Feb-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
5.1.1.169 CP49030 - 20/21 CBS Vehicle - 4WD (41229)	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
9.1 Procurement	Capital	55,000.00		55,000.00	54,108.00	892.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Specification development in progress
02/09/2020 - Purchase Order Issued

07/10/2020 - Vehicle in build process and awaiting delivery into AU
02/11/2020 - No change
27/11/2020 - Delivered - Completed

Last Updated: 27-Nov-2020

Infrastructure Services

Infrastructure Services

19.1 Open Space - Newman

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.2.13 CP119704 - 20/21 Minor Equipment - Parks and Gardens Newman	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Ongoing	26-Jul-2020	30-Jun-2021	-	96.00%	

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.1 Open Space - Newman	Capital	0.00	0.00	0.00	0.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Purchases as required - ongoing
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - No change
10/02/2021 - No change
08/03/2021 - No change
06/04/2021 - No change

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

3.1.3.121 CP129619 - 20/21 Streetscape Projects / Landscaping - Parnawarri Carpark Verge	Conrad Short - WORKS SUPERVISOR - PARKS & GARDENS - NEWMAN	In Progress	26-Jul-2020	30-Jun-2021	70.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.1 Open Space - Newman	Capital	100,000.00		96,000.00	8,818.00	87,182.00	GREEN

ACTION PROGRESS COMMENTS:
10/08/2020 - Scoping projects to commence during August.
01/09/2020 - Worked out water flow rate and designing Irrigation plan for Installation this month.
07/10/2020 - No further update. Project Manager currently on leave.
02/11/2020 - Reticulation parts ordered and starting to level the site and Dial before you dig plans ready.
24/11/2020 - Reticulation parts have arrived and the lawn is being sourced.
12/01/2021 - Site has been sprayed for weeds, getting the levels set and starting the reticulation this month.
10/02/2021 - Dirt has been sourced and levels are getting established.
15/03/2021 - The installation of reticulation has begun.
14/04/2021 - Reticulation will be completed during April. Grass/turf installation to occur thereafter depending on supply/delivery.

Last Updated: 15-Apr-2021

19.2 Transport - Newman

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.124 CP129722 - 20/21 Minor Equipment Newman	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Ongoing	26-Jul-2020	30-Jun-2021	-	96.00%	
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.2 Transport - Newman	Capital	30,000.00		28,800.00	0.00	28,800.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - As required and coordinated by Works Supervisors Newman
02/09/2020 - No change
07/10/2020 - No change
27/11/2020 - No change

11/01/2021 - No change
10/02/2021 - No change
08/03/2021 - No change
06/04/2021 - No change

Last Updated: 06-Apr-2021

19.3 Open Space - Rural

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.2.16 CP129084 - 20/21 Minor Equipment - Rural	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Ongoing	26-Jul-2020	30-Jun-2021	-	96.00%	

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.3 Open Space - Rural	Capital	20,000.00	19,200.00	0.00	19,200.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Purchases as required - ongoing
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - No change
10/02/2021 - No change
08/03/2021 - No change
06/04/2021 - No change

Last Updated: 06-Apr-2021

19.4 Transport - Rural

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

3.1.3.103 CP129545 - 20/21 Marble Bar / Woodstock	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	281,600.00		270,336.00	243,213.00	27,123.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Due to commence Aug/Sep - Council Crew
02/09/2020 - No change
08/10/2020 - Minor sheeting works and floodway repairs due to commence 3rd week of October
02/11/2020 - Minor works to Shaw River crossing completed further works pending
27/11/2020 - Culverts have been purchased
11/01/2021 - Culverts delivered - Works to commence late January
10/02/2021 - Works in progress
08/03/2021 - Works in progress
06/04/2021 - Completed

Last Updated: 12-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.104 CP129546 - 20/21 Jigalong Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	165,000.00		158,400.00	164,522.00	-6,122.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Sign Maintenance component completed - East Pilbara Earthmoving. Minor road formation and gravel sheeting works commencement not yet determined as this would depend on progress with other projects and weather events over the wet season
02/09/2020 - No change
08/10/2020 - No change

02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - Commenced by East Pilbara Earthmoving
10/02/2021 - Completed

Last Updated: 12-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.105 CP129547 - 20/21 Warragine Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	600,000.00		576,000.00	601,513.00	-25,513.00	AMBER

ACTION PROGRESS COMMENTS:
05/08/2020 - Due to commence towards the end of 2020 once ore carting has been completed and remaining stockpiles have been removed from the Spinifex Ridge Site.
02/09/2020 - No change
08/10/2020 - Carting by Mining Company to remove existing stockpiles from Spinifex Ridge has been completed. Road Works due to commence late November at this stage when Youngs Earthmoving have completed the desert road works.
02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - Scheduled to commence end of January early February by Youngs Earthmoving
10/02/2021 - Machines have been mobilized to site. Works due to commence this week
08/03/2021 - Works in progress by Youngs Earthmoving - Minor realignmnets to delete blind crests/curves and gravel sheeting
06/04/2021 - Completed

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.106 CP129548 - 20/21 Muccan Shay Gap Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	In Progress	26-Jul-2020	30-Jun-2021	35.00%	96.00%	RED

Shire of East Pilbara — Action and Task Progress Report

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.4 Transport - Rural	Capital	300,000.00	288,000.00	75,266.00	212,734.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Due to commence towards the end of 2020 in conjunction with the Warrawagine Rd project .
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - Scheduled to commence late February by Youngs Earthmoving
10/02/2021 - No change
08/03/2021 - Due to commence on completion of Warrawagine Rd works - approximately 2 weeks away
06/04/2021 - Works in progress

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.107 CP129549 - 20/21 Goldsworthy Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	In Progress	26-Jul-2020	30-Jun-2021	50.00%	96.00%	RED

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.4 Transport - Rural	Capital	440,000.00	422,400.00	151,998.00	270,403.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Due to commence early 2021 following completion of the Warrawagine Rd and Muccan Shay Gap Rd projects.
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - Scheduled to commence late Feb early March by Youngs Earthmoving
10/02/2021 - Commenced in conjunction with the Warrawagine Rd project
08/03/2021 - Works in progress
06/04/2021 - Works in progress

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.108 CP129551 - 20/21 Woodie Woodie Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Not Started	26-Jul-2020	30-Jun-2021	0.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	300,000.00		288,000.00	2,452.00	285,548.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Due to commence following Desert Road Works completion estimated October/November2020
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - No change
27/11/2020 - Works scope changed following inspection to reseal works - to be scheduled following the wet season.
11/01/2021 - Reseals to be scheduled for April/May
10/02/2021 - No change
08/03/2021 - No change
06/04/2021 - No change

Last Updated: 15-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.109 CP129555 - 20/21 Hillside-Marble Bar Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	In Progress	26-Jul-2020	30-Jun-2021	15.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	659,700.00		63,312.00	32,572.00	30,740.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Currently waiting on confirmation from Atlas as to them sealing the section between Marble Bar and the new bypass road. Commencement and location of works will

depend on Atlas's agreed works scope. Commencement most likely in March/April 2021.
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - Works to construct detour commenced. Still waiting on confirmation from Atlas as to their ability to complete the works utilising their contractors and sealing crew and at their cost. Commencement will depend on Atlas's decision and extent of what they are able to do and the availability of contractors should Council have to complete the works.
27/11/2020 - Culverts purchased - Atlas have confirmed they will be completing the earthworks using their contractors - Staff are monitoring developments and once works have commenced funding will be utilised to improve other sections along this road.
11/01/2021 - Timing yet to be determined depending on Atlas's intentions and the wet season.
10/02/2021 - No change - Atlas advised that they are still intending to construct and seal the section leading up to their haul road.
08/03/2021 - No change
06/04/2021 - Works commenced by Atlas Iron Contractors

Last Updated: 15-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.110 CP129557 - 20/21 Skull Springs Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	In Progress	26-Jul-2020	30-Jun-2021	80.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	500,000.00		480,000.00	259,468.00	220,532.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - At this stage due to commence May/June 2021 but will be determined by the progress of other projects and the wet season
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - Commenced - Reconstruction and cement stabilisation of 5 Mile Crossing. Reconstruction and widening of causeway between the 1 mile and 5 mile crossings.
27/11/2020 - Works have commenced
11/01/2021 - In progress by East Pilbara Earthmoving
10/02/2021 - In progress but impeded by severe weather conditions
08/03/2021 - In progress by contractor - East Pilbara Earthmoving
06/04/2021 - Works in progress in conjunction with the Nullagine Airport Runway reconstruction

Last Updated: 15-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.111 CP129559 - 20/21 Goldsworthy Shay Gap Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Deferred	26-Jul-2020	30-Jun-2021	1.00%	-	
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	0.00		0.00	0.00	0.00	GREEN
ACTION PROGRESS COMMENTS: 05/08/2020 - Not funded in 20/21 Last Updated: 12-Apr-2021							

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.112 CP129537 - 20/21 Kiwikurra Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	690,600.00		589,344.00	613,861.00	-24,517.00	AMBER
ACTION PROGRESS COMMENTS: 05/08/2020 - Completed Last Updated: 05-Aug-2020							

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.113 CP129538 - 20/21 Punmu Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.4 Transport - Rural	Capital	616,800.00	591,128.00	616,775.00	-25,647.00	AMBER

ACTION PROGRESS COMMENTS:
05/08/2020 - Due to commence September/October
02/09/2020 - No change
08/10/2020 - Due to commence within the last week of October
02/11/2020 - Commenced reconstruction and gravel sheeting of various sections
27/11/2020 - Works have commenced
11/01/2021 - Completed

Last Updated: 11-Jan-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.114 CP129539 - 20/21 Talawana Track	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	0.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.4 Transport - Rural	Capital	180,000.00	172,800.00	63,277.00	109,523.00	GREEN

ACTION PROGRESS COMMENTS:
05/08/2020 - Minor road formation and gravel sheeting works commencement not yet determined as this would depend on progress with other projects and weather events over the wet season as well as tying in with the Jigalong Rd project
02/09/2020 - No change
08/10/2020 - No change
02/11/2020 - No change
27/11/2020 - No change
11/01/2021 - In progress
10/02/2021 - In progress
08/03/2021 - In progress
06/04/2021 - Completed

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.115 CP129540 - 20/21 Jupiter Well Access Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	0.00		0.00	0.00	0.00	GREEN
ACTION PROGRESS COMMENTS: 05/08/2020 - Completed Last Updated: 05-Aug-2020							

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.116 CP129542 - 20/21 Kunnawarritji Access Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
19.4 Transport - Rural	Capital	746,800.00		716,928.00	746,792.00	-29,864.00	AMBER
ACTION PROGRESS COMMENTS: 02/09/2020 - Due to commence mid September 2020 following completion of the Desert Road project 08/10/2020 - Due for completion within the next 2 weeks 02/11/2020 - Completed Last Updated: 02-Nov-2020							

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.117 CP129543 - 20/21 Desert Road	Oliver Schaer - MANAGER INFRASTRUCTURE SERVICES - RURAL	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.4 Transport - Rural	Capital	530,800.00	509,568.00	530,740.00	-21,172.00	AMBER

ACTION PROGRESS COMMENTS:
02/09/2020 - Project on target and close to completion within the next couple of weeks
08/10/2020 - Completed

Last Updated: 08-Oct-2020

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.120 CP129601 - 20/21 Nullagine Entry Statements	Helen Likiliki - COORDINATOR INFRASTRUCTURE SERVICES	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
19.4 Transport - Rural	Capital	30,000.00	28,800.00	30,305.00	-1,505.00	GREEN

ACTION PROGRESS COMMENTS:
07/08/2020 – Signs have been delivered and are stored in Newman. The RFQ for installation has been awarded. MRWA have approved and we are awaiting secondary approval from the DPLH. Installation to commence thereafter.
01/09/2020 – No further updates to report. Weekly contact is being made to the DPLH as approval has not been received. Continuing to follow up.
06/10/2020 - The Manager Land Use and Strategy is currently looking into the process and assisting with obtaining approval. Building applications are in progress and once approval has been received installation will occur.
05/11/2020 - Alternative location of signs have been reviewed due to delay with native title claimants approval. Main Roads will be updated with new location for approval. Once approved the signs will be installed.
25/11/2020 - Main Roads have approved our alternate location for the sign. There is an existing sign currently at the location, which we will have replaced with the new sign. A contracto has been engaged and PO issued, timeframe for works will be confirmed this week.
11/01/2020 - There was a slight delay of installation on the 4th January, due to weather and roads flooding in Nullagine. The signs are schedule to be installed this week, our contractor will be travelling to Nullagine today 11.01.2021.
02/02/2021 - Signs have been completed, and installed. A Facebook post is being compiled this week.

Last Updated: 02-Feb-2021

Project and Asset Management

11.1 Project Management

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.2.5 CP119729 - 20/21 Coaches Benches and Boxes	Michael Zion - COORDINATOR ASSET MANAGEMENT	Completed	26-Jul-2020	30-Apr-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	50,000.00		50,000.00	37,932.00	12,068.00	GREEN

ACTION PROGRESS COMMENTS:
01/08/20 - Quotes received for supply of shelters and options being reviewed. it is anticipated that shelters will be ordered mid October and installed by 18 December.
01/09/20 - no change to project status, awaiting feedback from stakeholders.
15/09/20 - no change to project status, advised that feedback from stakeholders will be provided in next week or so.
06/10/20 - Feedback has been received from stakeholders.
4/11/20 - quote requests sent out to three shelter suppliers.
25/11/20 - Quote requests closed for supply of player shelters and expect to award by the end of November. Quote requests for install of the player shelters will close on Friday 11th December. Shelters fabrication underway and due to arrive in Newman 12 February 2021.
18/12/20 - Quote requests for install of the player shelters closed on Friday 11 December, Contract to install player shelters was awarded to CADD,
12/01/21 - no change to project status, will schedule install of shelters once shelters arrive in town in February.
02/02/21 - no change to project status, will schedule install of shelters once shelters arrive in town this month
15/02/21 - Shelters have arrived in Town today and have schedule startup meeting with Contractor on 17/02/21
08/03/21 - Contractor installed the new shelters and seats last week, practical completion has been reached with only a few minor defects to complete this project.

Last Updated: 10-Mar-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.9 CP119063 - 20/21 Playground Equipment - Rural	Michael Zion - COORDINATOR ASSET MANAGEMENT	In Progress	26-Jul-2020	28-May-2021	65.00%	88.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	250,000.00		240,000.00	29,556.00	210,444.00	GREEN

ACTION PROGRESS COMMENTS:

01/08/20 - RFQ's being prepared for supply of Playground and Shelter
01/09/20 - RAC funding applied for, RFQ documents being drafted
14/09/20 - Lotterywest funding applied for, RFQ documents completed and will be advertised soon.
06/10/20 - RFQ's have been advertised for quotes.
30/10/20 - RFQ has closed for playground equipment and submissions assessed. recommendation report forwarded to CEO for award.
06/11/20 - Tender for playground shelter closed and will be reviewed next week. Lotterywest Grant Funding application underway.
25/11/20 - Recommendation reports completed and forwarded to CEO for approval to award contract to supply and install playground equipment and shade shelter. Contracts currently being prepared. Works still awaiting Funding confirmation from Lotterywest.
12/01/21 - Contracts have been executed and updated Gantt chart received from shelter contractor showing completion by the end of march2021. The playground install has been scheduled for completion before June 2021.
02/02/21 - Shelter design has been delayed due to Perth Covid-19 lockdown. Waiting on revised construction schedule.
08/03/21 - The Shire has received final design plans and fabrication of the shelter has commenced. There is a slight delay in the paint and galvanised coating shop. The revised construction schedule has been submitted with expected completion of the shelter anticipated to be the 1st of April.
01/04/21 - Shade shelter structure completed. The playground install is scheduled for completion by the 25/05/21.

Last Updated: 12-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.10 CP119740 - 20/21 Gallop Park Dump Point	Allan Giles - BUILDING SERVICES COORDINATOR	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	15,000.00		14,400.00	0.00	14,400.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
06/10/20 - Site visit completed. Awaiting quotes from contractors.
04/11/20 - The requirements have changed based on stakeholder feedback. Scope of works development underway.
19/11/20 - Request for quotes to be completed by end of November
13/01/21 - Market testing suggests works will fall under RFQ threshold. Quotes to be sourced.
05/02/21 - Contract has been awarded. Waiting on confirmation of when works will commence.
09/03/21 - Dump Point installed works completed

Last Updated: 09-Mar-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.11 CP119742 - 20/21 Nrth Newman Reserve - Water Supply Connection	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	75,000.00		72,000.00	74,440.00	-2,440.00	GREEN

ACTION PROGRESS COMMENTS:
04/08/2020 - Contacted contractor to assist in scoping. Site visit to be conducted.
01/09/2020 - Site visit has been conducted and quotes have been received. Alternative routes/connections are being investigated before installation commences.
07/10/2020 - Market testing completed, final scope of works has been confirmed. RFQ prepared and ready to be advertised.
02/11/2020 - RFQ advertisement closed; submission evaluation underway.
23/11/2020 - Works have been awarded to successful Contractor. Site works to commence January2021.
11/01/2021 - Site works underway.
03/02/2021 - Site works and handover have been completed. Awaiting commissioning documentation to finalise Practical Completion.
09/03/2021 - Commissioning documentation accepted. Project Completion reached.

Last Updated: 09-Mar-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.12 CP119746 - 20/21 Water Tank Scheme Connection	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	In Progress	26-Jul-2020	30-Jun-2021	90.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	40,000.00		38,400.00	36,403.00	1,997.00	GREEN

ACTION PROGRESS COMMENTS:
04/08/2020 - Received quote to upgrade water meter and flow rates. Contacted contractor to assist in scoping the additional connections to storage tanks.
01/09/2020 - Scoping of additional connections to East Newman and Capricorn Oval storage tanks has been completed. Water Corporation to upgrade water meter at East Newman.

Contractor to install connection from water meters to storage tanks.
05/10/2020 - East Newman redundancy connection has been commissioned. Installation and commissioning of the redundancy connection to Capricorn Oval storage tank to be completed by 9th October.
02/11/2020 - Capricorn Oval connection has been delayed; connection to be completed by 6th November.
23/11/2020 - Redundancy connections have been installed at both Capricorn Oval and East Newman. Quotes sourced for final works to be completed before Project Completion.
11/01/2021 - Portion of final works has been awarded to a Contractor to be completed in January 2021. Quotes are being sourced for the other outstanding works.
03/02/2021 - Quotes sourced for outstanding works. Works due to be completed this month.
09/03/2021 - Final works delayed, to be completed this month.
06/04/2021 - Final works delayed, due to contractor availability. To be completed this month.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.13 CP139203 - 20/21 Cape K Potable Water	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	In Progress	26-Jul-2020	30-Jun-2021	55.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	380,000.00		364,800.00	28,059.00	336,741.00	GREEN

ACTION PROGRESS COMMENTS:
04/08/2020 - RFQ to be advertised this week. Sourcing quotes for required site preparation works.
01/09/2020 - RFQ closed and submissions are being evaluated.
05/10/2020 - All submissions for the previous RFQ exceeded the RFQ limit. Scope of works re-advertised via RFT. RFT closed and submissions are currently being evaluated.
02/11/2020 - RFT has been awarded to the successful contractor and kickoff meeting has been completed. Waiting on contractor to supply updated delivery schedule.
23/11/2020 - Updated delivery schedule has been provided by Contractor; detailed design documentation still to be provided. Quotes being sourced for required site works.
11/01/2021 - Site works have been awarded to successful Contractor. Still awaiting detailed design documentation from water treatment Contractor.
03/02/2021 - Draft design documentation has been received, reviewed, and feedback provided to the Contractor. Awaiting finalised design documentation.
09/03/2021 - Some design documentation still outstanding; to be received before acceptance is given. Fabrication due to commence this month.
06/04/2021 - Design documentation being finalised. Factory testing to be completed this month.

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

3.1.1.14 CP139220 - 20/21 Newman Caravan Park	Philip Charley - Senior Projects Manager	In Progress	26-Jul-2020	30-Jun-2021	30.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	1,300,000.00		1,248,000.00	112,054.00	1,135,947.00	GREEN

ACTION PROGRESS COMMENTS:
15/08/20 - Feature Survey Completed. Stage 1 Design Drawing Completed. Stage 1 drawings submitted to council for review.
02/09/20 - Development Application Submission for Stage 1 underway. Scope of works for Stage 1 works underway.
01/10/20 - BHP have completed a statutory declaration handing back the site to Department of Lands and Heritage (DPL&H). DPL&H has advised the Shire will be granted a management order over the site in 4 weeks, which will then allow the Development Application for Stage to be lodged.
04/11/20 - Request for Tender Document (RFT) for Engagement of Design Consultant 80% complete. Due to be advertised mid November. Development Application for Stage 1 will be lodged when land management order is granted.
23/11/20 - Change in caravan park scope of works and design following Council inspection on 19/11/20 - Stage 1 Design amended. New Stage 1 Construction Request for Tender document started.
13/01/21 - New Kurra Caravan Park Stage 1 (Camping Facility) Request for Tender document completed, advertised and submissions received on 11/01/21. Submission review underway and award of contract expected in the next 2 weeks.
09/02/21 - Camping Facility Construction Contract negotiations underway. Award expected in 1 week. Construction may be delayed if Management Order from DLPH for land acquisition is not issued within 2 weeks.
02/03/21 - Kurra Caravan Park Stage 1 - (Camping Facility) Construction Contract awarded and executed on 24/02/20. Start Up Meeting held with Contractor on 26/02/20. Contractor to begin Construction on 02/03/21.
07/04/21 - Stage 1 Construction on site is 35% Complete. BHP power have advised they could not provide sufficient power to operate Stage 1 when construction finishes. SoEP is investigating alternative power supply option in the form of a Generator.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.2.14 CP119722 - 20/21 Newman Chlorination, Recirculation & Tank	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	In Progress	26-Jul-2020	30-Jun-2021	70.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	270,000.00		259,200.00	61,836.00	197,364.00	GREEN

ACTION PROGRESS COMMENTS:

04/08/2020 - RFT has been awarded and contract signed. Working with contractor to finalise design ready for manufacture.
01/09/2020 - Draft design drawings have been reviewed and feedback provided to Contractor. Awaiting final design drawings.
05/10/2020 - Updated draft design drawings have been submitted, reviewed and returned to the Contractor to update further, as not adequate.
02/11/2020 - Resolution reached with contractor; awaiting updated design drawings.
23/11/2020 - Updated design drawings have been received; Contractor has proceeded to procurement and manufacture.
11/01/2021 - Manufacturing underway.
03/02/2021 - Manufacture complete, Factory Testing delayed due to COVID-19 lockdown in Perth. Due to be completed next week.
09/03/2021 - Factory Testing completed, defects noted for rectification. Second Factory Testing to be completed following the rectification of defects.
06/04/2021 - Second Factory Testing now completed and acceptance provided to allow mobilisation by the contractor.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.10 CP109002 - 20/21 Sewerage Plant Capital Improvements	Philip Charley - Senior Projects Manager	In Progress	26-Jul-2020	30-Jun-2021	38.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.1 Project Management	Capital	7,259,400.00		6,969,024.00	154,620.00	6,814,404.00	GREEN

ACTION PROGRESS COMMENTS:
22/07/20 - A Request For Tender (RFT) for Consultancy and preliminary design has been completed and advertised on22/07/20.
19/08/20 - Tender submissions received. Tender evaluation underway.
02/09/20 - Contract awarded and issued to contractor. Contract negotiations underway.
01/10/20 - Contract negotiation completed and contract signed. Kick off meeting held on 24/09/20. Contractor Investigation works underway.
04/11/20 - Design Consultant developing upgrade options for inclusion in recommendations report.
23/11/20 - Design Consultant finalising the recommendations report which is due at the end of November 2020.
13/01/21 - Recommendations Report received and reviewed. Report failed to meet Council's expectations and Contract requirements. Consultant to complete further investigation and submit a revised Report in late January 2012.
09/02/21 - Revised Recommendations Report (RR) received and reviewed. Consultant to update cost estimates and issue amended final RR. Findings of the amended final RR to be adopted and Preliminary Design expected to commence this month .
02/03/21 - The Consultants Revised Recommendations Report included changes to scope of work which required additional Client review and comment. New revised RR expected this month. Consultant has begun Preliminary design on agreed scope.
07/04/21 - Updated Recommendations Report received from consultant. Final Review underway. SoEP is expected to grant Consultant approval to begin preparing Preliminary Design this month.

Last Updated: 09-Apr-2021

11.2 Asset Management

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.118 CP129530 - 20/21 Newman Town Streets - Reseals	Michael Zion - COORDINATOR ASSET MANAGEMENT	In Progress	26-Jul-2020	30-Apr-2021	90.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
11.2 Asset Management	Capital	587,000.00		587,000.00	586,638.00	362.00	GREEN

ACTION PROGRESS COMMENTS:
03/07/20 - Tender award letter sent to contractor, works program being confirmed from site inspections.
01/08/20 - Contract document being prepared, updated Gantt chart requested based on confirmed program.
27/08/20 - Project startup meeting, Contractor signed Contract Documents.
01/09/20 - Contractor scheduled to commence work on site 19 October.
15/09/20 - no change to project status, awaiting TMP, OSH, insurance information from contractor.
06/10/20 - Works due to commence on the 19th of October. TMP, OSH, insurance information from contractor now provided.
04/11/20 - Works currently underway and on schedule with completion planned for Monday 9 November.
9/11/20 – Contractor has completed the 2020 Asphalt program and now requested to undertake crack patching on Newman streets. Contractor has advised that they will not be able to complete the crack patching in 2020 and has asked their sub-contractor to quote for the works.
25/11/20 - Crack sealing contractor inspecting town streets and will provide quote to complete crack patching. Line marking roads where covered with asphalt advised that it will be completed by mid December.
12/01/21 - Awaiting advice from Contractor for cost and timing of crack patching works and line marking.
02/02/21 - Contractor has provided quotation for crack patching and has advised that works can commence on week of later this month, weather permitting. These works did not happen due to seasonal weather.
08/03/21 - Contractor has been asked to quote on additional crack patching and update their previous quotation, now awaiting advice from Contractor for cost and timing of crack patching works and line marking.
12/04/21 - A quotation has been received from the contractor to undertake crack patching in Newman and additional work at the airport. funding is available within the existing budget and a purchase order will be issued to undertake the work this financial year.

Last Updated: 12-Apr-2021

24.1 Built Infrastructure - Newman

Shire of East Pilbara — Action and Task Progress Report

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
1.2.2.4 CP119021 - 20/21 EPAC Building Works	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	01-Jul-2019	30-Sep-2022	60.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	15,000.00		14,400.00	0.00	14,400.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway
06/10/20 - Issues have been investigated. Exploring options.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway due to be advertised in mid November.
23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Works have commenced.
06/04/21 - Works underway, due to be completed by the end of the month.

Last Updated: 14-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.1.23 CP119611 - 20/21 Rec Centre Bin Compound	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	54.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	77,000.00		73,920.00	0.00	73,920.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway
06/10/20 - Exploring options & liaising with relevant stakeholders to develop mode of delivery.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.

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23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Site works halted as there has been a change in management at Education Department. Awaiting further approval to proceed with works from new management.
06/04/21 - Works due to proceed at the end of this month.

Last Updated: 14-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.2.6 CP139130 - 20/21 Newman Visitors Centre	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	60.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	40,000.00		38,400.00	0.00	38,400.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway
06/10/20 - Further site investigations required. Tender writing started.
04/11/20 - Scope of Works defined. Further quotations to be sourced, due to cost.
19/11/20 - Request for quotes due to be completed by end of November.
13/01/21 - Market testing suggests works will fall under RFQ threshold. Quotes to be sourced.
05/02/21 - Quotes received. Evaluation currently underway.
09/03/21 - Contract awarded, materials on order.
06/04/21 - Works are booked in and due to commence at the end of April.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

2.2.1.9 CP119310 - 20/21 Newman Community Library - L&B	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	78.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	15,000.00		14,400.00	0.00	14,400.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
06/10/20 - Site investigation completed. Stakeholders feedback received. Writing of scope of works underway.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.
23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Works are planned to be completed over the Easter break while library is shut to avoid any disruption to daily operation.
06/04/21 - Painting has been completed internally apart from feature wall which is currently being finalised. External painting underway.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.3.1.6 CP89026 - 20/21 Newman Youth Centre	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	68.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	17,000.00		16,310.00	0.00	16,310.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
06/10/20 - Further site investigations required. Tender writing started.

04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.
23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Contractor has commenced works.
06/04/21 - Contractor is awaiting further materials before works proceed.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.1.7 CP119041 - 20/21 Newman Aquatic Centre Infrastructure	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	60.00%	90.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	15,000.00		14,400.00	0.00	14,400.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
06/10/2020 - Preliminary investigation completed. Further site investigation required.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.
23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Works have commenced, materials on order.
06/04/21 - Still waiting on materials to arrive.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

3.1.3.102 CP119732 - 20/21 Newman Junior Sports Doors & Security	Allan Giles - BUILDING SERVICES COORDINATOR	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	0.00		0.00	0.00	0.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
07/10/20 - Works fully completed

Last Updated: 12-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
3.1.3.122 CP129595 - 20/21 Newman Depot Building Works	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	80.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	76,000.00		76,000.00	0.00	76,000.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.
19/11/20 - RFT advertised on Tenderlinkand other Media ,closes Mid December
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Contractor has commenced works. Materials onsite.
06/04/21 - Majority of works completed. Works due to be completed this month.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.11 CP109051 - 20/21 Header Tank Roof	Philip Charley - Senior Projects Manager	Deferred	26-Jul-2020	30-Jun-2021	10.00%	-	
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	0.00		0.00	0.00	0.00	GREEN

ACTION PROGRESS COMMENTS:
06/07/20 - Review of minor investigative reports completed.
03/08/20 - Review and options report prepared.
02/09/20 - Preparation of Consultant design brief underway, which will allow Contractor to be engaged to draft new tank roof drawings. Drawings will limit scope, simplify quote comparison and reduce cost and project duration by allowing off site fabrication of the roof and access components.
01/10/20 - Negotiations underway with contractor to provide quote for roof design and drawings of structure showing needed repairs.
04/11/20 - Due to high prices received on quotes, additional quotes are now required. Additional Quotes from specialist design Consultants are currently being sourced.
23/11/20 - Consultants have advised the cost of design and construction works to repair the header tank may exceed the cost of a new tank. Project is on hold until further analysis of re-use system is undertaken.
13/01/21 - Project is on hold. Infrastructure team to discuss possibility of including the construction of a new header tank as part of the Newman WWTP Upgrade project.
09/02/21 - Project is on hold. Project is likely to be incorporated into the Newman WWTP Upgrade Design and Construction Contract.
02/03/21 - Infrastructures Services Team agreed the most cost effective outcome is to incorporate the replacement of the Header Tank into the Capital Works Project CP109002 Newman Waste Water Treatment Plant Upgrade project as a variation.
07/04/21 - Project Deferred. It will now be included as part of the Capital Works Project CP109002 Newman Waste Water Treatment Plant Upgrade.

Last Updated: 07-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
5.1.1.166 CP49003 - 20/21 Furniture & Equipment	Marisa Wolfenden - Coordinator Property Services	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	15,000.00		14,400.00	0.00	14,400.00	GREEN

ACTION PROGRESS COMMENTS:

07/08/20 - Orders as required
02/09/20 - Orders as required
06/10/20 - Orders as required
04/11/20 - Orders as required
01/12/20 - Orders as required
04/12/20 - Orders as required
08/01/21 - Orders as required, budget expended

Last Updated: 12-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
5.1.1.167 CP49016 - 20/21 Newman Admin Building	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	24-Jul-2020	30-Jun-2021	60.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	55,000.00		52,800.00	18,762.00	34,038.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway
06/10/20 - Developing scope of works.
04/11/20 - Scope of Works Defined. Quotes currently being sourced.
19/11/20 - Request for quotes due to be completed by end of November
13/01/21 - Market testing suggests works will fall under RFQ threshold. Quotes to be sourced.
05/02/21 - Plans sourced, preliminary contactor site visits completed. Quotes received, currently negotiating with contractors.
09/03/21 - Contract awarded, materials on order.
06/04/21 - Contractor has advised there is a delay on manufacture lead time. Waiting on contractor to confirm date works will proceed.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

5.1.3.8 CP99020 - 20/21 Staff Housing	Marisa Wolfenden - Coordinator Property Services	In Progress	26-Jul-2020	30-Jun-2021	80.00%	96.00%	AMBER
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	1,190,700.00		1,047,816.00	295,357.00	752,459.00	GREEN

ACTION PROGRESS COMMENTS:
07/08/20 - Commencing the Scope of Works for tender
02/09/20 - Tender writing underway
06/10/20 - Tender writing underway
04/11/20 - Rural capital works to be completed in Marble Bar mid December, Newman capital works tender to be advertised in November.
01/12/20 - Rural capital work on track to be completed mid December. Newman Housing Tender currently advertised, due back mid December.
04/12/20 - Rural capital works to be completed December, Newman Housing Solar Works completed, Newman Capital Tender to be evaluated and awarded in December.
08/01/21 - Newman Capital Works has been issued to contractor, Rural Works are90% completed
10/02/21 - Newman Housing Capital works has commenced and in on track, Rural Works remains at 95% completed, needs final inspection
08/03/21 - Newman Housing Works approximately 40% complete with and on schedule, Rural works remains at 95A% with some defect works to be completed
17/03/21 - Newman Housing works approx., 60% completed, Rural works, awaiting for final defect works to be completed.
09/04/21 - Newman housing work approximately 80% completed. Due to be completed this month.

Last Updated: 09-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
5.1.3.9 CP99028 - 20/21 Staff Housing - Airport	Marisa Wolfenden - Coordinator Property Services	Deferred	26-Jul-2020	30-Jun-2021	30.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.1 Built Infrastructure - Newman	Capital	100,000.00		96,000.00	13,007.00	82,993.00	GREEN

ACTION PROGRESS COMMENTS:
07/08/20 - Commencing the Scope of Works for tender
02/09/20 - Tender currently being scoped
06/10/20 - Tender currently being scoped
04/11/20 - Tender to be advertised in November
01/12/20 - Tender currently advertised, due back mid December

04/12/20 - Delays to tender, to be advised in mid January 2021
08/01/21 - RFQ to be advertised
10/02/21 - RFQ currently advertised for Airport Housing Capital Works
08/03/21 - RQF closed Monday, 8th March evaluation currently taking place
17/03/21 RFQ withdrawn, only one submission which exceed the project budget.
09/04/21 - Works deferred due to insufficient budget.

Last Updated: 21-Apr-2021

24.2 Built Infrastructure - Rural

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
2.1.1.20 CP59012 - 20/21 BFB Shed Upgrade	Michael Zion - COORDINATOR ASSET MANAGEMENT	Completed	26-Jul-2020	18-Dec-2020	100.00%	100.00%	GREEN
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.2 Built Infrastructure - Rural	Capital	54,300.00		54,300.00	53,000.00	1,300.00	GREEN

ACTION PROGRESS COMMENTS:
01/08/20 - RFQ awarded. Gantt chart received from Contractor which shows completion by early October.
01/09/20 - Contractor arrived on site today and has commenced work with scheduled completion on 30 September.
18/09/20 - Contractor has completed internal structure, fixtures, tiling with plumbing and electrical work to be completed by 28/09/20
06/10/20 - Construction works completed. Some defects still outstanding before practical completion is issued.
4/11/20 - Contractor has ordered materials to repair defects, now awaiting advice on when they will return to site to finalise repairs.
20/11/20 - Contractor commenced the repair of defects on 17 November and completed today. A final PC inspection was conducted, with some minor defects sighted. Practical completion will be issued once Contractor has completed the defects and site cleanup.
25/11/20 - waiting for contractors advice of completion and invoice for payment.
22/12/20 - Practical Completion issued as all outstanding items have been completed and contractors invoices have been authorised to be paid in full.
12/01/21 - Due to recent flooding in Nullagine, the newly installed ablutions will need to be repaired. This will be funded by insurance claim which will be managed by CBS.
02/02/21 - No further action for project, repair works will be undertaken through insurance claim process.

Last Updated: 02-Feb-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %

2.1.2.4 CP89023 - 20/21 CRC Marble Bar	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	54.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.2 Built Infrastructure - Rural	Capital	10,000.00		9,600.00	0.00	9,600.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
10/06/20 - Feedback has been received from relevant stakeholders and site investigations completed. Writing of scope of works underway.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.
23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.
05/02/21 - Contractor has completed a site visit to confirm works, works due to commence next month.
09/03/21 - Due to ongoing rain events works delayed, but materials ordered.
06/04/21 - Contractor due to commence works later this month. Due for completion by the end of May.

Last Updated: 14-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
5.1.1.168 CP49026 - 20/21 M/Bar Admin Building	Allan Giles - BUILDING SERVICES COORDINATOR	In Progress	26-Jul-2020	30-Jun-2021	60.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
24.2 Built Infrastructure - Rural	Capital	110,000.00		105,600.00	36,145.00	69,455.00	GREEN

ACTION PROGRESS COMMENTS:
06/08/20 - Waiting on new Coordinator of Building Services to start in role mid August.
02/09/20 - Scoping of works underway.
06/10/20 - External painting works completed. Awaiting quotes from contractors for internal works.
04/11/20 - Scope of works completed, to be included in Public Building Capital Works RFT. Finalising of RFT underway, due to be advertised in mid November.
23/11/20 - RFT advertised on Tenderlink, submissions due back Mid December.
13/01/21 - Contract awarded, awaiting start date notification from contractor.

05/01/21 - Heavy rains have delayed start date but expect revised date to be supplied by next week .
09/03/21 - Rains continue to delay works but materials ordered.
06/04/21 - Works due to commence this month.

Last Updated: 09-Apr-2021

Waste Management

21.1 Landfill Management

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.6 CP109037 - 20/21 Newman Landfill Fencing	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	Deferred	26-Jul-2020	30-Jun-2021	15.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
21.1 Landfill Management	Capital	650,000.00		624,000.00	0.00	624,000.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/2020 - Investigated and tender scope commencing on the 19th of August.
31/08/2020 - Tender scoping and review.
07/10/2020 - The project has been handed over to the new project manager. Tender being developed and reviewed.
02/11/2020 - Investigation is underway to determine if scope of works requires any further revision.
23/11/2020 - Scope of works has been defined. RFT is being developed; some further site investigation to be carried out.
11/01/2021 - Newman Landfill fencing was deemed suitable and meets the Shire's licensing obligations. The perimeter fence at the Nullagine Landfill site is to be replaced. A Contractor has been engaged to complete survey works. The outcome of these works shall inform the RFT.
03/02/2020 – Project to be deferred with funding allocated to cover funding shortfalls across other infrastructure projects through the budget review process.
09/03/2020 – Project to be deferred with funding allocated to cover funding shortfalls across other infrastructure projects through the budget review process.
06/04/2020 – Project to be deferred with funding allocated to cover funding shortfalls across other infrastructure projects through the budget review process.

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.7 CP109038 - 20/21 Newman Landfill Signage	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	In Progress	26-Jul-2020	30-Jun-2021	35.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
21.1 Landfill Management	Capital	20,000.00		19,200.00	0.00	19,200.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/2020 - Investigated and project hand over completed.
31/08/2020 - Quotation scoping, review. Obtained one quote, obtaining another two quotes (as per Council's purchasing policy)week ending Friday 12th Sept 2020.
07/10/2020 - A Contractor has been engaged to complete a review of the landfill site for traffic signage, quotes will then be obtained for the required signage based from Contractor's findings.
04/11/2020 - Review is ongoing with recommendation report in progress.
25/11/2020 - Review is ongoing with recommendation report in progress.
11/01/2021 - Awaiting feedback from Contractor engaged to complete review of the Landfill Traffic Management Plan.
03/02/2021 - Updated sketch of Landfill Traffic Management Plan received. Sketch to be reviewed and feedback provided to Contractor. The window tinting for the Newman Landfill Weighbridge has been completed.
09/03/2021 - Sketch review and provided to Contractor. Contractor to proceed with development of Landfill Traffic Management Plan.
06/04/2021 - Contractor has submitted Landfill Traffic Management Plan for review. Feedback to be provided before the document is finalised.

Last Updated: 06-Apr-2021

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.12 CP109039 - 20/21 Newman Landfill Bore	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	In Progress	26-Jul-2020	30-Jun-2021	50.00%	96.00%	RED
SERVICE PROFILE	**BUDGET TYPE**	**BUDGET**		**YTD BUDGET**	**YTD ACTUAL**	**YTD VARIANCE**	**BUDGET PERFORMANCE**
21.1 Landfill Management	Capital	200,000.00		192,000.00	41,253.00	150,748.00	GREEN

ACTION PROGRESS COMMENTS:

12/08/2020 - Project handover complete but scoping work yet to commence. all required licenses (Bore construction and groundwater extraction) have been approved and received as

well as a location for the bore identified by DWER.
31/08/2020 - Quotation scoping and review in progress. Planned to advertise for the week ending Friday 12th Sept 2020.
07/10/2020 - The project has been handed over to the new project manager. Tender being developed and reviewed. Is is expected that the Request for Quotation will be advertised by the end of the month.
02/11/2020 - RFQ has been advertised.
23/11/2020 - RFQ has closed; no submissions were received. Negotiations with suitable Contractors has commenced.
11/01/2021 - Construction of the bore has been awarded to successful Contractor. Site works to commence January 2021. Negotiations with Contractors to complete associated works to follow.
03/02/2021 - Bore completed. Negotiations with Contractors for associated works underway.
09/03/2021 - Negotiations with contractors for associated works still underway. Quotes being sourced.
06/04/2021 - Quotes have been sourced for the majority of project components. Awaiting final quote from civil Contractor.

Last Updated: 06-Apr-2021

21.2 Waste Collection and Recycling

ACTION	RESPONSIBLE PERSON	STATUS	START DATE	END DATE	COMPLETE %	TARGET	ON TARGET %
4.1.1.9 CP109042 - 20/21 CDS Admin Office and Toilets	Daniel Hay-Hendry - GRADUATE ENGINEER - PROJECTS & ASSETS	Completed	26-Jul-2020	30-Jun-2021	100.00%	96.00%	GREEN

SERVICE PROFILE	BUDGET TYPE	BUDGET	YTD BUDGET	YTD ACTUAL	YTD VARIANCE	BUDGET PERFORMANCE
21.2 Waste Collection and Recycling	Capital	122,000.00	117,120.00	73,464.00	43,656.00	GREEN

ACTION PROGRESS COMMENTS:
12/08/2020 - RFQ advertised, closing on the 2nd of September.
31/08/2020 - Award of work by Friday 4th September. With the works set to commence on the 7th of September.
07/10/2020 - Project has been handed over to the new project manager. No responses to the formal RFQ, negotiations have started with contractors that have shown interest. The Scope of Works is being reviewed to assure value for money.
02/11/2020 - Scope of works are being revised and negotiations with contractors are being finalised before award.
23/11/2020 - Works have been awarded to the successful Contractor. Site works to commence in December2020.
11/01/2021 - Site works underway.
03/02/2021 - Handover schedule for 02/02/2021. Minor defects identified to be rectified before Practical Completion is reached.
09/03/2021 - Admin Office and Toilets have been completed. Final site works to be completed this month.
06/04/2021 - Project completed. Defects liability period has commenced.

Last Updated: 06-Apr-2021

9.1.3 AFFIXING COMMON SEAL UNDER DELEGATED AUTHORITY

Responsible Officer:	**Mr Steven Harding Chief Executive Officer**
Author:	**Mrs Kylie Bergmann Acting Manager Governance**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

This report is to advise Council of the documents that have had the Shire of East Pilbara common seal affixed under delegated authority since the last Council meeting on the 26th March 2021.

BACKGROUND

There has been one document that has had the Shire's common seal affixed under delegated authority since the last Council meeting.

COMMENTS/OPTIONS/DISCUSSIONS

Document	Details	Parties	Price Gst Inc.
Contract	RFT 02-2020/21 Part 1, Prepare and Finalise Local Planning Scheme Amendment and supporting technical reports (Newman Airport Reserve	Taylor Burrell Barnett	$179,176 (ex GST)

STATUTORY IMPLICATIONS/REQUIREMENTS

Local Government Act 1995, Part 9, Division 3, s9.49A Execution of Documents

POLICY IMPLICATIONS

4.5 Execution of Documents

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

G1 Provide efficient, accountable and ethical governance.

G1.1 Enhance governance capability to deliver sustainable outcomes, roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Should Council not be informed of the documents that have had the Common Seal affixed under delegated authority (4.5 – Execution of Documents), the Shire will fail to abide by Council's Execution of Documents Policy which clearly states that *Use of the common seal is to be recorded in the common seal register and must have the Council resolution number included and the date that the deal was applied.*

FINANCIAL IMPLICATIONS

No financial resource impact.

VOTING REQUIREMENTS

Simple.

OFFICER'S RECOMMENDATION

That Council have been advised that the Common Seal has been affixed under delegated authority to the following document:

Document	Details	Parties	Price Gst Inc.
Contract	**RFT 02-2020/21 Part 1, Prepare and Finalise Local Planning Scheme Amendment and supporting technical reports (Newman Airport Reserve**	**Taylor Burrell Barnett**	**$179,176 (ex GST)**

9.1.4 NEW DELEGATION: TENDERS FOR GOODS AND SERVICES - EXERCISING CONTRACT EXTENSION OPTIONS & VARIATIONS

Attachments:	**Appendix 1 – New Delegation – Exercising Contract Extension Options & Variations**
Responsible Officer:	**Mr Steven Harding Chief Executive Officer**
Author:	**Mrs Kylie Bergmann Acting Manager Governance**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

For Council to consider giving delegated authority to the Chief Executive Officer (CEO) to:

- Determine whether variations in goods and services required are minor variations;
- Approve contract variations that do not change the scope of the original contract or increase the contract value beyond 10%; and
- Approve contract extension options.

BACKGROUND

Council currently has 2 delegations in regards to procurement for goods & services:

- 4.8 Expressions of Interest for Goods and Services
- 4.9 Tenders for Goods and Services

The current delegations allow for CEO authority to invite expressions of interest, and to call tenders, determine the criteria for acceptance of tenders, determine the information that is to be disclosed to those interested in submitting a tender, authority to vary tender information, authority to evaluate tenders and authority to seek clarification from tenderers in relation to information contained within a tender submission.

The current delegations do not allow for the CEO to approve minor variations where the goods or services to be supplied do not change the scope of the original contract or increase the contract value and/or approve contract extension options. Under the current arrangements, without delegations, all variations would need to be presented to Council for approval even in the event that they are minor(ie any variation that is $1 over the original, tender price). It should be noted that this amendment only applies to tenders and is not applicable for RFQ's and quotations.

The Officer's preference is to apply good contract management practices which has approval of the variation prior to the works commencing. In the situation where the CEO does not have delegation, it will mean projects will be delayed and Council running the risk of contractual issues as a result of the delays. The proposed delegations has built in measures to ensure that project variations are assessed against the original scope and tenderer submission and levels of approval that are both practical and compliant with the local government requirements.

Varying a contract with a successful tendered is regulated by r.21A of the *Local Government (Functions and General) Regulations 1996,* which enables contract variations after a contract has been formed with a successful tenderer.

It is suggested that Council gives delegated authority to CEO in accordance with the attached draft (***Appendix 3 refers***), to allow for the efficient process of business without having refer it back to Council every time there is a minor contract variation request or contract extension.

Council should note that the proposed delegation applies only to contracts formed through the tender process (contracts over $250,000). Making, varying or discharging contracts formed through the procurement process under our adopted Procurement Policy are not subject to r.21A of the *Local Government (Functions and General) Regulations 1996.*

The proposed variation limits differ depending in the original content sum. For tenders, over $501,000.00 the minimum total of all variations is set at 10% being required to be approved by Council. In the event that the content sum is $500,000.00 or less, it is proposed to apply a 20% total variation sum of the original content to give enough latitude for projects smaller in nature to keep proceeding given that a simple variation could stop the project proceeding. It is important to note that in all variations apart from the 10% of the original content construct, the total original content and variations total must be within the council approved budget for the project.

COMMENTS/OPTIONS/DISCUSSIONS

The proposed new delegation is based on the WALGA template and best practice guidelines.

Officer's are recommending that the delegation be provided to the CEO only, with no further sub-delegation to other officers at this stage.

Council has 3 options in regards to the proposed new delegation:

1. Accept the proposed new delegation as is;
2. Amend the proposed new delegation;
3. Reject the new delegation so that all contract variations (on contracts awarded through the tender process) be brought back to Council for approval.

STATUTORY IMPLICATIONS/REQUIREMENTS

Local Government Act 1995

S5.42 Delegation of some powers or duties to the CEO
S5.43 Limitations on delegations to the CEO
S3.57 Tenders for providing goods or services

Local Government (Functions and General) Regulations 1996
r.11(2)(j) Exercising contract extension options
r.20(1)(2) and (3) Variation of requirements before entry into contract
r.21A Varying a contract for the supply of goods or services

POLICY IMPLICATIONS

3.14 Procurement and Tender Procedures Policy

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

G1 Provide efficient, accountable and ethical governance.

G1.1 Enhance governance capability to deliver sustainable outcomes, roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Legislative / Compliance - Low

FINANCIAL IMPLICATIONS

No financial resource impact.

VOTING REQUIREMENTS

Absolute.

OFFICER'S RECOMMENDATION

That Council approve a new delegation for – 4.17 Tenders for Goods and Services: Exercising Contract Extension Options and Variations – as presented in *Appendix 1.*

Appendix 1
New Delegation - Exercising Contract Extension Options and Variations

Shire of EAST Pilbara
AUSTRALIA'S LARGEST SHIRE

Delegation of authority

Delegation	**4.17 Tenders for Goods and Services - Exercising Contract Extension Options and Variations (DRAFT)**
Category	B. EXECUTIVE SERVICES
Delegator	Council
Express power to delegate	*Local Government Act 1995* s5.42 Delegation of some powers or duties to the CEO s5.43 Limitations on delegations to the CEO
Express power or duty delegated	*Local Government Act 1995* s3.57 Tenders for providing goods or services *Local Government (Functions and General) Regulations 1996* r.11(2)(j) Exercising contract extension options r.20(1), (2) and (3) Variation of requirements before entry into contract r.21A Varying a contract for the supply of goods or services
Function	1. Authority to determine whether variations in goods and services required are minor variations, and to negotiate with the successful tenderer to make minor variations before entering into a contract [F&G r.20(1) and (3)]. 2. Authority to choose the next most advantageous tender to accept, if the chose tenderer is unable or unwilling to form a contract to supply the varied requirement OR the minor variation cannot be agreed with the successful tenderer, so that the tenderer ceases to be the chosen tenderer [F&G r.20(2)]. 3. Authority to vary a tendered contract, after it has been entered into, provided the variation/s are necessary for the goods and services to be supplied, and do not change the scope of the original contract or increase the contract value beyond 10% for tenders where the total original contract is more than $501,000, and 20% for tenders where the total original contract is less than $500,000 [F&G r.21A]. 4. Authority to exercise a contract extension option that was included in the original tender specification and contract in accordance with r.11(2)(j).
Delegates	CEO
Conditions	1. A decision to vary a tendered contract before entry into the contract [F&G r.20(1) and (3)] must include evidence that the variation is minor in comparison to the total goods or services that tenderers were invited to supply, and does not impact on the procurement evaluation outcomes, in consideration of all tenderers. 2. A decision to vary a tendered contract after entry into the contract [F&G r.21A(a)] must include evidence that the variation is necessary and does not change the scope of the contract. 3. A decision to renew or extend the contract must only occur where the original contract contained the option to renew or extend its term as per r.11(2)(j) and that the contractor's performance has been reviewed and the review evidences the rationale for entering into the extended term. 4. The total original contract & sum of all variations must be within the approved budget. 5. That the total sum of all variations does not exceed 10% for tender where the original contract exceeds $501,000, and 20% for tenders that are less than $500,000.
Express power to subdelegate	*Local Government Act 1995* s5.44 CEO may delegate some powers and duties to other employees.

9.1.5 POLICY AMENDMENT - COUNCILLOR ALLOWANCES & EXPENSES

Attachments:	**Appendix 1 – Amended Councillor Allowances & Expenses Policy**
Responsible Officer:	**Mr Steven Harding Chief Executive Officer**
Author:	**Mrs Kylie Bergmann Acting Manager Governance**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

For Council to consider making some minor amendments to the Councillor Allowances & Expenses Policy.

BACKGROUND

At the Ordinary Council Meeting on 26 March 2021, Councillor Lang Coppin OAM raised a Notice of Motion for Council to review its Policy on Councillor Allowances & Expenses. In particular, Councillor Coppin OAM is requesting that there be no maximum allocation for calling a charter plane for Council Meetings within the Shire boundaries, and that officers provide some costings for consideration within the 2021-2022 annual budget.

The current 2020-2021 annual budget allocation towards Charter Plane Hire (GL 41028) is $38,000, of which $34,250 has already been spent

An estimate of the costings is provided below, and if approved by Council, will be allowed for within the 2021/22 budget:

Month	Cost ex GST
July 2021	$6100
August 2021	$6100
September 2021	$10,954
October 2021	$6100
November 2021	$6100
December 2021	$6100
January 2022	$6100
February 2022	$6100
March 2022	$10,954
April 2022	$6100
May 2022	$6100
June 2022	N/A – Nullagine Meeting (driving)

TOTAL	**$76,809**

COMMENTS/OPTIONS/DISCUSSIONS

The following paragraph of the Councillor Allowances & Expenses Policy has been amended to incorporate Councillor Coppin's request:

f. → Travel by small charter plane

In accordance with Council Policy 1.13 – Location of Council Meetings – Council meetings will usually be held in Newman, with two meetings being held annually in Marble Bar and one in Nullagine.

Where a Councillor's usual place of residence or work is outside of the Ward where the Council meeting is being held, the Councillor may choose to charter a small plane ~~–~~ for the purposes of attending that Council meeting ~~up to a maximum of two (2) times per year~~. There is no restriction on maximum number of times a charter plane can be called by a Councillor nor, ~~There~~ is ~~no~~ there a minimum number of passengers required ~~when choosing to travel via a small charter plane.~~

A copy of the amended Policy is included at ***Appendix 1*** for Council's reference.

In considering its options, Council should note the Shire's vast size which requires considerable amounts of regular travel by Council and Staff in order to fulfil its governance function.

Council has three options in this regard:

1. Accept the changes as presented;

2. Make further changes;

3. Reject the changes.

STATUTORY IMPLICATIONS/REQUIREMENTS

Salaries & Allowances Tribunal Determination 2020.

Local Government Act 1995
s.5.98 Fees etc. for council members

Local Government (Administration) Regulations 1996
r.30 Meeting attendance fees (Act s.598(1) and (2A))
r.31 Expenses to be reimbursed (Act s5.98(2)(a) and (3))
r.32 Expenses that may be approved for reimbursement (Act s5.98(2)(b) and (3))

Local Government Officers (Western Australia) Award 2011

POLICY IMPLICATIONS

New Policy Making Guidelines:

1. Draft policies are to be in standard format and include policy objectives and policy statement.
2. Discuss reasons for the policy with your supervisor and prepare and amended/final draft.
3. The Policy is to be presented and discussed at the Executive Management meeting.
4. The Policy is to be presented at the Corporate Discussion for input from Councillors.
5. The Policy will then be presented to Council for adoption and inclusion in the Policy Manual.

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

G1 Provide efficient, accountable and ethical governance.

G1.1 Enhance governance capability to deliver sustainable outcomes, roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Low - compliance

FINANCIAL IMPLICATIONS

The current 2020-2021 annual budget allocation towards Charter Plane Hire (GL 41028) is $38,000, of which $34,250 has already been spent. The expected costs for April 2021 and May 2021 (assuming the plane is called) will be $6710 (incl GST) and $12,050 (incl GST) respectively, requiring a further -$15,010 of allocated funds. This would result in a small offset as there will be reduced reimbursement paid to Councillors in lieu of driving to Newman.

VOTING REQUIREMENTS

Simple.

OFFICER'S RECOMMENDATION

That Council:

1. **Adopts the changes to the Councillor Allowances & Expenses Policy, as presented at Appendix 1.**

2. **Notes the additional financial implications will be included within the drafting of the 2021/22 annual budget.**

Appendix 1
Amended Councillor Allowances & Expenses Policy

1.1 Councillor Allowances & Expenses

Responsible Directorate	Executive Services
Responsible Officer	Chief Executive Officer
File Number	CLR-4-2

Objective

To clearly outline the support and entitlements that are available to Shire of East Pilbara Councillors, and to ensure that the allowances and entitlements are within the provisions of the *Local Government Act 1995* (the Act) and the most recent determination from the Salaries and Allowances Tribunal.

PART 1 - FEES AND ALLOWANCES

Meeting fees and allowances are determined by the Salaries and Allowances Tribunal. All local governments in Western Australia fall into one of four bands which then provides a range within which Council can set fees and allowances for its Councillors.

1.1 Annual Meeting Attendance Fees [s5.99]

Councillors will receive an annual meeting attendance fee, within the range set by the Salaries and Allowances Tribunal, as determined annually by Council.

1.2 Presidential and Deputy Presidential Allowances [s5.98 and s5.98A]

The Shire President and Deputy Shire President will receive an annual meeting attendance fee, within the range set by the Salaries and Allowances Tribunal, as determined annually by Council.

1.3 Information and Communication Technology (ICT) Annual Allowance [s5.99A(b), Regulation 31(1)]

All Councillors will receive an annual ICT allowance, within the range set by the Salaries and Allowances Tribunal, as determined annually by Council.

The ICT allowance is intended to cover costs relating to telephone usage, consumables associated with that use, as well as costs associated with IT requirements such as internet connections and consumables such as paper and printer cartridges.

1.4 Payment of Meeting Fees and Allowances

All meeting fees and allowances will be paid quarterly and by the second week of the month in March, June, September and December.

PART 2 - REIMBURSEMENT OF EXPENSES

2.1 Travel Costs (Regulation 31(1)(b) and 32)

a. Council and committee meetings

In accordance with Regulation 31(1)(b) of the *Local Government (Administration) Regulations 1996* (Regulations), Councillors will be reimbursed for travel expenses incurred with respect to the actual cost of travelling from their usual place of residence or work to attend:

- Council meetings; or
- Council appointed committee meetings of which he or she is a member (E.g. Audit Committee Meetings).

b. Other meetings

In accordance with Regulation 32(1) of the LG regulations, Councillors *may* be reimbursed for travel expenses incurred with respect to the actual cost of travelling from their usual place of residence or work to attend:

- An Annual or Special meeting of Electors;
- Any meeting of a body to which the Councillor has been appointed by Council (usually biennial in October following the Local Government Elections);
- A Shire of East Pilbara civic function to which Councillors have been invited (E.g. Annual Australia Day Ceremony);
- Official meetings with Ministers of the Crown;
- Any other meeting, function or event which they have been asked to attend in their role as Councillor as determined by Council, the Shire President or the Chief Executive Officer.

c. Usual place of residence or work

If the Councillor does not live or work in the local government district, actual travel costs will be reimbursed from the person's usual place of residence or work and back (Clause 8.2(3) Salaries and Allowances Determination).

If a Councillor changes their usual place of residence or work during their term, they must immediately notify the Administration.

d. Calculating the mileage allowance

Where a private motor vehicle is used, reimbursement of travelling expenses is calculated on the rate set by the Salaries and Allowances Tribunal. The current rates* are set out in Section 30.6 of the *Local Government Officers (Western Australia) Award 2011*, as follows:

	Engine displacement (in cubic centimetres)		
Area and Details	**Over 2600cc**	**Over 1600cc to 2600cc**	**1600cc and under**
Metro area	93.97	67.72	55.85
South west Land Division	95.54	68.66	56.69
North of 23.5 Latitude	103.52	74.12	61.21
Rest of State	99.01	70.87	58.37

* As at 11th March 2019.

** Rate to be applied is cents per kilometre.

The following calculations are to be applied for meetings in Newman, Nullagine and Marble Bar.

NEWMAN:

Location	**Kms** (Return trip)	**Rate**	**Amount to be reimbursed**
Nullagine to Newman	392kms	$1.0352	$405.79
		$0.7412	$290.55
		$0.6121	$239.94
Marble Bar to Newman	615kms	$1.0352	$636.64
		$0.7412	$455.83
		$0.6121	$376.44
Marble Bar to Newman (via Port Hedland on the bitumen)	1282kms	$1.0352	$1,327.12
		$0.7412	$950.21
		$0.6121	$784.71
Marble Bar to Newman (via Hillside Road)	860kms	$1.0352	$890.27
		$0.7412	637.43
		$0.6121	$526.40
Perth to Newman	956kms	$1.0352	$989.65
		$0.7412	$708.58

(From the outer border of Shire of Meekathara)		$0.6121	$585.16
Parnngurr (Cotton Creek) to Newman	369kms	$1.0352	$381.98
		$0.7412	$273.50
		$0.6121	$225.86

NULLAGINE:

Location	**Kms** (Return trip)	**Rate**	**Amount to be reimbursed**
Newman to Nullagine	392kms	$1.0352	$405.79
		$0.7412	$290.55
		$0.6121	$239.94
Marble Bar to Nullagine	224kms	$1.0352	$231.88
		$0.7412	166.02
		$0.6121	$137.11
Perth to Nullagine (From the outer border of Shire of Meekathara)	1328kms	$1.0352	$1,374.74
		$0.7412	$984.31
		$0.6121	$812.86
Parnngurr (Cotton Creek) to Nullagine	452kms	$1.0352	$467.91
		$0.7412	$335.02
		$0.6121	$276.66

MARBLE BAR:

Location	**Kms** (Return trip)	**Rate**	**Amount to be reimbursed**
Newman to Marble Bar	615kms	$1.0352	$636.64
		$0.7412	$455.83
		$0.6121	$376.44
Nullagine to Marble Bar	224kms	$1.0352	$231.88
		$0.7412	166.02
		$0.6121	$137.11
Perth to Marble Bar (From the outer border of Shire of Meekathara)	1,552kms	$1.0352	$1,606.63
		$0.7412	$1,150.34
		$0.6121	$949.97
	494kms	$1.0352	$511.38

Parnngurr (Cotton Creek) to Marble Bar		$0.7412	$366.15
		$0.6121	$302.37

NOTE: If the shortest possible route is via gravel roads, and the roads conditions are unfavourable (e.g. due to bad weather), the Councillor may take a longer route via the bitumen roads, and will be reimbursed for the actual kilometres travelled.

e. Travel by Commercial flight

In some instances, where the Councillor's usual place of residence or work is outside of the Shire of East Pilbara (e.g. Perth), it may not be practical or feasible to travel to meetings by private motor vehicle.

In that case, Councillors may choose to travel by commercial flight. A Councillor will be reimbursed for the actual cost of the airfare, up to a maximum of $1,562.85. This is based on the following calculation:

Travel from Perth to Newman return (956kms)	$989.65
Accommodation x 2 nights ($180/night)	$360.00
Meal Allowance x 2 days ($106.60/day)	$213.20
TOTAL	$1,562.85

f. Travel by small charter plane

In accordance with Council Policy 1.13 – Location of Council Meetings – Council meetings will usually be held in Newman, with two meetings being held annually in Marble Bar and one in Nullagine.

Where a Councillor's usual place of residence or work is outside of the Ward where the Council meeting is being held, the Councillor may choose to charter a small plane ~~–~~for the purposes of attending that Council meeting~~up to a maximum of two (2) times per year~~. There is no restriction on maximum number of times a charter plane can be called by a Councillor nor, ~~There~~ is ~~no~~there a minimum number of passengers required~~when choosing to travel via a small charter plane.~~

g. Accommodation

Accommodation costs will be arranged and paid for by Council if the Councillor is required to travel to attend the meeting.

Incidental expenses such as in-house movies, dry-cleaning and mini-bar will not be covered by Council.

h. Meals

All meals will be included and paid for by Council.

Alcohol will be included and paid for by Council when purchased with a meal only.

2.2 Child Minding Fees (Regulation 31(1)(b))

In accordance with the Salaries and Allowances Tribunal Determination, Councillors will be reimbursed for child care costs incurred because of their attendance at a meeting.

The extent to which the Councillor will be reimbursed is the actual cost per hour or $30 per hour, whichever is the lesser amount.

Receipts for expenses must be provided for reimbursement. Where a receipt cannot be provided, a Statutory Declaration will suffice.

2.3 Other Specified Expenses (Regulation 32(b))

In accordance with regulation 32(b) of the Regulations, a Councillor *may* be reimbursed for the cost of having their partner attend a Council event or function, if the CEO considers that it is appropriate for the Council member to be accompanied by that person.

PART 3 – PROVISION OF EQUIPMENT

3.1 Electronic Equipment

All Councillors are entitled to the issue of a Shire of East Pilbara owned tablet, iPad or laptop.

All tablets will be configured to allow access to the internet. In addition, all tablets will have the option of cellular data access. Councillors will need to purchase a cellular data plan at their own expense.

In relation to software (apps) accessibility, Councillors will have the option to either:

a. Use their own personal iTunes account on the device; or

b. The Shire can set up an iTunes account for the Councillor, which is linked to the company credit card. This account will be restricted to Council business only and the tablet will only be set up with Councillors email and software (apps) as appropriate.

Use of the tablet device shall be in accordance with the Shire of East Pilbara *"Councillor Tablet Usage Guidelines."*

All tablet devices must be returned to the Shire of East Pilbara prior to the Councillor leaving their position of Elected Member.

3.2 Corporate Uniform

All Councillors will receive a subsidy to purchase a Corporate Uniform. Councillors will be entitled to purchase:

- 1 x Blazer
- 2 x Shirts
- 2 x Pants or Skirts

Councillors will be able to access the subsidy every 12 months.

All Councillors provided with a Corporate Uniform must wear the uniform at all Council functions and events (internal and external business and meetings).

Councillors may purchase additional uniform items, other than that supplied by Council. However, they will be responsible for the full costs of these additional items.

Each Councillor is responsible for the repairs, alterations and cleaning of supplied uniforms.

Councillors will also receive a Shire of East Pilbara name badge.

3.3 Consumables

The following items will be provided to Councillors upon request:

a. Council letterhead, either electronically or in hard copy;

b. 2 x reams of paper, per annum;

c. 250 personalised business cards.

Council letterheads/stationary, business cards, equipment, Shire supplied e-mail accounts and consumables are not issued for personal or electioneering use; they must only be used for Council business. Councillors must also take into consideration the Shire's Record Keeping Policy when utilising Council letterheads and emails.

PART 5 – RECOGNITION OF COUNCILLORS (s5.100a, Regulation 34AC)

The following recognition is provided to retiring Councillors to acknowledge their contribution to Council and the community:

c. Service less than 4 years in office – Letter of Appreciation;
d. Service of at least one full four (4) year term – Letter of Appreciation and a gift equating to $100 for each year served, to a maximum of $1,000.

References	*Local Government Act 1995* *Local Government (Administration) Regulations 1996* *Local Government Officers (Western Australia) Award 2011* Salaries and Allowances Tribunal Determination		
Related Procedures	Councillor Tablet Usage Guidelines		
Date Adopted by Council	26 April 2019	Item No	10.1.5
Review/Amendment Date	24 January 2020	Item No	
Review/Amendment Date	26 June 2020	Item No.	
Next Review			

9.1.6 LOCAL ROADS AND COMMUNITY INFRASTRUCTURE (LRCI PROGRAM) STIMULUS PACKAGE OPTIONS

Attachments:	**Appendix 1 – LRCI Funding Allocations – Phase 1** **Appendix 2 – LRCI Funding Allocations – Phase 2**
Responsible Officer:	**Mr Steven Harding** **Chief Executive Officer**
Author:	**Mr Steven Harding** **Chief Executive Officer**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

For Council to consider approving one of three options recommended by Shire Officers as the chosen project to initiate the Department of Infrastructure, Transport, Regional Development and Communication's Local Roads and Community Infrastructure Program (LRCI Program) – a COVID-19 stimulus package of which the Shire has been awarded $1,084,928. The chosen project will need to be included in the 2021/22 capital works budget.

BACKGROUND

On 22 May 2020, the Australian Government announced a new $500 million Local Roads and Community Infrastructure Program (LRCI Program).

This program will support local councils to delivery priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic.

The LRCI Program is part of the Government's $1.8 billion boost for road and community projects through local governments across Australia, including the bringing forward of $1.3 million of the 2020-21 Financial Assistance Grant payment.

The Shire of East Pilbara has been successful with a funding allocation of $1,196,498.00 in phase 1 and $1,084,928.00 in phase 2, as per ***Appendix 1.***

The LRCI Program will run from 1 July 2020 to 31 December 2021, with phase 1 projects required to be physically completed by 30 June 2021 and phase 2 projects to be physically completed by 30 June 2022.

COMMENTS/OPTIONS/DISCUSSIONS

The objective of the LRCI Program is to stimulate additional infrastructure construction activity in local communities across Australia to assist communities to manage the economic impacts of COVID-19.

The intended outcomes of the LRCI Program are to:

- provide stimulus to protect and create local short-term employment opportunities through funded projects following the impacts of the COVID-19
- deliver benefits to communities, such as improved road safety, accessibility and visual amenity.

Conditions to the funding:

- Councils will need to complete all works for phase 1 and 2 by 30 June 2021 and 30 June 2022 respectively to receive their full nominal share of funding.
- Councils will also need to demonstrate that [projects are additional to their pre-COVID-19 work program for 2020-21. If a project has been brought forward from a future work program it will be eligible for funding.
- Additional conditions, such as signage requirements apply as per the funding guidelines.

The previous CEO nominated the new carpark and entry road to the Marble Bar Airport as the project for the phase 1 funding round, which was accepted by the funding body.
Officers have provided three options for Council to consider using towards the LRCI funding. The options are by no means the only options available and any other combination or additional projects not currently included in the proposed options can be considered. The selection of projects should best represent what Councillors believe will provide the most significant positive outcome for the community.

Council's chosen option will need to be included in the 2021/22 capital works budget.

LRCI PACKAGE PHASE 2 OPTIONS

Option	Project	Amount
1	Lee Lane Upgrade Newman Netball Court Replacement	$400,000 $800,000
2	Newman Library Landscaping and Upgrade Lee Lane Upgrade	$700,000 $400,000
3	Newman Library Landscaping and Upgrade Newman Netball Court Replacement	$300,000 $800,000

Recommendation

Shire Officers recommend that Council selection option 1 to be included in the Capital Works Program for the 2021/22 financial year and endorse an allocation in the Annual budget for the works.

STATUTORY IMPLICATIONS/REQUIREMENTS

Nil.

POLICY IMPLICATIONS

Nil.

STRATEGIC COMMUNITY PLAN

3: Built Environment

Connected and accessible communities.

B1 Optimise places to live, work and enjoy.

B1.1 Improve local amenity.

B1.2 Provide and maintain open spaces for the community to recreate and connect.

B1.3 Maintain and facilitate community infrastructure and urban heritage, including roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Risk has been assessed on the basis of the Officer's Recommendation.

Risk	Risk Likelihood (based on history and with existing controls)	Risk Impact / Consequence	Risk Rating (Prior to Treatment or Control)	Principal Risk Theme	Risk Action Plan (Controls or Treatment proposed)
That there are not projects that have a significant input on a Shire wide basis	Possible (3)	Moderate (3)	Moderate (5-9)	Reputation - 3 Moderate - Substantiated, public embarrassment, moderate impact on key stakeholder trust or moderate media profile	Manage by ensuring that the eligibility criteria are met and that projects are across Shire and are

					recognised as needed.
Projects are chosen that do not comply with the requirements of the program	Unlikely (2)	Major (4)	Moderate (5-9)	Financial Impact - 4 Major - $500,000 - $2M	Manage by ensuring that the eligibility criteria are met and that projects are across Shire and are recognised as needed

FINANCIAL IMPLICATIONS

There are no financial contributions required by Council as part of the funding that has been allocated under the LRCI program. However, should the projects exceed the allocated funding amount, then Council will be required to cover any shortfall.

VOTING REQUIREMENTS

Simple.

OFFICER'S RECOMMENDATION

1. That Council endorses the following Local Roads and Community Infrastructure Program projects for inclusion in the 2021/22 financial year Capital Works budget:

Option	Project	Amount
1	Lee Lane Upgrade Newman Netball Court Replacement	$400,000 $800,000
	Total	**$1,200,000**

2. Authorises the Chief Executive Officer to sign the Grant Agreement, and any associated documentation in relation to the Local Roads and Community Infrastructure Program grant.

Appendix 1
LRCI Funding Allocations – Phase 1

Australian Government
Department of Infrastructure, Transport, Regional Development and Communications

Local Roads and Community Infrastructure Program: Funding Allocations

STATE	RECIPIENT	ALLOCATION ($)
ACT	Transport Canberra and City Services Directorate	7,968,750
NSW	Albury City Council	883,074
NSW	Armidale Regional Council	1,429,701
NSW	Ballina Shire Council	880,244
NSW	Balranald Shire Council	832,921
NSW	Bathurst Regional Council	1,248,559
NSW	Bayside Council	737,406
NSW	Bega Valley Shire Council	1,221,983
NSW	Bellingen Shire Council	594,625
NSW	Berrigan Shire Council	877,527
NSW	Blacktown City Council	2,138,829
NSW	Bland Shire Council	1,849,827
NSW	Blayney Shire Council	537,301
NSW	Blue Mountains City Council	869,182
NSW	Bogan Shire Council	911,524
NSW	Bourke Shire Council	1,199,903
NSW	Brewarrina Shire Council	820,558
NSW	Broken Hill City Council	310,580
NSW	Burwood Council	169,168
NSW	Byron Shire Council	730,070
NSW	Cabonne Council	1,293,770
NSW	The Council of Camden	874,692
NSW	Campbelltown City Council	1,106,330
NSW	City of Canada Bay Council	403,595
NSW	Canterbury-Bankstown Council	1,679,331
NSW	Carrathool Shire Council	1,456,711
NSW	Central Coast Council	2,771,892

NSW	Central Darling Shire Council	1,001,818
NSW	Cessnock City Council	1,065,399
NSW	Clarence Valley Council	2,051,366
NSW	Cobar Shire Council	1,085,211
NSW	Coffs Harbour City Council	1,382,096
NSW	Coolamon Shire Council	772,445
NSW	Coonamble Shire Council	929,818
NSW	Cootamundra-Gundagai Regional Council	985,552
NSW	Cowra Shire Council	915,452
NSW	Cumberland Council	1,039,594
NSW	Dubbo Regional Council	2,146,498
NSW	Dungog Shire Council	574,823
NSW	Edward River Council	963,170
NSW	Eurobodalla Shire Council	1,039,292
NSW	Fairfield City Council	1,083,578
NSW	Federation Council	1,396,532
NSW	Forbes Shire Council	1,222,566
NSW	Georges River Council	706,045
NSW	Gilgandra Shire Council	878,444
NSW	Glen Innes Severn Council	872,429
NSW	Goulburn Mulwaree Council	1,074,884
NSW	Greater Hume Shire Council	1,294,190
NSW	Griffith City Council	1,030,641
NSW	Gunnedah Shire Council	1,007,220
NSW	Gwydir Shire Council	1,182,224
NSW	Hawkesbury City Council	1,087,629
NSW	Hay Shire Council	508,687
NSW	The Hills Shire Council	1,194,721
NSW	Hilltops Council	1,770,968
NSW	Hornsby Shire Council	871,538
NSW	Hunter's Hill Municipal Council	92,935
NSW	Inner West Council	856,830
NSW	Inverell Shire Council	1,402,055

NSW	Junee Shire Council	587,934
NSW	Kempsey Shire Council	1,160,188
NSW	Kiama Municipal Council	323,344
NSW	Ku-ring-gai Council	706,890
NSW	Kyogle Council	1,024,156
NSW	Lachlan Shire Council	2,128,508
NSW	Lake Macquarie City Council	1,752,388
NSW	Lane Cove Council	180,185
NSW	Leeton Shire Council	656,388
NSW	Lismore City Council	1,228,170
NSW	City of Lithgow Council	796,800
NSW	Liverpool City Council	1,430,716
NSW	Liverpool Plains Shire Council	866,772
NSW	Lockhart Shire council	846,561
NSW	Lord Howe Island Board	51,429
NSW	Maitland City Council	872,757
NSW	Mid-Coast Council	3,392,463
NSW	Mid-Western Regional Council	1,525,932
NSW	Moree Plains Shire Council	1,814,888
NSW	Mosman Municipal Council	149,862
NSW	Murray River Council	1,861,814
NSW	Murrumbidgee Council	1,008,021
NSW	Muswellbrook Shire Council	577,898
NSW	Nambucca Valley Council	768,865
NSW	Narrabri Shire Council	1,475,176
NSW	Narrandera Shire Council	997,363
NSW	Narromine Shire Council	909,690
NSW	Newcastle City Council	1,146,471
NSW	Norfolk Island Regional Council	82,929
NSW	North Sydney Council	304,610
NSW	Northern Beaches Council	1,418,332
NSW	Oberon Council	584,514
NSW	Orange City Council	720,809



NSW	Parkes Shire Council	1,337,613
NSW	City of Parramatta Council	1,282,352
NSW	Penrith City Council	1,522,275
NSW	Port Macquarie Hastings Council	1,826,618
NSW	Port Stephens Council	780,527
NSW	Queanbeyan-Palerang Regional Council	1,527,709
NSW	Randwick City Council	616,934
NSW	Richmond Valley Council	1,002,214
NSW	Council of the City of Ryde	591,724
NSW	Shellharbour City Council	567,099
NSW	Shoalhaven City Council	2,141,844
NSW	Singleton Council	816,085
NSW	Snowy Monaro Regional Council	1,744,322
NSW	Snowy Valleys Council	871,816
NSW	Strathfield Municipal Council	185,608
NSW	Sutherland Shire Council	1,286,114
NSW	City of Sydney	865,560
NSW	Tamworth Regional Council	2,652,533
NSW	Temora Shire Council	825,968
NSW	Tenterfield Shire Council	1,044,335
NSW	Transport for NSW	969,769
NSW	Tweed Shire Council	1,814,531
NSW	Upper Hunter Shire Council	1,230,434
NSW	Upper Lachlan Council	1,203,048
NSW	Uralla Shire Council	596,106
NSW	Wagga Wagga City Council	2,050,700
NSW	Walcha Council	591,796
NSW	Walgett Shire Council	1,235,615
NSW	Warren Shire Council	655,258
NSW	Warrumbungle Shire Council	1,553,366
NSW	Waverley Council	277,817
NSW	Weddin Shire Council	635,335
NSW	Wentworth Shire Council	1,278,207

NSW	Willoughby City Council	375,507
NSW	Wingecarribee Shire Council	1,184,041
NSW	Wollondilly Shire Council	872,871
NSW	Wollongong City Council	1,540,943
NSW	Council of the Municipality of Woollahra	274,790
NSW	Yass Valley Council	857,227
NT	Alice Springs Town Council	433,129
NT	Barkly Regional Council	206,960
NT	Belyuen Community Government Council	14,994
NT	Central Desert Regional Council	399,793
NT	Coomalie Community Government Council	215,886
NT	City of Darwin	862,060
NT	Department of Transport	6,569,766
NT	East Arnhem Regional Council	566,290
NT	Katherine Town Council	288,649
NT	Litchfield Council	1,183,429
NT	Local Government Association of the Northern Territory	711,844
NT	MacDonnell Regional Council	455,503
NT	City of Palmerston	411,889
NT	Roper Gulf Regional Council	489,289
NT	Tiwi Islands Regional Council	443,404
NT	Victoria Daly Regional Council	318,243
NT	Wagait Shire Council	25,116
NT	West Arnhem Regional Council	540,268
NT	West Daly Regional Council	402,007
QLD	Aurukun Council	53,749
QLD	Balonne Shire Council	1,141,450
QLD	Banana Shire Council	1,808,133
QLD	Barcaldine Regional Council	1,291,666
QLD	Barcoo Shire Council	710,542
QLD	Blackall-Tambo Regional Council	808,346
QLD	Boulia Shire Council	568,456

QLD	Brisbane City Council	11,710,003
QLD	Bulloo Shire Council	848,921
QLD	Bundaberg Regional Council	2,014,577
QLD	Burdekin Shire Council	620,261
QLD	Burke Shire Council	305,861
QLD	Cairns Regional Council	1,830,518
QLD	Carpentaria Shire Council	711,924
QLD	Cassowary Coast Regional Council	739,286
QLD	Central Highlands Regional Council	2,165,138
QLD	Charters Towers Regional Council	1,706,358
QLD	Cherbourg Aboriginal Shire Council	39,849
QLD	Cloncurry Shire Council	692,019
QLD	Cook Shire Council	1,278,916
QLD	Croydon Shire Council	464,921
QLD	Diamantina Shire Council	453,393
QLD	Doomadgee Aboriginal Shire Council	59,500
QLD	Douglas Shire Council	274,337
QLD	Etheridge Shire Council	758,556
QLD	Flinders Shire Council	858,755
QLD	Fraser Coast Regional Council	1,912,057
QLD	Gladstone Regional Council	1,609,377
QLD	City of Gold Coast	5,919,014
QLD	Goondiwindi Regional Council	1,139,053
QLD	Gympie Regional Council	1,361,802
QLD	Hinchinbrook Shire Council	378,323
QLD	Hope Vale Aboriginal Council	63,728
QLD	Ipswich City Council	2,327,860
QLD	Isaac Regional Council	1,546,389
QLD	Kowanyama Aboriginal Shire Council	157,431
QLD	Livingstone Shire Council	906,477
QLD	Lockhart River Aboriginal Shire Council	80,743
QLD	Lockyer Valley Regional Council	927,079
QLD	Logan City Council	3,487,130

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QLD	Longreach Regional Council	1,196,175
QLD	Mackay Regional Council	1,956,590
QLD	Mapoon Aboriginal Shire Council	26,740
QLD	Maranoa Regional Council	2,576,007
QLD	Mareeba Shire Council	1,149,665
QLD	McKinlay Shire Council	700,484
QLD	Moreton Bay Regional Council	5,003,061
QLD	Mornington Shire Council	76,418
QLD	Mount Isa City Council	1,009,519
QLD	Murweh Shire Council	1,216,089
QLD	Napranum Aboriginal Shire Council	81,455
QLD	Noosa Council	790,346
QLD	North Burnett Regional Council	1,851,438
QLD	Northern Peninsula Area Regional Council	177,442
QLD	Palm Island Aboriginal Council	36,368
QLD	Paroo Shire Council	973,400
QLD	Pormpuraaw Aboriginal Shire Council	246,944
QLD	Quilpie Shire Council	891,657
QLD	Redland City Council	1,692,120
QLD	Richmond Shire Council	557,208
QLD	Rockhampton Regional Council	1,483,455
QLD	Scenic Rim Regional Council	1,089,053
QLD	Somerset Regional Council	987,796
QLD	South Burnett Regional Council	1,644,465
QLD	Southern Downs Regional Council	1,577,341
QLD	Sunshine Coast Regional Council	3,653,767
QLD	Tablelands Regional Council	979,647
QLD	Toowoomba Regional Council	4,092,300
QLD	Torres Shire Council	156,288
QLD	Torres Strait Island Regional Council	194,288
QLD	Townsville City Council	2,230,838
QLD	Western Downs Regional Council	3,465,660
QLD	Whitsunday Regional Council	1,050,537

QLD	Winton Shire Council	1,066,785
QLD	Woorabinda Aboriginal Council	31,555
QLD	Wujal Wujal Aboriginal Shire Council	9,956
QLD	Yarrabah Community Council	45,250
SA	City of Adelaide	337,528
SA	Adelaide Hills Council	781,415
SA	Adelaide Plains Council	345,459
SA	Alexandrina Council	685,920
SA	Anangu Pitjantjatjara Yankunytjatjara	234,437
SA	The Barossa Council	565,108
SA	Barunga West Council	279,118
SA	The Berri Barmera Council	299,755
SA	The City of Burnside	567,219
SA	Campbelltown City Council (SA)	618,860
SA	District Council of Ceduna	529,407
SA	City of Charles Sturt	1,297,277
SA	Clare and Gilbert Valleys Council	477,275
SA	District Council of Cleve	483,287
SA	District Council of Coober Pedy	129,085
SA	Coorong District Council	751,813
SA	Copper Coast Council	412,199
SA	District Council of Elliston	498,641
SA	The Flinders Ranges Council	386,357
SA	District Council of Franklin Harbour	303,556
SA	Town of Gawler	405,562
SA	Gerard Reserve Council Inc	102,392
SA	Regional Council of Goyder	767,234
SA	District Council of Grant	423,450
SA	City of Holdfast Bay	454,947
SA	Kangaroo Island Council	487,807
SA	District Council of Karoonda East Murray	427,543
SA	District Council of Kimba	389,012
SA	Kingston District Council	340,359

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SA	Light Regional Council	505,918
SA	District Council of Lower Eyre Peninsula	508,294
SA	District Council of Loxton Waikerie	825,615
SA	Maralinga Tjarutja	136,599
SA	City of Marion	1,057,753
SA	Mid Murray Council	745,746
SA	City of Mitcham	847,802
SA	The District Council of Mount Barker	676,351
SA	City of Mount Gambier	486,995
SA	District Council of Mount Remarkable	453,865
SA	The Rural City of Murray Bridge	571,938
SA	Naracoorte Lucindale Council	573,718
SA	Nipapanha Community Aboriginal Corporation	102,304
SA	Northern Areas Council	489,849
SA	City of Norwood Payneham and St Peters	444,393
SA	City of Onkaparinga	2,463,485
SA	District Council of Orroroo/Carrieton	341,598
SA	District Council of Peterborough	330,216
SA	City of Playford	1,394,838
SA	City of Port Adelaide Enfield	1,452,265
SA	Port Augusta City Council	369,020
SA	City of Port Lincoln	306,196
SA	Port Pirie Regional Council	555,731
SA	City of Prospect	286,180
SA	Renmark Paringa Council	307,491
SA	District Council of Robe	191,267
SA	Roxby Downs Council	146,865
SA	City of Salisbury	1,683,846
SA	Southern Mallee District Council	489,276
SA	District Council of Streaky Bay	551,708
SA	Tatiara District Council	648,849
SA	City of Tea Tree Gully	1,213,751
SA	Department of Planning, Transport and Infrastructure	4,480,435

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SA	District Council of Tumby Bay	348,744
SA	Corporation of The City of Unley	462,672
SA	City of Victor Harbor	355,740
SA	Wakefield Regional Council	619,143
SA	Corporation of the Town of Walkerville	160,941
SA	Wattle Range Council	629,298
SA	City of West Torrens	699,514
SA	The Corporation of The City of Whyalla	467,667
SA	Wudinna District Council	484,719
SA	Yalata Anangu Aboriginal Corporation	125,977
SA	District Council of Yankalilla	245,369
SA	Yorke Peninsula Council	903,914
TAS	Break O'Day Council	647,406
TAS	Brighton Council	249,567
TAS	City of Burnie	484,186
TAS	Central Coast Council	771,586
TAS	Central Highlands Council	589,128
TAS	Circular Head Council	803,241
TAS	Clarence City Council	649,937
TAS	Derwent Valley Council	378,807
TAS	Devonport City Council	506,733
TAS	Dorset Council	751,168
TAS	Flinders Council	298,905
TAS	George Town Council	333,105
TAS	Glamorgan Spring Bay Council	401,087
TAS	Glenorchy City Council	578,903
TAS	Hobart City Council	685,131
TAS	Huon Valley Council	664,685
TAS	Kentish Council	467,855
TAS	King Island Council	414,531
TAS	Kingborough Council	596,102
TAS	Latrobe Council	311,061
TAS	Launceston City Council	1,206,930

TAS	Meander Valley Council	874,333
TAS	Northern Midlands Council	960,937
TAS	Sorell Council	387,296
TAS	Southern Midlands Council	665,531
TAS	Tasman Council	208,283
TAS	Waratah-Wynyard Council	564,684
TAS	West Coast Council	304,282
TAS	West Tamar Council	519,602
VIC	Alpine Shire Council	710,300
VIC	Ararat Rural City Council	1,461,358
VIC	City of Ballarat	1,532,905
VIC	Banyule City Council	617,878
VIC	Bass Coast Shire Council	923,666
VIC	Baw Baw Shire Council	1,795,027
VIC	Bayside City Council	370,932
VIC	Benalla Rural City Council	975,055
VIC	City of Boroondara	593,811
VIC	Brimbank City Council	1,132,617
VIC	Buloke Shire Council	1,599,763
VIC	Campaspe Shire Council	2,622,795
VIC	Cardinia Shire Council	1,691,139
VIC	Casey City Council	1,633,695
VIC	Central Goldfields Shire Council	789,546
VIC	Colac Otway Shire Council	1,703,200
VIC	Corangamite Shire Council	2,285,555
VIC	City of Darebin	581,561
VIC	East Gippsland Shire Council	2,994,961
VIC	Frankston City Council	743,911
VIC	Department of Environment and Primary Industries	27,143
VIC	Gannawarra Shire Council	1,317,955
VIC	Glen Eira City Council	423,694
VIC	Glenelg Shire Council	2,273,611
VIC	Golden Plains Shire Council	1,333,655

VIC	City of Greater Bendigo	2,245,916
VIC	City of Greater Dandenong	1,017,807
VIC	The Greater Geelong City Council	2,183,504
VIC	City of Greater Shepparton	2,033,496
VIC	Hepburn Shire Council	968,830
VIC	Hindmarsh Shire Council	1,080,798
VIC	Hobsons Bay City Council	477,167
VIC	Horsham Rural City Council	1,428,396
VIC	Hume City Council	1,618,480
VIC	Indigo Shire Council	1,068,549
VIC	Kingston City Council	817,982
VIC	Knox City Council	732,902
VIC	Latrobe City Council	1,700,085
VIC	Loddon Shire Council	2,387,726
VIC	Macedon Ranges Shire Council	1,441,216
VIC	Manningham City Council	536,402
VIC	Mansfield Shire Council	591,593
VIC	Maribyrnong City Council	357,936
VIC	Maroondah City Council	508,205
VIC	City of Melbourne	468,698
VIC	Melton City Council	1,260,918
VIC	Mildura Rural City Council	2,704,817
VIC	Mitchell Shire Council	1,174,256
VIC	Moira Shire Council	2,544,893
VIC	City of Monash	806,518
VIC	Moonee Valley City Council	460,051
VIC	Moorabool Shire Council	1,281,703
VIC	Moreland City Council	608,790
VIC	Mornington Peninsula Shire Council	1,609,639
VIC	Mount Alexander Shire Council	1,082,212
VIC	Moyne Shire Council	2,717,903
VIC	Murrindindi Shire Council	1,083,272
VIC	Nillumbik Shire Council	739,151

VIC	Northern Grampians Shire Council	1,857,984
VIC	City of Port Phillip	277,686
VIC	Pyrenees Shire Council	1,394,921
VIC	Borough of Queenscliffe	38,179
VIC	South Gippsland Shire Council	2,384,531
VIC	Southern Grampians Shire Council	1,985,254
VIC	Stonnington City Council	298,182
VIC	Strathbogie Shire Council	1,439,568
VIC	Surf Coast Shire	1,051,060
VIC	Swan Hill Rural City Council	1,434,158
VIC	Towong Shire Council	1,166,232
VIC	Rural City of Wangaratta	1,554,045
VIC	City of Warrnambool	425,024
VIC	Wellington Shire Council	3,156,576
VIC	West Wimmera Shire Council	1,528,011
VIC	Whitehorse City Council	671,440
VIC	Whittlesea City Council	1,417,408
VIC	City of Wodonga	541,081
VIC	Wyndham City Council	1,501,801
VIC	Yarra City Council	259,126
VIC	Yarra Ranges Shire Council	2,146,363
VIC	Yarriambiack Shire Council	1,322,974
WA	City of Albany	1,196,421
WA	City of Armadale	953,448
WA	Shire of Ashburton	773,161
WA	Shire of Augusta Margaret River	685,838
WA	Town of Bassendean	175,777
WA	City of Bayswater	540,256
WA	City of Belmont	383,751
WA	Shire of Beverley	340,469
WA	Shire of Boddington	170,596
WA	Shire of Boyup Brook	457,531
WA	Shire of Bridgetown Greenbushes	460,521

WA	Shire of Brookton	255,450
WA	Shire of Broome	612,936
WA	Shire of Broomehill-Tambellup	440,962
WA	Shire of Bruce Rock	526,302
WA	City of Bunbury	593,130
WA	City of Busselton	961,870
WA	Town of Cambridge	281,804
WA	City of Canning	883,037
WA	Shire of Capel	429,394
WA	Shire of Carnamah	290,419
WA	Shire of Carnarvon	844,041
WA	Shire of Chapman Valley	365,437
WA	Shire of Chittering	332,609
WA	Shire of Christmas Island	337,521
WA	Town of Claremont	104,010
WA	City of Cockburn	1,077,107
WA	Cocos (Keeling) Islands Shire Council	136,739
WA	Collie Shire Council	339,254
WA	Shire of Coolgardie	364,001
WA	Shire of Coorow	388,064
WA	Shire of Corrigin	472,092
WA	Town of Cottesloe	103,767
WA	Shire of Cranbrook	441,469
WA	Shire of Cuballing	247,768
WA	Shire of Cue	340,300
WA	Shire of Cunderdin	366,491
WA	Shire of Dalwallinu	759,910
WA	Shire of Dandaragan	590,929
WA	Shire of Dardanup	352,834
WA	Shire of Denmark	349,937
WA	Shire of Derby/West Kimberley	741,830
WA	Shire of Donnybrook Balingup	460,254
WA	Shire of Dowerin	383,746



WA	Shire of Dumbleyung	428,622
WA	Shire of Dundas	287,877
WA	Town of East Fremantle	84,181
WA	Shire of East Pilbara	1,196,498
WA	Shire of Esperance	1,860,938
WA	Shire of Exmouth	304,249
WA	City of Fremantle	293,902
WA	Shire of Gingin	582,112
WA	Shire of Gnowangerup	429,708
WA	Shire of Goomalling	271,061
WA	City of Gosnells	1,097,399
WA	City of Greater Geraldton	1,323,252
WA	Shire of Halls Creek	537,818
WA	Shire of Harvey	668,755
WA	Shire of Irwin	250,934
WA	Shire of Jerramungup	437,340
WA	City of Joondalup	1,439,855
WA	City of Kalamunda	760,081
WA	City of Kalgoorlie-Boulder	1,048,825
WA	City of Karratha	604,179
WA	Shire of Katanning	351,812
WA	Shire of Kellerberrin	401,837
WA	Shire of Kent	501,554
WA	Shire of Kojonup	469,411
WA	Shire of Kondinin	543,234
WA	Shire of Koorda	439,707
WA	Shire of Kulin	571,720
WA	City of Kwinana	534,720
WA	Shire of Lake Grace	860,569
WA	Shire of Laverton	533,569
WA	Shire Of Leonora	440,415
WA	City of Mandurah	877,524
WA	Shire of Manjimup	912,987

WA	Shire of Meekatharra	822,435
WA	City of Melville	744,218
WA	Shire of Menzies	547,445
WA	Shire of Merredin	573,735
WA	Shire of Mingenew	242,903
WA	Shire of Moora	507,857
WA	Morawa Shire Council	398,927
WA	Town of Mosman Park	92,018
WA	Mt Magnet Shire Council	241,374
WA	Shire of Mt Marshall	593,001
WA	Shire of Mukinbudin	375,754
WA	Shire of Mundaring	709,881
WA	Shire of Murchison	602,446
WA	Shire of Murray	588,422
WA	Shire of Nannup	343,617
WA	Narembeen Shire Council	546,842
WA	Shire of Narrogin	411,911
WA	City of Nedlands	221,420
WA	Shire of Ngaanyatjarraku	452,936
WA	Shire of Northam	541,406
WA	Shire of Northampton	490,301
WA	Shire of Nungarin	230,826
WA	Shire of Peppermint Grove	49,642
WA	Shire of Perenjori	571,756
WA	City of Perth	326,240
WA	Shire of Pingelly	267,597
WA	Shire of Plantagenet	603,014
WA	Town of Port Hedland	510,728
WA	Shire of Quairading	393,347
WA	Shire of Ravensthorpe	513,120
WA	City of Rockingham	1,343,042
WA	Shire of Sandstone	321,792
WA	Shire of Serpentine Jarrahdale	673,030

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WA	Shire of Shark Bay	334,062
WA	City of South Perth	300,516
WA	City of Stirling	1,431,569
WA	City of Subiaco	159,181
WA	City of Swan	1,721,380
WA	Shire of Tammin	223,588
WA	Shire of Three Springs	329,104
WA	Shire of Toodyay	398,695
WA	Shire of Trayning	328,913
WA	Shire of Upper Gascoyne	624,873
WA	Town of Victoria Park	274,425
WA	Shire of Victoria Plains	381,412
WA	City of Vincent	270,557
WA	Shire of Wagin	348,962
WA	Shire of Wandering	182,690
WA	City of Wanneroo	1,973,047
WA	Shire of Waroona	289,346
WA	Shire of West Arthur	366,694
WA	Shire of Westonia	361,232
WA	Shire of Wickepin	363,886
WA	Shire of Williams	232,929
WA	Shire of Wiluna	579,699
WA	Shire of Wongan-Ballidu	544,750
WA	Shire of Woodanilling	233,504
WA	Shire of Wyalkatchem	320,734
WA	Shire of Wyndham East Kimberley	629,418
WA	Shire of Yalgoo	414,110
WA	Shire of Yilgarn	943,522
WA	Shire of York	433,684

Appendix 2
LRCI Funding Allocations – Phase 2

Australian Government
Department of Infrastructure, Transport, Regional Development and Communications

Local Roads and Community Infrastructure Program Extension: Funding Allocations

STATE	RECIPIENT	ALLOCATION ($)
ACT	Transport Canberra and City Services Directorate	16,529,198
IOT	Cocos (Keeling) Islands Shire Council	107,216
IOT	Norfolk Island Regional Council	106,880
IOT	Shire of Christmas Island	279,412
NSW	Albury City Council	2,017,484
NSW	Armidale Regional Council	1,762,217
NSW	Ballina Shire Council	1,759,958
NSW	Balranald Shire Council	616,739
NSW	Bathurst Regional Council	1,978,952
NSW	Bayside Council	5,181,070
NSW	Bega Valley Shire Council	1,720,920
NSW	Bellingen Shire Council	738,040
NSW	Berrigan Shire Council	815,028
NSW	Blacktown City Council	11,269,018
NSW	Bland Shire Council	1,390,203
NSW	Blayney Shire Council	552,171
NSW	Blue Mountains City Council	2,659,216
NSW	Bogan Shire Council	675,503
NSW	Bourke Shire Council	868,018
NSW	Brewarrina Shire Council	589,387
NSW	Broken Hill City Council	666,521
NSW	Burwood Council	1,180,340
NSW	Byron Shire Council	1,408,882
NSW	Cabonne Council	1,220,908
NSW	Campbelltown City Council	5,231,104
NSW	Canterbury-Bankstown Council	11,053,796
NSW	Carrathool Shire Council	1,044,718

NSW	Central Coast Council	10,889,758
NSW	Central Darling Shire Council	716,220
NSW	Cessnock City Council	2,287,082
NSW	City of Canada Bay Council	2,794,545
NSW	City of Lithgow Council	1,099,127
NSW	City of Parramatta Council	7,615,796
NSW	City of Sydney	7,052,618
NSW	Clarence Valley Council	2,725,608
NSW	Cobar Shire Council	845,918
NSW	Coffs Harbour City Council	2,952,765
NSW	Coolamon Shire Council	629,075
NSW	Coonamble Shire Council	723,922
NSW	Cootamundra-Gundagai Regional Council	952,367
NSW	Council of the City of Ryde	3,845,182
NSW	Council of the Municipality of Woollahra	1,744,290
NSW	Cowra Shire Council	945,274
NSW	Cumberland Council	7,041,885
NSW	Dubbo Regional Council	2,843,101
NSW	Dungog Shire Council	630,916
NSW	Edward River Council	880,903
NSW	Eurobodalla Shire Council	1,704,195
NSW	Fairfield City Council	6,287,177
NSW	Federation Council	1,257,951
NSW	Forbes Shire Council	1,075,441
NSW	Georges River Council	4,662,684
NSW	Gilgandra Shire Council	697,059
NSW	Glen Innes Severn Council	814,810
NSW	Goulburn Mulwaree Council	1,534,951
NSW	Greater Hume Shire Council	1,145,745
NSW	Griffith City Council	1,397,601
NSW	Gunnedah Shire Council	1,004,823
NSW	Gwydir Shire Council	928,863
NSW	Hawkesbury City Council	2,494,085

NSW	Hay Shire Council	416,645
NSW	Hilltops Council	1,672,314
NSW	Hornsby Shire Council	4,578,175
NSW	Hunter's Hill Municipal Council	455,733
NSW	Inner West Council	5,849,906
NSW	Inverell Shire Council	1,378,688
NSW	Junee Shire Council	567,631
NSW	Kempsey Shire Council	1,555,361
NSW	Kiama Municipal Council	830,307
NSW	Ku-ring-gai Council	3,813,710
NSW	Kyogle Council	913,990
NSW	Lachlan Shire Council	1,578,698
NSW	Lake Macquarie City Council	6,580,744
NSW	Lane Cove Council	1,175,671
NSW	Leeton Shire Council	738,445
NSW	Lismore City Council	1,967,304
NSW	Liverpool City Council	6,936,300
NSW	Liverpool Plains Shire Council	785,593
NSW	Lockhart Shire council	650,726
NSW	Lord Howe Island Board	44,328
NSW	Maitland City Council	2,820,583
NSW	Mid-Coast Council	4,728,293
NSW	Mid-Western Regional Council	1,681,057
NSW	Moree Plains Shire Council	1,558,515
NSW	Mosman Municipal Council	914,300
NSW	Murray River Council	1,559,753
NSW	Murrumbidgee Council	774,980
NSW	Muswellbrook Shire Council	815,765
NSW	Nambucca Valley Council	1,033,187
NSW	Narrabri Shire Council	1,328,728
NSW	Narrandera Shire Council	819,975
NSW	Narromine Shire Council	777,771
NSW	Newcastle City Council	5,116,652

NSW	North Sydney Council	2,175,138
NSW	Northern Beaches Council	8,134,978
NSW	Oberon Council	531,914
NSW	Orange City Council	1,596,442
NSW	Parkes Shire Council	1,281,760
NSW	Penrith City Council	6,613,341
NSW	Port Macquarie Hastings Council	3,439,640
NSW	Port Stephens Council	2,451,934
NSW	Queanbeyan-Palerang Regional Council	2,624,598
NSW	Randwick City Council	4,502,809
NSW	Richmond Valley Council	1,284,963
NSW	Shellharbour City Council	2,303,130
NSW	Shoalhaven City Council	4,205,048
NSW	Singleton Council	1,160,772
NSW	Snowy Monaro Regional Council	1,709,516
NSW	Snowy Valleys Council	961,818
NSW	Strathfield Municipal Council	1,357,275
NSW	Sutherland Shire Council	6,919,443
NSW	Tamworth Regional Council	3,412,360
NSW	Temora Shire Council	716,436
NSW	Tenterfield Shire Council	869,559
NSW	The Council of Camden	3,249,586
NSW	The Hills Shire Council	5,474,722
NSW	Transport for NSW	663,441
NSW	Tweed Shire Council	3,759,537
NSW	Upper Hunter Shire Council	1,193,037
NSW	Upper Lachlan Council	1,013,878
NSW	Uralla Shire Council	555,440
NSW	Wagga Wagga City Council	3,082,560
NSW	Walcha Council	476,914
NSW	Walgett Shire Council	980,229
NSW	Warren Shire Council	507,734
NSW	Warrumbungle Shire Council	1,279,467

NSW	Waverley Council	2,138,192
NSW	Weddin Shire Council	518,531
NSW	Wentworth Shire Council	1,037,539
NSW	Willoughby City Council	2,384,540
NSW	Wingecarribee Shire Council	2,133,512
NSW	Wollondilly Shire Council	1,979,033
NSW	Wollongong City Council	6,760,822
NSW	Yass Valley Council	1,020,648
NT	Alice Springs Town Council	982,462
NT	Barkly Regional Council	331,681
NT	Belyuen Community Government Council	14,596
NT	Central Desert Regional Council	377,748
NT	City of Darwin	2,753,517
NT	City of Palmerston	1,280,590
NT	Coomalie Community Government Council	179,937
NT	Department of Transport	4,573,736
NT	East Arnhem Regional Council	649,438
NT	Katherine Town Council	471,678
NT	Litchfield Council	1,460,870
NT	Local Government Association of the Northern Territory	474,563
NT	MacDonnell Regional Council	485,495
NT	Roper Gulf Regional Council	521,451
NT	Tiwi Islands Regional Council	367,655
NT	Victoria Daly Regional Council	295,097
NT	Wagait Shire Council	30,387
NT	West Arnhem Regional Council	541,058
NT	West Daly Regional Council	365,082
QLD	Aurukun Council	73,107
QLD	Balonne Shire Council	875,577
QLD	Banana Shire Council	1,577,538
QLD	Barcaldine Regional Council	936,002
QLD	Barcoo Shire Council	480,687
QLD	Blackall-Tambo Regional Council	588,001

QLD	Boulia Shire Council	390,090
QLD	Brisbane City Council	40,769,886
QLD	Bulloo Shire Council	574,491
QLD	Bundaberg Regional Council	3,862,802
QLD	Burdekin Shire Council	859,621
QLD	Burke Shire Council	213,213
QLD	Cairns Regional Council	5,606,619
QLD	Carpentaria Shire Council	526,585
QLD	Cassowary Coast Regional Council	1,276,047
QLD	Central Highlands Regional Council	2,197,884
QLD	Charters Towers Regional Council	1,446,153
QLD	Cherbourg Aboriginal Shire Council	61,554
QLD	City of Gold Coast	20,257,463
QLD	Cloncurry Shire Council	541,442
QLD	Cook Shire Council	972,190
QLD	Croydon Shire Council	317,413
QLD	Diamantina Shire Council	309,911
QLD	Doomadgee Aboriginal Shire Council	79,780
QLD	Douglas Shire Council	507,981
QLD	Etheridge Shire Council	526,549
QLD	Flinders Shire Council	612,065
QLD	Fraser Coast Regional Council	4,079,825
QLD	Gladstone Regional Council	2,739,819
QLD	Goondiwindi Regional Council	1,043,240
QLD	Gympie Regional Council	2,286,507
QLD	Hinchinbrook Shire Council	533,143
QLD	Hope Vale Aboriginal Council	71,848
QLD	Ipswich City Council	7,395,654
QLD	Isaac Regional Council	1,579,953
QLD	Kowanyama Aboriginal Shire Council	130,978
QLD	Livingstone Shire Council	1,605,268
QLD	Lockhart River Aboriginal Shire Council	74,858
QLD	Lockyer Valley Regional Council	1,715,029



QLD	Logan City Council	11,113,967
QLD	Longreach Regional Council	888,665
QLD	Mackay Regional Council	4,373,723
QLD	Mapoon Aboriginal Shire Council	26,580
QLD	Maranoa Regional Council	2,050,261
QLD	Mareeba Shire Council	1,363,943
QLD	McKinlay Shire Council	488,492
QLD	Moreton Bay Regional Council	15,676,123
QLD	Mornington Shire Council	83,278
QLD	Mount Isa City Council	1,161,816
QLD	Murweh Shire Council	923,628
QLD	Napranum Aboriginal Shire Council	82,614
QLD	Noosa Council	1,995,622
QLD	North Burnett Regional Council	1,512,906
QLD	Northern Peninsula Area Regional Council	201,440
QLD	Palm Island Aboriginal Council	94,457
QLD	Paroo Shire Council	689,993
QLD	Pormpuraaw Aboriginal Shire Council	186,842
QLD	Quilpie Shire Council	614,889
QLD	Redland City Council	5,302,824
QLD	Richmond Shire Council	392,764
QLD	Rockhampton Regional Council	3,131,662
QLD	Scenic Rim Regional Council	1,859,603
QLD	Somerset Regional Council	1,347,745
QLD	South Burnett Regional Council	1,951,184
QLD	Southern Downs Regional Council	1,983,482
QLD	Sunshine Coast Regional Council	11,069,177
QLD	Tablelands Regional Council	1,325,384
QLD	Toowoomba Regional Council	7,170,885
QLD	Torres Shire Council	206,369
QLD	Torres Strait Island Regional Council	263,693
QLD	Townsville City Council	6,613,999
QLD	Western Downs Regional Council	3,219,570



QLD	Whitsunday Regional Council	1,629,782
QLD	Winton Shire Council	741,499
QLD	Woorabinda Aboriginal Council	47,744
QLD	Wujal Wujal Aboriginal Shire Council	14,839
QLD	Yarrabah Community Council	106,425
SA	Adelaide Hills Council	1,571,812
SA	Adelaide Plains Council	470,489
SA	Alexandrina Council	1,178,249
SA	Anangu Pitjantjatjara Yankunytjatjara	223,927
SA	Barunga West Council	253,452
SA	Campbelltown City Council (SA)	1,784,536
SA	City of Adelaide	894,176
SA	City of Charles Sturt	3,991,486
SA	City of Holdfast Bay	1,287,346
SA	City of Marion	3,161,621
SA	City of Mitcham	2,338,879
SA	City of Mount Gambier	1,041,637
SA	City of Norwood Payneham and St Peters	1,270,347
SA	City of Onkaparinga	6,188,316
SA	City of Playford	3,423,146
SA	City of Port Adelaide Enfield	4,326,057
SA	City of Port Lincoln	591,020
SA	City of Prospect	756,479
SA	City of Salisbury	4,896,302
SA	City of Tea Tree Gully	3,444,712
SA	City of Victor Harbor	643,686
SA	City of West Torrens	2,065,686
SA	Clare and Gilbert Valleys Council	565,910
SA	Coorong District Council	643,920
SA	Copper Coast Council	669,365
SA	Corporation of The City of Unley	1,339,102
SA	Corporation of the Town of Walkerville	317,589
SA	Department of Planning, Transport and Infrastructure	3,064,450

SA	District Council of Ceduna	443,417
SA	District Council of Cleve	369,297
SA	District Council of Coober Pedy	134,267
SA	District Council of Elliston	358,924
SA	District Council of Franklin Harbour	236,649
SA	District Council of Grant	507,946
SA	District Council of Karoonda East Murray	314,128
SA	District Council of Kimba	287,337
SA	District Council of Lower Eyre Peninsula	490,801
SA	District Council of Loxton Waikerie	859,096
SA	District Council of Mount Remarkable	379,045
SA	District Council of Orroroo/Carrieton	250,076
SA	District Council of Peterborough	264,490
SA	District Council of Robe	165,627
SA	District Council of Streaky Bay	425,426
SA	District Council of Tumby Bay	303,523
SA	District Council of Yankalilla	310,050
SA	Gerard Reserve Council Inc	74,176
SA	Kangaroo Island Council	456,192
SA	Kingston District Council	289,232
SA	Light Regional Council	741,018
SA	Maralinga Tjarutja	92,748
SA	Mid Murray Council	736,216
SA	Naracoorte Lucindale Council	607,363
SA	Nipapanha Community Aboriginal Corporation	70,463
SA	Northern Areas Council	447,985
SA	Port Augusta City Council	610,401
SA	Port Pirie Regional Council	834,029
SA	Regional Council of Goyder	621,631
SA	Renmark Paringa Council	465,418
SA	Roxby Downs Council	201,848
SA	Southern Mallee District Council	380,861
SA	Tatiara District Council	611,737

SA	The Barossa Council	1,034,462
SA	The Berri Barmera Council	484,839
SA	The City of Burnside	1,582,504
SA	The Corporation of The City of Whyalla	881,282
SA	The District Council of Mount Barker	1,412,237
SA	The Flinders Ranges Council	302,049
SA	The Rural City of Murray Bridge	972,614
SA	Town of Gawler	912,194
SA	Wakefield Regional Council	592,511
SA	Wattle Range Council	736,052
SA	Wudinna District Council	357,319
SA	Yalata Anangu Aboriginal Corporation	90,688
SA	Yorke Peninsula Council	900,281
TAS	Break O'Day Council	596,896
TAS	Brighton Council	630,998
TAS	Central Coast Council	1,091,071
TAS	Central Highlands Council	448,743
TAS	Circular Head Council	747,839
TAS	City of Burnie	836,698
TAS	Clarence City Council	1,952,854
TAS	Derwent Valley Council	526,552
TAS	Devonport City Council	1,011,632
TAS	Dorset Council	675,166
TAS	Flinders Council	225,820
TAS	George Town Council	405,237
TAS	Glamorgan Spring Bay Council	388,363
TAS	Glenorchy City Council	1,646,889
TAS	Hobart City Council	1,893,303
TAS	Huon Valley Council	904,746
TAS	Kentish Council	477,905
TAS	King Island Council	318,676
TAS	Kingborough Council	1,404,450
TAS	Latrobe Council	513,300

TAS	Launceston City Council	2,592,309
TAS	Meander Valley Council	1,104,525
TAS	Northern Midlands Council	993,841
TAS	Sorell Council	668,351
TAS	Southern Midlands Council	609,032
TAS	Tasman Council	202,312
TAS	Waratah-Wynyard Council	739,950
TAS	West Coast Council	312,602
TAS	West Tamar Council	979,125
VIC	Alpine Shire Council	810,373
VIC	Ararat Rural City Council	1,285,606
VIC	Banyule City Council	3,872,081
VIC	Bass Coast Shire Council	1,570,515
VIC	Baw Baw Shire Council	2,600,297
VIC	Bayside City Council	3,056,352
VIC	Benalla Rural City Council	1,019,025
VIC	Borough of Queenscliffe	102,736
VIC	Brimbank City Council	6,262,774
VIC	Buloke Shire Council	1,227,489
VIC	Campaspe Shire Council	2,737,493
VIC	Cardinia Shire Council	4,075,731
VIC	Casey City Council	10,391,305
VIC	Central Goldfields Shire Council	872,982
VIC	City of Ballarat	3,900,477
VIC	City of Boroondara	5,211,596
VIC	City of Darebin	4,703,585
VIC	City of Greater Bendigo	4,601,569
VIC	City of Greater Dandenong	5,100,010
VIC	City of Greater Shepparton	3,103,686
VIC	City of Melbourne	5,016,626
VIC	City of Monash	5,869,884
VIC	City of Port Phillip	3,223,908
VIC	City of Warrnambool	1,208,146



VIC	City of Wodonga	1,466,950
VIC	Colac Otway Shire Council	1,702,316
VIC	Corangamite Shire Council	1,944,818
VIC	Department of Environment , Land, Water and Planning	41,254
VIC	East Gippsland Shire Council	3,240,429
VIC	Frankston City Council	4,245,574
VIC	Gannawarra Shire Council	1,153,912
VIC	Glen Eira City Council	4,396,641
VIC	Glenelg Shire Council	2,032,908
VIC	Golden Plains Shire Council	1,512,680
VIC	Hepburn Shire Council	1,065,819
VIC	Hindmarsh Shire Council	867,423
VIC	Hobsons Bay City Council	2,887,676
VIC	Horsham Rural City Council	1,475,924
VIC	Hume City Council	7,216,200
VIC	Indigo Shire Council	1,151,382
VIC	Kingston City Council	4,903,205
VIC	Knox City Council	4,813,785
VIC	Latrobe City Council	3,119,650
VIC	Loddon Shire Council	1,789,074
VIC	Macedon Ranges Shire Council	2,281,225
VIC	Manningham City Council	3,711,092
VIC	Mansfield Shire Council	635,603
VIC	Maribyrnong City Council	2,695,076
VIC	Maroondah City Council	3,455,318
VIC	Melton City Council	5,175,180
VIC	Mildura Rural City Council	3,269,412
VIC	Mitchell Shire Council	1,994,187
VIC	Moira Shire Council	2,483,229
VIC	Moonee Valley City Council	3,731,717
VIC	Moorabool Shire Council	1,775,796
VIC	Moreland City Council	5,289,086
VIC	Mornington Peninsula Shire Council	5,479,712

VIC	Mount Alexander Shire Council	1,240,745
VIC	Moyne Shire Council	2,257,576
VIC	Murrindindi Shire Council	1,105,181
VIC	Nillumbik Shire Council	2,203,883
VIC	Northern Grampians Shire Council	1,538,379
VIC	Pyrenees Shire Council	1,126,363
VIC	Rural City of Wangaratta	1,803,264
VIC	South Gippsland Shire Council	2,376,032
VIC	Southern Grampians Shire Council	1,746,721
VIC	Stonnington City Council	3,294,536
VIC	Strathbogie Shire Council	1,243,110
VIC	Surf Coast Shire	1,580,159
VIC	Swan Hill Rural City Council	1,498,902
VIC	The Greater Geelong City Council	8,262,225
VIC	Towong Shire Council	936,261
VIC	Wellington Shire Council	3,270,994
VIC	West Wimmera Shire Council	1,119,642
VIC	Whitehorse City Council	5,146,109
VIC	Whittlesea City Council	6,997,167
VIC	Wyndham City Council	8,111,448
VIC	Yarra City Council	2,840,733
VIC	Yarra Ranges Shire Council	5,622,660
VIC	Yarriambiack Shire Council	1,056,501
WA	City of Albany	1,797,907
WA	City of Armadale	3,022,398
WA	City of Bayswater	2,157,191
WA	City of Belmont	1,361,931
WA	City of Bunbury	1,227,241
WA	City of Busselton	1,682,810
WA	City of Canning	3,030,423
WA	City of Cockburn	3,723,182
WA	City of Fremantle	1,013,035
WA	City of Gosnells	3,993,296

WA	City of Greater Geraldton	1,888,638
WA	City of Joondalup	5,160,697
WA	City of Kalamunda	2,056,435
WA	City of Kalgoorlie-Boulder	1,473,863
WA	City of Karratha	999,918
WA	City of Kwinana	1,541,806
WA	City of Mandurah	2,858,144
WA	City of Melville	3,185,473
WA	City of Nedlands	741,670
WA	City of Perth	975,395
WA	City of Rockingham	4,468,873
WA	City of South Perth	1,350,998
WA	City of Stirling	6,764,821
WA	City of Subiaco	559,595
WA	City of Swan	5,021,031
WA	City of Vincent	1,141,444
WA	City of Wanneroo	6,789,256
WA	Collie Shire Council	454,129
WA	Morawa Shire Council	283,669
WA	Mt Magnet Shire Council	172,850
WA	Narembeen Shire Council	386,774
WA	Shire of Ashburton	865,187
WA	Shire of Augusta Margaret River	882,336
WA	Shire of Beverley	273,192
WA	Shire of Boddington	161,073
WA	Shire of Boyup Brook	351,364
WA	Shire of Bridgetown Greenbushes	431,614
WA	Shire of Brookton	195,325
WA	Shire of Broome	853,056
WA	Shire of Broomehill-Tambellup	323,100
WA	Shire of Bruce Rock	375,578
WA	Shire of Capel	763,658
WA	Shire of Carnamah	207,650



WA	Shire of Carnarvon	698,912
WA	Shire of Chapman Valley	283,397
WA	Shire of Chittering	376,779
WA	Shire of Coolgardie	332,148
WA	Shire of Coorow	284,470
WA	Shire of Corrigin	344,511
WA	Shire of Cranbrook	322,098
WA	Shire of Cuballing	187,522
WA	Shire of Cue	230,626
WA	Shire of Cunderdin	281,707
WA	Shire of Dalwallinu	543,435
WA	Shire of Dandaragan	479,805
WA	Shire of Dardanup	615,041
WA	Shire of Denmark	396,664
WA	Shire of Derby/West Kimberley	710,158
WA	Shire of Donnybrook Balingup	467,054
WA	Shire of Dowerin	273,469
WA	Shire of Dumbleyung	303,229
WA	Shire of Dundas	210,687
WA	Shire of East Pilbara	1,084,928
WA	Shire of Esperance	1,614,556
WA	Shire of Exmouth	278,302
WA	Shire of Gingin	526,685
WA	Shire of Gnowangerup	318,016
WA	Shire of Goomalling	207,047
WA	Shire of Halls Creek	449,340
WA	Shire of Harvey	1,181,211
WA	Shire of Irwin	261,054
WA	Shire of Jerramungup	321,185
WA	Shire of Katanning	340,793
WA	Shire of Kellerberrin	299,304
WA	Shire of Kent	349,064
WA	Shire of Kojonup	363,911



WA	Shire of Kondinin	384,684
WA	Shire of Koorda	303,810
WA	Shire of Kulin	401,151
WA	Shire of Lake Grace	606,913
WA	Shire of Laverton	387,178
WA	Shire Of Leonora	333,724
WA	Shire of Manjimup	848,157
WA	Shire of Meekatharra	574,130
WA	Shire of Menzies	378,633
WA	Shire of Merredin	470,945
WA	Shire of Mingenew	173,160
WA	Shire of Moora	400,976
WA	Shire of Mt Marshall	408,977
WA	Shire of Mukinbudin	264,514
WA	Shire of Mundaring	1,501,069
WA	Shire of Murchison	405,889
WA	Shire of Murray	863,105
WA	Shire of Nannup	265,512
WA	Shire of Narrogin	405,621
WA	Shire of Ngaanyatjarraku	347,959
WA	Shire of Northam	651,381
WA	Shire of Northampton	404,256
WA	Shire of Nungarin	160,429
WA	Shire of Peppermint Grove	78,623
WA	Shire of Perenjori	396,417
WA	Shire of Pingelly	208,549
WA	Shire of Plantagenet	540,357
WA	Shire of Quairading	288,492
WA	Shire of Ravensthorpe	383,035
WA	Shire of Sandstone	216,605
WA	Shire of Serpentine Jarrahdale	1,304,639
WA	Shire of Shark Bay	247,391
WA	Shire of Tammin	159,521

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WA	Shire of Three Springs	234,465
WA	Shire of Toodyay	382,983
WA	Shire of Trayning	228,528
WA	Shire of Upper Gascoyne	424,074
WA	Shire of Victoria Plains	278,301
WA	Shire of Wagin	279,590
WA	Shire of Wandering	132,939
WA	Shire of Waroona	303,617
WA	Shire of West Arthur	264,966
WA	Shire of Westonia	248,865
WA	Shire of Wickepin	261,359
WA	Shire of Williams	181,836
WA	Shire of Wiluna	404,446
WA	Shire of Wongan-Ballidu	397,024
WA	Shire of Woodanilling	166,973
WA	Shire of Wyalkatchem	226,756
WA	Shire of Wyndham East Kimberley	612,505
WA	Shire of Yalgoo	285,431
WA	Shire of Yilgarn	659,586
WA	Shire of York	383,098
WA	Town of Bassendean	533,121
WA	Town of Cambridge	946,691
WA	Town of Claremont	350,925
WA	Town of Cottesloe	286,071
WA	Town of East Fremantle	262,131
WA	Town of Mosman Park	300,845
WA	Town of Port Hedland	738,573
WA	Town of Victoria Park	1,154,564

9.2 EM CORPORATE SERVICES

9.2.1 CREDITORS FOR PAYMENT

File No:	**FIN-23-9**
Attachments:	**Appendix 1 – Cheque Payments**
	Appendix 2 – Directs Payments
	Appendix 3 – EFT Payments
	Appendix 4 – Mastercard Payments
Responsible Officer:	**Mr Steve Leeson** **Executive Manager Corporate Services**
Author:	**Ms Sian Appleton** **Senior Finance Officer**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

For Council to endorse the payment of creditors.

BACKGROUND

Pursuant to Regulation 13 of the Regulations, a list of payments made from the Municipal and Trust accounts is required to be presented to Council on a periodic basis. These details are included as Appendices 1,2 and 3.

In accordance with Regulation 12 of the Regulations, the Chief Executive Officer has delegated authority to make these payments.

The attached documents outlines payments made to creditors since the Ordinary Council Meeting held on the 26th March 2021.

COMMENTS/OPTIONS/DISCUSSIONS

FUND	VOUCHER	AMOUNT
EFT Payments	EFT56489 – EFT57038	$2,960,501.13
Mastercard	TBA	$12,101.46
	Total	**$2,972,602.59**
Cheque Payments	25136 - 25143	$10,461.74
Superannuation	DD14747.1– DD14789.1	$112,289.79
Fleet Control	11462253	$151.60
	Total	**$122,903.13**
	GRAND TOTAL	**$3,095,505.72**

Please note the Shire's accounts payable system allows for only a limited field for the description of goods/services purchased, therefore the description shown on the attached Schedule of Accounts may not show the entire description in its entirety.

CANCELLED AND UNUSED CHEQUES:

CANCELLED CHEQUES & EFTS
Cheques – 25138 and 25139
EFT's – Nil

STATUTORY IMPLICATIONS/REQUIREMENTS

Local Government (Financial Management) Regulations 1996
Part 2 – General financial management
Reg 11

(1) A local government is to develop procedures for the authorisation of, and the payment of, accounts to ensure that there is effective security for, and properly authorised use of –
- *(a) cheques, credit cards, computer encryption devices and passwords, purchasing cards and any other devices or methods by which goods, services, money or other benefits may be obtained; and*
- *(b) petty cash systems.*

Local Government (Financial Management) Regulations 1996
Part 2 – General financial management
Reg 12

(1) A payment may only be made from the municipal fund or the trust fund –
- *(a) if the local government has delegated to the CEO the exercise of its power to make payments from those funds – by the CEO; or*
- *(b) otherwise, if the payment is authorised in advance by a resolution of the council.*

(2) The council must not authorise a payment from those funds until a list prepared under regulation 13(2) containing details of the accounts to be paid has been presented to the council.

POLICY IMPLICATIONS

3.12 CORPORATE CREDIT CARD

3.14 PROCUREMENT AND TENDER PROCEDURES POLICY

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

G1 Provide efficient, accountable and ethical governance.

G1.1 Enhance governance capability to deliver sustainable outcomes, roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Legislative - Medium

FINANCIAL IMPLICATIONS

Total expenses of $3,095,505.72

VOTING REQUIREMENTS

Simple.

OFFICER'S RECOMMENDATION

That Council endorse the following payments:

FUND	VOUCHER	AMOUNT
EFT Payments Mastercard	EFT56489 – EFT57038	$2,960,501.13 $12,101.46
	Total	**$2,972,602.59**
Cheque Payments Superannuation Fleet Control	25136 - 25143 DD14747.1– DD14789.1 11462253	$10,461.74 $112,289.79 $151.60
	Total	**$122,903.13**
	GRAND TOTAL	**$3,095,505.72**

Appendix 1
Cheque Payments – April 2021

SHIRE OF EAST PILBARA
Cheque Payments

Chq/EFT	Date	Name	Description	Amount
25136	18/03/2021	GLADYS BIDU	Artist Payment - Ref # 7892	-200.00
25137	18/03/2021	PAULINE WILLIAMS	Artist Payment - Ref # 7894	-200.00
25140	25/03/2021	DEPARTMENT OF TRANSPORT	Shire Plates Application -	-200.00
25141	25/03/2021	SoEP - Container Deposit Scheme - Float	Recoup CDS Cash Float up to $400	-208.00
25142	31/03/2021	FMG Pilbara Pty Ltd	Rates refund for assessment A703742 LOT E46/01117 EXPLORATION LICENCE UNKNOWN	-9450.74
25143	08/04/2021	SoEP - Youth Centre Petty Cash	Various	-203.00
			TOTAL	**-$10,461.74**

Appendix 2
Direct Payments – April 2021

SHIRE OF EAST PILBARA

Direct Debit Payments

Chq/EFT	Date	Name	Description	Amount
11462253	22/03/2021	BP AUSTRALIA	Fleet control report - April 2021	-151.60
			Fuel Payments Total	**-151.60**
DD14747.1	21/03/2021	LGIA Super	Superannuation contributions	-302.08
DD14747.10	21/03/2021	ING Superannuation Fund	Superannuation contributions	-457.66
DD14747.11	21/03/2021	HESTA SUPER FUND	Superannuation contributions	-310.59
DD14747.12	21/03/2021	Aware Super	Payroll deductions	-38946.77
DD14747.13	21/03/2021	ANZ SMART CHOICE SUPER	Superannuation contributions	-254.65
DD14747.14	21/03/2021	Shane Donation Super Fund	Superannuation contributions	-94.90
DD14747.15	21/03/2021	Statewide Superannuation Trust	Payroll deductions	-1344.64
DD14747.16	21/03/2021	PLUM SUPERANNUATION	Superannuation contributions	-315.41
DD14747.17	21/03/2021	QSuper	Payroll deductions	-1221.92
DD14747.18	21/03/2021	Wereta Family Superannuation	Superannuation contributions	-58.71
DD14747.19	21/03/2021	MLC MASTERKEY SUPER FUNDAMENTALS	Superannuation contributions	-274.36
DD14747.2	21/03/2021	UNISUPER	Payroll deductions	-638.12
DD14747.20	21/03/2021	Spaceship Super	Superannuation contributions	-268.40
DD14747.21	21/03/2021	The Trustee for Sherman Superfund	Superannuation contributions	-250.13
DD14747.22	21/03/2021	VISION SUPER	Superannuation contributions	-78.39
DD14747.23	21/03/2021	Hostplus	Payroll deductions	-4059.89
DD14747.24	21/03/2021	SUNSUPER	Superannuation contributions	-320.20
DD14747.25	21/03/2021	COLONIAL FIRST STATE	Superannuation contributions	-282.37
DD14747.26	21/03/2021	AUSTRALIAN SUPER	Superannuation contributions	-4052.41
DD14747.27	21/03/2021	AMP	Superannuation contributions	-416.17
DD14747.28	21/03/2021	BT SUPER FOR LIFE	Superannuation contributions	-742.49
DD14747.29	21/03/2021	LUCRF SUPER	Superannuation contributions	-256.16
DD14747.3	21/03/2021	Care Super	Superannuation contributions	-352.74
DD14747.4	21/03/2021	The Trustee for PRIME SUPER	Superannuation contributions	-69.16
DD14747.5	21/03/2021	AUSTRALIAN ETHICAL SUPER	Superannuation contributions	-281.96

DD14747.6	21/03/2021	ESSENTIAL SUPER	Superannuation contributions	-274.36
DD14747.7	21/03/2021	ING DIRECT	Payroll deductions	-515.77
DD14747.8	21/03/2021	IOOF Investments Services Ltd	Superannuation contributions	-250.68
DD14747.9	21/03/2021	REST SUPERANNUATION	Superannuation contributions	-1103.12
DD14748.1	21/03/2021	UNISUPER	Superannuation contributions	-20.74
DD14766.1	21/03/2021	QJ GIZ SMSF	Superannuation contributions	-118.10
DD14780.1	04/04/2021	Aware Super	Payroll deductions	-36406.78
DD14780.10	04/04/2021	Shane Donation Super Fund	Superannuation contributions	-250.43
DD14780.11	04/04/2021	Statewide Superannuation Trust	Payroll deductions	-1344.64
DD14780.12	04/04/2021	Hostplus	Payroll deductions	-4009.09
DD14780.13	04/04/2021	PLUM SUPERANNUATION	Superannuation contributions	-315.39
DD14780.14	04/04/2021	QSuper	Payroll deductions	-1235.37
DD14780.15	04/04/2021	MLC MASTERKEY SUPER FUNDAMENTALS	Superannuation contributions	-274.36
DD14780.16	04/04/2021	Spaceship Super	Superannuation contributions	-268.40
DD14780.17	04/04/2021	ANZ SMART CHOICE SUPER	Payroll deductions	-401.54
DD14780.18	04/04/2021	The Trustee for Sherman Superfund	Superannuation contributions	-250.13
DD14780.19	04/04/2021	VISION SUPER	Superannuation contributions	-156.77
DD14780.2	04/04/2021	Care Super	Superannuation contributions	-317.21
DD14780.20	04/04/2021	COLONIAL FIRST STATE	Superannuation contributions	-282.37
DD14780.21	04/04/2021	SUNSUPER	Superannuation contributions	-290.50
DD14780.22	04/04/2021	UNISUPER	Superannuation contributions	-638.12
DD14780.23	04/04/2021	AUSTRALIAN SUPER	Superannuation contributions	-3440.90
DD14780.24	04/04/2021	AMP	Superannuation contributions	-416.18
DD14780.25	04/04/2021	BT SUPER FOR LIFE	Superannuation contributions	-729.12
DD14780.26	04/04/2021	LUCRF SUPER	Superannuation contributions	-256.90
DD14780.3	04/04/2021	The Trustee for PRIME SUPER	Superannuation contributions	-57.90
DD14780.4	04/04/2021	AUSTRALIAN ETHICAL SUPER	Superannuation contributions	-281.96
DD14780.5	04/04/2021	ING DIRECT	Payroll deductions	-496.70
DD14780.6	04/04/2021	IOOF Investments Services Ltd	Superannuation contributions	-250.85
DD14780.7	04/04/2021	REST SUPERANNUATION	Superannuation contributions	-1087.55
DD14780.8	04/04/2021	ING Superannuation Fund	Superannuation contributions	-457.66
DD14780.9	04/04/2021	HESTA SUPER FUND	Superannuation contributions	-376.00
DD14789.1	04/04/2021	Aware Super	Superannuation contributions	-63.92

SuperannuationPayments Total	-112289.79
Directs Total	-112441.39

Appendix 3
Copy of EFT Payments – April 2021

SHIRE OF EAST PILBARA
EFT Payments

Chq/EFT	Date	Name	Description	Amount
EFT57488	15/03/2021	May Burton	Artist Payment - Ref # 7863	-147.40
EFT57489	15/03/2021	PILBARA MOTOR GROUP	Repair of 184EPS snorkel	-82.15
EFT57490	15/03/2021	TNT Australia Pty Limited	Connote 980260374677	-1903.23
EFT57491	15/03/2021	TOLL EXPRESS	Connote 00903T07WC	-1049.17
EFT57492	18/03/2021	BEVERLEY ROGERS	Artist Payment - Ref # 7896	-200.00
EFT57493	18/03/2021	BIDDY BUNAWARRIE	Artist Payment - Ref # 7897	-300.00
EFT57494	18/03/2021	BILLY ATKINS	Artist Payment - Ref # 7899	-200.00
EFT57495	18/03/2021	BUGAI WHYOULTER	Artist Payment - Ref # 7898	-1000.00
EFT57496	18/03/2021	CORBAN CLAUSE WILLIAMS	Artist Payment - Ref # 7895	-750.00
EFT57497	18/03/2021	DANIELLE BOOTH	Artist Payment - ref # 7888	-121.29
EFT57498	18/03/2021	DEBRA THOMAS	Artist Payment - Ref # 7903	-500.00
EFT57499	18/03/2021	JAKAYU BILJABU	Artist Payment - Ref # 7901	-300.00
EFT57500	18/03/2021	KUMPAYA GIRGIRBA	Artist Payment - Ref # 7900	-300.00
EFT57501	18/03/2021	May Burton	Artist Payment - Ref # 7890	-187.50
EFT57502	18/03/2021	Victor Burton	Artist Payment - Ref # 7889	-30.75
EFT57503	18/03/2021	Coca-Cola Amatil (acct 6745685)	Drinks for Kiosk	-395.33
EFT57504	18/03/2021	Department of Housing	Reference # 35349887 - 46 Francis St, Marble Bar	-200.00
EFT57505	18/03/2021	HORIZON POWER	Power Consumption Charges - 01/02/21-28/02/21	-2006.14
EFT57506	18/03/2021	Allan Giles	Electricity Reimbursement 5/12/20-02/02/21	-591.19
EFT57507	18/03/2021	Aus-Precast Pty Ltd	2 x Type 5/6 (6.6 tonne) container footings	-20214.70
EFT57508	18/03/2021	Australian Taxation Office (PAYG)	PPE 07.03.21	-200121.27
EFT57509	18/03/2021	BEN LEWIS	B lewis - Data Reimbursment	-125.00
EFT57510	18/03/2021	BRUNSWICK ELECTRICAL SERVICES	Newman Airport Terminal Building . Emergency lighting not working in building ,please repair replace as required . Please hire EWP as needed . Please supply report and Compliance certificates	-9748.30
EFT57511	18/03/2021	Brent Stein	Corporate Firearms Licence Renewal.	-231.00
EFT57512	18/03/2021	Bruce Gilbert	Bruce Gilbert - Newman Gym membership refund	-101.61
EFT57513	18/03/2021	CADD Building Construction and Maintenance Pty Ltd	Design, Construction and Installation of the Container Deposit Scheme Breakroom and Toilet.	-72076.79
EFT57514	18/03/2021	CHILD SUPPORT AGENCY	Payroll deductions	-830.84
EFT57515	18/03/2021	CLEANAWAY PTY LTD (acct 53651165)	Newman Depot	-2896.96
EFT57516	18/03/2021	COATES HIRE	CDS Portaloo and Temporary A/C units as per quote# 1152375	-301.46

EFT57517	18/03/2021	CUSTOMER FIRST CONTRACTING PTY LTD	Newamn Rec centre . Please supply and install new Door jamb , Door and lock plus painting of door as discussed with Dave . Please make sure either a Retainer chain or parliment hinges are use so door cant be sprung of hinges when opened past 90 degrees	-12982.30
EFT57518	18/03/2021	DEANS AUTOGLASS	Dean's Autoglass Windscreen Replacement	-777.70
EFT57519	18/03/2021	Dunnings	Supply & Delivery of 5,000 litres diesel fuel to Maintenance Grader Camp (Colin's) Munjina Roy Hill Road	-8611.02
EFT57520	18/03/2021	ENVIRONMENTAL INDUSTRIES	Newman Airport inc Park area near housing, and Car Park - Landscape Maintenance	-82254.94
EFT57521	18/03/2021	EUROFINS ARL PTY LTD	February 2021 Monthly PO ARL Depot Main Account	-3411.10
EFT57522	18/03/2021	East Pilbara Recycling	Newman Landfill Management Fees - February 2021	-99037.86
EFT57523	18/03/2021	FINE LINE PAINTING & DECORATING	Newman House ,Rooms 4 . Please repaint as per your attached quote . works to be completed by the evening of 8/2/21as cleaners are booked for the following morning and tenants are moving in at 11 am on the 9/2/21	-1023.00
EFT57524	18/03/2021	GALVINS PLUMBING SUPPLIES	February 2021 Monthly PO Galvins Plumbing Parks and Gardens	-126.32
EFT57525	18/03/2021	GOESCAPE Pty Ltd	Diagnose power fault to various items including fuel bowser and security lights as a result of flooding, rectify faults and make safe	-1244.42
EFT57526	18/03/2021	HAN-MARI ROETS	Fuel Reimbursement due to BP card expiry	-192.85
EFT57527	18/03/2021	HOSPITALITY INN PORT HEDLAND	Accommodation January - June 2021 Arthur Godfrey - Accommodation, Meals and Drinks -	-359.50
EFT57528	18/03/2021	Hedland Home Hardware	Goods as per receipt	-725.81
EFT57529	18/03/2021	Heelan & Co Industrial Relations and Management	Legal Costs	-3460.96
EFT57530	18/03/2021	Hi-Performance Health P/L t/a Aminoactive Australia	Max and Maxine's product for January order	-662.99
EFT57531	18/03/2021	Holly Pleming	Childcare for Cr Pleming for Council Meeting 26.02.21	-165.00
EFT57532	18/03/2021	IPWEA WA Inc	Raees Rasool IPWEA Inficidual Full Conference Registration (onsite) March 2021	-1800.00
EFT57533	18/03/2021	ISC Teamwear Pty Limited	Lifeguard and Aquatic Officer/Coordinator/ Kiosk Attendant Uniforms RLS compliant	-3396.80
EFT57534	18/03/2021	Incite Security Pty Ltd	Carry out quarterly monitoring of the duress alarms only at the Newman Recreation Centre	-117.00
EFT57535	18/03/2021	Ixom Operations Pty Ltd	Annual Service Fee	-1226.61
EFT57536	18/03/2021	Joanne Dimov	Food & travel expenses for Jo Dimov WALGA rates Training	-235.14
EFT57537	18/03/2021	Justin Hawkins	J Hawkins - Electricity Reimbursement 5.12.21-2.2.21	-141.75
EFT57538	18/03/2021	KANYIRNINPA JUKURRPA	Refund of overpayment for Invoices 86061 & 86065	-850.00

EFT57539	18/03/2021	LISA DAVIS	L davis - Data Reimbursement - 13.2.21-12.3.21 -100.00
EFT57540	18/03/2021	MAJOR MOTORS PTY LTD	Supply, licensing and delivery of one (1) new 2020 Isuzu NPR 65/45-190 Tipper (Nullagine) as per quote number 30856 (RFQ 05-2020/21) submission and specifications. -142066.80
EFT57541	18/03/2021	MOMAR AUSTRALIA PTY LTD	Supply various cleaning chemicals as per quote -2357.85
EFT57542	18/03/2021	MSS SECURITY PTY LTD	Provide security screeners to operate the passenger and checked baggage screening points and provide Front of House security officers to operate kerbside and crowd control services at Newman Airport for the period 1 July 2020 to 30 June 2021. - Feb 2021 -148021.95
EFT57543	18/03/2021	Marisa Leanne Wolfenden	Nullagine - Insurance, Short Term Accomodation -2147.50
EFT57544	18/03/2021	Mark Keogh (4x4 Training)	Bernette Duvenage 4 WD Training 11/02/2021 (rescheduled from 04/02/2021) -495.00
EFT57545	18/03/2021	NEWMAN CLEANING RESOURCES P/L	Newman Juinior sports . Please deep clean both Junior Sports Pavilion and Changerooms including Air Con cage .as discussed -1897.50
EFT57546	18/03/2021	NEWMAN HOME HARDWARE & ICE PLUS	As per Quote 0-16028 Shil Blower BR 700 x 2 and Whipper harnesses x 4. -3851.44
EFT57547	18/03/2021	NEWMAN TOUCH ASSOCIATION	Partnership with Newman Touch Association for deliverance of Maleficent: MIstress of Evil on 26th Jan 2021. -300.00
EFT57548	18/03/2021	Newman MM Pty Ltd	Accommodation for Chris McNamara Check in 14/12 - Check out 19/12 Including all meals -2533.85
EFT57549	18/03/2021	OFFICEWORKS BUSINESS DIRECT	Chairs Marble Bar Rec Shed -1204.44
EFT57550	18/03/2021	Oz Airports Pty Ltd	Supply airport operations staff as emergency backfill -14795.47
EFT57551	18/03/2021	Paul Miller	P Miller - Data reimbursement 05/02/20-04/03/21 -90.00
EFT57552	18/03/2021	Pitipan Sutiwan	Electricity reimbursement 29/11/20-01/02/21 -1226.12
EFT57553	18/03/2021	RUTH LEIGH	Story collection, collation and biography updates for website and SAM -1660.00
EFT57554	18/03/2021	Robin Austen	R Austen - Data Reimbursement 8/9/20-7/10/20 & 8/12/20-7/1/21 -200.00
EFT57555	18/03/2021	SARAH STAMPFLI/SERENE BEDLAM	Photo booth hire for International Women's Day Youth Event -500.00
EFT57556	18/03/2021	SKIPPER TRANSPORT PARTS	fuel transfer pump -456.94
EFT57557	18/03/2021	SONIC HEALTHPLUS PTY LTD	Pre Employment Medical - Jamal Giraneza MA1, AUD, Instant -379.50
EFT57558	18/03/2021	Sealite Pty Ltd T/As Avlite Systems	Supply and delivery of High Intensity LED Solar Aviation Lights for Nullagine Airport due to Storm Damage as per Quote # 00023417 -88156.20
EFT57559	18/03/2021	Singh Suparna	Suparna Singh - Refund of membership due to gym flooding -42.86
EFT57560	18/03/2021	TAYLOR BURRELL BARNETT	Undertake works as per the scope of works under Tender RFT 02-2020/21 -57662.70

EFT57561	18/03/2021	TECHBRAIN	Yealink T46U	-1176.12
EFT57562	18/03/2021	THE BOX MAN	order of custom boxes for packaging box canvases	-239.32
EFT57563	18/03/2021	THE ORS GROUP	ORS Group - EAP Services - standing PO for 19.10.2020 - 30.06.2020	-770.00
EFT57564	18/03/2021	TNT Australia Pty Limited	Connote 980260374666	-340.18
EFT57565	18/03/2021	TYREPOWER NEWMAN	Supply and fit 4 x cooper tyres - 113EPS	-1676.00
EFT57566	18/03/2021	UNIFORMS AT WORK PTY LTD	PPE Ear protection Order Infrastructure Team (24 pairs $25 each)	-660.00
EFT57567	18/03/2021	WATER CORPORATION	Water consumption Charges - 11.01.21 - 09.03.21	-32413.30
EFT57568	18/03/2021	WURTH AUSTRALIA PTY LTD	Parts As Per Order	-768.13
EFT57569	18/03/2021	Wendy McWhirter-Brooks	Refund of Taxi fare - Newman Airport to Newman Admin Office	-20.00
EFT57570	18/03/2021	Woolworths (WA) Ltd	Groceries for studio	-235.60
EFT57571	18/03/2021	ethicaljobs.com.au	Ethical Jobs advertisement: 026 Coordinator Exhibitions & Gallery	-143.00
EFT57572	25/03/2021	BIDDY BUNAWARRIE	Artist Payment - Ref # 7913	-300.00
EFT57573	25/03/2021	BILLY ATKINS	Artist Payment - Ref # 7917	-200.00
EFT57574	25/03/2021	BUGAI WHYOULTER	Artist Payment - Ref # 7916	-1000.00
EFT57575	25/03/2021	Bumba Barli	Artist Payment - Ref # 7914	-187.50
EFT57576	25/03/2021	DENISE ATKINS	Artist Payment - Ref # 7911	-490.50
EFT57577	25/03/2021	Derrick Butt	Artist Payment - Ref # 7904	-800.00
EFT57578	25/03/2021	HELEN DALE SAMSON	Artist Payment - Ref # 7905	-400.00
EFT57579	25/03/2021	JAKAYU BILJABU	Artist Payment - Ref # 7919	-300.00
EFT57580	25/03/2021	JASON TINKER	Artist Payment - Ref # 7912	-650.00
EFT57581	25/03/2021	JUDITH ANYA SAMSON	Artist Payment - Ref # 7915	-170.47
EFT57582	25/03/2021	KUMPAYA GIRGIRBA	Artist Payment - Ref # 7918	-300.00
EFT57583	25/03/2021	MARIANNE BURTON	Artist Payment - Ref # 7910	-500.00
EFT57584	25/03/2021	MARY ROWLANDS	Artist Payment - Ref # 7909	-200.00
EFT57585	25/03/2021	Robina Clause	Artist Payment - Ref # 7908	-876.38
EFT57586	25/03/2021	Coca-Cola Amatil (acct 6745685)	March order	-765.94
EFT57587	25/03/2021	HORIZON POWER	Power consumption charges - 01.01.21-31.01.21	-3572.06
EFT57588	25/03/2021	Smithwick Strata Services	Standard Levy Contribution Schedule 1.4.21-30.6.21	-561.65
EFT57589	26/03/2021	AMY MUKHERJEE	Amy Mukherjee reimburesment - travel expense as corporate card was cancelled	-611.63
EFT57590	26/03/2021	ARTHUR GODFREY	reimbursement for meals - 3rd, 10th and 12th January	-63.80
EFT57591	26/03/2021	AUSQUEST LTD	Rates refund for assessment A704267 LOT E45/05395 EXPLORATION LICENCE	-300.60
EFT57592	26/03/2021	AUSTRALIAN TAXATION OFFICE (BAS)	February 2021	-192260.00
EFT57593	26/03/2021	Aaron Venables	Gym Membership reimbursement from 24.02.21	-152.25

EFT57594	26/03/2021	Aiden Akerman	Reimbursement	-321.74
EFT57595	26/03/2021	Australian Local Government Job Directory	Job Advertisement: 194 - Contracts & Leasing Coordinator	-990.00
EFT57596	26/03/2021	BHP BILLITON IRON ORE PTY LTD	Power Consumption - Dec - Jan 21	-20793.55
EFT57597	26/03/2021	BRIDGETOWN DESIGN AND PRINT	Community Planning Meeting Poster Design and stock image	-165.00
EFT57598	26/03/2021	Blackwoods	PPE Rangers (Hazmat for kennel)	-2074.58
EFT57599	26/03/2021	CADD Building Construction and Maintenance Pty Ltd	Construction Contract Submission from CAdd Building Construction and Maintenance Pty Ltd for the Construction of the Kurra Caravan Park Stage 1 - (Camping Facility).	-88125.40
EFT57600	26/03/2021	CITY OF ALBANY	Application for CDC for works at Cape Keraudren.	-455.00
EFT57601	26/03/2021	CJD EQUIPMENT	Supply parts as per quote No: 0050286314	-445.17
EFT57602	26/03/2021	CUSTOMER FIRST CONTRACTING PTY LTD	31 Jabbarup - Tenant Paul Hudson - Storm damage to dividing fence Shire of East Pilbara portion of cost 50%	-1950.63
EFT57603	26/03/2021	Carawine Resources Limited	Rates refund for assessment A703741 LOT E46/01116 EXPLORATION LICENCE UNKNOWN	-1381.52
EFT57604	26/03/2021	Centrals Football Club Incorporated	Sustainable Litter Collection - Centrals Football Club - 8 February - 21 February 2021	-1000.00
EFT57605	26/03/2021	Cleanaway (Acct 53652829)	Newman WWTP Liquid waste removal for the month of February	-10054.00
EFT57606	26/03/2021	Cleanaway Pty Ltd (Acct 73434114)	Cleanout of the following septic tanks and dump points in Marble Bar: - RSL Park (Dump Point) - RSL Park (Septic) - Marble Bar Shire Works Depot (Septic) - Marble Bar Shire Administration Building (Septic) - Marble Bar CIVIC Centre (Septic) - Marble Bar Recreation Shed (Septic)	-3761.50
EFT57607	26/03/2021	Corporate Travel Management Group Pty Ltd	Accommodation - Shire resident Lynn Craigie	-225.11
EFT57608	26/03/2021	Crawford Realty Newman	Rent - Manager Martumili 15A Barton Way, Newman WA $600 per week Commencement date: 29/03/2021 Expiry of lease: 28/03/2021	-3600.00
EFT57609	26/03/2021	Cutting Edges Equipment Parts Pty Ltd	Supply cutting edges as per quote No 3398157	-4667.30
EFT57610	26/03/2021	EAST PILBARA BMX CLUB	Sustainable Litter Collection - 22nd February - 28th February 2021	-1000.00
EFT57611	26/03/2021	EAST PILBARA EARTHMOVING PTY LTD	Supply of Hired Road Construction Plant with Operators to conduct emergency opening up and reinstatement works to Nullagine Airstrip in order to resume normal RFDS aircraft operations. Rates as per tender submission RFT 8/2017/18 - Supply of Hired Road Construction Plant with Operators. This PO forms part two of reinstatement works	-159709.00
EFT57612	26/03/2021	EUROFINS ARL PTY LTD	March 2021 Monthly PO ARL Depot Main Account	-1705.55
EFT57613	26/03/2021	East Pilbara Recycling	As per EPR contract - 40% revenue from scrap metal sales	-29771.47
EFT57614	26/03/2021	FOXTEL CABLE TELEVISION	MONTHLY SUBSCRIPTION - Foxtel - February 2021	-530.00

EFT57615	26/03/2021	FROGGY SERVICES	House and garden for volunteers house	-588.50
EFT57616	26/03/2021	Finmec - t/a Earthmoving Maintenance Solutions (EMS)	Repairs to 1GKY571 as per quote No 5627	-20341.35
EFT57617	26/03/2021	GALVINS PLUMBING SUPPLIES	March 2021 Monthly PO Galvins Plumbing Depot Parks and Gardens	-532.44
EFT57618	26/03/2021	GOESCAPE Pty Ltd	Ranger Station, Cape Keraudren - Installation of Shielded Cat 6A from Nanobeam on House to Data Switch in Ceiling Space - Installation of Nanobeam and Decktite/Conduit - Installation of Shielded Cat 6A from Solar and WAP to Data Switch in Ceiling Space - Installation of Shielded Cat 6A from Prism to Donga Network Cabinet - Installation Prism and Conduit to Network Cabinet - Installation of Shielded Cat 6A from Donga Network Cabinet to Donga WAP - Installation of all External Cat 6A in Non-Ferrous Anaconda - Fit off and Test all Ends - Supply of Patch leads required	-4756.61
EFT57619	26/03/2021	Goldwater Corporation Pty Ltd	Rates refund for assessment A700687 17B ARMSTRONG WAY NEWMAN 6753	-44.78
EFT57620	26/03/2021	Grants Empire	Prepare and submit a BBRF round 5 application	-1800.00
EFT57621	26/03/2021	HEADSOX (FLXIWEAR P/L as Trustee for TD Unit Trust)	3 x Designs of Headsox (200 items per design) and postage	-8580.00
EFT57622	26/03/2021	Harrington Jacobs Family Trust t/a Verb Advertising Pty Ltd	2021 Outback Fusion Festival - advert production for GWN Commercial	-731.50
EFT57623	26/03/2021	I Am Melissa	Work to finish the Shire branding project as per quote	-2422.50
EFT57624	26/03/2021	KOMATSU AUSTRALIA PTY LTD	Complete 7,000hr service and works/repairs as per quote estimate No: Q002001959-3	-16583.53
EFT57625	26/03/2021	LESMILLS AUSTRALIA	Les Mills 20/21 Licenses	-677.88
EFT57626	26/03/2021	LISA DAVIS	Purchase of portable monitor & CD drive	-318.00
EFT57627	26/03/2021	LiftRite Hire & Sales	500hrs service on the GENIE GS-1932 GS3015571-1557. scissor lift for the Martumili Gallery	-612.47
EFT57628	26/03/2021	MARBLE BAR TRAVELLERS REST	Meals for 3 x staff Marble Bar Trip 9 - 10 March 2021	-205.80
EFT57629	26/03/2021	MARKETFORCE	SEEK Advertisement - Shire Ranger, Recreation Officer (Part Time) & Aquatic Services - Trainee	-2238.50
EFT57630	26/03/2021	Marble Bar Tourist Association	MOU Funding - October to June 2021	-7500.00
EFT57631	26/03/2021	Mohamad Hosein Fadaei	Water for Containers for change operator 27.02.21	-22.00
EFT57632	26/03/2021	NEWMAN HOME HARDWARE & ICE PLUS	Equipment for Newman studio	-3151.30
EFT57633	26/03/2021	Newman Hotel Motel	Staff Christmas Party - Washing Table Cloths & Curtains	-300.00
EFT57634	26/03/2021	Newman Visitors Centre	Kirstie Macleans Farewell Gift	-100.00

EFT57635	26/03/2021	Nor-West Freight Services Pty Ltd	Monthly PO for Freight - March 2021	-90.20
EFT57636	26/03/2021	North Regional Tafe	Power Consumption Charges	-1870.38
EFT57637	26/03/2021	OFFICEWORKS BUSINESS DIRECT	Stationery Order February 2021 - Newman Recreation Centre	-2059.58
EFT57638	26/03/2021	Oz Airports Pty Ltd	Supply airport operations staff for the month of March 2021	-14341.32
EFT57639	26/03/2021	PARNNGURR ABORIGINAL	Diesel for 1ECZ040	-264.20
EFT57640	26/03/2021	PILBARA ELECTRICAL	Dryer 4kg as per quote	-448.00
EFT57641	26/03/2021	PILBARA MOTOR GROUP	Diagnose and rectify electrical fault to 1GKY573	-3507.52
EFT57642	26/03/2021	PILBARA TOWING & TILT TRAY SERVICES	payment for towing of vehicle 26/02/2020	-500.00
EFT57643	26/03/2021	PIT TO PORT MINING SERVICES PTY LTD	Supply & Fit laminated safety glass to Cat 950H Loader as per quote	-1864.74
EFT57644	26/03/2021	Parnawarri IGA	Morning tea, two savoury platters IGA, Kirstie McLean	-90.00
EFT57645	26/03/2021	Pilbara Food Services	Ice-creams for kiosk	-436.26
EFT57646	26/03/2021	Play Check	Undertake comprehensive playground equipment audit inspections at 2 locations in Marble Bar and submit detailed annual playground compliance reports for each site.	-1375.00
EFT57647	26/03/2021	Punmu Aboriginal Corporation	fuel for Alice field car- arts worker field trip	-378.00
EFT57648	26/03/2021	Quick Chill Pty Ltd	repair for engel fridge x 2	-276.65
EFT57649	26/03/2021	RIO TINTO EXPLORATION PTY LTD	Rates refund for assessment A704232 LOT E46/01316 EXPLORATION LICENCE	-1459.30
EFT57650	26/03/2021	Roo's Plumbing	Install water tap to excisting water service to irrigate caravan park lawn.	-396.00
EFT57651	26/03/2021	SMITHS DETECTION (AUSTRALIA) PTY LTD	RFT 09-2019/20 - Separable Portion B - Multi View X Ray Cabin Cabbage & Goods with Automated Explosive Detection (Supply, Install & Comission) HS640aTix, with 12 months full warranty.	-92585.35
EFT57652	26/03/2021	SONIC HEALTHPLUS PTY LTD	Pre-employment medical	-3252.35
EFT57653	26/03/2021	SURVEY GROUP	Full Feature Suvery and draft plans with service locations	-8250.00
EFT57654	26/03/2021	Sportspeople Group Pty Ltd	Advertisement - 64726 - Aquatic Officer - Newman	-209.00
EFT57655	26/03/2021	TECHBRAIN	HP Officejet Pro 7740 A3 Inkjet Multifunction Printer, and HP Extended Service Agreement - 3 Year - Service - 9 x 5 Next Business Day - Maintenance - Physical	-561.26
EFT57656	26/03/2021	THE ORS GROUP	ORS Group - EAP Services - standing PO for 19.10.2020 - 30.06.2020	-288.75
EFT57657	26/03/2021	TNT Australia Pty Limited	Connote 122909714	-770.22
EFT57658	26/03/2021	TOLL EXPRESS	Connote 5747692907	-2037.93
EFT57659	26/03/2021	UNIFORMS AT WORK PTY LTD	PPE Uniform Order Hosein Fadaei as per quote00002687 (gloves MQO 12 - 10 pairs to be retained in OHS office for future requirement)	-1947.78

EFT57660	26/03/2021	WATER CORPORATION	Water consumption charges - 14.01.21-11.03.21	-57382.32
EFT57661	26/03/2021	Western Geotechnics Pty Ltd t/a Clockwork Print	printing of silk tablecloth for use at artist funeral - Colleen Jadai	-342.65
EFT57662	26/03/2021	Win Moe	Resident Parking Card #23582 - refund of incorrect charge	-100.00
EFT57663	26/03/2021	Woolworths (WA) Ltd	Goods as per receipt	-2754.92
EFT57664	26/03/2021	Youngs Earthmoving	Supply of Hired Road Construction Plant with Operators for Road Construction/Upgrade Project to Warrawagine Road 8120003. Rates as per tender submission RFT 8-2017/18 Supply of Hired Road Construction Plant with Operators.	-188397.00
EFT57665	31/03/2021	BEVERLEY ROGERS	Artist Payment Ref # 7923	-300.00
EFT57666	31/03/2021	BILLY ATKINS	Artist Payment Ref # 7952	-200.00
EFT57667	31/03/2021	BUGAI WHYOULTER	Artist Payment Ref # 7951	-1000.00
EFT57668	31/03/2021	Brianna Booth	Artist Payment Ref # 7926	-240.75
EFT57669	31/03/2021	CORBAN CLAUSE WILLIAMS	Artist Payment Ref # 7930	-1342.20
EFT57670	31/03/2021	Cecilia Brolga	Artist Payment Ref # 7945	-500.00
EFT57671	31/03/2021	DOREEN CHAPMAN	Artist Payment Ref # 7947	-564.00
EFT57672	31/03/2021	Derrick Butt	Artist Payment Ref # 7944	-300.00
EFT57673	31/03/2021	GLADYS BIDU	Artist Payment Ref # 7939	-150.00
EFT57674	31/03/2021	HELEN DALE SAMSON	Artist Payment Ref # 7948	-1000.00
EFT57675	31/03/2021	IGNATIUS PAUL TAYLOR	Artist Payment Ref # 7931	-201.00
EFT57676	31/03/2021	JAKAYU BILJABU	Artist Payment Ref # 7954	-300.00
EFT57677	31/03/2021	JUDITH ANYA SAMSON	Artist Payment Ref # 7938	-150.00
EFT57678	31/03/2021	KUMPAYA GIRGIRBA	Artist Payment Ref # 7953	-300.00
EFT57679	31/03/2021	MARIANNE BURTON	Artist Payment Ref # 7949	-500.00
EFT57680	31/03/2021	MAY BROOKS	Artist Payment Ref # 7875	-2120.90
EFT57681	31/03/2021	MAY CHAPMAN	Artist Payment Ref # 7946	-1000.00
EFT57682	31/03/2021	MULYATINGKI MARNEY	Artist Payment Ref # 7945	-600.00
EFT57683	31/03/2021	Muuki Taylor	Artist Payment Ref # 7925	-500.00
EFT57684	31/03/2021	NANCY CHAPMAN	Artist Payment Ref # 7929	-255.28
EFT57685	31/03/2021	NOLA TAYLOR	Artist Payment Ref # 7922	-100.00
EFT57686	31/03/2021	PAULINE WILLIAMS	Artist Payment Ref # 7941	-150.00
EFT57687	31/03/2021	ROXANNE NEWBERRY	Artist Payment Ref # 7940	-150.00
EFT57688	31/03/2021	WOKKA TAYLOR	Artist Payment Ref # 7950	-1000.00
EFT57689	31/03/2021	APRA	One Music Licence for FY 20/21	-813.18
EFT57690	31/03/2021	Department of Housing	Reference # 35349887, 46 Francis Street Marble Bar, $200 p/f	-200.00
EFT57691	31/03/2021	TELSTRA	Satellite Phone - Martumili	-5874.92
EFT57692	01/04/2021	ALYKA PTY LTD	Digital Support Alyka for 2020/21 financial year	-385.00
EFT57693	01/04/2021	ANDREW BURCHFIELD CONSULTING	Completion of 2020 Compliance Audit	-2673.00

EFT57694	01/04/2021	AUSQUEST LTD	Rates refund for assessment A704240 LOT E45/05394 EXPLORATION LICENCE	-209.97
EFT57695	01/04/2021	BEACON EQUIPMENT	Supply and deliver 2 x JDPUC16939 V-Belt as per Quote 4628 # 21	-790.30
EFT57696	01/04/2021	BRIDGETOWN DESIGN AND PRINT	Welcome to Newman - NRC poster	-60.50
EFT57697	01/04/2021	Blackwoods	100 x Face Masks KH-202A 50pk - Masks for COVID response at Newman Airport	-2260.07
EFT57698	01/04/2021	CADD Building Construction and Maintenance Pty Ltd	As per quote - Nullagine Insurance Works	-10665.87
EFT57699	01/04/2021	CHAPMAN & BAILEY	Contract - Supply of High quality Art Materials Martumili - RFT 03-2017/18 Chapman and Bailey	-9019.93
EFT57700	01/04/2021	CHILD SUPPORT AGENCY	Payroll deductions	-830.84
EFT57701	01/04/2021	CLIFTON GIRGIBA	Performance at Outback Fusion Festival	-850.00
EFT57702	01/04/2021	CUSTOMER FIRST CONTRACTING PTY LTD	Replace old lighting 1 2 3 along welsh drv to solar lights	-36424.78
EFT57703	01/04/2021	Cleanaway (Acct 53652829)	Traffic Management - Intersection Great Northern Highway & Kalgan Drive	-2510.75
EFT57704	01/04/2021	Complete Power Solutions Pty Ltd	RFT 03-2020/21 - Detailed Design, Construction, Installation and Commissioning of Cape Keraudren Reverse Osmosis Water Treatment Unit.	-7777.00
EFT57705	01/04/2021	Corsign WA Pty Ltd	Supply Road Signs, Brackets and Posts as per quote	-942.48
EFT57706	01/04/2021	DEANS AUTOGLASS	Suppply and fit windscreen to Holden Colorado REGO 177EPS	-924.00
EFT57707	01/04/2021	DEPARTMENT OF FIRE AND EMERGENCY SERVICES	2020/21 ESL Quater 3 Contribution	-119239.28
EFT57708	01/04/2021	DESART	membership for SAM database 2021	-550.00
EFT57709	01/04/2021	DESIGNA AUSTRALIA PTY LTD	Provision of Comprehensive Car Park Maintenance Services at Newman Airport for FY 20/21	-6457.10
EFT57710	01/04/2021	Daniel Hay-Hendry	Travel expenses reimbursement for Training in Perth	-308.73
EFT57711	01/04/2021	Dunnings	September 2020 Monthly PO Dunnings Depot Main Account	-3547.74
EFT57712	01/04/2021	ENVIRONMENTAL INDUSTRIES	Newman Library. Please relocate remove shelving as reqired by Library coordinator	-1451.63
EFT57713	01/04/2021	EVERARD LEGAL	Development of reproduction licesning agreement for SOEP rebrand on behalf of 6 Martu Artists	-1397.00
EFT57714	01/04/2021	Emma Van Der Wiele	Training in Perth - expenses for food 14.03.21-17.03.21	-157.65
EFT57715	01/04/2021	Finmec - t/a Earthmoving Maintenance Solutions (EMS)	Complete 10,000km service to LC 79 Series 1GXO024 as per quote estimate No: 5658	-1746.35
EFT57716	01/04/2021	FleetNetwork	Novated Lease PPE 21.03.21	-448.91
EFT57717	01/04/2021	GALJO PTY LTD T/A EAST PILBARA TYRE SERVICE	Supply Battery to suit 2006 Case 580SR Backhoe	-220.00
EFT57718	01/04/2021	GALVINS PLUMBING SUPPLIES	March 2021 Monthly PO Galvins Plumbing Depot Parks and Gardens	-2.56

EFT57719	01/04/2021	GET A GRIP TYRES PTY LTD	Supply 4 x Tyres as per Quote No: 195353	-4950.00
EFT57720	01/04/2021	GHD PTY LTD	RFT 01-2020/21 Contract to engage GHD pty lty to undertake Consultancy, preliminary design and supertintendancy for the Newman Waste Water Treatment Plant Upgrade	-8003.22
EFT57721	01/04/2021	GLIDEPATH AUSTRALIA	Provide six monthly scheduled maintenance of the baggage handling system conveyor belts at Newman Airport as per Quotation No. CN19012021	-4179.80
EFT57722	01/04/2021	GOESCAPE Pty Ltd	Marble Bar Admin Bldg . Changeout Fusion damaged split system Aircon as per your Quote QU-0725	-6174.59
EFT57723	01/04/2021	HOSPITALITY INN PORT HEDLAND	Martumili Accommodation	-745.00
EFT57724	01/04/2021	Holly Pleming	Childcare for Cr Pleming for Council Meeting 26.03.21	-172.50
EFT57725	01/04/2021	I Am Melissa	Work to finish the Shire branding project as per quote	-2337.50
EFT57726	01/04/2021	LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA WA	Daniel Hay-Hendry Kimberly Forum Registration	-2010.00
EFT57727	01/04/2021	MARBLE BAR HOLIDAY PARK	campsite for 7 x pax, artsworker field trip	-77.00
EFT57728	01/04/2021	MARBLE BAR TRAVELLERS REST	Marble Bar . travellers rest . Please supply Evening, Breakfast and lunch meals. For four peoples	-298.00
EFT57729	01/04/2021	MARKETFORCE	Full page monthly advertisement in North West Telegraph	-1804.00
EFT57730	01/04/2021	MICHAEL TIMOTHY KITCHIN	Refund of candidate deposit - Central Ward Extraordinary Election 24.02.21	-80.00
EFT57731	01/04/2021	MIDLAND MOWERS	Supply and deliver Trimmer Head T35x M10 SEMI AUT T35X as per Quote 5001 # 11	-121.15
EFT57732	01/04/2021	Minuteman Press Perth	50 Martumil_ Booklet_SociaCulturalEconomicAssessment_PRINT (Job ID 125723)	-970.42
EFT57733	01/04/2021	NEWMAN CLEANING RESOURCES P/L	GROUP 3 - ADMINISTRATION - CLEANING SERVICES - 12 MONTHS FY 20/21 - Shire Administration Facilities	-39459.81
EFT57734	01/04/2021	NEWMAN HOME HARDWARE & ICE PLUS	March 2021 Monthly PO Newman Home Hardware Depot Main Account	-846.77
EFT57735	01/04/2021	NORTH METROPOLITAN TAFE	Daniel Hay-Hendry (20070252) enrolements February 2021	-913.80
EFT57736	01/04/2021	OFFICEWORKS BUSINESS DIRECT	Mortein Odourless Spray	-207.77
EFT57737	01/04/2021	Oz Airports Pty Ltd	Supply airport operations staff for the month of March 2021	-12122.00
EFT57738	01/04/2021	PERMEATE PARTNERS PTY LTD	Attend FAT.	-3193.30
EFT57739	01/04/2021	PILBARA ELECTRICAL	Purchase of Samsung 28L Microwave Oven for the new CDS office as per quote ME6104ST1	-168.00

EFT57740	01/04/2021	PILBARA MOTOR GROUP	Works on Safety Vehicle 2 - REGO 122EPS - External Speaker Installation - Repair or replace light and siren unit - Repair or replace back right hand tyre - nail on the tread - Safety related recall of brake booster - VGG75	-1032.19
EFT57741	01/04/2021	Pilbara Trees Pty Limited	As per Quote QU-PTO345 work at Dingo Park 10 river gums safety prune after storm.	-5500.00
EFT57742	01/04/2021	Professional Arts Management - (Jack C Pam)	De-install and install of Newamn gallery exhibition turnover March 23rd - 26th 2021.	-2376.00
EFT57743	01/04/2021	RENTOKIL INITIAL GROUP	NEWMAN - AIRPORT - SERVICE MONTHLY FY20/21 SHARPS CONTAINERS, SANITARY BINS AND SANITIZER DISPENSERS	-2645.65
EFT57744	01/04/2021	Rise Urban Pty Ltd	Preparation of Delegated Report - 2 Wilara Street	-2585.00
EFT57745	01/04/2021	Roo's Plumbing	Repair Water Leak At North Newman Reserve In Front Of EPIS	-2777.50
EFT57746	01/04/2021	SNAKES HARMFUL & HARMLESS	Snake Handling Training - various staff (OHS) 24/02/2021 (less than 15 participants)	-3025.00
EFT57747	01/04/2021	SONIC HEALTHPLUS PTY LTD	Pre-employment Medical - Georgia Mahar MA1, AUD, INSTANT	-379.50
EFT57748	01/04/2021	STEPHEN KIERNAN	Refund of Candidate Deposit - Central Ward Extraordinary Election 24.02.21	-80.00
EFT57749	01/04/2021	Silkway Holdings t/a Novatron Australia	On-site quarterly service of RO water plant by Novatron Technician as per service agreement V06 under contract RFT11-2017/18	-6957.50
EFT57750	01/04/2021	Steven Harding	Reimbursement for relocation expenses	-70.00
EFT57751	01/04/2021	T-QUIP	7210 Toro mower parts as per quote 13797#12	-406.10
EFT57752	01/04/2021	TENDERLINK	Upload of RFT 11-2020/21 Liquid Waste Collection & Disposal to Tenderlink Portal	-172.70
EFT57753	01/04/2021	THE SHADE SAIL MAN	Supply and install Shade sail as per Quote 11m x 9m.	-3080.00
EFT57754	01/04/2021	TYREPOWER NEWMAN	Rapairs to Kubota Spray Buggy as per Quote 130625	-8519.92
EFT57755	01/04/2021	Thomas Lake	Thomas Lake - Excellence Grant Recipient	-500.00
EFT57756	01/04/2021	UNIFORMS AT WORK PTY LTD	Staff PPE Order Feb 2021	-2961.70
EFT57757	01/04/2021	WATER CORPORATION	Water Consumption Charges - 12.01.21-09.03.21	-10084.94
EFT57758	01/04/2021	WATERCHOICE (AUST) PTY LTD	Monthly rental of Hot/cold 5 stage reverse omosis water filtration system at Newman art Centre	-2080.00
EFT57759	01/04/2021	Wendy McWhirter-Brooks	Refund of Candidate deposits - Central ward Extraordinary Election 24.02.21	-80.00
EFT57760	01/04/2021	Westline Plumbing & Drainage Pty Ltd	Variation (V01) - Supply, lay and install 100mm MPVC PN16, clean bedding, compact and connect to existing water main @ 142.62 per meter.	-7375.01
EFT57761	01/04/2021	Woolworths (WA) Ltd	Week 2 Inez Edwards - Volunteer program food	-103.24

EFT57762	07/04/2021	BEVERLEY ROGERS	Artist Payment - Ref # 7965	-235.00
EFT57763	07/04/2021	BUGAI WHYOULTER	Artist Payment - Ref # 7973	-1000.00
EFT57764	07/04/2021	CHRISTINE THOMAS	Artist Payment - Ref # 7967	-327.60
EFT57765	07/04/2021	Derrick Butt	Artist Payment - Ref # 7962	-834.30
EFT57766	07/04/2021	HELEN DALE SAMSON	Artist Payment - Ref # 7959	-1500.00
EFT57767	07/04/2021	IVY BIDU	Artist Payment - Ref # 7958	-151.00
EFT57768	07/04/2021	JAKAYU BILJABU	Artist Payment - Ref # 7975	-300.00
EFT57769	07/04/2021	KUMPAYA GIRGIRBA	Artist Payment - Ref # 7874	-250.00
EFT57770	07/04/2021	LEON CUTTER	Artist Payment - Ref # 7961	-151.20
EFT57771	07/04/2021	MARIANNE BURTON	Artist Payment - Ref # 7963	-124.03
EFT57772	07/04/2021	Maureen Ward	Artist Payment - Ref # 7957	-809.00
EFT57773	07/04/2021	May Burton	Artist Payment - Ref # 7960	-187.20
EFT57774	07/04/2021	NAOMI ROBINSON	Artist Payment - Ref # 7966	-85.25
EFT57775	07/04/2021	Robina Clause	Artist Payment - Ref # 7977	-348.00
EFT57776	07/04/2021	Talisha Francis	Artist Payment - Ref # 7964	-143.00
EFT57777	08/04/2021	Department of Housing	Rent - PPE 04.04.21 - Ref 35349887	-200.00
EFT57778	08/04/2021	HORIZON POWER	Electricity consumption charges - 15.01.21-12.03.21	-2459.20
EFT57779	08/04/2021	AIT SPECIALISTS PTY LTD	Fuel Tax Credits 20/21	-561.11
EFT57780	08/04/2021	ALYKA PTY LTD	Digital Support Alyka for 2020/21 financial year	-385.00
EFT57781	08/04/2021	Arty Brellas (Tricia Stedman)	Saturday Arty Brella workshop	-550.00
EFT57782	08/04/2021	Australian Taxation Office (PAYG)	PAYG - PPE 21/03/21	-104605.70
EFT57783	08/04/2021	BCITF	BCITF Applications - March 2021	-458.75
EFT57784	08/04/2021	BRIDGETOWN DESIGN AND PRINT	Newman Triathalon Program and Cost Poster 2021	-423.50
EFT57785	08/04/2021	Blackwoods	30 x 700mm Traffic cones	-703.11
EFT57786	08/04/2021	CADD Building Construction and Maintenance Pty Ltd	Works to remove and replace 280m of 150mm sewer line and concrete sewer pits that had collapsed, leading to failure of the sewer line. If not replaced immediately it would have led to the closure of the Indigenous Aged Care Facility and other businesses connected to this main. It would have also led to Major Environmental Damage with raw sewage flooding the Kurra Caravan Park Construction site.	-43681.00
EFT57787	08/04/2021	CHILD SUPPORT AGENCY	Payroll deductions	-830.84
EFT57788	08/04/2021	CUSTOMER FIRST CONTRACTING PTY LTD	Raw water modification control panel - contractor onsite to wire pump setup	-3773.28
EFT57789	08/04/2021	Corporate Travel Management Group Pty Ltd	Airfares - Lisa Clack	-3267.83
EFT57790	08/04/2021	Crawford Realty Newman	Residential Tenancy Agreement - 15A Barton Way - Manager Martumili	-600.00

EFT57791	08/04/2021	Daniel Hay-Hendry	Re-imbursement of expenses (Fuel) while acting Manager Waste Services	-401.42
EFT57792	08/04/2021	Department of Mines, Industry Regulation and Safety (Building and Energy)	BSL Remittance - March 2021	-714.09
EFT57793	08/04/2021	EAST PILBARA EARTHMOVING PTY LTD	Supply of Hired Road Construction Plant with Operators for Road Construction/Upgrade Project to Skull Springs Road 8120021. Rates as per tender submission RFT 8-2017/18 Supply of Hired Road Construction Plant with Operators.	-75432.50
EFT57794	08/04/2021	Easifleet Group	PPE 21.03.21	-2120.55
EFT57795	08/04/2021	East Pilbara Recycling	As per EPR Contract - 40% Revenue from scrap metal sales	-19714.87
EFT57796	08/04/2021	FleetNetwork	Novated Lease PPE	-448.91
EFT57797	08/04/2021	GALVINS PLUMBING SUPPLIES	Various items as required - Open PO until 31MAR21	-28.65
EFT57798	08/04/2021	Joe's Printing	Ignatius Taylor photographic prints for Revealed Exhibtion	-231.00
EFT57799	08/04/2021	KOMATSU AUSTRALIA PTY LTD	Complete 3,000hr service to GD655-5 #56478 as per quote estimate No: Q002002353-2	-2791.31
EFT57800	08/04/2021	Lisa Hall (Bliss Yoga Mumma)	Lisa H Yoga Classes Term 1 2021	-750.00
EFT57801	08/04/2021	MAD DOG PROMOTIONS	Newman Traithlon Merchandise 100 x Backpacks - Charcoal 100 x Suncreen with clip 100 x Water Bottles Silver 100 x Visor Caps	-4622.20
EFT57802	08/04/2021	NEWMAN HOME HARDWARE & ICE PLUS	Vacuum, Dust Pan, Indoor and Outdoor Broom - Nullagine Gym	-1122.42
EFT57803	08/04/2021	NEWMAN SENIOR HIGH SCHOOL	Successful application for fast track grant - School for the donation of the Newman Senior High School Country Week Teams	-500.00
EFT57804	08/04/2021	Newman Visitors Centre	Prizes for winners for International Women's Day Youth Celebration event	-150.00
EFT57805	08/04/2021	Nor-West Freight Services Pty Ltd	Freight - E&MJ Rosher Kenwick	-180.40
EFT57806	08/04/2021	PARNNGURR ABORIGINAL	Diesel for EP6029	-249.60
EFT57807	08/04/2021	PHILIP SWAIN	Re-imbusement for approved expenses incurred while providing services to the Shire of East Pilbara - Airfares	-2027.58
EFT57808	08/04/2021	PILBARA ELECTRICAL	3 meter HDMI cable	-205.95
EFT57809	08/04/2021	Phoebe Jones	Phoebes Yoga Classes Term 1 2021	-2275.00
EFT57810	08/04/2021	Proterozoic Gold Pty Ltd	Rates refund for assessment A704119 LOT E45/05228 EXPLORATION LICENCE	-1534.78
EFT57811	08/04/2021	Punmu Aboriginal Corporation	artsworker food vouchers 13/03/2021	-120.00
EFT57812	08/04/2021	Seton Australia	Safety Mirror Entrance Hallway to Staff Kitchen (half dome 660x300 MM)	-691.64
EFT57813	08/04/2021	Sportspower Newman	Basketball ring system for the Youth Centre	-539.99
EFT57814	08/04/2021	Stacey Smith	Travel Allowance for OCM 26.03.21	-405.79

EFT57815	08/04/2021	TENDERLINK	Upload of RFT 10-2020/21 Art Supplies - to Tenderlink Portal -172.70
EFT57816	08/04/2021	UNIFORMS AT WORK PTY LTD	PPE order Refund Point Operators (yellow HiVis vests, gloves) -690.14
EFT57817	08/04/2021	WA RANGERS ASSOCIATION	WARA Job Advertisement - Shire Ranger -500.00
EFT57818	08/04/2021	WATER CORPORATION	Water Consumption Charges - 12.01.21-12.03.21 -2185.50
EFT57819	08/04/2021	Woolworths (WA) Ltd	Weekly shop - GST Free -473.41
EFT57820	08/04/2021	Wormald Australia Pty Ltd	Marble Bar Depot ,twice yearly service period of 01/07/2020-30/06/2021 Service Fire Extinguishers - Fire blanket plus travel and accommodation -5060.19
EFT57821	08/04/2021	Youngs Earthmoving	Supply of Hired Road Construction Plant with Operators for Road Construction/Upgrade Project to Warrawagine Road 8120003. Rates as per tender submission RFT 8-2017/18 Supply of Hired Road Construction Plant with Operators. -180103.00
EFT57822	09/04/2021	BRUNSWICK ELECTRICAL SERVICES	Newman Test and Tagging - Bi Annual FY20/21 - Shire Admin Office -36482.34
EFT57823	09/04/2021	TECHBRAIN	IT Managed Service - RFT 14 - 17/18 Extended under new legislation -12714.44
EFT57824	12/04/2021	Easifleet Group	Novated Lease PPE 240121, 070221 and 210221 -2892.61
EFT57825	12/04/2021	FleetNetwork	Novated LeasePPE070221 and 210221 -3217.18
EFT57826	12/04/2021	PAYWISE PTY LTD	Novated Lease - Paid 060121 -1079.76
			EFT Payments - 2,960,501.13

Appendix 4
Mastercard Payments – April 2021

SHIRE OF EAST PILBARA

MasterCard Transactions 12/03/2021 to 14/04/2021

Card Holder	Card Number	Transaction Date	Narration	Debit
Amy Mukherjee	5586 **** **** 8732	31/03/2021	PERTH AIRPORT PTY LTD PERTH AIRPORT	-21.21
	5586 **** **** 8732	30/03/2021	AMTEL PTY LTD PERTH	-42.40
	5586 **** **** 8732	30/03/2021	FRESH TRADING CO. OP BAYSWATER VI	-38.50
	5586 **** **** 8732	30/03/2021	BOX PIZZA WHITE GUM VALWA	-30.00
	5586 **** **** 8732	30/03/2021	SOUTH FREO FRESH PTY SOUTH FREMANTWA	-9.49
	5586 **** **** 8732	26/03/2021	RICH WA PTY LTD NORTHBRIDGE WA	-61.63
	5586 **** **** 8732	25/03/2021	PISCARI FISH AND CHIPS FREMANTLE	-41.00
	5586 **** **** 8732	25/03/2021	CITY OF PERTH PARKING- PERTH WA	-8.28
	5586 **** **** 8732	25/03/2021	SOUTH FREO FRESH PTY SOUTH FREMANTWA	-36.72
	5586 **** **** 8732	24/03/2021	MCDONALDS PORT HEDLAN SOUTH HEDLAND	-108.85
	5586 **** **** 8732	24/03/2021	MCDONALDS PORT HEDLAN SOUTH HEDLAND	-43.15
	5586 **** **** 8732	24/03/2021	KAVY PTY LTD PORT HEDLAND	-65.96
	5586 **** **** 8732	24/03/2021	HOTEL NEWMAN PTY LTD NEWMAN	-76.00
	5586 **** **** 8732	24/03/2021	SOUTH FREO FRESH PTY SOUTH FREMANTWA	-166.14
	5586 **** **** 8732	23/03/2021	EG GROUP 4236 PORT HEDLAND WA	-256.04
	5586 **** **** 8732	23/03/2021	BAR 68 Newman WA	-17.00
	5586 **** **** 8732	23/03/2021	SANDFIRE RH 6308 EIGHTY MILE BWA	-237.73
	5586 **** **** 8732	23/03/2021	CHINESE CANTON BELMO CLOVERDALE WA	-17.50
	5586 **** **** 8732	23/03/2021	MONGER CUPID PTY LTD CLOVERDALE WA	-12.50
	5586 **** **** 8732	22/03/2021	WOOLWORTHS 4316 PORT HEDLAND WA	-10.40
	5586 **** **** 8732	22/03/2021	Yummy Noodle Pt Hed Port Hedland WA	-65.26
Oliver Shaer	5586 **** **** 3908	29/03/2021	CALTEX NEWMAN NEWMAN	-90.91
	5586 **** **** 3908	26/03/2021	DOT - LICENSING NEWMAN	-34.60
	5586 **** **** 3908	26/03/2021	DOT - LICENSING NEWMAN	-28.60
	5586 **** **** 3908	17/03/2021	PILBARA MOTOR GROUP PORT HEDLAND	-82.15
Ben Lewis	5586 **** **** 3732	13/04/2021	REFUEL AUSTRALIA-SWAGM MOUNT MAGNET	-68.00
	5586 **** **** 3732	7/04/2021	HADLEYS ART PRIZE HOBART TA	-40.00

	5586 **** **** 3732	6/04/2021	COLES EXPRESS 6942 TOM PRICE AU	-133.00
	5586 **** **** 3732	1/04/2021	LinkedIn 5529525136 lnkd.in/bill AU	-391.56
	5586 **** **** 3732	30/03/2021	ZOOM.US 888-799-9666 8887999666 CA	-179.98
	5586 **** **** 3732	22/03/2021	AIRLESS PTY LTD REGENTS PARK	-104.95
	5586 **** **** 3732	22/03/2021	VERITAS ENGINEERING PERTH WA	-261.26
	5586 **** **** 3732	17/03/2021	AST AUSTRALIA PL OSBORNE PARK WA	-4441.80
Sian Appleton	5586 **** **** 4940	6/04/2021	Adobe Systems Pty Ltd Sydney AU	-171.47
	5586 **** **** 4940	6/04/2021	Adobe Systems Pty Ltd Sydney AU	-343.07
	5586 **** **** 4940	6/04/2021	Adobe Systems Pty Ltd Sydney AU	-343.07
	5586 **** **** 4940	6/04/2021	ADOBE PR CREATIVE CLD ADOBE.LY/ENAUIR	-343.07
	5586 **** **** 4940	6/04/2021	ADOBE PR CREATIVE CLD ADOBE.LY/ENAUIR	-343.07
	5586 **** **** 4940	6/04/2021	ADOBE ID CREATIVE CLD ADOBE.LY/ENAUIR	-343.07
Lisa Clack	5586 **** **** 1176	14/04/2021	PRIME STARZ PTY LTD MALAGA WA	-1050.00
	5586 **** **** 1176	6/04/2021	TELSTRA BSINSS APPS ADELAIDE SA	-170.28
	5586 **** **** 1176	6/04/2021	XERO AU INV-16047194 HAWTHORN VI	-77.00
	5586 **** **** 1176	30/03/2021	ADOBE ID CREATIVE CLD ADOBE.LY/ENAUIR	-45.99
	5586 **** **** 1176	30/03/2021	BIGW ONLINE BELLA VISTA NS	-66.90
	5586 **** **** 1176	29/03/2021	HOTEL NEWMAN PTY LTD NEWMAN	-37.00
	5586 **** **** 1176	29/03/2021	HOTEL NEWMAN PTY LTD NEWMAN	-685.00
	5586 **** **** 1176	15/03/2021	SNAP ST GEORGES TERRA PERTH	-126.73
	5586 **** **** 1176	15/03/2021	WWW.BLASTABREWING.COM PERTH WA	-71.50
	5586 **** **** 1176	12/03/2021	ROYAL INDIA RESTAURA WEST PERTH WA	-143.50
	5586 **** **** 1176	29/03/2021	WANEWSDTI Osborne Park WA	-28.00
	5586 **** **** 1176	22/03/2021	PAY*Captivate Connect BURSWOOD WA	-264.00
	5586 **** **** 1176	17/03/2021	4Cabling Alexandria	-144.14
	5586 **** **** 1176	15/03/2021	WILSON PARKING AUSTRAL PERTH WA	-45.00
Billing Account	5586 **** **** 8665	6/04/2021	FOREIGN TRANSACTION FEE	-10.12
	5586 **** **** 8665	6/04/2021	FOREIGN TRANSACTION FEE	-10.12
	5586 **** **** 8665	6/04/2021	FOREIGN TRANSACTION FEE	-10.12

5586 **** **** 8665	30/03/2021	FOREIGN TRANSACTION FEE	-1.36
5586 **** **** 8665	30/03/2021	FOREIGN TRANSACTION FEE	-5.31
		TOTAL	**-$12,101.46**

9.2.2 MONTHLY FINANCIAL STATEMENTS FOR PERIOD ENDING FEBRUARY 2021 AND UNBUDGETED EXPENDITURE

Attachments:	**Appendix 1 – Monthly Financials**
Responsible Officer:	**Mr Steve Leeson** **Executive Manager Corporate Services**
Author:	**Mrs Lisa Davis** **Manager Corporate Services**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

The Monthly Financial Statements provides details of the Shire of East Pilbara's (the Shire's) current year to date financial position in relation to the 2020-2021 Annual Budget, as maybe amended, including the reporting of material variances.

BACKGROUND

The reporting of monthly financial information is a requirement under Section 6.4 of the Local Government Act 1995 (Act) and Regulation 34 of the Local Government (Financial Management) Regulations 1996 (Regulations).

The attached report details the financial activities of the Shire for the period 1 July 2020 to 28 February 2021 of the current financial year.

There are 4 sections of the monthly report:

1. Monthly Health Checks and Summary Graphs;

2. Statutory Reports – Rate Setting Statement, Operating Statement, Cash Flow;

3. Various other Notes to give Council an overview of the Shire's current financial situation, including Material Variances for Programs and Nature and Type as per Council's adopted variance threshold limits of 10% or $10,000 whichever is greater; and

4. A detailed Capital Projects schedule detailing all expenditure.

COMMENTS/OPTIONS/DISCUSSIONS

Proposals and quotations received for Investment Advisory services are being assessed and when an agreement is in place, the Shire's investments will be included as part of the monthly reported financial statements.

Council approval is required for a budget amendment authorising the parks and garden service to purchase a new diesel Komatsu counter balanced forklift (FD25T-17) with 4500mm (3 stage) container mast, puncture proof tyres and side shift, including registration and freight to Newman. There is $33,500 in funding available within other associated accounts towards this purchase.

STATUTORY IMPLICATIONS/REQUIREMENTS

Local Government Act 1995
Part 6 Financial Management
Division 4 General financial provisions

Section 6.4(2)
"The financial report is to –

(a) be prepared and presented in the manner and form prescribed; and
(b) contain the prescribed information."

Section 6.8 (1)(b)
"*Expenditure from municipal fund not included in annual budget is to be authorised in advance by resolution". *Absolute majority required.*

POLICY IMPLICATIONS

3.1 Accounting Policies
3.5 Budget Management – Capital Acquisitions
3.6 Management Accounts
3.9 Investments Policy

STRATEGIC COMMUNITY PLAN

5: Governance

Demonstrated accountability and corporate governance.

RISK MANAGEMENT CONSIDERATIONS

Legislative - Medium

FINANCIAL IMPLICATIONS

This report discloses financial activities for the period under review.

VOTING REQUIREMENTS

Absolute.

OFFICER'S RECOMMENDATION

That Council:

1. **Accept the monthly financial statements for the period 1 July 2020 to 28 February 2021 of the 2020/2021 financial year as presented be received.**
2. **Pursuant to Section 6.8 of the Local Government Act 1995 approves an amendment to the Shire's 2020-2021 Annual Budget as per the following table:**

Account	Description	Current Budget	Amendment	Revised Budget
119704	Minor Equipment – P&G Newman	$0`	$33,500	$33,500
129084	Plant & Equipment - Rural	$20,000	$(13,500)	$6,500
129722	Minor Equipment - Newman	$30,000	$(20,000)	$10,000
TOTAL		**Net Affect**	**$0**	

Appendix 1
Monthly Financials

Shire Of East Pilbara

Monthly Financial Statements

(Containing the Statement of Financial Activity)

For The Period Ending 28th February 2021

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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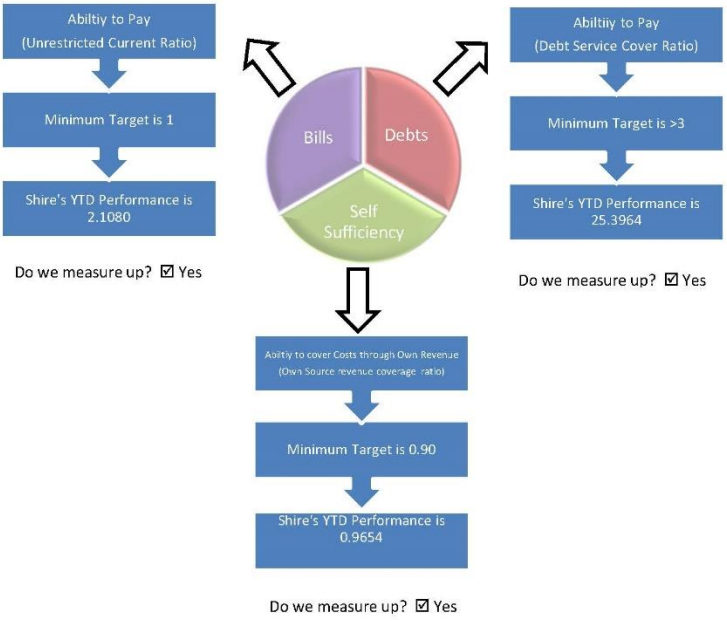
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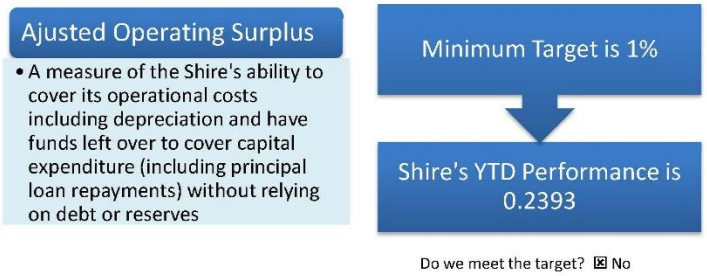
MONTHLY FINANCIAL HEALTH CHECKS

For The Period Ending 28th February 2021

Highlighting how the Shire of East Pilbara is tracking against financial ratios



How are we tracking against our budget targets?



Do we meet the target? ☒ No

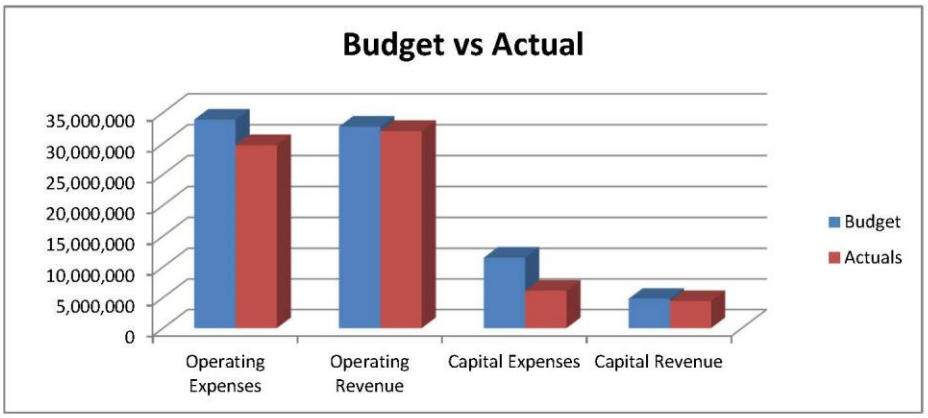
Adjusted operating surplus and self sufficient ratios are high due to rates being fully funded at the beginning of the financial year. However as the year progresses, operating expenditure will continue to draw on this revenue source reducing to target by 30 June 2021

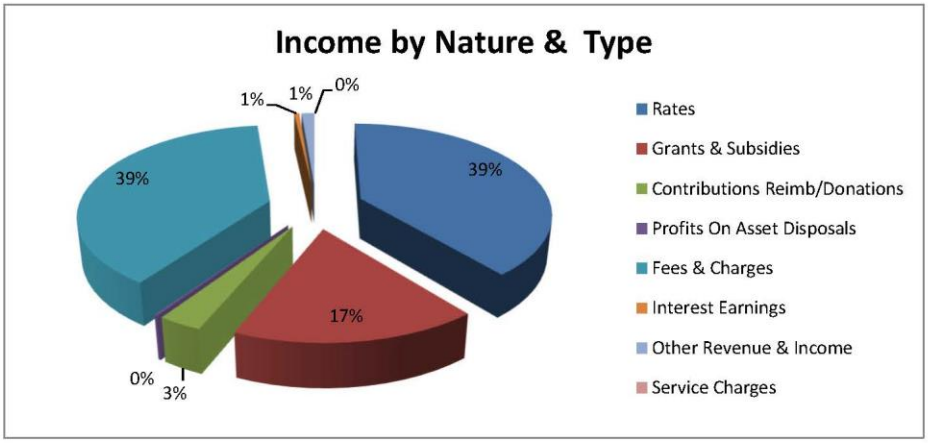
It should be noted that the increase in depreciation (following the revaluation of assets at fair value over the last four years) has significantly increased the annual depreciation and puts pressure on the operating surplus result.

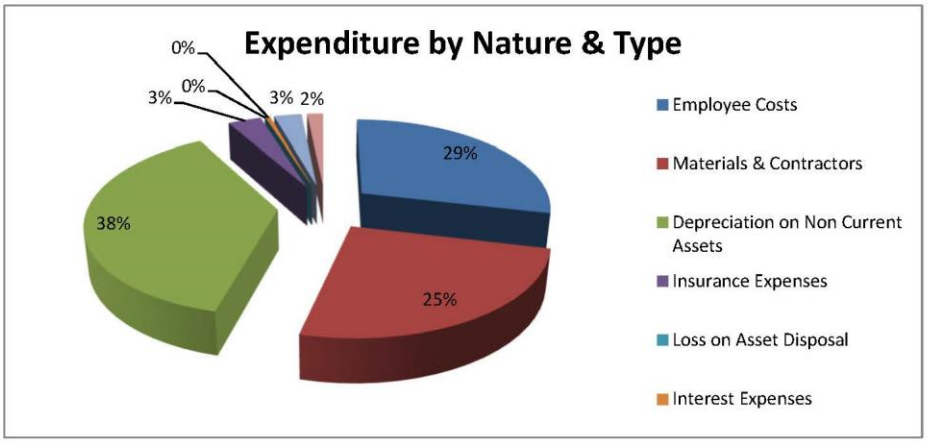


Do we meet the target? N/A

Shire Of East Pilbara
Financial Graphs
For The Period Ending 28th February 2021







Shire Of East Pilbara
Operating Revenue and Expenses
For The Period Ending 28th February 2021

Function, Sub-Function and Department Name	Budget Annual Revenue	Amended Budget Annual Revenue	Amended Budget YTD Revenue	Actual YTD Revenue	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance	Budget Annual Expenditure	Amended Budget Annual Expenditure	Amended Budget YTD Expenditure	Actual YTD Expenditure	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance
General Purpose Funding												
Rates	14,062,600	14,486,000	14,206,184	14,460,493	(254,309)	(2)	385,400	382,600	255,032	112,688		
Other General Purpose Funding	2,050,000	2,030,000	1,353,328	896,700	456,628	34	-	-	-	-		
Total General Purpose Funding	**16,112,600**	**16,516,000**	**15,559,512**	**15,357,193**			**385,400**	**382,600**	**255,032**	**112,688**	**142,344**	56
Governance												
Members of Council	100	100	64	-			856,400	822,400	548,200	450,793		
Other Governance	108,700	358,700	220,776	89,420			1,009,500	1,025,300	812,056	642,153		
Corporate Governance	-	-	-	-			328,400	438,300	292,184	361,639		
Customer Service	-	-	-	-			439,700	392,200	261,456	190,549		
Marketing, Media and Publication	-	-	-	-			146,300	151,900	101,248	77,630		
Stakeholder Management	-	-	-	-			157,800	154,400	102,920	93,173		
Financial Services	-	-	-	-			908,300	825,100	550,040	466,515		
Records Management	-	-	-	-			169,400	191,200	127,456	131,573		
Human Resources	-	-	-	-			1,017,600	1,110,600	820,360	569,057		
Occupational Health and Safety	-	-	-	-			148,700	205,200	136,792	109,579		
Information and Technology	-	-	-	-			807,300	813,200	542,120	417,959		
IPR, Strategic and Business Planning	-	-	-	-			1,214,800	957,200	638,104	196,152		
Procurement and Contract Management	-	-	-	-			307,900	310,900	207,248	157,806		
Assset Management	-	-	-	-			333,300	328,400	334,992	175,273		
Fixed Assets	8,000	8,000	(13,672)	-			502,500	502,500	334,992	369,946		
Allocations To Other Functions	-	-	-	-			(7,647,700)	(7,573,000)	(5,048,656)	(4,932,073)		
Total Governance	**116,800**	**366,800**	**207,168**	**89,420**	**117,748**	57	**700,200**	**655,800**	**761,512**	**(522,276)**	**1,283,788**	169
Law, Order & Public Safety												
Fixed Assets	2,700	2,700	1,800	13,396			178,200	178,200	118,792	131,035		
Ranger Services	26,000	26,000	17,312	21,923			571,700	573,600	382,384	425,842		
Emergency Management	147,100	147,100	98,048	6,500			295,900	458,200	306,524	345,434		
Security and Surveillance	500,000	500,000	333,328	10,585			216,500	253,800	169,184	149,698		
Total Law, Order & Public Safety	**675,800**	**675,800**	**450,488**	**52,404**	**398,084**	88	**1,262,300**	**1,463,800**	**976,884**	**1,052,008**	**(75,124)**	(8)
Health												
Fixed Assets	-	-	-	-			13,400	13,400	8,928	10,307		
Health Inspection and Administration	68,800	68,800	45,832	19,870			443,800	434,200	289,424	243,934		
Preventative Services	18,000	18,000	-	8,238			83,000	83,000	55,320	20,600		
Total Health	**86,800**	**86,800**	**45,832**	**28,109**	**17,723**	39	**540,200**	**530,600**	**353,672**	**274,841**	**78,831**	22

Function, Sub-Function and Department Name	Budget Annual Revenue	Budget Annual Revenue	Budget YTD Revenue	Actual YTD Revenue	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance	Budget Annual Expenditure	EOY Forecast	Budget YTD Expenditure	Actual YTD Expenditure	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance
Education & Welfare												
Fixed Assets	-	-	-	-			408,000	408,000	271,984	279,881.41		
Place Based Services (Newman)	5,000	2,500	1,664	-			592,700	597,800	318,512	280,267.45		
Youth & Family Services	5,500	65,500	33,664	29,664.97			941,300	945,900	590,872	510,380.63		
Place Based Services (Rural)	-	-	-	-			576,900	572,700	373,888	381,118.66		
Total Education & Welfare	**10,500**	**68,000**	**35,328**	**29,665**	**5,663**	16	**2,518,900**	**2,524,400**	**1,555,256**	**1,451,648**	**103,608**	7
Housing												
Fixed Assets	-	-	-	-			452,200	452,200	301,464	385,906		
Staff Housing - Newman	179,600	179,600	119,728	161,132			179,600	179,600	165,064	236,701		
Staff Housing - Marble Bar	35,000	46,000	30,656	39,288			35,000	46,000	14,000	39,288		
Martumili Housing	14,500	14,500	9,656	7,270			14,500	14,500	19,667	7,270		
Built Infrastructure	72,500	72,500	48,320	64,885			100,000	40,000	106,667	26,894		
Total Housing	**301,600**	**312,600**	**208,360**	**272,576**	**(64,216)**	(31)	**781,300**	**732,300**	**606,861**	**696,059**	**(89,197)**	(15)
Community Amenities												
Fixed Assets	2,000	2,000	1,328	-			633,400	633,400	422,256	461,417		
Waste Collection & Recycling	671,900	731,900	686,223	654,509			878,200	862,700	582,624	471,030		
Landfill Management	4,128,500	4,135,000	2,756,656	2,176,048			2,600,700	2,519,600	1,679,688	1,333,360		
Waste Water Management	2,483,200	3,355,600	878,700	937,491			1,181,000	1,226,500	817,616	697,291		
Energy & Biodiversity	-	-	-	-			-	-	(16)	-		
Town Planning & Regional Develop't	101,000	51,000	25,659	12,745			203,100	238,500	397,476	196,025		
Land Strategy	-	-	-	-			184,200	184,200	122,792	122,536		
Built Infrastructure - Newman							108,000	100,800	67,184	49,073		
Built Infrastructure (other communities)	6,500	6,500	4,328	3,964			134,200	128,700	77,447	48,978		
Total Community Amenities	**7,393,100**	**8,282,000**	**4,352,894**	**3,784,756**	**568,138**	13	**5,922,800**	**5,894,400**	**4,167,067**	**3,379,910**	**787,157**	19
Recreation & Culture												
Fixed Assets	2,700	2,700	1,800	8,036			2,091,200	2,091,200	1,394,128	1,524,313		
Built Infrastructure - Newman							518,000	513,200	151,912	358,873		
Built Infrastructure - Rural	101,400	101,400	67,584	48,376			244,400	232,000	154,632	162,437		
Aquatic Centres	172,400	172,400	114,912	123,024			1,951,600	1,584,400	1,056,160	829,166		
TV & Radio Re Broadcasting	-	-	-	-			30,400	31,500	20,992	10,305		
Recreation Centre - Newman	254,700	344,300	229,512	281,837			1,708,600	1,697,300	1,131,432	892,639		
Libraries	7,000	6,000	4,000	3,765			517,600	532,200	309,432	281,129		
Club Development	5,000	5,000	3,328	-			131,100	165,700	110,456	96,607		
Open Space Assets - Newman	83,100	90,100	60,032	48,541			3,291,700	3,283,100	2,188,528	1,896,723		
Other Culture	300	300	200	227			300	300	200	-		
Martumili	1,286,700	864,200	576,096	818,099			1,511,700	1,493,900	761,160	916,389		
Culture & the Arts	-	-	-	91			208,900	208,900	129,256	113,881		
Events	270,300	249,500	166,328	326,401			697,800	648,900	323,232	281,244		
Other Operating expenses for R&E Reallocatio	-	-	-	-			-		(32)	-		
Total Recreation & Culture	**2,183,600**	**1,835,900**	**1,223,792**	**1,658,396**	**(434,604)**	(36)	**12,903,300**	**12,482,600**	**7,731,488**	**7,363,706**	**367,782**	5

Function, Sub-Function and Department Name	Budget Annual Revenue	Budget Annual Revenue	Budget YTD Revenue	Actual YTD Revenue	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance	Budget Annual Expenditure	EOY Forecast	Budget YTD Expenditure	Actual YTD Expenditure	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance
Transport												
Fixed Assets	18,200	18,200	12,128	58,417.28			7,862,200	7,862,200	5,241,448	5,935,747.27		
Sts/Rds/Bridges/Depots - Construction	6,614,800	6,614,800	4,409,840	4,402,719.51			-	-	-	-		
Sts/Rds/Bridges/Depots - Maintenance	960,000	960,000	640,000	649,516.25			3,692,200	3,804,900	2,534,460	2,238,975.97		
Road Plant Purchases	23,200	23,200	15,464	8,498.69			-	-	-	-		
Aerodromes	14,455,700	14,455,700	9,617,879	9,404,990			10,833,300	11,586,800	7,187,792	5,795,521.98		
Total Transport	**22,071,900**	**22,071,900**	**14,695,311**	**14,524,142**	**171,169**	1	**22,387,700**	**23,253,900**	**14,963,700**	**13,970,245**	**993,455**	7
Economic Services												
Fixed Assets	-	-	-	-			632,300	632,300	421,528	469,794		
Tourism and Area Promotion	155,400	162,500	108,320	121,336			546,100	498,200	272,096	214,539		
Building Control	163,200	203,200	135,448	195,078			238,500	251,000	167,288	154,268		
Rural Services	133,500	129,500	86,328	85,800			173,100	173,100	115,376	76,632		
Economic Development	1,535,000	1,687,000	108,340	74,427			798,900	777,200	225,400	165,574		
Newman House	164,200	164,200	109,456	109,611			157,700	164,700	109,808	115,086		
Total Economic Services	**2,151,300**	**2,346,400**	**547,892**	**586,252**	**(38,360)**	(7)	**2,546,600**	**2,496,500**	**1,311,496**	**1,195,893**	**115,603**	9
Other Property & Services												
Fixed Assets	-	-	-	-			45,800	45,800	30,528	18,963		
Private Works	5,000	5,000	3,328	1,091			5,000	5,000	4,999	1,004		
Public Works Overheads	5,200	5,200	3,464	3,400			5,200	5,200	3,392	(252,309)		
Plant Operation Costs	-	-	-	-			-	-	(8)	298,141		
Salaries and Wages	10,000	10,000	6,664	8,549			10,000	10,000	6,664	396		
Project Management	-	-	-	-			1,142,700	765,500	816,952	324,682		
Unclassified	190,000	490,000	173,264	190,380			190,000	490,000	326,656	354,476		
Total Other Property & Services	**210,200**	**510,200**	**186,720**	**203,420**	**(16,700)**	(9)	**1,398,700**	**1,321,500**	**1,189,183**	**745,352**	**443,831**	37
Total Revenue & Expenditure As Per Operating Statement	**51,314,200**	**53,072,400**	**37,513,297**	**36,586,332**			**51,347,400**	**51,738,400**	**33,872,151**	**29,720,073**		

SHIRE OF EAST PILBARA
Statement of Financial Activity By Nature and Type
For The Period Ending 28th February 2021

Description	2020/2021 Budget	2020/2021 Amended Budget	2020/2021 Amended YTD Budget	2020/2021 YTD Actual	Monthly Budget vs Actual $ Variance	Monthly Bud vs Actual % Variance
OPERATING REVENUE						
Rates	13,963,600	14,337,100	14,337,100	14,304,683	-32,417	0
Grants And Subsidies	9,948,700	10,948,700	7,299,133	6,293,766	-338,700	14
Contributions, Reimbursements and Donations	4,766,500	5,367,300	3,578,200	1,134,648	-2,043,019	68
Gain On Asset Disposals	33,600	33,600	22,400	79,849	57,449	(256)
Fees and Charges	21,073,400	21,182,600	14,121,733	14,119,132	70,198	0
Interest	570,700	596,700	397,800	188,013	-192,453	53
Other Revenue/Income	957,700	606,400	454,800	466,241	-172,225	(3)
Service Charges	0	0	0	0	0 na	
Total Operating Revenue	$51,314,200	$53,072,400	$40,211,167	36,586,332	-2,277,668	6
Less: OPERATING EXPENDITURE						
Employee Costs	13,907,400	13,584,000	9,056,000	8,519,464	-752,136	6
Materials And Contracts	17,760,800	18,695,000	12,463,333	7,501,788	-4,338,746	40
Depreciation On Non Current Assets	16,013,200	16,013,700	10,675,800	11,250,693	575,226	(5)
Insurance Expenses	923,100	881,700	881,700	998,996	117,296	(13)
Loss On Asset Disposal	35,500	35,500	23,667	1,536	-22,131	94
Interest Expenses	310,600	260,400	173,600	142,269	-64,797	18
Utilities (Gas, Electricity, Water Etc)	1,663,600	1,566,900	1,044,600	824,895	-284,172	21
Other Expenditure	733,200	701,200	467,467	480,433	-8,367	(3)
Sub Total	$51,347,400	$51,738,400	$34,786,167	29,720,073	-4,777,827	14
Less: Applicable To Capital Expenditure	0	0	0	0	0 na	
Total Operating Expenditure	$51,347,400	$51,738,400	$34,786,167	29,720,073	-4,777,827	14
NET PROFIT/(LOSS) RESULT	($33,200)	$1,334,000	$5,425,000	6,866,259	2,500,159 na	
Other Comprehensive Income	$0			0		
TOTAL COMPREHENSIVE INCOME	($33,200)	$1,334,000	$5,425,000	6,866,259	2,500,159 na	

Rate Setting Statement
Operating Revenue and Expenses
For The Period Ending 28th February 2021

OPERATING REVENUE	Budget	Amended Budget	YTD Budget	YTD Actual
General Purpose Funding	16,112,600	16,516,000	15,559,512	15,357,193
Governance	116,800	358,800	215,168	89,420
Law, Order & Public Safety	98,500	95,800	63,832	28,423
Health	86,800	86,800	45,832	28,109
Education & Welfare	10,500	68,000	35,328	29,665
Housing	301,600	312,600	208,360	272,576
Community Amenities	5,893,100	5,780,000	4,352,894	3,702,893
Recreation and Culture	2,183,600	1,833,200	1,223,792	1,650,361
Transport	15,461,700	15,441,600	10,275,143	10,063,749
Economic Services	1,651,300	1,846,400	547,892	586,252
Other Property & Services	210,200	510,200	186,720	203,420
Total Operating Revenue	**42,126,700**	**42,849,400**	**32,714,473**	**32,012,059**
Less: OPERATING EXPENSES				
General Purpose Funding	385,400	382,600	255,032	112,688
Governance	700,200	655,800	761,512	(522,276)
Law, Order & Public Safety	1,262,300	1,463,800	976,884	1,052,008
Health	540,200	530,600	353,672	274,841
Education & Welfare	2,518,900	2,524,400	1,555,256	1,451,648
Housing	781,300	732,300	606,861	696,059
Community Amenities	5,922,800	5,894,400	4,167,067	3,379,910
Recreation and Culture	12,903,300	12,482,600	7,731,488	7,363,706
Transport	22,387,700	23,218,400	14,940,036	13,968,710
Economic Services	2,546,600	2,496,500	1,311,496	1,195,893
Other Property & Services	1,398,700	1,321,500	1,189,183	745,352
Total Operating Expenditure	**51,347,400**	**51,702,900**	**33,848,487**	**29,718,538**
Add:				
Capital Grants and Contributions	9,189,400	10,189,400	4,792,896	4,494,428
Sale of Assets	233,000	233,000	161,984	174,289
Non - cash amounts excluded from operating activities	16,013,700	16,013,700	10,675,800.00	11,250,693
	25,436,100	**26,436,100**	**15,630,680**	**15,919,410**
Less: CAPITAL WORKS PROGRAMME				
Governance	345,000	382,000	334,672	137,704
Law, Order & Public Safety	619,300	582,500	428,099	128,117
Health	-	-	-	-
Education & Welfare	60,000	33,000	18,000	-
Housing	1,269,700	1,003,700	669,128	564,231
Community Amenities	7,336,400	7,683,500	3,228,111	343,740
Recreation and Culture	960,000	1,133,600	492,936	282,545
Transport	12,487,200	11,369,200	6,081,613	4,616,083
Economic Services	850,000	1,720,000	257,500	33,988
		-		
	23,927,600	**23,907,500**	**11,510,059**	**6,106,408**
Less: OTHER				
Repayments of Debentures	1,209,500	1,209,500	576,699	576,699
Less Contributions to Loan Principal	-	-	-	-
Payments for principle portion of lease liability	-	-	-	27,489
Transfers to Reserves	2,890,800	3,639,500	28,801	5,166,935
	4,100,300	**4,849,000**	**605,500**	**5,771,123**
Add: FUNDING SOURCES				
Reserves Utilised	3,183,600	2,999,800	265,300	173,235
Proceeds from New Debentures	4,700,000	4,700,000	-	-
Estimated Surplus/(Deficit) July 1 b/fwd	4,006,200	3,497,100	4,245,000	3,497,150
	11,889,800	**11,196,900**	**4,510,300**	**3,670,385**
Estimated Surplus/(Deficit) June 30 c/fwd	**77,300**	**23,000**	**6,891,407**	**10,005,784**

CASHFLOW
For The Period Ending 28th February 2021

Municipal Fund

Cashflows From Operating Actvities		
Receipts from Operations		33,196,948
Less: Payments for Operations		-17,030,578
	Net Cash Provided by Operating Activities	16,166,369
Cashflow from Investing Activities		
Interest received		188,013
Payment for Property, Plant & Equipment		171,777
Less: Proceeds - Sale of Assets		-6,103,896
	Net Cash Used by Investing Activities	-5,744,106
Cashflows from Financing Activities		
Interest Paid		-142,269
Repayment of Borrowings		-576,699
Proceeds from Borrowings		0
	Net Cash Used by Financing Activities	-718,969
	Net Increase in Cash Held	**9,703,295**
	Municipal Fund Cash at Beginning of Year - 01/07/20	59,681,931
	Municipal Fund Cash at End of Period - 31/12/2020	69,385,226
	Net Increase in Cash Held	**9,703,295**

Total Cash Balances

Municipal Fund		
- Cash At Bank	6,479,473	
- Cash Floats	13,600	
- Cash Invested	6,568,433	13,061,506
Reserve Fund - Cash Invested		56,323,720
	Total Cash Held	**69,385,226**

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
	Governance							
	Other Governance							
49001	Computer Equipment	80,000	80,000	80,000	28,688		-	28,688
49003	Furniture and Equipment - Newman	25,000	10,000	15,000	-		-	-
49016	Nwm Admin Building (L&B)	55,000	55,000	55,000	18,762		44,359	63,121
49019	Newman Admin Building (Infa)	0	11,336	17,000	-		-	-
49026	M/Bar Admin Building	80,000	73,336	110,000	36,145		78,482	114,627
49030	CBS Vehicle - 4WD (41229)	55,000	55,000	55,000	54,108		-	54,108
49033	Marble Bar Public Art	50,000	50,000	50,000	-		-	-
49039	Nmw Admin Blg Security Upgrade	0	0	0	-		-	-
	Total Governance	**$345,000**	**$334,672**	**$382,000**	**137,704**	59	**122,840**	**260,544**
	Law, Order & Public Safety							
	Fire Prevention/Emergency Services							
59010	Ranger Vehicle - 4WD (51112)	65,000	65,000	65,000	75,117		-	75,117
59012	Nullagine BFB - Ablution Block	54,300	54,299	54,300	53,000		-	53,000
		$119,300	**$119,299**	**$119,300**	**128,117**		**-**	**128,117**
	Other Law, Order and Public Safety							
59022	** BHP - CCTV	500,000	308,800	463,200	-		-	-
		$500,000	**$308,800**	**$463,200**	**-**		**-**	**-**
	Total Law, Order, P/Safety	**$619,300**	**$428,099**	**$582,500**	**128,117**	70	**-**	**128,117**
	Health							
79001	MHRS Vehicle - 4WD (71090)	0	0	0	-		-	-

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
	Total Health	**$0**	**$0**	**$0**	-	na	-	-
	Education and Welfare							
	Community Services							
89023	CRC Marble Bar	10,000	6,664	16,000	-		15,706	15,706
89026	Newman Youth Centre	50,000	11,336	17,000	-		-	-
	Total Education and Welfare	**$60,000**	**$18,000**	**$33,000**	-	na	**15,706**	**15,706**
	Housing							
	Staff Housing							
99020	Staff Housing Capital - ALL	1,190,700	359,800	539,700	295,357		154,998	450,356
99019	Staff Housing Capital - M/Bar and Null	0	240,664	361,000	252,698		90,337	343,035
99027	Community Housing - Capital	0	2,000	3,000	2,074		-	2,074
99028	Staff Housing Capital - Airport	79,000	66,664	100,000	13,007		-	13,007
99029	Staff Housing Capital - Martumili	0	0	0	1,095		-	1,095
	Total Housing	**$1,269,700**	**$669,128**	**$1,003,700**	**564,231**	16	**245,336**	**809,567**
	Community Amenities							
	Sewerage							
109002	Sewerage Plant Capital Improv'ts	6,259,400	2,347,275	7,259,400	147,344		247,979	395,323
109009	Chlorination System	0	0	0	-		-	-
109051	Header Tank Roof	30,000	0	0	-		-	-
		$6,289,400	**$2,347,275**	**$7,259,400**	**147,344**		**247,979**	**395,323**
	Sanitation Other							
109037	Newman Landfill Fencing	650,000	650,000	0	-		-	-
109038	Newman Landfill Signage	20,000	20,000	20,000	-		-	-
109039	Newman Landfill Bore	200,000	75,000	200,000	41,253		2,000	43,253

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
109040	GEWS Vehicle - 2WD (101401)	55,000	54,500	54,500	54,129		-	54,129
109042	CDS Admin Office & Toilets	122,000	81,336	122,000	73,464		1,631	75,095
		$1,047,000	**$880,836**	**$396,500**	**168,845**		**3,631**	**172,476**
	Other Community Amenities							
109022	Public Toilets	0	0	0	-		-	-
109033	Nullagine Public Toilets	0	0	27,600	27,550		-	27,550
		0	**0**	**$27,600**	**27,550**		**-**	**27,550**
	Total Community Amenities	**$7,336,400**	**$3,228,111**	**$7,683,500**	**343,740**	89	**251,610**	**595,349**
	Recreation And Culture							
119012	Marble Bar Civic Centre	0	0	0	38,590		-	38,590
119021	EPAC Building Works	15,000	10,000	15,000	-		14,738	14,738
	Public Halls & Civic Centre	**$15,000**	**$10,000**	**$15,000**	**38,590**		**14,738**	**53,328**
119067	Newman Aquatic Centre - P&E	30,000	50,000	50,000	10,640		-	10,640
119041	Newman Aquatic Centre - INFR	50,000	10,000	15,000	-		14,763	14,763
	Swimming Areas / Beaches	**$80,000**	**$60,000**	**$65,000**	**10,640**		**14,763**	**25,403**
119310	Newman Community Library - L&B	15,000	15,000	15,000	-		14,874	14,874
	Libraries	**$15,000**	**$15,000**	**$15,000**	**-**		**14,874**	**14,874**
119029	CRS Vehciel - Wagon (111675)	55,000	56,600	56,600	56,361		-	56,361
119033	Newman Rec Centre - Equipment	0	0	215,000	-		214,105	214,105
119611	Rec Centre Bin Compound	35,000	51,336	77,000	-		23,697	23,697

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
	Recreation Centre	**$90,000**	**$107,936**	**$348,600**	**56,361**		**237,802**	**294,164**
119063	Playground Equipment - Rural	250,000	93,750	250,000	7,389		218,064	225,453
119704	Minor Equipment - Parks & Gardens	50,000	0	0	-		-	-
119722	Oval Reticulation Automation	260,000	97,500	270,000	38,187		208,251	246,437
119729	Capricorn Oval Benches	50,000	40,000	40,000	20,534		13,621	34,155
119732	Newman - Junior Sports Doors & Security	25,000	0	0	-		-	-
119740	Gallop Park Dump Point	15,000	10,000	15,000	-		12,936	12,936
119742	North Newman Reserve - Water Supply Con.	50,000	18,750	75,000	74,440		-	74,440
119746	Water Tank Scheme Connection	60,000	40,000	40,000	36,403		-	36,403
	Ovals, Parks and Other Reserves	**$760,000**	**$300,000**	**$690,000**	**176,954**		**452,872**	**629,826**
	Total Recreation And Culture	**$960,000**	**$492,936**	**$1,133,600**	**282,545**	43	**735,050**	**1,017,595**
	Transport							
129545	Marble Bar / Woodie Woodie Road	281,600	140,800	281,600	213,238		-	213,238
129546	Jigalong Road	530,000	165,000	165,000	164,522		-	164,522
129547	Warrawagine Road	600,000	300,000	600,000	-		-	-
129548	Muccan Shay Gap Road	300,000	150,000	315,000	11,006		238,426	249,432
129549	Goldworthy Road	77,200	38,600	440,000	151,998		288,003	440,000
129551	Woodie Woodie Road	300,000	150,000	300,000	2,452		140,984	143,436
129555	Hillside Marbe Bar Road	659,700	329,850	659,700	32,572		650,000	682,572
129557	Skull Springs Road	500,000	250,000	500,000	259,468		203,423	462,891
129559	Goldsworth Shay Gap Road	439,600	0	0	-		-	-

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
	Road Construction	**$3,688,100**	**$1,524,250**	**$3,261,300**	**835,256**		**1,520,835**	**2,356,092**
129537	Kiwirrkurra Access Road	690,600	409,264	613,900	613,862		-	613,862
129538	Punmu Access Road	180,000	411,200	616,800	616,775		-	616,775
129539	Talawana Track	180,000	90,000	180,000	63,278		117,000	180,278
129540	Jupiter Well Access Road	75,000	0	0	-		-	-
129542	Kunnawarritji Access	720,000	360,000	746,800	746,793		-	746,793
129543	Desert Road	548,000	274,000	530,800	530,740		-	530,740
	Aboriginal Access Roads	**$2,393,600**	**$1,544,464**	**$2,688,300**	**2,571,447**		**117,000**	**2,688,447**
129530	Newman Town Streets - Reseals	561,000	280,500	587,000	586,638		-	586,638
129562	Local Road & Infrastructure Projects	1,196,500	448,686	1,196,500	-		-	-
129601	Nullagine Entry Statement	30,000	29,999	30,000	30,306		-	30,306
129595	Newman Depot - Land & Building	50,000	76,000	76,000	-		75,901	75,901
129619	Streetscape Projects/ Landscaping - Various	100,000	66,664	100,000	2,311		-	2,311
	Other Construction	**$1,937,500**	**$901,849**	**$1,989,500**	**619,254**		**75,901**	**695,155**
129079	WS P&G Vehicle - 4WD (2812)	55,000	57,600	57,600	57,561		-	57,561
129084	Minor Equipment - Rural	73,000	0	20,000	-		-	-
129096	Parks & Gardens Vehicle - 2WD (2807)	38,000	29,500	29,500	29,521		-	29,521
129097	Parks & Gardens Vehicle - 2WD (2810)	38,000	29,600	29,600	29,554		-	29,554
129098	Canter Tipper with Kevrek (2704)	98,000	65,200	65,200	-		-	-
129722	Minor Equipment - Newman	30,000	11,250	30,000	-		-	-
129723	Canter Tipper with Kevrek (2727)	98,000	79,200	79,200	-		79,210	79,210

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
129732	Sideshift Backhow (2751)	190,000	195,400	195,400	195,420		-	195,420
129745	Fuso Canter 815 Tipper (2825)	98,000	63,300	63,300	-		-	-
	Road Plant Purchases	**$718,000**	**$531,050**	**$569,800**	**312,056**		**79,210**	**391,266**
129401	Services - Access Roads, Car Parks	200,000	200,000	200,000	-		-	-
129402	Services - Water Inc Ro	250,000	250,000	250,000	21,029		18,361	39,390
129404	Services - Waste	500,000	0	0	-		-	-
129419	Safety & Security - Lighting	2,000,000	750,000	2,000,000	-		-	-
129426	ASCE Plant & Equipment	250,000	350,000	350,000	212,524		145,455	357,978
129427	Plant & Equipment - Machinery	150,000	30,000	60,000	44,517		-	44,517
129431	Public Structures	400,000	0	0	-		-	-
	Landside Expenses	**$3,750,000**	**$1,580,000**	**$2,860,000**	**278,070**		**163,816**	**441,885**
	Total Airport	**$3,750,000**	**$1,580,000**	**$2,860,000**	**278,070**		**163,816**	**441,885**
	Total Transport	**$12,487,200**	**$6,081,613**	**$11,368,900**	**4,616,083**	24	**1,956,762**	**6,572,845**
	Economic Services							
139818	RPT Troop Carrier (131166)	0	0	0	-		-	-
	Rural Services	**$0**	**$0**	**$0**	**-**		**-**	**-**
139130	Newman Visitors Centre	70,000	0	40,000	-		31,297	31,297
139203	Cape K - Caretakers Residence Potable Water	280,000	70,000	380,000	19,145		70,889	90,033
139220	Newman Caravan Park	500,000	187,500	1,300,000	14,844		792,282	807,126

Shire Of East Pilbara

Acquisition & Construction of Assets

For The Period Ending 28th February 2021

A/c No	Function/Sub Function	Budget	Monthly Budget	Amended Budget	Actuals to Date	Monthly Bud vs Actual % Variance	2020/2021 Funds Committed	2020/2021 Total Funds Spent YTD
	Tourism & Area Promotion	$850,000	$257,500	$1,720,000	33,988		894,469	928,457
	Total Economic Services	$850,000	$257,500	$1,720,000	33,988	87	894,469	928,457
	Other Works & Services							
149014	Toyota Prado	0	0	0	-		-	-
	Total Other Works & Services	$0	$0	$0	-	na	-	-
	Totals of All Assets	$23,927,600	$11,510,059	$23,907,200	6,106,408	47	4,221,771	10,328,180

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For The Period Ending 28th February 2021

OPERATING ACTIVITIES
NOTE 1
ADJUSTED NET CURRENT ASSETS

Adjusted Net Current Assets	Budget 2020/2021 $	YTD Actuals 2020/2021 $
Current Assets		
Cash		
Municipal Fund Cash At Bank	153,600	6,479,473
Municipal Fund Cash On Hand	18,000	13,600
Municipal Fund Cash Invested	969,600	6,568,433
Reserve Funds	37,482,900	56,323,720
Total Cash	**$38,624,100**	**69,385,226**
Stock on Hand		
Fuels	96,891	49,067
History Books	12,479	12,140
Martumili Baskets	15,229	17,780
Total Stock	**$124,599**	**78,987**
Debtors		
Rates	210,000	2,947,719
Sundry Debtors	40,000	4,987,510
ATO	0	-191,203
Aust Securities Commission	200	0
Total Debtors	**$250,200**	**7,744,026**
Total Current Assets	**$38,998,899**	**77,208,239**
Current Liabilities		
Creditors & Provisions		
Sundry Creditors	($550,000)	($1,214,934)
Accruals - Employee Entitlements	($773,100)	($1,326,799)
Accruals - Other	($130,599)	($7,006,604)
Trust Accounts	$0	($1,284,003)
Tax Liability	$0	($57,942)
ESL Levy	$15,000	$11,544
Other Liabilities	$0	$0
Total Current Liabilities	**($1,438,699)**	**($10,878,739)**
Total Net Current Assets	**$37,560,200**	**$66,329,501**
Less Restricted Cash - Reserves	**$37,482,900**	**$56,323,720**
Net Current Assets less Restricted Cash	**$77,300**	**$10,005,780**

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY **NOTE 2**

For The Period Ending 28th February 2021 **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 budget materially.
The material variance adopted by Council for the 2020/21 year is $10,000 or 10% whichever is the greater.

Reporting Program	Var. $	Var. %	Var.	Timing/ Permanent	Explanation of Variance
VARIANCE BY FUNCTION & ACTIVITY	$	%			
Revenue from operating activities					
Governance	117,748	57	▼	Permanent	Reserve Interest and Sundry Income down on budget
General Purpose Funding - Rates	NA	NA			
General Purpose Funding - Other	456,628	34	▼	Timing	Grant funding not yet received
Law, Order & Public Safety	398,084	88	▼	Timing	FESA Grant Funding not yet received
Health	17,723	39	▼	Timing	Food Premise Licences not yet raised
Education and Welfare	NA	NA			
Housing	(64,216)	(31)	▲	Permanent	Refund for Solar Panels
Community Amenities	568,138	13	▼	Permanent	Landfill income down on budget
Recreation and Culture	(434,604)	(36)	▲	Permanent	Additional Martumili Grant Funding
Transport	NA	NA			
Economic Services	NA	NA			
Other Property and Services	NA	NA			
Expenditure from operating activities					
Governance	1,283,788	169	▼	Timing	Admin Reallocation
General Purpose Funding	142,344	56	▼	Timing	Due to Rates Write offs not yet applied
Law, Order and Public Safety	NA	NA			
Health	78,831	22	▼	Timing	Due to staff vacancies
Education and Welfare	NA	NA			
Housing	(89,197)	(15)	▲	Timing	Housing Allocations
Community Amenities	787,157	19	▼	Timing	Expenditure down over function
Recreation and Culture	NA	NA			
Transport	NA	NA			
Economic Services	NA	NA			
Other Property and Services	443,831	37	▼	Timing	Project Development projects not yet complete

VARIANCE BY NATURE & TYPE					
Operating Revenue					
Rates	NA	NA			
Grants And Subsidies	(338,700)	14	▼	Timing	Projects not complete
Contributions, Reimb. & Donations	(2,043,019)	68	▼	Timing	Projects not complete
Gain On Asset Disposals	57,449	(256)	▲	Permanent	Additional Income for Vehicles
Fees and Charges	NA	NA			
Interest	(192,453)	53	▼	Permanent	Interest Rates lower then budgeted
Other Revenue/Income	NA	NA			
Service Charges					
Operating Expenditure					
Employee Costs	NA	NA			
Materials And Contracts	(4,338,746)	40	▼	Timing	Projects behind completion dates
Depreciation On Non Current Assets	NA	NA			
Insurance Expenses	117,296	(13)	▲	Timing	IE Allocation only
Loss On Asset Disposal	(22,131)	94	▼	Timing	Timing of sale of vehicles
Interest Expenses	(64,797)	18	▼	Timing	Loan payment Timing
Utilities (Gas, Electricity, Water Etc)	(284,172)	21	▼	Timing	Timing of Invoicing
Other Expenditure	NA	NA			

10320130 - Interim/Prorata Rates - UV Mun (18/19)

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

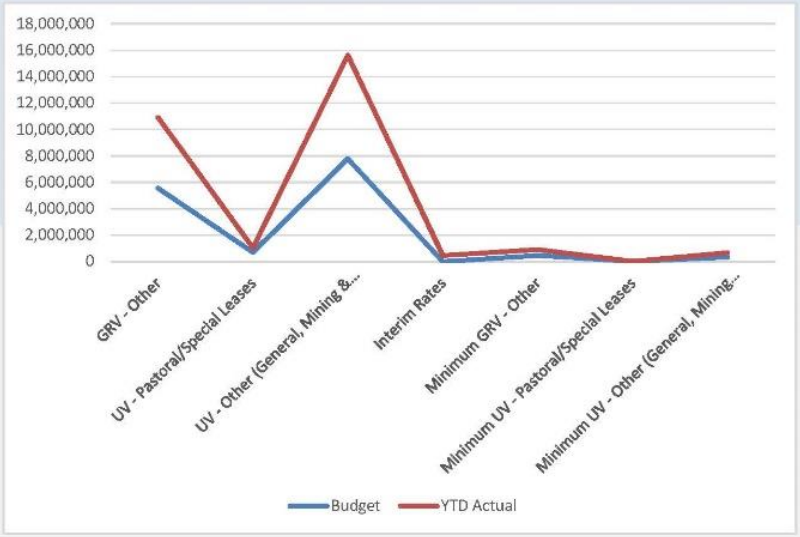
For The Period Ending 28th February 2021

OPERATING ACTIVITIES
NOTE 3
RATE REVENUE

General Rate Revenue			Budget					YTD Actual			
	Rate in	Number of Properties	Rateable Value	Rate Revenue	Interim Rate	Back Rate	Total Revenue	Rate Revenue	Interim Rates	Back Rates	Total Revenue
RATE TYPE	$			$	$	$	$	$	$	$	$
Differential General Rate											
GRV - Other	7.3662	2038	75,644,134	5,572,139			5,572,139	5,042,888	326,621	-19,738	5,349,770
UV - Pastoral/Special Leases	8.5900	46	8,282,212	711,442			711,442	320,356			320,356
UV - Other (General, Mining & Petroleum)	17.1800	1141	44,215,816	7,596,277	190,000		7,786,277	7,673,071	132,129	29,881	7,835,081
							0				0
Minimums	Minimum $										
GRV - Other	$ 650	690	2,223,748	457,470			457,470	457,470			457,470
UV - Pastoral/Special Leases	$ 230	21	8,107	4,830			4,830	4,830			4,830
UV - Other (General, Mining & Petroleum)	$ 430	795	872,276	341,850	0		341,850	337,120			337,120
											0
Sub-Totals		**4,731**	**131,246,293**	**14,684,008**	**190,000**	**0**	**14,874,008**	**13,835,734**	**458,750**	**10,143**	**14,304,627**
Discount							0				
Concession					910,408		(910,408)				
Amount from General Rates							**13,963,600**				**14,304,627**
Ex-Gratia Rates							0				-
Total General Rates							**13,963,600**				**14,304,627**

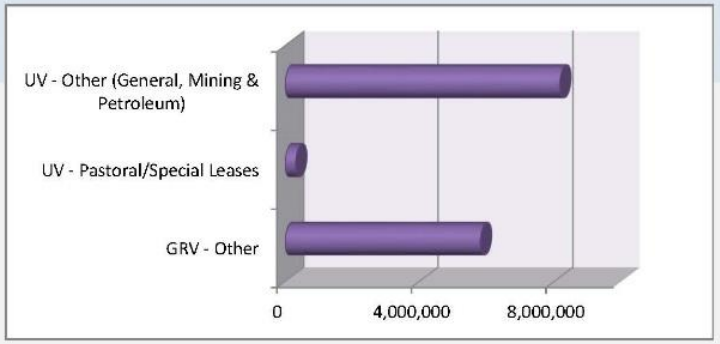
SIGNIFICANT ACCOUNTING POLICIES

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over



KEY INFORMATION

General Rates		
Budget	YTD Actual	%
$13.96 M	$14.3 M	102%



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For The Period Ending 28th February 2021

OPERATING ACTIVITIES
NOTE 4
RECEIVABLES

Rates Receivable	1 July 2019	28 Feb 21
	$	$
Opening Arrears Previous Years	1,349,994	1,893,659
Levied this year	16,670,389	17,554,747
Less Collections to date	(16,126,724)	(16,364,982)
Equals Current Outstanding	**1,893,659**	**3,083,424**
Net Rates Collectable	**1,893,659**	**3,083,424**
% Collected	96.74%	93.22%

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Receivables - General	3,930,957	195,296	172,490	697,315	4,996,059
Percentage	79%	4%	3%	14%	
Balance per Trial Balance					
Sundry debtors					4,996,059
Total Receivables General Outstanding					**4,996,059**

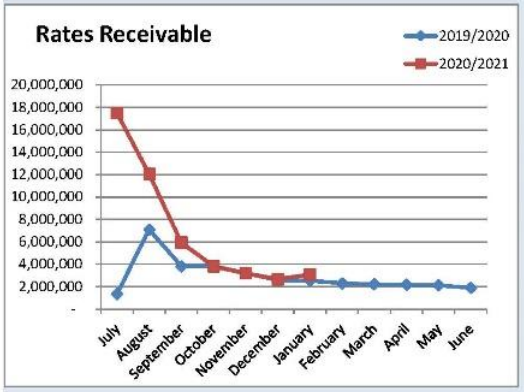
Amounts shown above include GST (where applicable)

KEY INFORMATION

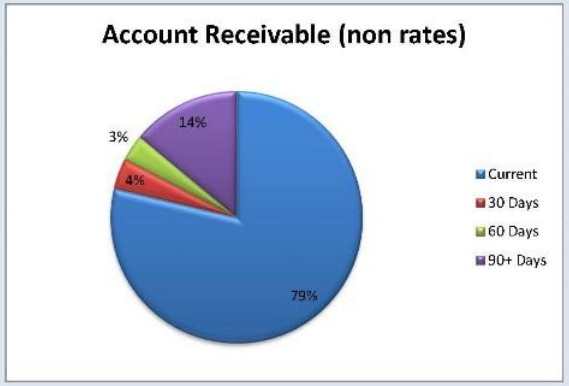
Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

SIGNIFICANT ACCOUNTING POLICIES

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 doubtful debts is raised when there is objective evidence that they will not be collectible.



Collected	Rates Due
93%	$3,083,424



Debtors Due
$4,996,059

Over 30 Days
21%

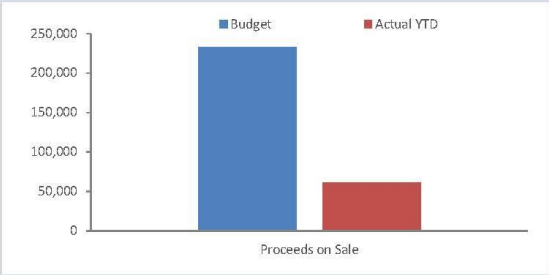
Over 90 Days
14%

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For The Period Ending 28th February 2021

OPERATING ACTIVITIES
NOTE 5
DISPOSAL OF ASSETS

		Budget				YTD Actual			
Asset Ref.	Asset Description	Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		$	$	$	$	$	$	$	$
Program 4	Governance								
41229B	Toyota Hilux 4x4	9,000	17,000	8,000					
Program 5	Law, Order & Public Safety								
P51112E	Toyota Hilux	22,300	25,000	2,700					
Program 7	Health								
Program 10	Community Amenities								
121212A	GEWS Vehicle	13,000	15,000	2,000					
Program 11	Culture and Recreation								
111576D	CRS Vehicle	22,300	25,000	2,700					
Program 12	Transport								
2704C	Fuso Canter	32,300	27,000		(5,300)				
2727C	Fuso Canter	38,000	27,000		(11,000)				
2751A	Backhoe	9,200	25,000	15,800					
2807E	Holden Colorado	14,200	9,000		(5,200)				
2810E	Holden Colorado	14,200	9,000		(5,200)				
2812C	Toyota Hilux	24,600	27,000	2,400					
2825A	Toyota 79 Series	35,800	27,000		(8,800)				
2733B	HINO Ranger Pro - Mistral Suction Road Sw					17,280	61,326	44,046	
Program 13	Economic Services								
Program 14	Other Works and Services								
		234,900	**233,000**	**25,600**	**(35,500)**	**17,280**	**61,326**	**44,046**	**0**

KEY INFORMATION



Proceeds on Sale		
Budget	YTD Actual	%
$233,000	$61,326	26%

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For The Period Ending 28th February 2021

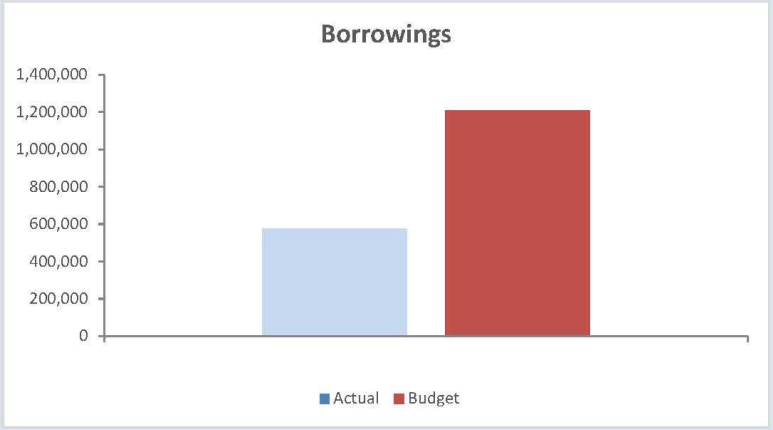
FINANCING ACTIVITIES
NOTE 6
BORROWINGS

Information on Borrowings	Opening Bal	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	2020/2021	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	$	$	$	$	$	$	$	$	$
Housing									
Staff Housing	193,958			93,893	93,900	100,065	100,058	11,055	11,100
								815	1,200
Staff Housing	929,661			131,295	131,300	798,366	798,361	58,239	58,200
								3,222	7,200
Community Amenities									
Sewerage Plant	1,354,944			61,918	125,200	1,293,026	1,229,744	30,419	59,500
								4,665	10,000
Sewerage Plant	823,455			45,832	92,400	777,623	731,055	12,558	24,400
								2,903	6,400
Sewerage Plant	0	0	4,700,000	0	271,600	0	4,428,400	-	92,700
								-	17,900
Transport									
Newman Airport Precinct	495,142			243,762	495,100	251,380	42	15,473	13,300
							0	2,921	8,700
	3,797,160	0	4,700,000	576,699	1,209,500	3,220,461	7,287,660	142,269	310,600
Self supporting loans									
							0		
	0	0	0	0	0	0	0	0	0
Total	3,797,160	0	4,700,000	576,699	1,209,500	3,220,461	7,287,660	142,269	310,600

All debenture repayments were financed by general purpose revenue.

SIGNIFICANT ACCOUNTING POLICIES

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.



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.

	Principal Repayments
	$576,699
Note: Interest Accrual - As per Auditors Request	
Interest Earned	Interest Expense
$188,013	$142,269
Reserves Bal	Loans Due
$56.32 M	$3.22 M

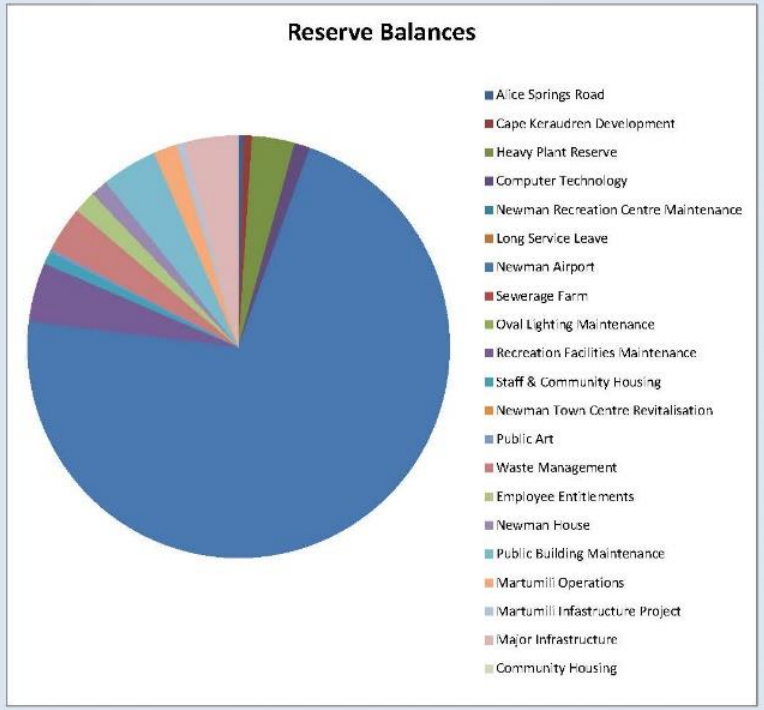
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For The Period Ending 28th February 2021

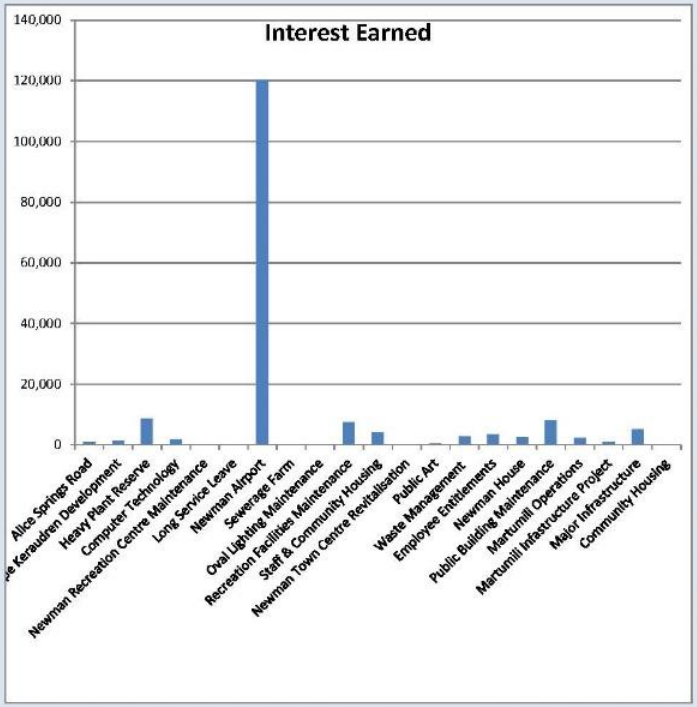
CASH AND INVESTMENTS
NOTE 7

Cash Backed Reserve

Reserve Name	Opening Balance - 01.07.2020	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$
Alice Springs Road	215,871	5,300	740	0	0	0	0	221,171	216,612
Cape Keraudren Development	363,798	8,900	1,248	0	0	(180,000)	0	192,698	365,046
Heavy Plant Reserve	1,837,817	60,800	8,499	0	0	(850,000)	0	1,048,617	1,846,316
Computer Technology	668,455	13,400	1,879	0	0	(100,000)	0	581,855	670,333
Newman Recreation Centre Maintenance	0	0	0	0	0	(127,535)	0	(127,535)	0
Long Service Leave	0	0	0	0	0	(464,411)	0	(464,411)	0
Newman Airport	35,879,532	674,900	120,243	2,080,100	4,285,974	(435,700)	(43,423)	38,198,832	40,242,326
Sewerage Farm	0	0	0	0	0	(115,770)	0	(115,770)	0
Oval Lighting Maintenance	0	0	0	0	0	(13,201)	0	(13,201)	0
Recreation Facilities Maintenance	2,537,321	58,000	7,457	342,178	0	(2,011,442)	0	926,057	2,544,778
Staff & Community Housing	557,666	29,300	4,092	1,180,964	0	(1,156,681)	0	611,249	561,758
Newman Town Centre Revitalisation	0	0	0	0	0	(337,000)	0	(337,000)	0
Public Art	124,801	2,400	428	0	0	0	0	127,201	125,229
Waste Management	1,959,403	31,700	2,702	2,791,176	0	(663,964)	0	4,118,315	1,962,105
Employee Entitlements	968,504	23,800	3,323	959,185	0	(494,774)	0	1,456,715	971,828
Newman House	730,710	16,700	2,504	0	0	0	0	747,410	733,215
Public Building Maintenance	2,390,433	63,300	8,206	0	0	(200,000)	0	2,253,733	2,398,639
Martumili Operations	441,756	13,500	2,304	0	711,271	(267,000)	(129,811)	188,256	1,025,520
Martumili Infastructure Project	309,934	3,900	888	50,000	0	0	0	363,834	310,822
Major Infrastructure	2,344,018	0	5,176	0	0	0	0	2,344,018	2,349,194
Community Housing	0	0	0	0	0	(24,283)	0	(24,283)	0
	51,330,020	**1,005,900**	**169,690**	**7,403,603**	**4,997,246**	**(7,441,760)**	**(173,235)**	**52,297,762**	**56,323,720**

KEY INFORMATION





NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

GRANTS & CONTRIBUTIONS

For The Period Ending 28th February 2021

NOTE 8

Non Operating Grants & Contributions For The Development Of Assets

Grant Source	Purpose	2020/2021 Estimated Actual	2020/2021 Budget	2020/2021 Actual	Variance (Under)/Over
		$	$	$	
State Grants					
FESA	NBFB Shed Grant	77,300	77,300	0	100
WA Grants Commission	Aboriginal Access Roads	333,350	666,700	517,508	-55
Main Roads WA	Aboriginal Access Roads	166,650	333,300	498,333	-199
Main Roads WA	Regional Road Group	521,700	1,043,400	506,957	3
WA Grants Commission	Untied Road Grants	310,600	621,200	0	100
Main Roads WA	Direct Grants	220,650	441,300	501,853	-127
State Government	Discovery Drive Sign Project	0	0	0	na
		1,630,250	**3,183,200**	**2,024,651**	-24
Federal Grants					
Federal Dep't Of Transport	Roads To Recovery	579,850	1,159,700	1,750,000	-202
Federal Dep't Of Transport	Roads to Recovery - Additional	425,000	850,000	475,000	-12
Federal Dep't Of Transport	Local Roads & Community Infrast.	598,250	1,196,500	0	100
		1,603,100 0	**3,206,200**	**2,225,000**	-39
Contributions					
BHP	Collective Impact - Community Safety	500,000	500,000	10,585	98
BHP	Sewerage Pant Upgrade Funding	1,000,000	2,850,000	81,864	92
Private Mine Contributions	Woodie Woodie Road	100,000	200,000	150,000	-50
BHP	Landscaping Project	100,000	100,000	2,328	98
BHP	Newman Caravan Park Grant	0	500,000	0	na
		1,700,000	**4,150,000**	**244,776**	86
Non-Operating grants, subsidies and contributions Total		**4,933,350 0**	**10,539,400**	**4,494,428**	9

Grants & Contributions Toward Operating Expenditure

Grant Source	Purpose	2020/2021 Estimated Actual	2020/2021 Budget	2020/2021 Actual	Variance (Under)/Over
		$	$	$	
State Grants					
WA Grants Commission	General Purpose Grants	585,000	2,000,000	878,377	-50
CRSFF	Recreation Plan	-25,000	25,000	0	100
FESA	FESA Grant - SES	4,000	4,000	4,000	0
FESA	FESA Grant - Nullagine VBFB	10,000	20,000	1,677	83
Dept of Health	Mosquito Control	8,000	18,000	8,238	-3
State Grants	Youth	2,000	3,000	1,500	25
DSR	Club Development	3,336	5,000	0	100
Art Enterprise Activities (NACIS)	Martumilli Arts Project	290,000	290,000	249,091	14
Dept Environmen. & Heritage	Martumilli Arts Project	70,000	70,000	70,000	0
Tourism WA	Fusion Festival	15,000	15,000	4,500	na
State Grants	Events	12,497	34,800	11,790	na
Lotterywest	Fusion Festival	13,336	20,000	0	100
WA Grants Commission	Untied Road Grants	450,000	900,000	617,966	-37
PDC	Regional Economic Dev (RED) Grant	0	35,000	36,995	na
State Dep't of Transport	RPT Bus Service Subsidy	79,664	119,500	79,618	0
		1,517,833	**3,559,300**	**1,963,752**	0
Contributions					
Water Corporation	Newman Sewerage Farm	143,500	143,500	142,778	1
BHP	Newman Retreated Water Plan	100,000	100,000	0	100
BHP	Events Partnership - Newman	0	193,000	310,000	na
BHP	Martumili - Community Support	0	530,000	132,500	na
BHP	Regional Service Hub Planning	0	500,000	0	na
BHP	Newman Caravan Park Planning	0	500,000	37,432	na
		243,500 0	**1,966,500**	**622,710**	-156
Operating grants, subsidies and contributions Total		**1,761,333 0**	**5,525,800**	**2,586,462**	0

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY **NOTE 9**
For The Period Ending 28th February 2021 **TRUST FUND**

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

Description	Opening Balance 01 Jul 2018	Amount Received	Amount Paid	Closing Balance 28 Feb 2021
	$	$	$	$
Public Open Space	231,500	0	0	**231,500**
Cash in Lieu of Parking	526,724	0	0	**526,724**
	758,224	**0**	**0**	**758,224**



NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

For The Period Ending 28th February 2021

NOTE 10
BUDGET AMENDMENTS

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		Opening Surplus				0
	Permanent Changes						
888302	Cape Keraudren Development Reserve	202021/50	Non Cash Item		(150,000)		(150,000)
139203	Cape K - Potable Water	202021/50	Capital Expenditure			150,000	0
	Unbudgeted Expenditure - FBT Policy Reform Strategy	202021/56	Operating Expenses			34,000	34,000
102019	Income for Waste and Recycling - Education Tools	20202/85	Operating Revenue		(23,085)		(23,085)
101020	Expenditure for Easte and Recycling - Education Tools	20202/85	Operating Expenses			23,085	0
NEW	Income Newman WWTP Upgrade Grant		Operating Revenue		(1,000,000)		(1,000,000)
49817	Reserve Transfer - Newman WWTP Upgrade		Non Cash Item			1,000,000	0
102019	Income for Waste Services Grant - Bin Tagging Program		Operating Revenue		(8,000)		(8,000)
101020	Expenditure for Waste Services Grant - Bin Tagging Program		Operating Expenses			8,000	0
102019	Income for Waste Services Grant - E-waste Collection & Recycling		Operating Revenue		(40,000)		(40,000)
101020	Expenditure for Waste Services Grant - E-waste Collection & Recycling		Operating Expenses			40,000	0
NEW	Income for Newman Economic Development and Tourism Strategy		Operating Revenue		(500,000)		(500,000)
NEW	Expenditure for Newman Economic Development and Tourism Strategy		Operating Expenses			500,000	0
				0	(1,721,085)	1,755,085	

KEY INFORMATION

9.2.3 ADOPTION OF PROPOSED FEES AND CHARGES 2021 - 2022

Attachments:	**Appendix 1 – Proposed Fees & Charges 2021-2022**
Responsible Officer:	**Mr Steve Leeson** **Executive Manager Corporate Services**
Author:	**Mrs Lisa Davis** **Manager Corporate Services**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE
To seek Council endorsement of the proposed fees and charges to apply for the drafting of the Shire's 2021/2022 Annual Budget, included as ***Appendix 1***.

BACKGROUND
The *Local Government Act 1995* s6.16. Imposition of fees and charges, enables a local government to apply fees and charges for the goods or services it provides. The schedule included as Attachment 1, proposes fees and charges for in-principal adoption only at this stage and will assist towards the preparation of the 2021/2022 budget. Formal adoption of the fees and charges occurs as part of the budget adoption process.

The current fees and charges which were proposed at the Ordinary Council Meeting of 24 April 2020, followed State and WALGA requests for local governments to review their fees and charges during the COVID-19 pandemic, reducing, waiving and deferring as follows:

Report 10.1.5 COVID-19 Economic Relief Package

2b) 0% fees and charges increase in 2020-21 financial year, except for the following:
  i) Wood – clean pallets – From $125.00/tonne to $213.00 tonne
2d) Waive 2020-21 rates instalment payment fees and interest for those facing financial hardship;
2e) Waive penalty interest on 2020-21 rates for those facing financial hardship;
2h) Defer/place on hold the following fees and charges for six (6) months for sporting clubs, sole traders and businesses:
  i) Storage hire costs per club
  ii) Traders permits
  iii) Liquor licence application fee
  iv) Food premise licence fees
  v) Health inspection fees
  vi) Home based business and occupational permits

2i) Rental payment waiver of 50% for six (6) months for Airport tenants who qualify for the Federal Government JobKeeper Programme from 1 May 2020;
2j) Upon application, rental payment waiver of 50% for six (6) months for Newman House tenants from 1 May 2020, provided their rent is not paid for by the State or Federal government;
9) Note the following reduction in income for the 19/20 financial year:
   a) $180,000 – Rental Payment waiver of 50% for Airport Tenants
   b) $ 77,100 – Rental Payment waiver of 50% for Newman House Tenants.

Council also adopted 3.15 COVID-19 Financial Hardship Policy in response the pandemic. Whilst six enquiries were made, only one application was received and approved in line with Council policy.

COMMENTS/OPTIONS/DISCUSSIONS

Whilst recognising the serious impact the COVID-19 pandemic around the world, the majority of disruption to the local community as a whole has since passed and the economy is strong. The continuation of 2020/2021 relief measures is not considered necessary.

The proposed schedule of fees and charges for 2021/2022 is included as Attachment 1. Comments are included against any requested increase / decrease, new fees, or those to be removed.

Notable changes are itemised below:

Domestic Waste & Recycling	From $260.00 to $280.00
Shire Rent	New and revised fees
Wood	From $213.00/tonne to $256.00/tonne to recoup loss on stored wood. Every 5 tonnes of wood waste entering the site, can remove 6 tonnes and over time reduce the amount of wood on site.
Liquid Waste	Increased fees. Changed conversion rate. Separate summer / winter charges due to different capacity dependent on temperature
Recreation and Aquatic	New and reduced fees to encourage use
Newman Town Square Precinct	Reduced fees to encourage activation
Airport landing fees	2% increase
Airport apron parking fees	2% increase
Newman Caravan Park	New fees to be introduced
Nullagine Caravan Park	Removed donga fees as not available
Bus Services	New and reduced fees as prescribed

Minor incidental charges are recommended to be removed to support the preference for cashless payments and administrative efficiencies.

STATUTORY IMPLICATIONS/REQUIREMENTS

Part 6 - Financial management (Division 5 - Financing local government activities) (Subdivision 2 - Fees and charges) 6.16. Imposition of fees and charges

POLICY IMPLICATIONS
3.3 Budget Preparations
3.15 COVID-19 Financial Hardship

STRATEGIC COMMUNITY PLAN
Nil

RISK MANAGEMENT CONSIDERATIONS
Financial – Low. Should Council decide not to adopt the proposed fees and charges in principle, Officers will be unable to determine accurate income figures when preparing the draft budget.

FINANCIAL IMPLICATIONS
To be advised in the 2021/2022 Annual budget.

VOTING REQUIREMENTS
Simple

OFFICER'S RECOMMENDATION

That Council

1. **Approve the proposed schedule of 2021/2022 Fees and Charges in principle, included as Appendix 1, and;**
2. **Include the proposed schedule within the drafting of the Shire's 2021/2022 annual budget for further consideration.**

Appendix 1
Proposed Fees & Charges 2021-2022

Shire of East Pilbara
Schedule of Fees & Charges
2020/2021

Adopted By Council
as part of the budget process for 2020/21

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
RATES & LEVIES					
Function 3 - General Purpose Funding					
Penalty					
Rates unpaid 35 days from service date *(non instalment option)*	No	8.00%	8.00%		
Minimum penalty *(non instalment option)*	No	5.00	5.00		
Instalment Option					
Administration Fee Per Instalment	No	6.00	6.00		
Administration Fee for Agreements outside normal instalment option	Yes	18.00	18.00		
Administration Fee for Set up of Direct Debit Arrangment	Yes	18.00	18.00		
Interest on Instalment	No	4.00%	4.00%		
Property Enquiries					
Reprint of Rate Notice or Statement of Rates (current financial year)	Yes	15.00	15.00		
Reprint of Rate Notice or Statement of Rates (prior financial year)	Yes	15.00	15.00		
Function 10 - Community Amenities					
Rates					
Special Rate GRV - Sewage (Newman)	No	1.6165	1.6789	Cents In The Dollar	Increased inline with the cost of service delivery
Rubbish					
Domestic Bins (Waste and Recycling)	No	260.00	280.00	Two Collections Per Week (One In Winter) and recycling collection fortnightly	Increased inline with the cost of service delivery
Additional Waste Bin	Yes	240.00	240.00	Per Annum (2 x collection per week in summer, 1 x collection per week in winter)	
Additional Recycle Bin	Yes	200.00	200.00	Per Annum (1 x collection per fortnight)	
OTHER FEES & CHARGES					
Function 4 - Governance					
Photocopying and Scanning ~~& Faxing~~ - Newman & Marble Bar Admin Offices, Recreation Centre, Aquatic Centre and Newman Library					
Photocopying					
A4 (1 - 9 copies)	Yes	0.10	0.10	Per Copy	
A4 (10+ copies)	Yes	0.05	0.05	Per Copy	
A4 (1 - 9 copies) Colour	Yes	0.20	0.20	Per Copy	
A4 (10 + copies) Colour	Yes	0.10	0.10	Per Copy	
A3 (1 - 9 copies)	Yes	0.10	0.10	Per Copy	
A3 (10+ copies)	Yes	0.05	0.05	Per Copy	
A3 (1 - 9 copies) Colour	Yes	0.40	0.40	Per Copy	
A3 (10+ copies) Colour	Yes	0.30	0.30	Per Copy	
A5 (1 - 9 copies)	Yes	0.10	0.10	Per Copy	
A5 (10+ copies)	Yes	0.05	0.05	Per Copy	
A5 (1 - 9 copies) Colour	Yes	0.20	0.20	Flat Rate	
A5 (10+ copies) Colour	Yes	0.10	0.10	Per Copy	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Scan and Email					
Scan and Email - A3 and A4 size	Yes	FREE	FREE		
~~**Fax**~~					Remove as Fax services no longer available.
~~Sending first page~~	~~Yes~~	~~4.00~~	~~4.00~~	~~First Page~~	Remove as Fax services no longer available.
~~Sending Additional pages~~	~~Yes~~	~~1.10~~	~~1.10~~	~~Extra Pages~~	Remove as Fax services no longer available.
~~Receiving~~	~~Yes~~	~~1.10~~	~~1.10~~	~~Per Sheet~~	Remove as Fax services no longer available.
Photocopying & Scanning (Large Sizes) - Newman Admin Office Only					
Photocopying of A2 size - Black & White	Yes	22.50	22.50	First copy	
	Yes	17.50	17.50	Per copy thereafter	
Photocopying of A2 size - Colour	Yes	45.00	45.00	First copy	
	Yes	35.00	35.00	Per copy thereafter	
Photocopying of A1 Size - Black & White	Yes	20.00	20.00	First copy	
	Yes	15.00	15.00	Per copy thereafter	
Photocopying of A1 size - Colour	Yes	40.00	40.00	First copy	
	Yes	30.00	30.00	Per copy thereafter	
Photocopying of A0 size - Black & White	Yes	25.00	25.00	First copy	
	Yes	20.00	20.00	Per copy thereafter	
Photocopying of A0 size - Colour	Yes	50.00	50.00	First copy	
	Yes	40.00	40.00	Per copy thereafter	
Scan and Email - AO size	Yes	10.00	10.00	Per copy	
Scan and Email - A1 and A2 size	Yes	5.00	5.00	Per copy	
Laminating - Newman, Marble Bar Admin Office & Newman Library					
A5	Yes	3.40	3.40	Per Sheet	
A4	Yes	3.40	3.40	Per Sheet	
A3	Yes	4.50	4.50	Per Sheet	
Laminating - Newman Library Only					
A1	Yes	10.00	10.00	Per Sheet	
A2	Yes	5.00	5.00	Per Sheet	
Binding					
Binding including covers and coil up to 100 pages	Yes	7.50	7.50	Up To 100 Pages Per Booklet	
Binding including covers and coil up to 200 pages	Yes	10.00	10.00	Cost Per Booklet	
Reports on Sale					
Electoral Roll	Yes	FREE	FREE	Per Copy	
Rate Book	Yes	FREE	FREE	Per Copy	
Other Documents					
Council Agenda - Single Meeting	Yes	FREE	FREE	Per Meeting	
Council Minutes - Single Meeting	Yes	FREE	FREE	Per Meeting	
Council Agenda or Minutes - Single Meeting	Yes	FREE	FREE	Per Meeting	
Council Agenda - Full Year July to June	Yes	FREE	FREE	Per Year	
Council Minutes - Full Year July to June	Yes	FREE	FREE	Per Year	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Council Agenda or Minutes - Full Year July to June	Yes	FREE	FREE	For ~~CD~~ USB	CD no longer available. Change to per USB.
Policy Manual	Yes	FREE	FREE	Per A4 Or $0.70 Per A3 Single Sheet (Min $1)	
Policy Manual	Yes	FREE	FREE	Per Copy	
Council Budget	Yes	FREE	FREE	Per Copy	
Council Annual Financial Statements	Yes	FREE	FREE	Per Copy	
Council Local Laws	Yes	FREE	FREE	Per A4 Or $0.70 Per A3 Single Sheet (Min $1)	
Planning / Building Application Register	Yes	FREE	FREE	Per A4 Or $0.70 Per A3 Single Sheet (Min $1)	
Consolidated Roll	Yes	FREE	FREE	Complete Roll	
~~Corporate DVD *(effective 1 January 2011)*~~	~~Yes~~	~~FREE~~	~~FREE~~	~~Per DVD~~	Remove as no longer available.
Video Conferencing					
Outgoing					
Outgoing Rates for first hour	Yes	124.90	124.90		
Per Additional half hour or part thereof	Yes	56.80	56.80		
Incoming					
Incoming rate for first hour	Yes	56.80	56.80		
Per Additional half hour or part thereof	Yes	25.80	25.80		
Number Plates					
Plate Administration Fee	Yes	50.00	50.00	Fee Does Not Include fee set by Dept. Transport	
Other					
Seed Collection **Permit**	No	50.00	50.00	Per application, Per year	
Administration Fee on Cancellation	Yes			20% of total fee	
Marble Bar Office Rental					
Hire of Single back office room with access to meeting room	Yes	230.00	230.00	Per Week Inc Electricity And Water	
Hire of two back office rooms with access to meeting room	Yes	290.00	290.00	Per Week Inc Electricity And Water	
Bond for rental of Office	Yes	1160.00	1160.00	Refundable At The End Of The Tenancy	
Cleaning	Yes			Tenants Cost	
Installation of Telephone	Yes			Tenants Cost	
Newman Library Meeting Rooms	Yes		20.00	Per hour - commercial rate	New room hire availability
Newman Library Meeting Rooms (not for profits/ hobbyist/ community/ schools)	Yes		12.00	40% discount off commerical rate per hour	New room hire availability
Function 5 - Law, Order, Public Safety					
Animal Control					
Impound Fees - Registered Dogs and Cats	No	85.00	85.00	Charged once per animal on impound	
Impound Fees - Other Animals Unspecified Other Animals	No	85.00	85.00	Charged once per animal on impound	
Kennelling Fees - Sustenance Fees Dog and Cats	No	20.00	20.00	Per Animal, Per Day	
Seizure & return of dog/cat without impounding	No	N/A	N/A	Per Animal	
Impound Fee for Other	No	125.00	125.00	Per Item	
Charges for Ranger/ESO Services	No	100.00	100.00	Per Hour	
Travel	Yes	1.85	1.85	Per Kilometre	
Dog/Cat registration tag replacement	No	N/A	N/A	Per Item	
Application to keep more than two dogs/cats	No	110.00	110.00	Per Application	
Surrender of Dog	No	85.00	85.00	Per Animal, inclusive of Rangers time & travel costs to euthanise	
Surrender of Cat	No	85.00	85.00	Per Animal, inclusive of Rangers time & travel costs to euthanise	
Surrender of Other Animal	No	242.00	242.00	Recoverable Cost *(Minimum charge $60.00 plus travel costs) - inclusive of Rangers time & travel costs to euthanise*	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Small animal trap hire - deposit (outside of Newman/Marble Bar Townsites only)	No	120.00	120.00	GST Exempt unless forfeited	
Small animal trap hire - weekly (outside of Newman/Marble Bar Townsites only)	Yes	30.00	30.00	7 days concluding (8.30am) of the following day	
Late return	Yes	16.50	16.50	Per day	
Kennel Licence Application Fee	Yes	374.00	374.00		
Dangerous Dog Collar - Medium	Yes	38.50	38.50	For declared dangerous dogs	
Dangerous Dog Collar - Large	Yes	52.80	52.80	For declared dangerous dogs	
Dangerous Dog Sign	Yes	38.50	38.50	Per set of two	
Dangerous Dog Inspections	No	120.00	120.00		
Dog Muzzle - XS to L	Yes	30.00	30.00	For declared dangerous dogs	
Dog Muzzle - XL to XXXL	Yes	50.00	50.00	For declared dangerous dogs	
Stock - Fifteenth Schedule of Local Government (Misc. Provisions) Act 1960					
Impound Fee for all stock *(any type or species per head)* - First 24hrs or part thereof	No	85.00	85.00	6am - 6pm	
Impound Fee for all stock (*any type or species per head)*	No	120.00	120.00	6pm - 6am	
Daily Fee *(any type or species per head)* Subsequent 24hrs or part thereof	No	12.00	12.00		
Sustenance Fee per head per day	No	20.00	20.00		
Ranger Fee for impounding of stock	No	70.00	70.00	Per Hour	
Fees for moving impounded animal more than 3km	Yes	27.50	27.50	Per kilometre	
Rate for damage by Trespass by stock	No	60.00	60.00	Head per day	
Miscellaneous					
Impound Fee for Shopping Trolleys	No	30.00	30.00	Per Trolley	
Impound Fee for Vehicle	No	275.00	275.00	Per Vehicle - includes admin fee	
Daily Impound Fee for Vehicle	No	6.00	6.00	Per Vehicle per day	
Admin Fee - Sale of Impounded vehicles & goods	Yes	66.00	66.00	Per offer to purchase plus admin fee	
Storage fees for impounded items up to 100kg *(e.g.: trolleys)*	No	2.00	2.00	Per day	
General storage for impounded goods > 100kg	No	2.00	2.00	Per day	
Storage Fee for stored goods or items plus cost of collection, transport etc.	No	2.00	2.00	Per Item per day (excluding trolleys and cars)	
Recoverable Inspection Costs *(normal office hours)*	Yes	145.20	145.20	Per Hour	
Recoverable Inspection Costs *(other than normal office hours)*	Yes	215.60	215.60	Per Hour	
Admin Fee - Block Slashing	Yes	50.00	50.00	Per Property	
Function 7 - Health					
Inspections (General)					
Recoverable Inspection Costs (*normal office hours)*	Yes	120.00	120.00	Per Hour	
Recoverable Inspection Costs *(other than normal office hours)*	Yes	185.00	185.00	Per Hour	
Travel Costs	Yes	2.50	2.50	Per Kilometre other than first 20km	
Inspections (Plumbing)					
Local Government Reporting Fee	Yes	100.00	100.00	Per Hour	
Liquor Permits, Certificates and Gaming Certificates					
Liquor Act Section 39 Certificate *(Health)*	Yes	100.00	100.00	Liquor Control Act 1988	
Liquor Act Section 40 Certificate *(Planning)*	Yes	100.00	100.00	Liquor Control Act 1988	

Shire Of East Pilbara **Proposed Schedule of Fees & Charges 2022/2022**	**GST Applic**	**20/21 Fee Incl GST**	**21/22 Proposed Fee**	**Description**	**Comments**
Liquor Act Section 50 Certificate (*Gaming*) Charities & Community Grp	Yes	FREE	FREE	Liquor Control Act 1988	
Liquor Act Section 55 Certificate (*Gaming*) Business or Commercial	Yes	150.00	150.00	Liquor Control Act 1988 - Planning Approval may also be required	
Liquor Permit Approval Application For Consumption of Alcohol	No	20.00	20.00	For all applications for Consumption Only of Alcohol on Shire Property/Reserves. **NO TRADING IN ALCOHOL PERMITTED UNDER THIS APPLICATION**	
Annual Liquor Permit Approval Application For Consumption of Alcohol	No	150.00	150.00	For the annual (within a calendar year) applications for Consumption Only of Alcohol on Shire Property/Reserves. **NO TRADING IN ALCOHOL PERMITTED UNDER THIS APPLICATION**	
Liquor Permit - Individual Application For the Trade and Consumption of Alcohol - Not For Profit Community Organisation	No	50.00	50.00	SoEP Local Law 2011 - Per Application Approval to Consume and to Sell Alcohol on Shire Property/Reserve - One Application - **Note: Liquor Permit is required from Dept. Racing, Gaming & Liquor**	
Liquor Permit - For the Trade and Consumption of Alcohol - Multiple Dates - Not for Profit Community Organisation	No	150.00	150.00	SoEP Local Law 2011 - Annual charge (within a calendar year) for Approval to Consume and to Sell Alcohol on Shire Property/Reserve - **Note: Liquor Permit is required from Dept. Racing, Gaming & Liquor**	
Liquor Permit - Commercial - Per Application *(If this charge is selected, do not charge the $20 Liquor Permit Application)*	No	150.00	150.00	SoEP Local Law 2011 - Commercial Organisations - One Application for Approval to Consume and to Sell Alcohol on Shire Property/Reserve - **Note: Liquor Permit is required from Dept. Racing, Gaming & Liquor**	
Liquor Permit - Late Application Fee (NFP & Community)	No	20.00	20.00	Less than 7 days before event	
Liquor Permit - Late Application Fee (Commercial)	No			Less than 7 days before event	
Property Enquiries - work notices	Yes	60.00	60.00		
Food Condemnation Certificates	Yes	50.00	50.00		
Food Safe Audits *(Community Projects)*	Yes	FREE	FREE		
Food Safe Audits (*Commercial)*	Yes	200.00	200.00	Minimum fee (*otherwise time required plus travel)*	
Public Building Certificates	Yes	200.00	200.00	Minimum fee *(otherwise time required plus travel)*	
Health (Miscellaneous Provisions) Act 1911					
Lodging House Registration Fee	Yes	200.00	200.00	Local Law	
Laundries / Dry Cleaners Licence	Yes	150.00	150.00	Public Health Act 2016	
Local Government Septic Application Fee	Yes	118.00	118.00	Public Health Act 2016	
Local Government Report for a Septic Tank Application	Yes	110.00	110.00	Public Health Act 2016	
Local Government Permit to Use a Septic Apparatus	Yes	118.00	118.00	Public Health Act 2016	
Copies of Septic Tank Plans or Disposal Systems Plans	Yes	25.00	25.00	Per Copy Per Set	
Caravan Parks and Camping Grounds					
Caravan Parks and Camping Grounds Annual Licence Fee	No	200.00	200.00	Caravan Parks & Camping Grounds Act 1995. Minimum charge & additional charge for number of caravans	
Swimming Pool Inspection and Sampling Fees					
Sampling for Compliance Fee *(if operator does not do monthly sampling themselves*)	Yes	200.00	200.00	Public Health Act 2016. Minimum per inspection *(otherwise time required plus Travel).*	
Food Premises Registration/Notification Assessment Fees					
Notification of Food Premise Fee *(Non Profit/Community Groups Exempt)*	No	50.00	50.00	Food Act 2008	
High Risk Food Premises	No	450.00	450.00	Food Act 2008 - Invoiced July each year	
Medium Risk Food Premises	No	350.00	350.00	Food Act 2008 - Invoiced July each year	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Low Risk Food Premises	No	200.00	200.00	Food Act 2008 - Invoiced July each year	
Very Low Risk Food Premises	No	FREE	FREE	Food Act 2008	
Food Condemnation Certificates	Yes	51.00	51.00		
Food Safe Audits (Community Projects)	Yes	FREE	FREE		
Food Safe Audits (Commercial)	Yes	201.00	201.00	Minimum fee (otherwise time required plus travel)	
Food Premises Annual Surveillance Fees					
High Risk Food Premises	No	500.00	500.00	Food Act 2008 - Invoiced July each year	
Medium Risk Food Premises	No	400.00	400.00	Food Act 2008 - Invoiced July each year	
Low Risk Food Premises	No	250.00	250.00	Food Act 2008 - Invoiced July each year	
Registration of Home Food Preparation Business	Yes	100.00	100.00	Food Act 2008 - Invoiced July each year	
Annual Surveillance Fee for Home Food Business	No	50.00	50.00		
Registration of Non Profit Community Organisations and School Canteens	No	FREE	FREE		
1 day Permit-Conducting an activity on Local Government Property (Not for Profit/Community Groups)	Yes	20.00	20.00	Local Gov Act 1995	
1 day Permit-Conducting an activity on Local Government Property (For Profit/Community Groups)	Yes	45.00	45.00	Local Gov Act 1995	
Late Application fee-1 day Permit-Conducting an activity on Local Government Property (Not for Profit/Community Groups)	Yes	20.00	20.00	Local Gov Act 1995	
Late Application fee-1 day Permit-Conducting an activity on Local Government Property (For Profit/Community Groups)	Yes	45.00	45.00	Local Gov Act 1995	
Conducting an activity on Local Government Property				Local Gov Act 1995	
Temporary Food Permit For Not For Profit Community Groups & Trading in Public Places					
Daily Fee for Junior Sporting or Community Organisations	No	20.00	20.00	SOeP Local Law 2011	
Seasonal Fee for Junior Sporting or Community Organisations	No	100.00	100.00	SOeP Local Law 2011 - Within any calendar year	
Seasonal Fee for Senior Sporting or Community Organisations	No	200.00	200.00	SOeP Local Law 2011 - Within any calendar year	
Temporary Food Permit and Trading in Public Places					
Daily Fee	No	45.00	45.00	SOeP Local Law 2011	
1 week or part of	No	100.00	100.00	SOeP Local Law 2011	
1 month or part of	No	200.00	200.00	SOeP Local Law 2011	
Seasonal Fee (up to 6 months)	No	300.00	300.00	SOeP Local Law 2011 - Seasonal fee for organisations other than community groups	
1 year or part of	No	500.00	500.00	SOeP Local Law 2011	
Late Application Fee	No	50.00	50.00	SOeP Local Law 2011 - Less than 7 days before event	
Alfresco - Public Land					
Application Fee	Yes	100.00	100.00	SOeP Local Law 2011	
Renewal Fee - per square metre outdoor area	Yes	35.00	35.00	SOeP Local Law 2011	
Public Events - Application					
Application Fee (exclusive use)	No	50.00	50.00	Local Government Act 1995, s 6.16(2)(a)	
Late Application Fee	No	100.00	100.00		
Fireworks Application Fee	No	50.00	50.00		
Private function					
Category 1 (<100 people)	No	FREE	FREE	SOeP Local Law 2011	
Category 2 (100 - 500 people)	No	50.00	50.00	SOeP Local Law 2011	
Category 3 (>500 people)	No	100.00	100.00	SOeP Local Law 2011	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Fundraising Raffles and related activities					
One Day Permit - not for profit & community organisations	No	FREE	FREE		
One Day Permit - other	No	20.00	20.00	SOeP Local Law 2011	
Late Application Fee (Less than 2 days before the event)	No	10.00	10.00	SOeP Local Law 2011	
Gambling & Wadgering					
Permit application	No	45.00	45.00	SOeP Local Law 2011	
Public Events - Permit Fee					
Category 1 (,500 patrons)	No	FREE	FREE		
Category 2 (500-2500 patrons)	No	150.00	150.00		
Category 3 (2500-5000 patrons)	No	300.00	300.00		
Category 4 (5000-8000 patrons)	No	500.00	500.00	Local Government Act 1995, s 6.16(2)(a)	
Category 5 (8000-12000 patrons)	No	700.00	700.00		
Late Application Fee	No	100.00	100.00	Less than stipulated time frame for event	
Public Buildings					
Application to Construct, Extend and Alter a Public Building	No	100.00	100.00	Health (Public Building) Regulations 1992 (Schedule 1)	
Application for a Public Building Certificate	No	100.00	100.00	Health (Public Building) Regulations 1992 (Schedule 1)	
Reissue of a Certificate of Approval	No	50.00	50.00	Local Government Act 1995	
Late Application Fee	No	50.00	50.00	Less than 7 days before event	
Environmental Protection					
Application Fee for Approval Under Regulation 18(6)(b)	No	100.00	100.00	Environmental Protection (Noise) regulations 1997	
Late Application Fee for Approval Under Regulation 18(6)(b)	No	100.00	100.00	Local Government Act 1995	
Out of hours work permit fee (weekly)	No	150.00	150.00	Environmental Protection (Noise) regulations 1998	
Out of hours work permit fee (monthly)	No	500.00	500.00	Environmental Protection (Noise) regulations 1999	
Out of hours permit fee (seasonal)	No	800.00	800.00	Environmental Protection (Noise) regulations 2000	
Public Places & Local Government Property Local Law 2011 - Trading in Public Places					
One Day Permit - not for profit & community organisations	No	20.00	20.00	Local Government Act 1995, s 6.16(2)(a)	
One Day Permit - other	No	45.00	45.00	Local Government Act 1995, s 6.16(2)(a)	
Late Application Fee - not for profit groups	No	20.00	20.00	Less than 7 days	
Late Application Fee - other	No	45.00	45.00	Less than 7 days	
Mould sampling	Yes	At cost (Mould sampling+consumables+sample freighting+analysis) + admin costs	At cost (Mould sampling+consumables+sample freighting+analysis) + admin costs	Health (Miscellaneous Provisions) Act 1911	
Function 8 - Education and Welfare					
Out of School Hours Care					
Sports Holiday Camp	No	N/A	N/A	Per Day (Hours 9am - 3pm)	
Newman Youth Centre					
Long Term Hire for **not for profit** organisations: Category 1	Yes	300.00	300.00	Up to 120 hours (to be pre booked) through out the year	
Long Term Hire for **not for profit** organisations: Category 2	Yes	600.00	600.00	Up to 248 hours (to be pre booked) through out the year	
Long Term Hire for **not for profit** organisations: Category 3	Yes	900.00	900.00	Up to 372 hours (to be pre booked) through out the year	
Long Term Hire for **not for profit** organisations: Category 4	Yes	1,200.00	1,200.00	Up to 496 hours (to be pre booked) through out the year	
Exclusive use of a designated storage room/space	Yes	150.00	150.00	For long-term tenants with User Agreements in place	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Periodic Hire for **not for profit** organisations:	Yes	40.00	40.00	Per occasion: 2 - 7 occasions (up to four hours per occasion) throughout the year	
Casual Hire for **not for profit** organisations:	Yes	20.00	20.00	Single hourly rate throughout the year	
Casual Hire for **commercial** users:	Yes			Same charge as Newman House	
Periodic and casual hire for **not for profit** organisations and individuals - Hilditch Fenced Grass Area	Yes	10.00	10.00	Per occasion - Up to two hours per occasion.	
Funky Bus Hire (all year)	Yes	500.00	500.00	Per Week - OSHC by negotiation	
Funky Bus Hire	Yes	60.00	60.00	Per Day	
Group Accommodation					
Minimum 1 night stay. Minimum 10 people.	Yes	24.00	24.00	Per Person/Per Night. For users who are not regular hirers.	
Utilities charges	Yes	55.00	55.00	Per Night. For users who have a Conditions of Usage for Regular Hire Agreement. (users must do their own cleaning - no cleaning fee will be charged).	
Accommodation Bond (sleep over) up to 40 people	No	250.00	250.00	Fee waived for users who have a Conditions of usage for regular Hire Agreement	
Accommodation Bond (sleep over) 50 or more people	No			Fee waived for users who have a Conditions of usage for regular Hire Agreement	
Marble Bar Youth Shed Hire (also known as Rec Shed) **Lessee/Licence/Regular Hirers** **Building Service Fee (Junior sporting/community organisations only)**					
Annual - 52 weeks	Yes	1150.00	1150.00		
Commercial/Private Functions	Yes	120.00	120.00	1/2 Day (up to 4 hrs.)	
	Yes	240.00	240.00	Full Day (up to 8 hrs.)	
Non Profit/Community Organisations	Yes	66.00	66.00	40% discount from commercial rates	
	Yes	132.00	132.00	Full Day (up to 8 hrs.)	
Seasonal / Term bookings	Yes	30.00	30.00	Weekly Hire	
Newman House					
Tenancies and Leases	Yes			As per independent valuation for market rates as agreed by Council	
Short Term Office Hire					
Casual Weekly	Yes	250.00	250.00	Weekly - business hours only. Does not include data or phone service	
Casual Daily	Yes	75.00	75.00	Daily - business hours only. Does not include data or phone service	
Conference Room Hire **Commercial/Private**					
Small Room	Yes	40.00	40.00	Per Hour	
	Yes	144.00	144.00	1/2 day venue hire *(of up to 4 hours)*	
	Yes	288.00	288.00	Full day venue hire *(of up to 8 hours)*	
Large Room	Yes	55.00	55.00	Per Hour	
	Yes	198.00	198.00	1/2 day venue hire *(of up to 4 hours)*	
	Yes	396.00	396.00	Full day venue hire *(of up to 8 hours)*	
Both Rooms	Yes	75.00	75.00	Per Hour	
	Yes	270.00	270.00	1/2 day venue hire *(of up to 4 hours)*	
	Yes	540.00	540.00	Full day venue hire *(of up to 8 hours)*	
Non Profit/Community Organisations					
Meeting Room (s)				40% discount from commercial rates	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Equipment Hire					
Conference Phone	Yes	50.00	50.00	Daily	
Video Conference	Yes			Refer to function 4 for fees and charges	
Smart board	Yes	50.00	50.00	Daily	
Tea/Coffee/Water	Yes	5.00	5.00	per person/per day	
Four Screen Electronic White board with printer	Yes	50.00	50.00	Daily	
PA System with wireless microphone	Yes	50.00	50.00	Daily	
Projector and Screen	Yes	40.00	40.00	Daily	
Function 9 - Housing					
Lease & Rentals					
Other Housing					
Piri Smith Retirement Units - Marble Bar					
Long Term Per Week - single	No	75.00	75.00	Plus water & power charges	
Long term Per Week - couple	No	100.00	100.00	Plus water & power charges	
Water Consumption for Piri Smith Retirement Units *(APH)*					
Single Occupant	No			5% of Water Authority Invoice / quarter	
Dual Occupant	No			7.5% Water Authority Invoice / quarter	
Other Housing - Other than Council employees					
~~Accommodation - Council housing for consultants etc.~~	~~No~~	~~60.00~~	~~60.00~~	~~Internal usage - cost per day, plus cleaning costs~~	Review of housing charges
~~Accommodation - Marble Bar housing for consultants etc.~~	~~No~~	~~60.00~~	~~60.00~~	~~Internal usage - cost per day, to cover wages, products~~	Review of housing charges
~~Accommodation - Up to 3 months, consultant or relief staff~~	~~No~~	~~300.00~~	~~300.00~~	~~Internal usage - per week plus cleaning~~	Review of housing charges
Accommodation - Non staff	No			Per week, as per fixed item tenancy agreements, plus bonds and utilities	
Shire Staff					
Rent - Newman Homes	No	100.00	100.00	Per Week (equates to $200 per fortnight)	
Rent - Newman Units - (1/2 bedroom - 1 bath)	No	0.00	50.00	Per Week (equates to $100 per fortnight)	New housing option
Rent - Nullagine	No	80.00	80.00	Per Week (equates to $160 per fortnight)	
Rent - Marble Bar	No	80.00	80.00	Per Week (equates to $160 per fortnight)	
Rent - Marble Bar - SPQ - (1/2 bedroom - 1 bath)	No	70.00	50.00	Per Week (equates to $100 per fortnight)	Reduced fee as smaller than other housing
Rent - Furnished SPQ Unit - (1/2 bedroom - 1bath)	No	140.00	100.00	Per Week (equates to $200 per fortnight)	Reduced fee as smaller than other housing
Rent - Furnished dwelling	No	150.00	150.00	Per Week (equates to $300 per fortnight)	
Rent - Newman Airport	No	115.00	115.00	Per Week (equates to $230 per fortnight) including Data Service	
Rent - Newman Airport - Furnished units	No	160.00	160.00	Per Week (equates to $320 per fortnight) + data and furniture	
Rent - Newman Airport - Furnished units	No	210.00	210.00	Per Week, Per Person (equated to $420 per fortnight) incl utilities & cleaning	
Shire - Internal				Cost recovery for cleaning, supplies and equipment	
Marble Bar - Short Term Accommodation - SPQ	No		100.00	First Night $100, thereafter $50.00 p/n per person	New fees to be same for staff / contractors
Marble Bar - Weekly Short Term Accommodation -SPQ/Greenhouse	No		350.00	Weekly, $350 per person per week	New fees to be same for staff / contractors
Private Booking - Subject to approval - SPQ/Greenhouse	No		100.00	First Night $100, thereafter $50.00 p/n per person	New fees to be same for staff / contractors
Newman - Short Term Accommodation	No		150.00	First Night $150, thereafter $50.00 p/n per person	New fees to be same for staff / contractors
Newman- Weekly Short Term Accommodation	No		400.00	Weekly, $400 per person per week	New fees to be same for staff / contractors
Additional Cleaning	No		100.00	Per booking	
Function 10 - Community Amenities					

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
WASTE DISPOSAL FEES & CHARGES *NOTE:Per tonne price applies for all items when weighbrigde is in operation Weight reverts to cubic metres or itemised items when weighbridge not in operation unless otherwise noted					
Domestic Kerbside Collections					
Kerbside service - Weekly 240 litre waste bin & fortnightly 240 litre recycle bin	No	260.00	280.00	Per Annum	Increased inline with the cost of service delivery
Additional Waste Bin - 1 waste service per week	Yes	240.00	240.00	Per Annum	
Additional Recycle Bin	Yes	200.00	200.00	Per Annum	
Replacement Bin (lost/stolen/damaged)	Yes	80.00	80.00	Per Bin	
Missed Bin return service	Yes	15.00	15.00	Per Service	
Event & Short Term Hire 120 or 240 litre Wheelie Bins					
Event & Short Term Hire 120 or 240 litre waste and/or recycle bins - includes delivery, 1 x empty and collection of bins - minimum charge of 2 bins. Maximum 2 days	Yes	60.00	60.00	Charge is Per 2 Bins / Day	
Weighbridge Only					
Weighbridge - Reprint Dockets (per docket)	Yes	20.00	20.00	Each	
Weighbridge - Use for weight only (no disposal) Non Certification Weight Only - Visual Only - No Certificate	Yes	25.00	25.00	Each	
Weighbridge - Use for weight only (no disposal) Certified Weight	Yes	75.00	75.00	Each	
General Minimum	Yes	15.00	15.00	Where otherwise not specified	
C & D - Construction & Demolition					
C & D Waste - includes bricks and building rubble (minus concrete)	Yes	62.00	62.00	Per Cubic Metre*	
C & D Waste - includes bricks and building rubble (minus concrete)	Yes	155.00	155.00	Per Tonne	
C & D Unspecified (assess & approval required)	Yes	POA	POA	Per Item	
C & D Waste - Concrete	Yes	125.00	125.00	Per Tonne	
C & I - Construction & Industrial					
C & I Commercial Contractor - Putrescible Waste	Yes	56.00	56.00	Per Cubic Metre*	
C & I Commercial Contractor - Putrescible Waste	Yes	140.00	140.00	Per Tonne	
C & I Green Waste, co-mingled intended for landfill	Yes	41.00	41.00	Per Cubic Metre*	
C & I Green Waste, co-mingled intended for landfill	Yes	103.00	103.00	Per Tonne	
C & I Bulk or Large Waste	Yes	62.00	62.00	Per Cubic Metre*	
C & I Bulk or Large Waste	Yes	155.00	155.00	Per Tonne	
Mattresses	Yes	35.50	35.50	Per Mattress minimum charge one mattress	
C & I Co-mingled dry recyclables excluding organics for separation (MRF)	Yes	50.00	50.00	Per Cubic Metre*	
C & I Co-mingled dry recyclables excluding organics for separation (MRF)	Yes	125.00	125.00	Per Tonne	
C & I Other rubber or unspecified (assess & approval required)	Yes	POA	POA	Per Item minimum charge $332	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Wood					
Wood - clean pallets, wire wheels, structural timber and other wood	Yes	50.00	54.00	Per Cubic Metre*	Increased fee to recoup loss on stored wood
Wood - clean pallets, wire wheels, structural timber and other wood	Yes	213.00	256.00	Per Tonne	Increased fee to recoup loss on stored wood
Commercial E Waste					
Commercial E Waste	Yes	31.00	31.00	Per Cubic Metre*	
Commercial E Waste	Yes	80.00	80.00	Per Tonne	
Animal carcasses	Yes	16.00	16.00	Per Cubic Metre*	
Animal carcasses - Minimum charge $16.00	Yes	40.00	40.00	Per Tonne	
Medical - Minimum charge $20.00	Yes	57.00	57.00	Per Cubic Metre*	
Medical - Minimum charge $20.00	Yes	150.00	150.00	Per Tonne	
Clean Fill					
Clean bricks and clean soil suitable for re-use. Minimum charge $16.00	Yes	16.00	16.00	Per Cubic Metre*	
Clean bricks and clean soil suitable for re-use	Yes	40.00	40.00	Per Tonne $ 20 Min charge	
Green Waste					
Green waste *(separated) - Clean green waste arising from commercial activities (including servicing domestic and residential premises)*	Yes	16.00	16.00	Per Cubic Metre*	
Green waste *(separated) - minimum charge 1 tonne*	Yes	40.00	40.00	Per Tonne Min Charge	
Green waste *Domestic - (Townsite Only)*	Yes	FREE	FREE	No Charge	
Vehicle Batteries					
Vehicle Batteries - including car, truck, motorcycle and boat - Lead Acid batteries only up to 10 batteries	Yes	15.00	15.00	Each	
Vehicle Batteries in bulk numbers of 10+	Yes	375.00	375.00	Per Tonne	
Vehicle Bodies					
Car	Yes	150.00	150.00	Per Car	
Cars Per Tonne	Yes	150.00	150.00	Per Tonne	
Light Truck	Yes	300.00	300.00	Per Truck	
Light Trucks Per Tonne	Yes	150.00	150.00	Per Tonne	
Large Truck	Yes	400.00	400.00	Per Truck	
Large Truck Per Tonne	Yes	150.00	150.00	Per Tonne	
Trailers *(Each when weighbridge not operational)*	Yes	125.00	125.00	Each	
Trailers Per Tonne	Yes	150.00	150.00	Per Tonne	
Boats *(Each when weighbridge not operational)*	Yes	125.00	125.00	Each	
Boats Per Tonne	Yes	150.00	150.00	Per Tonne	
Tyres					
Car or 4WD - Domestic Customers maximum 5 tyres only	Yes	FREE	FREE	Max 5 Tyres	
Car - Commercial	Yes	12.00	12.00	Each	
Car - Commercial minimum charge 1 tonne	Yes	500.00	500.00	Per Tonne	
Light Truck	Yes	22.00	22.00	Each	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Light Truck - Commercial minimum charge 1 tonne	Yes	500.00	500.00	Per Tonne	
Large Truck	Yes	33.00	33.00	Each	
Large Truck - Commercial minimum charge 1 tonne	Yes	500.00	500.00	Per Tonne	
Haulpak or similar	Yes	420.00	420.00	Each	
Haulpak or similar - Commercial minimum charge 1 tonne	Yes	500.00	500.00	Per Tonne	
Tyres assorted and mixed - minimum charge 1 tonne	Yes	500.00	500.00	Per Tonne	
Steel products (recyclable)					
Steel products *(recyclable)*	Yes	20.00	20.00	Per Cubic Metre*	
Steel products *(recyclable)*	Yes	50.00	50.00	Per Tonne	
White Goods (Air conditioners, fridges etc must be degassed)	Yes	20.00	20.00	Per Item	
White Goods (Air conditioners, fridges etc must be degassed)	Yes	50.00	50.00	Per Tonne	
Hazardous and Other Waste					
Asbestos (Building Products)	Yes	100.00	100.00	Per Cubic Metre*	
Asbestos (Building Products) - minimum charge 1 tonne	Yes	250.00	250.00	Per Tonne	
Asbestos (Contaminated Soils)	Yes	125.00	125.00	Per Cubic Metre*	
Asbestos (Contaminated Soils) - minimum charge 1 tonne	Yes	300.00	300.00	Per Tonne	
Liquid waste (Charged in 1000L increments)	No	0.00	175.00	Per 1000 Litre (May to September)	Changed conversion rate. New fees summer/winter
Liquid waste (Charged in 1000L increments)	No	119.30	158.00	Per 1000 Litre (October to April)	Changed conversion rate. New fees summer/winter
Liquid waste (Charged in tonne increments)	No	0.00	183.75	Per Tonne (May to September)	Changed conversion rate. New fees summer/winter
Liquid waste (Charged in tonne increments)	No	165.50	165.90	Per Tonne (October to April)	Changed conversion rate. New fees summer/winter
Oil Contaminated Soils (Drilling Mud requires MSDS)	Yes	77.00	77.00	Per Cubic Metre*	
Oil Contaminated Soils (Drilling Mud requires MSDS) - minimum charge 1 tonne	Yes	195.00	195.00	Per Tonne	
Note: Oils not accepted; toxic liquids only accepted upon approval of Manager Health Services or Director Technical & Development Services **WASTE DISPOSAL FEES & CHARGES DOMESTIC - Items that fit in a car, utility and/or household trailer only (7'x 5'trailer size maximum)**					
General Waste, putrescibles, foodstuffs, cans, paper, cardboard - car, utility and/or household trailer only (7'x 5'trailer size maximum)	Yes	FREE	FREE	No Charge	
Green Waste - Personal domestic green waste only - Not green waste collected by a commercial operator - car, utility and/or household trailer only (7'x 5'trailer size maximum)	Yes	FREE	FREE	No Charge	
Vehicle bodies - Car/4WD - single car body only towed in on domestic car trailer behind private vehicle. Any other variations, refer to commercial vehicle charges above	Yes	FREE	FREE	No Charge	
Vehicle Bodies - Larger than a car - refer to commercial vehicle charges	Yes			Each	
White Goods (Air conditioners & Fridges must be degassed)	Yes	FREE	FREE	No Charge	
Tyres - Car	Yes	FREE	FREE	No Charge	
Tyres - Light Truck or larger - refer to commercial tyre charges above	Yes			Each	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Waste Disposal Fees - Marble Bar and Nullagine (Domestic Putrescible & Green Waste Only)					
Domestic General Waste, putrescibles, foodstuffs, cans, paper, cardboard, rubble (Townsite Only)	Yes	FREE	FREE	No Charge	
Domestic Green Waste (Townsite Only)	Yes	FREE	FREE	No Charge	
C & I and Putrescible Waste from Commercial Operations incl Minesite Vehciles or Commercial Contractors excl town based operations by prior arrangement only (Tel: 9175 8000)	Yes	100.00	100.00	Per Cubic Metre*	
C & I Other (assess & approval required)	Yes	POA	POA		
C & D (Construction & Demolition) Waste - includes bricks, concrete & building rubble (assess & approval required)	Yes	POA	POA		
Note: Excludes asbestos and liquid waste - refer to gate signage for further details of wastes accepted					
Other					
Sale of Mulch	Yes	POA	POA		
Commerical Refuse Collection (240 Litre Wheelie Bin) - Nullagine and Marble Bar	Yes	3.00	3.00	Per Bin	
Town Planning Fees **Development Applications**					
(a) Development Cost < $50,000	No	148.00	148.00		
(b) Development Cost $50,000 - $500,000	No	@	@	.32% of the estimate cost of development	
(c) Development Cost $500,000 - $2.5 million	No	@	@	$1700 + 0.257% per $ over $500,000	
(d) Development Cost $2.5 million - $5 million	No	@	@	$7161 + 0.206% per $ over $2.5m	
(e) Development Cost $5 million - $21.5 million	No	@	@	$12633 + 0.123% per $ over $5m	
(f) Development Cost > $21.5 million	No	34,196.00	34,196.00		
(g) Extractive Industry	No	739.00	739.00		
(h) Development Application *(other than Extractive Industry)* where the development has commenced or been carried out	No	@	@	The application fee as required by a,b,c,d,e or f above plus, by way of penalty, twice that fee	
(i) Development Application - Extractive Industry - where the development has commenced or been carried out	No	@	@	fee in (g) above plus by way of penalty, twice that fee	
(j) Amended plans and extensions of time where Development cost is below $500,000	No	147.00	147.00	Fee in (a) above	
(k) Amended plans and extensions of time where Development cost is $500,000 above	No	294.00	294.00	Twice the fee in (a) above	
(l) Application for Change of Use or for alteration or change of a non conforming use to which Development Application(s) items (a) to (g) do not apply	No	295.00	295.00		
(m) Unauthorised Change of use. If the change of use has commenced or been carried out	No	@	@	The application fee as above plus, by way of penalty, plus twice that fee	
Home Business/Occupation Applications					
(a) Initial application where the home business/occupation has not commenced	No	222.00	222.00		
(b) Initial application where the home business/occupation has already commenced	No	666.00	666.00		

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
(c) Renewal fee - where the application is made before the approval expires	No	73.00	73.00		
(d) Renewal Fee - where the application is made after the approval expires	No	@	@	The application fee as above plus, by way of penalty, plus twice that fee	
Provision of Subdivision Clearance -					
(a) not more than 5 lots - fee per lot	No	74.00	74.00		
(b) 6-195 lots - fee per lot	No	@	@	$73 per lot for the first 5 lots, and then $35 per lot	
(c) more than 195 lots	No	7,394.00	7,394.00		
Miscellaneous					
Issue of Zoning Certificate	No	73.00	73.00		
Replying to a property settlement questionnaire	No	73.00	73.00		
Issue of written planning advice	No	73.00	73.00		
Scheme Amendments and Structure Plans					
(a) Request for support for Scheme Amendment (Informal)	Yes	500.00	500.00		
(b) Scheme Amendment Initiation Application Fee (Formal)	Yes	500.00	500.00		
(c) Basic Amendment Processing Fee (payable if initiated)	Yes	750.00	750.00	Plus advertising costs	
(d) Standard Amendment Processing Fee (payable if initiated	Yes	2,500.00	2,500.00	Plus advertising costs	
(e) Complete Amendment Processing Fee (payable if initiated)	Yes	@	@	Fee to be determined using P&D Regulations 2009 (as amended)	
(a) Initiation of Town Planning Scheme Amendment	No	@	@	Price on Application (estimate of hours spent and total fee calculated in accordance with Regulation 48 of the Planning and Development Regulations 2009)	
(b) Final Adoption of Town Planning Scheme Amendment	No	@	@	Price on Application (estimate of hours spent and total fee calculated in accordance with Regulation 48 of the Planning and Development Regulations 2009)	
(c) Amended Scheme Amendment	No	@	@	Price on Application (estimate of hours spent and total fee calculated in accordance with Regulation 48 of the Planning and Development Regulations 2009)	
Structure/Activity Centre/Local Development Plans					
(a) Minor (Less than 20 lots)	Yes	750.00	750.00	Plus advertising costs	
(b) Major (More than 20 lots)	Yes	1,500.00	1,500.00	Plus advertising costs	
(c) Amended Plan	Yes	@	@	50% of fee as required by (a) or (b)	
(a) Adoption of Structure/Activity Centre/Local Development Plan	No	@	@	Price on Application (estimate of hours spent and total fee calculated in accordance with Regulation 48 of the Planning and Development Regulations 2009)	
(b) Final Adoption of Structure/Activity Centre/Local Development Plan	No	@	@	Price on Application (estimate of hours spent and total fee calculated in accordance with Regulation 48 of the Planning and Development Regulations 2009)	
(c) Amended Plan Structure/Activity Centre/Local Development Plan	No			Price on Application (estimate of hours spent and total fee calculated in accordance with Regulatoin 48 of the Planning and Development Regulations 2009)	
Early Title Release Administration Fee	Yes	550.00	550.00	Per Application	
Camping Other than In a Caravan Park					
Initial application fee	No	205.00	205.00		
If the camping has commenced without an approval, an additional amount of $370 by way of penalty	No	615.00	615.00	The application fee as above plus, by way of penalty,	
Renewal fee	No	66.00	66.00		

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
If the approval to be renewed has expired	No	198.00	198.00		
Inspections (General)					
Recoverable Inspection Costs (normal office hours)	Yes	120.00	120.00	Per Hour	
Recoverable Inspection Costs (other than normal office hours)	Yes	185.00	185.00	Per hour	
Travel Costs	Yes	2.50	2.50	Per Kilometre other than first 20kms	
Early Title Release Administration Fee	Yes	550.00	550.00	Per Application	
Camping Other than In a Caravan Park					
Initial application fee	No	205.00	205.00		
If the camping has commenced without an approval, an additional amount of $370 by way of penalty	No	615.00	615.00	The application fee as above plus, by way of penalty,	
Renewal fee	No	66.00	66.00		
If the approval to be renewed has expired	No	198.00	198.00		
Inspections (General)					
Recoverable Inspection Costs (normal office hours)	Yes	120.00	120.00	Per Hour	
Recoverable Inspection Costs (other than normal office hours)	Yes	185.00	185.00	Per hour	
Travel Costs	Yes	2.50	2.50	Per Kilometre other than first 20kms	
Cemeteries					
Funeral Directors Annual Licence (per year)	No	200.00	200.00		
Single Funeral **Permit** (per funeral)	No	55.00	55.00		
Application for Burial	No	50.00	50.00		
Late application of Burial *(less than 24 hours notice)*	No	100.00	100.00		
Grant of Right of Burial	No	50.00	50.00		
Burial without a Grant of Right	No	50.00	50.00		
Interment in Grave 1.8m Deep *(Digging & prep'n of grave)*	Yes	400.00	400.00		
If grave is required to be dug deeper than 1.8m *(as for double depth grave)*	Yes	560.00	560.00		
Interment of Ashes *(in grave site only)*	Yes	55.00	55.00		
Interment of Ashes - addition to existing grave	Yes	165.00	165.00		
Backfill grave after burial (no charge if Council Employees are not required to backfill)	Yes	150.00	150.00		
Re-open grave - new interment *(only if grave originally was dug to double depth)*	Yes	275.00	275.00		
Exhumation of Body - *(Reopening Grave)*	Yes	275.00	275.00		
Miscellaneous **Memorial Works - All works to be Supervised/Approved by Building Surveyor**					
Mason's Annual Licence (per year)	No	30.00	30.00		
Permission to erect a headstone or monument	Yes	22.00	22.00		
Permission to erect a brick grave	Yes	22.00	22.00		
Permission to enclose with a kerb	Yes	22.00	22.00		
Function 11 - Recreation & Culture					
Shire History Books					
To the Bar Bonded	Yes	33.00	33.00	Per Copy	
Gold Dust & Iron Mountains	Yes	38.50	38.50	Per Copy	
Yiwarra Kuji - The Canning Stock Route	Yes	59.00	59.00	Per Copy	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
~~Recreation Centre/ Aquatic Centre/Youth Centre/Libraries~~ ~~Miscellaneous Courses / Programs / Shows / Activities~~				~~(Based on Cost Recovery Basis)~~	
~~Category 1 Course~~	~~Yes~~	~~2.00~~	~~2.00~~	~~per hour / per event~~	No longer valid
~~Category 2 Course~~	~~Yes~~	~~5.00~~	~~5.00~~	~~per hour / per event~~	No longer valid
~~Category 3 Course~~	~~Yes~~	~~7.00~~	~~7.00~~	~~per hour / per event~~	No longer valid
~~Category 4 Course~~	~~Yes~~	~~10.00~~	~~10.00~~	~~per hour / per event~~	No longer valid
~~Category 5 Course~~	~~Yes~~	~~15.00~~	~~15.00~~	~~per hour / per event~~	No longer valid
~~Category 6 Course~~	~~Yes~~	~~20.00~~	~~20.00~~	~~per hour / per event~~	No longer valid
~~Category 7 Course~~	~~Yes~~	~~25.00~~	~~25.00~~	~~per hour / per event~~	No longer valid
~~Category 8 Course~~	~~Yes~~	~~35.00~~	~~35.00~~	~~per hour / per event~~	No longer valid
~~Category 9 Course~~	~~Yes~~	~~40.00~~	~~40.00~~	~~per hour / per event~~	No longer valid
~~Category 10 Course~~	~~Yes~~	~~45.00~~	~~45.00~~	~~per hour / per event~~	No longer valid
~~Category 11 Course~~	~~Yes~~	~~50.00~~	~~50.00~~	~~per hour / per event~~	No longer valid
~~Category 12 Course~~	~~Yes~~	~~60.00~~	~~60.00~~	~~per hour / per event~~	No longer valid
~~Category 13 Course~~	~~Yes~~	~~70.00~~	~~70.00~~	~~per hour / per event~~	No longer valid
~~Category 14 Course~~	~~Yes~~	~~80.00~~	~~80.00~~	~~per hour / per event~~	No longer valid
~~Category 15 Course~~	~~Yes~~	~~90.00~~	~~90.00~~	~~per hour / per event~~	No longer valid
~~Category 16 Course~~	~~Yes~~	~~100.00~~	~~100.00~~	~~per hour / per event~~	No longer valid
~~Category 17 Course~~	~~Yes~~	~~120.00~~	~~120.00~~	~~per hour / per event~~	No longer valid
Miscellaneous Courses / Programs / Shows / Activities - Recreation Centre, Aquatic Centre, Youth Centre, Libraries, Miscellaneous Courses, Programs, Shows, Activities	Yes		$10 - $250	Per program	Add new fee; Other LGA comparison. Dependent upon event.
Newman Recreation Centre **Commercial/Private Functions** ***(Does not include equipment hire)***					
Gymnasium 1 or 2	Yes	130.00	130.00	Per Hour	
Gymnasium 1 or 2	Yes	300.00	300.00	1/2 day venue hire *(of up to 4 hours)*	
Gymnasium 1 or 2	Yes	500.00	500.00	Full day venue hire *(of up to 8 hours)*	
Performing Arts Room	Yes	90.00	90.00	Per Hour	
Performing Arts Room	Yes	230.00	230.00	1/2 day venue hire (of up to 4 hours)	
Performing Arts Room	Yes	460.00	460.00	Full day venue hire (of up to 8 hours)	
Cancellation Fee	No	100.00	100.00	Non Refundable UNLESS 2 weeks notice of cancellation is given	
Kitchenette Area	Yes	60.00	60.00	Per day	
Function Coffee and Tea Set Up	Yes		30.00	Caters for up to 30 people	Add new fee; Other LGA comparison
~~Foyer Area~~	~~Yes~~	~~55.00~~	~~55.00~~	~~1/2 day venue hire (of up to 4 hours)~~	No longer hire this area.
~~Foyer Area~~	~~Yes~~	~~110.00~~	~~110.00~~	~~Full day venue hire (of up to 8 hours)~~	No longer hire this area.
Non Profit/Community Organisations **(Does not include equipment hire)**					New line
Gymnasium 1 or 2	Yes		50.00	Per Hour	Add new fee; Other LGA comparison
Gymnasium 1 or 2	Yes		120.00	1/2 day venue hire *(of up to 4 hours)*	Add new fee; Other LGA comparison
Gymnasium 1 or 2	Yes		200.00	Full day venue hire *(of up to 8 hours)*	Add new fee; Other LGA comparison
Performing Arts Room	Yes		30.00	Per Hour	Add new fee; Other LGA comparison
Performing Arts Room	Yes		100.00	1/2 day venue hire (of up to 4 hours)	Add new fee; Other LGA comparison
Performing Arts Room	Yes		160.00	Full day venue hire (of up to 8 hours)	Add new fee; Other LGA comparison

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
~~Non-Profit/Community Organisations~~	~~Yes~~			~~50% discount from commercial rates~~	Replaced with above charges.
Non Profit/Community Organisations	Yes			50% discount from commercial rates	
Functions (Does not include equipment hire)					
~~Locker Fee - Casual~~	~~Yes~~	~~3.00~~	~~3.00~~	~~One off - per individual gym session - key provided~~	Is now inclusive within membership.
Electricity Fee (Junior Sports who receive free indoor court hire)	Yes	35.00	35.00	Per Hour Per Court	
Hot Drinks from Coffee Machine	Yes	4.00	2.00	Per Person	Description change and new fee
Hot Drinks from Coffee Machine - Staff	Yes		1.00	Per Person	Add new fee- same fees as per admin office
~~Tea/Coffee~~	~~Yes~~	~~4.00~~	~~4.00~~	~~Per Person~~	Replaced with above charges.
After hours Functions/Bookings					
Commercial/Private	Yes	100.00	100.00	One off fee in edition to Facility & Equipment hire charges	
Callout charge for after hours bookings (functions & fitness)	Yes	75.00	75.00	Per Hour	
Newman High School Ball	Yes	FREE	FREE	No Charge for Room or Equipment hire: Gym 1 Only Does not include usage of EWP	
Group Accommodation Minimum 1 nights stay. Minimum 10 people	Yes	25.00	25.00	Per Person/Per Night	
Accommodation *Bond (Sleep overs)* of up to 50 people	No	250.00	250.00	Up to 50 people	
Accommodation Bond *(Sleep overs)* 50 or more people	No	500.00	500.00	50 or more people	
Casual Sport - Entry	Yes	7.50	5.00	Per Entry Per Person. *Consession rate can apply (see below) Members who hold a Rec Centre or Combined facility membership receive casual sport entry at no charge*	Change to match to Aquatic Entry fees.
~~Ball Hire Charge~~	~~Yes~~	~~3.00~~	~~3.00~~	~~Per Use - includes basketballs, volleyballs, soccer & cricket balls~~	No longer hire this equipment.
~~Badminton Racquet Hire~~	~~Yes~~	~~3.00~~	~~3.00~~	~~Per Use -~~	No longer hire this equipment.
Additional Cleaning Charge	Yes			Cost Recovery	
Failure to restack tables and chairs at venue	Yes	35.00	35.00	Per Hour	
Equipment Replacement	Yes	@	@	Cost Recovery	
Accommodation *(Sleep overs)* Replacement Cost for Damage	Yes	@	@	Cost Recovery	
Ticket sales for organisations.	Yes	5%	5%	Percentage of total ticket sales - to cover administration time	
Sport Competitions					
New Sport Competition Registration Fee - Senior	Yes	60.00	60.00	Includes first game per team	Description changed
Forfeit Fee - Senior	Yes	60.00	60.00	Per team/Per game: If team is a no-show on game night (minimum 3 hours notice required)	Description changed
Game Fee - Senior	Yes	60.00	60.00	Per Team, Per Game	Description changed
New Sport Competition Registration Fee - Junior	Yes		35.00	Includes first game per team	Add new fee; Other LGA comparison
Forfeit Fee - Junior	Yes		35.00	Per team/Per game: If team is a no-show on game night (minimum 3 hours notice required)	Add new fee; Other LGA comparison
Game Fee - Junior	Yes		35.00	Per Team, Per Game	Add new fee; Other LGA comparison
~~New Sport Competition Registration Fee~~	~~Yes~~	~~60.00~~	~~60.00~~	~~Includes first game per team~~	Removed as duplicated fee.
~~Forfeit Fee~~	~~Yes~~	~~60.00~~	~~60.00~~	~~Per team/Per game: If team is a no-show on game night (minimum 3 hours notice required)~~	Removed as duplicated fee.
~~Game Fee~~	~~Yes~~	~~60.00~~	~~60.00~~	~~Per Team, Per Game~~	Removed as duplicated fee.
Equipment Hire - Per Day					

Shire Of East Pilbara **Proposed Schedule of Fees & Charges 2022/2022**	**GST Applic**	**20/21 Fee Incl GST**	**21/22 Proposed Fee**	**Description**	**Comments**
Free to Community Groups (not for profit groups) by Application. Commercial Users: 50% discount given off table & chair hire for any event that attracts 100 or more paying customers.					
Equipment Bond	No	200.00	200.00	Per Booking (*non refundable if chairs not returned clean)*	
Chairs	Yes	1.50	1.50	Per item	
Fabric chair covers	Yes	1.50	2.00	Each / Per day. Must be returned laundered and folded, or additional charges apply.	Other LGA comparison. Not reviewed previously.
Fabric /Blue Plastic Covered Chairs	Yes	2.00	2.00	In Centre Use Only per item	
Round Tables	Yes	8.00	8.00	Per item	
Rectangular Tables	Yes	8.00	8.00	Per item	
Tablecloths	Yes	5.00	7.00	Each / Per day . Table cloths must be returned laundered and folded, or additional charges apply.	Other LGA comparison. Not reviewed previously.
Staging Per Unit	Yes	6.00	10.00	Per item	Other LGA comparison. Not reviewed previously.
Digital Projector	Yes	50.00	50.00	Per event, per day	
Projector Screen	Yes	15.00	20.00	Per event, per day	Other LGA comparison. Not reviewed previously.
Lift - Elevated work platform (internal use only)	Yes	45.00	45.00	Per Hour *(EWP ticket required)*	
Retractable Barriers	Yes	10.00	10.00	Per Day/per barrier	
Helium Gas for balloons *(small)*	Yes	2.00	2.00	Per balloon	Description changed
Helium Gas for balloons *(large)*	Yes	3.00	4.00	Per balloon	Fees increased; Description changed
~~Towel Hire *(internal use only)*~~	~~Yes~~	~~3.00~~	~~3.00~~	~~Per towel~~	No longer hire this equipment.
~~Portable Fans *(internal use only)*~~	~~Yes~~	~~10.00~~	~~10.00~~	~~Per Item per day~~	No longer hire this equipment.
Commercial Fridge (internal use only)	Yes	100.00	100.00	Full Day Use	
Commercial Fridge (internal use only)	Yes	75.00	75.00	Half Day Use (max 4 hours)	
Urn	Yes		20.00	Each / Per day	LG comparison
Large Eskies	Yes	12.00	15.00	Per Item per day	LG comparison
Partition hire	Yes	20.00	20.00	Each / Per day	
Portable PA System	Yes	50.00	60.00	Per Day	LG comparison.
Portable Cinema - Hire Charge	Yes	450.00	450.00	Per Screening ~~(To approved customers only)~~	Description changed
Cinema System & Inflatable Screen Bond	No	500.00	500.00	Per event ~~(To approved customers only)~~	Description changed
Cinema System & Inflatable Screen Set Up (when available)	Yes	80.00	80.00	Per Hour ~~(To approved customers only)~~	Description changed
Inflatable Screen Only	Yes	100.00	100.00	Per event, Per Day (To approved customers only)	
Rec Centre Membership - Newman					
Rec Centre Membership/ 1 week	Yes	60.00	60.00	Photo ID must be shown *(includess induction & access card). Unlimted access to Fitness Centre & Aerobics Classes only*	
Rec Centre Membership/ 1 month	Yes	150.00	150.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus induction & access card). Unlimited access to Fitness Centre ,Aerobics Classes and Casual sports*	
Rec Centre Membership/ 3 month	Yes	320.00	320.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus a six week follow up plus induction & access card). Unlimited access to Fitness Centre ,Aerobics Classes and Casual sports*	
Rec Centre Membership/ 6 month	Yes	460.00	460.00	Photo ID must be shown *(includes 1 assessment & individual program plus induction & access card). Unlimited access to Fitness Centre ,Aerobics Classes and Casual sports*	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Rec Centre Membership/ 12 month	Yes	760.00	760.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus a six week follow up plus induction & access card). Unlimited access to Fitness Centre ,Aerobics Classes and Casual sports*	
Rec Centre Membership - direct debit	Yes	35.00	35.00	Per Fortnight. Ongoing membership with minimum term of 6 months. Photo ID must be shown (includes 1 initial assessment & individual program plus a six week follow up plus induction & access card). Unlimited access to Fitness Centre,Aerobics Classes, and Casual sports entry	
Group Fitness Membership/ 1 month	Yes	100.00	100.00	Photo ID must be shown *(includes access card and 1 x referral). Unlimited access to Aerobic Classes only*	
Group Fitness Membership/ 3 month	Yes	175.00	175.00	Photo ID must be shown *(includes access card and 1 x referral). Unlimited access to Aerobic Classes only*	
Group Fitness Membership/ 6 month	Yes	255.00	255.00	Photo ID must be shown *(includes access card and 1 x referral). Unlimited access to Aerobic Classes only*	
Group Fitness Membership/ 12 month	Yes	420.00	420.00	Photo ID must be shown *(includes access card and 1 x referral). Unlimited access to Aerobic Classes only*	
Group Fitness Membership - direct debit	Yes	23.00	23.00	Per Fortnight. Ongoing membership with minimum term of 6 months. Photo ID must be shown *(includes access card and 1 x referral). Unlimited access to Aerobic Classes only*	
Fitness Centre Membership/ 1 month	Yes	125.00	125.00	Photo ID must be shown *(includes 1 assessment & individual program plus induction & access card and 1 x referral). Unlimited access to Fitness Centre only*	
Fitness Centre Membership/ 3 month	Yes	265.00	265.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus a six week follow up plus induction & access card and 1 x referral). Unlimited access to Fitness Centre only*	
Fitness Centre Membership/ 6 month	Yes	380.00	380.00	Photo ID must be shown (includes 1 initial assessment & individual program plus a six week follow up *plus induction & access card and 1 x referral). Unlimited access to Fitness Centre only*	
Fitness Centre Membership/ 12 month	Yes	625.00	625.00	Photo ID must be shown (includes 1 initial assessment & individual program plus a six week follow up *plus induction & access card and 1 x referral). Unlimted access to Fitness Centre only*	
Fitness Centre Membership - direct debit	Yes	29.00	29.00	Per Fortnight. Ongoing membership with minimum term of 6 months. Photo ID must be shown *(includes 1 initial assessment & individual program plus induction & access card and 1 x referral). Unlimted access to Fitness Centre only*	
Combined Facility Membership/ 1 month	Yes	225.00	225.00	Photo ID must be shown *(includes 1 assessment & individual program plus induction & access card and 1 x referral). Unlimited access to Fitness centre, Aerobics Classes ,Aquatics and casual sport entry. Only offered and sold at the Rec Centre due to screening conditions.*	
Combined Facility Membership/ 3 month	Yes	472.00	472.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus a six week follow up plus induction & access card and 1 x referral and 1 x 10 creche pass). Unlimited access to Fitness centre, Aerobics Classes ,Aquatics and casual sport entry. Only offered and sold at the Rec Centre due to screening conditions.*	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Combined Facility Membership/ 6 month	Yes	675.00	675.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus a six week follow up plus induction & access card and 1 x referral and 1 x 20 creche pass). Unlimited access to Fitness centre, Aerobics Classes ,Aquatics and casual sport entry. Only offered and sold at the Rec Centre due to screening conditions.*	
Combined Facility Membership/ 12 month	Yes	1080.00	1080.00	Photo ID must be shown *(includes 1 initial assessment & individual program plus a six week follow up plus induction & access card and 1 x referral and 1 x 50 creche pass). Unlimited access to Fitness centre, Aerobics Classes ,Aquatics and casual sport entry. Only offered and sold at the Rec Centre due to screening conditions.*	
Combined Facility Membership - direct debit	Yes	52.00	52.00	Photo ID must be shown *(includes 1 assessment & individual program plus induction & access card and 1 x referral plus 5 creche passes per month). Unlimited access to Fitness centre, Aerobics Classes ,Aquatics, casual sport entry.Only offered and sold at the Rec Centre due to screening conditions.*	
Membership Cancellation Fee	Yes	50.00	50.00	Applicable only to term membership holders. Not applicable to Direct Debit memberships prior to the 6 month minimum term (these memberships must be paid out as per terms & conditions) unless proof of change of relocation from Newman or medical certificate is supplied	
Membership Freeze	NEW	10.00	10.00	Per Term. Minimun 1 week - must apply prior to date of departure. Does not apply to 1 week/1 month memberships	
~~Additional written programs (excluding membership allocations)~~	~~Yes~~	~~35.00~~	~~35.00~~	~~Members on direct debit or memberships on a 3 month term or more are entitled to 1 initial assessment & individual program plus a six week follow up~~	Is now included within service.
Promotions/ discounts off membership fees			10% - 20%		Renewal and new member discounts
Promotional Visit Passes			Free	One free entry/ 7 day pass	To encourage membership.
Membership Renewal Discount			10%		To retain members.
After Hours Replacement Access Tags	Yes	15.00	15.00	Per tag	
Fitness Packages/ Personal Training					
~~1 Hour Initial PT session~~	~~Yes~~	~~150.00~~	~~150.00~~	~~Per Person, per 60 minutes (includes written program)~~	Not used.
Personal Training Session - Single person	Yes	45.00	45.00	Per Person, Per 30 Minutes	
Personal Training Session - Additional person (max 2 people per session)	Yes	30.00	30.00	Per Person, Per 30 Minutes	
Personal Training - Concession Book - Single Person	Yes	700.00	700.00	20 x 30 minute session (booklet discount)	
Personal Training - Concession Book - Single Person	Yes	400.00	400.00	10 x 30 minute session	
Independent PT Contractor -Clients	Yes	@	@	Clients of an Independent PT Contractor must hold a current membership. Independent PT Contractor can train clients inside and outside of reception hours subject to sigining PT Subcontractor agreement prior. A maximum of 2 clients to be training with Independent Contractor at one time.	
Independent PT Contractor -Weekly floor rental	Yes	70.00	70.00	Conditions apply	

Shire Of East Pilbara **Proposed Schedule of Fees & Charges 2022/2022**	**GST Applic**	**20/21 Fee Incl GST**	**21/22 Proposed Fee**	**Description**	**Comments**
Corporate and FIFO Membership	Yes	@	@	25% Discount for 3, 6, 12 month and direct debit memberships.(Corporate memberships must have a minimum of 10 members) Proof of continued corporate concession situation may be required at any point.	
Concessions Rates (*To approved customers)*	Yes	@	@	50% discount on all memberships and casual entries, both at NRC and Rural Fitness facilities. Approved Customers are those under 18, full time students, healthcare consession, seniors consession or centrelink card. Proof of continued concession situation may be required at any point.	
Casual Aerobics Class / Gym	Yes	15.00	15.00		
Casual Off Peak Gym Entry	NEW	10.00	10.00	Per Person (12 noon to 3pm entry only)	
~~Casual Visit - Seniors during seniors week~~	~~Yes~~	~~FREE~~	~~FREE~~	~~During Senior's Week Only~~	Removed as is limited to 1 event only.
Casual Visit for Special Events	No		FREE	Special events such as (but not limited to) Senior's week; International Women's Day and Open Day	Replaces above fee, greater flexibility.
~~Rec Centre Visit Pass~~	~~Yes~~	~~135.00~~	~~135.00~~	~~10 Visits~~	Replaced with new fees.
Fitness Centre & Group Fitness 10 Visit Pass	Yes		135.00	10 Visits	Replaces fee above.
ADULT:					
10 Multi Entry Passes	Yes		45.00	Casual Court Usage	To encourage casual court usage in multiples.
20 Multi Entry Passes	Yes		85.00	Casual Court Usage	To encourage casual court usage in multiples.
50 Multi Entry Passes	Yes		200.00	Casual Court Usage	To encourage casual court usage in multiples.
CONCESSION / CHILD: (5-16 yrs.)					
10 Multi Entry Passes	Yes		36.00	Casual Court Usage	To encourage casual court usage in multiples.
20 Multi Entry Passes	Yes		68.00	Casual Court Usage	To encourage casual court usage in multiples.
50 Multi Entry Passes	Yes		160.00	Casual Court Usage	To encourage casual court usage in multiples.
Loyalty Program *(Newman Recreation Centre Gym)* for Individual members **not valid with any other offer**					
5 yrs. continuous membership	Yes			An individual will receive 25% of their yearly renewal membership to the Gym. Must renew either before current expiry or within two weeks after expiry.	
10 yrs. continuous membership	Yes			An individual will receive 30% of their yearly renewal membership to the Gym. Must renew either before current expiry or within two weeks after expiry.	
15 yrs. continuous membership	Yes			An individual will receive 35% off their yearly renewal membership to the Gym. Must renew either before current expiry or within two weeks after expiry.	
20 yrs. continuous membership	Yes			An individual will receive 50% off their yearly renewal membership to the Gym. Must renew either before current expiry or within two weeks after expiry.	
25 yrs. continuous membership	Yes			An individual will receive free life membership to the Gym.	
Crèche					
~~1 child~~	~~Yes~~	~~6.50~~	~~6.50~~	~~Up to 180 minutes per visit per child~~	Review of operating service hours.
~~Visit Card - 5 x 120 minute sessions~~	~~Yes~~	~~28.00~~	~~28.00~~	~~Up to 180 minutes per visit per child~~	Review of operating service hours.
~~Visit Card - 10 x 120 minute sessions~~	~~Yes~~	~~53.00~~	~~53.00~~	~~Up to 180 minutes per visit per child~~	Review of operating service hours.
~~Visit Card - 20 x 120 minute sessions~~	~~Yes~~	~~100.00~~	~~100.00~~	~~Up to 180 minutes per visit per child~~	Review of operating service hours.
~~Visit Card - 50 x 120 minute sessions~~	~~YES~~	~~227.00~~	~~227.00~~	~~Up to 180 minutes per visit per child~~	Review of operating service hours.
Casual visit (per child, per session, up to 90 min)	Yes		4.00		Inline with customer usage.

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Casual visit (per child, per session, 90 - 180 min.)	Yes		7.50		Inline with customer usage.
10 Visit Crèche Pass (per session, up to 90 min)	Yes		36.00	10% Discount	Inline with customer usage.
20 Visit Crèche Pass (per session, up to 90 min)	Yes		68.00	15% Discount	Inline with customer usage.
50 Visit Crèche Pass (per session, up to 90 min)	Yes		160.00	20% Discount	Inline with customer usage.
10 Visit Crèche Pass (90 - 180 min)	Yes		67.50	10% Discount	Inline with customer usage.
20 Visit Crèche Pass (90 - 180 min)	Yes		127.50	15% Discount	Inline with customer usage.
50 Visit Crèche Pass (90 - 180 min)	Yes		300.00	20% Discount	Inline with customer usage.
~~Creche Late Cancellation Fee~~	~~Yes~~	~~6.50~~	~~6.50~~	~~If cancelled less than one hour before booking~~	Change in operating T&Cs.
Rural Fitness Centre - Marble Bar or Nullagine					
Gym Membership / 1 Month	Yes		30.00	Subject to BP reading and induction	To increase attraction.
Gym Membership / 3 month	Yes	65.00	65.00	Subject to BP reading and induction	
Gym Membership / 6 month	Yes	95.00	95.00	Subject to BP reading and induction	
Gym Membership / 12 month	Yes	125.00	125.00	Subject to BP reading and induction	
Key Bond for remote gym facilities	No	50.00	50.00	Key must be returned at the end of membership term	
Season and Other Usage Fees - Sporting Groups - (seasonal Bookings have Preference over Individuals for use of Ovals, Green Spaces and Courts) MUST be booked at the Shire Administration Office (Facilities Officer) by the Association, Team, Casual User or Club. (Seasonal Bookings have Preference over Individuals for use of Ovals, Green Spaces and Courts)					
Associations / Other	Yes	105.00	105.00	Per Week (e.g. NNFL, Netball, Senior Soccer)	Includes Netball
~~Associations_ Long Term bookings (13 weeks or greater)~~	~~Yes~~			~~(e.g. NNFL, Senior Soccer)~~	No longer charged.
~~Associations - Short Term bookings (Less than 13 weeks)~~	~~Yes~~			~~(e.g. Vets, Touch Football) Per Hour, per team~~	No longer charged.
Teams	Yes	12.00	12.00	Per Hour, per Team	
Junior Clubs / Sports	Yes	FREE	FREE	Excludes waste removal	
Schools	Yes	FREE	FREE		
Individuals	Yes	FREE	FREE		
Casual Oval Hire Rates				**(Please refer and charge applicable bonds in BONDS Section)**	
Non Profit	Yes	65.00	65.00	Per day, per Oval, does not include Oval Lighting or Waste Removal	
Commercial Organisation	Yes	130.00	130.00	Per day, per Oval, does not include Oval Lighting or Waste Removal	
Lions Fortescue Festival - Capricorn Oval Only	Yes			Oval hire only - as per policy	
Outdoor exercise licence	Yes	45.00	45.00	Daily per location	
		100.00	100.00	Weekly per location	
		200.00	200.00	Monthly per location	
		300.00	300.00	Seasonal up to 6 months per location	
		500.00	500.00	Annual per location	
Commercial usage i.e. - travelling shows	Yes	330.00	330.00	Per Day *(excludes power & waste removal)*	
~~**Non Grassed Areas**~~					
~~Commercial Organisation~~	~~Yes~~			~~Per Day (includes power)~~	No longer charged.
Oval Lighting					
Training	Yes	30.00	30.00	Per Hour	
Competition	Yes	45.00	45.00	Per Hour	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
				25% discount on hourly rate of training and/or competition lighting on all ovals if a team/association require the hire of a second set of lights on an adjoining oval	
Court Bookings					
Associations - Long Term Booking (13 weeks or greater)	Yes		105.00	Per Week (e.g. Senior Netball, Tennis)	Fee added. "Per week added to comments"
~~Associations - Seasonal bookings~~	~~Yes~~	~~7.00~~	~~7.00~~	~~(e.g. short term competitions) Charge per team/Per Hour~~	Duplicated fee.
Associations - Game	Yes	25.00	25.00	Per Game (Max 2 hours) Friday night competition	
Teams	Yes	7.00	7.00	Per team, per Hour, per court	
Junior Clubs/Sports	Yes	FREE	FREE	Excludes waste removal	
Schools	Yes	FREE	FREE		
Individuals	Yes	FREE	FREE		
Court Lighting					
Tennis Courts and Netball Courts	Yes	14.00	14.00	Per court, per hour	
East Pilbara Art Centre **Commercial/Private Functions**					
Meeting room including kitchen & toilets	Yes	35.00	35.00	Per hour (minimun one hour)	
Void area including toilets	Yes	80.00	80.00	Per hour (minimun one hour)	
	Yes	210.00	210.00	1/2 Day (up to 4 hrs.)	
	Yes	400.00	400.00	Full Day (up to 8 hrs.)	
Non Profit/Community Organisations	Yes			40% discount from commercial rates	
Leases/Licences/Hire of Buildings on Council Reserves					
Annual Service Fee (for leases only)	Yes	565.00	565.00	All community & sporting leases from 1/1/09	
Annual - 52 weeks	Yes	1100.00	1100.00		
Annual - Sporting Storage Unit (per sqm.)	Yes		25.00	Hire of storage units annually, total sqm per year	New fee added to suit existing arrangements.
Newman Junior Sports Pavilion					
Seasonal Junior Sports - Building Service Fee	Yes	25.00	25.00	Per Week	
Casual Room Hire - Toilets	Yes	23.00	23.00	Per Hour	
Casual Room Hire - Change Rooms	Yes	23.00	23.00	Per Hour	
Cleaning Fee (Changerooms only)	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Cleaning Fee (Internal building only - including kitchen and toilets)	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Casual Room Hire - Kitchen and Function Room	Yes	23.00	23.00	Per Hour	
Newman Senior Sports Pavilion - Non Profit - Community Organisation (Does not include Equipment Hire)					
Seasonal Senior Sports - Building Service Fee	Yes	130.00	130.00	Per Week	
Casual Room Hire - Change Rooms (External building)	Yes			40% discount from commercial rates	
Casual Room Hire - Kitchen, Servery and Function Room (internal building)	Yes			40% discount from commercial rates	
	Yes			40% discount from commercial rates	
	Yes			40% discount from commercial rates	
Cleaning Fee (Changerooms only)	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Cleaning Fee (Internal building only - including kitchen and toilets)	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Booking Fee deposit	Yes	50.00	50.00	Non-refundable unless 2 weeks notice is given	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Newman Senior Sports Pavilion - Commercial/ Private Functions (Does not include Equipment Hire)					
Casual Room Hire - Change Rooms (External building)	Yes	45.00	45.00	Per Hour	
Casual Room Hire - Kitchen, Servery and Function Room (internal building)	Yes	80.00	80.00	Per Hour	
	Yes	240.00	240.00	1/2 Day (up to 4 hrs.)	
	Yes	480.00	480.00	Full Day (up to 8 hrs.)	
Booking Cancellation Fee	Yes	100.00	100.00	Non-refundable unless 2 weeks notice is given	
Cleaning Fee (Changerooms only)	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Cleaning Fee (Internal building only - including kitchen and toilets)	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Additional Cleaning Charges - All Organisations	Yes			Cost recovery - In addition to regular cleaning fee	New description added
Council Facility Hire - Bonds - Refundable					
Individual Hire (alcohol and non-alcohol)	No			60% discount from Commercial Rates	
Not for Profit Hire (alcohol and non-alcohol)	No			40% discount from Commercial Rates	
Commercial Hire (non-alcohol)	No	1000.00	1000.00		
Commercial Hire (alcohol)	No	2000.00	2000.00		
Oval / Green Space - Commercial usage Bond	No	2000.00	2000.00	Travelling Shows etc	
Mobile CCTV Equipment Bond	No	500.00	500.00		
Fire Extinguisher Bond (per item)	No	100.00	100.00		
Key Bond	No	100.00	100.00	All Council Facilities	
Cleaning Fee	Yes		150.00	Charge per booking per day (if requested of if required after insp)	Reviewed process to be inclusive of cleaning.
Gallop Hall					
Gallop Hall - Nullagine - Leased Out	Yes	10.00	10.00	Per Hour For Local Residents	
	Yes	22.00	22.00	Per Hour For Government Agencies	
	Yes	25.00	25.00	Per Hour For Commercial Groups	
Key Bond	No	20.00	20.00		"Bond" added to description.
Newman Town Square Precinct - The Edge Kitchen (includes the Food Court and the Mezzanine) Commercial					
Hourly	Yes	50.00	40.00		Fees reduced to activate space
Half Day (4 hours)	Yes	180.00	150.00		Fees reduced to activate space
Full Day (8 hours)	Yes	350.00	280.00		Fees reduced to activate space
Weekly	Yes		1500.00		New fee added
Monthly	Yes		5000.00		New fee added
Food Court Only					
Hourly	Yes	25.00	20.00		Fees reduced to activate space
Half Day (4 hours)	Yes	90.00	70.00		Fees reduced to activate space
Full Day (8 hours)	Yes	180.00	120.00		Fees reduced to activate space
Weekly	Yes		700.00		New fee added
Monthly	Yes		2500.00		New fee added
Mezzanine Only					
Hourly	Yes	40.00	30.00		Fees reduced to activate space

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Half Day (4 hours)	Yes	145.00	100.00		Fees reduced to activate space
Full Day (8 hours)	Yes	280.00	120.00		Fees reduced to activate space
Weekly	Yes		1000.00		New fee added
Monthly	Yes		3500.00		New fee added
Shop/Office A and B					
Hourly	Yes	10.00	10.00	Per Office	
Half Day (4 hours)	Yes	45.00	40.00	Per Office	Fees reduced to activate space
Full Day (8 hours)	Yes	90.00	70.00	Per Office	Fees reduced to activate space
Weekly	Yes		300.00	Per Office	New fee added
Monthly	Yes		1000.00	Per Office	New fee added
Edge Co-Working Office Space (Includes the Mezzanine But excludes the Kitchen)					
Casual Co-Working For 1 Day	Yes	25.00	25.00	For 1 Day	
Part Time Co-Working	Yes	40.00	40.00	Up to 2 Days Per Week	
Full Time Co-Working	Yes	90.00	90.00	Up to 5 Days Per Week	
Grassed Area / Paved Area / Car Park					
Hourly	Yes	FREE	FREE		
Not For Profit; Home Based Businesses; Individuals; Community Groups				40% discount from commercial rates Note: *This does not apply to users who are classified as Co-Workers*	
Bonds Apply				Note: *This does not apply to users who are classified as Co-Workers*	
Civic Centre - Marble Bar **Commercial/Private Functions (includes equipment hire &**					
Hourly (1 to 3 hours)	Yes	100.00	100.00		
Half Day (4 hours)	Yes	145.00	145.00		
Full Day (8 hours)	Yes	200.00	200.00		
Kitchenette Area Only	Yes	40.00	40.00	Per Hour	
Not For Profit Community Groups				40% discount from commercial rates in all categories	
Libraries					
Temporary Library Membership	Yes				
Internet Access	Yes			Per Hour	
Non Profit/Community Organisations Functions (includes equipment hire & kitchenette use)					
Hire rates	Yes			40% discount from commercial rates	
Furniture Hire Only (including outside hire)					
Tables	Yes	7.50	7.50	Each	
Chairs	Yes	1.50	1.50	Each	
Newman Aquatic Centre **Gate Entry**					
Child 0-4 years	Yes	FREE	FREE	Per Entry (when accompanied by an adult paying fee)	
Child 5-16 years	Yes	4.00	4.00	Per Entry	

Shire Of East Pilbara **Proposed Schedule of Fees & Charges 2022/2022**	**GST Applic**	**20/21 Fee Incl GST**	**21/22 Proposed Fee**	**Description**	**Comments**
Concessions (HCC, Senior Card, Disability Card - **MUST BE SHOWN**)	Yes	4.00	4.00	Per Entry	
School Term Programs	Yes	3.50	3.50	Per Entry	
Adult +16 years	Yes	5.00	5.00	Per Entry	
Family entry (2 adults + 2 children or 1 adult + 3 children)	Yes	16.50	16.20	Per Entry	10% discount applied from standard entry
Carers Card Holder/Companion Card	Yes	FREE	FREE		
Hire of swimming mats/lockers	Yes	3.00	3.00	Per item ($5.00 Deposit)	
Locker Hire	Yes	1.50	1.50	Per item ($5.00 Deposit)	
Inflatable Dragon or Gecko Hire	Yes	5.00	5.00	Per item ($5.00 Deposit)	
Adult Spectator (non swimming)	Yes	2.10	2.00	Per person	Reduce to $2.00, industry comparison
Child Spectator (non swimming 5-16 years)	Yes	1.00	1.00	Per person	
~~Medical Patients (rehab)~~	~~Yes~~	~~2.50~~	~~2.50~~	~~Per person~~	REMOVE
Public Inflatable Use	Yes	3.00	3.00	Per person in addition to entry fee	
MULTI PASS: Note: No pass, No entry FAMILY: (2 adults + 2 children {5-16yrs})					
10 Multi Entry Passes	Yes	148.50	148.50		no change - 10% discount on family entry
20 Multi Entry Passes	Yes	280.50	280.50		no change - 15% discount on family entry
50 Multi Entry Passes	Yes	660.00	660.00		no change - 20% discount on family entry
ADULT:					
10 Multi Entry Passes	Yes	46.80	45.00		10% discount
20 Multi Entry Passes	Yes	88.40	85.00		15% discount
50 Multi Entry Passes	Yes	208.00	200.00		20% discount
CONCESSION / CHILD: (5-16 yrs.)					
10 Multi Entry Passes	Yes	37.80	36.00		10% discount
20 Multi Entry Passes	Yes	71.40	68.00		15% discount
50 Multi Entry Passes	Yes	168.00	160.00		20% discount
SPECTATOR (non swimmer, includes medical patients)					
10 Multi Entry Passes	Yes	19.35	19.00		10% discount
20 Multi Entry Passes	Yes	36.55	35.50		15% discount
50 Multi Entry Passes	Yes	86.00	84.00		20% discount
Function Bookings (Private Use)					
Lane Hire	Yes	16.00	16.00	Per lane Per hour	
Hourly rate outside normal pool hours (includes 2 staff)	Yes	300.00	300.00	Per Hour Plus Daily Entry For Each Person	
Inflatable Goals	Yes	50.00	50.00	Per Hour Plus Daily Entry For Each Person, LIMITED LIFEGUARD SUPERVISION PROVIDED. HIRING PARTY MUST ADHERE TO SUPERVISION AND OPERATION REQUIREMENTS	
Private Inflatable Hire - Small	Yes	125.00	125.00	Per hour plus entry fees for each person, LIMITED LIFEGUARD SUPERVISION PROVIDED. HIRING PARTY MUST ADHERE TO SUPERVISION AND OPERATION REQUIREMENTS	
Private Inflatable Hire - Large	Yes	145.00	145.00	Per hour plus entry fees for each person, LIMITED LIFEGUARD SUPERVISION PROVIDED. HIRING PARTY MUST ADHERE TO SUPERVISION AND OPERATION REQUIREMENTS	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Inflatable Arch	Yes	100.00	100.00	Per Day (Refundable Deposit $100?)	
Newman Amateur Swimming Club:					
Entry fee per Club member *(On proof of membership)*	Yes	FREE	FREE	Free entry for Club Members up to the age of 15 years to the maximum value of $6,000 per year.	
Lane Hire	Yes	16.00	16.00	Per lane per hour	
Lane Hire during training & trial session	Yes	FREE	FREE	Up the value of $5,000 per financial year (to 2022/2023).	
Activities (Centre Run)					
Aqua Aerobics	Yes	18.00	15.00	Per Class (minimum 5 participants)	
Aqua Aerobics - concession	Yes		12.00	Per Class	New Fee - concession rate - 20% discount of Aqua Aerobics per class fee
Aqua Aerobics - 10 Pass	Yes		135.00	Per Class	New Fee - inline with Recreation Centre 10 pass GF
Aqua Aerobics - 10 Pass concession	Yes		108.00	Per Class	New Fee - 20% discount off 10 pass full fee
Swimming Lesson - Group	Yes	15.00	15.00	Per Child includes entry fee	
Swimming Lesson - Private	Yes	45.00	60.00	for one 30 minute lesson	Minimum charge for a lesson is equivalent to 4 x students @ $15 each
Aqua Play Group	Yes	15.00	15.00	Per Child includes entry fee	
Extra Lifeguard (Private Function)	Yes	75.00	75.00	Per Hour per staff for private function	
Local telephone Call	Yes	0.50	0.50	Landline	
Trestle Table Hire	Yes	8.00	8.00		
Podium Hire	Yes	8.00	8.00	Per event per day	
Esky Hire	Yes	12.00	12.00	Refer to Rec Centre for fee	
Equipment deposit	Yes	5.00	5.00		
BBQ Hire	Yes	FREE	FREE		
Noodles, flotation belts and kick boards	Yes	FREE	FREE		
Australia Day Celebrations/Depending on Location	Yes	FREE	FREE	Donation requested by each patron to nominated charity	
School Swimming Carnival	Yes	435.00	435.00	per 6 lanes, per carnival - entry not included	
Program Cancellation Fee (Conditions apply)	Yes	@	@	20% of total fee	
~~First day of Summer, Christmas, Australia Day, End of Season - FREE entry to all patrons during event time~~ Special Events Days	Yes	FREE	FREE	Free	Description changed
Marble Bar Aquatic Centre **Gate Entry**					
Child 0-4 years	Yes	FREE	FREE	Per Entry (when accompanied by an adult paying fee)	
Child 5-16 years	Yes	0.50	0.50	Per Entry	
Concessions (HCC, Senior Card, Disability Card - **MUST BE SHOWN**)	Yes	0.50	0.50	Per Entry	
School Term Programs	Yes	0.50	0.50	Per Entry	
Adult +16 years	Yes	1.00	1.00	Per Entry	
Family entry (2 adults + 2 children {5-16yrs}) Additional children (5-16 years) pay $0.50 per entry	Yes	2.50	2.50	Per Entry	
Carers Card Holder/Companion Card	Yes	FREE	FREE		
Annual Pass (From 1 January to 31 December)					
Family: (2 adults + 2 children {5-16yrs})	Yes	100.00	100.00	Or pro-rata	
Adult	Yes	50.00	50.00	Or pro-rata	
Child (5-16)	Yes	25.00	25.00	Or pro-rata	
Concessions (HCC, Senior Card, Disability Card - **MUST BE SHOWN**)	Yes	25.00	25.00	Or pro-rata	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Function Bookings (Private Use including swimming lessons)					
Hourly rate outside normal pool hours (includes 1 staff)	Yes	100.00	100.00	Per Hour includes entry for participants	
Activities (Centre Run)					
Local telephone Call	Yes	0.50	0.50	Landline	
BBQ Hire	Yes	FREE	FREE		
Noodles, flotation belts and kick boards	Yes	FREE	FREE		
Australia Day Celebrations/Depending on Location	Yes	FREE	FREE		
~~Shire community events, incl First day of Summer, Christmas, Australia Day, End of Season - FREE entry to all patrons during event time~~ Special Events Days	Yes	FREE	FREE		Description changed
Art Rooms (located next to Library)					
Private Hire for Commercial Use					
Art rooms 1 & 2 (inc Ceramics workshop)	Yes	20.00	20.00	per hour (2 hour minimum)	
Art rooms 1 & 2 (inc Ceramics workshop)	Yes	60.00	60.00	1/2 day hire (of up to 4 hours)	
Art rooms 1 & 2 (inc Ceramics workshop)	Yes	100.00	100.00	Full day hire (of up to 8 hours)	
Kiln firing fee (Whole Kiln)	Yes	100.00	100.00		
Kiln firing fee (per 100g)	Yes	1.00	1.00		
Not for profit/Community organisations/hobbyist	Yes			40% discount off commercial rates	
Co-Working space					
Art rooms 1 & 2	Yes	5.00	5.00	per hour (2 hour minimum)	
Art rooms 1 & 2	Yes	10.00	10.00	1/2 day hire (of up to 4 hours)	
Art rooms 1 & 2	Yes	22.00	22.00	Full day hire (of up to 10 hours)	
Key Bond					
Art rooms 1 & 2	No	100.00	100.00		
Miscellaneous					
Cleaning fee (conditions apply)	Yes	80.00	80.00	per hour	
Events Equipment Hire Fees					
Equipment Bond - small equipment	Yes		100.00	Per event	New Fee
Equipment Bond - large equipment	Yes		500.00	Per event	New Fee
Inflatable arch/finish line	Yes	100.00	100.00	Per day per event	
Retractable barriers	Yes	10.00	10.00	Per day per barrier	
Bean Bags	Yes	5.00	5.00	Per day per event	
Giant Games (Connect 4 or Tumbling Towers)	Yes	10.00	10.00	Per game per day	
Popcorn Machine	Yes	60.00	60.00	Per day per event (includes bags)	
Crowd control barriers	Yes	15.00	15.00	per panel per event	
Chafing dishes	Yes	20.00	20.00	Per day per dish (includes two fuel burners)	
Function 12 - Transport					
Aerodromes					
Landing Fees					
All landing aircraft 10,000kg MTOW and above	Yes	24.35	24.84	Per 1,000 Kg Pro-Rata	2% increase
All landing aircraft 5,000 - 10,000kg MTOW	Yes	17.05	17.39	Per 1,000 Kg Pro-Rata	2% increase
All landing aircraft up to 5,000kg MTOW	Yes	13.39	13.66	Per 1,000 Kg Pro-Rata	2% increase
Aircraft exempted from Landing Fees	Yes	FREE	FREE	As Approved By The CEO	
~~Schedules Services Discount Rate~~	~~Yes~~	~~10% discount off the full per tonnage rate.~~	~~10% discount off the full per tonnage rate.~~	~~10% discount off the full per tonnage rate.~~	Remove the discount as the sliding scale has ended

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Resident Operators Discount	Yes	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	
New Route Concession	Yes	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	
Minimum monthly charge per invoice	Yes	11.00	11.00		
Apron Parking Fees					
All aircraft up to 5,000kg MTOW	Yes	10.07	10.90	Per day or part thereof	2% increase
All aircraft > 5,000kg MTOW	Yes	2.70	2.75	Per 1,000kg Pro-Rata, Per day or port thereof	2% increase
~~Schedules Servcies Discount Rate~~	~~Yes~~	~~10% discount off the full per tonnage rate.~~	~~10% discount off the full per tonnage rate.~~	~~10% discount off the full per tonnage rate.~~	Remove the discount as the sliding scale has ended
Resident Operators Discount	Yes	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	
New Route Concession	Yes	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	10% discount off the full per tonnage rate.	
Airside Escort Duties	Yes	95.00	95.00	Per Hour; minimum charge for 30 minutes, with 15 minute increments. (If ARO not on duty and/or weekend, overtime rate multiplier applies).	
Car Parking Fees					
Short term car park - 0 to 1 hour	Yes	FREE	FREE		
Short term car park - 1 to 2 hours	Yes	4.00	4.00		
Short term car park - 2 to 3 hours	Yes	5.00	5.00		
Short term car park - 3 to 4 hours	Yes	7.00	7.00		
Short term car park - 4 to 5 hours	Yes	8.00	8.00		
Short term car park - 5 to 6 hours	Yes	9.00	9.00		
Short term car park - 6 to 7 hours	Yes	14.00	14.00		
Short term car park - 7 to 8 hours	Yes	16.00	16.00		
Short term car park - 8 to 9 hours	Yes	17.00	17.00		
Short term car park - 9 to 10 hours	Yes	18.00	18.00		
Short term car park - 10 to 24 hours	Yes	24.00	24.00		
Additional days	Yes	24.00	24.00	Per day or part thereof	
Long term car park - 0 to 30 minutes	Yes	FREE	FREE		
Long term car park - 1 to 7 days	Yes	12.00	12.00	Per day or part thereof	
Long term car park - 8 to 14 days	Yes	10.00	10.00	Per day or part thereof	
Long term car park - 15 days or more	Yes	9.00	9.00	Per day or part thereof	
Staff Parking	Yes	As per Service Contract	As per Service Contract	Multiple entries per day	
Lost Ticket - Short Term Car Park	Yes	250.00	250.00		
Lost Ticket - Long Term Car Park	Yes	250.00	250.00		
Annual **Permits** - 12 month period	Yes	1895.00	1895.00	Single entries per day	
Stored Value Cards	Yes	@	@	Daily applicable rates	
Resident Concessions	No	FREE	FREE	14 days per annum. Single entry per day	
Hire Car Bays	Yes	0.00	0.00	As per agreement	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Parking Cards	Yes	15.00	15.00	Applies to all plastic cards associated with airport parking	
Resident Parking Card (Initial)	Yes	FREE	FREE	First one issued is Free	
Replacement Parking Cards	Yes	16.00	16.00	Applies to all cards - Corporate & Resident)	
Tenancies and Leases	Yes	As per Agreement	As per Agreement	As per Agreement	
ASIC Card					
Authority to Drive Airside (ADA) **Permits**	Yes	40.00	40.00	Initial Issue	
Authority to Drive Airside (ADA) **Permits**	Yes	25.00	25.00	Renewal & re-issue	
VIC Card (for non-Shire use per issue)	Yes	22.36	22.36	Renewal & re-issue (for non-Shire use per issue)	
Passenger Service Charge - seating configuration of >9 seats					
Departing & Arriving	Yes	25.40	25.90	Per passenger	2% increase
New Route Concession	Yes	17.78	17.78	Per passenger arriving or departing	
Children Under 12 years of age	Yes	FREE	FREE		
Transit Passengers	No	FREE	FREE		
Screening Fees					
Departing Passengers Over 2 years of age	Yes	17.82	17.82	All RPT Flights to be screened. All Non-RPT flights of MTOW>20,000 kgs to be also charged screening fee	
Infants under 2 years of age	Yes	FREE	FREE		
Transit Passengers	Yes	FREE	FREE		
Datalink **Commercial**					
Connection Fees	Yes	198.00	198.00	As per user agreement	
Data Package/Month	Yes	95.00	95.00	Capped at 100 GB/month. Invoiced annualy in advance	
Per GB above package	Yes	0.90	0.90	No Cap	
Residential					
Connection Fee	Yes	-	-	As per user agreement	
Data Package/Month	Yes	60.00	60.00	Capped at 85 GB	
Per GB above package	Yes	-	-	No Cap	
Patrons/Passengers					
0 - 30 minutes		FREE	FREE	Restricted to 200 KBPS for basic internet usage such as social media, emails and web surfing	
31 - 60 minutes	Yes	5.00	5.00	Restricted to 200 KBPS for basic internet usage such as social medial.	
61 - 120 minutes	Yes	8.00	8.00	Restricted to 200 KBPS for basic internet usage such as social medial.	
Other **Concessional Loading Bulk Products Scheme (CLBPS)** **Roads and Streets**					
Road Train and Extra Mass Permit	No	0.00	0.00	Per Application	
AMMS Road Usage Fee	Yes	0.0044	0.0044	Per tonne per kilometer (one-way) for every tonne of ore transported under AMMS/CLBPS if no other road use/upgrade/maintenane agreement in place	
Marble Bar/Nullagine Street Number Plate	Yes	7.00	7.00	Actual cost with 50% discount	
Marble Bar/Nullagine Street Number Plate Installation (road kerb only)	Yes	25.00	25.00	Includes Plate	
Road Closure Local Government Processing					
(a) Initiation Fee	Yes				
(b) Processing Fee (payable if initiated)	Yes			Plus advertising costs	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Subdivisional Works Supervision Fee					
Roads, Drainage and Bulk Earthworks not supervised by consulting engineer	Yes			3% Cost of Construction	
Roads, Drainage and Bulk Earthworks supervised by consulting engineer	Yes			1.5% Cost of Construction	
Function 13 - Economic Services					
Cape Keraudren					
Vehicle Entry	Yes	12.00	12.00	Per Vehicle (Maximum 7 Adults ie Prado)	
	Yes	5.00	5.00	Per Additional Adult	
Motorcycle Entry	Yes	10.00	10.00	Per motorcycle	
Towing - boats only	Yes	10.00	10.00	Additional to entry fees	
Camping Fee	Yes	10.00	10.00	Per adult per night (18 years and over)	
	Yes	7.50	7.50	Per adult / night for SOEP resident	
	Yes	7.50	7.50	Per adult / night for Concession Card Holders	
	Yes	3.00	3.00	School children 6 to 17 years	
	Yes	FREE	FREE	Under 6 years - FREE	
Recovery of bogged vehicles	Yes	150.00	150.00	Per Vehicle	
Newman Caravan Park					
POWERED SITES					
Overnight - Hardstand site	Yes		35.00	For One Or Two People - Recreational Vehicle (RV) , Caravan, Camper trailers	New service, new fee.
Overnight - Grassed site	Yes		45.00	For One Or Two People - Caravan, Camper trailers, Tents only	New service, new fee.
Additional People (above allowance per site)	Yes		5.00	For An Extra Person (not including children under 2 years of age)	New service, new fee.
Weekly - Hardstand site	Yes		210.00	For One Or Two People	New service, new fee.
Weekly - Grassed site	Yes		270.00	For One Or Two People - Tent Area	New service, new fee.
Weekly - Extra Person	Yes		30.00	For An Extra Person	New service, new fee.
UNPOWERED SITES					New service, new fee.
Overnight - Hardstand site	Yes		25.00	For One Or Two People - Recreational Vehicle (RV) , Caravan, Camper trailers	New service, new fee.
Overnight - Grassed site	Yes		30.00	For One Or Two People - Caravan, Camper trailers, Tents only	New service, new fee.
Additional People (above allowance per site)	Yes		5.00	For An Extra Person	New service, new fee.
Weekly - Hardstand site	Yes		150.00	For One Or Two People	New service, new fee.
Weekly - Grassed site	Yes		180.00	For One Or Two People - Tent Area	New service, new fee.
Weekly - Extra Person	Yes		30.00	For An Extra Person	New service, new fee.
MISCELLANEOUS					New service, new fee.
Key Deposit	No		10.00	Per Key	New service, new fee.
Nullagine Caravan Park **POWERED SITES**					
Overnight - Van Site	Yes	35.00	35.00	For One Or Two People (eff 1/10/09)	
Overnight - Camping Site	Yes	25.00	25.00	For One Or Two People - Tent Area	
Additional People (above allowance per site)	Yes	5.00	5.00	For An Extra Person (not including children under 2 years of age)	Updated Description
Weekly - Van Site	Yes	200.00	200.00	For One Or Two People	
Weekly - Camping Site	Yes	125.00	125.00	For One Or Two People - Tent Area	
Weekly - Extra Person	Yes	40.00	40.00	For An Extra Person	
UNPOWERED SITES					
Overnight	Yes	15.00	15.00	For One Or Two People	

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
	Yes	4.00	4.00	For An Extra Person	
	~~Yes~~	~~6.00~~	~~6.00~~	~~One Person Swag Only~~	Not applied
Weekly - Van Site	Yes	75.00	75.00	For One Or Two People	
Weekly - Camping Site	Yes	50.00	50.00	For One Or Two People - Tent Area	
Extra Person	Yes	20.00	20.00	For An Extra Person	
2 ROOM DONGA					
~~Overnight~~	~~Yes~~	~~100.00~~	~~100.00~~	~~For One Or Two People~~	Not available
~~Extra Person - Overnight~~	~~Yes~~	~~25.00~~	~~25.00~~	~~For An Extra Person~~	Not available
~~Weekly~~	~~Yes~~	~~400.00~~	~~400.00~~	~~For One Or Two People~~	Not available
~~Extra Person - Weekly~~	~~Yes~~	~~150.00~~	~~150.00~~	~~For An Extra Person~~	Not available
~~DONGA ROOMS~~					
~~Overnight~~	~~Yes~~	~~60.00~~	~~60.00~~	~~For One Person Only~~	Not available
~~Weekly~~	~~Yes~~	~~250.00~~	~~250.00~~	~~For One Person~~	Not available
MISCELLANEOUS					
Key Deposit	No	7.50	10.00	Per Key	Revised fee
~~Showers - Non Residents~~	~~Yes~~	~~3.00~~	~~3.00~~	~~Each Shower~~	Not available
~~Washing Machine~~	~~Yes~~	~~3.00~~	~~3.00~~	~~Each Load~~	Not available
Building Fees **Private Swimming Pools**					
Inspection - Yearly Charge	Yes	35.00	35.00	Inspections Required Every Four Years	
Inspections at the request of others	Yes	50.00	50.00		
Building Licence and Other Applications					
Request for Certificate of Design compliance for Class 1 and 10 buildings (unless included in a Building Permit Application)	No	@	@	0.19% of the estimated construction value but not less than $150.	
Request for Certificate of Design compliance for Class 2 to 9 buildings within the district of the Shire of East Pilbara	Yes	@	@	0.1% of the estimated construction value but not less than $300.	
Application to Amend a Building Permit (Uncertified Application)	No	@	@	25% of the original fee charged but not less than $90	
Application to Amend a Building Permit (Certified Application)	No	@	@	With amended Certificate of Design Compliance supplied by applicant - 0.09% of estimated additional construction value but not less than $90. For applications that require Certificate of design Compliance to be amended also - 0.19% of estimated additional construction value but not less than $180	
Reissue of Building Permit with changed details	No	75.00	75.00	Plus cost of photocoping plans	
Request to provide a Certificate of Construction Compliance. Include one on-site inspection	Yes	250.00	250.00	For each building when the Certificate of Design Compliance has been issued by SOEP. Plus travel costs	
	Yes	500.00	500.00	For each building when the Certificate of Design Compliance has been issued externally. Plus travel costs	
Request to provide a Certificate of Building Compliance (for unauthorised building works) Includes one site inspection	Yes	@	@	0.25% of the estimated construction value but not less that $350. Plus travel costs	
Request to provide a Certificate of Building Compliance (to formalise existing building works). Includes one site inspection)	Yes	250.00	250.00	For Class 1 or 10 buildings. Plus travel costs.	
Request to provide a Certificate of Building Compliance (to formalise existing building works). Includes one site inspection)	Yes	500.00	500.00	For Class 2 to 9 buildings. Plus travel costs.	
Request to provide a Certificate of Building Compliance (for Strata purposes). Includes one site inspection	Yes	150.00	150.00	Application Fee. Additional $75 for each strata unit covered by the application but not less than $150	
Request to provide a Bushfire Assessment Level Report	Yes	650.00	650.00		

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Copies of Permits, Building Approval Certificates (s129 Building Act 2011)	Yes	88.00	88.00		
Copies of Building Records to an interested person (s131 Building Act 2011)	Yes	88.00	88.00		
Professional Advice Request from a Qualified surveyor, or request seeking confirmation for Environmental Health, Planning or Technical Services	Yes	132.00	132.00		
Copies of plans (per set of A3 drawings)	Yes	60.00	60.00	Per Set of A3 drawings	
Approval of Park Home Installation and Annex Construction	Yes	@	@	0.19% of the estimated construction value but not less than $200.	
Inspections					
Recoverable Inspection Costs (normal office hours)	Yes	120.00	120.00	Per Hour plus travel costs	
Recoverable Inspection Costs (other than normal office hours)	Yes	185.00	185.00	Per Hour plus travel costs	
Travel cost per km	Yes	2.50	2.50	Per km other than first 20km	
Miscellaneous					
Orders & Requisitions for Sale of Properties	No	128.00	128.00	Replying to a property settlement questionnaire and providing zoning and planning information	
Road and Road Verge Bond	No	5,000.00	5,000.00	Refundable	
Road and Road Verge Bond Administration Fee	Yes	150.00	150.00		
Function 14 - Other Property & Services					
Private Works - Plant Hire					
(All Charges Per Hour Including Operator)					
Prime Mover & Float	Yes	250.00	250.00		
Prime Mover & Side Tipper	Yes	250.00	250.00		
Prime Mover & Double Side Tipper	Yes	280.00	280.00		
Prime Mover & 30,000 Litre Water Cart	Yes	250.00	250.00		
Prime Mover	Yes	200.00	200.00		
Road Graders	Yes	280.00	280.00		
Suction Road Sweeper	Yes	300.00	300.00		
Cat 950H Loader	Yes	270.00	270.00		
Roller 18 tonne Smooth Drum	Yes	220.00	220.00		
Skid Steer Loader	Yes	200.00	200.00		
Cat 329 DL Excavator	Yes	300.00	300.00		
22 Tonne Tipper	Yes	220.00	220.00		
Service Truck	Yes	200.00	200.00		
7 Tonne Tipper	Yes	190.00	190.00		
3 Tonne Water Truck	Yes	190.00	190.00		
3 Tonne Tipper	Yes	190.00	190.00		
Forklift	Yes	190.00	190.00		
Rubbish Truck	Yes	190.00	190.00		
Back Hoe	Yes	190.00	190.00		
Elevated Work Platform (EWP)	Yes	200.00	200.00	Dry Hire, Excluding Operator/day	
Weed Sprayer	Yes	150.00	150.00	Per hour (Wet Hire)	
4WD Tractor	Yes	190.00	190.00		
Light Vehicle 4wd	Yes	140.00	140.00		
Small Tractor	Yes	140.00	140.00		

Shire Of East Pilbara Proposed Schedule of Fees & Charges 2022/2022	GST Applic	20/21 Fee Incl GST	21/22 Proposed Fee	Description	Comments
Box Trailer	Yes	40.00	40.00	Dry Hire	
Trencher	Yes	110.00	110.00	Dry Hire	
Small Generator Kva	Yes	100.00	100.00	Dry Hire	
Large Generator Kva	Yes	120.00	120.00	Dry Hire	
Lawn Mower (Ride on)	Yes	150.00	150.00		
Lawn Mower	Yes	130.00	130.00		
Whipper / Snipper	Yes	130.00	130.00		
Water from Standpipes	Yes	170.00	170.00	Once off Admin Fee	
Water from Standpipes	No	4.95	4.95	Per kilolitre	
Provision of Labour Only (O/T Rates applied as needed)	Yes	90.00	90.00		
Fuel	Yes	2.00	2.00	Per Litre	
Materials - will be charged at cost plus 20%					
State Government Determination **Cat/Dog Registrations** **All new dog registrations need to be microchipped** **All existing dogs need to be microchipped by 1 November 2015**					
Unsterilised Dog or Bitch - 1 Year	No	50.00	50.00	Pensioners Fee receive 50% off the type of registration they apply for	
Sterilised Dog or Bitch - 1 Year	No	20.00	20.00		
Unsterilised Dog or Bitch - 3 Year	No	120.00	120.00		
Sterilised Dog or Bitch - 3 Year	No	42.50	42.50		
Unsterilised Dog or Bitch - Lifetime	No	250.00	250.00		
Sterilised Dog or Bitch - Lifetime	No	100.00	100.00		
All cat registrations must be sterilised					
Cat - 1 Year	No	20.00	20.00	Pensioners Fee receive 50% off the type of registration they apply for	
Cat - 3 Year	No	42.50	42.50		
Cat - Lifetime	No	100.00	100.00		
Application of approval to breed cats	No			per breeding cat (male or female)	
Bus Service **Passenger Fares:**					
Marble Bar - Port Hedland	Yes	31.00	30.00	Per Person	As prescribed
Nullagine - Newman	Yes	31.00	30.00	Per Person	As prescribed
Newman - Marble Bar	Yes	41.00	40.00	Per Person	As prescribed
Port Hedland - Nullagine	Yes	41.00	40.00	Per Person	As prescribed
Nullagine - Marble Bar	Yes	10.00	10.00	Per Person	As prescribed
Concession - Passenger Fares:					As prescribed
Marble Bar - Port Hedland	Yes		25.00	Per Person	As prescribed
Nullagine - Newman	Yes		25.00	Per Person	As prescribed
Newman - Marble Bar	Yes		30.00	Per Person	As prescribed
Port Hedland - Nullagine	Yes		30.00	Per Person	As prescribed
Nullagine - Marble Bar	Yes		5.00	Per Person	As prescribed

9.3 EM COMMERCIAL SERVICES

9.3.1 NEWMAN AIRPORT INDUSTRIAL PRECINCT – SCHEME AMENDMENT AND LOCAL DEVELOPMENT PLAN

Attachments:	**Appendix 1 – Scheme Amendment Report**
	Appendix 2 – Local Development Plan
Responsible Officer:	**Mr Ben Lewis** **Executive Manager Commercial Services**
Author:	**Jarrod Ross – Taylor Burrell Barnett**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**Crown Reserve R44775 – 571**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

For Council to consider:

a) Initiating proposed Scheme Amendment No. (27) to the Shire of East Pilbara Local Planning Scheme No. 4 (LPS) to amend a portion of Crown Reservation R44775 from the 'Rural' zone to the 'Special Use' zone, in addition to inserting special use provisions for the precinct into Schedule 4 of the Scheme.

b) Approving for the purpose of advertising a Local Development Plan for the Newman Industrial Area Precinct to provide further guidance on the road design, leasehold/lot configuration and relevant development considerations.

A copy of the proposed Scheme Amendment Report is attached as **Appendix 1** and the draft Local Development Plan is attached as **Appendix 2.**

BACKGROUND

In 2013 the Shire of East Pilbara commenced preparation of an update to the Local Planning Strategy in recognition of the evolving socio-economic landscape and the impact this has on development and land use opportunities throughout the Shire.

One of the key aspects of the strategy was the reinforcement of the need for the Shire to acknowledge the importance of industrial land supply to support the local economy, and to ensure supply of suitable, well located, well serviced land for industrial development.

In particular the Strategy seeks *'to identify land for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.'*

In particular the Strategy identifies a short-term action to undertake a detailed assessment of the feasibility of the portion of the Newman Airport subject site,

including prospective market and investment opportunities, infrastructure capacity and staging.

The planning assessment has now been progressed with the completion of the draft form of the Environmental Assessment, Servicing Strategy, Stormwater Management Plan and Business Case, in addition to the updated Newman Airport Masterplan in 2020.

The next logical step is the progression of an amendment to the Shire's Local Planning Scheme to facilitate future industrial development, as the current 'Rural' zoning does not permit traditional industrial uses.

In addition, it is considered logical to progress a Local Development Plan to provide clear context to the community on the proposed design of public infrastructure and leasehold/lot configuration, in addition to making clear the anticipated development standards for individual sites.

COMMENTS/OPTIONS/DISCUSSIONS
It is proposed that the subject site be rezoned from 'Rural' to 'Special Use' in recognition of the future development potential for the site for industrial purposes.

The 'Special Use' zone has been selected as a result of:

- A desire to be selective on land use permissibility in recognition of the unique location of the proposed industrial precinct adjacent to the Newman Airport, and outside of any established urban area which would warrant the inclusion of land uses aimed at supporting surrounding residential areas (e.g. Place of Worship, Public Recreation, Educational Establishment).

- The need to include conditions which require the preparation of a Local Development Plan which will outline the desired subdivision or leasehold design and outline development restrictions and requirements in recognition of the desired development pattern and the Airport operations adjacent.

The proposed amendment is considered suitable for initiation by the based on the following rationale:

1. Consistent with Long Term Strategic Planning

The proposed amendment is consistent with the State and Regional objectives of diversifying the regional economy within the Pilbara area and contributing to the sustainability and self-sufficiency of the regional economy. It is also wholly consistent with the Shire's strategic planning framework, and particularly with draft Local Planning Strategy (2020) and the Newman Airport Masterplan (2020).

2. Suitability of Location

The analysis included in the Scheme Amendment Report has demonstrated that the subject site is suitable to accommodate industrial development. Its location adjacent to major freight road infrastructure and the Newman Airport provides a high degree of accessibility for freight traffic and highly efficient movement of primary and secondary products.

The environmental analysis has demonstrated there are no environmental constraints which cannot be addressed in future detailed planning, and the infrastructure analysis demonstrates that the area can be appropriately serviced.

3. Demonstrated Need and Benefit

In considering the progression of the proposed amendment the Shire commissioned economic consultancy Pracsys to prepare a business case to establish the need for rezoning of the subject site to allow for industrial development.

The analysis indicates that the case for rezoning the land is strong, based on both a need for industrial land in the region and the economic benefits the project is likely to produce.

The analysis notes that the need is evident based on the shortage of industrial land supply within the region and the latent demand identified through engagement with industrial operators. It also identifies that there are numerous benefits in facilitating development of the subject site, including:

- Increased Productivity;
- Increased Capacity Building;
- Inward Investment Attraction;
- Professional Pathways Development and Human Capital Uplift;
- Increased Economic Diversity and Sustainability;
- Increased Viability of Community Infrastructure and Regional Facilities.

The next stage of this work will be to incorporate the estimated development costs prepared as a component of the Servicing Report with further market demand analysis and risk analysis to inform a more comprehensive feasibility assessment.

On the basis of the rationale outlined it is considered appropriate for the Shire of East Pilbara to initiate the amendment as proposed and progress the document to public advertising following consideration of the Environmental Protection Authority.

The proposed rezoning does not commit the Shire to undertaking any specific development onsite. Decisions for actual development, either within the proposed public realm or on individual development sites, will be separately considered by Council in the future.

Part 5, Div 1 & 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* provides for the process to amend a local planning scheme. The process, at a minimum, includes requirements for Council to;

1. Consider the type of scheme amendment proposed as either basic, standard or complex
2. Consider if the proposal should proceed to advertising with or without modification or not at all.
3. Refer the matter to the Western Australian Planning Commission for consent to advertise and the EPA for environmental consideration.
4. Give Public Notice for a minimum period of either 42 days or 60 days.
5. Receive Submissions on the Proposal and acknowledge receipt of those Submissions.
6. Re-consider the Proposal and pass resolution following Public Notice to support the scheme amendment with or without modifications or not support the scheme amendment.
7. Submit the recommendation of Council to the DPLH for progression to final determination by the Minister for Planning.

The amendment is proposed as a 'Standard' Amendment under the provisions of Regulation 34 of the Planning and Development (Local Planning Scheme) Regulations 2015 on the basis that it is considered to be consistent with the Shire's endorsed draft Local Planning Strategy currently under consideration of the WAPC, and consistent with the detailed planning for Newman Airport as outlined in the Newman Airport Masterplan (2020).

Preliminary consultation with the Department of Planning, Lands and Heritage has occurred on the classification of the amendment and confirmed their in-principle support for progression as a Standard amendment. If the classification of amendment is confirmed following Council's resolution, the minimum advertising period will be 42 days after the day on which the first public notice is published.

The progression of the draft Local Development Plan (LDP) has occurred concurrent with the preparation of the Scheme Amendment proposal, as the feasibility analysis required the preparation of a subdivision/leasehold concept plan and base infrastructure plans. This work has culminated in the preparation of the development concept outlined in the draft LDP in **Appendix 2**, which relies upon the extension of a new road running central to the precinct and the facilitates the proposed creation of 15 industrial sites.

It is noted that there are a number of relatively minor matters of clarification required in the finalisation of the Servicing Report and the Environmental Report, in addition to the finalisation of a Bushfire Management Plan for the precinct. These matters are likely to be finalised by early May 2021, and are proposed to be included in the package of information progressed to the Environmental Protection Authority (EPA) for their consideration in the context of the proposed amendment.

The LDP is intended to be used as the primary assessment tool, in addition to the Scheme provisions, in the assessment of development applications for individual development sites in the future.

The LDP is required to be progressed via the Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015,* inclusive of public advertising for a minimum period of 14 days, consideration of submissions by Council and a final decision to approve the LDP with or without modifications, or to refuse the LDP.

It is proposed that the minimum period for advertising of the LDP be extended to 42 days, and that it run concurrently with the advertising for the Scheme Amendment, to ensure clarity of the proposal for the broader community, and provide a greater efficiency for submitters and for Council in progressing the planning framework.

POLICY IMPLICATIONS

State Planning Polices apply to this Proposal and include;

SPP 2.5 Rural Planning-contains planning objectives for rural planning for which this Proposal can generally satisfy.
SPP3.7 Planning in Bushfire Prone Areas- Ministerial Statement 1079 required the Proponent to prepare a Fire Management Plan prior to the commencement of Stage 3 and is attached within Appendix 1.

STRATEGIC COMMUNITY PLAN

Key Results Area 1: Economic
"Support the diverse and sustainable economic development of the region through advocacy and promotion of the region"
Objective
E1 to develop and promote a diverse and sustainable economy.
Strategies
E1.2 Lobby, advocate and facilitate corporate partnerships to support economic growth opportunities.

FINANCIAL IMPLICATIONS

The cost of the Scheme Amendment Report preparation including supporting planning documents the Servicing Report and the Environmental Report have been provided for in 2020-21 budget allocations.

VOTING REQUIREMENTS

Simple Majority.

OFFICER'S RECOMMENDATION

That Council resolves:

1. **Pursuant to section 75 of the *Planning and Development Act* 2005 to initiate Scheme Amendment No 27 to;**
    - **i) Amend a portion of Crown Reservation R44775 from the 'Rural' zone to the 'Special Use' zone, in addition to inserting special use provisions for the precinct into Schedule 4 in the Shire of East Pilbara Local Planning Scheme No.4.**

ii) Amend the Scheme Maps accordingly.

2. **Delegate to the Chief Executive Officer the consideration and in-principle approval of the final draft Scheme Amendment Report, inclusive of an updated final Servicing Report, Environmental Assessment Report and Bushfire Management Plan, prior to progression of the draft report to the WAPC and EPA for their consideration. This is to include:**
   a) **Modifications to the Servicing Report agreed in discussion with the engineering consultant following consideration of the Peer Review provided by JJ Ryan;**
   b) **Update of the Environmental Assessment Report to include the Field Survey Data Report and provide further advice with respect to the protection of an identified Threatened Ecological Community within the precinct;**
   c) **Provision of the Bushfire Management Plan in the context of the proposed concept design outlined in the Local Development Plan, consistent with the guidelines provided by State Planning Policy 3.7: Planning in Bushfire Prone Areas.**
3. **Under the provisions of the *Planning and Development (Local Planning Schemes) Regulations* 2015 consider that the proposed Scheme Amendment is Standard category on the basis that it is considered to be consistent with the Shire's endorsed draft Local Planning Strategy currently under consideration of the WAPC, and consistent with the detailed planning for Newman Airport as outlined in the Newman Airport Masterplan (2020).**
4. **Refer the Scheme Amendment to the Subject to sections 81 & 82 of the *Planning and Development Act* 2005 refer the matter to the Environmental Protection Authority for their information and advice.**
5. **Subject to satisfactory response from the Environmental Protection Authority proceed to Public Notice for 42 days.**
6. **Following Public Notice period return the Proposal to Council for further consideration of Submissions and responses to determine support or otherwise.**
7. **Upon completion of Public Notice, return the draft Scheme Amendment to Council with a Schedule of Submissions for further consideration of the Proposal.**
8. **To proceed to advertise the draft Newman Airport Industrial Area Local Development Plan concurrent with the period of advertising for the Scheme Amendment, and return the draft to Council with a Schedule of Submissions for final determination thereafter.**

Appendix 1
Scheme Amendment Report

Shire of East Pilbara Local Planning Scheme No. 4

Scheme Amendment Proposal – Newman Airport Industrial Precinct



Prepared for Shire of East Pilbara
Prepared by Taylor Burrell Barnett
April 2021

Taylor Burrell Barnett

Document History & Status

Shire of East Pilbara Local Planning Scheme 4

Scheme Amendment Proposal – Newman Airport Industrial Precinct

Taylor Burrell Barnett
Town Planning and Design

Level 7, 160 St Georges Tce
Perth WA 6000
Phone: 9226 4276
admin@tbbplanning.com.au

Revision	Reviewer	Date Issued
20/067	LB	April 2021

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Section

1.0

Introduction

1.0 Introduction

1.1 Request for Amendment

This report constitutes a formal proposal from the Shire of East Pilbara to initiate an amendment to *Local Planning Scheme No. 4* (LPS4) which aims to facilitate the development of an identified precinct of the Newman Airport Estate for industrial purposes.

The report outlines the justification, including the policy and legislative framework, environmental conditions and service infrastructure availability relevant to the zoning and Scheme provisions for the area.

1.2 Classification of Amendment

The amendment is proposed as a 'Standard' Amendment under the provisions of Regulation 34 of the *Planning and Development (Local Planning Scheme) Regulations 2015* on the basis that it is considered to be consistent with the Shire's endorsed draft *Local Planning Strategy* currently under consideration of the WAPC, and consistent with the detailed planning for Newman Airport as outlined in the *Newman Airport Masterplan* (2020). Preliminary consultation with the Department of Planning, Lands and Heritage has occurred on the classification of the amendment and confirmed their in-principle support for progression as a Standard amendment.

1.3 The Proponent

The proponent for this application is the Shire of East Pilbara as the local government responsible for the subject area and the implementation of the Scheme and broader planning framework.

1.4 Subject Land

The subject land is identified as a portion of Crown Reservation R44775 as outlined in **Figure 1**. The proposed amendment incorporates an area of 36.87 Hectares. The subject area is shown as Areas A and B which represent the staging of the proposed development area, with Area A representing the first stage at 9.48Ha, and Area B representing the second and final stage of 27.39Ha.

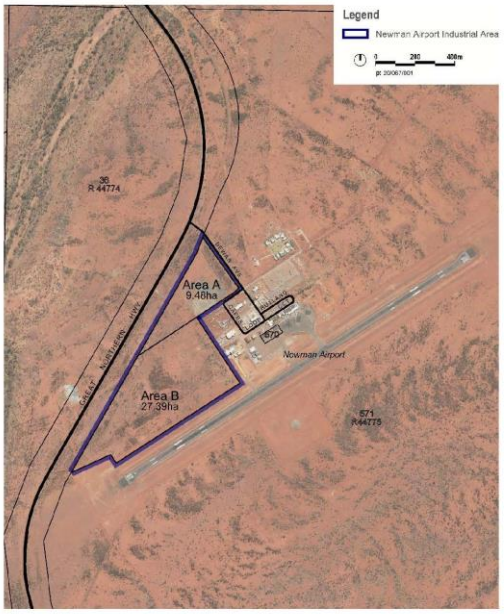


Figure 1: Scheme amendment subject site adjacent to the Newman Airport.

Section

2.0

Site and Context

2.0 Site and Context

2.1 Subject Site

The subject land is located on Crown Reserve R44775 – 571 which, since 1996, is under the management of the Shire of East Pilbara in accordance with a Management Order issued by the Department of Lands (**Figure 2**).

The subject site is 11km south-east of the Newman Townsite and immediately west of the Newman Airport (**Figure 3**). The site is accessible via Great Northern Highway and Dewar Avenue, as the access road to Newman Airport.

The site is currently vacant and aside from some limited waste identified in locations across the site, the local drainage lines (and associated culverts/sumps) and the airport communication/navigation infrastructure and associated high-voltage power cables, there are no current land-uses of note that would preclude future development of the site.

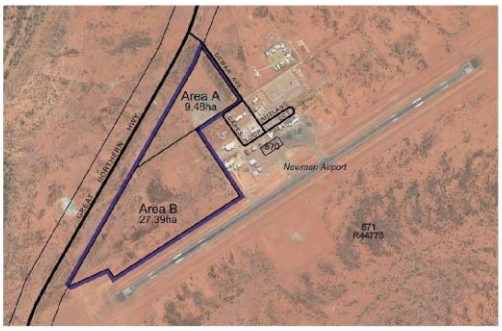


Figure 2: Local context for Subject Site.

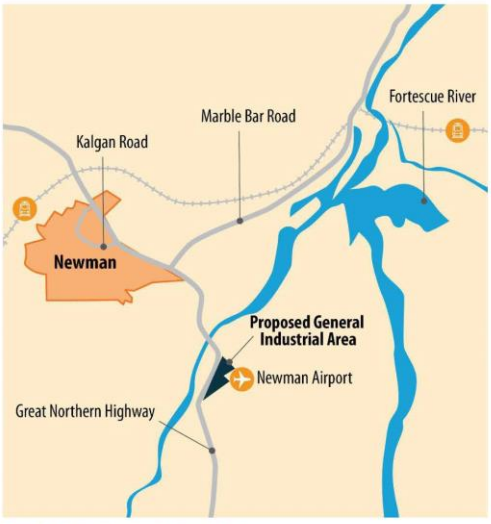


Figure 3: Regional context for Subject Site.

2.2 Environmental Considerations

As a component of preparation of this report the project team has undertaken a comprehensive review of all environmental considerations to ensure industrial development on the site is acceptable and appropriately managed. This assessment is broadly summarised below and outlined in detail in **Appendix B**.

2.2.1 Local Topography and Surface Water Drainage

Based on a review of the data available for the site, the site is broadly flat with no noticeable slope. This assessment was confirmed through the site inspection conducted on 9 February 2021 although there were some localised depressions/undulations identified.

In terms of hydrological features, surface water drainage mapping indicates that the subject site sits within a Surface Water Resource Area as proclaimed under the *Rights in Water and Irrigation Act 1914* (RIWI Act).

There are no local surface water features associated with the site and no evidence of surface water flow or infiltration was identified during the site visit. The nearest surface water feature is the Fortescue River which is located less than a kilometre from the southern portion of the site and flows in a north-south direction to the west of the site.

2.2.2 Geology

According to the Geological Series Mapping for Newman, the site sits within the Qw – Alluvium and colluvium; red-brown sandy and clayey soil geological unit and suggests that there is an extremely low probability of the site containing Acid Sulfate Soils (ASS).

2.2.3 Ecological Values

The project team are in the process of undertaking a desktop review of information and data on flora and fauna throughout the subject area, which will be supported by field surveys for both flora and fauna to be undertaken in April 2021. In the interim a desktop assessment has been undertaken and is outlined in **Appendix B**.

2.2.3.1 Environmentally Sensitive Areas

ESAs are declared in the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* (the Clearing Regulations) as areas of conservation significance.

The EP Act makes it an offence to clear native vegetation unless the clearing is done in accordance with a clearing permit, or where an exemption applies. Exemptions are not able to be used in areas covered by an ESA.

Based on available mapping in **Appendix B,** the site is located within an ESA and any clearing of native vegetation will require a Native Vegetation Clearing Permit (NVCP) to be issued.

2.2.3.2 DBCA Managed Lands

DBCA Managed Lands and Waters within WA are conservation areas which typically include:

- National Parks;
- Nature Reserves; and
- Crown Freehold identified as being of DBCA interest.

There are no DBCA managed lands located over or adjacent to the study area therefore there are no environmental constraints relating to DBCA managed lands for the Project.

2.2.3.3 Significant Flora

No significant flora was identified within the Study Area. The desktop assessment identified 52 significant flora taxa occurring within the vicinity of the Study Area, of which five were assigned pre-survey likelihood of occurrence of high or medium. All significant flora identified in the desktop assessment are summarised in the Spectrum report appended to this document (**Appendix B**).

The following significant flora were identified within the vicinity of the Survey Area and assigned a high or medium likelihood occurrence:

- High P3 Aristida jerichoensis var. subspinulifera
- Medium P1 Eremophila capricornica
- Medium P3 Eremophila rigida
- Medium P3 Rhagodia sp. Hamersley (M. Trudgen 17794)
- Medium P4 Goodenia nuda

2.2.3.4 Threatened Ecological Communities (TEC)

The Department of Biodiversity, Conservation and Attractions defines an ecological community as *"a naturally occurring group of plants, animals and other organisms interacting in a unique habitat. The complex range of interactions between the component species provides an important level of biological diversity in addition to genetics and species."*

Under previous legislation, the Minister for the Environment was able to list TECs through a non-statutory process if the community was presumed to be totally destroyed or at risk of becoming totally destroyed. The *Biodiversity Conservation Act 2016* (BC Act) provides for the statutory listing of TECs by the Minister.

The desktop assessment completed by Spectrum identified one TEC associated with the subject site, the Ethel Gorge aquifer stygobiont community. This is listed as Endangered (E), its current distribution is limited, and its known occurrences are very vulnerable to known threatening processes (B(ii)).

2.2.3.5 Conservation Significant Fauna

The desktop assessment identified 35 conservation significant fauna species including eight mammals, 23 birds and four reptiles that have the potential to occur within the Study Area. Sixteen species of migratory water birds have been excluded from the assessment due to the lack of wetland habitats occurring in the study site; those species are listed in the appended Spectrum report.

Based on the desktop assessment, three species of conservation significance were assigned a pre-survey Medium to High likelihood of occurrence. The remaining identified species were assigned having a Low to Very Low likelihood of occurrence.

The following significant fauna were identified within the vicinity of the Survey Area and assigned a high or medium likelihood occurrence:

- Medium VU Greater Bilby (Macrotis lagotis)
- Medium P2 Unpatterened Robust Slider (Roberston Range)

2.2.3.6 Short Range Endemic Invertebrates

The West Australian Museum database search identified 72 Arachnid, 23 Crustacean and three Mollusc species of potential short range endemic invertebrates. Twenty-six species of Arachnids and all 23 species of Crustaceans returned from the this SRE database search are subterranean and were excluded from this assessment. A further six species of Arachnids (mites) and two species of Molluscs are freshwater aquatic invertebrates and were also excluded.

Three species were assigned a High likelihood of occurrence and eight a Medium. All other species were assigned a Low likelihood of occurring in the Study Area. The following short-range endemic species were identified within the vicinity of the Survey Area and assigned a high or medium likelihood occurrence:

- High Euagridae Cethegus 'MYG299'
- High Idiopidae Idiosoma 'MYG384'
- Medium Paradoxosomatidae Antichiropus 'DIP051, pannawonica'
- Medium Desidae 'Forsterina grp. Genus' 1 'sp. 5'
- Medium Anamidae Kwonkan 'MYG651'
- Medium Barychelidae Aurecocrypta 'MYG315'
- Medium Halonoproctidae Conothele 'MYG575'
- Medium Idiopidae Gaius 'MYG286'
- Medium Geophilidae 'Zelanophilus?'
- Medium Olpiidae Beierolpium 'sp. 8/1'
- Medium Buthidae Lychas 'harveyi group' 'SCO038'

2.2.3.7 Subterranean Species

The Environmental Protection Authority (EPA) defines subterranean fauna as fauna which live their entire lives (obligate) below the surface of the earth.

They are divided into two groups:

- stygofauna – aquatic and living in groundwater; and
- troglofauna – air-breathing and living in caves and voids.

The EPA notes that subterranean fauna often display evolutionary adaptations to underground life, particularly reduced pigment and reduced, poorly functioning or non-existent eyes.

In this regard, the desktop mapping showed that one Threatened Ecological community (TEC) occurs within the Subject Site. Ethel Gorge Aquifer comprises a diverse assemblage of subterranean stygofaunal species.

In terms of potential impacts to these species, the EPA also notes that they fall under two key types:

- Direct impacts include the removal of habitat, drawdown of groundwater, inundation, and water quality changes. The main threats include excavation of geologies known to support subterranean fauna; groundwater extraction for process or domestic purposes; dewatering for below water table excavation, and groundwater reinjection of waste or excess water.
- Indirect impacts include changes to hydrology, siltation, void collapse, alteration to nutrient balance and contamination. The main threats include changed surface topography due to compaction or creation of hard surfaces resulting in altered groundwater flow paths, increased runoff, and reduced infiltration and aquifer recharge; clearing of surface vegetation leading to sedimentation and changed nutrient inputs; potential leaks or leaching including tailings and waste water resulting in alterations to ground water chemistry and quality, and introduction of toxins or radiation; and salinisation due to intrusion of saline water into freshwater aquifers and leaching from pit voids.

2.2.4 Groundwater

The subject site sits within the Pilbara Groundwater Area and immediately north of the East Murchison Groundwater Area, both of which are proclaimed under the RIWI Act (see Figure 8). It is illegal to take water from a watercourse or groundwater aquifer without a licence in a proclaimed area under the RIWI Act.

It should also be noted that site is located immediately to the south of the Newman Water Reserve, a Priority 1 (P1) area. Whilst not seen to be a significant risk to the development of the site, P1 areas are defined and managed to ensure there is no degradation of the quality of the drinking water source with the objective of risk avoidance. The Department of Water and Environment Regulation (DWER) notes that industrial land-uses are incompatible uses within a P1 area.

2.2.5 Site Contamination

DWER currently records information of contaminated sites within WA on a Contaminated Sites Database in accordance with the Contaminated Sites Act, 2003. All sites of known or suspected contamination reported to the DWER are classified under the Act as one of the following:

- Report not substantiated;
- Possibly contaminated – investigation required;
- Not contaminated – unrestricted use;
- Contaminated – restricted use;
- Contaminated – remediation required;
- Remediated for restricted use; or
- Decontaminated.

Of the above, only the last three bullet points are publicly displayed on the DWER Contaminated Sites Database. The study area contained no listed sites on the contaminated sites database and there were no listed sites within the direct vicinity the study area (see **Appendix B**). There are no anticipated constraints to the project regarding contaminated sites.

2.2.6 Bushfire Considerations

The project team are in the process of finalising a Bushfire Management Plan to best practice standard compliant with the requirements of *State Planning Policy 3.7 (Planning in Bushfire Prone Areas)*, the associated Guidelines and relevant Position Statements and relevant to the land use and planning stage. This will be finalised and available prior to the commencement of public advertising of the Scheme Amendment.

2.2.7 Aboriginal and European Heritage

2.2.7.1 Native Title

Based on mapping supplied by the National Native Title Tribunal the site is contained in an area where Native Title has been found not to exist (WCD2018/008).

2.2.7.2 Aboriginal Heritage

A search for mapped Aboriginal Heritage Sites was conducted by using the data from the Department of Planning, Lands and Heritage (DPLH) online Aboriginal Heritage Inquiry System, which incorporates both the Heritage Site Register and Heritage Survey Database. These databases list the following sites:

- Registered Aboriginal Sites;
- Other Heritage Places; and
- Heritage Study sites.

Under the *Aboriginal Heritage Act 1972*, it is an offence to remove, damage or destroy an Aboriginal Heritage Site (whether known or otherwise) without specific approval being granted.

Whilst there is minimal risk in this regard given that there are no sites located within the subject site, it is recommended that appropriate consultation is held with local indigenous groups where appropriate. Furthermore, appropriate measures should be implemented to minimise any risk of disturbing an Aboriginal Heritage Site during construction activities.

2.2.7.3 European Heritage

An online search of the following records was undertaken;

- State register;
- National heritage list;
- Commonwealth heritage list; and
- The InHerit database.

The nearest site which has been registered is shown in **Appendix B** and is the Opthalmia Dam site to the north-east.

2.3 Servicing Considerations

As a component of preparation of this report the project team has undertaken a comprehensive review of all servicing considerations to ensure industrial development on the site can be appropriately serviced and the considerations relevant to the rezoning.

A summary of the current available information is outlined in the following sections, and further detailed in **Appendix C** and **Appendix D.**

2.3.1 Earthworks

The Site for the proposed industrial development is relatively flat. The south-west of the Site is at approximately 525mAHD and falls to 523.5mAHD at the north-east of the Site, over a distance of 1.4 kilometres. There are a couple of small mounds which will have to be removed to enable development, but overall, there will be minimal earthworks across the Site.

2.3.2 Power

Analysis of electricity infrastructure capacity and design considerations is underway and will be progressed prior to formal advertising of the Scheme Amendment.

2.3.3 Water

Information on the potable water supply has been provided by both the Shire and its consultants Permeate Partners.

The current water supply to Newman Airport is via a raw water feed line provided off the BHP supply immediately to the north of the airport. Whilst there is ample water supply off this main, the water quality is quite poor, and the supply can be intermittent and unreliable.

The raw water is treated by reverse osmosis (RO) at the existing water treatment plant located adjacent to, and immediately north of the existing airport terminal. The water is then chlorinated and stored in a 70kL storage tank. The Newman Airport is then reticulated with potable water aided by distribution pumps located at the 70kL storage tank.

The RO water treatment plant is composed of 4 RO plants being RO1, RO2, RO3 and RO4. Information provided suggests that RO1 and RO2 have been decommissioned, and RO3 is proposed to be decommissioned soon. The remaining RO4 plant is a dual train 2 x 45kL/day system which could supply up to a maximum of 90kL/d. This RO treatment plant is controlled remotely.

The Shire has recently drilled two new bores to the south east of the runway. The water quality is much improved on that being provided from the BHP raw water feed and provides a reliable source which is under the control of the Shire.

The Shire of East Pilbara has provided the system curves suggesting that the max capacity of each new bore with the current pumps and proposed DN125 PE 100 main is in the order of 5 l/s. Whilst the ultimate water demand of the GIA development has not yet been determined, there is an expectation by the Shire of East Pilbara that the supply quantity is adequate for both the current Newman Airport demand and the proposed GIA expansion.

To provide the 90kL/d to achieve the capacity of the RO4 water treatment plant, based on the system curves the bore pumps would need to pump approximately 5 hrs/day working alternatively. Based on this there is ample supply from the two bores to service both the existing Newman Airport facilities, and the 11 industrial lots at the proposed GIA development.

The Shire of East Pilbara currently propose to link the two new bores into the current water treatment system as the main supply/feed water, whilst maintaining the connection to the BHP feed line as an emergency backup.

Water usage graphs for the Newman Airport provided by Permeate Partners shows average daily usage in the order of 30kL/day. This does not include irrigation water which uses untreated bore water and is on a separate irrigation main system.

The RO4 plant is a dual train 2 x 45kL/day system which could supply up to a maximum of 90kL/d. Water usage graphs have been obtained from Permeate Partners. The water usage graphs indicate that the current maximum daily draw is in the order of 30kL/d, suggesting that there is existing capacity in the order of up to 60kL/day supply that could be provided to the proposed GIA development from the existing RO4 water treatment plant.

A concept potable water supply design has been undertaken by Serling Consulting as part of this services review, and is outlined in **Appendix C**.

The concept potable water supply includes the following components: -

- Connection of the two new bores by feeder pipe to the RO water treatment plant site, as per the Porter Engineering concept design;
- There is an isolation valve on the BHP raw water feeder pipe – close the valve and keep the existing feeder pipe connected to the feed water at the RO4 plant as a backup on the system;
- Install new DN150 PE100 reticulation pipe system to service the proposed 11 GIA lease hold industrial lots and connect to the existing 70kL tank and reticulation pump system.
- This DN150 PE100 reticulation pipe would have hydrants along the main, and each industrial lot would have a dedicated fire service off the main in addition to the potable supply required to satisfy the industrial operations for each of the lots.

Should the current system not satisfy the ultimate water demand required to service the proposed 15 industrial lots in the GIA, then duplication may be required of the following components: -

- Duplication of the of the RO4 plant immediately adjacent to the existing RO4 plant for efficiencies/ maintenance / flexibility of system;
- Duplicate the existing 70kL tank as necessary to provide a minimum of 1-day potable water supply; and
- Duplicate or upgrade the reticulation pump system as necessary.

The existing RO water treatment system has the capacity of 90kL/d, whilst the current potable water daily demand draw is in the order of 30kL/d. That means that there is a spare capacity (approximately 60kL/d) in the existing potable system to service at least the initial stage of the development.

2.3.3.1 Fire Reticulation and Hydrants

Hydrants will be installed as a matter of course on the reticulation main proposed for the industrial lots. Each of the lots would also have a fire service off the reticulation main.

2.3.3.2 Irrigation

The irrigation at the existing Newman Airport is separate to the potable water system and is serviced off the BHP raw water main/bores. Any extension into the industrial area should be connected to the existing irrigation system.

2.3.4 Wastewater

Details of the existing grey water infrastructure has been obtained from the Shire. Currently both the old and the new facility at the airport are serviced by septic tanks and leech drains.

These are not performing well, anecdotally this is due to lack of maintenance (rather than due to soil permeability). The approach currently proposed by the Shire is for the proposed industrial leasehold lots to all have their own on-site septic tanks and leech drains.

Given the remoteness of the Site, the relatively large industrial lots proposed and the uncertainty on the specific leasehold land uses, this is considered to be the most appropriate approach.

2.3.5 Telecommunications

The telecommunications servicing is proposed to consist of underground fibre ready conduits and access pits that provide a cable pathway between existing telecommunications presence on site to the development lots. This will enable third party telecommunications providers such as Telstra to install their cabling and provide services connections to prospective tenants on application or request by said tenants to their chosen third-party provider.

It is not proposed to extend the Airport or the Shire private telecommunications infrastructure to the development lots as it is not expected the Airport or the Shire will require network presence there.

Due to the above, no requirement to install any cabling or networking equipment as part of these works is envisaged as they will be installed by third party providers and so only cable access (conduit and pit infrastructure) is required.

2.3.6 Stormwater Drainage

There is an existing open drain, and culverts, that runs along the southern and eastern boundaries of the proposed leasehold sites. The open drain services the Airport and conveys stormwater to the Airport's entrance on Dewar Avenue. From there, it travels north to discharge into the Fortescue River.

The existing swale and culverts fall within the land denoted for the proposed development of industrial lots and road infrastructure. Therefore, the existing open drain and culverts will have to be realigned. When the open drain and culverts are realigned, they could be resized to allow for increased flows from the proposed development GIA.

Based on the results of the investigations and laboratory testing it is unlikely that on-site soakage systems would be appropriate for this development.

The following stormwater management tools are recommended to be implemented at the Site:

- Biofilters, tree pits and/or vegetated swales in car parks and internal roads;
- Pervious paving for footpaths; and
- Roof runoff managed by above or below ground tank to capture roof runoff for reuse, or with a below ground infiltration system.

It is recommended that each developed lot, at the very least, uses attenuation ponds to control the stormwater runoff on its lot to reduce the peak flows through the drainage system. This is further outlined in the Stormwater Management Plan included as **Appendix D.**

2.3.7 Traffic and Transport

The proposed GIA lot layout has one main access road which runs through the middle of the proposed lots. This access road runs from Lot 09 and ends at Lot 03. However, it is unclear from the lot layout where this proposed road connects to existing road infrastructure, and how Lot 01 and Lot 02 will be accessed. It is acknowledged that the current lot layout is under review by the Shire, and the road layout may also be amended.

It is recommended that the proposed access road be connected to the existing Dewar Avenue. Access to the existing Newman Airport and to the proposed GIA is via Dewar Avenue off Great Northern Highway.

Great Northern Highway is a Primary Distributer and is permitted for Restricted Access Vehicles (RAV) Category 10 without conditions. However, Dewar Avenue has is not categorised for any RAV vehicles and will need to be upgraded if any of the tenants require access for vehicles larger than a semi-trailer.

For the purposes of this stage of the study RAV 10 access (up to 36.5m long vehicles) has been assumed in the design of the GIA road and the connections to Great Northern Highway.

To achieve this, the intersection of Great Northern Highway and Dewar Avenue will have to be upgraded to allow correct turning movements from RAV vehicles. Dewar Avenue, and other public roads in the development, will have to be upgraded for RAV classification.

2.3.8 Solid Waste Management

The nearest waste management facility to the proposed industrial area is the Newman Landfill and Septage Pond. Newman Landfill is a Class 2 facility and is located on Yates Road in Newman.

The landfill can accept the waste streams as stipulated on its licence (L7059/1997/12), which includes aqueous based wastes; solvent based wastes; waste mineral oils; waste from grease traps; sewage waste from reticulated sewerage systems; septage wastes; asbestos; ceramic based fibres; clinical waste; and used tyres.

Design and development must include adequate space to accommodate sufficient room for storage of waste within each Lot.

Identification of waste types during design and development will allow for the appropriate waste collection services to be accommodated and provide opportunities to reduce or phase out use of hazardous or unnecessary materials from operations at the Site.

Section

3.0

Planning Framework

3.0 Planning Framework

3.1 State Planning Framework

3.1.1 State Planning Strategy 2050

The State Planning Strategy 2050 is the State Government's strategic planning response to the challenges Western Australia is likely to face. The Strategy proposes that diversity, liveability, connectedness and collaboration must be central to the vision of sustained growth and prosperity.

The Strategy takes into account what is known about the future and the expectations of Western Australians to provide a guide for future land-use planning and development, and establishes five interrelated strategic goals as follows:

- **Global competitiveness** - building on and strengthening the state's diverse economic base
- **Strong and resilient regions** - developing regional resources through economic expansion and inter-regional collaboration
- **Sustainable communities** - creating resilient communities enhanced by investment in infrastructure and social capital
- **Infrastructure planning and coordination** - integrating infrastructure networks to achieve efficiencies and synergy in pursuit of economic growth
- **Conservation** - conserving the natural environment through sustainable development and prudent use of resources.

The Pilbara region (and Newman specifically) have been classified in the 'Northern Sector' which is rapidly gaining importance in national and global trade, investment, and commerce, and is currently driven by increasing resourcing demand.

Expansion of industrial development, particularly in strategic locations adjacent to major transport infrastructure, will be particularly important in economic expansion and diversification.

3.1.2 State Planning Policies

There are a number of State Planning Policies which require consideration in the context of the proposed rezoning and future development of the precinct for industrial purposes.

These are briefly outlined as follows:

- **SPP2 – Environment and Natural Resources Policy:** SPP2 provides guidance for greenfield development in the context of the natural environment and the potential impacts the proposed development could have on the continued ecological function of this environment. As the subject area is largely undeveloped, careful consideration of any environmental attributes is required as a component of this amendment.
- **SPP3.7 – Planning for Bushfire Prone Area:** SPP3.7 provides guidance for development in the context of identified Bushfire Prone Areas of Western Australia, and puts in place management requirements for such development at different stages of the planning process. The bushfire risk for the subject area is further addressed at Section 2.2.8.
- **Draft SPP 4.1 – State Industrial Interface:** Draft SPP4.1 provides guidance for development within and adjacent to industrial precincts with the aim of protecting industrial land from encroachment of incompatible land uses. This is not considered to be a significant concern with the subject precinct, however, as the surrounding area is predominantly vacant rural land, and compatibility with the Airport Estate has been comprehensively considered in the Newman Airport Masterplan.

3.1.3 Development Control Policies

There are a number of Development Control Policies which will be relevant to the future development of the precinct for industrial purposes.

These are briefly outlined as follows:

- **Policy 1.1 - Subdivision of Land:** DC Policy 1.1 provides guidance on the subdivision of land, including for leasehold strata subdivision. Whilst the division of development sites has not yet been confirmed, the general principles of this policy

will assist in guiding the expectations on subdivision or leasehold strata proposals for the subject land in the future.

- **Draft Policy 1.2 - Development Control:** Draft DC Policy 1.2 provides guidance on the development of land through the establishment of base policy guidance on development within zoned land, reserved land and land governed by other relevant Acts and Schemes. The policy is relevant to all development within the Western Australian Planning system, and as such will be taken into account in future development within the precinct.
- **Draft Policy 1.7 - General Road Planning:** Draft DC Policy 1.7 provides policy guidance for contributions and construction of various categories of roads and outlines principles that apply to the provision of all types of roads. The subject area will require additional road infrastructure, and the design of these roads shall take guidance from DC Policy 1.7.
- **Policy 4.1: Industrial Subdivision:** DC Policy 4.1 provides guidance on the subdivision design for industrial estates, including lot size and shape, access and road layout and necessary services and amenities. Whilst a concept subdivision plan has been previously prepared for the industrial precinct, this will be further refined and progressed, and will take into account the provisions of DC Policy 4.1.

3.2 Regional Strategic Framework

3.2.1 Regional Freight Transport Network Plan

The Regional Freight Transport Network Plan was developed to establish the strategic directions for the Western Australian Government to manage future freight growth to 2031 and beyond. The Plan outlines various project investment priorities for the regional freight transport network including the upgrading of Marble Bar Road from Newman to Rippon Hills Road as follows:

- Upgrade Marble Bar Road with a sealed surface;
- Improve the road alignment; and
- Undertake flood-mitigation works including replacing the bridge over Fortescue River.

This project will improve access to and from Newman for freight vehicles and will greatly advantage the proposed industrial estate at Newman Airport.

3.2.2 Pilbara Planning and Infrastructure Framework

The Western Australian Planning Commission developed the Pilbara Planning and Infrastructure Framework in 2012 to guide the decision-making of relevant government agencies in the areas of planning, infrastructure and economic development.

Economic diversification was a major focus as the required increase in jobs to meet growing population is unlikely to be achieved through expansion of the minerals and petroleum sectors alone. Expansion of industrial development within the Newman area is one method of contributing to a widening of the economic diversity of the broader region.

3.3 Local Planning Framework

3.3.1 Strategic Community Plan

The Shire's Strategic Community Plan (2018-2022) is part of the regions integrated framework to assist with long-term objectives of the Shire and identifying the resourcing and long-term financial implications and strategies.

The key Result Areas / Strategies relevant to the subject amendment include:

- **Economic:** Support the diverse and sustainable economic development of the region through advocacy, and promotion of the region;
- **Built Environment:** Well-connected places and communities with safe roads, housing choice and well-maintained infrastructure to support an increasing population and economic growth.

3.3.2 Endorsed Local Planning Strategy (2004)

The current Local Planning Strategy for the Shire of East Pilbara was endorsed in 2004 as a component of the preparation of *Town Planning Scheme No. 4*.

The Strategy provides a comprehensive summary of the municipality and the planning issues and influences at this time, and provides strategic guidance on the entire local government area, in addition to more targeted guidance on the townsites of Newman, Nullagine and Marble Bar.

With respect to the Newman Airport and surrounds the Local Planning Strategy provides limited guidance, either for the airport estate generally or for industrial development within this vicinity.

3.3.3 Draft Local Planning Strategy (2020)

In 2013 the Shire of East Pilbara commenced preparation of an update to their Local Planning Strategy in recognition of the evolving socio-economic landscape and the impact this has on development and land use opportunities throughout the Shire.

The Strategy seeks to align with the Strategic Community Plan vision of *'A diverse community thriving in a vast landscape that offers a world of opportunity and rich heritage and culture'*.

There are two aspects of the draft LPS which are particularly relevant to industrial development within the Newman Airport Estate, being Section 3.4 (Industry) and Section 3.11.2.4 (Airport), with the key considerations noted as follows:

3.3.3.1 Industrial Considerations

Section 3.4 reinforces the need for the Shire to acknowledge the importance of industrial land supply to support the local economy, and to ensure supply of suitable, well located, well serviced land for industrial development. In particular the Strategy seeks *'to identify land for 'a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.'*

The Strategy specifically references the subject site at Section 3.4.2 (4d) where it outlines a key strategic action to, subject to a feasibility assessment, consider:

'Ptn Airport Reserve 44775 to support Industrial and Freight/Logistics land uses, subject to further planning studies and an Airport Masterplan. Undertake a detailed assessment of the feasibility of the site including the prospective market and investment opportunities, infrastructure capacity and staging. Feasibility to consider the role of the hub and the desired land uses to define its function. (Short Term).'

The feasibility assessment for the subject area is well underway following the finalisation of the Airport Masterplan, and the initiation of this Scheme Amendment is the next logical step in achieving the strategic action outlined in the draft LPS.

3.3.3.2 Newman Airport Considerations

Section 3.11.2.4 outlines actions with respect to the Newman Airport, inclusive of the preparation of the Newman Airport Masterplan and the facilitation of land surplus to the needs of the Airport for alternative land use and development, and potential freehold tenure/leasehold. This is further considered in Section 3.3.5.

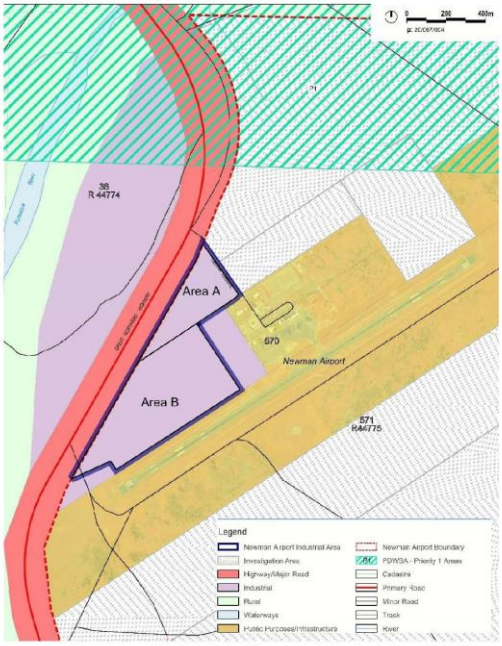


Figure 4: Extract of the draft Shire of East Pilbara Local Planning Strategy (2020) from the Newman Airport Development Plan.

3.3.4 Local Planning Scheme

The subject site is located within the 'Rural' zone of the Shire of East Pilbara Local Planning Scheme No. 4, as outlined in **Figure 5.**

The objectives of the Rural zone are:

- To ensure the continuation of rural use encouraging, where appropriate, the retention and expansion of rural activities and associated pursuits that are compatible with the capability of the land and the amenity of the locality;
- To provide for the orderly and proper planning of Aboriginal communities through the preparation of approved Settlement Plans.

As vacant land the current zoning is likely appropriate, but the strategic desire to make the land available for industrial purposes is inconsistent with the objectives of the zone, and as a result almost all traditional industrial uses are not permitted within the current zone.

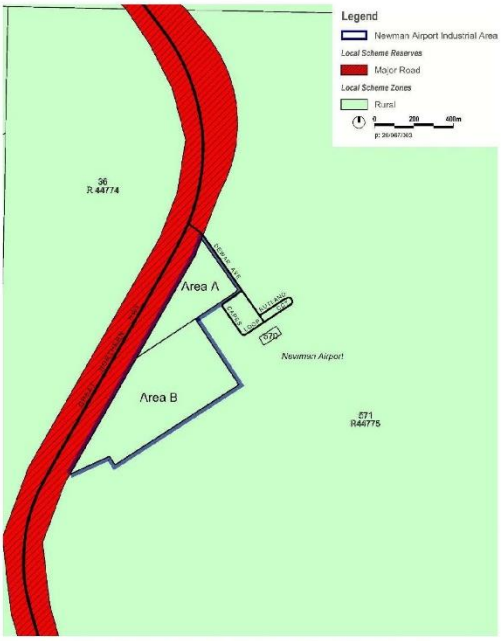


Figure 5: Extract of the Shire of East Pilbara Local Planning Scheme No. 4

3.3.5 Newman Airport Masterplan

In 2020 the Shire of East Pilbara commissioned the preparation of the Newman Airport Master Plan, which was an update to the previous 2013 Masterplan. The key objective of the Masterplan is to *'identify ways to maximize the use of competitive locally based businesses in the provision of goods or services purchased or contracted by the Shire of East Pilbara. This will be reviewed in consultation with the Shire and relevant stakeholders to provide a realistic framework for the development of Newman Airport.'*

The Masterplan provides a fairly comprehensive overview of the strategic context, current operations within the Airport Estate, stakeholder engagement, SWOT Analysis and critical planning considerations, in addition to the future needs of the airport and opportunities for future development. Of particular importance is the preparation of a Land Use Plan which is outlined in **Figure 6**, which identifies a series of land use precincts relevant to their existing and future operational use.

The Industrial Business Precinct, which encompasses the General Industrial – Stage 1 and Stage 2, is identified as an area proposed to provide for future development of the Airport for industrial and business purposes, consistent with the Shire's objective to diversity the local economy and reduce reliance on the mining sector. The Masterplan identifies a range of potential land uses for the Industrial Business Precinct which are outlined in **Table 1.**

The Masterplan also identifies a series of further considerations for land use planning within the airport which require resolution through the planning and development process. These include:

- **Land Tenure constraints:** The Airport Estate is located on Crown Land and is designated under the Management Order for 'Airport Use'. This is further addressed in Section 4.2.2.
- **Environmental and Heritage Constraints:** The Masterplan notes that development may be restricted due to environmental or heritage considerations that require further assessment. The information outlined in Section 2 is considered to satisfactorily address any environmental considerations applicable.
- **Airport Operational Constraints:** The Masterplan notes that there are several restrictions imposed on development adjacent to the airport to protect navigational equipment and safety procedures at the airport that require consideration in detailed site planning for adjacent precincts.
- **Infrastructure Demand:** The Masterplan notes that development will necessitate upgrades to utility infrastructure and road access which will require consideration at subdivision or development stage.

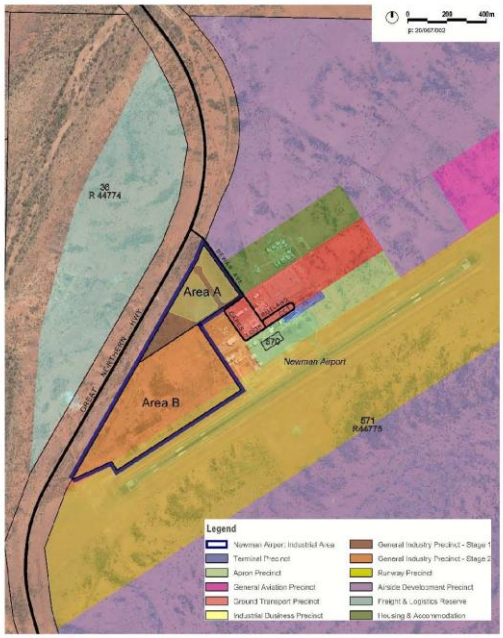


Figure 6: Extract of the Newman Airport Masterplan (2020).

Table 1: Extract of Newman Airport Masterplan outlining proposed land uses within Industrial Business Precinct

Special Use	Conditions
Light Industry	Small scale industrial operations and estates that typically involve the following activities: • Consumer oriented (i.e., household goods and clothing); • Local and district catchments; • Manufacturing; • Showroom and services; and • Small scale industrial.
General Industry	Small to moderate sized industries of local significance that typically involve the following activities: • Consumer and business orientation; • Regional, state and international catchments; • Can include business parks, offices, local services, fabrication and manufacturing; and • Limited retail / bulky goods.
Warehousing and Distribution	Large warehouses and distribution centres that typically involve the following activities: • Storage and display of goods (and potentially including wholesale); • Trend towards dedicated distribution parks; and • Sites to be as flat as possible, allowing for large buildings with maximum accessibility for handling vehicles.
Transport and Logistics (Freight)	Large scale transport and logistical operations including freight that typically involve the following activities: • Transport and courier depot and services; • Distribution centre; • Packaging, parts and services; • Disposal, recycling; • Material management; and • Air freight (potentially aligns with airside development as well).

Section

4.0

Proposed Amendment

4.0 Proposed Amendment

4.1 Rezoning of Subject Area

It is proposed that the subject site be rezoned from 'Rural' to 'Special Use' in recognition of the future development potential for the site for industrial purposes.

The 'Special Use' zone has been selected as a result of:

a) A desire to be selective on land use permissibility in recognition of the unique location of the proposed industrial precinct adjacent to the Newman Airport, and outside of any established urban area which would warrant the inclusion of land uses aimed at supporting surrounding residential areas (e.g., Place of Worship, Public Recreation, Educational Establishment).

b) The need to include conditions which require the preparation of a Local Development Plan which will outline the desired subdivision or leasehold design and outline development restrictions and requirements in recognition of the desired development pattern and the Airport operations adjacent.

The proposed modification to the Scheme Map is outlined in Section 4.1.2 and the proposed Special Use provisions are outlined in Section 4.1.3.

4.1.1 Rationale for Proposal

The proposed amendment is considered suitable for initiation by the Shire of East Pilbara based on the following rationale:

a) **Consistent with Long Term Strategic Planning**

The proposed amendment is consistent with the State and Regional objectives of diversifying the regional economy within the Pilbara area and contributing to the sustainability and self-sufficiency of the regional economy. It is also wholly consistent with the Shire of East Pilbara's strategic planning framework, and particularly with draft Shire of East Pilbara *Local Planning Strategy* (2020) and the *Newman Airport Masterplan* (2020).

b) **Suitability of Location**

The analysis included in this report has demonstrated that the subject site is suitable to accommodate industrial development. Its location adjacent to major freight road infrastructure and the Newman Airport provides a high degree of accessibility for freight traffic and highly efficient movement of primary and secondary products. The environmental analysis has demonstrated there are no significant environmental constraints which cannot be addressed in future detailed planning, and the infrastructure analysis demonstrates that the area can be appropriately serviced.

c) **Demonstrated Need and Benefit**

In considering the progression of the proposed amendment the Shire commissioned economic consultancy Pracsys to prepare a business case to establish the need for rezoning of the subject site to allow for industrial development.

The analysis is outlined as **Appendix D** and indicates that the case for rezoning the land is strong, based on both a need for industrial land in the region and the economic benefits the project is likely to produce.

The analysis notes that the need is evident based on the shortage of industrial land supply within the region and the latent demand identified through engagement with industrial operators. It also identifies that there are numerous benefits in facilitating development of the subject site, including:

- Increased Productivity;
- Increased Capacity Building;
- Inward Investment Attraction;
- Professional Pathways Development and Human Capital Uplift;
- Increased Economic Diversity and Sustainability;
- Increased Viability of Community Infrastructure and Regional Facilities.

The ultimate Cost-Benefit Analysis prepared by Pracsys quantifies these benefits where possible.

On the basis of the rationale outlined it is considered appropriate for the Shire of East Pilbara to initiate the amendment as proposed and progress the document to public advertising following consideration of the Environmental Protection Authority.

4.1.2 Scheme Map Amendment

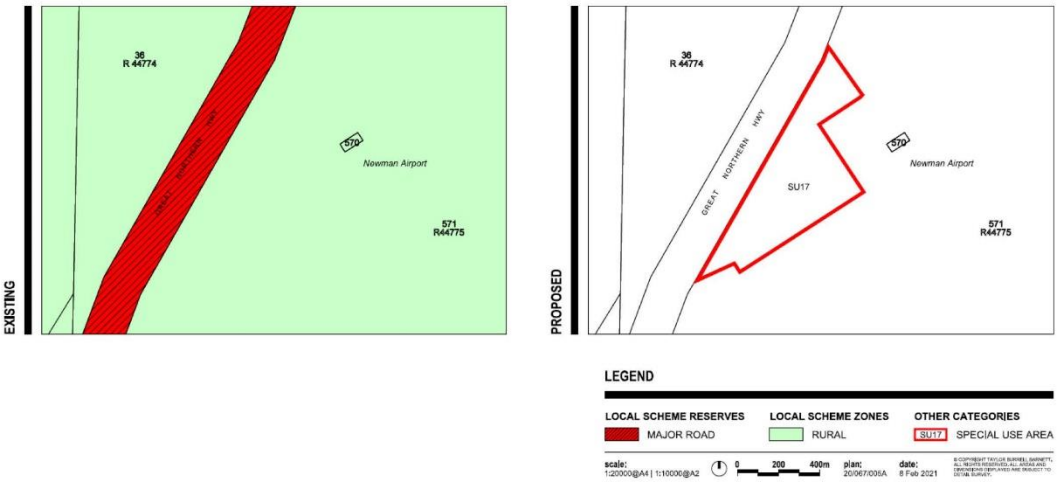


Figure 7: Proposed Amendment to rezone the subject site Special Use (SU17)

4.1.3 Special Use Zone Provisions

The proposed Special use provisions for inclusion in Schedule 4 of *Local Planning Scheme No. 4.*

Table 1: Special Use provisions for inclusion in Schedule 4 of LPS4.

No	Description of Land	Special Use	Conditions
SU 17	Portion of Crown Land Reservation DP71045-571	**Commercial Uses** Caretaker Dwelling (D) Car Park (P) Fuel Filling Station (D) Hire Service (P) Lunch Bar (D) Local Shop (D) Machinery Sales (P) Motor Vehicle Hire (D) Motor Vehicle Repair (P) Motor Vehicle Wash (D) Motor Vehicle/Boat/Caravan Sales (P) Office (D) Open Air Display (P) Petrol Filling Station (A) Roadhouse (A) Service Station (A) Showroom (D) Trade Display (P) Warehouse (P) **Public and Community Uses** Civic Use (A) Community Service Depot (D)	1. All subdivision or leasehold design is to be in accordance with an approved Local Development Plan. 2. Land Use Permissibility is to be in accordance with the Special Use Zone Provisions. 3. All development is to be in accordance with the provisions of an approved Local Development Plan. 4. No building or structure is permitted to stand on or above the specified surface of the obstacle restriction area for Newman Airport, as outlined within the Newman Airport Masterplan, without the specific approval of the Civil Aviation Safety Authority (CASA). 5. Development within the Windshear Assessment Zone for Newman Airport, as outlined within the Newman Airport Masterplan, is to be designed in accordance with the *National Airports Safeguarding Framework (NASF) Guideline B: Managing Building Generated Windshear.* 6. Development within the Lighting Intensity Restriction Zones for Newman Airport, as outlined within the Newman Airport Masterplan, is to be designed in accordance with the *National Airports Safeguarding Framework (NASF) Guideline E: Managing Pilot Lighting Distraction.*

4.2 Procedural Considerations

The amendment is proposed as a 'Standard' Amendment under the provisions of Regulation 34 of the *Planning and Development (Local Planning Scheme) Regulations 2015* on the basis that it is considered to be consistent with the Shire's endorsed draft *Local Planning Strategy* currently under consideration of the WAPC, and consistent with the detailed planning for Newman Airport as outlined in the *Newman Airport Masterplan* (2020).

Preliminary consultation with the Department of Planning, Lands and Heritage has occurred on the classification of the amendment and confirmed their in-principle support for progression as a Standard amendment.

4.3 Local Development Plan

The Scheme Amendment proposal includes a requirement for development to be consistent with an approved Local Development Plan (LDP).

The LDP is intended to provide

a) Clear guidance to the proposed lot / leasehold layout of the industrial area;

b) Identify the capacity and design of the local road network and other public infrastructure; and

c) Provide guidance on site design and built form requirements to inform both the design of future industrial development.

The Shire of East Pilbara will progress preparation and endorsement of the LDP in conjunction with the Scheme Amendment, such that the two are finalised concurrently.

4.4 Land Tenure Considerations

One of the core considerations in progressing a development concept will be the tenure of the future industrial sites to be created. The Shire is investigating opportunities to:

a) Facilitate the sub-leasing of the future industrial sites to industrial operators on long-term lease arrangements and retain the land under its existing Crown Land classification, subject to a modification to the Management Order to amend the purpose for which the land may be used and provide for the Shire with the authority to sub-lease the land, and subject to approval of the WAPC where the lease period is proposed to exceed 20 years; or

b) Facilitate the transferral of the subject site to freehold land owned by the Shire or the State Government, the subdivision of the freehold land to create industrial sites and the sale or lease of the industrial sites to operators thereafter. Whilst this provides greater certainty for future industrial operators, it has the potential to restrict the flexibility of land use surrounding the airport in the future, and has implications with respect to the provision of utility servicing for the subject sites which requires further consideration.

The land tenure arrangements will be further considered in collaboration with the Department of Planning, Lands and Heritage as the planning framework progresses and prior to the finalisation of the development concept plan.

4.5 Conclusion

The proposal to amend a portion of Reserve 44775 adjacent to the Newman Airport from 'Rural' to 'Special Use' to facilitate industrial development of the subject site is considered suitable for initiation by the Shire of East Pilbara on the basis that:

a) It is consistent with the Shire's Strategic Planning Framework and overall direction for economic development within the broader region, and in particular consistent with the Shire's draft Local Planning Strategy and Newman Airport Masterplan;

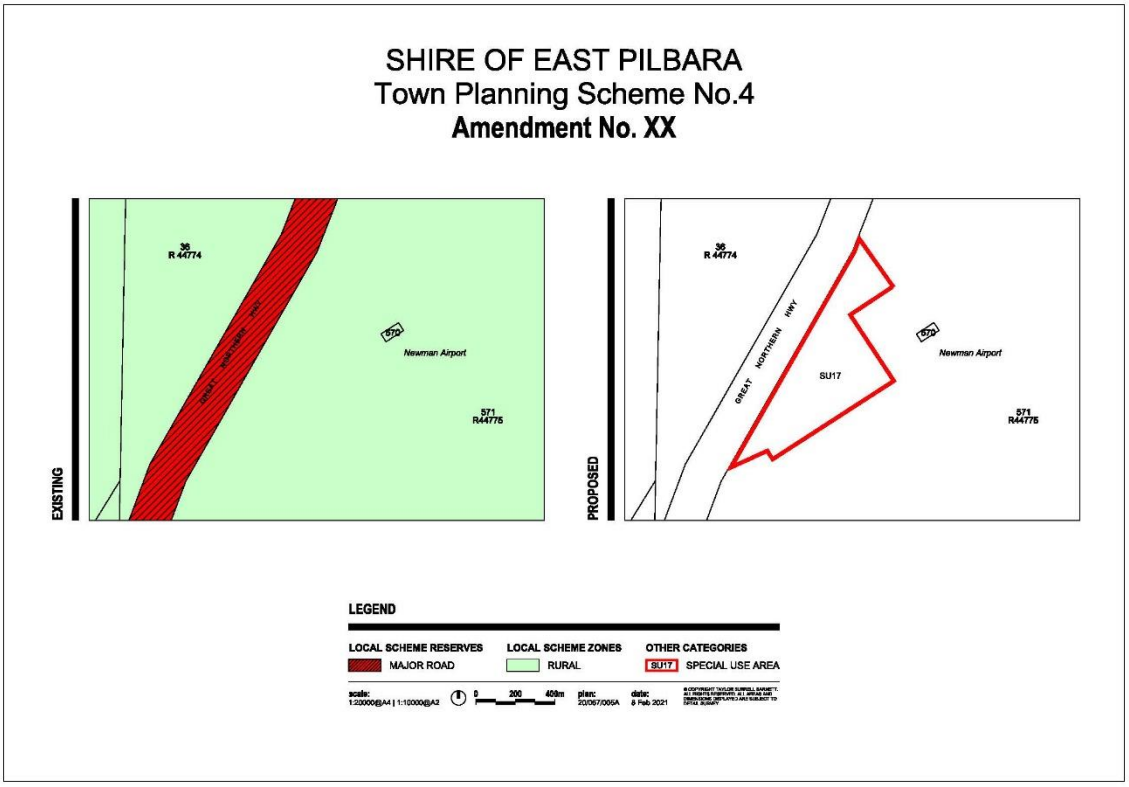
b) The subject site has been demonstrated as suitable for industrial development based on its high accessibility to major freight infrastructure, lack of significant environmental constraints and ease of upgrades to utility infrastructure to facilitate development;

c) There is significant benefit to the local and regional economy which will be brought about by the expansion of industrial development opportunities within the Newman Airport estate.

As a result, it is considered appropriate for Council to resolve to initiate the amendment and progress to formal advertising following consideration of the Environmental Protection Authority

APPENDIX A

Scheme Amendment Plan



APPENDIX B

Environmental Assessment

Newman Airport Scheme Amendment

Desktop Environmental Assessment

Prepared for Shire of East Pilbara

11 March 2021

Project Number: TE20115

DOCUMENT CONTROL

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Approval for Release

Name	Position	File Reference
Andrew Mack	Associate Director	TE20115-NewmanAirport_Desktop_Enviro.10
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1 Introduction

This report supports a broader request from the Shire of East Pilbara (the Shire) to initiate an amendment to Local Planning Scheme No. 3 (LPS3) which will ultimately see an area of land associated with the Newman Airport Estate be rezoned for industrial purposes.

The subject land (referred to as 'the site)' constitutes an area of 36.87 hectares and is formed of two areas (Area A: 9.48 hectares. Area B: 27.39 hectares). It forms a portion of Crown Reservation R44775

The report outlines the justification, including the policy and legislative framework, environmental conditions and service infrastructure availability relevant to the zoning and Scheme provisions for the site.

Talis Consultants Pty Ltd (Talis) was engaged (amongst other things) to prepare a desktop environmental assessment of the site to support the Scheme Amendment process to ensure that there were no environmental constraints that would preclude the Amendment from progressing. The details contained within this report outline our findings and will be supported by an on-ground biological survey to be conducted later in March 2021.

The location of the site is provided in **Figure 1** and its current zoning as **Figure 2**.

2 Site Inspection

As part of the geotechnical work carried out onsite, a site inspection of the environmental features of the site was completed on 9 February 2021. The photographs from this work are provided as **Appendix A** together with the locations and direction of each photo.

The site is generally flat with few notable features. There is little vegetation of note and little evidence of any rubbish left across the site.

There are a number of areas where mounds of material were identified. These are unlikely to be associated with buried waste and are more likely associated with extraction of borrow material and stockpiling of topsoil and vegetation 'trash' as a result.

There is a larger mound located in the Stage 2 area which runs parallel to the runway and is adjacent to an old fenceline. Given that the area to the east of this mound was wetter than other areas of the site, it is assumed that this was used to prevent surface water flow towards the runway.

Of primary note on the site is a number of areas which have been demarcated as airport infrastructure. This includes two communication towers, a high-voltage transformer or similar associated with these, some other infrastructure delineated as being for airport navigation and locations which have been signed as having underground high-voltage cables. These infrastructure will obviously require careful management for any future development of the site.

Of note are the following features which were identified through a visual assessment of the site and should be considered as part of any redevelopment (as shown in Table 2-1).

Table 2-1: Photographs and Description

Photograph Location	Description
Various (e.g., 1 and 3)	Compacted 'hardstand' for vehicle movement/parking/laydown areas
2	Stormwater drainage line and culvert
4	Fenceline between Stage 1 and Stage 2
7	Bluemetal(?) stockpile
8	Track cleared of vegetation (vegetation trash pushed up against NE boundary)
11	Track and culvert
12	Stormwater sump
13	Communication towers
14	First fenced high-voltage area for airport navigation infrastructure
16	Second fenced high-voltage area for airport navigation infrastructure
17	Old fencing and poles associated with communication towers
24	Unknown large mound (drainage?)

Photograph Location	Description
26	Old fenceline running N/S along eastern boundary of Stage 2. Historic property boundary?
32	High-voltage underground power cables running along fenceline route along eastern boundary of Stage 2 (see 26)

3 Desktop

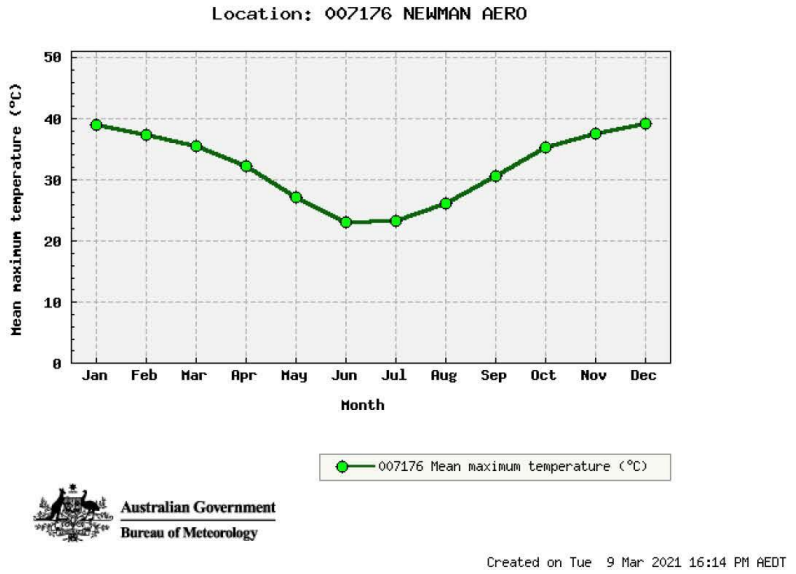
The proposed area which is the subject of this Scheme Amendment (referred to as 'the site') is located approximately 11 km south of the Newman townsite, adjacent to Newman Airport and consists of land approximately 36 hectares in area. Figures 1 and 2 show the subject area. The site was originally constructed in 1968.

3.1 Climate

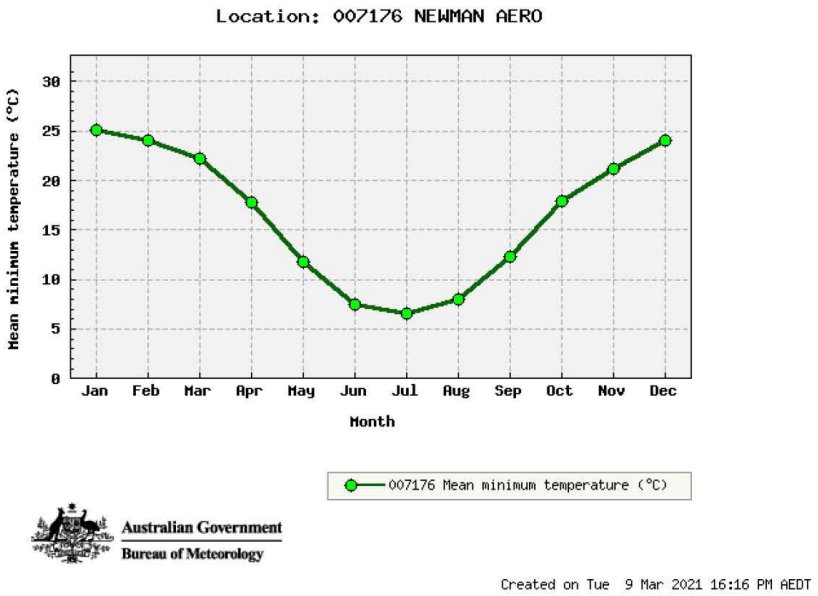
As identified within the Shire's draft Local Planning Strategy, the Shire experiences a variation in temperatures typical of a desert climate. Temperatures frequently exceed 40°C in summer with temperatures above 45°C in the inland areas not uncommon. Day time temperatures will fall to around 25°C during winter.

In terms of rainfall, the average is between 150-250 mm, dropping to 100 mm in the south-east of the Shire with greater falls generally experience in summer in the north whilst rain occurs in summer or winter in the south.

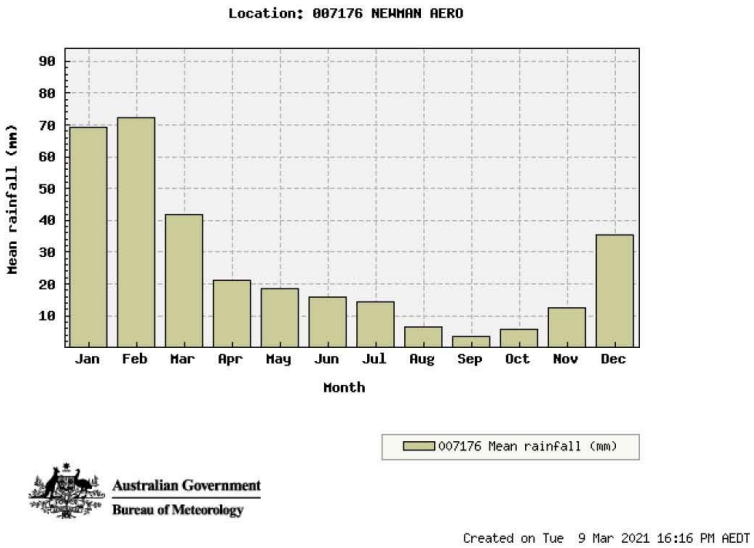
The Bureau of Meteorology has produced the following graphs in relation to the Newman Airport site:



Plates 3-1: Mean Maximum Temperature (Newman Airport)



Plates 3-2: Mean Minimum Temperature (Newman Airport)



Plates 3-3: Mean Rainfall (Newman Airport)

3.2 Zoning

Newman Airport is managed by the Principal in terms of a Land Management Order issued by State Lands as the Airport is sited upon Crown Land. The site is currently zoned "Rural" under Shire of East Pilbara Local Planning Scheme No.4. The Principal is required, under the *Planning and Development Act 2005*, to amend the zone of the land from "rural' zone to "special use" zone to provide for industrial land development at the site.

3.3 Local Topography and Surface Water Drainage

Based on a review of the data available for the site as well as the site visit, the site is broadly flat with no noticeable slope. The topographical data for the site (see **Figure 3**) suggests a slope down to the east north-east. This assessment was confirmed through the site inspection conducted on 9 February 2021 although there were some localised depressions/undulations identified.

In terms of hydrological features, **Figure 4** indicates that the subject site sits within a Surface Water Resource Area as proclaimed under the *Rights in Water and Irrigation Act 1914* (RIWI Act).

There are no local surface water features associated with the site and no evidence of natural surface water flow or infiltration was identified during the site visit other than the drains that were noted. The nearest surface water feature is the Fortescue River which is located less than a kilometre from the southern portion of the site and flows in a north-south direction to the west of the site.

3.4 Geology

According to the Geological Series Mapping for Newman, the site sits within the Qw – Alluvium and colluvium; red-brown sandy and clayey soil geological unit (see **Figure 5**) and **Figure 6** suggests that there is an extremely low probability of the site containing Acid Sulfate Soils (ASS).

3.5 Environmentally Sensitive Areas (ESA)

ESAs are declared in the *Environmental Protection (Clearing of Native Vegetation) Regulations 2004* (the Clearing Regulations) as areas of conservation significance.

The EP Act makes it an offence to clear native vegetation unless the clearing is done in accordance with a clearing permit, or where an exemption applies. Exemptions are not able to be used in areas covered by an ESA.

Based on available mapping, the site is located within an ESA (see **Figure 7**) and any clearing of native vegetation will require a Native Vegetation Clearing Permit (NVCP) to be issued.

3.6 DBCA Managed Lands

Department of Biodiversity, Conservation and Attractions (DBCA) Managed Lands and Waters within WA are conservation areas which typically include:

- National Parks;
- Nature Reserves; and
- Crown Freehold identified as being of DBCA interest.

There are no DBCA managed lands located over or adjacent to the site therefore there are no environmental constraints relating to DBCA managed lands for the Scheme Amendment.

3.7 Groundwater

The subject site sits within the Pilbara Groundwater Area and immediately north of the East Murchison Groundwater Area, both of which are proclaimed under the RIWI Act (see **Figure 8**). It is illegal to take water from a watercourse or groundwater aquifer without a licence in a proclaimed area under the RIWI Act.

It should also be noted that site is located immediately to the south of the Newman Water Reserve, a Priority 1 (P1) area. Whilst not seen to be a significant risk to the development of the site, P1 areas are defined and managed to ensure there is no degradation of the quality of the drinking water source with the objective of risk avoidance. The Department of Water and Environment Regulation (DWER) notes that industrial land-uses are incompatible uses within a P1 area.

3.8 Contaminated Sites

3.8.1 Contaminated Sites Database and Register

DWER currently records information of contaminated sites within WA on a Contaminated Sites Database in accordance with the *Contaminated Sites Act, 2003*. All sites of known or suspected contamination reported to the DWER are classified under the Act as one of the following:

i) Report not substantiated;
ii) Possibly contaminated – investigation required;
iii) Not contaminated – unrestricted use;
iv) Contaminated – restricted use;
v) Contaminated – remediation required;
vi) Remediated for restricted use; or
vii) Decontaminated.

Of the above, only the last three bullet points are publicly displayed on the DWER Contaminated Sites Database.

The site contained no listed sites on the contaminated sites database and there were no listed sites within the direct vicinity the study area (see **Figure 9**). There are no anticipated constraints to the Scheme Amendment regarding contaminated sites.

3.9 Social/Cultural Attributes

3.9.1 Native Title

Based on mapping supplied by the National Native Title Tribunal (see **Figure 10**), the site is contained in an area where Native Title has been found not to exist (WCD2018/008).

3.9.2 Aboriginal Heritage

A search for mapped Aboriginal Heritage Sites was conducted by using the data from the Department of Planning, Lands and Heritage (DPLH) online Aboriginal Heritage Inquiry System, which incorporates both the Heritage Site Register and Heritage Survey Database. These databases list the following sites:

- Registered Aboriginal Sites;
- Other Heritage Places; and
- Heritage Study sites.

Under the *Aboriginal Heritage Act 1972*, it is an offence to remove, damage or destroy an Aboriginal Heritage Site (whether known or otherwise) without specific approval being granted.

Whilst we suggest there is minimal risk in this regard given that there are no sites located within the subject site (see **Figure 11**), we recommend that appropriate consultation is held with local indigenous groups where appropriate. Furthermore, appropriate measures should be implemented to minimise any risk of disturbing an Aboriginal Heritage Site during construction activities.

3.9.3 European Heritage

An online search of the following records was undertaken;

- State register;
- National heritage list;
- Commonwealth heritage list; and
- The InHerit database.

The nearest site which has been registered is shown in **Figure 12** and is the Opthalmia Dam site to the north-east.

3.10 Historic land uses

Based on a review of the historical aerial imagery from the last 18 years (see **Figure 13**), there has been little, if any change associated with the site's use.

Talis is therefore of the view that, aligning with the site visit and current land use, the historical uses of the site are unlikely to present a risk in relation to the proposed Scheme Amendment progressing.

3.11 Current land uses

Based on the site visit and our understanding of the current situation, the site is currently vacant and aside from some limited waste identified in locations across the site, the local drainage lines (and associated culverts/sumps) and the airport communication/navigation infrastructure and associated high-voltage power cables. there are no current land-uses of note that would preclude future development of the site.

3.12 Nearest Receptors

The nearest receptors to the subject site are located on the Newman Airport site. The nearest sensitive receptors are a roadhouse/accommodation facility located approximately 3 km to the south and Rivergums Village, approximately 2 km to the north.

Neither of these will be affected by the rezoning of the subject land.

4 Biological

Ahead of a field-effort to be undertaken in March 2021, a desktop assessment of the potential biological values of the site (also referred to as the Study Area) was conducted by Spectrum Ecology. This is provided as **Appendix B**.

4.1 Significant Flora

No significant flora were identified within the Study Area. The desktop assessment identified 52 significant flora taxa occurring within the vicinity of the Study Area, of which five were assigned pre-survey likelihood of occurrence of high or medium. All significant flora identified in the desktop assessment are summarised in the Spectrum report appended to this document.

The following significant flora were identified within the vicinity of the Survey Area and assigned a high or medium likelihood occurrence:

- High P3 *Aristida jerichoensis* var. *subspinulifera*
- Medium P1 *Eremophila capricornica*
- Medium P3 *Eremophila rigida*
- Medium P3 *Rhagodia sp. Hamersley* (M. Trudgen 17794)
- Medium P4 *Goodenia nuda*

4.2 Threatened Ecological Communities (TEC)

The Department of Biodiversity, Conservation and Attractions defines an ecological community as "a naturally occurring group of plants, animals and other organisms interacting in a unique habitat. The complex range of interactions between the component species provides an important level of biological diversity in addition to genetics and species."

Under previous legislation, the Minister for the Environment was able to list TECs through a non-statutory process if the community was presumed to be totally destroyed or at risk of becoming totally destroyed. The *Biodiversity Conservation Act 2016* (BC Act) provides for the statutory listing of TECs by the Minister.

The desktop assessment completed by Spectrum identified one TEC associated with the subject site, the Ethel Gorge aquifer stygobiont community. This is listed as Endangered (E), its current distribution is limited, and its known occurrences are very vulnerable to known threatening processes (B(ii)).

4.3 Conservation Significant Fauna

The desktop assessment identified 35 conservation significant fauna species including eight mammals, 23 birds and four reptiles that have the potential to occur within the Study Area. Sixteen species of migratory water birds have been excluded from the assessment due to the lack of wetland habitats occurring in the study site; those species are listed in the appended Spectrum report.

Based on the desktop assessment, three species of conservation significance were assigned a pre-survey Medium to High likelihood of occurrence. The remaining identified species were assigned having a Low to Very Low likelihood of occurrence.

The following significant fauna were identified within the vicinity of the Survey Area and assigned a high or medium likelihood occurrence:

- Medium VU Greater Bilby (*Macrotis lagotis*)
- Medium P2 Unpatterned Robust Slider (Robertson Range)

4.4 Short Range Endemic Invertebrates

Spectrum (2021) notes that the Western Australian Museum database search identified 72 Arachnid, 23 Crustacean and three Mollusc species of potential short range endemic invertebrates. Twenty-six species of Arachnids and all 23 species of Crustaceans returned from SRE database search are subterranean and were excluded from this assessment. A further six species of Arachnids (mites) and two species of Molluscs are freshwater aquatic invertebrates and were also excluded.

Three species were assigned a High likelihood of occurrence and eight a Medium. All other species were assigned a Low likelihood of occurring in the Study Area. The following short-range endemic species were identified within the vicinity of the Survey Area and assigned a high or medium likelihood occurrence:

- High *Euagridae Cethegus* 'MYG299'
- High *Idiopidae Idiosoma* 'MYG384'
- Medium *Paradoxosomatidae Antichiropus* 'DIP051, *pannawonica*'
- Medium *Desidae 'Forsterina* grp. Genus' 1 'sp. 5'
- Medium *Anamidae Kwonkan* 'MYG651'
- Medium *Barychelidae Aurecocrypta* 'MYG315'
- Medium *Halonoproctidae Conothele* 'MYG575'
- Medium *Idiopidae Gaius* 'MYG286'
- Medium *Geophilidae 'Zelanophilus*?'
- Medium *Olpiidae Beierolpium* 'sp. 8/1'
- Medium *Buthidae Lychas* 'harveyi group' 'SCO038'

4.5 Subterranean Species

The Environmental Protection Authority (EPA) defines subterranean fauna as fauna which live their entire lives (obligate) below the surface of the earth.

They are divided into two groups:

- stygofauna – aquatic and living in groundwater; and
- troglofauna – air-breathing and living in caves and voids.

The EPA notes that subterranean fauna often display evolutionary adaptations to underground life, particularly reduced pigment and reduced, poorly functioning or non-existent eyes.

In this regard and as noted above, the desktop assessment showed that one TEC occurs within the Subject Site. Ethel Gorge Aquifer comprises a diverse assemblage of subterranean stygofaunal species.

It should be noted that an assessment of subterranean fauna is not included in the current scope of works and fall outside of the EPA Terrestrial Fauna Survey Technical Guidance.

In terms of potential impacts to these species, the EPA also notes that they fall under two key types:

- Direct impacts include the removal of habitat, drawdown of groundwater, inundation, and water quality changes. The main threats include excavation of geologies known to support

subterranean fauna; groundwater extraction for process or domestic purposes; dewatering for below water table excavation, and groundwater reinjection of waste or excess water.

- Indirect impacts include changes to hydrology, siltation, void collapse, alteration to nutrient balance and contamination. The main threats include changed surface topography due to compaction or creation of hard surfaces resulting in altered groundwater flow paths, increased runoff, and reduced infiltration and aquifer recharge; clearing of surface vegetation leading to sedimentation and changed nutrient inputs; potential leaks or leaching including tailings and waste water resulting in alterations to ground water chemistry and quality, and introduction of toxins or radiation; and salinisation due to intrusion of saline water into freshwater aquifers and leaching from pit voids.

Given the above and the fact that the subject site has already been subject to significant alteration, assuming that future development does not impact the underlying geology of the site or its associated aquifer, then we are of the view that there is unlikely to be any unacceptable risk to these species if they are present.

We would suggest that further work is required as part of the development of the site to ensure that this risk is appropriately managed, but we do not see a constraint for this aspect in terms of the proposed Scheme Amendment.

5 Summary and Recommendations

In terms of the overall desktop assessment of the site, it is our view that there are no constraints that would preclude the Scheme Amendment from progressing.

We draw attention to the various infrastructure, both under- and above-ground, relating to airport navigation. It is likely that management of this will require careful consideration in terms of the future development of the site.

From a groundwater perspective, given the site's location within a proclaimed groundwater area and being immediately to the south of the Newman Water Reserve (being a P1 area), we suggest that specific controls and put in place as part of any development to minimise any risk to groundwater. We do not see this as a constraint in terms of the progression of the Scheme Amendment, rather that appropriate consideration is given to this aspect as part of the site's future development. Similarly, the site is also located within a proclaimed surface water protection area and future development will require consideration of this regard, including hardstands, bunds, above-ground tanks (where practicable), spill management and appropriate management measures/protocols to minimise any risk. A 'precinct' level water management plan should be considered to ensure that all parties are subject to an appropriate level of control.

In relation to the biological values of the site and based on the desktop assessment completed by Spectrum Ecology, there is the potential for a number of significant flora and fauna species to be present onsite. Whilst not presenting a constraint to the Scheme Amendment progressing, further work will be required through a field survey to determine the actual presence/absence of these species. Given the disturbance that has already occurred across the site, we are of the view that it would be unlikely for it to retain any significant biological values.

Of particular note in his regard is the potential presence of the TEC, Ethel Gorge aquifer stygobiont. Where present, this will require careful management, although as noted above, given that the site has already been subject to significant alteration and assuming that future development does not impact the underlying geology of the site or its associated aquifer, then we are of the view that there is unlikely to be any unacceptable risk to these species if they are present.

As we have already noted, a field survey will be conducted in March 2021 to confirm the presence/absence of any biological values.

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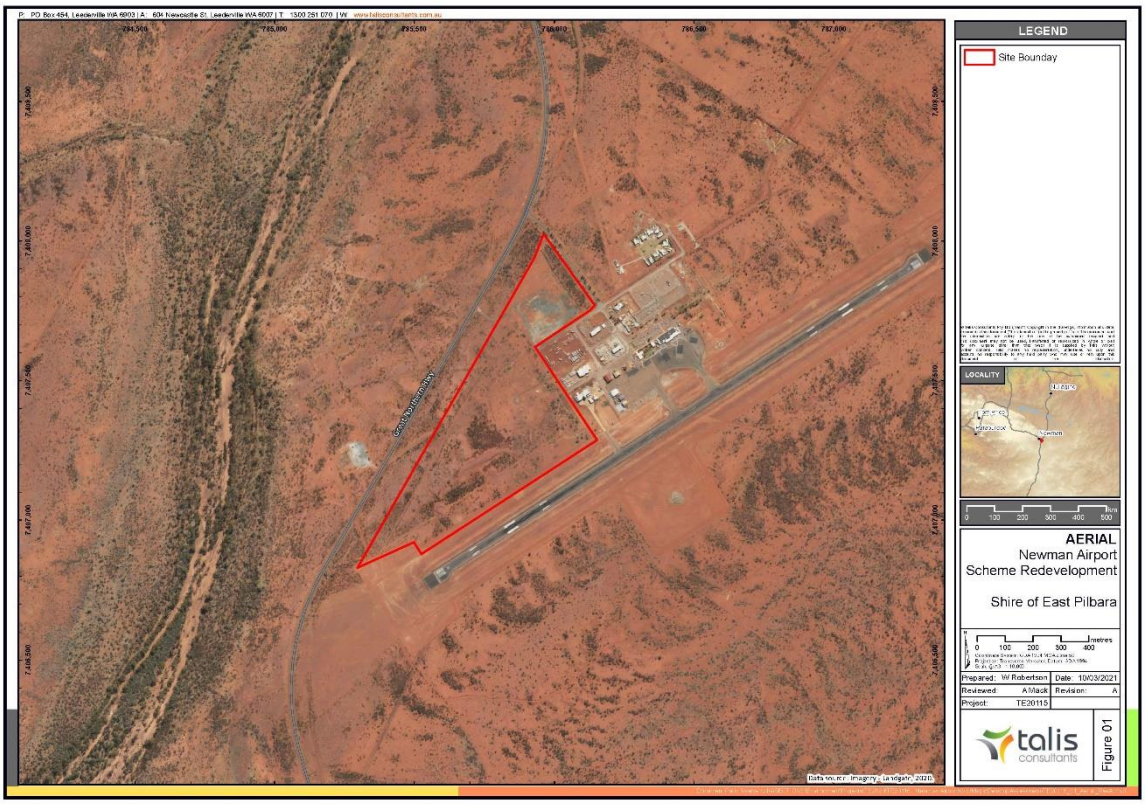
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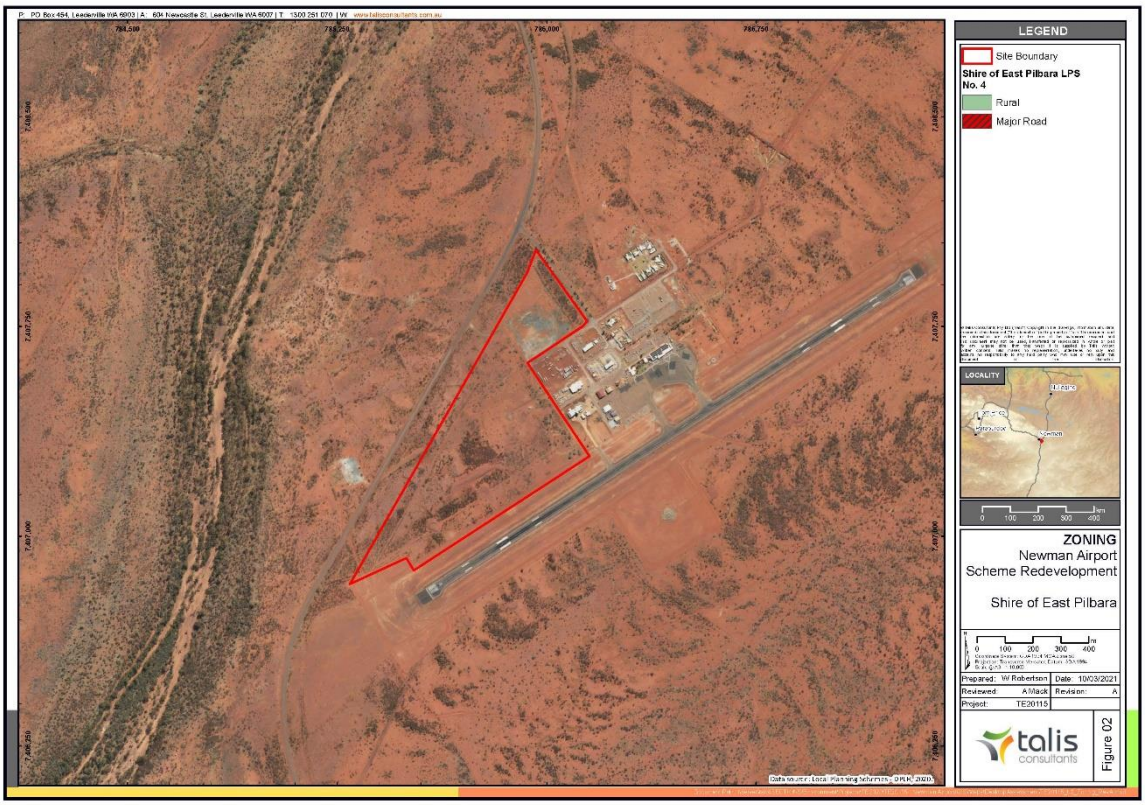
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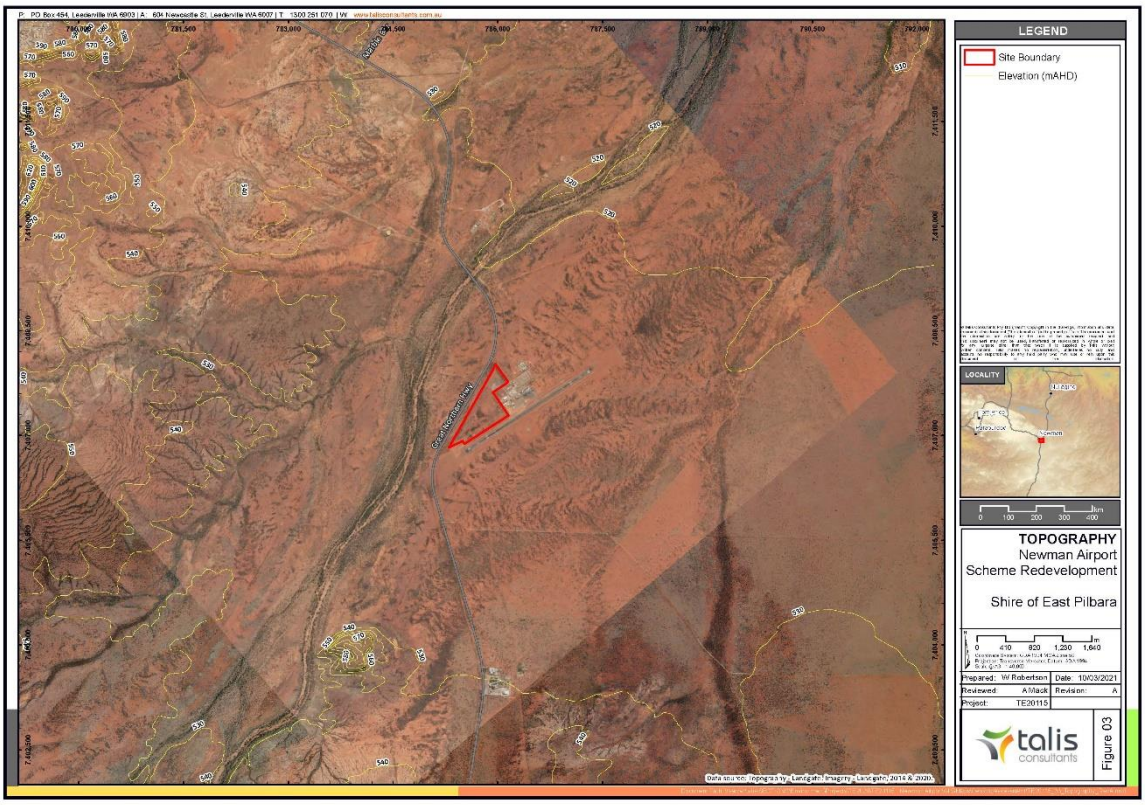
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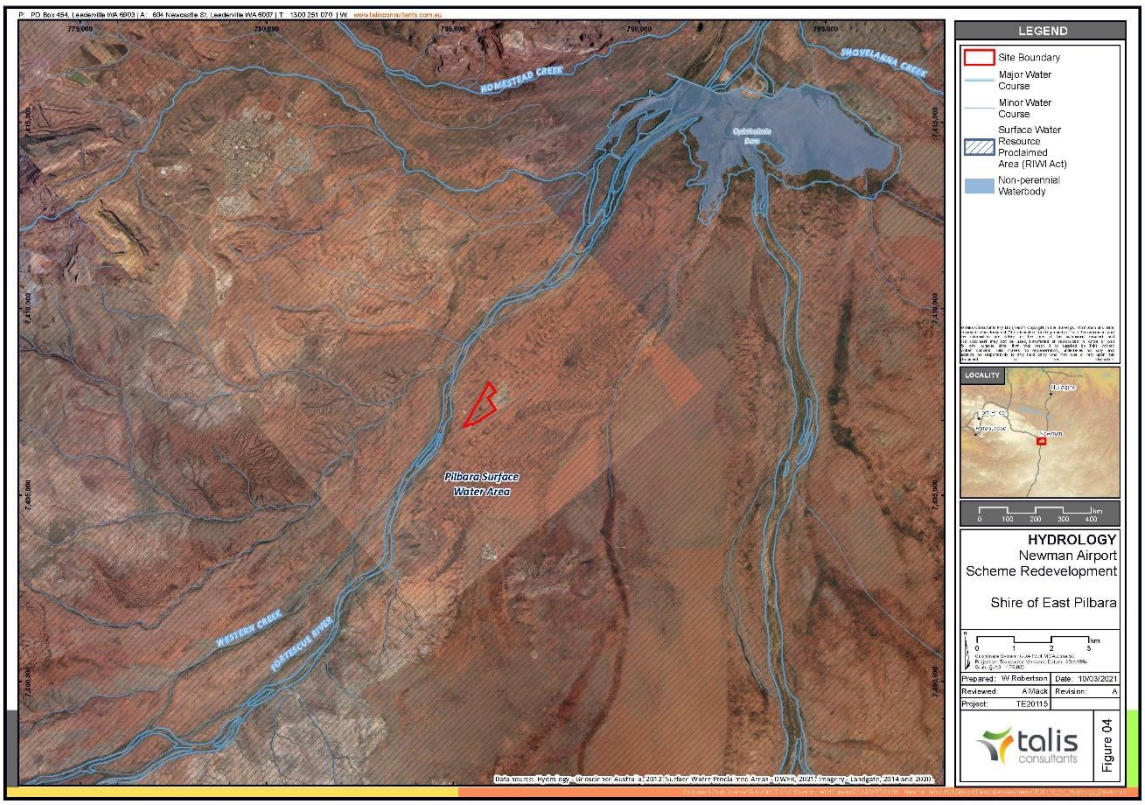
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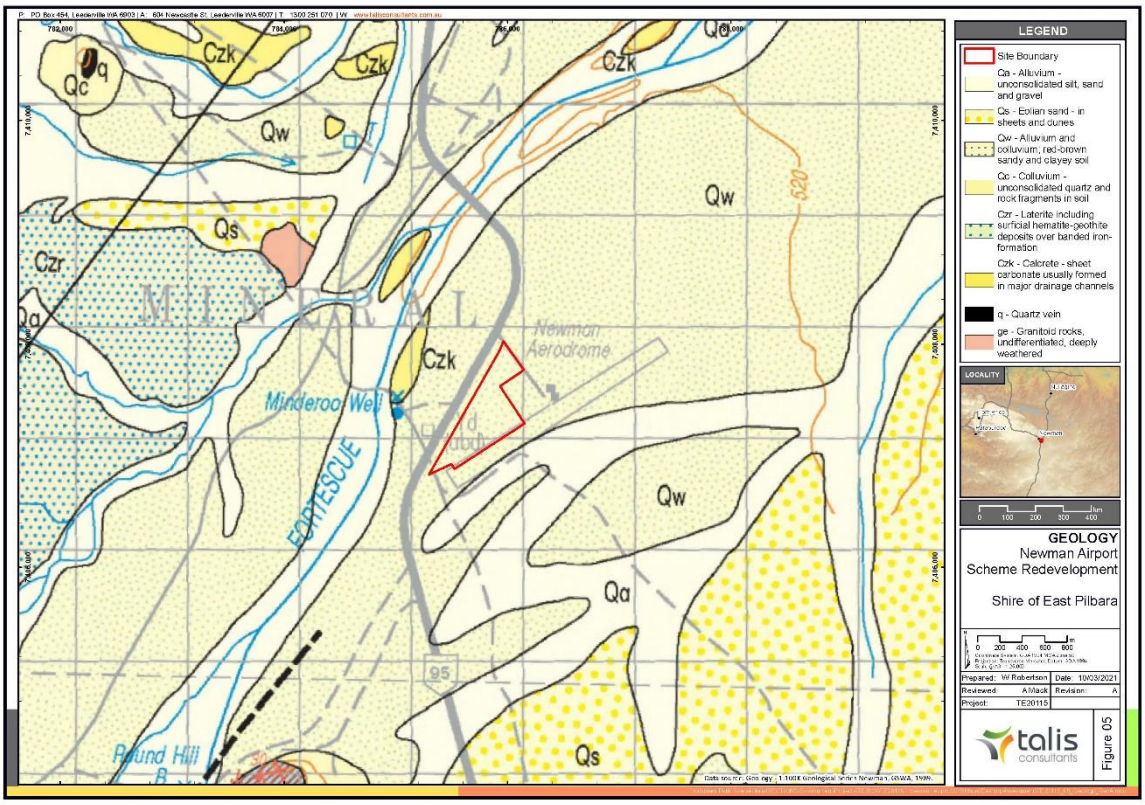
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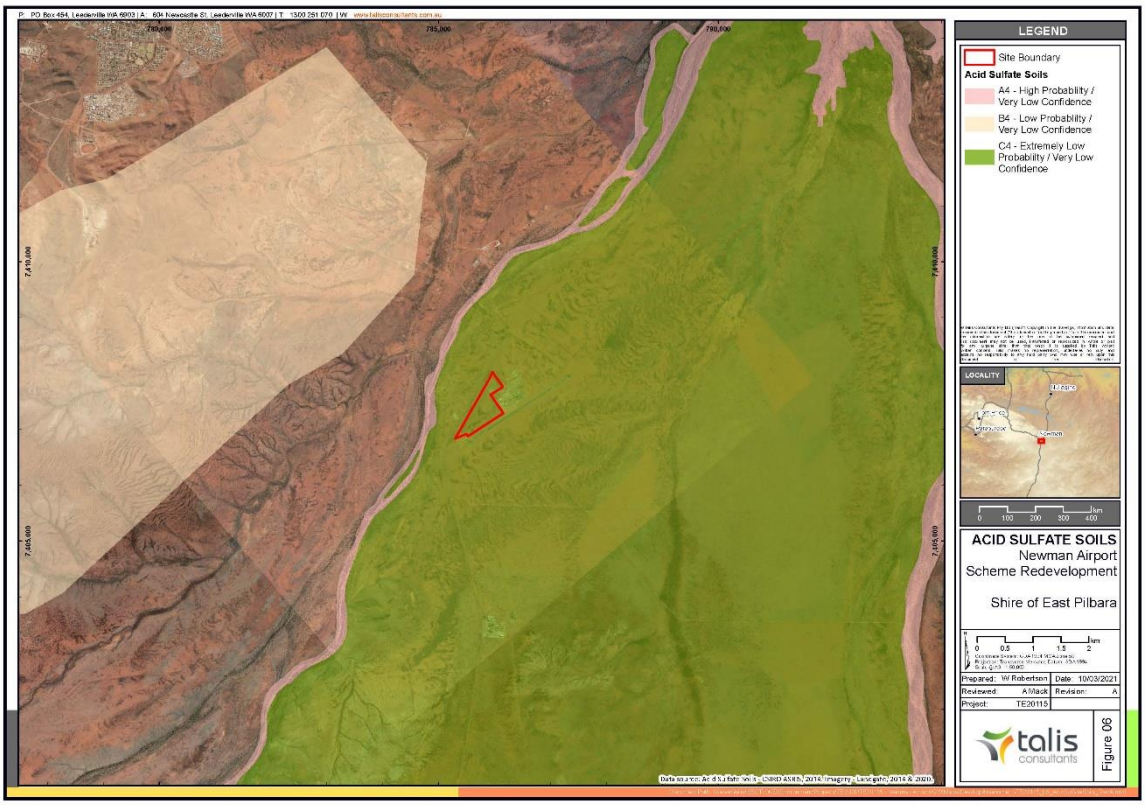

LEGEND
Site Boundary
LOCALITY
AERIAL
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 01

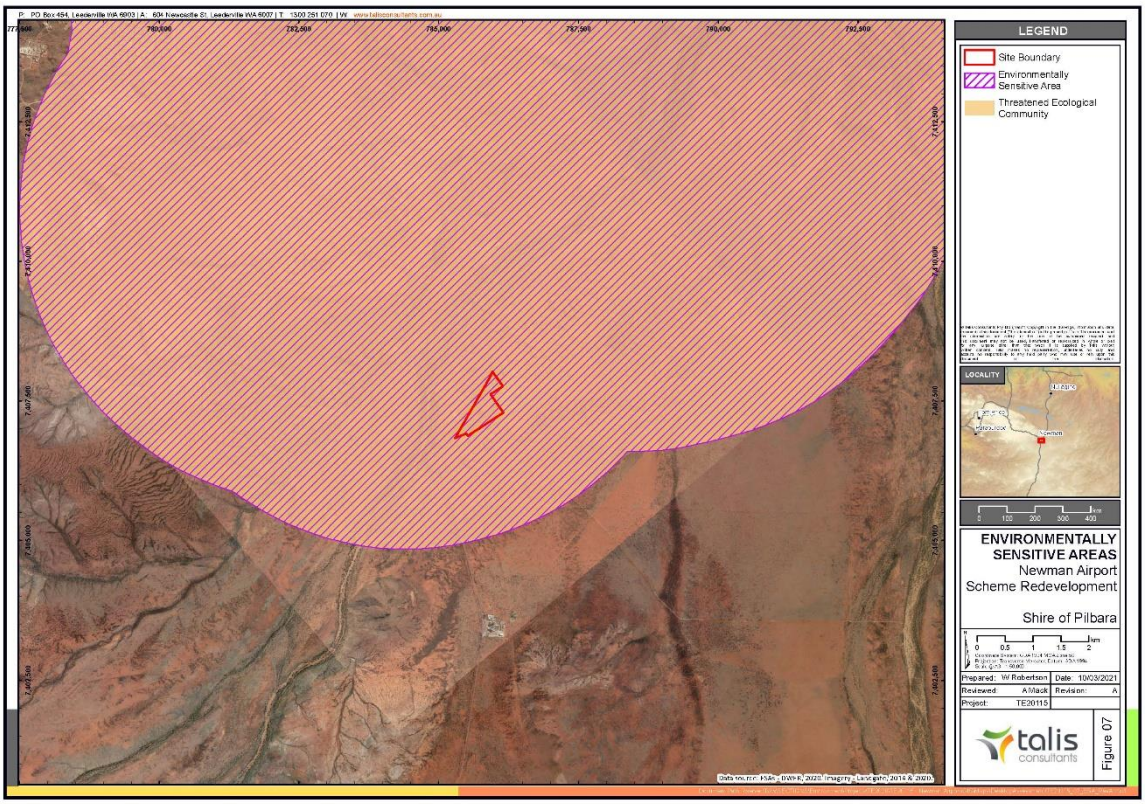

LEGEND
Site Boundary
Shire of East Pilbara LPS No. 4
Rural
Major Road
LOCALITY
ZONING
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 02

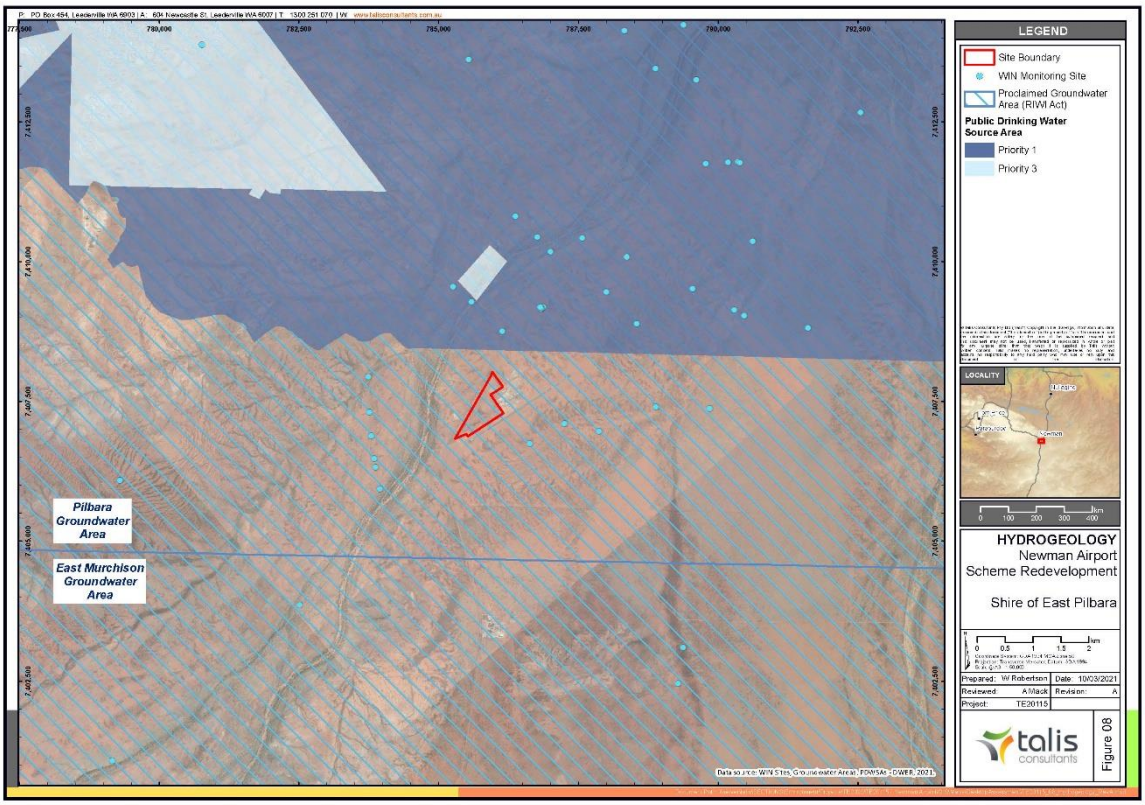

LEGEND
Site Boundary
Elevation (mAHD)
LOCALITY
TOPOGRAPHY
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
talis consultants
Figure 03

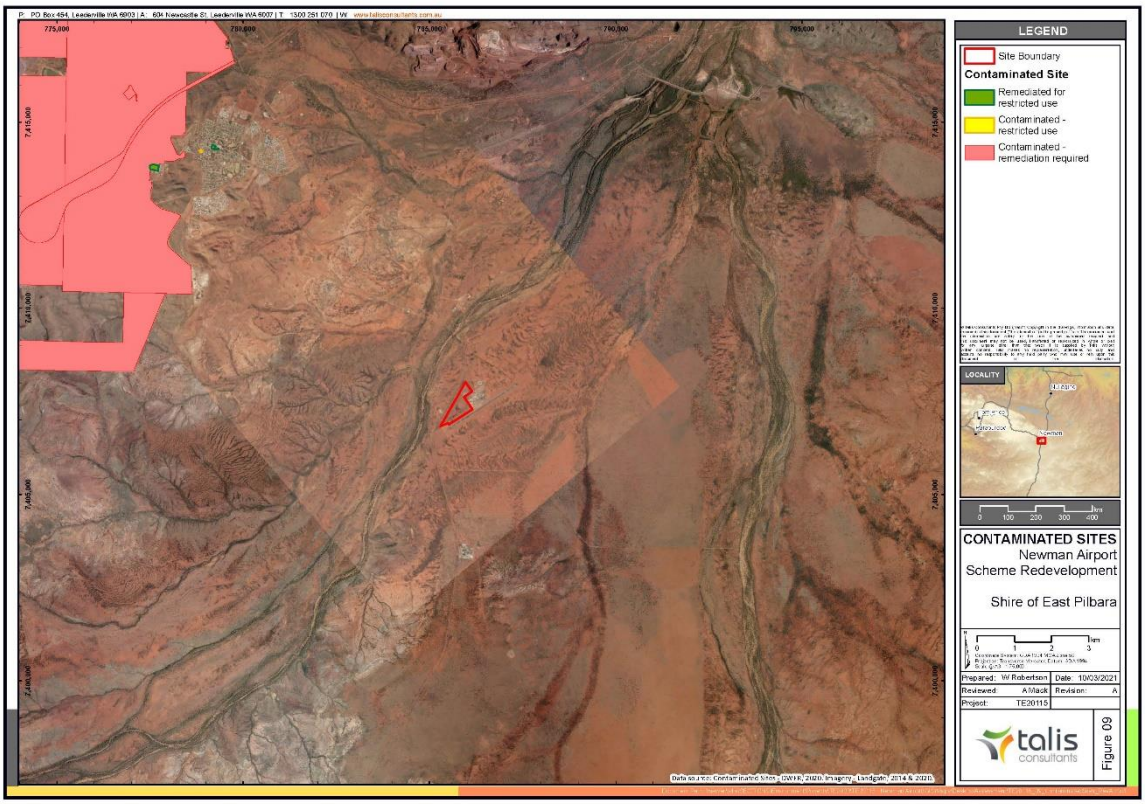

LEGEND
Site Boundary
Major Water Course
Minor Water Course
Surface Water Resource Proclaimed Area (RIWI Act)
Non-perennial Waterbody
HOMESTEAD CREEK
SHOVELANNA CREEK
Pilbara Surface Water Area
WESTERN CREEK
FORTESCUE RIVER
LOCALITY
HYDROLOGY
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
talis consultants
Figure 04

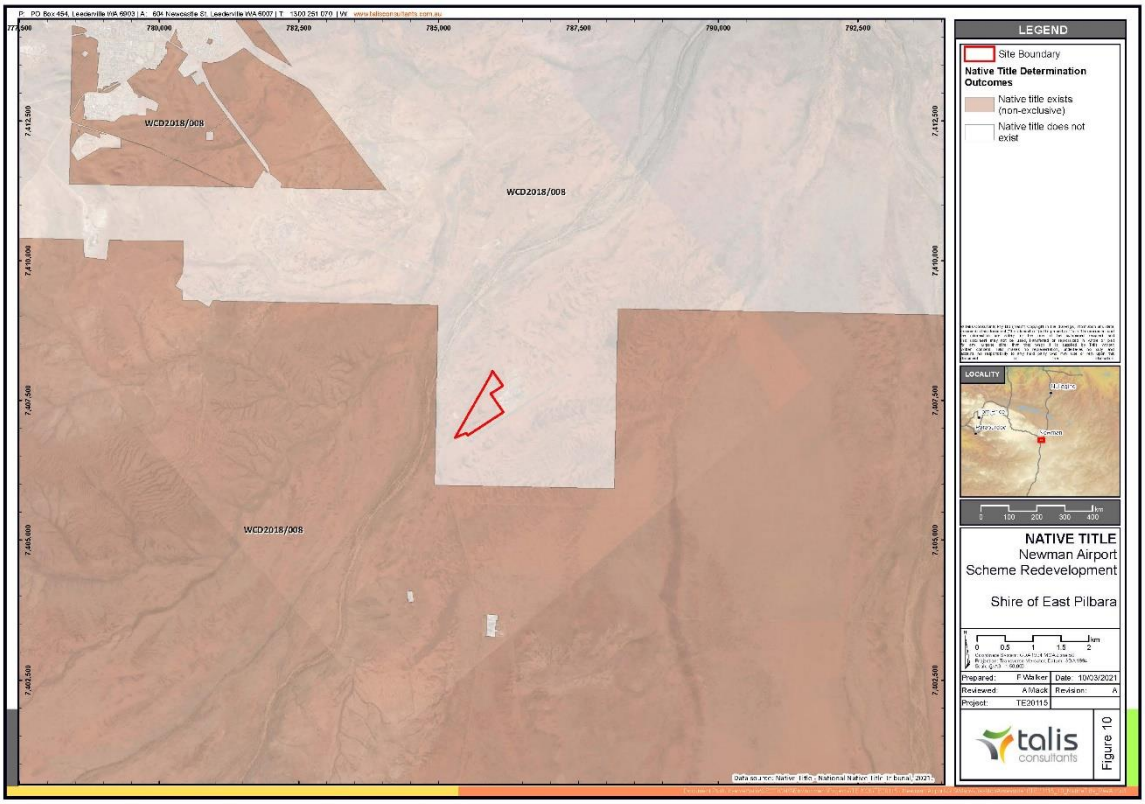

LEGEND
Site Boundary
Qa - Alluvium - unconsolidated silt, sand and gravel
Qs - Eolian sand - in sheets and dunes
Qw - Alluvium and colluvium; red-brown sandy and clayey soil
Qc - Colluvium - unconsolidated quartz and rock fragments in soil
Czr - Laterite including surficial hematite-geothite deposits over banded iron-formation
Czk - Calcrete - sheet carbonate usually formed in major drainage channels
q - Quartz vein
ge - Granitoid rocks, undifferentiated, deeply weathered
LOCALITY
GEOLOGY
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 05
Czk
Qc
Qw
Qs
Czr
Qa
Qw
Qa
Qs
Minderoo Well
FORTESCUE
Newman Aerodrome
Round Hill

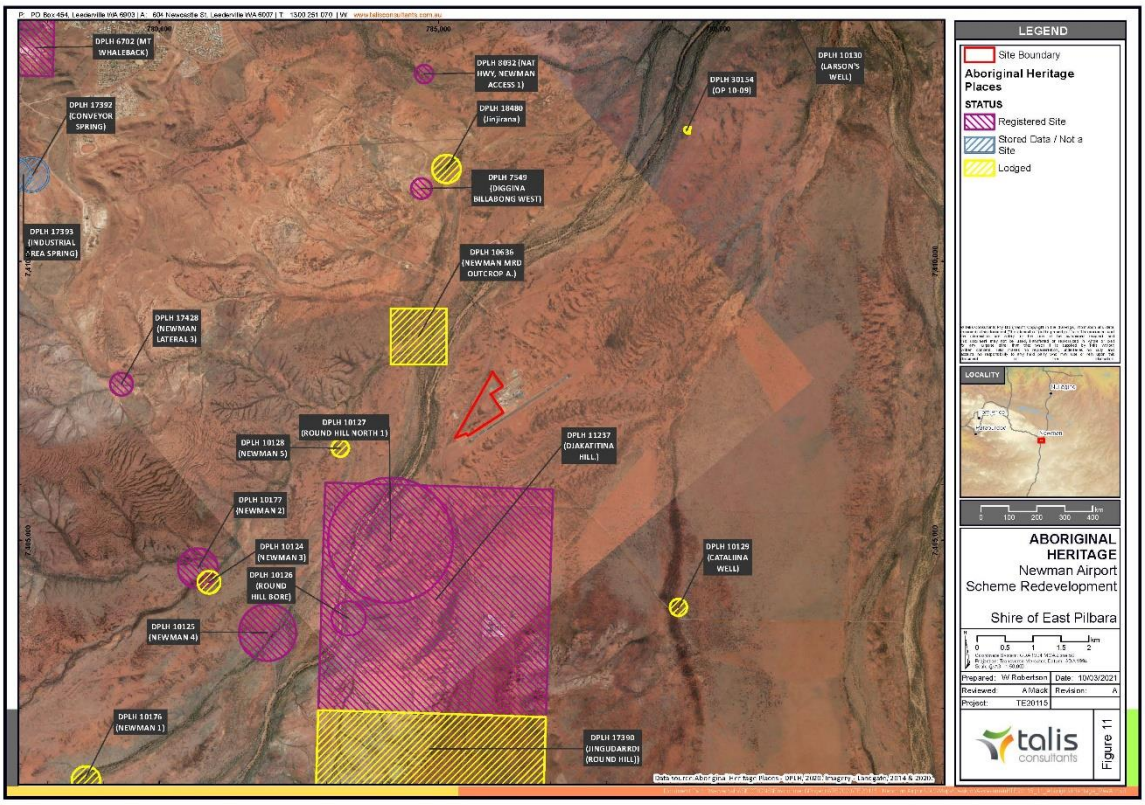

LEGEND
Site Boundary
Acid Sulfate Soils
A4 - High Probability / Very Low Confidence
B4 - Low Probability / Very Low Confidence
C4 - Extremely Low Probability / Very Low Confidence
LOCALITY
ACID SULFATE SOILS
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 06

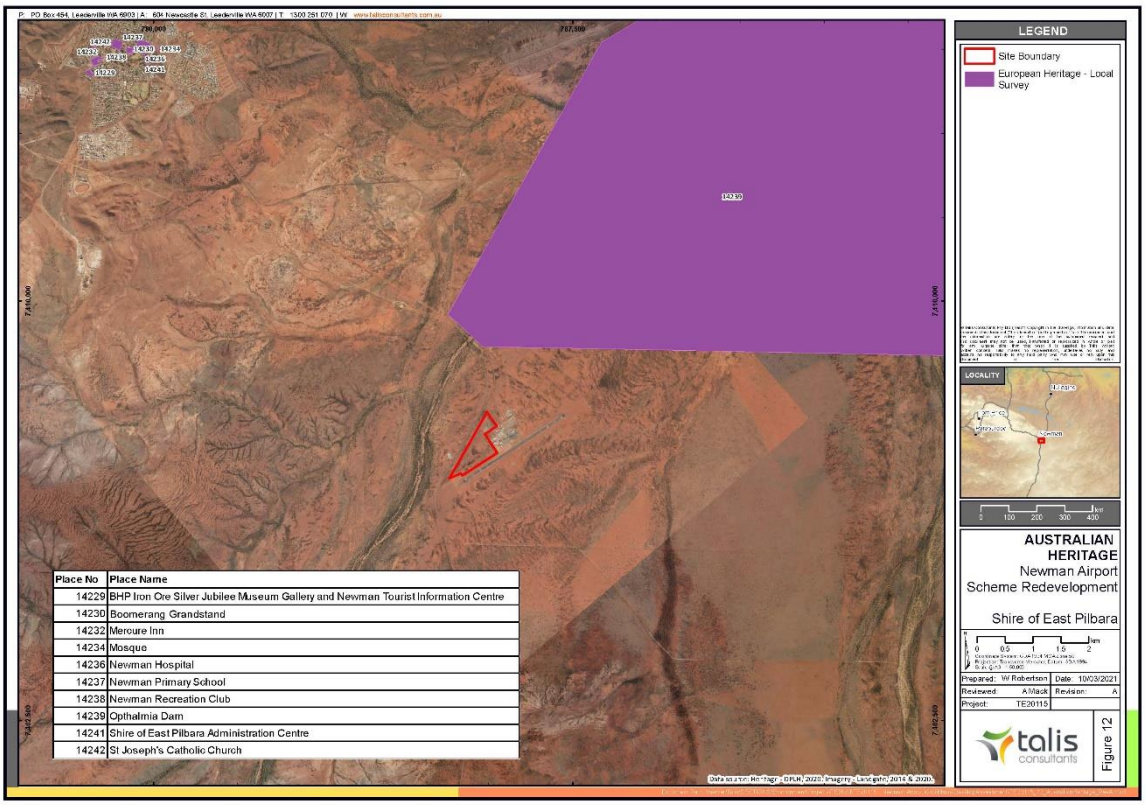

LEGEND
Site Boundary
Environmentally Sensitive Area
Threatened Ecological Community
LOCALITY
ENVIRONMENTALLY SENSITIVE AREAS
Newman Airport Scheme Redevelopment
Shire of Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 07


LEGEND
Site Boundary
WIN Monitoring Site
Proclaimed Groundwater Area (RIWI Act)
Public Drinking Water Source Area
Priority 1
Priority 3
LOCALITY
Pilbara Groundwater Area
East Murchison Groundwater Area
HYDROGEOLOGY
Newman Airport Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 08


LEGEND
Site Boundary
Contaminated Site
Remediated for restricted use
Contaminated - restricted use
Contaminated - remediation required
LOCALITY
CONTAMINATED SITES
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 09


WCD2018/008
WCD2018/008
WCD2018/008
LEGEND
Site Boundary
Native Title Determination Outcomes
Native title exists (non-exclusive)
Native title does not exist
LOCALITY
NATIVE TITLE
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: F Walker
Date: 10/03/2021
Reviewed: A Mack
Revision: A
Project: TE20115
talis consultants
Figure 10





Place No	Place Name
14229	BHP Iron Ore Silver Jubilee Museum Gallery and Newman Tourist Information Centre
14230	Boomerang Grandstand
14232	Meroure Inn
14234	Mosque
14236	Newman Hospital
14237	Newman Primary School
14238	Newman Recreation Club
14239	Opthalmia Dam
14241	Shire of East Pilbara Administration Centre
14242	St Joseph's Catholic Church


2003
2007
2013
2017
LEGEND
Site Boundary
LOCALITY
HISTORICAL IMAGERY
Newman Airport
Scheme Redevelopment
Shire of Pilbara
Prepared: W Robertson
Reviewed: A Mack
Project: TE20115
talis consultants
Figure 13

APPENDIX A

Photo Log and Locations

Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 1 – Stage 1 Area



Photo 2– Stage 1 Area



Photo 3– Stage 1 Area



Photo 4– Stage 1 Area



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Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 5– Stage 1 Area



Photo 6– Stage 1 Area



Photo 7– Stage 1 Area



Photo 8– Stage 1 Area



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Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 9– Stage 1 Area



Photo 10 – Stage 2 Area



Photo 11– Stage 2 Area



Photo 12 – Stage 2 Area



Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 13 - Stage 2 Area



Photo 14 - Stage 2 Area



Photo 15 - Stage 2 Area



Photo 16 - Stage 2 Area



Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 17 - Stage 2 Area



Photo 18 - Stage 2 Area



Photo 19 - Stage 2 Area



Photo 20 - Stage 2 Area



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Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 21 - Stage 2 Area



Photo 22 - Stage 2 Area



Photo 23 - Stage 2 Area



Photo 24 - Stage 2 Area



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Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 25 - Stage 2 Area



Photo 26 - Stage 2 Area



Photo 27 - Stage 2 Area



Photo 28 - Stage 2 Area



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Newman Airport, East Pilbara Shire.
Project - TE20115

Photo 29 - Stage 2 Area



Photo 30 - Stage 2 Area



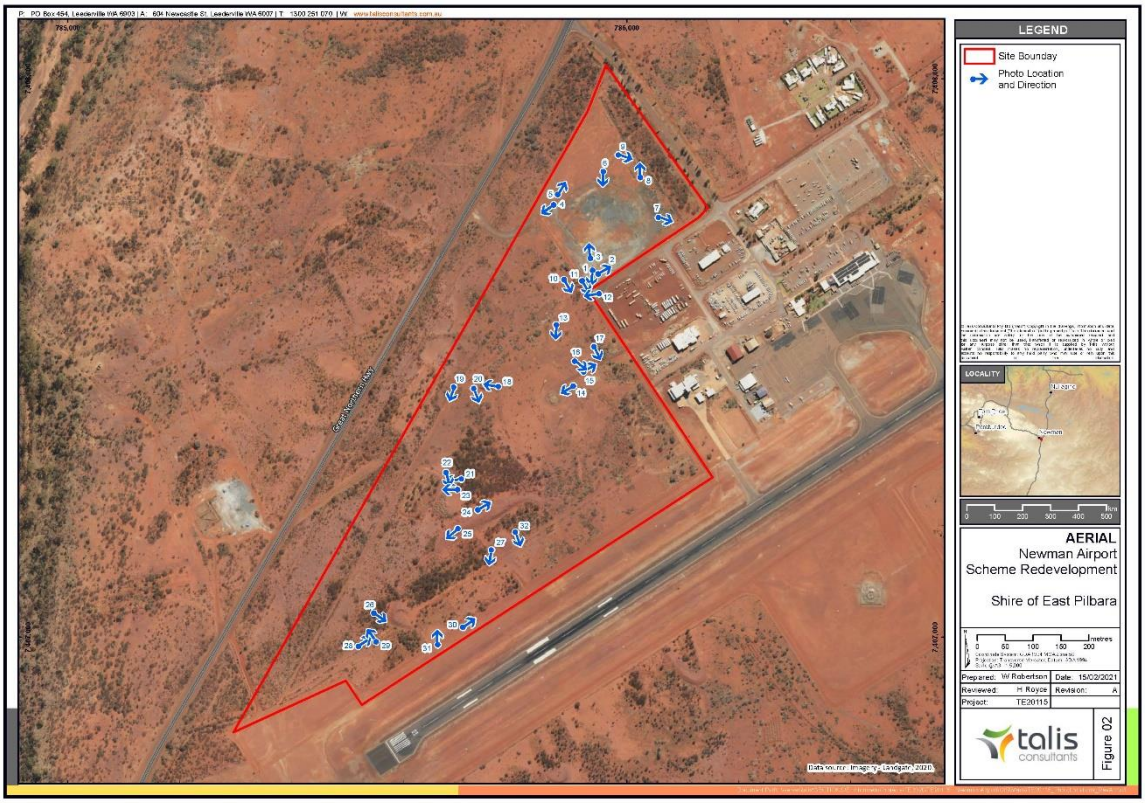
Photo 31 - Stage 2 Area



Photo 32 - Stage 2 Area



Talis Consultants Pty Ltd


LEGEND
Site Boundary
Photo Location and Direction
LOCALITY
AERIAL
Newman Airport
Scheme Redevelopment
Shire of East Pilbara
Prepared: W Robertson
Date: 15/02/2021
Reviewed: H Royce
Revision: A
Project: TE20115
talis consultants
Figure 02

APPENDIX B

Spectrum Ecology Desktop Assessment

NEWMAN AIRPORT
DESKTOP ASSESSMENT
PREPARED FOR: TALIS



Spectrum ECOLOGY

© Spectrum Ecology Pty Ltd
ABN 68 615 115 243
PO Box 314 Leederville
Western Australia 6902
Ph: (08) 9317 8233
Email: info@spectrumecology.com.au

Report Details			
Project Description:	Newman Airport Desktop Assessment		
Prepared For:	Talis		
Project ID:	2042		
Version History	Author	Reviewer	Date of Issue
Version 1	Nicola Palmer Susan Murrey	A. Heidrich	16-Feb-2020

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1. RESULTS

1.1. Desktop Assessment

1.1.1. Conservation Significant Fauna

The desktop assessment identified 35 conservation significant fauna species including eight mammals, 23 birds and four reptiles that have the potential to occur within the Study Area. Sixteen species of migratory water birds have been excluded from the assessment due to the lack of wetland habitats occurring in the study site; those species are listed in Appendix A.

Based on the desktop assessment, three species of conservation significance were assigned a pre-survey Medium to High likelihood of occurrence. The remaining identified species were assigned having a Low to Very Low likelihood of occurrence.

1.1.2. Significant Flora

No significant flora were identifed within the Study Area. The desktop assessment identified 52 significant flora taxa occuring within the vacinity of the Study Area, of which five were assigned pre-survey likelihood of occurance of high or medium. All significant flora identified in the desktop assessment are summarised in Table 1.2.

Table 1.1: Significant Vertebrate Fauna Recorded in the Desktop Assessment

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Mammals									
Black-flanked Rock-wallaby (*Petrogale lateralis* subsp. *lateralis*)	EN	EN		•	•		Complex rocky substrates with multi-entranced caves, rock piles and crevices with surrounding seasonal grasses and herbs for foraging (Pearson, 2012).	Five records from 1975 25 km north of the Study Area.	**Low:** No suitable habitat within the Study Area.

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Northern Quoll (*Dasyurus hallucatus*)	EN	EN				•	Critical denning habitats include rocky gorges, basalt hills, escarpments, mesas, boulder piles, caves and adjacent cliff faces. Foraging occurs in adjacent habitat with suitable cover and food resources (Department of the Environment, 2016).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** No suitable habitat within the Study Area and no nearby records.

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Greater Bilby (*Macrotis lagotis*)	VU	VU		•	•	•	A variety of habitats including spinifex hummock grasslands, acacia shrublands, open woodlands and cracking clays (Dziminski and Carpenter, 2018).	One single record of the species in the vicinity is from 1979.	**Medium:** Suitable habitat may occur in the Study Area however the only record of the species in the vicinity is from 1979.
Pilbara Leaf-nosed Bat (*Rhinonicteris aurantia (Pilbara)*)	VU	VU		•	•	•	Dissected rocky escarpments with suitable roost caves with high humidity and stable temperatures. Forages in a variety of habitats, particularly along water bodies and riparian vegetation (Armstrong, 2001; Cramer *et al.*, 2016).	153 records of the species within 34 km of the Study Area. All records are from Kalgan Creek or Ophthalmia Range.	**Low:** No suitable roosting or foraging habitat within the Study Area.

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Ghost Bat (*Macroderma gigas*)	VU	VU		•	•	•	Use a range of structures including caves, rock piles and abandoned mines for transient and feeding roosts. Foraging can occur up to 2 km from roosting sites. Maternity roosts require caves with specific warm, dark and humid microclimates (Armstrong and Anstee, 2003).	Eleven records of the species within 30 km of the Study Area.	**Low:** No suitable roosting or foraging habitat within the Survey Area.
Brush-tailed Mulgara (*Dasycercus blythi*)			P4	•	•		Sandy and loamy flats vegetated with hummock and/or tussock grasses, stony gibber plains where wind-blown soil or sand has accumulated (Pavey *et al.*, 2011).	Two records of the species within 20 km of the Study Area.	**Low:** Suitable habitat is unlikely to occur within the Study Area.
Western Pebble-mound Mouse (*Pseudomys chapmani*)			P4	•	•		Rocky ranges and hills with pebbled soil for mound construction. More common on the lower slopes of ridges with spinifex hummock grassland (Dunlop and Pound, 1981).	36 records of the species from between 8 - 37 km of the Study Area.	**Low:** No suitable habitat within the Study Area.
Long-tailed Dunnart (*Sminthopsis longicaudata*)			P4	•	•		Rocky hills, ranges and escarpments with open woodland and/or shrubland over spinifex (Pavey, 2006).	Four records within 16 km of the Study Area.	**Low:** No suitable habitat within the Study Area.
Birds									

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Night Parrot (*Pezoporus occidentalis*)	CR	EN				•	Recorded from long unburnt, ring forming *Triodia* grasslands in association with low lying saline lakes and drainages hosting chenopods/samphire (Jackett *et al.*, 2017).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** No suitable habitat within the Study Area.
Australian Painted Snipe (*Rostratula australis*)	EN	EN				•	Shallow terrestrial freshwater wetlands, lakes and swamps, typically with low, dense fringing vegetation. Favours sites with shallow water and exposed mud (Menkhorst *et al.*, 2019).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** Suitable habitat does not occur in the Study Area; no nearby records.
Grey Falcon (*Falco hypoleucos*)	VU	VU				•	Likely a nomadic species in the arid and semi-arid zones. Does not appear to be associated with any particular vegetation types (Schoenjahn, Pavey and Walter, 2020).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** Foraging habitat may occur in the Study Area but no records in the vicinity.
Princess Parrot (*Polytelis alexandrae*)	VU		P4			•	Swales between sand dunes. Associated sites usually have a variety of shrubs among scattered trees and a ground cover of *Triodia* species. In the arid zone of western and central Australia (Department of the Environment, 2018).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** Suitable habitat does not occur in the Study Area. No nearby records.

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Fork-tailed Swift (*Apus pacificus*)	MI	MI				•	Nomadic, almost entirely aerial lifestyle over a variety of habitats; associated with storm fronts (Australian Government 2020).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** Always a possibility due to association with storm fronts.
Barn Swallow (*Hirundo rustica*)	MI	MI				•	Open country with low vegetation, farmlands and meadows (Department of the Environment, 2020).	No regional observations have been recorded. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST).	**Low:** No suitable habitat in the Study Area; no nearby records.
Peregrine Falcon (*Falco peregrinus*)		OS		•	•		Occur across much of Australia inhabiting cliffs, coastal habitats, rivers, wooded water courses and lakes (Bird Life Australia, 2012).	Six records from between 8 - 28 km of the Study Area.	**High:** Foraging habitat is likely to occur in the Study Area; several records of the species from nearby.
Reptiles									
Pilbara Olive Python (*Liasis olivaceus* subsp. *barroni*)	VU	VU		•	•	•	Inhabits gorges, gullies, stony ranges, rock piles and along watercourses. Often associated with permanent and temporary water bodies though is not restricted to them. Habitat requirements are likely to vary throughout the year (DSEWPaC 2011).	Eight records from beteween 13 - 30 km of the Study Area.	**Low:** No suitable habitat in the Study Area.
Ganes Blind Snake (Pilbara) (*Anilios ganei*)			P1	•	•		A variety of habitats, thought to prefer moist gorges though habitat data is limited (Aplin, 1998).	Ten records of the species within 36 km of the Study Area.	**Low:** Suitable habitat is unlikely to occur in the Study Area.

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Previous Records	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA						
Spotted Ctenotus (northeast) (*Ctenotus uber* subsp. *johnstonei*)			P2	•			Known primarily from chenopod shrubland at the base of sandstone hills. Often associated with small rock outcrops on open sandy and stony plains (Cogger, 2014).	Four records within 24 km of the Study Area.	**Low:** Suitable habitat is unlikely to occur in the Study Area.
Unpatterened Robust Slider (Roberston Range) (*Lerista macropisthopus* subsp. *remota*)			P2	•			Woodlands and semi-arid shrublands with sandy to sandy loam soils (Cogger, 2014).	Three records from between 17 - 23 km to the the Study Area.	**Medium:** Suitable habitat may occur in the survey area; nearby records from 18 km west of the Study Area.

Table 1.2: Significant Flora Recorded in the Desktop Assessment

Likelihood of Occurrence	Status	Taxon	Description	Habitat	Distance from Survey Area (km)	Flowering Time	AVH	TPFL	WAHerb	Ecoscape	Nature Map	Onshore Environmental
High	P3	*Aristida jerichoensis var. subspinulifera*	Compactly tufted perennial, grass-like or herb, 0.3-0.8 m high, lemma groove muricate.	Flat terrain. Red clay loam, low in landscape. Hardpan plains.	8.8	Apr.	X		X			
Medium	P1	*Eremophila capricornica*	A small shrub 50–75 cm high, 50–75 cm wide. Branches terete, with woolly dendritic hairs	Found from east of Newman across to Jigalong, growing in sandy clay loams in open mulga shrubland with an understory of Triodia spp. and other grasses	33.5	June-August		X	X		X	
Medium	P3	*Eremophila rigida*	Bushy shrub, 0.3-4 m high. Fl. cream, Sep	Red sand alluvium. Hardpan plains, stony clay depressions.	13.9	Sept.		X	X		X	
Medium	P3	*Rhagodia sp. Hamersley (M. Trudgen 17794)*	Erect shrub to 1.5m.	Flat plain. Floodplain. Hillslope. Red sandy loam with surface cobbles.	22.9	May		X	X	X	X	X
Medium	P4	*Goodenia nuda*	Erect to ascending herb, to 0.5 m high. Fl. Yellow.	Drainage line. Red/brown clay loam soils. Floodplains. Brown loam/ironstone.	12.4	Apr to Aug.	X		X	X	X	X
Low	T	*Seringia exastis*	Rounded shrub to 30 cm tall, in full flower.	Ridge top. Brown/red loam. Collection site: mining tenement. Recently burnt: 2-5 years.	23.7	April to Dec.	X		X			
Low	P1	*Acacia corusca*	Rounded to broadly rounded, robust, multi-stemmed shrub or small tree 1.5–4.0 (–5.0) m high, 1.5–5 (–6.0) m wide	Grows on red-brown sandy-loam soils on hill crests, ridges, slopes and minor drainage lines upon low, subdued and undulating stony hills	31.6	April-Aug.			X		X	
Low	P1	*Eremophila pilosa*	Shrub, ca 0.8 m high. Fl. Purple	Grows in red-brown clay loam on sandy plains between Jigalong and Roy Hill	51.1	Sep	X	X	X	X		
Low	P1	*Eremophila rhegos*	Erect shrub, ca 1 m high. Fl. blue-purple-white	Skeletal stony loam over granite.	34.8	Sept.			X		X	
Low	P1	*Eremophila sp. Hamersley Range (K. Walker KW 136)*	Shrub to 2m tall. Rounded crowded canopy. Flowers white-cream-yellow-pink-purple.	Hill crest. Creek embankments. Gullies.	10.7	Aug.			X		X	

Likelihood of Occurrence	Status	Taxon	Description	Habitat	Distance from Survey Area (km)	Flowering Time	AVH	TPFL	WAHerb	Ecoscape	Nature Map	Onshore Environmental
Low	P1	*Eremophila sp. West Angelas (S. van Leeuwen 4068)*	Spindly shrub to 3 m high.	Summits of hills. Slopes.	48.3	Sept. to Oct.			X			
Low	P1	*Hibiscus componiculatus*	Shrub or tree. Stems hairy.	-	unknown	Aug.		X				
Low	P1	*Lindernia sp. Pilbara (M.N. Lyons & L. Lewis FV 1069)*	-	Low open forest of Eucalyptus victrix over low open shrubland of Duma florulenta	77.2	Unknown.			X			
Low	P1	*Myriocephalus scalpellus*	Semi-erect herb, 0.03-0.08 m high.	Clay. Depression on flood plain.	76.8	Unknown		X	X			
Low	P1	*Rorippa sp. Fortescue Valley (M.N. Lyons & R.A. Coppen FV 0760)*	-	Low open forest of Eucalyptus victrix over low open shrubland of Duma florulenta	77.2	Unknown			X			
Low	P1	*Tecticornia globuliflora*	Perennial shrub to 0.3–0.5 m high. Vegetative articles globular to obovoid, not compressed green or pink to red.	Moderately saline flats on red-brown gritty clay.	71.6	Unknown			X			
Low	P1	*Triodia pascoeana*	Dense, tussock-forming perennial, grass-like or herb, 1-3 m high, non-resinous, panicle long-linear, extremely scabrous, lemma 3-lobed, awnless.	Limestone ranges & gorges, floodplains.	9.6	Jan to Apr	X					
Low	P1	*Vallisneria sp. Weelarrana (M.N. Lyons & S.D. Lyons 3050)*	-	Flat/plain to very broad open drainage depression. Dry, well-drained, brown clay loam.	71.7	Unknown			X			
Low	P1	*Vittadinia sp. Coondewanna Flats (S. van Leeuwen 4684)*	Tall daisy to 1 m , open canopy, in late flower and dehiscing fruit, cream/white flowers.	Flat terrain, low in landscape. Red clay loam with some stone. Gilgai. Drainage lines.	25.0	Jul.			X		X	
Low	P2	*Aristida lazaridis*	Tufted perennial, grass-like or herb, 0.4-1.5 m high. Fl. green/purple, Apr.	Clay plains of an ephemeral lake. Floodplain/drainage zone. Sand or loam.	41.1	Apr.			X			

Likelihood of Occurrence	Status	Taxon	Description	Habitat	Distance from Survey Area (km)	Flowering Time	AVH	TPFL	WAHerb	Ecoscape	Nature Map	Onshore Environmental
Low	P2	*Euphorbia inappendiculata var. inappendiculata*	Herb to 2 cm.	Flat, red brown loam. Cracking clay.	26.5	Unknown.			X		X	
Low	P2	*Goodenia hartiana*	Erect to spreading, multistemmed perennial, herb or shrub (sub-shrub).	Sand. Sand dune swales, sandhills.	24.1	Aug. to Sept.	X	X	X		X	
Low	P2	*Hibiscus sp. Gurinbiddy Range (M.E. Trudgen MET 15708)*	Spindly upright shrub to 3 m tall, purple flower.	Rocky (boulder) slope below low cliffs. Gully. Gravelly, pebbly red-brown loam.	50.2	May & July			X			
Low	P2	*Ipomoea racemigera*	Creeping annual, herb or climber. Fl. white.	Fringing vegetation of river.	9.6	Unknown.	X		X		X	
Low	P2	*Isotropis parviflora*	Shrub, 0.1 m high. Fl. white/pink, Mar.	Low rocky hill. Red-brown loam soils and ironstone gravel.	21.7	Feb. to Mar., May	X		X		X	
Low	P2	*Oxalis sp. Pilbara (M.E. Trudgen 12725)*	Small herb to 10 cm tall. Leaves green above, purple below; yellow flowers.	Gully. Brown-red loam.	54.9	May			X			
Low	P3	*Acacia subtiliformis*	Spindly, slender, erect shrub, to 3.5 m high, phyllodes green, new growth slightly viscid, resinous, aromatic; inflorescence in heads to 6 mm diameter, peduncles red.	Rocky calcrete plateau.	39.6	June, yellow		X	X		X	
Low	P3	*Amaranthus centralis*	Erect, to 60 cm high. Stems angular, sometimes reddish, sparsely hairy.	Red sand in ephemeral watercourses. Sandy to clayey loam. River banks. Edges of permanent pools in eucalypt lined channels.	47.4	Flowers throughout the year		X	X			
Low	P3	*Calotis latiuscula*	Erect herb, to 0.5 m high. Fl. yellow,	Sand, loam. Rocky hillsides, floodplains, rocky creeks or river beds.	15.9	Jun to Oct.	X					
Low	P3	*Crotalaria smithiana*	Annual, herb, to 0.4 m high. Fl. yellow,	Regeneration site on floodplain.	29.0	Jun.	X		X		X	

Likelihood of Occurrence	Status	Taxon	Description	Habitat	Distance from Survey Area (km)	Flowering Time	AVH	TPFL	WAHerb	Ecoscape	Nature Map	Onshore Environmental
Low	P3	*Dampiera metallorum*	Rounded, multi-stemmed perennial, herb, to 0.5 m high. Fl. blue, Apr or Jun to Oct.	Skeletal red-brown gravelly soil over banded ironstone. Steep slopes. Summits of hills.	63.4	April/June - Oct.		X	X			
Low	P3	*Eremophila magnifica subsp. velutina*	Shrub, 0.5-1.5 m high. Fl. blue-purple, Aug to Sep.	Skeletal soils over ironstone. Summits	26.8	Aug.-Sept.			X		X	
Low	P3	*Eucalyptus rowleyi*	Mallee to 4 m high. Smooth whitish bark to base.	On flat red soil	70.9	Unknown.			X			
Low	P3	*Goodenia sp. East Pilbara (A.A. Mitchell PRP 727)*	Open, erect annual or biennial, herb, to 0.2 m high. Fl. yellow.	Red-brown clay soil. Calcrete pebbles. Low undulating plain, swampy plains.	7.1	Feb. March & May		X	X		X	
Low	P3	*Grevillea saxicola*	Tall shrub to 2.5 m.	Breakaway. Scree slope.	64.8	Nov. to Mar.			X			
Low	P3	*Gymnanthera cunninghamii*	Erect shrub, 1-2 m high. Fl. cream yellow-green	Sandy soils. Drainage lines.	13.2	Jan to Dec.	X	X	X		X	
Low	P3	*Indigofera gilesii*	Shrub, to 1.5 m high. Fl. purple-pink, May or Aug.	Pebbly loam. Amongst boulders & outcrops, hills.	22.0	May or August	X	X	X		X	
Low	P3	*Iotasperma sessilifolium*	Erect herb. Fl. pink.	Cracking clay, black loam. Edges of waterholes, plains.	74.9	Jul. to Sept.			X			
Low	P3	*Maireana prosthecochaeta*	Open, densely-leaved shrub, 0.3-0.6 m high.	Laterite. Hills, salty places.	42.7	June to Sept.?		X	X			
Low	P3	*Sida sp. Burlee Range (S. van Leeuwen 1642)*	Spreading shrub, to 0.5 m high. Fl. Yellow.	Skeletal red soils pockets. Steep slope.	50.3	Aug.			X			
Low	P3	*Stylidium weeliwolli*	Annual, herb, 0.1-0.25 m high, throat appendages 4, rod-shaped. Fl. pink & red.	Gritty sand soil, sandy clay. Edge of watercourses.	67.1	Aug to Sep.			X			
Low	P3	*Swainsona thompsoniana*	Erect, herb. Stems terete, not spiny, glabrous.	Flat crabhole plain.	8.9	Apr. Jun. & Aug.	X		X			
Low	P3	*Tephrosia medusa*	Shrub 0.4 m. Bright green utricles.	Edge of large saltlake.	71.6	July & Nov.			X			
Low	P3	*Themeda sp. Hamersley Station (M.E. Trudgen 11437)*	Tussock grass.	Flat terrain, low in landscape. Red loamy soil with some alluvial sand material and stones.	32.2	Unknown						
Low	P3	*Triodia sp. Mt Ella (M.E. Trudgen 12739)*	Perennial, grass-like or herb, 0.4 m high.	Gullies. Hill slopes. Drainage lines.	23.0	Jan. to Apr.?			X			

Likelihood of Occurrence	Status	Taxon	Description	Habitat	Distance from Survey Area (km)	Flowering Time	AVH	TPFL	WAHerb	Ecoscape	Nature Map	Onshore Environmental
Low	P3	*Xerochrysum boreale*	Erect perennial, branched herb to 50 cm high. Stems glandular-hirtellus.	Stony surface. Red brown clay loam.	52.8	Unknown			X			
Low	P4	*Acacia bromilowiana*	Tree or shrub, to 12 m high, bark dark grey, fibrous; phyllodes more or less glaucous & slightly pruinose; inflorescence in spikes. Fl. yellow/pink, Jul to Aug.	High in landscape. Edge of cliff. Rocky ironstone scree. Skeletal soil.	48.3	July - Aug yellow/pink	X					
Low	P4	*Eremophila magnifica subsp. magnifica*	Shrub, 0.5-1.5 m high. Fl. blue, Aug to Nov.	Skeletal soils over ironstone. Rocky screes.	13.0	Aug.-Nov.	X		X		X	
Low	P4	*Eremophila youngii subsp. lepidota*	Eremophila youngii is an erect, highly-branched, shrub which grows to a height of between 1 and 4 m.	Stony red sandy loam. Flats plains. Floodplains, sometimes semi-saline. Clay flats.	20.3	Unknown.	X		X	X	X	
Low	P4	*Goodenia berringbinensis*	Ascending annual, herb, 0.1-0.3 m high. Fl. yellow.	Red sandy loam. Along watercourses.	20.3	Oct.			X		X	
Low	P4	*Lepidium catapycnon*	Open, woody perennial, herb or shrub, 0.2-0.3 m high, stems zigzag. Fl. white, Oct.	Skeletal soils. Hillsides.	15.9	Oct.-Jan.	X	X	X		X	
Low	P4	*Pollotus trichocephalus*	Prostrate, spreading perennial, herb. Fl. white.	Sandy soils. Colluvial plains.	67.1	Sep.			X			

1.1.3. Short Range Endemic Invertebrates

The West Australian Musuem database search identified 72 Arachnid, 23 Crustacean and three Mollusc species of potential short range endmic invertebrates. Twenty-six species of Arachnids and all 23 species of Crustaceans returned from the this SRE database search are subterranean and were excluded from this assessment. A further six species of Arachnids (mites) and two species of Molluscs are freshwater aquatic invertebrates and were also excluded.

Three species were assigned a High likelihood of occurrence and eight a Medium. All other species were assigned a Low likelihood of occurring in the Study Area.

Table 1.3: Western Australian Museum Invertebrate Database Results

Class/ Order/ Family	Species	Distance and Direction of Nearest Record from Study Area	Likelihood of Occurrence
ARACHNIDA			
Araneomorphae			
Desidae	'Forsterina grp. Genus' 1 'sp. 5'	9 km NW	**Medium:** Records are from an area that has been cleared so habitat cannot be assessed from imagery; however habitat described in database (tree and saltbush) may occur in Study Area.
Lamponidae	Asadipus 'areyonga'	39 km E	**Low:** Single record is from a hill slope; similar habitat does not occur in the Study Area.
Lycosidae	Venator 'sp. (VWF1244)'	49 km SE	**Low:** Two records 49 km away in habitat unlikely to occur in the Study Area. A further six records over 1,000 km away appear to be a mapping error (wrong coordinates).
Oonopidae	Myrmopopaea 'sp. 10'	37 km E	**Low:** Record is from a creekline; similar habitat is unlikely to occur within the Study Area.
Salticidae	'Neon' 'PBS sp. 3'	39 km E	**Low:** Single record is from a hill slope; similar habitat does not occur in the Study Area.
Selenopidae	Karaops 'sp. indet. (juvenile)'	24 km NE	**Low:** Records are from rocky gorge/ breakaway habitats not found in the Study Area.
Selenopidae	Karaops 'ARA003'	21 km NE	**Low:** Most records are from under rocks on southern slopes. Similar habitat does not occur in the Study Area.
Selenopidae	Karaops 'ARA004'	33 km NE	**Low:** Records are from under rocks on southern slopes. Similar habitat does not occur in the Study Area.
Selenopidae	Karaops 'ARA005'	10 km N	**Low:** Records are from slopes, gorges or gullies. Similar habitat does not occur in the Study Area.
Zodariidae	Spinasteron 'leeuweni'	11 km W	**Low:** Nearby records are from areas that have been cleared so unable to assess habitat from imagery; further records are from spinifex plains; similar habitat does not occur in the Study Area. **Unlikely to be an SRE due to distribution.**

Class/ Order/ Family	Species	Distance and Direction of Nearest Record from Study Area	Likelihood of Occurrence
Mygalomorphae			
Anamidae	Aname watsoni	14 km W	**Low:** Specimens recorded from open floodplains; similar habitat does not occur in the study area.
Anamidae	Kwonkan 'MYG098'	14 km W	**Low:** Records from gullies and open floodplains. Similar habitat does not occur in the Study Area.
Anamidae	Kwonkan 'MYG651'	18 km W	**Medium:** One record in similar habitat to the Study Area. Two other records from a gully and ridge; similar habitat does not occur in the Study Area.
Barychelidae	Aurecocrypta 'MYG315'	12 km N	**Medium:** Records are from flat, open habitats across a wide distance. **Unlikley to be an SRE due to distribution.**
Euagridae	Cethegus 'MYG299'	13 km N	**High:** Records appear to be from flat, open shrubland. Similar habitat occurs in the Study Area.
Halonoproctidae	Conothele 'MYG385'	9 km N	**Low:** Single record is from a gully; similar habitat does not occur in the Study Area.
Halonoproctidae	Conothele 'MYG558'	15 km N	**Low:** Three records are from shallow or deep gullies; similar habitat does not occur in the Study Area.
Halonoproctidae	Conothele 'MYG575'	12 km N	**Medium:** Single record is from a vegetation grove in open woodland; similar habitat may occur in the Study Area.
Idiopidae	Gaius 'MYG286'	25 km E	**Medium:** Records from a variety of habitats including a plain, mulga woodlands and a gully. Suitable habitat may occur in the Study Area.
Idiopidae	Idiosoma 'MYG384'	34 km NE	**High:** Records are from a variety of habitats including flat, open shrublands similar to that occurring in the Study Area.
Geophilida			
Geophilidae	'Zelanophilus?'	31 km E	**Medium:** Location of the single record has been cleared so habitat cannot be assessed from imagery, however surrounding area may have similar habitat to Study Area.
Polydesmida			
Paradoxosomatidae	Antichiropus 'DIP042, wheelarra'	39 km E	**Low:** One record from a hillslope; similar habitat does not occur in the Study Area.
Paradoxosomatidae	Antichiropus 'DIP051, pannawonica'	14 km N	**High:** Single specimen is in similar habitat to the Study Area
Paradoxosomatidae	Antichiropus 'OB35_1? (female)'	16 km W	**Low:** Single specimen is from a densely vegetated gully. No similar habitat occurs in the Study Area.
Paradoxosomatidae	Antichiropus 'OB35_2? (female)'	19 km W	**Low:** Single specimen is from a densely vegetated gully. No similar habitat occurs in the Study Area.
Paradoxosomatidae	Antichiropus cristatus	22 km W	**Low**: Specimens are from slopes with spinifex. No similar habitat occurs in the Study Area.

Class/ Order/ Family	Species	Distance and Direction of Nearest Record from Study Area	Likelihood of Occurrence
Paradoxosomatidae	Antichiropus verutus	16 km W	**Low:** Records are from rocky slopes, gullies and ridgebases. No similar habitat occurs within the Study Area.
Polyxenida			
Polyxenidae	Unixenus 'mjoebergi'	14 km W	**Low:** Single record is from an open floodplain. Similar habitat does not occur in the Study Area.
Pseudoscorpines			
Garypidae	Synsphyronus 'PSE086'	33 km N	**Low:** Single record is from a deep gully. Similar habitat does not occur in the Study Area.
Garypidae	Synsphyronus 'PSE129'	13 km N	**Low:** Single records is from under rocks on a hill side. Similar habitat does not occur in the Study Area.
Olpiidae	Beierolpium 'sp. 8/1'	14 km N	**Medium:** Single record from habitat similar to that that may occur in the Study Area.
Olpiidae	Xenolpium 'PSE079'	30 km NE	**Low:** Records appear associated with heavily vegetated habitats unlikely to occur in the Study Area.
Feaellidae	Feaella callani	15 km N	**Low:** Records are from under rocks in a hilly area; similar habitat does not occur within the Study Area.
Scolopendrida			
Scolopendridae	Scolopendra 'sp. indet. (juvenile)'	23 km E	**Low:** Most records are from flood plains, gullies or creeklines. Spatial variation in habitats indicates records may not all be the same species.
Scorpiones			
Buthidae	Lychas 'harveyi group' 'SCO038'	43 km NW	**Medium:** Two of three records are from similar habitat to the Study Area, however these are located over 60 km away.
Buthidae	Lychas 'pilbara 1' SCO041'	41 km NW	**Low:** Two records are over 40 km from the Study Area in habitats unlikely to occur in the Study Area.
Buthidae	Lychas 'Pilbara sp. 2'	14 km N	**Low:** One record from a ridge line. Similar habitat does not occur in the Study Area.
Buthidae	Lychas bituberculatus 'SCO042'	41 km NW	**Low:** Records are from open Eucalypt woodlands; similar habitat is unlikely to occur in the Study Area.
Urodacidae	Urodacus 'pilbara 12'	16 km W	**Low:** Records are from habitats such as gullies, ridges and rocky slopes. Similar habitats do not occur in the Study Area.
Spirobolida			
Trigoniulidae	Austrostrophus 'sp. (fragment)'	41 km N	**Low:** Records are all from moist habitats e.g. creek margins that do not occur in the Study Area.
GASTROPODA			
Charopidae	Discocharpa sp.	27 km N	**Low:** Two records from a rock scree slope in gully. Similar habitat does not occur in the Study Area.

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Appendix A: Migratory Water Birds

Table 2.1: Migratory Water Birds Recorded in the Database Search

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA					
Migratory Shorebirds								
Common Sandpiper (*Actitis hypoleucos*)	MI	MI		•	•	•	Coastal habitats include wetlands, estuaries, mudflats, rocky inlets, reefs and sandy beaches. Inland habitats include wetlands, floodplains and grassland areas, ephemeral water sources (Reference EPBC Act Policy Statement 3.21).	**Very Low:** No suitable habitat occurs in the Study Area.
Sharp-tailed Sandpiper (*Calidris acuminata*)	MI	MI		•	•	•		
Curlew Sandpiper (*Calidris ferruginea*)	CR	CR		•	•	•		
Pectoral Sandpiper (*Calidris melanotos*)	MI	MI		•	•	•		
Red-necked Stint (*Calidris ruficollis*)	MI	MI		•	•			
Long-toed Stint (*Calidris subminuta*)	MI	MI		•	•			
Oriental Plover (*Charadrius veredus*)	MI	MI			•	•		
Wood Sandpiper (*Tringa glareola*)	MI	MI		•	•			
Common Greenshank (*Tringa nebularia*)	MI	MI		•	•			
Marsh Sandpiper (*Tringa stagnatilis*)	MI	MI		•	•			
Common Redshank (*Tringa totanus*)	MI	MI		•	•			

Species	Conservation Status			Nature Map	DBCA	PMST	Preferred Habitats	Likelihood of Occurrence
	EPBC Act	BC Act	DBCA					
Other Migratory Water Birds								
Gull-billed Tern (*Gelochelidon nilotica*)	MI	MI		•	•		Primarily on tidal flats but also occurs inland on large ephemeral lakes and wetlands (Menkhorst *et al.*, 2019)..	**Very Low:** No suitable habitat occurs in the Study Area.
Caspian Tern (*Hydroprogne caspia*)	MI	MI		•	•		Coastal waters. Inland occurs in large rivers, lakes of varying salinity, resevoirs and temporary wetlands (Menkhorst *et al.*, 2019).	**Very Low:** No suitable habitat occurs in the Study Area.
Glossy Ibis (*Plegadis falcinellus*)	MI	MI		•	•		Lakes, rivers, lagoons, flood-plains, swamps, resevoirs and sewage ponds. Forages in fringing freshwater marshes (Australian Government & Department of Agriculture Water and the Environment, 2021).	**Very Low:** No suitable habitat occurs in the Study Area.
Grey Wagtail (*Motacilla cinerea*)	MI	MI				•	Fast-flowing watercourses, lakes ploughed fields and creeks (Pizzey and Knight, 2012).	**Very Low:** Rare visitor to Australia, no nearby records. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST). No regional observations have been recorded.
Yellow Wagtail (*Motacilla flava*)	MI	MI				•	Damp and wet habitats with low vegetation including meadows, marshes and waterside pastures (Birdlife International, 2020).	**Very Low:** Rare visitor to Australia, no nearby records. Potential habitat is listed as present in the area by the Protected Matter Search Tool (PMST). No regional observations have been recorded.

Assets | Engineering | Environment | Noise | Spatial | Waste

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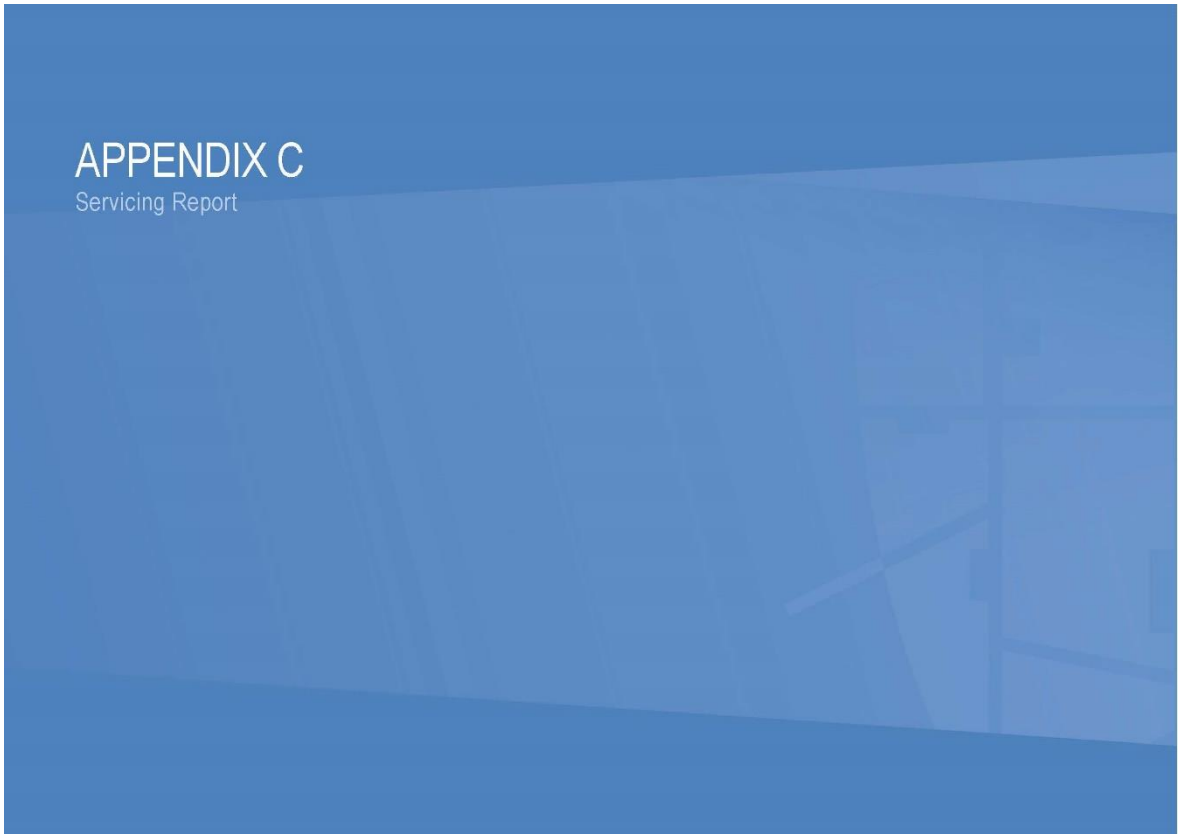
Head Office
Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au


APPENDIX C
Servicing Report

Servicing Report

Newman Airport General Industrial Area

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Shire of EAST Pilbara
AUSTRALIA'S LARGEST SHIRE

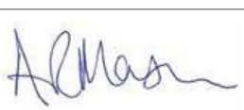
Prepared for Shire of East Pilbara

26 February 2021

Project Number: TC20042

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1a	First Release	22/02/2021	PG	AM	AM
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Approval for Release		
Name	**Position**	**File Reference**
Allan Mason	Engineering Section Leader	TC20042 - Servicing Report.1b
Signature		

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Appendices

APPENDIX A Newman Airport General Industrial Area
APPENDIX B Concept Services Layout

1 Introduction

Talis Consultants Pty Ltd (Talis) has been commissioned by the Shire of East Pilbara (the Shire) to prepare a Servicing Report for the proposed development of industrial lots at Newman Airport (the Site). The location of the proposed General Industrial Area (GIA) is shown on Diagram 1-1.

Newman Airport is managed by the Shire in terms of a Land Management Order issued by State Lands, as the Airport is sited upon Crown Land. The Site is currently zoned "Rural" under Shire of East Pilbara Local Planning Scheme No.4. The Shire is now required to rezone the land to "Special-use" zone to provide for industrial land development at the Site.

The Shire requires this Servicing Report to support its Scheme Amendment Report. This Servicing Report includes details on geotechnical characteristics of the Site; earthworks; clearing requirements; sewer; solid waste management; water supply; power supply; gas supply; telecommunications; roads; drainage; and flooding.

This Servicing Report has been completed as a desktop study, prior to the commencement of any engineering design.

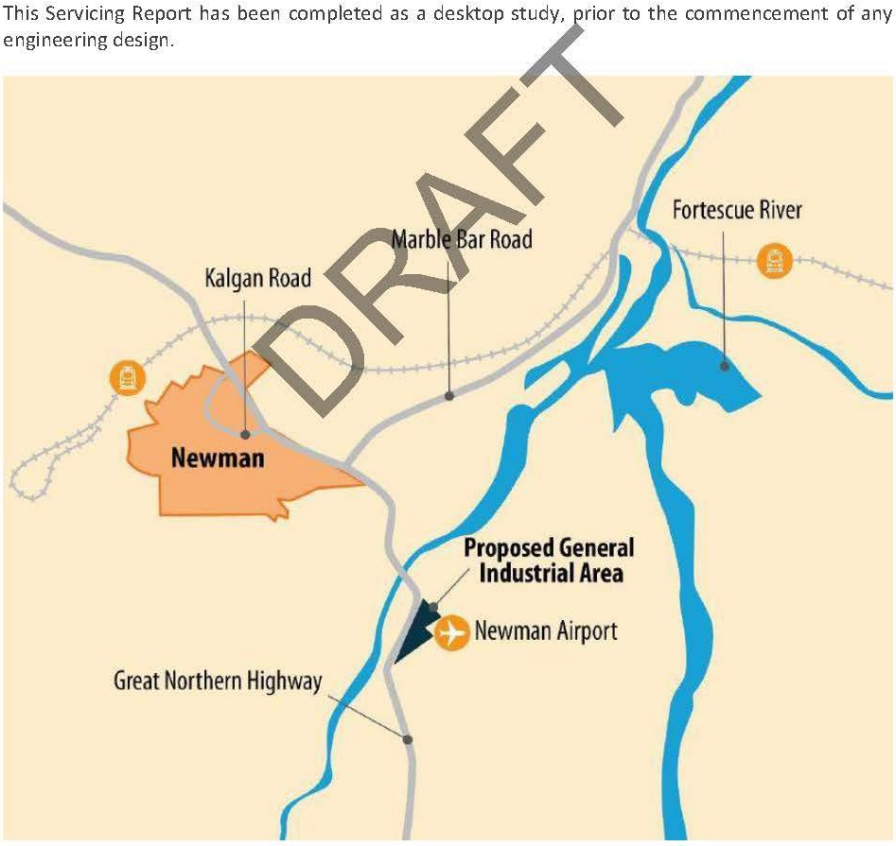


Diagram 1-1: Locality Plan (JJ Ryan Consulting Pty Ltd, 2020)

2 Background

The proposed GIA is being developed upon 36.87 hectares of vacant land adjacent the existing Newman Airport, as depicted in Diagram 2-1 below. The GIA will be released in two stages: Stage A of 9.48 hectares; and Stage B of 27.39 hectares. In the current design the two stages will combine for a total of 11 leasehold lots with land sizes ranging between 2.24 hectares and 3.74 hectares. However, the Shire is currently undertaking a review of the proposed lot layout.

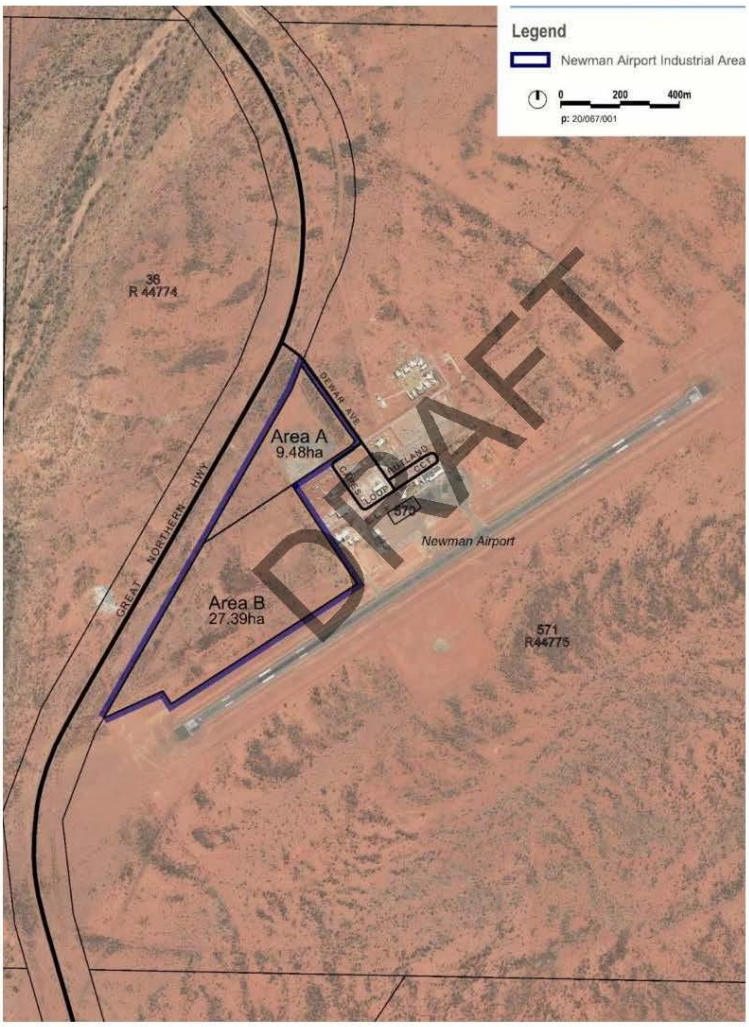


Diagram 2-1: General Industrial Area

3 Existing Infrastructure & Proposed Requirements

3.1 Geotechnical

The investigation identified that both development areas were underlain by loam soils, with loam soils being clayey silty sands. This horizon was noted from surface, to a maximum proven depth of 2.5 m below ground level (bgl). This horizon was underlain by a duricrust, which is a hard mineral layer caused by chemical precipitation, which usually occur near the surface. The depth this horizon was encountered varied, from 0.6 m bgl, to 2.0 m bgl. This horizon was difficult to excavate with a 14 tonne at points, with the penetration thickness varying from 0.1 m to a maximum penetration of 2.5 m.

In-situ dynamic cone penetrometer (DCP) testing highlighted the underlying soils were firm to hard in strength.

Further detail on the geotechnical properties in provided in the Geotechnical Investigations Report.

3.2 Earthworks and Clearing

3.2.1 Earthworks

The Site for the proposed GIA is relatively flat. The south-west of the Site is at approximately 525mAHD and falls to 523.5mAHD at the north-east of the Site, over a distance of 1.4 kilometres. There are a couple of small mounds which will have to be removed to enable development, but overall there will be minimal earthworks across the Site.

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3.2.2 Clearing

Under Section 51C of the WA *Environmental Protection Act 1986* (EP Act), clearing of native vegetation is an offence unless it is undertaken under the authority of a clearing permit, or the clearing is undertaken subject to an exemption. If a Native Vegetation Clearing Permit (NVCP) is required, the application will need to be supported with appropriate site-specific data regarding the vegetation required to be cleared. Furthermore, other approvals to take rare or endangered flora species will also be required if present onsite.

From a Federal Government perspective, the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) requires that any action that will have or has the potential to have a significant impact on a Matter of National Environmental Significance (MNES) should be referred to the Department of Agriculture, Water and the Environment (DAWE) for consideration. Where a MNES is present onsite and the action is determined to have a significant impact, it will be considered as a Controlled Action and either refused or conditionally approved.

A site-specific biological survey will be required to support both of these processes.

3.3 Grey Water

Details of the existing grey water infrastructure has been obtained from the Shire. Currently both the old and the new facility at the airport are serviced by septic tanks and leech drains. These are not performing well, anecdotally this is due to lack of maintenance (rather than due to soil permeability). The approach currently proposed by the Shire is for the proposed GIA leasehold lots to all have their own on-site septic tanks and leech drains. Given the remoteness of the Site, the relatively large

3.4 Solid Waste Management

The nearest waste management facility to the proposed GIA is the Newman Landfill and Septage Pond. Newman Landfill is a Class 2 facility and is located on Yates Road in Newman. The landfill can accept the waste streams as stipulated on its licence (L7059/1997/12), which includes aqueous based wastes; solvent based wastes; waste mineral oils; waste from grease traps; sewage waste from reticulated sewerage systems; septage wastes; asbestos; ceramic based fibres; clinical waste; and used tyres.

Anticipated waste types and servicing requirements for the GIA are presented in Table 3-1 below. Design and development must include adequate space to accommodate sufficient room for storage of waste within each Lot.

Identification of waste types during design and development will allow for the appropriate waste collection services to be accommodated and provide opportunities to reduce or phase out use of hazardous or unnecessary materials from operations at the Site.

Table 3-1: Anticipated Industrial Waste Types

Waste Type	Materials	Disposal	Servicing Requirements
Construction and demolition waste	Concrete, brick, rubble, asphalt, metals (ferrous and non-ferrous), timber, wallboard, glass, plastics, asbestos, soil, and other building materials and products	Reuse/recycling General landfill	Reused on or offsite. Specialist commercial contractors for removal and processing
General Waste	General commercial waste including plastic bags, plastic film, polystyrene, non-recyclable packaging, mixed waste including food scraps, broken ceramics and glass and shredded paper (bagged)	General landfill	Source separation of materials for specialist recycling Waste collection contractor for disposal to landfill
Recyclables	Cardboard and paper, aluminium cans, plastic bottles, plastic tubs and containers, glass jars and bottles, steel cans	Recycling	Waste collection contractor to transport at waste transfer station for processing
E-Waste	TVs, computers, mobile phones, printer cartridges and kitchen appliances	Specialty e-waste recycling and disposal	Specialist waste contractor for collection and dismantling for reprocessing, donation to community/charity
Hazardous	Aerosols, alkali, arsenic based products, asbestos batteries - household, dry cell, clinical or related waste, cyanides, engine coolants and glycols, EPIRBs or PLBs, explosives, ammunition or fire arms, fire extinguishers, flammable liquids (hydrocarbons and fuels), flammable solids, flares, fluorescent tubes, CFL and light fittings, gas cylinders, cleaners, heavy metal compounds, inorganic oxidising agents, low level radioactive substances (smoke detectors), mercury (elemental), organic peroxides, paint, PCB materials, pharmaceuticals sharps, tyres, used motor oil	Specialty disposal including hazardous landfill and incineration (clinical)	Specialist waste contractor for disposal at appropriately classified waste facility

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3.5 Water Supply

Information on the potable water supply has been provided by both the Shire of East Pilbara and its consultants Permeate Partners.



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Diagram 3 -1: Existing Potable Water Infrastructure

The current water supply to Newman Airport is via a raw water feed line provided off the BHP supply immediately to the north of the airport. Whilst there is ample water supply off this main, the water quality is quite poor, and the supply can be intermittent and unreliable.

The raw water is treated by reverse osmosis (RO) at the existing water treatment plant located adjacent to, and immediately north of the existing airport terminal. The water is then chlorinated and stored in a 70kL storage tank. The Newman Airport is then reticulated with potable water aided by distribution pumps located at the 70kL storage tank.

The RO water treatment plant is composed of 4 RO plants being RO1, RO2, RO3 and RO4. Information provided suggests that RO1 and RO2 have been decommissioned, and RO3 is proposed to be decommissioned soon. The remaining RO4 plant is a dual train 2 x 45kL/day system which could supply up to a maximum of 90kL/d. This RO treatment plant is controlled remotely.

The Shire has recently drilled two new bores to the south east of the runway. The water quality is much improved on that being provided from the BHP raw water feed and provides a reliable source which is under the control of the Shire.

The Shire of East Pilbara has provided the system curves suggesting that the max capacity of each new bore with the current pumps and proposed DN125 PE 100 main is in the order of 5 l/s. Whilst the ultimate water demand of the GIA development has not yet been determined, there is an expectation by the Shire of East Pilbara that the supply quantity is adequate for both the current Newman Airport demand and the proposed GIA expansion. To provide the 90kL/d to achieve the capacity of the RO4 water treatment plant, based on the system curves the bore pumps would need to pump approximately 5 hrs/day working alternatively. Based on this there is ample supply from the two bores to service both the existing Newman Airport facilities, and the 11 industrial lots at the proposed GIA development.

The Shire of East Pilbara currently propose to link the two new bores into the current water treatment system as the main supply/feed water, whilst maintaining the connection to the BHP feed line as an emergency backup.

Water usage graphs for the Newman Airport provided by Permeate Partners shows average daily usage in the order of 30kL/day. This does not include irrigation water which uses untreated bore water and is on a separate irrigation main system.

The RO4 plant is a dual train 2 x 45kL/day system which could supply up to a maximum of 90kL/d. Water usage graphs have been obtained from Permeate Partners. The water usage graphs indicate that the current maximum daily draw is in the order of 30kL/d, suggesting that there is existing capacity in the order of up to 60kL/day supply that could be provided to the proposed GIA development from the existing RO4 water treatment plant.

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A concept potable water supply design has been undertaken by Serling Consulting as part of this services review.

The concept potable water supply includes the following components: -

- Connection of the two new bores by feeder pipe to the RO water treatment plant site, as per the Porter Engineering concept design;
- There is an isolation valve on the BHP raw water feeder pipe – close the valve and keep the existing feeder pipe connected to the feed water at the RO4 plant as a backup on the system;
- Install new DN150 PE100 reticulation pipe system to service the proposed 11 GIA lease hold industrial lots and connect to the existing 70kL tank and reticulation pump system.
- This DN150 PE100 reticulation pipe would have hydrants along the main, and each industrial lot would have a dedicated fire service off the main in addition to the potable supply required to satisfy the industrial operations for each of the lots.

Should the current system not satisfy the ultimate water demand required to service the proposed 11 industrial lots in the GIA, then duplication may be required of the following components: -

- Duplication of the of the RO4 plant immediately adjacent to the existing RO4 plant for efficiencies/ maintenance / flexibility of system;
- Duplicate the existing 70kL tank as necessary to provide a minimum of 1 day potable water supply; and
- Duplicate or upgrade the reticulation pump system as necessary.

The existing RO water treatment system has the capacity of 90kL/d, whilst the current potable water daily demand draw is in the order of 30kL/d. That means that there is a spare capacity (approximately 60kL/d) in the existing potable system to service at least the initial stage of the GIA.

Detailed design would need to arrive at the total system capacity required for the proposed 11 GIA industrial lots. Should additional capacity be required then upgrades as necessary could be staged as necessary to smooth out the capital expenditure requirements.

Refer to Serling Consultants Potable Water and Grey Water Infrastructure Servicing Report for further information.

Refer to Drawing C-104 for proposed concept water network.

3.5.1 Fire Reticulation and Hydrants

Hydrants will be installed as a matter of course on the reticulation main proposed for the 11 GIA lots. Each of the lots would also have a fire service off the reticulation main.

3.5.2 Irrigation

The irrigation at the existing Newman Airport is separate to the potable water system and is serviced off the BHP raw water main/bores. Any extension into the GIA area should be connected to the existing irrigation system.

3.6 Power Supply

New electrical services infrastructure is required to support the GIA lots and the following has been considered by ETC in preparing this report:

- Power distribution infrastructure;
- Telecommunications infrastructure;
- Road lighting.

The full ETC Electrical Infrastructure Servicing Report is attached as APPENDIX D.

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3.6.1 Scope of Work

The scope of this report is to address the following:

- Anticipated power requirements;
- Major electrical services infrastructure locations and routes including quantities and locations of electrical plant;
- Description of the proposed methodology for power and communications reticulation;
- Description of the proposed road lighting strategy;
- Opinion of Probable Cost (OPC).

The intent of this report is to outline and summarise the above enabling the Shire of East Pilbara (the Shire) to plan and guide the next phases of the project.

3.6.2 Staging and Programme

The development is understood to be split into Stage 1 and Stage 2 as shown on the plans.

The timing for each stage is currently unknown.

3.6.3 Qualifications and Limitations

This report is to be read in conjunction with the qualifications and limitations made below, which includes assumptions made and limitations on our assessment.

- Lots are assumed to not be greenfield lots, and are leasehold lots located on Airport crown land.
- Power density has been calculated based on 50kVA/ha based on light industrial land use
- The current HV/LV network design proposal is based on limited discussion with BHP and is subject to change depending on BHP preferences and outcomes of a BHP network study.
- Proposed HV/LV network design is based on typical Horizon Power type public distribution system. We have not considered implications of BHP requiring installation to BHP specification.
- The relocation of the following items associated with airside services currently clashing with the proposed land development, and power and telecom infrastructure associated with these items, is assumed will be relocated as part of a separate project, and has not been considered in this report: Non-Directional Beacon (NDB) navigational aid; Runway lighting cabling; Windsock.
- This report has been prepared based on a desktop study only utilising the site records and documentation provided to ETC which may not correctly reflect the current status, location, type or physical condition of a particular service or installation. A thorough site study/investigation should be commissioned to validate all site information used in preparing this report.

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3.6.4 References

The following primary references were used in preparing this report:

- Newman Airport Master Plan v0.1 (JJ Ryan Consulting, 2020)
- Newman Airport - Report on the provision of electrical power to Air Services Fire Station from the existing electrical infrastructure (Wood & Grieve Engineers, 2018)
- Newman Airport Electrical Services Plan Detail Survey 100618-AS-001-A (MNG, 2018)

3.6.5 Abbreviations

The following abbreviations have been used.

A, V, W	Amps, Volts, Watts
ADMD	After Diversity Maximum Demand
BESS	Battery Energy Storage System
CASA	Civil Aviation Safety Authority
ETC	Engineering Technology Consultants
LED	Light Emitting Diode
LV	Low Voltage, 50V to 1000V
HV	High Voltage, 1kV to 66kV
kV	Kilovolt, 1000 volts

kVA	Kilovolt-amperes, 1000 volt-amperes
kW	Kilowatt, 1000 watts
kWh	Kilowatt-hour, 1000 watt-hours
OHL	Overhead Power Line
OLS	Obstruction Limit Surface
PD	Power Density
PV	Photovoltaic
WAER	Western Australia Electrical Requirements

3.6.6 Power Distribution

3.6.6.1 *Existing Supply*

BHP, the electricity supply authority for the Newman townsite, provides Newman Airport with electricity via an existing 11kV overhead line that terminates at a BHP owned substation located centrally within the airport. The substation comprises of 2+1 11kV switchgear and 11/0.415kV 500kVA transformer to provide the airport with a low voltage 415V metered connection point.

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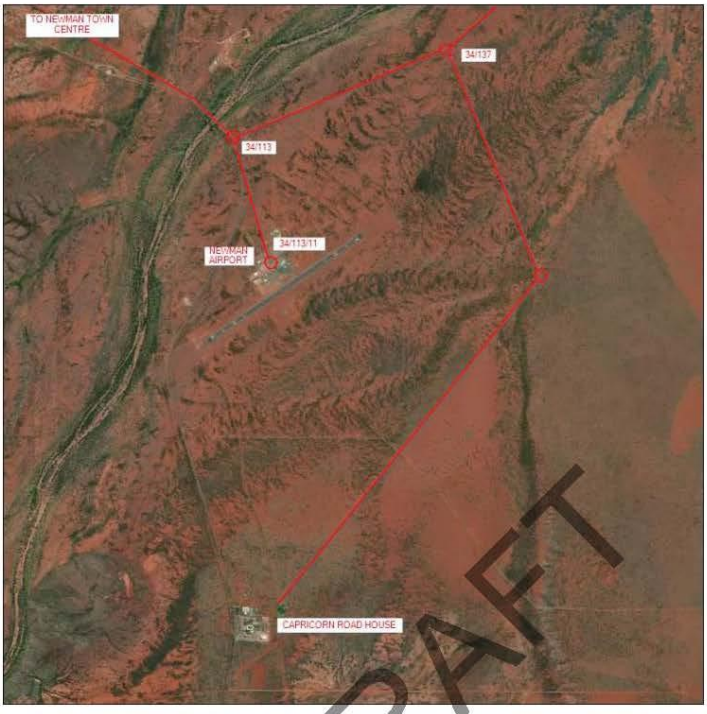


Diagram 3-2: BHP Network

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3.6.6.2 *Development Power Requirements*

Methodology

The forecast power requirement is estimated by applying a power density to the developable land area to determine an After Diversity Maximum Demand (ADMD) allocation to each lot. The determination of an appropriate power density is discussed further herein.

The lots, areas and staging considered is based on the following information received:

- E20-115 A01 Rev D 18/08/20

Results

The ADMD determined for each lot is provided below:

Table 3-2: Power Demand

Lot	Land Use	Stage	Area (ha)	PD (kVA/ha)	ADMD (KVA)
1	Light Industrial	1	3.67	50	183.5
2	Light Industrial	1	2.95	50	147.5
3	Light Industrial	1	2.46	50	123

Lot	Land Use	Stage	Area (ha)	PD (kVA/ha)	ADMD (KVA)
4	Light Industrial	1	2.86	50	143
5	Light Industrial	1	2.8	50	140
6	Light Industrial	2	2.24	50	112
7	Light Industrial	2	2.24	50	112
8	Light Industrial	2	2.24	50	112
9	Light Industrial	2	3.15	50	157.5
10	Light Industrial	2	3.74	50	187
11	Light Industrial	2	3.71	50	185.5
Sub-Total		1	14.74		737
Sub-Total		2	17.32		866
Total			**32.06**		**1603**

Prospective tenants should be made aware of the power allocation to prospective lots. Should the Shire currently be in discussion with possible major/anchor tenants, their power requirements should be discussed and agreed and preferably incorporated in the infrastructure design in advance.

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Power Density

There is no accurate method for determining power requirements for future development and so power demand requirements for land development are normally forecast by the application of an estimated power density to the development area to be created. The power density considered ranges considerably depending on the proposed land use and has a significant impact on electrical infrastructure requirements.

Normally, for subdivisions in Perth and regional centres, a minimum power density of 200kVA per hectare is applied as a requirement of Western Power and Horizon Power for new lot creation. A prospective developer is aware of the limitations of the power servicing to their purchased lot and understands that should their development require more power than is provisioned, they will be responsible for paying for upgrades to electrical infrastructure to meet an increased power requirement. This is relevant to most commercial subdivisions however light industrial land use, which is understood to be the case for this project, normally comprises of large open spaces, warehouses, laydown yards etc. and so a reduced design power density value is appropriate to avoid over capitalising on oversized electrical infrastructure. For this project in particular, the power density applied will have substantial impact to BHP's existing 11kV OHL.

ETC has previously completed work on various LandCorp (now DevelopmentWA) light industrial estates in Karratha (Gap Ridge, KARSI, Madigan Road), for which a design power density of 50kVA per hectare was determined and agreed with Horizon Power and LandCorp accounting for the type of land use.

On this basis a design power density of 50kVA per hectare is proposed for the Newman Airport industrial area. This requires further discussion and agreement with the relevant stakeholders however this value has been used for the purposes of this high level servicing report.

3.6.6.3 *Electrical Network Upgrade Concept Design*

Lot Supply Arrangement

As the proposed development lots are not green titled free hold lots subdivided from the Airport lot, and are leasehold lots located on Airport land, it is not permissible under the WA Electrical Requirements (WAER) to supply the proposed lots directly from BHP's network. This will require the new leasehold lots to be supplied from the Airport's privately owned electrical network and therefore the Airport's existing electrical supply will be required to be upgraded to suit.

Existing airport electrical network and capacity

The entire airport is currently served via an existing 500kVA rated transformer. The existing site maximum power demand based on BHP power monitoring between 29 October 2020 and 9 November 2020 is 243kVA however an additional 20% loading is considered for the summer period and so the maximum demand is taken to be 291kVA. The estimated power requirement for Stage 1 and Stage 2 of this project is 737kVA and 866kVA respectively, for a total of 1603kVA which represents a fivefold increase in the Airport's existing power requirement and far exceeds the installed capacity of the network infrastructure.

From discussions with BHP, it is understood the 11kV OHL is at, or very near to, capacity and cannot support any significant extra load without upgrade. The 11kV OHL is shared with a number of other sites/customers. It is envisaged that a significant upgrade will be necessary to BHP's network at the Shire's expense.

BHP currently provides the Airport an LV point of connection at BHP's substation central to the site from which the airport operates an LV network. Due to the distances involved in the development, an LV network will not be sufficient and a new high voltage network will be required.

BHP Network Modification

From initial discussions with BHP, the implications of the increased demand on the BHP network will be subject to a power study that BHP will be required to commission however it is understood that the existing 11kV OHL that enters the site will require replacement. BHP have requested that any such study should include the Airport's ultimate future power requirements and so an Airport electrical masterplan should be commissioned by the Shire to further inform the study.

Any modification to the BHP network would propose to establish a new HV point of supply on the boundary of the airport site so as to not encumber future development land.

The above proposal will require the existing BHP 11/0.415kV substation currently located centrally to the airport site to be disconnected and the existing 11kV OHL currently running through the Airport to be removed by BHP. Subject to agreement between BHP and the Shire, it is proposed that the ownership of the existing substation be transferred to the Shire for re-use in serving the existing airport facilities unchanged. A condition assessment should be completed to ensure the existing substation is in good working order. Alternatively, the substation can be replaced and all existing LV connections re-established.

New Airport Industrial Area HV/LV Network

A new HV network operating at 11kV is proposed to be constructed as the most practicable option to service the new development lots. Upgrade of the existing LV network to supply the development is unlikely to be feasibile due to the magnitude of the increased power demand, the cabling distances required and the cost of LV infrastructure to the lots. A HV network will be more cost effective and a

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better overall solution. An advantage of having the airport connected and metered at HV is that a HV tariff will become available (assuming tariffs available are similar to those available on Western Power/Horizon Power networks) which will provide power consumption (kWh) charges at a reduced rate compared to LV tariffs.

A HV network solution will require the Shire to own and operate a high voltage network which will be an operation and maintenance burden on the Shire. It is possible that BHP will agree to maintain and operate this new HV network on the behalf of the Shire, however BHP will have conditions that will be required to be met. From initial discussion, such conditions may include a requirement for the installation to meet BHP specification and for an easement to be placed over the network alignment. Further discussions are required with BHP to understand this further.

A study of the reduced consumption charges against the increased maintenance/operation expenditure will likely reveal an overall saving and therefore a means to recover cost of the initial capital expenditure over time, however this is heavily dependent on the Shire's current tariff arrangement and the availability of a HV tariff from BHP.

The following works to establish a new airport HV network are proposed:

- BHP OHL network modifications as discussed above.
- New HV point of supply at the boundary, comprising of:
    - BHP ground mount HV switchgear and metering unit that will provide HV connection point and demarcation between BHP and Airport networks.
    - Airport ground mount HV switchgear that will be the start of the Airport's network and will provide overcurrent and fault protection for the network.
- New underground radial HV supplies as follows:
    - One 11kV feeder cable to the existing airport substation
    - One 11kV feeder cable to the new industrial land area
    - Feeder cabling shall be underground, direct buried, armoured and termite protected
    - Provision for future HV ring for additional supply security if required (HV switchgear provisions only)
- Three (3) new 11/0.415kV kiosk substations, comprising of ring main unit, transformer and LV switchboard to supply multiple lots. Kiosk substation transformers shall typically be 1MVA oil filled type complete with oil bund self-contained within the base of a weatherproof kiosk enclosure to avoid need for concrete oil bunding. Minimum spare capacity of 80% has been considered to the infrastructure.
- LV supplies and connections to each lot from the substation LV switchboard are subject to further discussion and agreement with the Shire as there are various options available. For the purposes of this report, a method similar to a Horizon Power/Western Power solution is proposed which comprises of LV connection pillars at each lot, similar to Horizon Power/Western Power standard uni pillars (green domes) as a cost effective and tried and tested solution. Site conditions may warrant an alternative solution (e.g. free standing switchboard) however this is to be reviewed and considered in detailed design. LV cabling is proposed to be installed in underground conduit to facilitate future replacement however direct buried cable could also be considered.
- All HV, LV, roadway lighting and communications services are proposed to be installed in standard alignment within road reserve to Utility Provider Code of Practice guidelines.

Refer to Drawing C-102 for proposed concept power network.

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3.6.6.4 *Alternative Power Options*

Alternative power options have not been considered in this study, however the following could be considered to reduce the airport's ultimate power loading on the BHP network, justify a reduced power supply requirement and therefore reduce capital expenditure in upgrading the network and reduce ongoing demand and consumption charges.

- Large scale solar PV installation(s) could be installed to offset power draw from the grid, possibly paired with a battery energy storage system (BESS). A BESS may not be worthwhile with the expectation that peak demand would occur at the same time that peak PV power is generated however BHP may require such a system regardless for 'solar smoothing'.
- Use of the airport's existing diesel backup generators to 'load lop' peak demand. This would however require some substantial investment in necessary control and protection systems.

3.7 Telecommunications Infrastructures

3.7.1 Overview

The telecommunications servicing is proposed to consist of underground fibre ready conduits and access pits that provide a cable pathway between existing telecommunications presence on site to the development lots. This will enable third party telecommunications providers such as Telstra to install their cabling and provide services connections to prospective tenants on application or request by said tenants to their chosen third party provider.

It is not proposed to extend the Airport or the Shire private telecommunications infrastructure to the development lots as it is not expected the Airport or the Shire will require network presence there.

Due to the above, no requirement to install any cabling or networking equipment as part of these works is envisaged as they will be installed by third party providers and so only cable access (conduit and pit infrastructure) is required.

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3.7.2 Conduit and Pit Infrastructure

Conduit and pit infrastructure is proposed to be provided to Telstra's technical requirements, as it is understood that Telstra already have a presence on site and are the provider most likely to be provide services to tenants. Note that Telstra's requirements will be equal to or more onerous than other provider's requirements.

The conduit and pit infrastructure is proposed to comprise of the following:

- 2x100mm underground conduits to form a 'trunk', terminating at cable pits outside lots;
- 50mm underground conduit stub from pits to lots.

All conduit infrastructure shall be 'fibre ready' to G.645 Fibre Ready Pit and Pipe Specification for Real Estate Development Projects and other regulatory standards including AS/CA S009, AS/CA S008 and AS/NZ 3084.

Further discussions will be required with the Shire and Telstra (or other provider) regarding ownership and responsibility of the pit and pipe network however one of the following is envisaged:

- The Shire will retain ownership and maintenance responsibility of the pit and pipe and the Shire will provide licence and access rights to a telecommunications provider (e.g. Telstra) to utilise the pit and pipe for their services; or
- Pipe and pit infrastructure will be gifted to an interested service provider (e.g. Telstra) whom will then be responsible for maintenance.

The outcomes of the above may dictate installation requirements and pit selection, including requirements for pit lids to be embossed to provider requirements. NBNCo should be contacted in future design phases to understand their availability to service the site.

Refer to Drawing C-103 for proposed concept telecommunications network.

3.7.3 Existing Network Interface

The new pipe and pit network is proposed to be installed to a location which will allow an interface to existing telecommunications provider network infrastructure.

From our desktop review, it is understood there is an existing Telstra tower and fibre distribution enclosure located on the site (adjacent Airport Manager's residence) and the new conduit infrastructure is proposed to terminate there.

This will be required to be verified and confirmed in detailed design.

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3.8 Roadway Lighting

3.8.1 Overview

A new road is being created to service the new lots. The new road is an extension of an existing internal airport road and it is noted that this existing road is not currently provided with lighting. The only road lighting that appears to be present on site is at the existing Dewar Avenue entry/intersection with Great Northern Highway to illuminate the intersection (referred to as 'flag lighting'). Carpark lighting also exists with what we understand is solar powered lighting.

There is no mandatory requirement to illuminate the new roads - this is a decision to be made by the Shire however for the purpose of this report ETC has considered new lighting for safety reasons and an order of magnitude cost is provided for consideration and review by the Shire to enable an informed decision.

3.8.2 Design Criteria

The basis of design used for the road lighting is the Australian Standard AS/NZS 1158.3.1:2020 which provides recommendations for local/minor road lighting. V-Category type lighting to AS/NZS 1158.1.1:2005 is an alternative however in our opinion is not warranted given the expected low traffic volume, low pedestrian activity and increased lighting infrastructure required.

The following criteria considered is summarised below:

- Lighting technical parameters to achieve AS/NZS 1158.3.1:2020 Sub-category PR4 which provides a similar level of lighting to a local road in a suburban area.
- 10 to 12.5m light poles with 3m outreach to maximise pole spacing
- The following lighting options are considered:

- Option A: Solar powered LED lighting without connection to the 240V electrical network (i.e. stand-alone), similar to the existing carpark lighting.
- Option B: Traditional 240V network powered LED lighting.

- The airport's obstruction limit surfaces (OLS) has been reviewed and it is determined that the OLS at the closet road exceeds 15m and so poles up to 12.5m tall are not an issue.
- The new roads are located within the Airport's 0cd lighting intensity restriction zone to CASA requirements. This requires that new lighting has no upward lighting component and all lighting is directed downwards. This is typically not an issue for LED type luminaires which have full-cutoff optics (i.e. all light is directed downwards).

3.8.3 Lighting Selection

Two options were explored for the lighting selection. A solar powered option as per initial request from the Shire (Option A) and a grid connected 240V option (Option B).

3.8.3.1 *Option A – Solar Lighting*

The existing solar powered lighting installed to the airport carpark was manufactured by "ECOFx" in 2016, however following investigation it appears that this company is no longer in business.

ETC researched several similar alternative suppliers and have considered a solar powered lighting solution from Green Frog Systems whom ETC have experience with for a number of Perth based projects. We understand also they are a preferred supplier to City of Karratha (their products are installed in the town centre) as well as a number of other installations in regional Western Australia and so appear to have demonstrated experience in remote and harsh installations.

ETC has considered the GFS-200 or GFS-400 product which are very similar to the ECOFx product already installed. Some of these options can be considered equivalent in performance to traditional grid connected lighting solution, however the costs per pole are significantly higher due to the solar panel and battery requirements. These additional costs are offset somewhat by not requiring the extra 240V cable and conduit infrastructure associated with grid connected lighting, however on review in ETC's opinion the solar lighting option will not be a more cost effective option. Note that solar powered lighting also has additional reliability, longevity and maintenance considerations.

ETC has not assessed the overall energy savings from a solar solution which are also a consideration however a building mounted PV installation is considered a more efficient means to offset roadway lighting energy consumption.

3.8.3.2 *Option B – Grid Connected Lighting*

For this option we considered standard Western Power / Horizon Power type installation which is a 12.5m galvanized octagonal steel pole with 3m outreach and LED Philips RoadFlair or RoadGrace luminaire.

This option appears to provide better performance than Option A and is a most cost effective option, even when considering the additional cable and conduit infrastructure. This option has been considered for this report.

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3.8.4 Lighting Design

Preliminary calculations were completed based on the Option B solution. The following pole spacings were determined for a 25m road reserve width as per the current development proposal.

Table 3-3: Light Pole Spacing Table

Configuration	Height	Outreach	Pole Spacing
RoadGrace 53W	12.5m	3m	-
RoadFlair 80W	12.5m	3m	95m
RoadFlar 160W	12.5m	3m	110m

On the basis of the above results, the 160W configuration is considered for the purposes of this report.

3.9 Roads and Transport

The proposed GIA lot layout has one main access road which runs through the middle of the proposed lots. This access road runs from Lot 09 and ends at Lot 03. However, it is unclear from the lot layout where this proposed road connects to existing road infrastructure, and how Lot 01 and Lot 02 will be accessed. It is acknowledged that the current lot layout is under review by the Shire, and the road layout may also be amended. It is recommended that the proposed access road be connected to the existing Dewar Avenue.

Access to the existing Newman Airport and to the proposed GIA is via Dewar Avenue off Great Northern Highway. Great Northern Highway is a Primary Distributer and is permitted for Restricted Access Vehicles (RAV) Category 10 without conditions. However, Dewar Avenue has is not categorised for any RAV vehicles and will need to be upgraded if any of the tenants require access for vehicles larger than a semi-trailer.

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For the purposes of this stage of the study RAV 10 access (up to 36.5m long vehicles) has been assumed in the design of the GIA road and the connections to Great Northern Highway.

To achieve this, the intersection of Great Northern Highway and Dewar Avenue will have to be upgraded to allow correct turning movements from RAV vehicles. Dewar Avenue, and other public roads in the development, will have to be upgraded for RAV classification.

Refer to drawing C-106 for the proposed concept layout of roads and drainage.

3.10 Drainage

There is an existing open drain, and culverts, that runs along the southern and eastern boundaries of the proposed leasehold sites. The open drain services the Airport and conveys stormwater to the Airport's entrance on Dewar Avenue. From there, it travels north to discharge into the Fortescue River.

The existing swale and culverts fall within the land denoted for the proposed development of industrial lots and road infrastructure. Therefore, the existing open drain and culverts will have to be realigned. When the open drain and culverts are realigned, they could be resized to allow for increased flows from the proposed development GIA.

Based on the results of the investigations and laboratory testing it is unlikely that on-site soakage systems would be appropriate for this development.

The following stormwater management tools are recommended to be implemented at the Site:

- Biofilters, tree pits and/or vegetated swales in car parks and internal roads;
- Pervious paving for footpaths; and
- Roof runoff managed by above or below ground tank to capture roof runoff for reuse, or with a below ground infiltration system.

It is recommended that each developed lot, at the very least, uses attenuation ponds to control the stormwater runoff on its lot to reduce the peak flows through the drainage system.

3.11 Flooding

A summary of the 100-year Average Recurrence Interval (ARI) maximum flood levels at several key locations is provided in Table 3-4. A detailed flood model and risk assessment should be undertaken prior to any development in the area to confirm whether development would be subject to flooding in a 100-year ARI storm event (JJ Ryan, 2020).

It is unclear from the JJ Ryan report as to where the key locations relate. However, it is noted that the Site is between 523.5mAHD and 525.0mAHD, which in some instances is below the levels documented in Table 3-4. The flood study should be reviewed and further flood modelling should be undertaken if required.

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Table 3-4: 100-year ARI Flood Levels at Key Locations (JJ Ryan, 2020)

Key Location	100-year ARI Flood Level (mAHD)
1	526.1
2	526.2
3	523.7
4	523.3
5	522.3

4 Opinion of Probable Cost

The OPC has been prepared by Canning & Associates Cost Consulting Quantity Surveying Consultancy Services (CACC QS).

The Opinion of Probable Cost (OPC) has been broken down to provide an estimated cost for each Stage 1 & 2 for infrastructure development for 11 lots.

CACC QS has used their market knowledge and applied industry standard rates applicable to the scope of works for infrastructure development in the North Western of Western Australia to enable it to produce a detailed OPC Estimate which aligns with the documentation provided.

A summary of the OPC, to an accuracy of ±30%, is provided in Table 4-1 below. All costs are reported exclusive of Goods and Services Tax. The full cost report is attached in APPENDIX C.

Table 4-1: Summary of OPC (+/- 30 Cost Accuracy)

Description Headings	Stage 1	Stage 2	Total
Contractor Overheads / Preliminaries	$1,803,085	$2,439,468	$4,242,554
Earthworks	$1,642,128	$1,839,873	$3,482,000
Roadworks	$1,841,438	$1,781,063	$3,622,500
Drainage	$216,750	$293,250	$510,000
Finishing Works	$140,250	$189,750	$330,000
Electrical	$1,802,836	$854,695	$2,657,532
Potable Water / Irrigation	$438,283	$592,971	$1,031,254
Margin	$472,306	$639,003	$1,111,309
Sub-Total Construction Costs	**$8,357,076**	**$8,630,072**	**$16,987,148**
Design	$866,345	$1,172,113	$2,038,458
Provisional	$301,750	$408,250	$710,000
Risk & Contingency	$796,825	$1,078,057	$1,874,883
Total	**$10,321,995**	**$11,288,493**	**$21,610,489**

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5 Conclusion

Talis has been commissioned by the Shire to prepare a Servicing Report for the proposed development of industrial lots at Newman Airport. The Site is currently zoned "Rural" under Shire of East Pilbara Local Planning Scheme No.4, and the Shire is now required to rezone the land to "Special-use" to support the industrial land development at the Site.

This Servicing Report supports the Scheme Amendment Report currently being undertaken by the Shire. This Servicing Report includes details on geotechnical characteristics of the site; earthworks; clearing requirements; sewer; solid waste management; water supply; power supply; telecommunications; roads; drainage; and flooding.

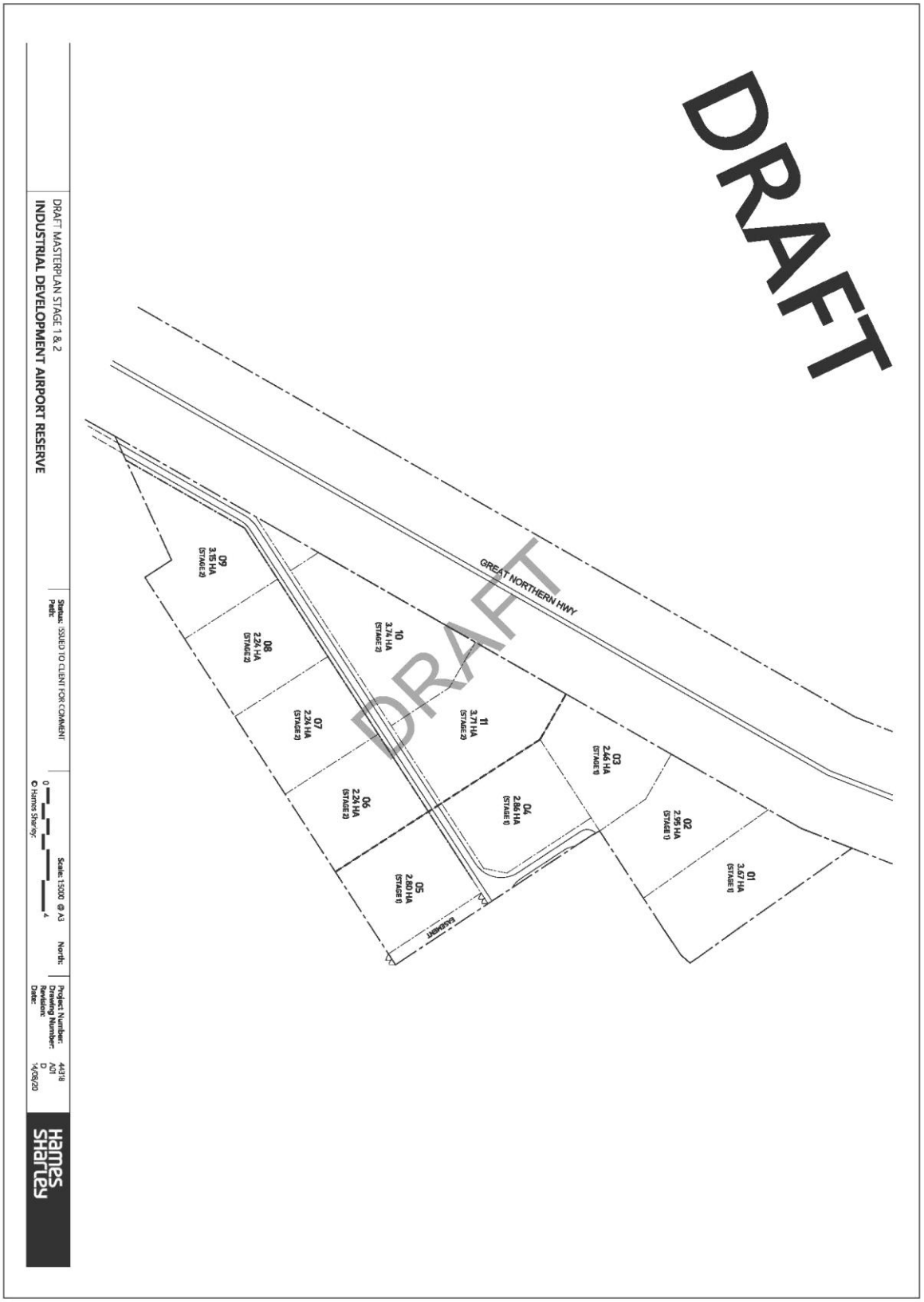
This Servicing Report has been completed as a desktop study, prior to the commencement of any engineering design. Further investigation will be required in the engineering design stages to confirm the usage requirements of the proposed lots.

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APPENDIX A

Newman Airport General Industrial Area

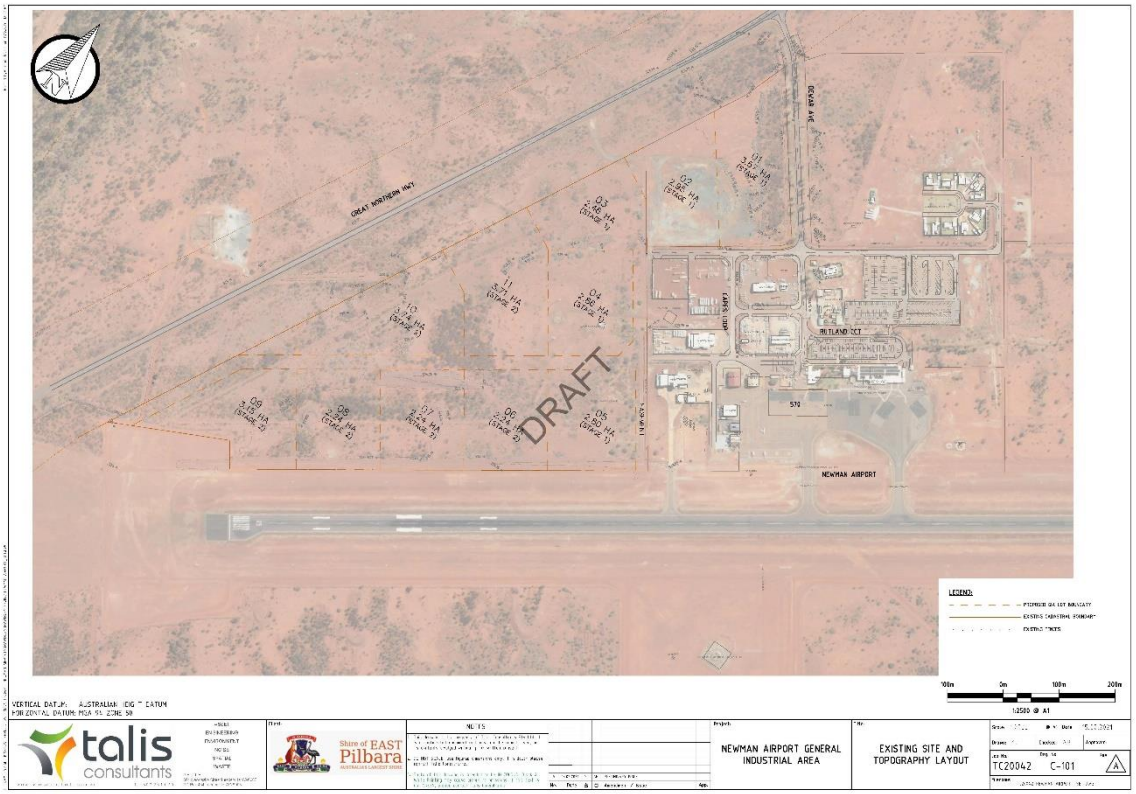
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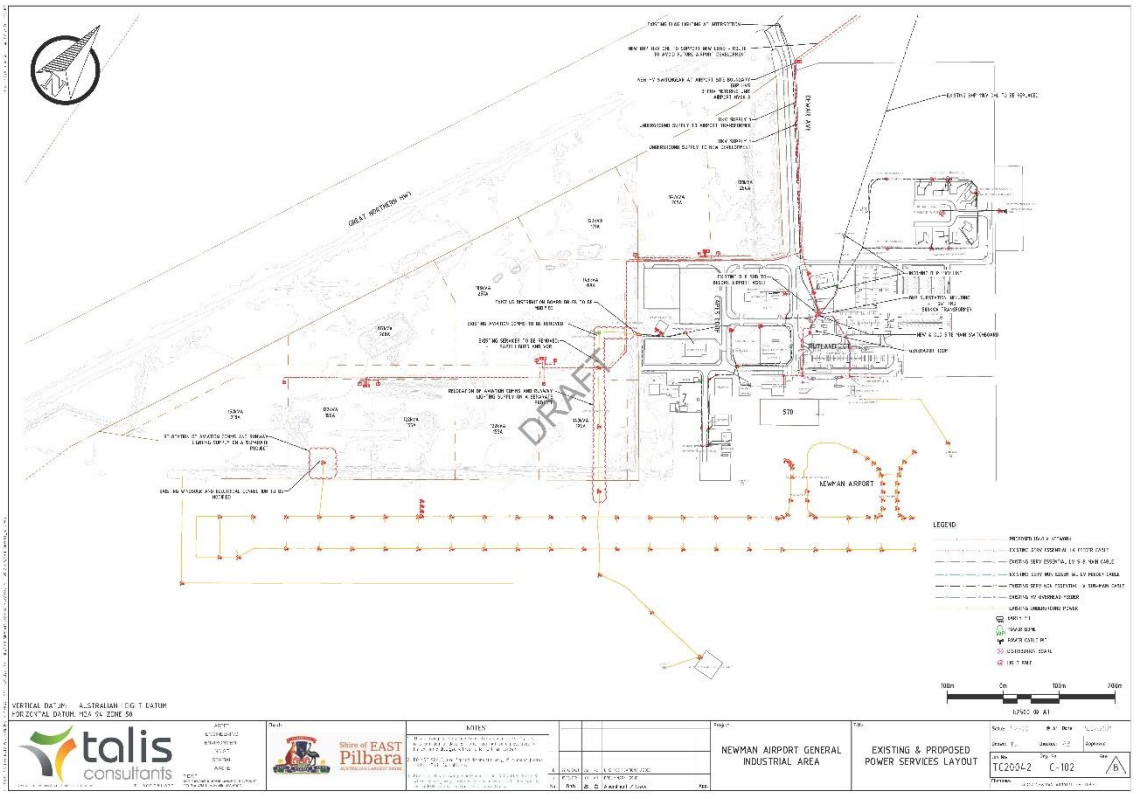

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Plot:
Scale: 1:5000 @ A3
North:
Project Number: 44318
Drawing Number: A01
Revision: D
Date: 14/09/20
Hames Sharley
© Hames Sharley
GREAT NORTHERN HWY
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08 2.24 HA (STAGE 2)
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11 3.71 HA (STAGE 2)
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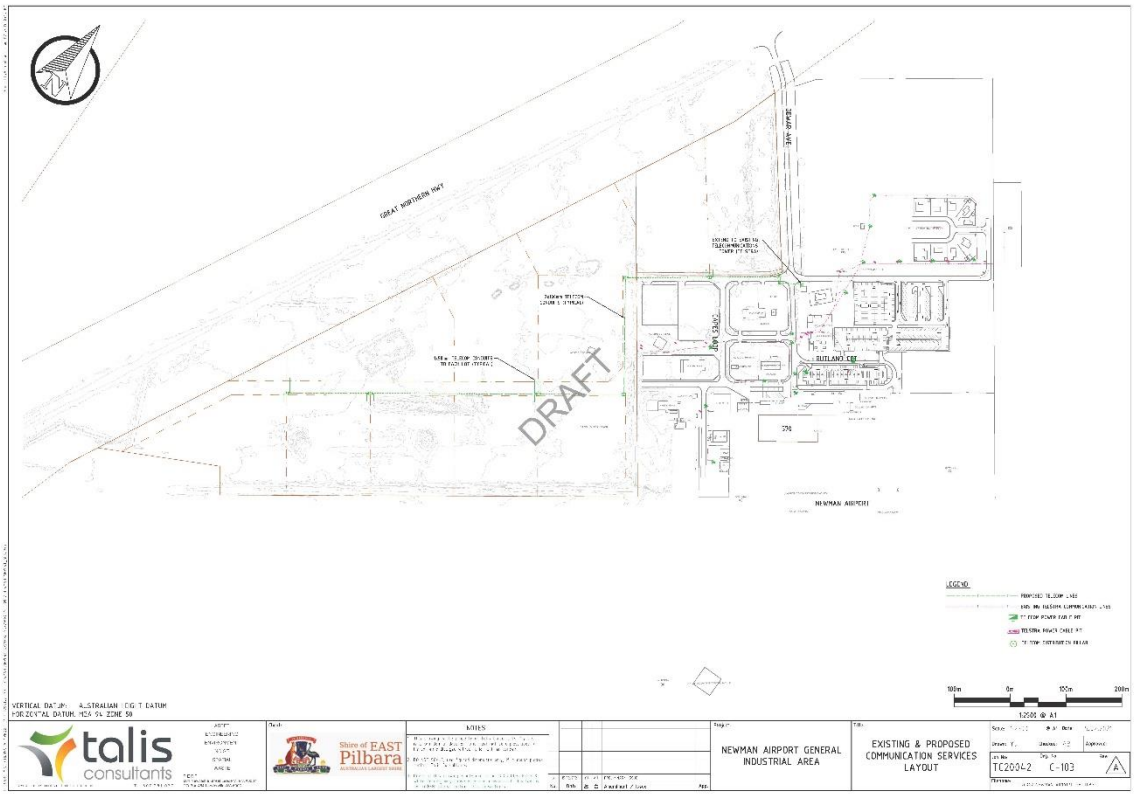
APPENDIX B

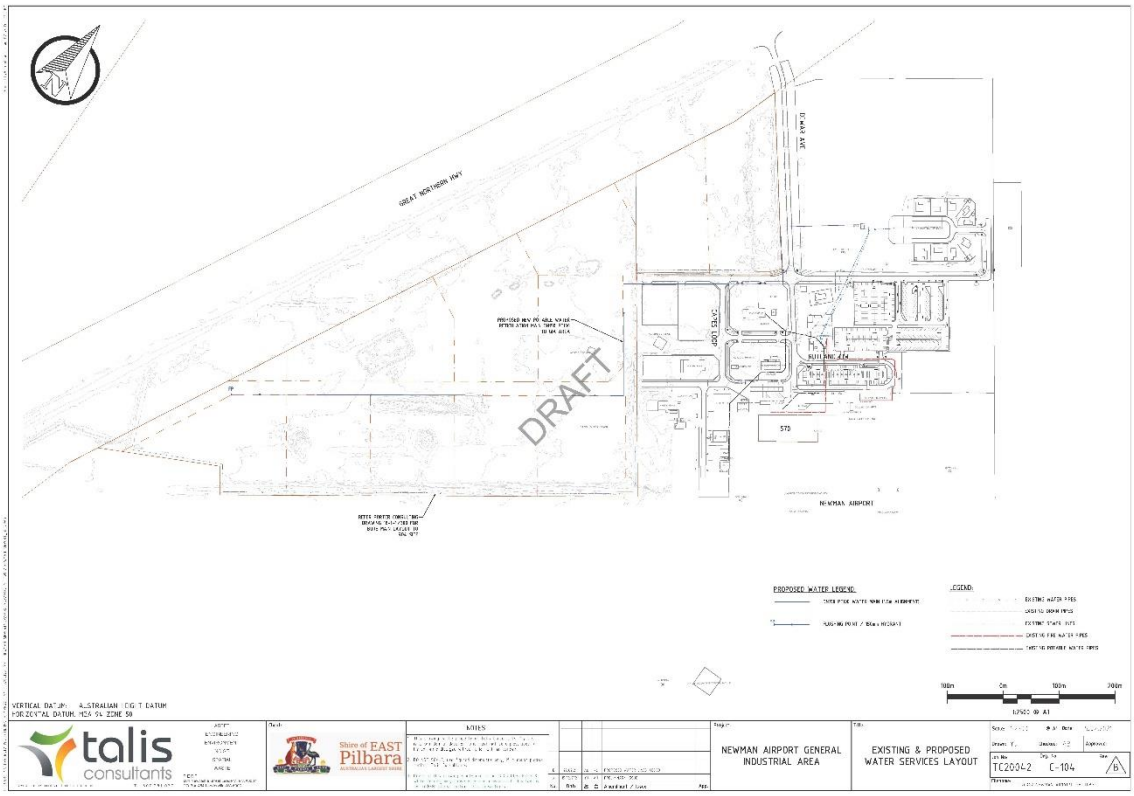
Concept Services Layout

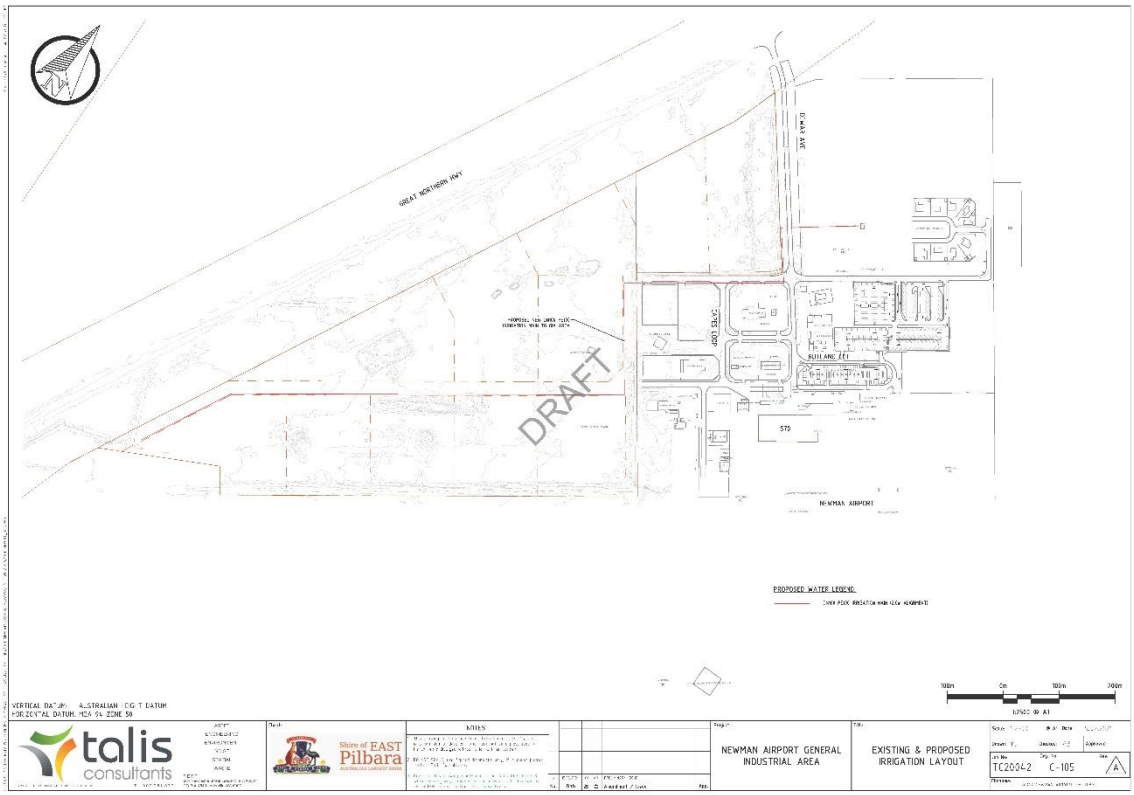
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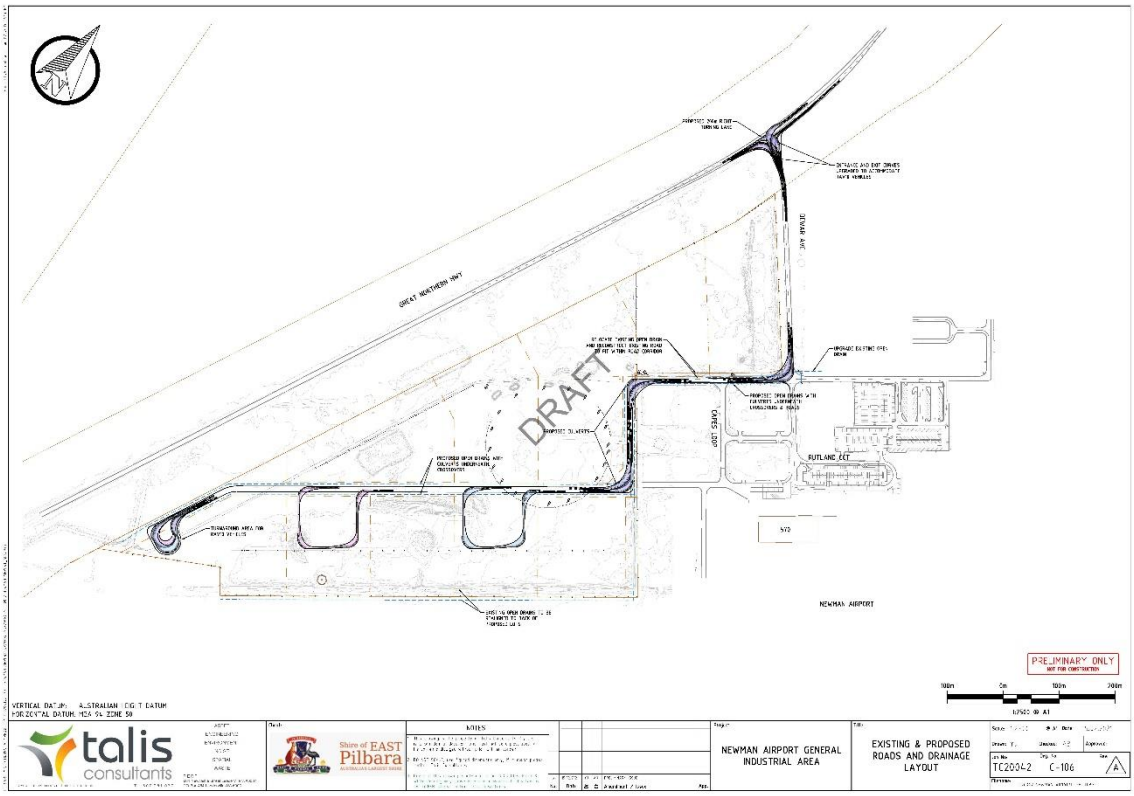

GREAT NORTHERN HWY
GOLDEN MILE AVE
RUTLAND CCT
570
NEWMAN AIRPORT
DRAFT
LEGEND:
talis consultants
Shire of EAST Pilbara
NEWMAN AIRPORT GENERAL INDUSTRIAL AREA
EXISTING SITE AND TOPOGRAPHY LAYOUT
TC20042 C-101

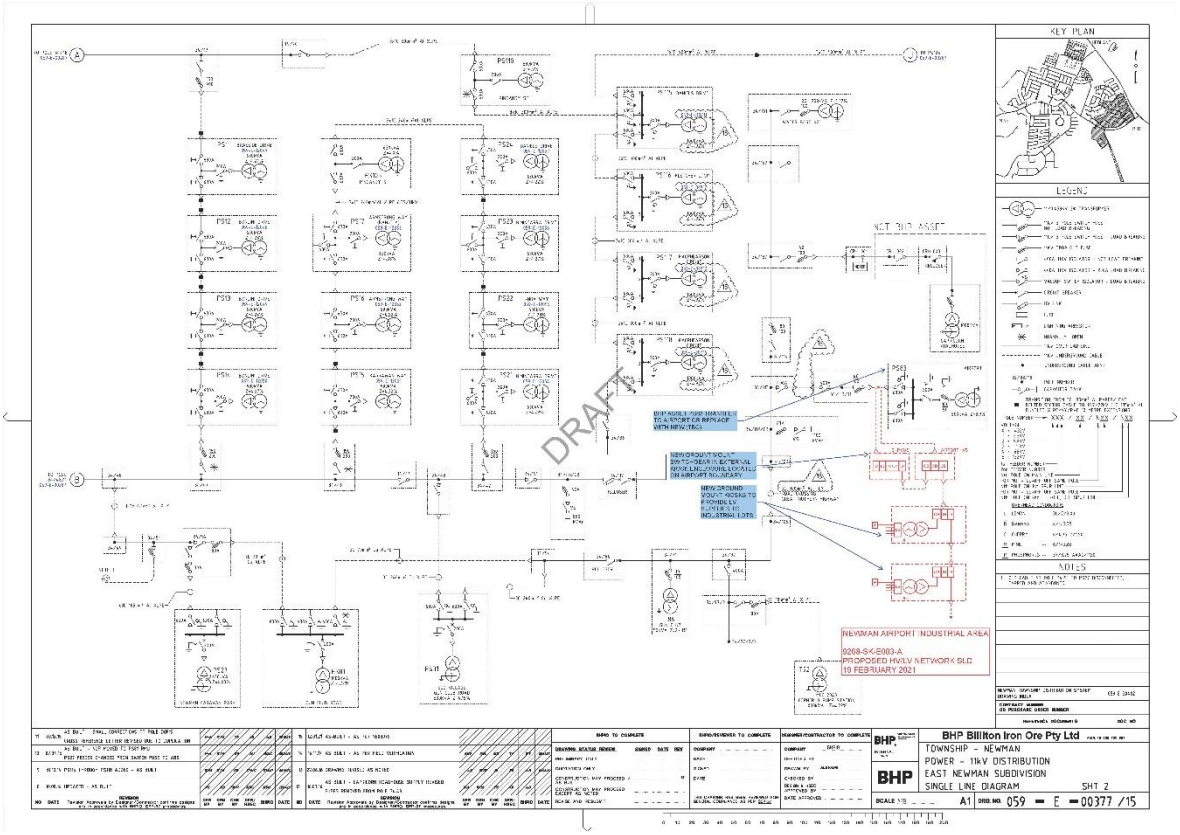

GREAT NORTHERN HWY
GOLDEN MILE AVE
RUTLAND CCT
570
NEWMAN AIRPORT
DRAFT
LEGEND:
talis consultants
Shire of EAST Pilbara
NEWMAN AIRPORT GENERAL INDUSTRIAL AREA
EXISTING & PROPOSED POWER SERVICES LAYOUT
TC20042 C-102

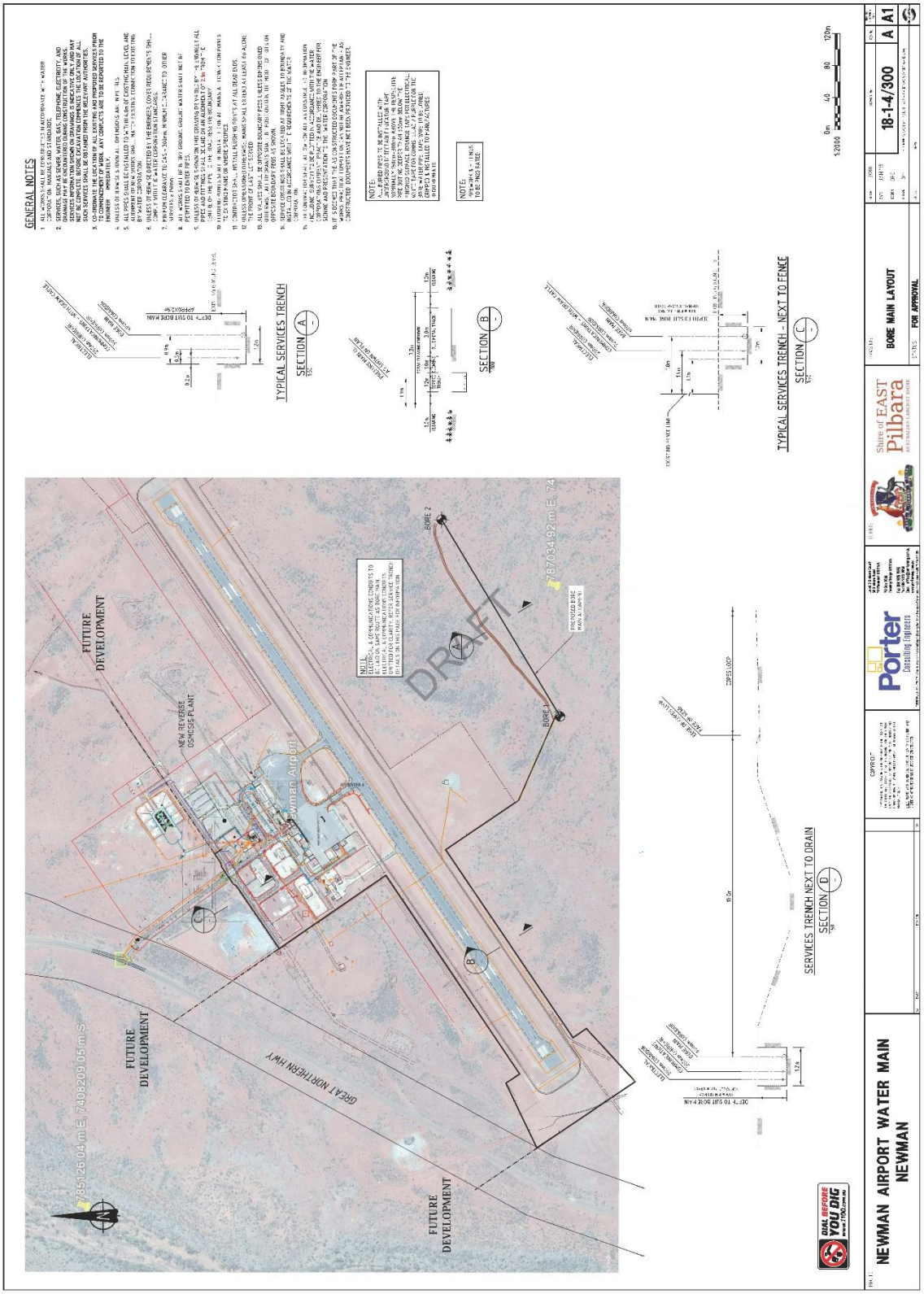

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NEWMAN AIRPORT
LEGEND
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Shire of EAST Pilbara
NEWMAN AIRPORT GENERAL INDUSTRIAL AREA
EXISTING & PROPOSED COMMUNICATION SERVICES LAYOUT
TC2094-2 C-103


GREAT NORTHERN HWY
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NEWMAN AIRPORT
PROPOSED WATER LEGEND
talis consultants
Shire of EAST Pilbara
NEWMAN AIRPORT GENERAL INDUSTRIAL AREA
EXISTING & PROPOSED WATER SERVICES LAYOUT
TC2094-2 C-104


GREAT NORTHERN HWY
DRAFT
NEWMAN AIRPORT
PROPOSED WATER LEGEND
VERTICAL DATUM: AUSTRALIAN CO-ORDINATE DATUM
HORIZONTAL DATUM: MGA 94 ZONE 50
talis consultants
Shire of EAST Pilbara
NOTES
NEWMAN AIRPORT GENERAL INDUSTRIAL AREA
EXISTING & PROPOSED IRRIGATION LAYOUT
TC2004-2
C-105


GREAT NORTHERN HWY
DRAFT
NEWMAN AIRPORT
PRELIMINARY ONLY
NOT FOR CONSTRUCTION
VERTICAL DATUM: AUSTRALIAN CO-ORDINATE DATUM
HORIZONTAL DATUM: MGA 94 ZONE 50
talis consultants
Shire of EAST Pilbara
NOTES
NEWMAN AIRPORT GENERAL INDUSTRIAL AREA
EXISTING & PROPOSED ROADS AND DRAINAGE LAYOUT
TC2004-2
C-106


KEY PLAN
LEGEND
NOTES
DRAFT
NEWMAN AIRPORT INDUSTRIAL AREA
0268-SK-E003-A
PROPOSED HV/LV NETWORK SLD
19 FEBRUARY 2021
BHP Billiton Iron Ore Pty Ltd
TOWNSHIP - NEWMAN
POWER - 11kV DISTRIBUTION
EAST NEWMAN SUBDIVISION
SINGLE LINE DIAGRAM
SHT 2
A1
059 E 00377 /15


GENERAL NOTES
TYPICAL SERVICES TRENCH
SECTION A
SECTION B
TYPICAL SERVICES TRENCH - NEXT TO FENCE
SECTION C
SERVICES TRENCH NEXT TO DRAIN
SECTION D
FUTURE DEVELOPMENT
NEW SEWERAGE TREATMENT PLANT
Newman Airport
GREAT NORTHERN HWY
BORE 2
BORE 3
DRAFT
NEWMAN AIRPORT WATER MAIN
NEWMAN
BORE MAIN LAYOUT
FOR APPROVAL
18-1-4/300
A1
Porter
Consulting Engineers
Shire of EAST Pilbara
DIAL BEFORE YOU DIG

APPENDIX C
Cost Report

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Quantity Surveying Consultancy Services



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Canning & Associates Cost Consulting
Quantity Surveyors

www.canningcc.com.au

Project: Newman Airport Industrial Area

RFQ: Cost Planning Consultancy Services

Prepared For: Talis Consultants

Attention: Allan Mason

CANNING & ASSOCIATES COST CONSULTING
Quantity Surveying Consultancy Services

MEMBER OF AIQS AUSTRALIAN INSTITUTE OF QUANTITY SURVEYORS — CQS CERTIFIED QUANTITY SURVEYOR DESIGNATION OF AIQS

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2 CONFIDENTIALITY & DOCUMENT CONTROL

2.1 Confidentiality Clause

The information contained in this document is submitted with the express understanding that it will be held in strict confidence and will not be disclosed, duplicated, or used, in whole or in part, for any purpose other than evaluation of this document, without prior written consent of Canning & Associates Cost Consulting Pty Ltd.

This document contains proprietary and confidential information and is classified as "Commercial in Confidence" by Canning & Associates Cost Consulting Pty Ltd.

2.2 Document Control

Version	Date	Reviewer	Authorised	Status
V.0	25/02/2021	PC	PC	For Review

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2.3 Distribution of Copies

Version	Date	Copy No's	Electronic	Issued To
V.0	25/02/2021	1	Yes	Talis Consultants – Allan Mason & Paul Gauci

CANNING & ASSOCIATES COST CONSULTING

Quantity Surveying Consultancy Services

3 EXECUTIVE SUMMARY

Canning & Associates Cost Consulting (QS) (herein referred to as "CACC QS") has been engaged by Talis Consultants to prepare an Order of Probably Costs (herein referred to as "OPC") for the Newman Airport Industrial Area.

The OPC has been broken down into the following categories for each Stage 1 & 2 for infrastructure development for 11 lots:

- Contractor Overheads / Preliminaries
- Earthworks - Civil
- Roadworks - Civil
- Drainage
- Finishing Works
- Electrical Works
- Potable Water / Irrigation
- Margin
- Design
- Provisional Sums
- Risk & Contingency

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CACC QS has used their market knowledge and applied industry standard rates applicable to the scope of works for infrastructure development in the North West of Western Australia to enable it to produce a detailed OPC Estimate which aligns with the documentation provided.

4 ORDER OF PROBABLY COSTS (+/-30% Cost Accuracy)

CACC QS provides OPC Estimate for construction costs based on documentation provided in table 2 below. Summary of OPC is displayed in Table 1 below.

Please refer to the attached OPC Cost Plan in Appendix 15 for further information and the scope of works included.

All costs are reported exclusive of Goods and Services Tax.

Table 1

Summary of OPC (+/- 30 Cost Accuracy)				
Description Headings		**Stage 1`**	**Stage 2**	**Total**
1	Contractors Overheads / Preliminaries	1,803,085	2,439,468	4,242,554
2	Earthworks	1,642,128	1,839,873	3,482,000
3	Roadworks	1,841,438	1,781,063	3,622,500
4	Drainage	216,750	293,250	510,000
5	Finishing Works	140,250	189,750	330,000

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Summary of OPC (+/- 30 Cost Accuracy)				
Description Headings		Stage 1`	Stage 2	Total
6	Electrical	1,802,836	854,695	2,657,532
7	Potable Water / Irrigation	438,283	592,971	1,031,254
8	Margin	472,306	639,003	1,111,309
	Sub-Total Construction Costs	8,357,076	8,630,072	16,987,148
9	Design	866,345	1,172,113	2,038,458
10	Provisional	301,750	408,250	710,000
11	Risk & Contingency	796,825	1,078,057	1,874,883
	Totals	**10,321,995**	**11,288,493**	**21,610,489**

5 SCOPE OF WORKS

We note the OPC Estimate is based on take-offs from the drawings in Table 2 below and industry rates applicable to the North West region of Western Australia and is therefore indicative only of the possible Order of Probably Costs. All components of the Order of Probably Cost Estimate will require confirmation once further documentation is available.

The following documentation formed the basis for the Order of Probably Cost Estimate:

Table 2

Ref	Discipline	Document Number	Date	Revision
1	General	TC20042-Newman Airport_Set-C-101	15/02/2021	A
2	General	TC20042-Newman Airport_Set-C-102	15/02/2021	A
3	General	TC20042-Newman Airport_Set-C-103	15/02/2021	A
4	General	TC20042-Newman Airport_Set-C-104	15/02/2021	A
5	General	TC20042-Newman Airport_Set-C-105	15/02/2021	A
6	General	TC20042-Newman Airport_Set-C-106	15/02/2021	A
7	General	Bore Main Layout	Jan 2018	A
8	Electrical	9268-SK-E003-A PROPOSED HV/LV NETWORK SLD	19/02/2021	A

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5.1 Architectural

Not applicable

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5.2 Structural Engineering

Not applicable

5.3 Civil Engineering

As denoted in Table 2 above.

5.4 Services (Mechanical / Electrical / Hydraulic / Fire / Security / Communications)

As denoted in Table 2 above.

5.5 Environmental Sustainable Design (ESD)

Not applicable

5.6 Other design services not listed

Not applicable

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6 RISK & CONTINGENCY

The OPC Estimate includes the following contingencies:

- Construction risk - 5% of Overall Costs
- Design risk - 1% of Overall Costs
- Cost Plan Contingency - 3.5% of Overall Costs

7 COST ESCALATION

The OPC Estimate is based on costs current as of February 2021. An allowance has been made for cost escalation. The current Building Cost Index[1] for February 2021 is 179.50 and the forecast Building Cost Index for August 2022 is 187.0.

Calculation is ((187.0 / 179.5)-1) x Total Construction Cost + Design

[1] Published by Australian Institute of Quantity Surveyors

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8 OTHER DEVELOPMENT COSTS

The following other development cost allowances have been excluded in the OFC Estimate:

- Authority and Headwork Fees
- Development Approval
- Lease agreements with potential proponents

9 COST ASSUMPTION / INCLUSIONS

- Programme is based on Stage 1 & 2 completed concurrently over a 12-month period
- Traffic Management
- Temporary fence hire incl shade cloth
- Underground service locations
- Material soil testing
- Survey
- Design costs include client-side PM services
- Irrigation main connection point in the vicinity of RO4 treatment plant
- Construction shall be undertaken in the drier months of the year to mitigate the need for dewatering

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10 EXCLUSIONS / ASSUMPTIONS

- Client overheads
- Construction side-tracks on the land
- Verge construction
- Relocation of aviation comms and runway lighting supply is understood to be a separate project
- Removal or disposal for acid sulphate soils, PFAS, asbestos and/or any other contaminated soils that may be present on site
- New BHP Boundary HV Switchgear
- BHP headworks charges for new equipment and OH line and supply excluded
- BHP network study
- BHP network upgrade
- Replacement of existing BHP 500kVA substation
- Water / electrical yearly rates
- Alternative power options such as solar PV installation or diesel generators
- Head works associated with water
- Upgrade of existing 2no bores. Preliminary reports suggestion adequate capacity to cater for new development
- Implications associated with Geotechnical report. (No geotechnical report published at time of Order of Possible Costs report)
- Upgrades to existing septic tanks or leach drains at Newman Airport

- Fire Hydrants
- Dewatering
- Rock excavation
- Each lot to have their own retention pond system (Constructed by proponent)
- Extension of the irrigation system to service the GIA industrial lots
- Biofilters, tree pits and/or vegetated swales in car parks and internal roads
- Pervious paving for footpaths
- Roof runoff managed by above or below ground tank to capture roof runoff for reuse, or with a below ground infiltration system
- Temporary cross overs
- Local road connections
- Industrial connections
- Pedestrian walkways & connections
- Median strips in the middle of the road
- Traffic signals (electronic)
- Existing distribution board DB-E8 to be modified as per 9268-SK-E001-A
- Existing aviation comms to be removed as per 9268-SK-E001-A
- Existing services to be removed (Pappi lights and VOR) as per 9268-SK-E001-A
- Existing windsock & electrical connection to be modified
- Upgrades to existing bore holes or any duplication of the existing 70kL storage tank, distribution pumps or any upgrade of the existing RO4 water treatment plant
- Non-Directional Beacon (NDB) navigational aid; Runway lighting cabling; Windsock
- Condition assessment of existing BHP 11/0415kV substation
- Relocation of existing underground services
- Goods and Services Tax

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11 MAIN RISK AREAS

The main risk areas associated with cost are:

- Alignment of OPC with project budget
- Scope creep
- Exclusions (as noted above)

12 PUPRPOSE OF THIS DOCUMENT

Please note, this design cost estimate is for project purposes and is not intended, and should not be used in any format, as a tender document. The item descriptions and quantities are not intended for the use by others. Should a tender document be required, then the appropriate document is a Bill of Quantities.

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Quantity Surveying Consultancy Services

13 LIMITATIONS

The conclusions presented herein are based on the information made available to us during the current design phase and may be subject to change should the information upon which they are based is determined to be false, inaccurate, or incomplete.

The purpose and contents of this document are intended solely for the recipient. If you are not the intended recipient, you are hereby notified that you must not disseminate, copy, or take any action in reliance on it.

14 DISCLAIMER

No warranty, undertaking or guarantee whether expressed or implied, is made with respect to the costs reported or the conclusion drawn within this report. To the fullest extent permitted at law, CACC QS, its officers, employees and agents assumes no responsibility and will not be liable to any third party for, or in relation to any losses, damages or expenses (including any indirect, consequential or punitive losses or damages or any amounts for loss of profit, loss of revenue, loss of opportunity to earn profit, loss of production, loss of contract, increased operational costs, loss of business opportunity, site depreciation costs, business interruption or economic loss) of any kind whatsoever, suffered and incurred by a third party.

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15 APPENDICES

15.1 2315_Feasibility OPC Cost Plan Newman Airport Industrial Area v.0

CANNING & ASSOCIATES COST CONSULTING 2315_Feasibility Cost Plan Newman Airport Industrial Area v.0

Summary of Cost Plan (+/- 30 Cost Accuracy)				
Description Headings		Stage 1`	Stage 2	Total
1	Contractors Overheads / Preliminaries	1,803,085	2,439,468	4,242,554
2	Earthworks	1,857,730	2,131,570	3,482,000
3	Roadworks	1,841,438	1,781,063	3,622,500
4	Drainage	216,750	293,250	510,000
5	Finishing Works	140,250	189,750	330,000
6	Electrical	1,802,836	854,695	2,657,532
7	Potable Water / Irrigation	420,898	569,451	990,349
8	Margin	471,089	637,356	1,108,445
	Sub-Total Construction Costs	8,554,077	8,896,603	16,943,380
9	Design	864,112	1,169,093	2,033,206
10	Provisional Sums	301,750	408,250	710,000
11	Risk & Contingency	794,846	1,075,380	1,870,226
	Totals	**10,514,785**	**11,549,326**	**21,556,811**

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CANNING & ASSOCIATES COST CONSULTING

2315_Feasibility Cost Plan Newman Airport Industrial Area v.0

Newman Airport Industrial Area
Cost Plan Rev.0 Dated 25th February 2021

Assumed Program (weeks)			51.00
Assumed Program (Months)			12.00
Assumed Program (Days)			360.00
Calculated CV			21,556,811

Item	Description	Stg 1	Stg 2	Total Qty 1&2	Unit	Rate	Amount	10,514,785 Stg 1 Amount	% of CV Stg 1	11,549,326 Stg 2 Amount	% of CV Stg 2
1.00	**Contractor Overheads / Preliminaries**						**4,242,554**	**1,803,085**	**17%**	**2,439,468**	**21%**
1.01	**Non Recurring Overheads**										
1.02	Establish yard/site compound	0.43	0.58	1.00	PS	75,000	75,000	31,875		43,125	
1.03	IT establishment	0.43	0.58	1.00	PS	50,000	50,000	21,250		28,750	
1.04	Services (phone/telecom/power/water) establishment	0.43	0.58	1.00	item	25,000	25,000	10,625		14,375	
1.05	Demobilise & Clean up	0.43	0.58	1.00	item	30,000	30,000	12,750		17,250	
1.06	**Recurring Overheads**										
1.07	Staff salaries	5.10	6.90	12.00	months	153,225	1,838,697	781,446		1,057,251	
1.08	Site light vehicles	153.00	207.00	360.00	days	450	162,000	68,850		93,150	
1.09	Staff travel & accommodation (say 50% of the time)	76.50	103.50	180.00	days	875	157,500	66,938		90,563	
1.10	Site offices 2no x 12x3m	153.00	207.00	360.00	days	140	50,400	21,420		28,980	
1.11	Ablutions block 6x3m incl 4m + urinal / 2F pans incl concrete tie downs & temp	153.00	207.00	360.00	days	60	21,600	9,180		12,420	
1.12	Potable water tank 4.5KL incl concrete tie downs & temp connections	153.00	207.00	360.00	days	50	18,000	7,650		10,350	
1.13	Sewerage holding tank incl concrete tie downs & temp connections	153.00	207.00	360.00	days	50	18,000	7,650		10,350	
1.14	Entrance stops	153.00	207.00	360.00	days	15	5,400	2,295		3,105	
1.15	Surveying (2no surveyors + equipment)	153.00	207.00	360.00	days	2,200	792,000	336,600		455,400	
1.16	Training & Audits	0.43	0.58	1.00	PS	50,000	50,000	21,250		28,750	
1.17	Insurances & Fees	-	-					-		-	
1.18	Contract Works Insurance (0.112%)	0.00	0.00	0.112%	Item	13,500,000	15,120	6,426		8,694	
1.19	Public Liability Insurance (0.200%	0.00	0.00	0.200%	Item	13,500,000	27,000	11,475		15,525	
1.20	Professional Indemnity Insurance (0.05%)	0.00	0.00	0.050%	Item	13,500,000	6,750	2,869		3,881	
1.21	Bank Guarantees (5% for contract duration)	0.43	0.58	1.00	Item	188,377	188,377	80,060		108,317	
1.22	Bank Guarantees (2.5% for Defects Liability Period)	0.43	0.58	1.00	Item	128,890	128,890	54,778		74,111	
1.23	Application Fee	0.43	0.58	1.00	Item	500	500	213		288	
1.24	Small tools & equipment	153.00	207.00	360.00	days	50	18,000	7,650		10,350	
1.25	Non productive labour (5no x workers x 1 day per month)	5.10	6.90	12.00	months	5,000	60,000	25,500		34,500	
1.26	Establish access roads	0.43	0.58	1.00	item	50,000	50,000	21,250		28,750	
1.27	Property condition assessments	6.38	8.63	15.00	days	2,000	30,000	12,750		17,250	
1.28	Construction side tracks	0.43	0.58	1.00	item	-	Excluded	-		-	
1.29	Service location (including NDD)	0.43	0.58	1.00	item	-	Included	-		-	
1.30	Provision of construction water	16.15	21.85	38.00	weeks	3,500	133,000	56,525		76,475	

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CANNING & ASSOCIATES COST CONSULTING

2315_Feasibility Cost Plan Newman Airport Industrial Area v.0

Item	Description	Stg 1	Stg 2	Total Qty 1&2	Unit	Rate	Amount	Stg 1 Amount	% of CV Stg 1	Stg 2 Amount	% of CV Stg 2
1.31	Traffic management (50% of the time)	57.38	77.63	135.00	days	2,000	270,000	114,750		155,250	
1.32	Project Notice Board	0.43	0.58	1.00	Item	1,320	1,320	561		759	
1.33	Permits	0.43	0.58	1.00	item	20,000	20,000	8,500		11,500	
2.00	**Earthworks - Civil**						**3,482,000**	**1,857,730**	**18%**	**2,131,570**	**18%**
2.01	Stabilise	143,735.00	194,465.00	338,200.00	Item	2	507,300	215,603		291,698	
2.02	Plant mobilisation & demobilisation	0.43	0.58	1.00	each	100,000	100,000	42,500		57,500	
2.03	Tree Removal	190,100.00	148,100.00	338,200.00	m2	2	676,400	380,200		296,200	
2.04	Clear, Grub and Strip Topsoil incl roots & existing rubbish on site	190,100.00	148,100.00	338,200.00	m2	1.5	507,300	285,150		222,150	
2.05	Cut material disposal fee off site say 150mm deep	21,560.25	29,169.75	50,730.00	m3	20	1,014,600	431,205		583,395	
2.06	Fill construction incl compaction testing - say 100mm deep	14,373.50	19,446.50	33,820.00	m3	35	1,183,700	503,073		680,628	
2.07	Verge construction				lm	-	Excluded				
3.00	**Roadworks - Civil**						**3,822,500**	**1,841,438**	**18%**	**1,781,063**	**15%**
3.01	**New Road Construction**										
3.02	Mobilisation / Demobilisation of plant & equipment	0.43	0.58	1.00	PS	50,000	50,000	21,250		28,750	
3.03	Sub grade Compaction and Preparation (Provisional Quantity)	6,162.50	8,337.50	14,500.00	m2	7.5	108,750	46,219		62,531	
3.04	300mm crushed lime (Provisional Quantity)	6,162.50	8,337.50	14,500.00	m2	20	290,000	123,250		166,750	
3.05	200mm crushed rock base course (Provisional Quantity)	6,162.50	8,337.50	14,500.00	m2	25	362,500	154,063		208,438	
3.06	40mm Dense Graded Asphalt (Provisional Quantity)	6,162.50	8,337.50	14,500.00	m2	45	652,500	277,313		375,188	
3.07	Two coat system incl tack coat (Provisional Quantity)	6,162.50	8,337.50	14,500.00	m2	8	108,750	46,219		62,531	
3.08	NATA compaction testing (Provisional Sum)	0.43	0.58	1.00	PS	150,000	150,000	63,750		86,250	
3.09	Provision of road marking (Provisional Sum)	0.43	0.58	1.00	PS	75,000	75,000	31,875		43,125	
3.10	Provision of signage (Provisional Sum) - non electric	0.43	0.58	1.00	PS	50,000	50,000	21,250		28,750	
3.11	Form lot entries	4.68	6.33	11.00	No	15,000	165,000	70,125		94,875	
3.12	Temporary Crossovers	0.43	0.58	1.00	each		Excluded	-		-	
3.13	Local road connections	0.43	0.58	1.00	item		Excluded	-		-	
3.14	Industrial connections	0.43	0.58	1.00	item		Excluded	-		-	
3.15	Semi-mountable kerbing	1,253.75	1,696.25	2,950.00	m	50	147,500	62,688		84,813	
3.16	Pedestrian walkways & connections	0.43	0.58	1.00	item		Excluded	-		-	
3.17	**Great Northern Highway**							-		-	
3.18	Mobilisation / Demobilisation of plant & equipment	1.00		1.00	PS		Included	-		-	
3.19	Sub grade Compaction and Preparation (Provisional Quantity)	5,000.00		5,000.00	m2	7.5	37,500	37,500		-	
3.20	300mm crushed lime (Provisional Quantity)	5,000.00		5,000.00	m2	20	100,000	100,000		-	
3.21	200mm crushed rock base course (Provisional Quantity)	5,000.00		5,000.00	m2	25	125,000	125,000		-	
3.22	40mm Dense Graded Asphalt (Provisional Quantity)	5,000.00		5,000.00	m2	45	225,000	225,000		-	
3.23	Two coat system incl tack coat (Provisional Quantity)	5,000.00		5,000.00	m2	8	37,500	37,500		-	
3.24	NATA compaction testing (Provisional Sum)	1.00		1.00	Item		Included	-		-	
3.25	Provision of road marking (Provisional Sum)	1.00		1.00	Item		Included	-		-	
3.26	Provision of signage (Provisional Sum) - non electric	1.00		1.00	Item		Included	-		-	
3.27	**Upgrade of existing roads**							-		-	
3.28	Mobilisation / Demobilisation of plant & equipment	0.43	0.58	1.00	PS		Included	-		-	

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2315_Feasibility Cost Plan Newman Airport Industrial Area v.0

Item	Description	Stg 1	Stg 2	Total Qty 1&2	Unit	Rate	Amount	Stg 1 Amount	% of CV Stg 1	Stg 2 Amount	% of CV Stg 2
3.29	Provision of removing existing road	3,187.50	4,312.50	7,500.00	m2	20	150,000	63,750		86,250	
3.30	Sub grade Compaction and Preparation (Provisional Quantity)	3,187.50	4,312.50	7,500.00	m2	7.5	56,250	23,906		32,344	
3.31	300mm crushed lime (Provisional Quantity)	3,187.50	4,312.50	7,500.00	m2	20	150,000	63,750		86,250	
3.32	200mm crushed rock base course (Provisional Quantity)	3,187.50	4,312.50	7,500.00	m2	25	187,500	79,688		107,813	
3.33	40mm Dense Graded Asphalt (Provisional Quantity)	3,187.50	4,312.50	7,500.00	m2	45	337,500	143,438		194,063	
3.34	Two coat system incl tack coat (Provisional Quantity)	3,187.50	4,312.50	7,500.00	m2	8	56,250	23,906		32,344	
3.35	NATA compaction testing (Provisional Sum)	0.43	0.58	1.00	Item		Included	-		-	
3.36	Provision of road marking (Provisional Sum)	0.43	0.58	1.00	Item		Included	-		-	
3.37	Provision of signage (Provisional Sum) - non electric	0.43	0.58	1.00	Item		Included	-		-	
4.00	**Drainage**						510,000	216,750	2%	293,250	3%
4.01	Provision to form open V-drains	1,487.50	2,012.50	3,500.00	m	100	350,000	148,750		201,250	
4.02	Provision for culverts underneath crossovers	1.70	2.30	4.00	No	25,000	100,000	42,500		57,500	
4.03	Provision for rock pitching	0.43	0.58	1.00	PS	60,000	60,000	25,500		34,500	
5.00	**Finishing Works**						330,000	140,250	1%	189,750	2%
5.01	Landscaping works (including maintenance during DLP)	0.43	0.58	1.00	PS	200,000	200,000	85,000		115,000	
5.02	Road & other signage (Included in Roadworks section)	0.43	0.58	1.00	PS		Included	-		-	
5.03	Linemarking (Included in Roadworks section)	0.43	0.58	1.00	PS		Included	-		-	
5.04	W beam Guardfence	0.43	0.58	1.00	PS		-	-		-	
5.05	1800mm high chainlink fencing incl concrete footings at every 3m	850.00	1,150.00	2,000.00	m	65	130,000	55,250		74,750	
5.06	Traffic Signals			Excluded	Intersections		Excluded	Excluded		Excluded	
6.00	**Electrical Works**						2,657,532	1,802,836	17%	854,695	7%
	Power Distribution										
	Existing distribution board DB-E8 to be modified as per 9268-SK-E001-A			Excluded			Excluded	Excluded		Excluded	
	Existing aviation comms to be removed as per 9268-SK-E001-A			Excluded			Excluded	Excluded		Excluded	
	Existing services to be removed (Pappi lights and VOR) as per 9268-SK-E001-A			Excluded			Excluded	Excluded		Excluded	
	Existing windsock & electrical connection to be modified			Excluded			Excluded	Excluded		Excluded	
	New BHP Boundary HV Switchgear	1.00	-	Excluded			Excluded	Excluded		Excluded	
	New Airport 11kV HV switchgear	1.00	-	1.00	No	132,000	132,000	132,000		-	
	New 11kV feeder cable from boundary RMU to reconnect existing airport substation, 3C 120sqmm Cu XLPE/SCR/PVC/Ny/SWA/PV	508.00	-	508.00	m	330	167,640	167,640		-	
	New 11kV feeder cable from boundary RMU to new industrial area substations, 3C 120sqmm Cu XLPE/SCR/PVC/Ny/SWA/PVC	1,184.00	407.00	1,591.00	m	330	525,030	390,720		134,310	
	Cable joints	2.00	1.00	3.00	No	4,125	12,375	8,250		4,125	
	Local 22/0.415kV substation kiosks, complete with nominal 1MVA transformer, HV switchgear, LV kiosk	2.00	1.00	3.00	No	231,000	693,000	462,000		231,000	
	LV Pillars	5.00	5.00	10.00	No	4,950	49,500	24,750		24,750	

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2315_Feasibility Cost Plan Newman Airport Industrial Area v.0

Item	Description	Stg 1	Stg 2	Total Qty 1&2	Unit	Rate	Amount	Stg 1 Amount	% of CV Stg 1	Stg 2 Amount	% of CV Stg 2
	LV cabling from substation to LV pillars, 3x1C 240sqmm Cu XLPE/PVC/NY/PVC	198.00	220.00	418.00	m	198	82,764	39,204		43,560	
	100mm dia electrical conduits for LV feeder + 1 spare 100mm conduit	396.00	440.00	836.00	m	33	27,588	13,068		14,520	
	Turning pits, clean fill sand pits or similar with mechanical protection	4.00	4.00	8.00	No	825	6,600	3,300		3,300	
	Trenching incl bedding sand & backfilling (*Not exceeding 1.5m deep*)	2,286.00	1,067.00	3,353.00	m	85	285,005	194,310		90,695	
	Replacement of existing BHP 500kVA substation			Excluded			Excluded	Excluded		Excluded	
	Communications			-			-	-		-	
	1x100mm dia communications conduit, excl. trenching	795.00	514.00	1,309.00	m	21	28,078	17,053		11,025	
	1x50mm dia communications conduit, excl. trenching	60.00	80.00	140.00	m	21	3,003	1,287		1,716	
	Cable pit (Aco Type 99 Concrete Polymer)	7.00	2.00	9.00	No	3,000	27,000	21,000		6,000	
	Trenching incl backfilling (*Not exceeding 1.5m deep*)	795.00	514.00	1,309.00	m	85	111,265	67,575		43,690	
	Lighting						-	-		-	
	Light poles - Single 3m outreach steel standard 12.5m, direct bury incl concrete footings & HD bolts	9.00	8.00	17.00	No	7,500	127,500	67,500		60,000	
	Light fittings - Philips RoadFlair	9.00	8.00	17.00	No	1,500	25,500	13,500		12,000	
	Cable - 2C&E 16sqmm PVC - S&I	1,001.00	880.00	1,881.00	m	25	46,555	24,775		21,780	
	Conduit - 50mm dia HD orange c/w tape - S&I	1,001.00	880.00	1,881.00	m	20	37,244	19,820		17,424	
	Trenching incl backfilling (*Not exceeding 1.5m deep*)	1,001.00	880.00	1,881.00	m	85	159,885	85,085		74,800	
	Tie-ins to 11 lots, terminate & make safe for future use	5.00	6.00	11.00	No	10,000	110,000	50,000		60,000	
				-							
7	**Potable Water / Irrigation**						990,349	420,898	4%	569,451	5%
	Siteworks										
	Water Reticulation										
	Supply, lay, joint and test pipes and all fittings and services not separately scheduled, excavation, backfill, bedding laying, joining and thrust blocks										
	200mm UPVC	301.75	408.25	710.00	m	74	52,718	22,405		30,313	
	Hydrants complete including tees, risers, boxes and markers										
	200mm UPVC	2.13	2.88	5.00	No	2,475	12,375	5,259		7,116	
	Valves complete including tees, risers, boxes and markers										
	200mm UPVC	0.85	1.15	2.00	No	4,125	8,250	3,506		4,744	
	Deadend with flushing point					-	-	-		-	
	200mm dia P-12	0.43	0.58	1.00	No	1,403	1,403	596		806	
	Cast iron fittings with thrust block										
	Tee 200 x 200 x 200	0.43	0.58	1.00	No	792	792	337		455	
	Bend 200 x 90°	1.28	1.73	3.00	No	726	2,178	926		1,252	
	Supply and install marker posts	5.10	6.90	12.00	No	99	1,188	505		683	

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Item	Description	Stg 1	Stg 2	Total Qty 1&2	Unit	Rate	Amount	Stg 1 Amount	% of CV Stg 1	Stg 2 Amount	% of CV Stg 2
	Installation of prelaid lot water service including tapping bands, pipework and valve(s) for Short double service off										
	200mm dia UPVC	2.13	2.88	5.00	No	825	4,125	1,753		2,372	
	Connection to existing mains	0.43	0.58	1.00	Item	4,950	4,950	2,104		2,846	
	Testing and as con	0.43	0.58	1.00	Item	7,425	7,425	3,156		4,269	
	tap protectors	2.13	2.88	5.00	No	140	701	298		403	
	GHS Meters	2.13	2.88	5.00	No	3,300	16,500	7,013		9,488	
	Allow to bore under road	25.50	34.50	60.00	m	850	51,000	21,675		29,325	
						-		-		-	
	Bore Pressure Mains					-		-		-	
	Supply and install DN125 P100 pressure main	1,878.50	2,541.50	4,420.00	m	58	255,255	108,483		146,772	
	Air valves	4.68	6.33	11.00	No	3,300	36,300	15,428		20,873	
	Scour valve	4.68	6.33	11.00	No	3,300	36,300	15,428		20,873	
	Bends	4.68	6.33	11.00	No	743	8,168	3,471		4,696	
	Boring under obstacles/ drains etc	42.50	57.50	100.00	m	850	85,000	36,125		48,875	
	As constructed drawings	0.43	0.58	1.00	Item	8,250	8,250	3,506		4,744	
	Conduits and cables	1,878.50	2,541.50	4,420.00	m	41	182,325	77,488		104,837	
	Extra over for excavation of joint use service trench - including sand bedding, removal of rubble and sand backfill										
	a) 1.8m wide trench for power, telephone, gas			Included			Included			Included	
	b) Sand bedding and backfill			Included			Included			Included	
	Restoration along alignment	1,878.50	2,541.50	4,420.00	m	33	145,860	61,991		83,870	
	Testing and as con	0.43	0.58	1.00	Item	20,000	20,000	8,500		11,500	
	Miscellaneous Items										
	Irrigation main DN100 PE100	301.75	408.25	710.00	m	41	29,288	12,447		16,840	
	BCITF Levy (Included above)			Included		-	Included			Included	
	Allowance for QA and testing	0.43	0.58	1.00	Item	20,000	20,000	8,500		11,500	
8	**Margin**						**1,108,445**	**471,089**	**4%**	**637,356**	**6%**
	Margin @ x% on all Costs	0.03	0.04	0.07	%	15,834,934	1,108,445	471,089		637,356	
	Sub-Total Construction Costs						16,943,380	8,554,077		8,896,603	
9	**Design**						**2,033,206**	**864,112**	**8%**	**1,169,093**	**10%**
	All Consultants inc QS (10% of CV)	0.05	0.07	12%	item	16,943,380	2,033,206	864,112		1,169,093	
10	**Provisional Sums**						**710,000**	**301,750**	**3%**	**408,250**	**4%**
	Rise and Fall (BCI as of Feb 2021 is 179.5 and Forecast start date for Development August 2022 BCI is 187.0)	0.43	0.58	1.00	item	710,000	710,000	301,750		408,250	
11	**Risk & Contingency**						**1,870,226**	**794,846**	**8%**	**1,075,380**	**9%**

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2315_Feasibility Cost Plan Newman Airport Industrial Area v.0

Item	Description	Stg 1	Stg 2	Total Qty 1&2	Unit	Rate	Amount	Stg 1 Amount	% of CV Stg 1	Stg 2 Amount	% of CV Stg 2
	Construction risk - 5% of OCs	0.02	0.03	5.0%	%	19,686,585	984,329	418,340		565,989	
	Design risk - 1% of OCs	0.00	0.01	1.0%	%	19,686,585	196,866	83,668		113,198	
	Cost Plan Contingency - 3.5% of OCs	0.01	0.02	3.5%	%	19,686,585	689,030	292,838		396,193	

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APPENDIX D

Electrical Infrastructure Servicing Report

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NEWMAN AIRPORT INDUSTRIAL AREA

ELECTRICAL INFRASTRUCTURE SERVICING REPORT

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Prepared By:	D. Phelps
Client:	Talis Consultants
Doc Ref:	9268DP-PR-119889
Revision:	B – For Review
Date:	22/02/2021
Reviewed/Approved:	K. McRae

ETC
Engineering Technology Consultants / ETC
61 Loftus Street
Leederville WA 6007
T: (08) 9328 5500
E: etc@etcpl.com.au

REVISION REGISTER

Revision	Date	Clause No.	Revision Details	Originator	Reviewed	Approved
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1 GENERAL

1.1 Introduction

Engineering Technology Consultants / ETC were engaged by Talis Consultants on behalf of the Shire of East Pilbara to undertake a high level electrical infrastructure servicing report for the Newman Airport Industrial Area project.

The Newman Airport Industrial Area (the Project) comprises of the development of 36 hectares of largely vacant land on the Newman Airport Reserve to create a number of new lots for lease to industrial tenants. New electrical services infrastructure is required to support these lots and the following has been considered by ETC in preparing this report:

- Power distribution infrastructure;
- Telecommunications infrastructure;
- Road lighting.

1.2 Scope of Work

The scope of this report is to address the following:

- Anticipated power requirements;
- Major electrical services infrastructure locations and routes including quantities and locations of electrical plant;
- Description of the proposed methodology for power and communications reticulation;
- Description of the proposed road lighting strategy;
- Opinion of Probable Cost (OPC).

The intent of this report is to outline and summarise the above enabling the Shire of East Pilbara (the Shire) to plan and guide the next phases of the project.

1.3 Staging and Programme

The development is understood to be split into Stage 1 and Stage 2 as shown on the plans.

The timing for each stage is currently unknown.

1.4 Qualifications and Limitations

This report is to be read in conjunction with the qualifications and limitations made below, which includes assumptions made and limitations on our assessment.

Table 1 – Qualifications and Limitations

1	Lots are assumed to not be greenfield lots, and are leasehold lots located on Airport crown land.
2	Power density has been calculated based on 50kVA/ha based on light industrial land use
3	The current HV/LV network design proposal is based on limited discussion with BHP and is subject to change depending on BHP preferences and outcomes of a BHP network study.
3	Proposed HV/LV network design is based on typical Horizon Power type public distribution system. We have not considered implications of BHP requiring installation to BHP specification.
4	The relocation of the following items associated with airside services currently clashing with the proposed land development, and power and telecom infrastructure associated with these items, is assumed will be relocated as part of a separate project, and has not been considered in this report: Non-Directional Beacon (NDB) navigational aid; Runway lighting cabling; Windsock.

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5	This report has been prepared based on a desktop study only utilising the site records and documentation provided to ETC which may not correctly reflect the current status, location, type or physical condition of a particular service or installation. A thorough site study/investigation should be commissioned to validate all site information used in preparing this report.

1.5 References

The following primary references were used in preparing this report:

Newman Airport Master Plan v0.1 (JJ Ryan Consulting, 2020)

Newman Airport - Report on the provision of electrical power to Air Services Fire Station from the existing electrical infrastructure (Wood & Grieve Engineers, 2018)

Newman Airport Electrical Services Plan Detail Survey 100618-AS-001-A (MNG, 2018)

1.6 Abbreviations

The following abbreviations have been used.

A, V, W	Amps, Volts, Watts
ADMD	After Diversity Maximum Demand
BESS	Battery Energy Storage System
CASA	Civil Aviation Safety Authority
ETC	Engineering Technology Consultants
LED	Light Emitting Diode
LV	Low Voltage, 50V to 1000V
HV	High Voltage, 1kV to 66kV
kV	Kilovolt, 1000 volts
kVA	Kilovolt-amperes, 1000 volt-amperes
kW	Kilowatt, 1000 watts
kWh	Kilowatt-hour, 1000 watt-hours
OHL	Overhead Power Line
OLS	Obstruction Limit Surface
PD	Power Density
PV	Photovoltaic
WAER	Western Australia Electrical Requirements

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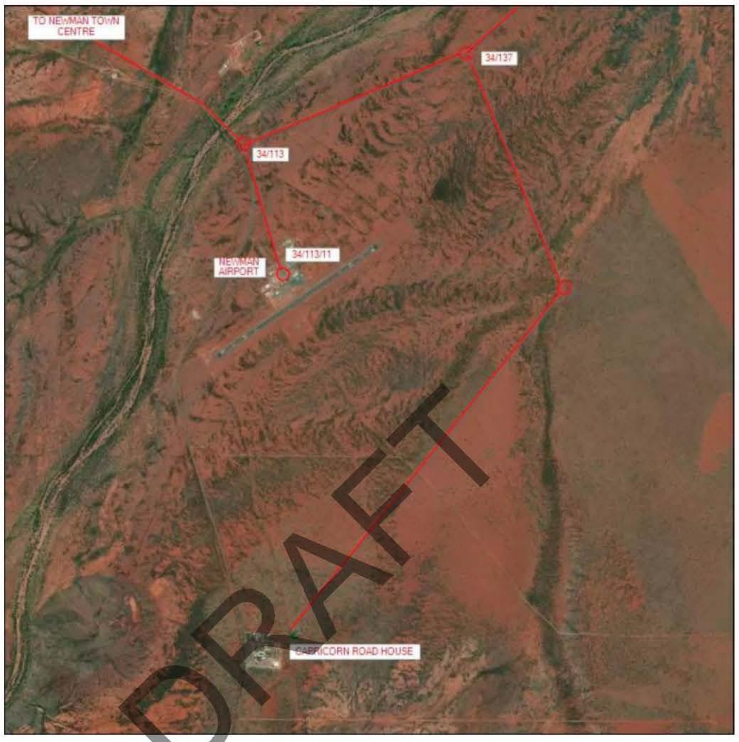
2 POWER DISTRIBUTION

2.1 Existing Supply

BHP, the electricity supply authority for the Newman townsite, provides Newman Airport with electricity via an existing 11kV overhead line that terminates at a BHP owned substation located centrally within the airport. The substation comprises of 2+1 11kV

switchgear and 11/0.415kV 500kVA transformer to provide the airport with a low voltage 415V metered connection point.

Figure 1 - BHP Network



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2.2 Development Power Requirements

2.2.1 Methodology

The forecast power requirement is estimated by applying a power density to the developable land area to determine an After Diversity Maximum Demand (ADMD) allocation to each lot. The determination of an appropriate power density is discussed further herein.

The lots, areas and staging considered is based on the following information received:

- E20-115 A01 Rev D 18/08/20

2.2.2 Results

The ADMD determined for each lot is provided below:

Table 2 – Power Demand

Lot	Land Use	Stage	Area (ha)	PD (kVA/ha)	ADMD (KVA)
1	Light Industrial	1	3.67	50	183.5

2	Light Industrial	1	2.95	50	147.5
3	Light Industrial	1	2.46	50	123
4	Light Industrial	1	2.86	50	143
5	Light Industrial	1	2.8	50	140
6	Light Industrial	2	2.24	50	112
7	Light Industrial	2	2.24	50	112
8	Light Industrial	2	2.24	50	112
9	Light Industrial	2	3.15	50	157.5
10	Light Industrial	2	3.74	50	187
11	Light Industrial	2	3.71	50	185.5
	Sub-Total	1	14.74		737
	Sub-Total	2	17.32		866
	Total		**32.06**		**1603**

Prospective tenants should be made aware of the power allocation to prospective lots. Should the Shire currently be in discussion with possible major/anchor tenants, their power requirements should be discussed and agreed and preferably incorporated in the infrastructure design in advance.

2.2.3 Power Density

There is no accurate method for determining power requirements for future development and so power demand requirements for land development are normally forecast by the application of an estimated power density to the development area to be created. The power density considered ranges considerably depending on the proposed land use and has a significant impact on electrical infrastructure requirements.

Normally, for subdivisions in Perth and regional centres, a minimum power density of 200kVA per hectare is applied as a requirement of Western Power and Horizon Power for new lot creation. A prospective developer is aware of the limitations of the power servicing to their purchased lot and understands that should their development require more power than is provisioned, they will be responsible for paying for upgrades to electrical infrastructure to meet an increased power requirement. This is relevant to most commercial subdivisions however light industrial land use, which is understood to be the case for this project, normally comprises of large open spaces, warehouses, laydown yards etc. and so a reduced design power density value is appropriate to avoid over capitalising on oversized electrical infrastructure. For this project in particular, the power density applied will have substantial impact to BHP's existing 11kV OHL.

ETC has previously completed work on various LandCorp (now DevelopmentWA) light industrial estates in Karratha (Gap Ridge, KARSI, Madigan Road), for which a design power density of 50kVA per hectare was determined and agreed with Horizon Power and LandCorp accounting for the type of land use.

On this basis a design power density of 50kVA per hectare is proposed for the Newman Airport industrial area. This requires further discussion and agreement with the relevant

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stakeholders however this value has been used for the purposes of this high level servicing report.

2.3 Electrical Network Upgrade Concept Design

2.3.1 Lot Supply Arrangement

As the proposed development lots are not green titled free hold lots subdivided from the Airport lot, and are leasehold lots located on Airport land, it is not permissible under the WA Electrical Requirements (WAER) to supply the proposed lots directly from BHP's network. This will require the new leasehold lots to be supplied from the Airport's privately owned electrical network and therefore the Airport's existing electrical supply will be required to be upgraded to suit.

2.3.2 Existing airport electrical network and capacity

The entire airport is currently served via an existing 500kVA rated transformer. The existing site maximum power demand based on BHP power monitoring between 29 October 2020 and 9 November 2020 is 243kVA however an additional 20% loading is considered for the summer period and so the maximum demand is taken to be 291kVA. The estimated power requirement for Stage 1 and Stage 2 of this project is 737kVA and 866kVA respectively, for a total of 1603kVA which represents a fivefold increase in the Airport's existing power requirement and far exceeds the installed capacity of the network infrastructure.

From discussions with BHP, it is understood the 11kV OHL is at, or very near to, capacity and cannot support any significant extra load without upgrade. The 11kV OHL is shared with a number of other sites/customers. It is envisaged that a significant upgrade will be necessary to BHP's network at the Shire's expense.

BHP currently provides the Airport an LV point of connection at BHP's substation central to the site from which the airport operates an LV network. Due to the distances involved in the development, an LV network will not be sufficient and a new high voltage network will be required.

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2.3.3 BHP Network Modification

From initial discussions with BHP, the implications of the increased demand on the BHP network will be subject to a power study that BHP will be required to commission however it is understood that the existing 11kV OHL that enters the site will require replacement. BHP have requested that any such study should include the Airport's ultimate future power requirements and so an Airport electrical masterplan should be commissioned by the Shire to further inform the study.

Any modification to the BHP network would propose to establish a new HV point of supply on the boundary of the airport site so as to not encumber future development land.

The above proposal will require the existing BHP 11/0.415kV substation currently located centrally to the airport site to be disconnected and the existing 11kV OHL currently running through the Airport to be removed by BHP. Subject to agreement between BHP and the Shire, it is proposed that the ownership of the existing substation be transferred to the Shire for re-use in serving the existing airport facilities unchanged. A condition assessment should be completed to ensure the existing substation is in good working order. Alternatively, the substation can be replaced and all existing LV connections re-established.

2.3.4 New Airport Industrial Area HV/LV Network

A new HV network operating at 11kV is proposed to be constructed as the most practicable option to service the new development lots. Upgrade of the existing LV network to supply the development is unlikely to be feasibile due to the magnitude of the increased power

demand, the cabling distances required and the cost of LV infrastructure to the lots. A HV network will be more cost effective and a better overall solution. An advantage of having the airport connected and metered at HV is that a HV tariff will become available (assuming tariffs available are similar to those available on Western Power/Horizon Power networks) which will provide power consumption (kWh) charges at a reduced rate compared to LV tariffs.

A HV network solution will require the Shire to own and operate a high voltage network which will be an operation and maintenance burden on the Shire. It is possible that BHP will agree to maintain and operate this new HV network on the behalf of the Shire, however BHP will have conditions that will be required to be met. From initial discussion, such conditions may include a requirement for the installation to meet BHP specification and for an easement to be placed over the network alignment. Further discussions are required with BHP to understand this further.

A study of the reduced consumption charges against the increased maintenance/operation expenditure will likely reveal an overall saving and therefore a means to recover cost of the initial capital expenditure over time, however this is heavily dependent on the Shire's current tariff arrangement and the availability of a HV tariff from BHP.

The following works to establish a new airport HV network are proposed:

- BHP OHL network modifications as discussed above.
- New HV point of supply at the boundary, comprising of:
  - BHP ground mount HV switchgear and metering unit that will provide HV connection point and demarcation between BHP and Airport networks.
  - Airport ground mount HV switchgear that will be the start of the Airport's network and will provide overcurrent and fault protection for the network
- New underground radial HV supplies as follows:
  - One 11kV feeder cable to the existing airport substation
  - One 11kV feeder cable to the new industrial land area
  - Feeder cabling shall be underground, direct buried, armoured and termite protected
  - Provision for future HV ring for additional supply security if required (HV switchgear provisions only)
- Three (3) new 11/0.415kV kiosk substations, comprising of ring main unit, transformer and LV switchboard to supply multiple lots. Kiosk substation transformers shall typically be 1MVA oil filled type complete with oil bund self-contained within the base of a weatherproof kiosk enclosure to avoid need for concrete oil bunding. Minimum spare capacity of 80% has been considered to the infrastructure.
- LV supplies and connections to each lot from the substation LV switchboard are subject to further discussion and agreement with the Shire as there are various options available. For the purposes of this report, a method similar to a Horizon Power/Western Power solution is proposed which comprises of LV connection pillars at each lot, similar to Horizon Power/Western Power standard uni pillars (green domes) as a cost effective and tried and tested solution. Site conditions may warrant an alternative solution (e.g. free standing switchboard) however this is to be reviewed and considered in detailed design. LV cabling is proposed to be installed in underground conduit to facilitate future replacement however direct buried cable could also be considered.
- All HV, LV, roadway lighting and communications services are proposed to be installed in standard alignment within road reserve to Utility Provider Code of Practice guidelines.

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Refer to the following concept design sketches provided in Appendix C.

- SK-E002 HV LV Concept Plan
- SK-E003 HV SLD

2.4 Alternative Power Options

Alternative power options have not been considered in this study, however the following could be considered to reduce the airport's ultimate power loading on the BHP network, justify a reduced power supply requirement and therefore reduce capital expenditure in upgrading the network and reduce ongoing demand and consumption charges.

- Large scale solar PV installation(s) could be installed to offset power draw from the grid, possibly paired with a battery energy storage system (BESS). A BESS may not be worthwhile with the expectation that peak demand would occur at the same time that peak PV power is generated however BHP may require such a system regardless for 'solar smoothing'.
- Use of the airport's existing diesel backup generators to 'load lop' peak demand. This would however require some substantial investment in necessary control and protection systems.

3 TELECOMMUNICATIONS INFRASTRUCTURE

3.1 Overview

The telecommunications servicing is proposed to consist of underground fibre ready conduits and access pits that provide a cable pathway between existing telecommunications presence on site to the development lots. This will enable third party telecommunications providers such as Telstra to install their cabling and provide services connections to prospective tenants on application or request by said tenants to their chosen third party provider.

It is not proposed to extend the Airport or the Shire private telecommunications infrastructure to the development lots as it is not expected the Airport or the Shire will require network presence there.

Due to the above, no requirement to install any cabling or networking equipment as part of these works is envisaged as they will be installed by third party providers and so only cable access (conduit and pit infrastructure) is required.

3.2 Conduit and Pit Infrastructure

Conduit and pit infrastructure is proposed to be provided to Telstra's technical requirements, as it is understood that Telstra already have a presence on site and are the provider most likely to be provide services to tenants. Note that Telstra's requirements will be equal to or more onerous than other provider's requirements.

The conduit and pit infrastructure is proposed to comprise of the following:

- 2x100mm underground conduits to form a 'trunk', terminating at cable pits outside lots;
- 50mm underground conduit stub from pits to lots.

All conduit infrastructure shall be 'fibre ready' to *G.645 Fibre Ready Pit and Pipe Specification for Real Estate Development Projects* and other regulatory standards including AS/CA S009, AS/CA S008 and AS/NZ 3084.

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Further discussions will be required with the Shire and Telstra (or other provider) regarding ownership and responsibility of the pit and pipe network however one of the following is envisaged:

- The Shire will retain ownership and maintenance responsibility of the pit and pipe and the Shire will provide licence and access rights to a telecommunications provider (e.g. Telstra) to utilise the pit and pipe for their services; or
- Pipe and pit infrastructure will be gifted to an interested service provider (e.g. Telstra) whom will then be responsible for maintenance.

The outcomes of the above may dictate installation requirements and pit selection, including requirements for pit lids to be embossed to provider requirements. NBNCo should be contacted in future design phases to understand their availability to service the site.

Refer to the following concept design sketch:

- SK-E004 Telecom Concept

3.3 Existing Network Interface

The new pipe and pit network is proposed to be installed to a location which will allow an interface to existing telecommunications provider network infrastructure.

From our desktop review, it is understood there is an existing Telstra tower and fibre distribution enclosure located on the site (adjacent Airport Manager's residence) and the new conduit infrastructure is proposed to terminate there.

This will be required to be verified and confirmed in detailed design.

4 ROADWAY LIGHTING

4.1 Overview

A new road is being created to service the new lots. The new road is an extension of an existing internal airport road and it is noted that this existing road is not currently provided with lighting. The only road lighting that appears to be present on site is at the existing Dewar Avenue entry/intersection with Great Northern Highway to illuminate the intersection (referred to as 'flag lighting'). Carpark lighting also exists with what we understand is solar powered lighting.

There is no mandatory requirement to illuminate the new roads - this is a decision to be made by the Shire however for the purpose of this report ETC has considered new lighting for safety reasons and an order of magnitude cost is provided for consideration and review by the Shire to enable an informed decision.

4.2 Design Criteria

The basis of design used for the road lighting is the Australian Standard AS/NZS 1158.3.1:2020 which provides recommendations for local/minor road lighting. V-Category type lighting to AS/NZS 1158.1.1:2005 is an alternative however in our opinion is not warranted given the expected low traffic volume, low pedestrian activity and increased lighting infrastructure required.

The following criteria considered is summarised below:

- Lighting technical parameters to achieve AS/NZS 1158.3.1:2020 Sub-category PR4 which provides a similar level of lighting to a local road in a suburban area.
- 10 to 12.5m light poles with 3m outreach to maximise pole spacing
- The following lighting options are considered:

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  - Option A: Solar powered LED lighting without connection to the 240V electrical network (i.e. stand-alone), similar to the existing carpark lighting.
  - Option B: Traditional 240V network powered LED lighting.
- The airport's obstruction limit surfaces (OLS) has been reviewed and it is determined that the OLS at the closet road exceeds 15m and so poles up to 12.5m tall are not an issue.
- The new roads are located within the Airport's 0cd lighting intensity restriction zone to CASA requirements. This requires that new lighting has no upward lighting component and all lighting is directed downwards. This is typically not an issue for LED type luminaires which have full-cutoff optics (i.e. all light is directed downwards).

4.3 Lighting Selection

Two options were explored for the lighting selection. A solar powered option as per initial request from the Shire (Option A) and a grid connected 240V option (Option B).

4.3.1 Option A – Solar Lighting

The existing solar powered lighting installed to the airport carpark was manufactured by "ECOFx" in 2016, however following investigation it appears that this company is no longer in business.

ETC researched several similar alternative suppliers and have considered a solar powered lighting solution from Green Frog Systems whom ETC have experience with for a number of Perth based projects. We understand also they are a preferred supplier to City of Karratha (their products are installed in the town centre) as well as a number of other installations in regional Western Australia and so appear to have demonstrated experience in remote and harsh installations.

ETC has considered the GFS-200 or GFS-400 product which are very similar to the ECOFx product already installed. Some of these options can be considered equivalent in performance to traditional grid connected lighting solution, however the costs per pole are significantly higher due to the solar panel and battery requirements. These additional costs are offset somewhat by not requiring the extra 240V cable and conduit infrastructure associated with grid connected lighting, however on review in ETC's opinion the solar lighting option will not be a more cost effective option. Note that solar powered lighting also has additional reliability, longevity and maintenance considerations.

ETC has not assessed the overall energy savings from a solar solution which are also a consideration however a building mounted PV installation is considered a more efficient means to offset roadway lighting energy consumption.

4.3.2 Option B – Grid Connected Lighting

For this option we considered standard Western Power / Horizon Power type installation which is a 12.5m galvanized octagonal steel pole with 3m outreach and LED Philips RoadFlair or RoadGrace luminaire.

This option appears to provide better performance than Option A and is a most cost effective option, even when considering the additional cable and conduit infrastructure. This option has been considered for this report.

4.4 Lighting Design

Preliminary calculations were completed based on the Option B solution. The following pole spacings were determined for a 25m road reserve width as per the current development proposal.

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Table 3 – Light Pole Spacing Table

Configuration	Height	Outreach	Pole Spacing
RoadGrace 53W	12.5m	3m	-
RoadFlair 80W	12.5m	3m	95m
RoadFlar 160W	12.5m	3m	110m

On the basis of the above results, the 160W configuration is considered for the purposes of this report.

5 OPINION OF PROBABLE COST

An Opinion of Probable Cost (OPC) is provided in Appendix A. Noting the early stages of this project, the OPC should be considered an order of magnitude estimate only.

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6 APPENDIX A – OPINION OF PROBABLE COST

REF		ITEM	QTY PER STAGE 1	QTY PER STAGE 2	TOTAL QTY	UNIT	RATE	AMOUNT	REMARKS
1		**ELECTRICAL SERVICES**							
1.1		**Power Distribution**							
»	1.1.1	*New BHP Boundary HV Switchgear*	1			ea		$ -	Excluded
»	1.1.2	*New Airport 11kV HV switchgear*	1		1	ea	80,000.00	$ 80,000.00	
»	1.1.3	*New 11kV feeder cable from boundary RMU to reconnect existing airport substation, 3C 120sqmm Cu XLPE/SCR/PVC/Ny/SWA/PVC*	508		508	m	200.00	$ 101,640.00	
»	1.1.4	*New 11kV feeder cable from boundary RMU to new industrial area substations, 3C 120sqmm Cu XLPE/SCR/PVC/Ny/SWA/PVC*	1,184	407	1,591	m	200.00	$ 318,120.00	
»	1.1.5	*Cable joints for items 1.2.1, 1.2.2*	2	1	3	ea	2,500.00	$ 6,750.00	
»	1.1.6	*Local 22/0.415kV substation kiosks, complete with nominal 1MVA transformer, HV switchgear, LV kiosk*	2	1	3	ea	140,000.00	$ 420,000.00	
»	1.1.7	*LV Pillars*	5	5	10	ea	3,000.00	$ 30,000.00	
	1.1.8	*LV cabling from substation to LV pillars, 3x1C 240sqmm Cu XLPE/PVC/NY/PVC*	198	220	418	m	120.00	$ 50,160.00	
»	1.1.9	*100mm dia electrical conduits for LV feeder + 1 spare 100mm conduits*	396	440	836	m	20.00	$ 16,720.00	Rate for single conduit
»	1.1.10	*Turning pits, clean fill sand pits or similar with mechanical protection*	4	4	8	ea	500.00	$ 4,200.00	
»	1.1.11	*Trenching*						$ -	Excluded, by civil
»	1.1.12	*Replacement of existing BHP 500kVA substation*						$ -	Not assessed, assumed to be gifted
1.2		**Communications**							
»	1.2.1	*1x100mm dia communications conduit, excl. trenching*	795	514	1,309	m	13.00	$ 17,017.00	Rate for single conduit
»	1.2.2	*1x50mm dia communications conduit, excl. trenching*	60	80	140	m	13.00	$ 1,820.00	Rate for single conduit
»	1.2.3	*Cable pit*	7	2	9	ea	1,200.00	$ 10,934.80	
»	1.2.4	*Trenching*							Excluded, by civil
1.3		**Lighting**							
»	1.4.1	*Light poles - Single 9m outreach steel standard 12.5m, direct bury*	9	8	17	ea	3,500.00	$ 59,850.00	
»	1.4.6	*Light fittings - Philips RoadFlair*	9	8	17	ea	1,500.00	$ 25,650.00	
»	1.4.8	*Cable - 2C&E 16sqmm PVC - S&I*	1,001	880	1,881	m	15.00	$ 28,215.00	
»	1.4.9	*Conduit - 50mm dia HD orange c/w tape - S&I*	1,001	880	1,881	m	12.00	$ 22,572.00	
»	1.4.10	*Trenching*							Excluded, by civil
1.4		**Other**							
»	1.5.1	*BHP network study*							Not assessed
»	1.5.2	*BHP network upgrade*							Not assessed

Stage 1 $ 844,085.90
Stage 2 $ 349,562.90
TOTAL (Excl. GST) $1,193,648.80

NOTES AND QUALIFICATIONS

1 This OPC is based on a concept design only, is subject to change and so shall be considered an order of magnitude cost only.
2 GST excluded
3 Escalation excluded
4 Head Contractor's margin & supervision excluded
5 Reinstatement of all existing surfaces including paving, turf, gardens etc. excluded
6 Preliminaries including rubbish removal, cleaning, storage, site amenities etc. excluded
7 Traffic Management excluded
8 Dewatering excluded
9 Annual costs excluded
10 All rates are ex Perth. Regional loading has not been applied.
11 BHP headworks charges for new equipment and OH line and supply excluded
12 Contingency/uncertainty has not been applied.

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7 APPENDIX B – BHP CORRESPONDENCE

Daniel Phelps

From: Ferreira, Tony <tony.ferreira@bhp.com>
Sent: Tuesday, 16 February 2021 10:57 AM
To: Daniel Phelps
Cc: Hunter, Gary; Fonseca, Aline
Subject: RE: Newman Airport - Industrial Land Development
Attachments: 059-E-00377_15.pdf; Airport LV.pdf; Airport LV CCT.pdf; APPENDIX C DESIGN AND QUOTATION APPLICATION FORM.pdf; PS83 Load Logging.xlsx

Hi Daniel,

With reference to the mail received regarding the upgraded supply to the Newman Airport, we hereby comment as follows:

The airport is currently on an LV connection supplied from padsub, PS83 (500kVA). The existing configuration is indicated on the attached drawings, 059-E-00377. The existing route of the overhead line is indicated on the attached drawing, "2021-02-03 Overview for BHP TF Review". Unfortunately I do not have any information pertaining to the internal LV distribution apart of the attached drawings, "Airport LV and Airport LV CCT". With the proposed development, the entire electrical connection will have to be assessed and altered to comply with the current requirements and the BHP Technical Rules and Standards.

As previously mentioned, a load study will need to be done on the existing overhead line before any additional load is added. The existing overhead line is currently at its maximum loading and parameters. Any additional loads may result in either an new line being constructed or the existing line being altered to accommodate the increase in load. The estimate duration of the load study is approximately 8 weeks upon which an estimate budget figure would be available for the proposed changes to the HV overhead line.

With regards to the request load increase, the following:

1. ***Appropriate type of connection:***
    a. On reviewing the information provided and discussing the proposed development with the UNA Superintendent, the following options may be explored in making the connection available:
        i. The existing overhead line within the lot boundary is to be rerouted and an appropriate HV Connection established that incorporates the existing padsub, PS83.
        ii. BHP may operate and maintain the electrical distribution infrastructure network on condition that all electrical services are installed in accordance to the Utility Providers Code of Practice for Western Australia and installed with easement registered over the installed services.
2. ***Estimated Load Demand:***
    a. The estimated load demand of approximately 2MVA has been provided for Stages 1 and 2;
    b. For the existing load, an allowance of 500kVA will be made for PS83.;
    c. To my knowledge, the emergency services and control tower is on generator power. If this is the case, has provision been made to include these facilities into the mains supply? If so, has this load incorporated into the 2MVA load demand?
    d. With reference to the proposed development drawing provided "2021-02-03 Overview for BHP", there is still a vast amount of land that is still to be developed. In order to allow for these loads in the load study, are we able to be advised of the proposed estimated loads for the future. It would be beneficial to include these future loads now in order to avoid in having to redo both the load study and further line upgrades.
3. ***Additional Notes:***
    a. With regards to the additional notes from our discussion, please refer to my comments in RED below.

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i. BHP confirmed airport currently connected at LV via BHP padmount substation (size unknown). BHP OH 11kV lines that originate from the town centre supply the substation, and this OH line also supplies other customers.
As mentioned above, existing padsub, PS83 is 500kVA.
Attached is a copy of some load logging records done on PS83. We advise that there are some logging records done on 3/03/2016 to 17/03/2016 which has failed.

ii. ETC current estimate of required additional power is in the order of 1.5 – 2MVA for Stages 1 & 2.
As requested in item 2 above, does these loads include the emergency services and tower. Confirmation is also required with regards to the remainder of the land that may be developed.

iii. BHP noted they would need to carry out a power line study to assess the impact of the above, as initiated by a formal request from ourselves/Shire to do so. Such a study would take in the order of 8 – 12 weeks, and a cost in the order of $40k.
The costs for the load study will be covered by BHP/UNA. However, in order to initiate the load study and review of the requested increase in load demand, the attached copy of the Design and Quotation Application (DQA) is to be completed and returned to our office. There will be an nominal fee charged for the review of the application and portion of the load study to be done.

iv. BHP would like to understand the future plans of the airport and long term load implications, as they would want to consider this in their study also. They would rather upgrade the power line once as a long term solution.
Correct, as referred to in item 2 and ii above.

v. BHP can provide ETC on details of the connection into the airport, not they do not have details of the airport's private network.
Correct, refer to attached drawings.

vi. ETC/BHP suggested the airport may require a HV connection point (instead of LV currently) in which case the airport will need to establish their own private HV network. The extra capital expenditure to establish this is a consideration, but moreso is the ongoing maintenance and operational expenditure required (HV installations have more onerous maintenance requirements than LV).
As mentioned above, a HV connection may be established for revenue aspects with an separate agreement for the operating and maintenance of the internal distribution network. Should the option be for BHP/UNA to operate and maintain the infrastructure within the Newman Airport boundaries and to avoid any uncertainties and irregularities for the maintenance strategies, operating of equipment, fault finding, etc., it may be requested that the assets to be installed on the internal network be equal and or similar to the assets installed within the Newman Township distribution network.

vii. Note that given lack of information on the Airport's existing private network it is likely that we will end up on site in the coming weeks to review the existing network ourselves to obtain the information we need. It would be great to organise a meeting with yourself and the airport's representative to discuss the project. Would you be willing to attend such a meeting if organised?
The only information that can be provided on the internal distribution is the copy of the drawing attached, "Airport LV and Airport LV CCT" being the LV Main switchboard schematic. I'd also like to advise that due to the age of the installation and our records not being updated with regards to private networks, the attached drawing may need to be verified on site.
With regards to the meeting proposed, I'm in favour of such a meeting to be held. I'm normally in Newman on a Monday to Thursday basis.

We trust that the abovementioned and attached information is in order and acceptable. Should there be any further information or outstanding queries please do not hesitate to contact myself.

Kind Regards,

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BHP

Tony Ferreira
Newman Electrical Town Engineer
Governance and Technical Stewardship
NPI & WAIO Maintenance Engineering
Tony.Ferreira@bhp.com
T +61 8 9175 3317
M +61 477 747 657
EP Exploration Building (PO Box 601)
Newman WA 6753 Australia

bhp.com

From: Daniel Phelps <dphelps@etcpl.com.au>
Sent: Wednesday, 3 February 2021 9:12 PM
To: Ferreira, Tony <tony.ferreira@bhp.com>
Subject: FW: Newman Airport - Industrial lande development

Hi Tony,

Thanks for your time on the phone last week. As discussed, we're electrical engineering consultants part of a team engaged by the Shire of East Pilbara to complete a feasibility study for the proposed Newman Airport Industrial Area.

As requested, I've attached the proposed project area. It is effectively a light industrial subdivision project, but land is not being subdivided into new green title lots – they will be leasehold lots on airport land. As such, the preferred method of servicing the lots directly via BHP's network would not be allowable under the WA Electrical Rules and so we expect the lots will need to be served via the Airport's private network. I expect we'll need to establish a new HV network for the airport if the airport is currently connected at LV as per our discussion.

Stage 1 comprises about 15ha of new land, Stage 2 about 17ha. I am assuming a power density for this light industrial land in the order of 50kVA per hectare based on similar assessments we have done on light industrial land at Perth Airport. This gives a rough estimate of 0.74MVA + 0.86MVA for Stage 1 and 2 respectively, for a total of 1.6MVA additional load on the airport network.

I don't have details of the airport's existing network or demand. As discussed if you have any details you could share it would be appreciated.

If a new HV network is established, as you mentioned the airport is not going to have the expertise to operate the network themselves and they'll need to contract it out. Would BHP offer to operate on the Airport's behalf? We have explored similar arrangements with Western Power with private HV customers and thought BHP may do so also.

Finally, I believe you mentioned BHP previously commissioned a study for the airport a year or so back – possibly something to do with adding a caravan park site. The Airport mentioned this but they haven't been able to provide a copy of the report/study. Would you be able to share that?

Some further notes from our discussion FYI. If I've got anything wrong here please let me know,

- BHP confirmed airport currently connected at LV via BHP padmount substation (size unknown). BHP OH 11kV lines that originate from the town centre supply the substation, and this OH line also supplies other customers.
- ETC current estimate of required additional power is in the order of 1.5 – 2MVA for Stages 1 & 2.

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- BHP noted they would need to carry out a power line study to assess the impact of the above, as initiated by a formal request from ourselves/Shire to do so. Such a study would take in the order of 8 – 12 weeks, and a cost in the order of $40k
- BHP would like to understand the future plans of the airport and long term load implications, as they would want to consider this in their study also. They would rather upgrade the power line once as a long term solution.
- BHP can provide ETC on details of the connection into the airport, not they do not have details of the airport's private network.
- ETC/BHP suggested the airport may require a HV connection point (instead of LV currently) in which case the airport will need to establish their own private HV network. The extra capital expenditure to establish this is a consideration, but moreso is the ongoing maintenance and operational expenditure required (HV installations have more onerous maintenance requirements than LV).

Note that given lack of information on the Airport's existing private network it is likely that we will end up on site in the coming weeks to review the existing network ourselves to obtian the information we need. It would be great to organise a meeting with yourself and the airport's representative to discuss the project. Would you be willing to attend such a meeting if organised?

Regards,

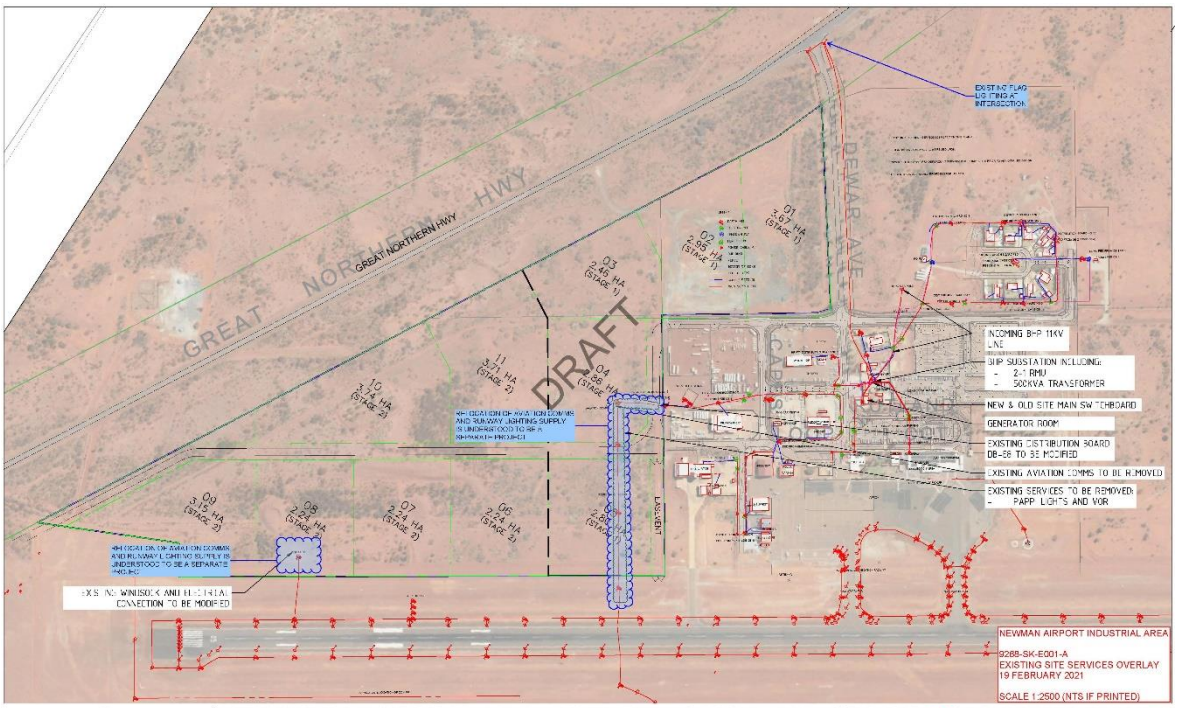
Daniel Phelps
BEng MIEAust NER
Associate / Senior Electrical Engineer
dphelps@etcpl.com.au
Engineering Technology Consultants / ETC
61 Loftus Street, Leederville, Western Australia 6007
http://www.etcpl.com.au
M: 0488 112 721
D: (08) 6372 1305
O: (08) 9328 5500

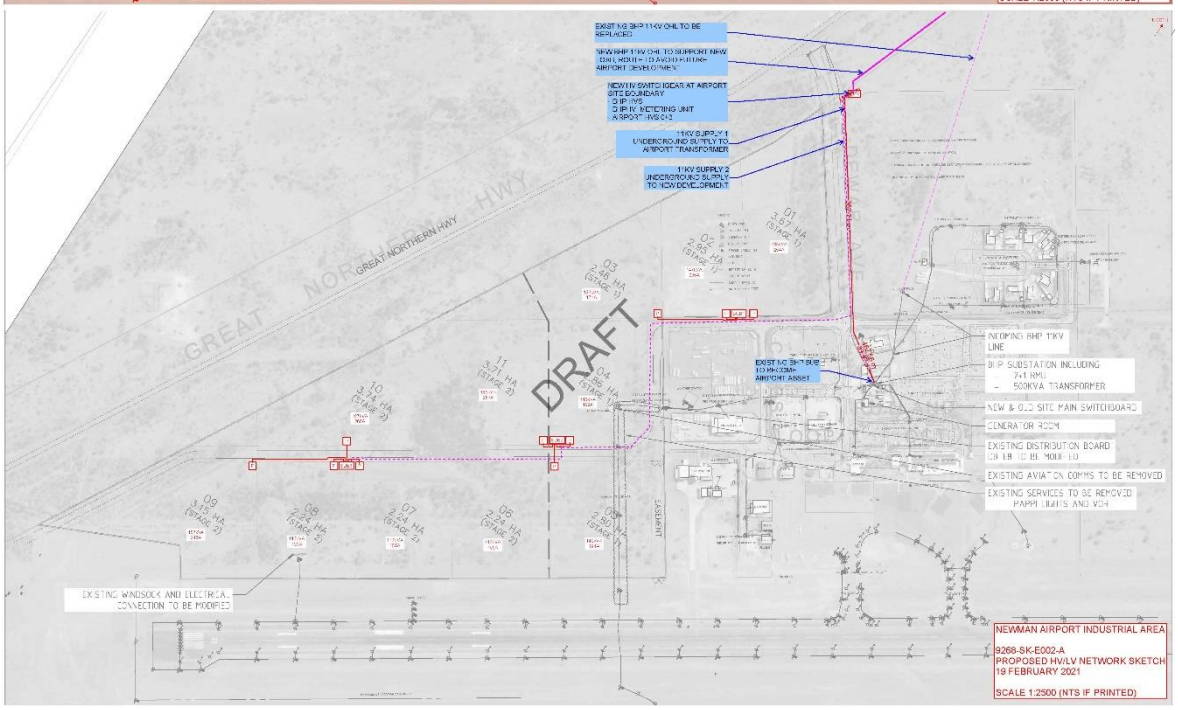
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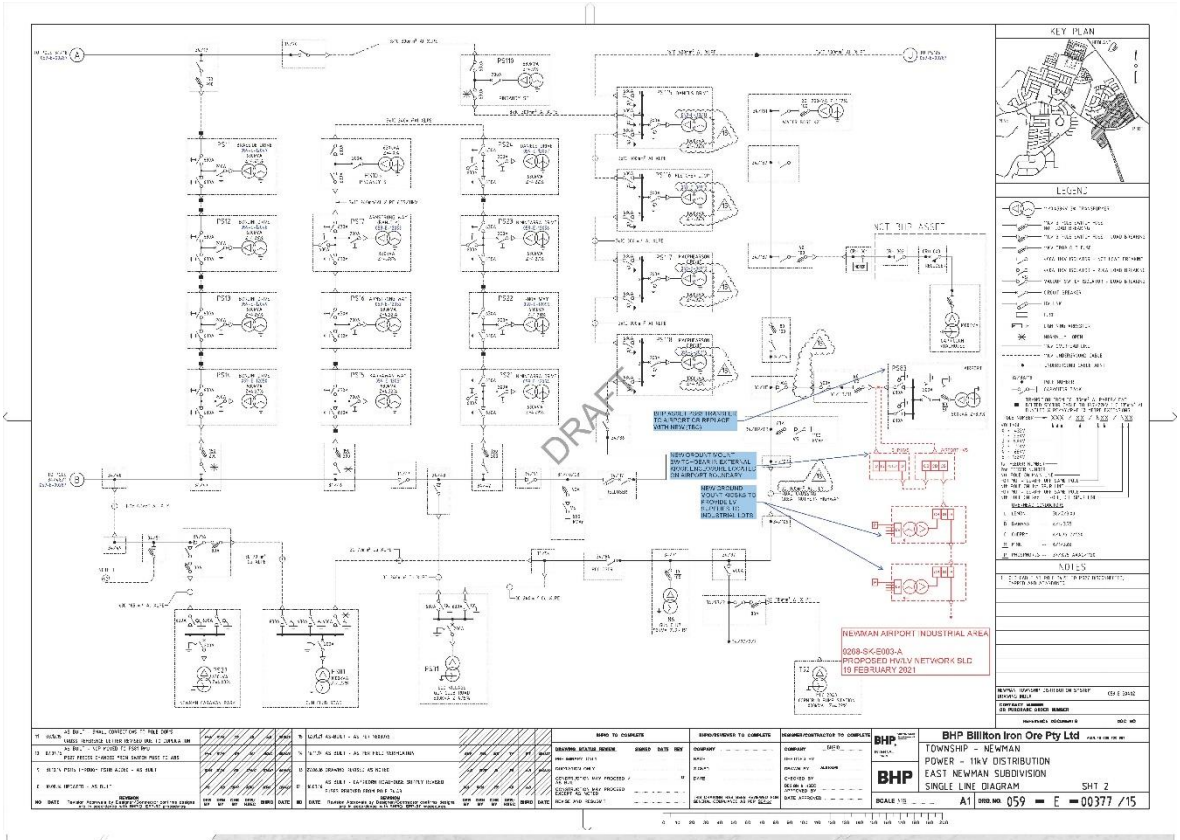
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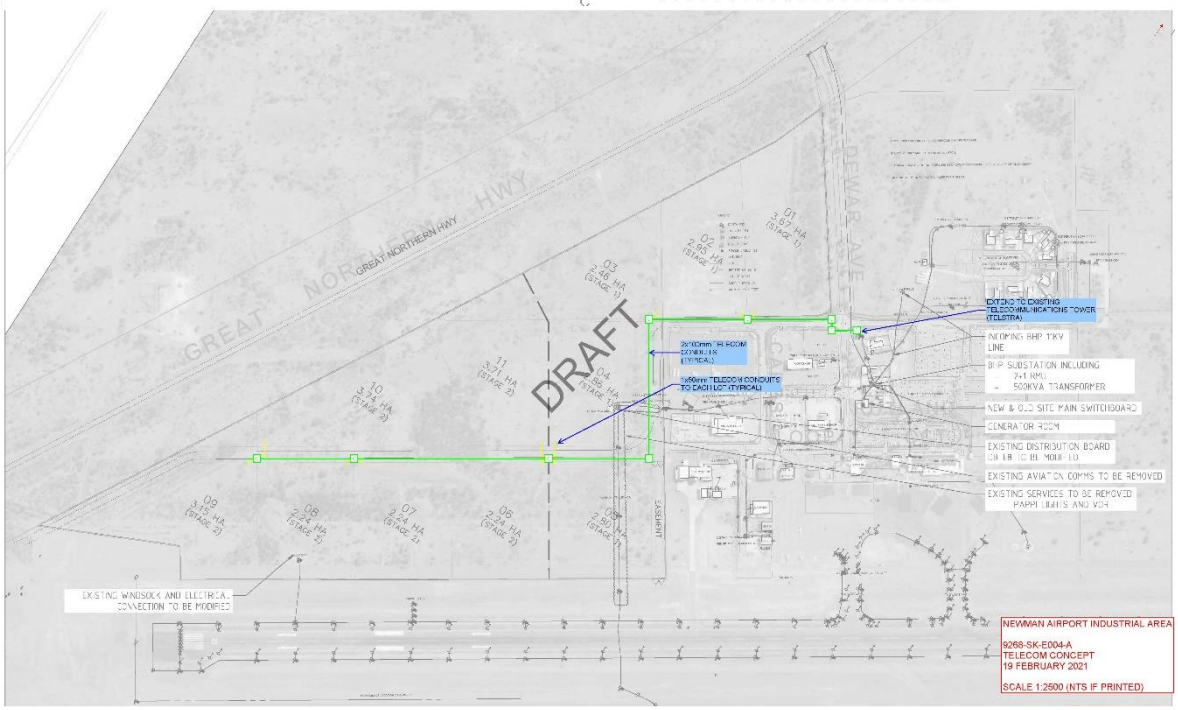
8 APPENDIX C – CONCEPT SKETCHES

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GREAT NORTHERN HWY
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EXISTING FLAG LIGHTING AT INTERSECTION
INCOMING BHP 11KV LINE
BHP SUBSTATION INCLUDING:
- 2+1 RMU
- 500KVA TRANSFORMER
NEW & OLD SITE MAIN SWITCHBOARD
GENERATOR ROOM
EXISTING DISTRIBUTION BOARD DB-SB TO BE MODIFIED
EXISTING AVIATION COMMS TO BE REMOVED
EXISTING SERVICES TO BE REMOVED:
- PAPPI LIGHTS AND VOR
EASEMENT
EXISTING WINDSOCK AND ELECTRICAL CONNECTION TO BE MODIFIED
NEWMAN AIRPORT INDUSTRIAL AREA
9268-SK-E001-A
EXISTING SITE SERVICES OVERLAY
19 FEBRUARY 2021
SCALE 1:2500 (NTS IF PRINTED)


EXIST NO BHP 11KV CKT TO BE REPLACED
NEW BHP 11KV CKT TO SUPPORT NEW DUAL HOUR - TO AVOID FUTURE AIRPORT DEVELOPMENT
NEW HV SWITCHGEAR AT AIRPORT SITE BOUNDARY
- 3 IP HVS
- 3 IP HV METERING UNIT
- AIRPORT HVS CKT
11KV SUPPLY 1 UNDERGROUND SUPPLY TO AIRPORT TRANSFORMER
11KV SUPPLY 2 UNDERGROUND SUPPLY TO HOV DEVELOPMENT
GREAT NORTHERN HWY
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EXIST NO BHP SUB TO REMAIN AIRPORT ASSET
INCOMING BHP 11KV LINE
BHP SUBSTATION INCLUDING:
- 2+1 RMU
- 500KVA TRANSFORMER
NEW & OLD SITE MAIN SWITCHBOARD
GENERATOR ROOM
EXISTING DISTRIBUTION BOARD DB-SB TO BE MODIFIED
EXISTING AVIATION COMMS TO BE REMOVED
EXISTING SERVICES TO BE REMOVED:
- PAPPI LIGHTS AND VOR
EASEMENT
EXISTING WINDSOCK AND ELECTRICAL CONNECTION TO BE MODIFIED
NEWMAN AIRPORT INDUSTRIAL AREA
9268-SK-E002-A
PROPOSED HV/LV NETWORK SKETCH
19 FEBRUARY 2021
SCALE 1:2500 (NTS IF PRINTED)


KEY PLAN
LEGEND
NOTES
DRAFT
NEWMAN AIRPORT INDUSTRIAL AREA
9268-SK-E003-A
PROPOSED HV/LV NETWORK SLD
19 FEBRUARY 2021
BHP Billiton Iron Ore Pty Ltd
TOWNSHIP - NEWMAN
POWER - 11kV DISTRIBUTION
EAST NEWMAN SUBDIVISION
SINGLE LINE DIAGRAM
SHT 2
DRG NO. 059 - E - 00377 /15


GREAT NORTHERN HWY
DRAFT
EXTEND TO EXISTING TELECOMMUNICATIONS TOWER (TELSTRA)
NEW & OLD SITE MAIN SWITCHBOARD
GENERATOR ROOM
EXISTING AVIATION COMMS TO BE REMOVED
EXISTING WINDSOCK AND ELECTRICAL CONNECTION TO BE MODIFIED
NEWMAN AIRPORT INDUSTRIAL AREA
9268-SK-E004-A
TELECOM CONCEPT
19 FEBRUARY 2021
SCALE 1:2500 (NTS IF PRINTED)

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Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

Head Office
Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au

DRAFT


APPENDIX D
Stormwater Management Plan

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Stormwater Management Plan

Newman Airport General Industrial Area

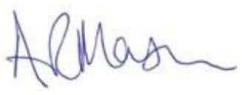
Shire of EAST Pilbara
AUSTRALIA'S LARGEST SHIRE

Prepared for Shire of East Pilbara

10 February 2021

Project Number: TC20042

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APPENDIX A Catchment Boundary

1 Introduction

Talis Consultants Pty Ltd (Talis) was engaged by the Shire of East Pilbara (the Shire) to prepare a Stormwater Management Plan (SWMP) for the proposed development of leasehold industrial lots at Newman Airport (the Site). The location of the proposed General Industrial Area (GIA) is shown on Diagram 1-1.

Newman Airport is managed by the Shire in terms of a Land Management Order issued by State Lands, as the Airport is sited upon Crown Land. The Site is currently zoned "Rural" under Shire of East Pilbara Local Planning Scheme No.4. The Shire is now required to rezone the land to "Special-use" zone to provide for industrial land development at the site.

The Shire requires this SWMP to support its Scheme Amendment Report. This SWMP has been prepared in accordance with *Department of Water – Stormwater Management Manual* (Department of Water and Swan River Trust, 2007).

This SWMP should be further developed in consultation with the project working group and relevant stakeholders. This SWMP should be viewed as a live document that is actively consulted, reviewed and revised.

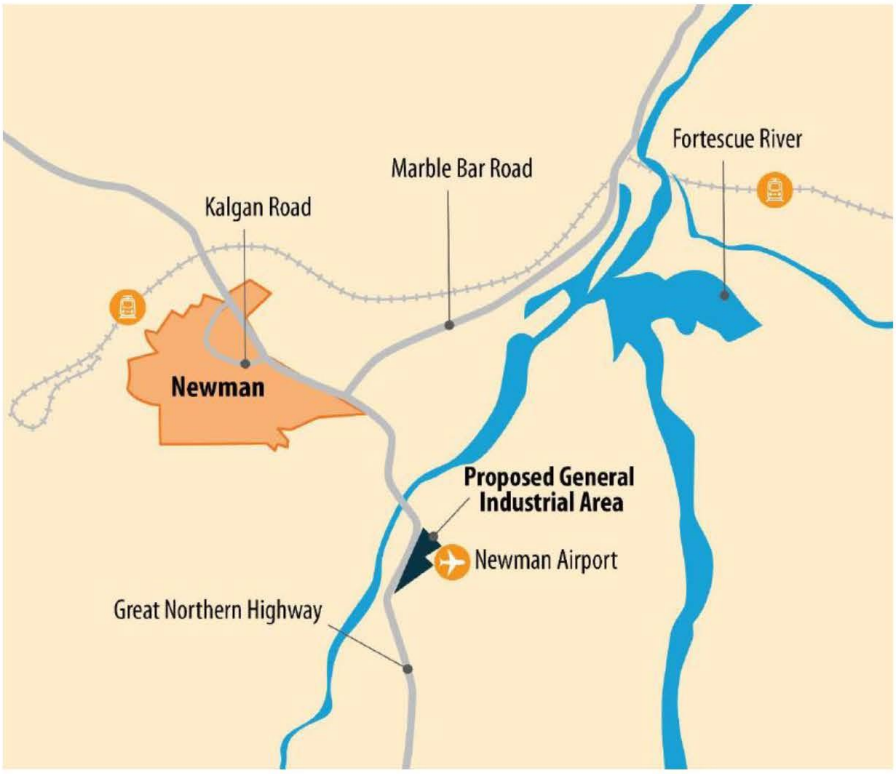


Diagram 1-1: Locality Plan (JJ Ryan, 2020)

2 Study Area Characteristics

2.1 Catchment Context

The boundary in this SWMP is defined by the proposed industrial lots being developed at Newman Airport. The catchment boundary is presented in the *Hames Sharley Industrial Development Airport Reserve drawing* (Hames Sharley, 2020), attached in APPENDIX A.

The Site is within the catchment of the Fortescue River. This River starts at an elevation of 602m and drops around 599m over its 1030km length, discharging into the Indian Ocean. It is an ephemeral river, flowing after rainfall from summer cyclones and autumn thunderstorms. The alluvial aquifer is recharged from direct infiltration through the riverbed during these periods of flow. The catchment of the Fortescue River is shown in Diagram 2-1 below.

The Site itself has a relatively flat terrain and drains directly toward the Fortescue River via overland flow and open channels.

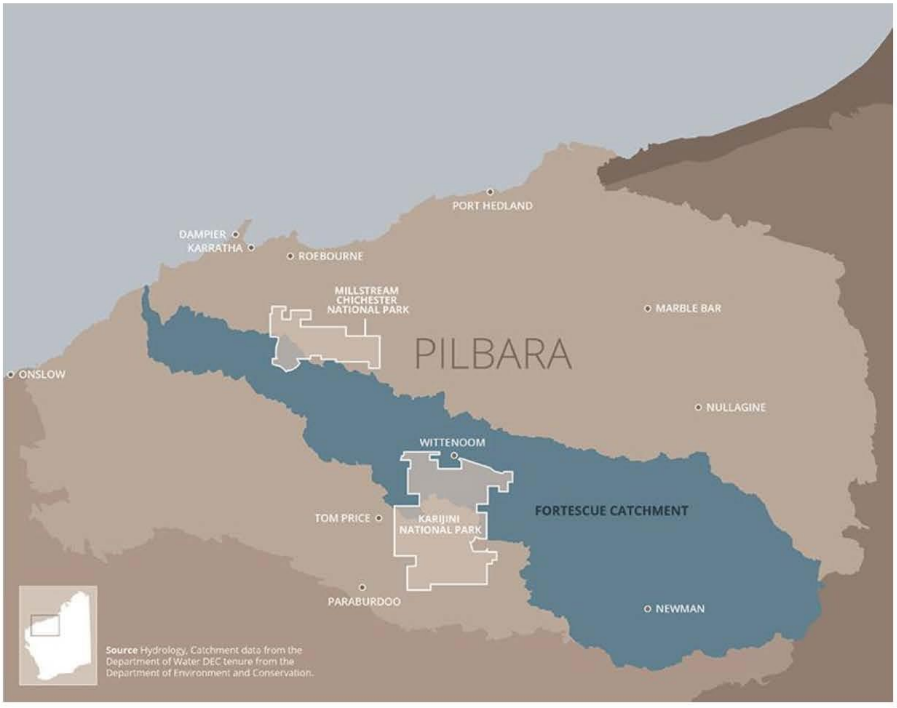


Diagram 2-1: Fortescue Catchment

2.2 Climate

The climate statistics for Newman Airport (Site number: 007176) is presented in Table 2-1 below. The table shows the mean maximum temperature; mean minimum temperature; and mean rainfall, for each month of the year. The warmest and coolest months are December and June, respectively. The months with the most and least rainfall are February and September, respectively.

Table 2-1: Climate Statistics for Newman Airport (Bureau of Meteorology, 2021)

Month	Mean Maximum Temperature (°C)	Mean Minimum Temperature (°C)	Mean Rainfall (mm)
January	39.0	25.1	69.8
February	37.4	24.1	70.2
March	35.6	22.2	41.7
April	32.2	17.8	21.3
May	27.1	11.8	18.4
June	23.1	7.5	15.9
July	23.2	6.5	14.4
August	26.2	8.0	6.4
September	30.6	12.3	3.6
October	35.3	17.9	5.9
November	37.6	21.2	12.4
December	39.2	24.1	35.3

The Annual Exceedance Probability (AEP) for a variety of different storm durations is presented in Table 2-2, showing millimetres of rainfall.

Table 2-2: Annual Exceedance Probability (AEP) (mm) (Bureau of Meteorology, 2021)

Duration	63.2%	50%	20%	10%	5%	2%	1%
2 min	2.50	2.92	4.23	5.11	5.96	7.13	8.04
5 min	5.31	6.23	9.13	11.1	13.0	15.6	17.6
10 min	8.63	10.1	14.9	18.2	21.4	25.5	28.7
15 min	10.9	12.8	18.8	22.9	26.9	32.1	36.1
30 min	15.1	17.7	25.9	31.5	36.9	44.1	49.5
1 hour	19.5	22.9	33.5	40.8	47.9	57.4	64.8
6 hours	34.4	40.7	62.1	78.1	94.9	119	138
12 hours	42.5	50.7	79.4	101	125	159	186
24 hours	51.3	61.8	98.6	127	159	200	235
48 hours	59.5	72.0	115	149	185	229	265

2.3 Surface Water Hydrology

A summary of the 100-year Average Recurrence Interval (ARI) maximum flood levels at several key locations is provided in Table 2-3. It is unclear from the JJ Ryan report as to where the key locations relate. However, it is noted that the Site is between 523.5mAHD and 525.0mAHD, which in some instances is below the levels documented in Table 2-3. A detailed flood model and risk assessment should be undertaken prior to any development in the area to confirm whether development would be subject to flooding in a 100-year ARI storm event (JJ Ryan, 2020).

It is unclear from the JJ Ryan report as to where the key locations relate. However, it is noted that the Site is between 523.5mAHD and 525.0mAHD, which in some instances is below the levels documented in Table 2-3.

Table 2-3: 100-year ARI Flood Levels at Key Locations (JJ Ryan, 2020)

Key Location	100-year ARI Flood Level (mAHD)
1	526.1
2	526.2
3	523.7
4	523.3
5	522.3

2.4 Geology

The *Newman Airport Master Plan* (JJ Ryan, 2020) has undertaken an assessment of the surrounding geology. A summary is provided below.

The land surrounding Newman is geologically rich and contains the minerals responsible for the significant mining activity in the area. The typical soils in and surrounding Newman are red earthy sands and red siliceous sands with ironstone gravels found locally. There are also occasional outcrops of sandstone, and conglomerate rise above the desert plain.

The Study Area is located in the Augustus sub-region of the Gascoyne Interim Biogeographic Regionalisation of Australia (IBRA) region. The Augustus IBRA sub-region consists of rugged low Proterozoic sedimentary and granite ranges divided by broad flat valleys. The Airport is located on alluvium and colluvium (Qw) which are red-brown sandy and clayey soils. The Gascoyne River System provides the main drainage in the sub-region and is the headwaters of the Ashburton and Fortescue Rivers.

2.5 Land Use Activities

2.5.1 Zoning

The Site is currently zoned "Rural" under Shire of East Pilbara Local Planning Scheme No.4. The Shire has proposed the Site to be developed for industrial purposes and therefore it is necessary to amend the zone to "Special Use" to provide for industrial land development at the Site.

2.5.2 Major Infrastructure

The Site is accessed via Great Northern Highway, which is under the jurisdiction of Main Roads Western Australia (MRWA). Access from Newman will be over a bridge (No. 1200) across the Fortescue River.

The Site is adjacent the Newman Airport. Newman Airport is owned and operated by the Shire of East Pilbara and links Newman and its surrounding communities to Perth, Karratha and Port Hedland. The Airport provides approximately 50 Regular Public Transport (RPT) flights per week between Newman and Perth, and serves as the preferred alternate airport to all the privately owned and operated jet airports within the catchment.

3 Stormwater Management Practices and Processes

3.1 Existing Stormwater Management Practices and Processes

The land is currently undeveloped and has no formal stormwater management infrastructure or strategy. Stormwater at the Site is currently directed toward the Fortescue River via overland sheet flow and open channels.

There is an existing open drain, and culverts, that runs along the southern and eastern boundaries of the proposed leasehold sites. The open drain services the Airport and conveys stormwater east, towards the Airport's entrance on Dewar Avenue. From there, it travels north to discharge into the Fortescue River. The location of the existing stormwater infrastructure is shown below in Diagram 3-1.

The existing swale and culverts fall within the land denoted for the proposed development of industrial lots and road infrastructure. Therefore, the existing open drain and culverts will have to be realigned. When the open drain and culverts are realigned, they could be resized to allow for increased flows from the proposed development GIA.

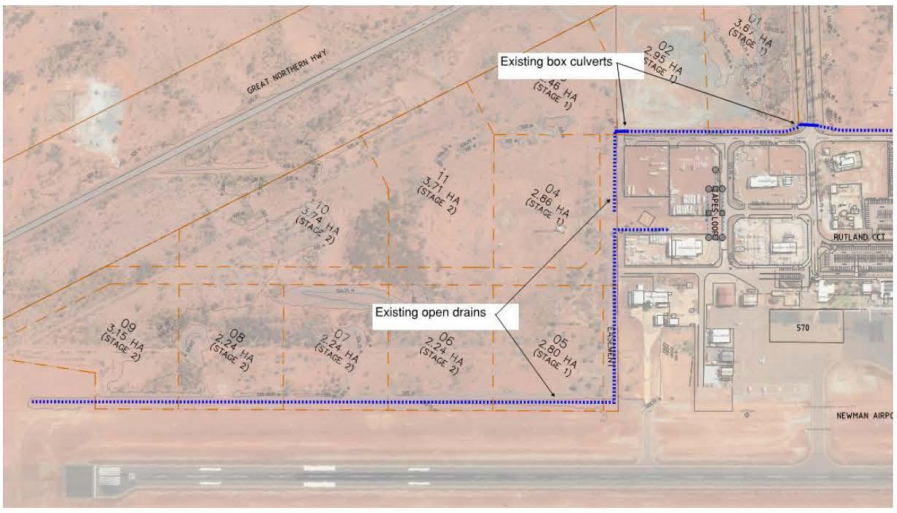


Diagram 3-1: Existing Stormwater Infrastructure

3.2 Stormwater Management after Proposed Development

It is the intention that the development of the Site will be in accordance with the Western Australian Stormwater Management Objectives and Western Australian Stormwater Management Principles, as per the Department of Water Stormwater Management Manual for Western Australia (Department of Water and Swan River Trust, 2007).

Per the Objectives and Principles, the stormwater at the Site will be managed with an aim to prevent pollution at the source; maximise infiltration to reduce stormwater runoff, recharge groundwater and minimise change to the natural water balance.

The *Newman Airport Master Plan* (JJ Ryan, 2020), where feasible, has stipulated the following stormwater management tools to be implemented at the Site:

- Biofilters, tree pits and/or vegetated swales in car parks and internal roads;
- Pervious paving for footpaths; and
- Roof runoff managed by above or below ground tank to capture roof runoff for reuse, or with a below ground infiltration system.

It is unclear if pervious paving or infiltration systems, as suggested in the Newman Airport Master Plan, will be suitable within the GIA development. The area will likely have pindan sands which typically have low infiltration rates. This should be reviewed following the results of a geotechnical investigation.

Water Sensitive Urban Design (WSUD) in Newman should ideally avoid designs which involve standing water. This could potentially attract mosquitos and increase the risk of mosquito transmitted diseases (Shire of East Pilbara, n.d.). Standing water can also attract birds and other fauna which is undesirable at an Airport.

Each individual industrial lot should attenuate the peak flows on-site to control the total stormwater runoff from the development. This will also reduce the need for significant stormwater infrastructure upgrades. It is recommended that the Proponent of each lot attenuates the peak flows to allow for a maximum allowable discharge of pre-development flows for a 1% Annual Exceedance Probability (AEP) event.

4 Ecological, Social/Cultural and Economic Values

Typical economic, ecological and social/cultural values of the local and receiving environments are outlined in Table 4-1. The Shire is encouraged to undertake community consultation to ensure that these values align with that of the community. It is desirable that the values are based on qualitative and anecdotal information.

Table 4-1: Ecological, Social/Cultural and Economic Values

Value Category	Specific Value Types	Description
Economic	Property / Infrastructure	• The stormwater system will contribute to the protection of the proposed development and existing infrastructure from flooding. • The installation of stormwater infrastructure may reduce the size and value of leasehold sites.
	Water Costs	• Reuse of stormwater on-site is encouraged in the development (JJ Ryan, 2020). There may be an economic benefit associated with using stormwater as a water source for reuse.
Ecological	Water Bodies	• Maintain the existing habitat for the flora and fauna detailed in Section **Error! Reference source not found.**.
Social / Cultural	Public Health	• The stormwater system will contribute to the minimisation of risk to public health and safety from flooding. • Positive free flowing stormwater drainage will prevent ponding and possible attraction of mosquitoes.

5 Threats

Threats have been determined and presented in Table 5-1. A threat is considered to be an activity or land use with potential to damage the local or receiving environment's social/cultural, ecological or economic values, via impacts to stormwater quantity or quality.

Table 5-1: Stormwater Threats

Threat	Cause	Key Impacts
Industrial land use runoff	Atmospheric deposition and build-up from traffic; poor waste management; accidental spills; and illegal discharges.	Increased flow, sediment, nutrients, litter, oxygen depleting material, hydrocarbons, pathogens, trace metals, pesticides, surfactants, heavy metals, trace metals and solvents.
Road and carpark runoff	Atmospheric and vehicular deposition and accumulation; litter; and chemicals from traffic accidents.	Increased flow, sediment, litter, heavy metals, trace metals, hydrocarbons and chemicals.
Surface runoff flow modification	Changes to runoff characteristics due to constructed impervious surfaces and collection and disposal of stormwater.	Altered water regimes in natural water bodies; formation of acid sulphate soils; flooding of buildings, roads and paths.
Inadequate maintenance of stormwater devices (e.g. drains, sumps, gross pollutant traps and side entry pits)	Accumulation, then release of pollutants out of unmaintained or poorly maintained stormwater devices; blockages of devices from uncleared sediment, litter, etc.; water pooling due to blockages from uncleared litter, sediment, etc.	Increased sediments, heavy metals, trace metals, nutrients, oxygen depleting substances, toxins and hydrocarbons; flooding of buildings, roads and paths; increased mosquito numbers.
Septic leakage	Groundwater infiltration and surface overflow from sewage systems.	Increased oxygen depleting material, pathogens and nutrients.

6 Management Objectives

The stormwater management objectives define the outcomes sought in the management of stormwater to maintain and protect existing values. This SWMP focuses on defining the outcomes sought, rather than strategies to be employed, in order to facilitate flexibility and encourage innovation in the management of stormwater.

The vision for this catchment is that the proposed development of industrial lots will not have a nett negative impact on the catchment or downstream.

The objectives of the catchment and proposed industrial development are:

- Prioritise the fitting of stormwater management devices to meet the guidelines in Chapters 6 and 9 of the *Department of Water – Stormwater Management Manual*. Management devices should be selected by the Designer, and could generally include:
  - Detention basins on individual lots which attenuate peak flows;
  - Open drains;
  - Culverts;
  - Floodways;
  - Reserves and open spaces which can be utilised as basins;
  - Biofilters, tree pits and/or vegetated swales; and
  - Below ground tanks to capture runoff for reuse.
- Protect all built infrastructure from flooding and waterlogging in the 100-year ARI event;
- Maintain the pre-development stormwater runoff discharging into the Fortescue River;
- Maintain the pre-development hydrologic regime;
- Encourage stormwater reuse within the catchment;
- Prevent mosquito problems in the catchment through good-practice stormwater management; and
- Ensure stormwater structural controls meet public health and safety standards.

7 Priority Management Issues

An assessment of the priority management issues was undertaken using the procedure outlined in *Appendix A of Department of Water – Stormwater Management Manual* (Department of Water and Swan River Trust, 2007). The assessment applies a qualitative rating (i.e. 1 = low, 2 = Moderate, 3 = High and 4 = Very High) for each value and each threat. A sensitivity score from 1 to 4 is also assigned depending on the influence of the threat on the specific value. Values that are highly sensitive to a given threat are assigned higher sensitivity scores. Using this approach, the risk magnitude for each combination of value and threat is calculated as the product of the value, threat and sensitivity. Risk cells have been shaded in accordance with magnitude, with darker cells representing higher overall risks. Scores greater than or equal to 24 have been considered as higher overall risk.

Table 7-1: Priority Management Issues

				Stormwater Threats									
				Industrial land use runoff		Road and carpark runoff		Surface runoff flow modification		Inadequate maintenance of stormwater devices		Septic leakages	
				3		2		2		2		1	
Receiving Values	Economic	Property / Infrastructure	4		2		2		2		1		1
				24		16		16		8		4	
		Water Costs	2		1		1		1		3		1
				6		4		4		12		2	
	Ecological	Water Bodies	4		4		4		4		1		3
				48		32		32		8		12	
	Social/Cultural	Public Health	4		2		2		2		2		2
				24		16		16		16		8	

8 Management Actions

Management actions have been prepared to address the priority management issues identified in Section 7. The management actions are listed in Table 8-1.

Table 8-1: Management Actions

Management Action	Description
Funding	Establish a budget and dedicated source of funding to implement the management plan actions. The budget for drainage is $510,000 ex GST (Canning & Associates Cost Consultants, 2021)
Realign the existing open drain and culverts which are currently servicing the Airport	Undertake stormwater design and replace the existing open drain and culverts with stormwater infrastructure to service the Airport and GIA.
Undertake water quantity and quality modelling and additional ecological studies	Determine water quantity and quality conditions before and after the proposed development to determine the impact of the proposed development.
Establish water quality and quantity targets	Determine targets for the proposed development area.
Each lot to install stormwater infrastructure which attenuates peak flows	Ensure that each industrial lot has stormwater infrastructure which attenuates peak flows in the overall system during significant rainfall events. This infrastructure should be installed by the Proponents of each individual lots, and can include above ground, or below ground, detention basins.
Develop and implement a water quality monitoring program	Including a sampling and analysis plan to identify pollution sources, establish baseline water quality data and establish water quality targets.
Minimise effective imperviousness within the development	Minimising effective imperviousness significantly improves the quality of stormwater that discharges to receiving environments and will help retain the pre-development hydrologic regime. Reduction of effective imperviousness can be achieved by: • The retention of pervious surfaces; • Retaining small rainfall events at-source through the installation of infiltration systems or re-using stormwater on-site; and • Continued use of overland flow and open drains across vegetated surfaces.
Stormwater re-use	Investigate opportunities for potential stormwater re-use in the development. Opportunities will be dependent upon the infrastructure which is built at each Lot. The Proponent of each Lot should be responsible for these initiatives.

Management Action	Description
Develop and use an infrastructure management program	Develop an use an infrastructure management program which ensure the appropriate maintenance of stormwater infrastructure.

9 Implementation Plan

It is recommended that the Shire develops an Implementation Plan to document how the SWMP will be implemented within the proposed development. It is expected that the Implementation Plan will need to be developed in coordination with the project control group, as it will likely require involvement and commitment from several stakeholders.

A basis for the Implementation Plan has been provided in Table 9-1 on the following page. This plan should be considered indicative only and subject to further development and ongoing review by the Shire.

Table 9-1: Implementation Plan

Threat	Value	Management Action	Responsibility	Timeline	KPIs
• Industrial land runoff • Surface runoff flow modifications	• Property / Infrastructure • Water costs • Water bodies • Public health	• Minimise effective imperviousness within the development • Stormwater reuse • Realign the existing open drain and culverts which are currently servicing the Airport • Each lot to install stormwater infrastructure which attenuates peak flows	Developer	From time of development	• Effective imperviousness within the development meets Shire requirements. • Stormwater reuse within the development meets Shire requirements. • Open drain and culvert is realigned • Each lot has stormwater infrastructure which attenuates peak flows.
• Road and carpark runoff • Septic leakage	• Water bodies • Public health	• Undertake water quantity and quality modelling and additional ecological studies. • Establish water quality and quantity targets. • Develop and implement a water quality monitoring program.	Shire	2021 and ongoing	• Water quantity and quality modelling undertaken. • Water quality and quantity targets established. • A water quality monitoring program is developed and implemented.
• Inadequate maintenance of stormwater devices	• Property/Infrastructure • Water costs • Water bodies • Public health	• Develop and use an infrastructure management program	Shire / Leaseholders	From time of development	• Infrastructure management program developed and implemented.

10 Performance Monitoring and Review

This SWMP should be viewed as a live document that is actively consulted, reviewed and revised. An Implementation Plan should be prepared by the Shire and the actions of that plan should be reviewed annually. The timing of the annual review should allow for review outcomes to be incorporated within budget planning cycles. This whole SWMP should be reviewed in entirety once the detailed engineering design of the proposed lots has commenced.

The following should be monitored through the review process:

- If actions have been implemented;
- Changes in stormwater management practices;
- Reductions in stormwater threats;
- Changes in stormwater quality;
- Changes in the quality/health of receiving water bodies; and
- Changing or new priorities.

11 Conclusions and Recommendations

Talis was engaged by the Shire to prepare a Stormwater Management Plan (SWMP) for the proposed development of industrial lots at Newman Airport. The SWMP will supports its Scheme Amendment Report and has been prepared in accordance with *Department of Water – Stormwater Management Manual* (Department of Water and Swan River Trust, 2007).

The boundary of the SWMP is defined by the proposed industrial lots being developed at Newman Airport. The Site itself has a relatively flat terrain and drains directly towards the Fortescue River.

The land is currently undeveloped and has no formal stormwater management infrastructure or strategy. Stormwater at the Site is currently directed toward the Fortescue River via overland sheet flow and some open drains. It is recommended that the lots be developed with an aim to retain the pre-development discharges, prevent pollution at the source, maximise infiltration, recharge groundwater; and minimise the change to the natural water balance. The *Newman Airport Master Plan* (JJ Ryan, 2020) has stipulated the following stormwater management tools to be implemented at the Site:

- Biofilters, tree pits and/or vegetated swales in car parks and internal roads;
- Pervious paving for footpaths; and
- Roof runoff managed by above or below ground tank to capture roof runoff for reuse, or with a below ground infiltration system.

Typical ecological, social/cultural and economic values have been outlined for this site. The Shire is encouraged to undertake community consultation to ensure that these values align with that of the community.

Activities or land uses with potential to damage the local or receiving environment's values, via impacts to stormwater quantity or quality have been determined and listed as threats to the values.

A qualitative rating was given to each value and each threat. A sensitivity score was also assigned depending on the influence of the threat on the specific value. Using this approach, the risk magnitude for each combination of values and threats were calculated. This determined that the highest risk was the threat of industrial land use runoff; road and carpark runoff; and surface runoff flow modification runoff, have on the downstream water bodies.

Management actions to address these risk were determined and detailed as:

- Funding;
- Realign the existing open drain and culverts which are currently servicing the Airport;
- Undertake water quality and quantity modelling and additional ecological studies;
- Establish water quality and quantity targets;
- Develop and implement a water quality monitoring program;
- Minimise effective imperviousness within the development;
- Each lot to install stormwater infrastructure which attenuates peak flows;
- Stormwater re-use; and
- Develop and use an infrastructure management program.

This SWMP focuses on defining the outcomes sought, rather that strategies to be employed, in order to facilitate flexibility and encourage innovation in the management of stormwater. The vision for this catchment is that the proposed development of industrial lots will not have a nett negative impact on the catchment. This SWMP has outlined the following objectives for the development:

- Prioritise the fitting of stormwater management devices to meet the guidelines in Chapters 6 and 9 of the *Department of Water – Stormwater Management Manual*;
- Protect buildings from flooding and waterlogging in the 100-year ARI event;
- Maintain the pre-development stormwater runoff discharging into the Fortescue River;
- Maintain the pre-development hydrologic regime;
- Encourage stormwater reuse within the catchment;
- Prevent mosquito problems in the catchment through good-practice stormwater management; and
- Ensure stormwater structural controls meet public health and safety standards.

This SWMP should be viewed as a live document that is actively consulted, reviewed and revised. Implementation of the actions should be reviewed annually. This SWMP should be reviewed in its entirety once the detailed engineering design for the lots has commenced.

12 References

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APPENDIX A
Catchment Boundary

talis consultants

Assets | Engineering | Environment | Noise | Spatial | Waste

Talis Consultants

Head Office
Level 1, 604 Newcastle Street,
Leederville
Western Australia 6007

PO Box 454,
Leederville
Western Australia 6903

NSW Office
5/62 North Street, Nowra
New South Wales, 2541

PO Box 1189, Nowra
New South Wales, 2541

P: 1300 251 070
E: info@talisconsultants.com.au

APPENDIX E

Newman General Industrial Area – Business Case


pracsys.

Document Control				
Document Version	**Description**	**Prepared By**	**Approved By**	**Date Approved**
v 1.0	Draft Business Case	Brayden Keizer	Dawson Demassiet-Huning	06/10/2020

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1 EXECUTIVE SUMMARY

This business case establishes the need for the rezoning of land to allow for industrial activities adjacent to the Newman Airport. The rezoned land will be named the Newman General Industrial Area (NGIA) and will address an identified shortage of industrial land supply in Newman. The economic impacts and benefits associated with the delivery of the NGIA have been identified and quantified where possible, establishing a rationale for de-constraining the land at the subject site to satisfy latent demand.

The economic impacts and benefits discussed in this business case refer principally to the demand-based stage of the NGIA project; that is, impacts and benefits attributable to the partial development of the full subject site at a scale commensurate with the extent of latent demand identified through consultation with prospective operators.[1] The impact and benefits attributable to the development of the full NGIA have also been quantified at a high level in **Section 5.5, Full Development Impacts** and **Section 6.2, Full Development Quantified Benefits**. These are considered potential long-term benefits as there does not appear to be sufficient demand to achieve full development of the NGIA in the short term. The industrial land referenced in this document includes a broad range of high-value land uses, principally referring to mining-servicing activities within the General Industrial land use category.

1.1 Benefits Case for the Newman General Industrial Area

The case for rezoning land at Newman Airport for development of the NGIA is strong, based on both a need for industrial land in the region and the economic benefits the project is likely to produce. Need is reflected by a shortage of industrial land supply in Newman that has led to latent demand for industrial land, identified through consultation with industrial operators in the region

While satisfying the need for industrial land provides a compelling case on its own, numerous benefits of facilitating the development of the NGIA have also been identified, including:

- Increased Productivity
- Industry Capacity Building
- Inward Investment Attraction
- Professional Pathways Development and Human Capital Uplift
- Increased Economic Diversity and Sustainability
- Increased Viability of Community Infrastructure and Recreational Facilities

These benefits have been quantified where possible and compared to project costs through a Cost-Benefit Analysis. Non-quantifiable benefits attributable to the project have been discussed qualitatively. Quantified benefits are summarised in **Section 1.3, Summary of Benefits**, and detailed in **Section 6, Benefits.**

[1] Latent demand refers to the unmet demand from private industry for industrial land

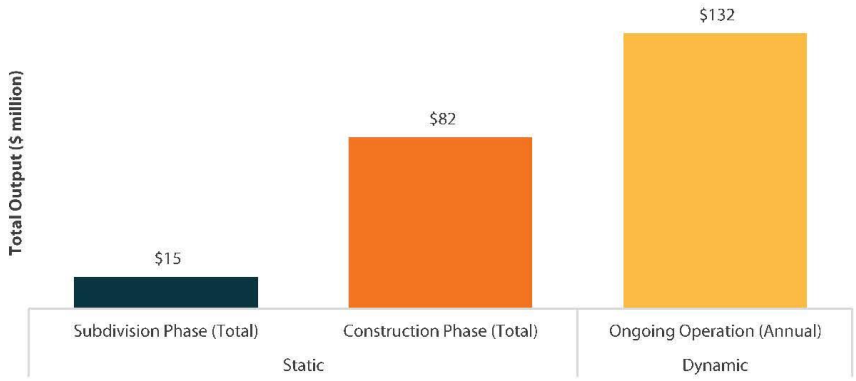
1.2 Summary of Economic Impact

The economic impact of the development of the demand-based stage of the NGIA has been quantified using Input-Output modelling, based on the yield of industrial land derived from the stated requirements of consulted businesses. The analysis quantifies two components of the demand-based stage of the NGIA:

- The static employment and output impacts of the subdivision and construction phases
- The dynamic impact of the ongoing operation phase

The subdivision and construction of the demand-based stage of the NGIA has been estimated to stimulate $98 million of total output in the East Pilbara economy. The ongoing operations of the NGIA's demand-based stage will generate $132 million of output per annum (Figure 1).

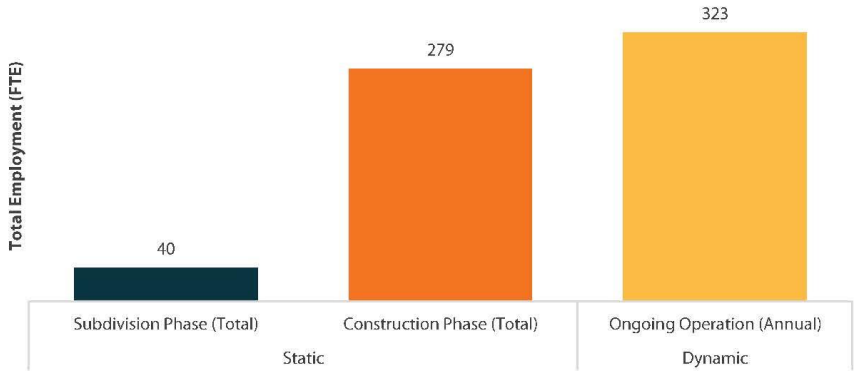
Figure 1. Total Output Attributable to Demand-Based Stage of NGIA Development



Source: Shire of East Pilbara 2020, Pracsys 2020

There will be approximately 320 one-off full-time equivalent (FTE) employment opportunities generated in the wider economy throughout the subdivision and construction of the demand-based stage (Figure 2). The demand-based stage of the NGIA's ongoing operations will generate 323 FTE jobs on an annual basis.

Figure 2. Total Employment Generated by Demand-Based Stage of NGIA Development



Note: This graph illustrates the number of FTE employment opportunities. For both the Subdivision and Construction Phases, these are the total FTE jobs created as a once-off impact over the relevant period (i.e. two-year construction phase). The Operation Phase represents the total number of FTE employment opportunities supported dynamically over each year in the long-term.

Source: Shire of East Pilbara 2020, Pracsys 2020

These demonstrated project impacts, together with the identified benefits and established need, provide a strong case for the rezoning of land to Industrial to facilitate the development of the NGIA.

1.3 Summary of Benefits

The potential economic and social benefits of the NGIA were assessed through impact pathways development, describing the process by which value is created through the Project. The identified impacts were then monetised using the 'benefit transfer' method, drawing values from high-quality studies and applying them to the context in question. Due to the nature of the benefits associated with the project, only certain benefits can be successfully expressed in monetary value; therefore, the total benefits of the project are expected to be higher than those quantified herein. The benefits have been estimated based on the demand identified through consultation; should there be further proponents that chose to locate at the NGIA, the scale of benefits attributable to the Project will increase proportionally with the scale of development and activity at the NGIA.

Figure 3. Summary of Project Benefits

Benefit		Present Value
	Additional Retail Expenditure	**$49.9 million**
	Additional Tourism Expenditure	**$15.2 million**
	Additional Health Services Expenditure	**$6.9 million**
	Additional Education Services Expenditure	**$3.9 million**
	Additional Expenditure in All Other Sectors	**$31.4 million**
	Industrial Rate Revenue	**$0.6 million**
	Productivity Benefits	*Qualitative*
	Industry Capacity Building	*Qualitative*
	Inward Investment Attraction	*Qualitative*
	Professional Pathways Development and Human Capital Uplift	*Qualitative*
Total Benefits		***$108 million***

Source: Pracsys 2020

1.4 Value for Money

A Cost-Benefit Analysis has assessed the value for money of the project from a community perspective. This was achieved by comparing the potential government investment required with quantified project benefits. Total quantified benefits amount to an estimated $108 million in present value terms over the twenty-year evaluation period (see Section 6 for the full breakdown of these benefits). Total present value costs amount to approximately $5 million, reflecting the estimated expense attributable to site subdivision (creation of lots, roads and landscaping) and ongoing maintenance. These are the financial liabilities that may potentially fall under the responsibility of Government.

The project's Net Present Value (NPV) is estimated at $103 million over the twenty-year evaluation period, with a Benefit-Cost Ratio (BCR) of 20.28 (Figure 4). This reflects that every dollar invested in the project is estimated to generate approximately $20.28 of benefits.

Figure 4. Summary of Project Value for Money

Total Present Value Benefits	$107,800,000
Total Present Value Costs	-$5,300,000
Net Present Value (NPV)	**$102,500,000**
Benefit Cost Ratio (BCR)	**20.28**

Source: Pracsys 2020

A high project BCR and NPV is reflective of the 'shovel-readiness' of the proponents, who require industrial land to undertake their business activities. The results evidence that the NGIA project is an excellent opportunity for Government to deliver significant economic benefits to Newman, the East Pilbara region and Western Australia.

The result of this Cost-Benefit Analysis reflects the likely lower bound return on investment for the full project when the Net Present Value is considered. As the NGIA develops beyond the demand-phase component, the net benefit will grow, as the ratio of benefits to costs is positive and constant. This indicates that de-constraining land for development of the NGIA represents a high-value return on government investment in both the short and long-term.

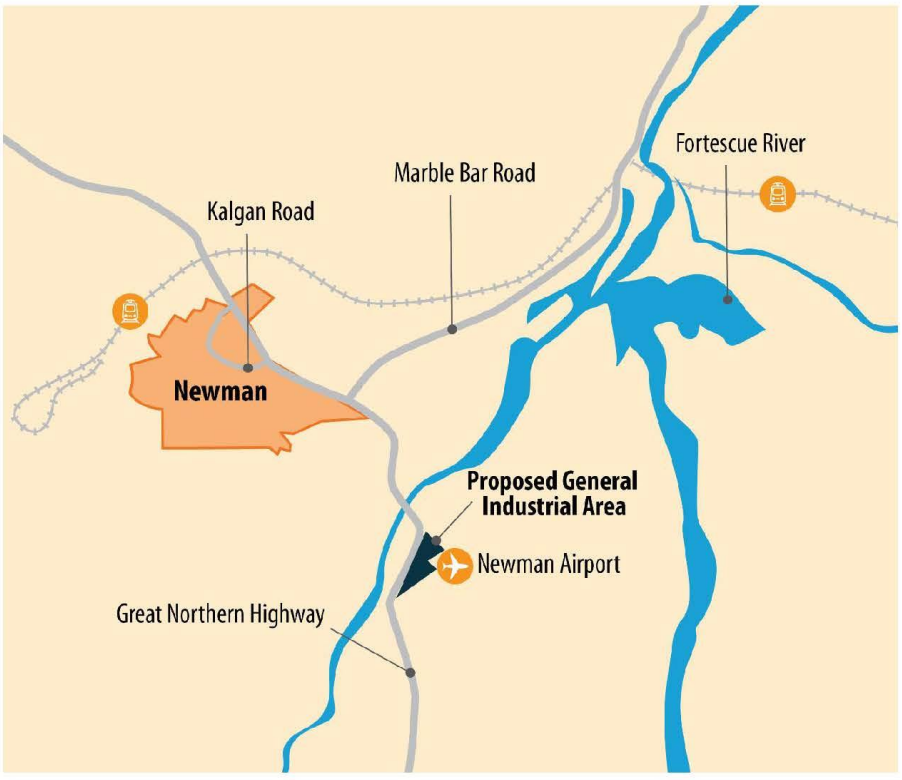
2 INTRODUCTION

2.1 Context

This business case establishes the need for rezoning industrial land adjacent to the Newman Airport to address an identified shortage of industrial land supply in Newman. The economic impacts and benefits associated with the delivery of the Newman General Industrial Area (NGIA) have been identified and quantified where possible, establishing a rationale for de-constraining the land at the subject site to satisfy latent demand.

The Shire of East Pilbara is proposing to rezone 36.9 hectares of land adjacent to the Newman Airport to allow for general Industrial land uses. The NGIA subject site is located adjacent to the Newman Airport on the south-eastern side of Great Northern Highway, offering prime access and proximity to key road and air transportation infrastructure (Figure 5).

Figure 5. Proposed General Industrial Area at Newman Airport



Source: Shire of East Pilbara 2020, Pracsys 2020

2.2 Industrial Activity in the Shire of East Pilbara

Industrial Floorspace

The existing scale and concentration of industrial activity in the Shire of East Pilbara has been quantified through analysis of ABS data. Department of Planning, Land Use and Heritage (DPLH) *Land Use and Employment Survey* floorspace per employee benchmarks have been applied to employment industry data to estimate the current industrial floorspace profile of the Shire of East Pilbara (Figure 6).

Figure 6. Estimated Industrial Floorspace Quantum by PLUC in the Shire of East Pilbara

Planning and Land Use Category (PLUC)	Floorspace (m²)
Primary/Rural	1,258,430
Service Industry – Construction, Maintenance & Repairs	129,404
Storage/Distribution	90,706
Manufacturing/Processing/Fabrication	23,634
Utilities/Communications	12,690

Source: ABS 2016, LUES 2015-17, Pracsys 2020

The majority of the Shire's industrial activities are classified as Primary/Rural floorspace under the DPLH's Planning and Land Use Category (PLUC) codes. This PLUC captures the numerous mining activities undertaken in the Shire.

Within the Primary/Rural industrial floorspace category, Metal Ore Mining is the pre-eminent industry, employing 9,457 people. Based on floorspace benchmarking, this industry occupies approximately 115 hectares of net employment floorspace across the Shire. The floorspace quantum and the number of workers for all major[2] Primary/Rural industries is illustrated below (Figure 7).

Figure 7. Floorspace and Employment for Primary/Rural Industrial Land Use Category

Industry	Floorspace (m²)	Workers
Metal Ore Mining	1,153,754	9,457
Other Mining Support Services	59,902	491
Mining, nfd[3]	18,422	151
Exploration	11,590	95
Coal Mining	9,638	79

Source: ABS 2016, LUES 2015-17, Pracsys 2020

[2] 'Major industries' have been defined as those industrial activities employing more than fifty workers in the Shire.
[3] Not further defined, used in ABS census when a respondent's ABS ANZSIC industry category does not fit into more detailed industry categories

Construction and Maintenance & Repairs are the most represented sub-categories within the Service Industry industrial floorspace category. Significant mining-servicing activities within this category include Heavy and Civil Engineering Construction and Machinery and Equipment Repair and Maintenance. The floorspace quantum and the number of workers for all major Service Industry activities is illustrated below (Figure 8).

Figure 8. Floorspace and Employment for Service Industry Industrial Land Use Category

Industry	Floorspace (m^2)	Workers
Heavy and Civil Engineering Construction	25,258	146
Machinery and Equipment Repair and Maintenance	19,376	112
Building Installation Services	17,992	104
Other Construction Services	17,300	100
Land Development and Site Preparation Services	14,878	86

Source: ABS 2016, LUES 2015-17, Pracsys 2020

The Shire's Storage/Distribution land use category contains an estimated 49,000m^2 of productive floorspace, comprised of the Specialised Industrial Machinery and Equipment Wholesaling and Road Freight Transport industries (Figure 9).

Figure 9. Floorspace and Employment for Storage/Distribution Industrial Land Use Category

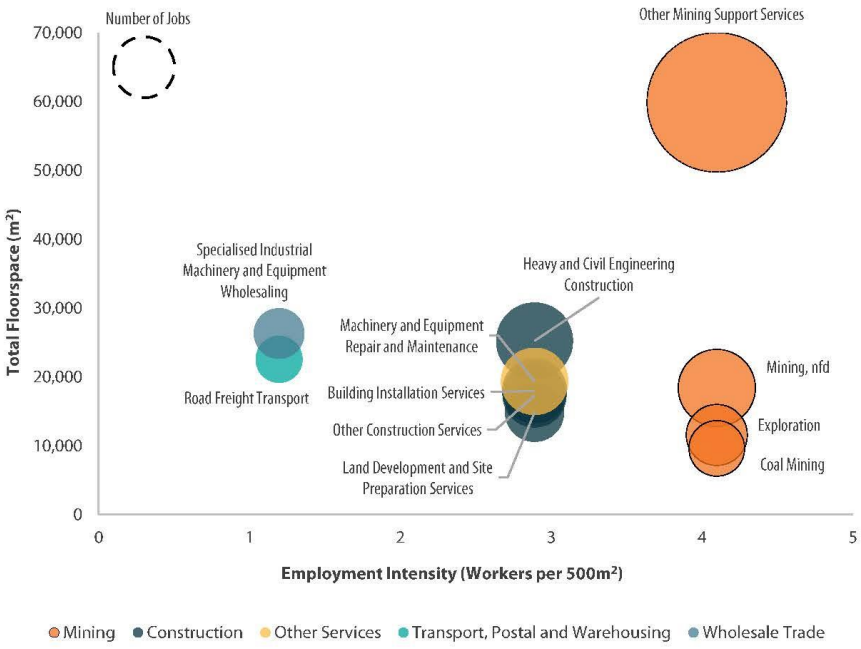
Industry	Floorspace (m^2)	Workers
Specialised Industrial Machinery and Equipment Wholesaling	26,334	63
Road Freight Transport	22,572	54

Source: ABS 2016, LUES 2015-17, Pracsys 2020

The employment intensity and quantum for each of the Shire's key industrial activities are illustrated below (Figure 10).[4] This analysis indicates that Other Mining Support Services is a major industrial employer in the region, with a high quantum of floorspace and a high employment intensity.

[4] Metal Ore Mining has been excluded from this chart, as its employment and floorspace magnitude far exceeds other industries in the Shire. The Metal Ore and Mining industry is discussed separately and quantified in (Figure 7).

Figure 10. Floorspace Quantum and Employment Intensity of Industrial Activities



Source: ABS 2016, LUES 2015-17, Pracsys 2020

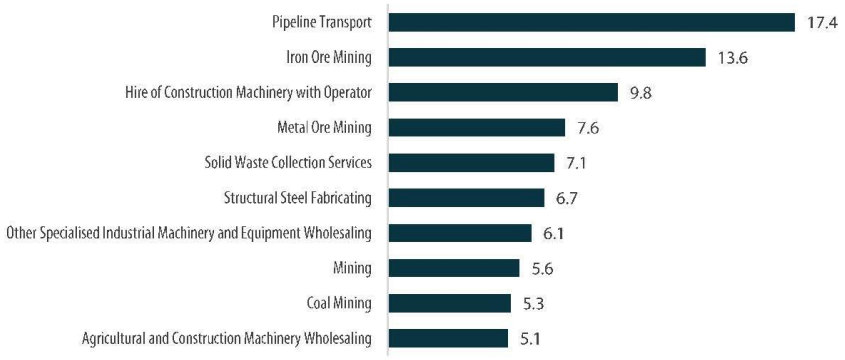
Note: Only industries with more than fifty workers are illustrated. Excludes Metal Ore Mining (see Figure 7).

Mining service industries cannot currently expand in the Town of Newman, the regional centre for the Shire. This is due to a lack of Industrial zoned land around the Town. This undersupply forces mining services to be outsourced to Drive-in, Drive-out (DIDO) or Fly-in, Fly-out (FIFO) workers. Consultation has identified latent demand for access to industrial land that would support local employment opportunities.

Employment Concentration

Newman's economy exhibits a strong employment concentration in export-orientated mining support services. The presence of these local industry specialisations is indicated by high employment concentration factors (ECFs) across a range of export-oriented industries. ECFs are a measure of the concentration of industry employment relative to the State average concentration, with a value of one (1) representing the State average. An ECF greater than one indicates that employment in a particular industry is higher in Newman that in Western Australia as a whole. Industries illustrated below exhibit ECFs greater than five, indicating strong local specialisations which export goods and services outside of Newman to broad catchments (Figure 11).

Figure 11. Top Industries in Newman by Employment Concentration Factors (2016)



Source: ABS 2016, Pracsys 2020

These industry specialisations are predominantly mining-related, with employment at least five times more concentrated within Newman than in Western Australia as a whole in these industries. However, much of this employment is currently filled by FIFO workers, with limited capacity to introduce additional local employment, due in part to a lack of Industrial zoned land.

2.3 Project Detail

The activities permitted at the prospective NGIA will include heavy industrial uses that are not suited to current industrial land in Newman or the DevelopmentWA light industrial precinct. There are proponents that have indicated they require this type of industrial land to expand their local presence in Newman. The proponents operate in the following industries:

- Engineering design and fabrication services
- Engine design and manufacturing
- Automotive and mechanical maintenance services and vehicle diagnostics
- Automotive and mechanical parts wholesaling

Additional support industries are likely to form around these initial proponents over time, taking up the remaining land as demand arises.

3 STRATEGIC ALIGNMENT

Diversify WA (2019)

Diversify WA is an economic development framework that seeks to grow and diversify the Western Australian economy, create jobs, and secure the State's future. The proposal to allow industrial uses at NGIA aligns with three of the framework's priority sectors:

- Mining and Mining Engineering and Technical Services (METS)
- Technology and Advanced Manufacturing
- Primary Industries

The proposed rezoning of the NGIA precinct will provide capacity for activity in Mining Engineering and Technical Services and Technology and Advanced Manufacturing. In the long term, it may also provide opportunities for downstream production associated with primary industries such as agriculture.

Diversify WA identifies that although the State's mining sector is already well established, it will be important to continue to foster innovation in this sector to safeguard economic resilience. Development of the NGIA will support high productivity mining services activities. The location of these activities adjacent to the Newman Airport and Great Northern Highway will create opportunities to attract specialised high-output activity such as advanced manufacturing, with one of the current proponents a leader in engine and power systems. The proposed land zoning and uses for NGIA would also be compatible with downstream processing for agricultural products, which will allow the region to capitalise on the Pilbara Food Bowl and other related projects.

The proposed rezoning of the NGIA precinct therefore aligns with the *Diversify WA* framework.

Shire of East Pilbara Local Planning Strategy (2016)

The Shire of East Pilbara Local Planning Strategy identifies the following objective within the strategic theme of Rural Land Use, Subdivision and Development:

"Facilitate the sustainable use and development of urban land within the Shire, and promote non-urban land for agriculture, mining and other purposes to ensure the protection, enhancement and viability of the Shire."

The goal underpinning this objective is the strengthening and continued development of Newman as a regional service hub, through establishing key industry and logistics investment and development. In order to achieve this goal, the Strategy identifies the following actions:

- **Integrate industrial land with existing infrastructure provisions**, aligning the development and growth of industrial precincts and supporting industrial enterprise
- **Plan and develop the Logistics Hub**, capitalising on the strategic location on key transport freight corridors through co-location of transport and logistic enterprise in Newman (including road freight and air freight) as a central hub that services the sub-region and mining and resource activity

The delivery of the NGIA at Newman Airport responds to these strategic actions, integrating industrial land with the existing transportation infrastructure of Great Northern Highway and Newman Airport. The NGIA will capitalise on this strategic location, improving the productivity of unused land by delivering a centrally located industry hub to service the region's mining and resource activity while avoiding the high cost of infrastructure duplication. The Strategy also identifies rezoning of land to support the creation of Newman Airport Enterprise Zone and the encouragement of industrial development as actions towards economic diversification. The delivery of the NGIA through Industrial rezoning and subdivision development will directly drive the creation of enterprising and innovative clusters of mining-servicing activity at the Newman Airport, maximising economic benefits.

Mining service operators in Newman and the wider Shire area have identified constraints on their business expansion due to a lack of supply of Industrial zoned land. Development of the NGIA through securing Industrial zoning on the subject site will deliver a significant stock of high-quality land for industrial use within Newman, alleviating this constraint on supply. The de-constraining of land for development of the NGIA is therefore a critical facilitator of increasing the potential for local servicing of mining activity in the Shire, as it will enable businesses to operate from the Town rather than on remote mine sites. The direct employment supported through the NGIA will also strengthen and diversify the local economy through the attraction and retention of the population that will maintain and/or create demand for population-driven goods and services activity.

The proposed rezoning of land for development of the NGIA precinct therefore aligns with the *Shire of East Pilbara Local Planning Strategy.*

Newman Futures (2019)

The *Newman Futures* (2019) strategy document identifies a vision for Newman's aspirational future state that involves building a diverse and sustainable economy that is inclusive to all. An existing barrier to the achievement of this aspirational state identified within the Strategy is the limited availability and affordability of land for industrial use. The unlocking of vacant land adjacent to the Newman Airport addresses the identified shortage of industrial land which is currently acting as a constraint on business expansion in Newman. This will support additional employment and the retention and attraction of population in the Town. The delivery of the NGIA is therefore in line with the strategic imperatives of the *Newman Futures* document, contributing to the realisation of the Town's sustainable future and enhancing the overall prosperity of the East Pilbara region.

4 ISSUES AND OPPORTUNITIES

Newman and the wider East Pilbara region is home to a significant mining sector, which acts as a driver for a number of related industries including service industries, transportation/logistics and heavy vehicle hire/manufacturing. The Shire has identified a gap in the capacity to accommodate these industries due to a lack of general industrial zoned land within the town of Newman, particularly for large-format mining services operations. There are a number of local businesses that have indicated that they are constrained by the lack of suitable land, with a major proposed project for a mining service centre currently on hold until suitable land is made available.

Latent Demand for Industrial Land

A consultation was undertaken with key industrial businesses in the region to identify the extent of latent demand for Industrial zoned land in Newman. Consultation with prospective proponents identified specific site requirements, detailed by factor below (Figure 12).

Figure 12. Site Requirements of Prospective NGIA Proponents by Factor

Factor	Requirements
Land	There is a preference amongst industrial operators for greenfield development sites rather than pre-used brownfield lots, as the incidence of site contamination is alleviated.
	The sealing of properties is required to avoid the transmission of dust across the area, which has a negative amenity effect and accelerates machinery breakdown.
	There is a demand for approximately 7.5 ha of industrial land
Access	As industrial operators frequently service oversized loads, overhead powerlines are prohibitive and should be sunken beneath the ground if possible.
	Large boundary crossovers into NGIA lots and wide access roads are required to accommodate oversized loads.
	Lots should be designed to allow for drive-through access for heavy vehicles.
	Roadways should be built for high weight tolerance (up to 300 tons).
	As some operators utilise cranes to lift and transport heavy machinery, the Airport-adjacent NGIA must consider aircraft clearance heights and provide appropriate buffers to aeronautic movements.
	Direct highway access from Great Northern Highway is advantageous, preventing the need to transit heavy machinery through the Newman Town Centre.
Parking	Ample parking for staff, customers and heavy vehicles is required. Space to accommodate multiple oversized vehicles at any one time should be provided.
Internet	High-speed internet is required by all prospective operators, with a preference for fiber to premises NBN.
Water	Running water and sewerage is required at all NGIA lots.
	High-pressure water is required for cleaning heavy machinery.

Factor	Requirements
	Some operators also require a water treatment plant to treat and recycle water used to clean their service vehicles and client machinery.
	Adequate site drainage must be delivered to avoid water pooling after/during periods of heavy rain.
Power	Three-phase power is required to run heavy machinery, compressors and water treatment facilities.
Storage	Approximately 500m^2 of warehouse storage is required by most prospective operators.
Office	Modern, flexible office working space with air-conditioning is required by all prospective operators, with an area of between 200m^2 and 500m^2 required (depending on the number of employees).
Wash pad	Wash pads are required for heavy vehicle cleaning.
Hardstand	Hardstand areas are required for heavy vehicle servicing.
Workshop	Workshop spaces for machinery repair are required by most prospective operators.
Amenity	Bathrooms/toilets of amenable standard are required by all prospective operators.

Source: Pracsys 2020

There is currently no capacity to support the 7.5 ha of land in Newman. Furthermore, Newman's existing and proposed future light industrial areas do not meet the requirements of the consulted proponents. The NGIA can therefore deliver a clearly differentiated offering, with larger lot sizes and a subdivision design catering for Restricted Access Vehicles (RAVs) to transit into individual lots and through the site. Existing intersections will be upgraded and a new intersection will be added to the south of the site to accommodate the high volume of heavy vehicle movements. Future access roads within the Airport Reserve and the NGIA will also be upgraded to the standard required for high volume heavy vehicle movements. The NGIA's ability to accommodate larger operations in 'heavier' and more strategic industrial uses addresses the key issues faced by consulted stakeholders.

Industry Expansion Opportunities

Delivery of the proposed NGIA will allow mining service industry operators to expand their operations in Newman and the wider East Pilbara region, delivering a range of direct economic impacts and induced benefits. The co-location of the consulted proponents will likely drive demand from supporting industries in their supply chains and potentially downstream manufacturing industries. This additional demand can be accommodated at the NGIA given its land capacity, creating the opportunity for the development of a significant industrial hub.

COVID-19 Response

The NGIA also reflects an opportunity to fast-track the region's recovery from COVID-19 by boosting local employment through both the construction and ongoing operation stages. In this way, the project will mitigate the long-term effect of the pandemic on the Shire of East Pilbara's economy.

5 ECONOMIC IMPACT

The economic impact of Industrial rezoning of the NGIA has been estimated based on the yield of industrial land derived from the stated requirements of consulted businesses (the demand-based stage). Input-Output modelling has been used to estimate the employment and output impact of the subdivision, construction and operation phases of the demand-based stage of the project.

5.1 Input-Output Tables Methodology

The economic impact of delivering the NGIA's demand-based stage has been assessed using ABS National Input-Output tables at an Input-Output Industry Group (IOIG) level.[5] The methodology involves estimating the total direct and indirect output and employment arising from the industrial development project.

Input-Output tables provide information about the supply and disposition of commodities in the Australian economy as well as the structure and inter-relationships between industries.[6] The National Input-Output tables are used to derive total multipliers, which consider the total supply chain of goods and services for the activity in question. Impact multipliers were calculated for employment and output. The obtained multipliers were then combined with construction expenditure data to estimate the direct and indirect economic effect of the project.

Assumptions and Limitations

The following assumptions and limitations apply to the model:

- Results of the model represent gross impacts in the absence of capacity constraints
- National Input-Output tables approximate the actual patterns of linkages between industries in the regional economy
- The analysis assumes that the industrial structure of the economy is fixed
- Estimates of employment impact are based on the average output per Full-Time Equivalent (FTE) employee. It is likely that a significant component of the impact will result in an increase in the number of hours worked by existing employees, with some additional employment created

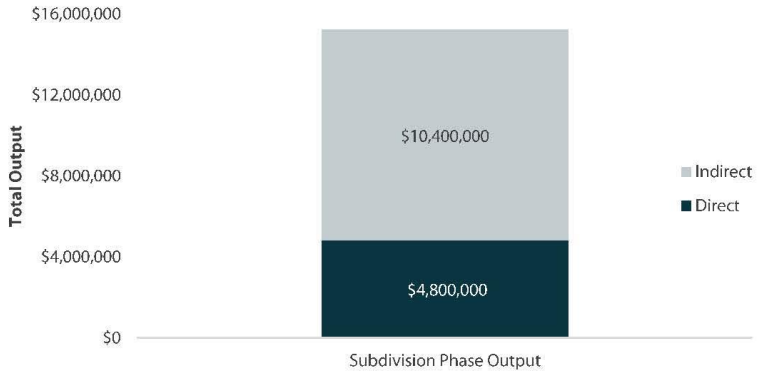
A high-level estimate of the project cost has been used to demonstrate subdivision and construction impacts. These costs are estimates only and are subject to change based on the nature of built form which is ultimately constructed at the NGIA. Due to this degree of uncertainty, conservative estimates of the nature of industrial built form have been made based on benchmarking to existing industrial centres in Perth. As advice received from the Shire of East Pilbara has indicated that the prospective NGIA is likely to exhibit ongoing operations with higher-than-average output productivities, impact modelling undertaken here should be viewed as a conservative lower bound of likely project impact.

[5] Industry grouping used by the ABS for constructing National Input-Output Tables
[6] Australian Bureau of Statistics 1995, *Australian National Accounts: Introduction to Input-Output Multipliers*, Information Paper. Available from: https://bit.ly/2uYbauL.

5.2 Subdivision Impact

Economic impact associated with the clearing of land and the creation of lots was calculated based on a total estimated subdivision cost of $4.8 million for the development of 7.5 hectares of land. This cost was estimated through application of per-hectare costs for heavy and civil engineering construction, construction services and professional services components of industrial subdivision, derived from benchmarking to comparable industrial development projects. This $4.8 million of direct expenditure is estimated to stimulate a further $10.4 million of indirect output in the wider economy, reflecting a total subdivision phase output of $15.2 million (Figure 13).

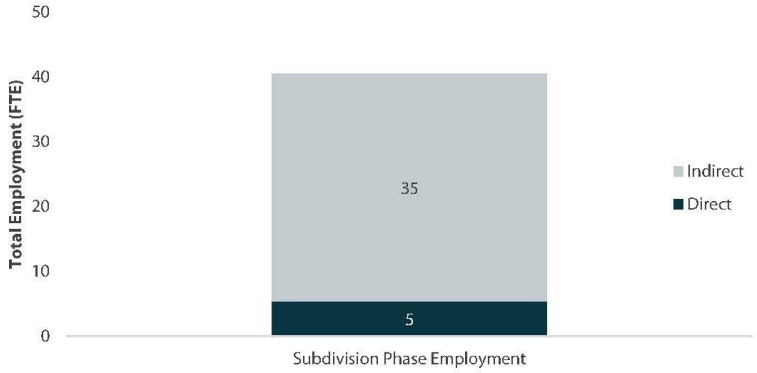
Figure 13. NGIA Demand-Based Stage Subdivision Phase Output



Source: Shire of East Pilbara 2020, Pracsys 2020

The employment impact of subdivision for the demand-based stage of the NGIA has been estimated by applying industry-specific output-per-employee values (derived from ABS Input-Output Tables) to the indicative subdivision expenditure of $4.8 million. It has been estimated that the subdivision of the NGIA will directly generate 5 FTE jobs. In addition to these direct employment opportunities, a further 35 FTE jobs are expected to be stimulated in the wider economy through the subdivision process, yielding a total of 40 FTE jobs (Figure 14).

Figure 14. NGIA Demand-Based Stage Subdivision Phase Employment (FTE)



Source: Shire of East Pilbara 2020, Pracsys 2020

5.3 Construction Impact

The economic impact in the construction phase of the demand-based stage of the NGIA was calculated based on an estimated construction cost of $26 million, derived from benchmarking to comparable industrial centres in Perth. The nature of built form likely to locate within the NGIA was estimated by benchmarking to a mix of comparable industrial areas, with the construction expenditure applied to the appropriate sector. The $26 million of direct construction expenditure is estimated to stimulate a further $56 million of indirect output, combining for an estimated $82 million in total output (Figure 15). The large multiplying effect on total output is indicative of the significant industry-to-industry inputs within the construction sector.

Figure 15. NGIA Demand-Based Stage Construction Phase Output



Source: Shire of East Pilbara 2020, Pracsys 2020

The employment impact of the construction process at the NGIA has been estimated by applying industry-specific output-per-employee values (derived from ABS Input-Output Tables) to the direct construction expenditure of $26 million. It has been estimated that the construction phase will directly generate 91 FTE employment opportunities. A further 188 FTE jobs are expected to be stimulated in the wider economy through the construction process, yielding a total additional employment effect of approximately 279 FTE jobs (Figure 16).

Figure 16. NGIA Demand-Based Stage Construction Phase Employment (FTE)



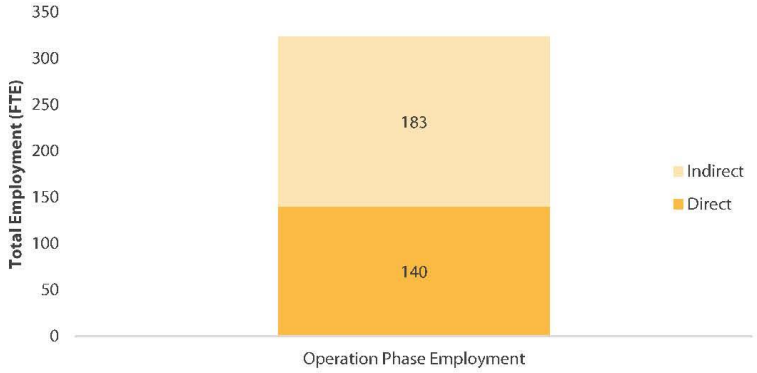
Source: Shire of East Pilbara 2020, Pracsys 2020

The actual number of employment opportunities unlocked through the construction of industrial facilities at the NGIA will depend on the nature of built form that is ultimately delivered, as indicated above under the Assumptions and Limitations section. Furthermore, this employment generation is not expected to occur immediately, but rather will be spread over a potentially multi-year buildout timeline.

5.4 Operational Impact

The operation phase impact of the demand-based stage of the NGIA project has been estimated through consultation with business operators in the East Pilbara region. Additional direct employment has been estimated as the total number of additional persons to be employed on a full-time basis by businesses intending to establish additional operations in Newman at the NGIA, should it be rezoned. Consulted businesses indicated that approximately 140 additional FTE employment opportunities would be created through the establishment of industry activity at the demand-based stage of the NGIA. These 140 direct jobs are estimated to stimulate a further 183 FTE indirect jobs in the wider economy, based on the application of a composite Input-Output Industry Group multiplier. This reflects a total ongoing operational phase employment impact of approximately 323 FTE jobs per annum in the demand-based stage.

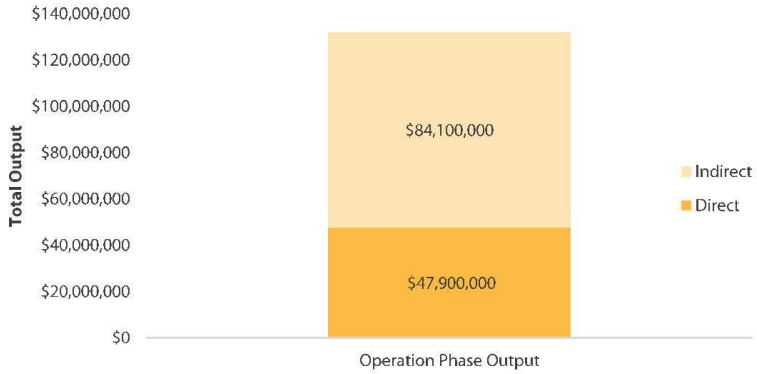
Figure 17. NGIA Demand-Based Stage Operational Phase Employment (FTE per annum)



Source: Shire of East Pilbara 2020, Pracsys 2020

The creation of approximately 140 direct operational jobs per annum at the NGIA is associated with $48 million of direct output each year. This direct output will stimulate further indirect output of approximately $84 million in the wider Shire and State economies, reflecting a total value of operational output in the order of $132 million (Figure 18).

Figure 18. NGIA Demand-Based Stage Operational Phase Output ($ per annum)



Source: Shire of East Pilbara 2020, Pracsys 2020

5.5 Total Impact

The development of the demand-based stage of the NGIA has been estimated to stimulate $98 million of total output in the East Pilbara economy across the subdivision and construction phases, with $31 million generated directly in Newman and a further $67 million stimulated in the wider economy (Figure 19). In

addition to this static impact, the ongoing operations of the NGIA's demand-based stage could dynamically generate $132 million of output per annum, $48 million of which would be captured locally.

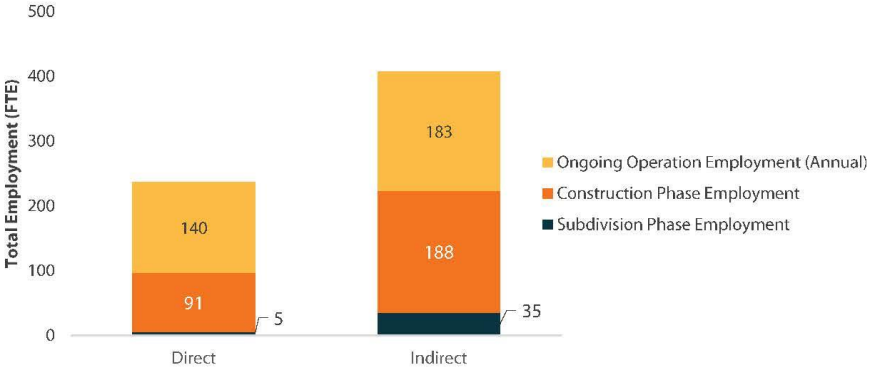
Figure 19. Direct and Indirect Output of Demand-Based Stage of NGIA Development



Source: Shire of East Pilbara 2020, Pracsys 2020

The development of the demand-based stage of the NGIA has been estimated to generate 320 FTE employment opportunities across the subdivision and construction phases, with 96 generated directly in Newman and a further 223 stimulated in the wider economy (see Figure 20). In addition to this static impact, the ongoing operations of the NGIA's demand-based stage could dynamically support a further 323 FTE jobs per annum, 140 of which would be captured in Newman.

Figure 20. Direct and Indirect Employment Generated by Demand-Based Stage of NGIA Development



Source: Shire of East Pilbara 2020, Pracsys 2020

Full Development Impacts

The subdivision and construction of the total NGIA land area of 36.9 hectares could create an estimated 474 FTE direct jobs and stimulate a further 1,100 FTE indirect employment opportunities. Over these static development phases, $152 million of direct output could be generated, inducing a further $328 million of output in the wider economy.

At full build-out, the ongoing operations of the NGIA could generate approximately 1,589 FTE jobs each year, 689 of which would be supported directly in Newman and 900 of which would be induced in the wider economy. This annual employment effect could produce over $649 million per annum in total output, with $236 million generated directly within Newman and $414 million stimulated in the wider economy.

6 BENEFITS

6.1 Qualitative Economic Benefits

Benefits arising from the rezoning of land for Industrial use at the proposed NGIA have been quantified based on the development of approximately 7.5 hectares in the demand-based stage. Where possible, benefits have been quantified. Where benefits are not readily quantifiable, they have been discussed qualitatively. The benefits below are discussed qualitatively, with Section 6.2 applying a monetary value to quantified benefits in order to compare them to project costs through a Cost-Benefit Analysis.

Increased Productivity

The productivity benefits from having centrally-located industrial land are significant. These benefits are, likewise, compounded when the land is serviced by multiple forms of logistical transport, including air transport. Some of these benefits are likely to include:

- Reduction in business costs and general increases in productivity
- Cluster development
- Reduction in infrastructure spend to generate employment opportunities
- Reduction in travel times for employees

This encompasses savings across government, private enterprise and public expenditure, representing productivity benefits across all layers of the economy.

Given the nature of industrial land and the employment and businesses it supports, industrial land often services a high proportion of business-to-business transactions. On average, a central location will therefore afford the greatest cost efficiencies for companies. This is further compounded when this location is adjacent to transportation options such as rail, primary freight routes and/or specialised transportation options such as air, reflected by the subject site's proximity to Newman Airport. The NGIA's location on Great Northern Highway is also key, as it will provide large freight vehicles direct access to the industrial area. This locational factor will alleviate current issues with oversized vehicle accessibility, as road trains cannot currently transit through Newman to the existing industrial area. Due to these innate locational advantages, the costs to businesses requiring these specialised forms of transportation are reduced. This in turn will drive higher business profits which can be passed on as gains for capital owners and higher wages for employees.

Industry Capacity Building

Development of the NGIA has the capacity to drive the expansion of Newman's mining services sector. The ongoing activities at the site could deliver significant job creation locally, supporting innovative, high-output activities in a positively reinforcing cycle. Private operators attracted by the NGIA could demand additional inputs from local supply chains, supporting the development of the existing human capital and technical expertise present within the region's mining services. This capacity-building should see the economic

contribution of the sector continue to grow over time, assisting in the sustained development of the Shire of East Pilbara and Western Australian economies. Such capacity-building could take many forms, including:

- **Industry Reputation / Brand Building:** The reputation of the NGIA will likely develop over time as more businesses establish industrial operations there. Ideally, the reputation of the facility would become synonymous with the standing of Newman and the Shire of East Pilbara, sending a positive signal to the business community and serving to attract more private industrial operators over time. This positively-reinforcing cycle would support high-quality business outcomes at the NGIA and in the wider Shire region.
- **Agglomeration:** The project could capitalise on Newman's existing competitive advantage in the mining services industry. It would lay the foundation for the establishment of further industry agglomeration around the physical asset of the NGIA, allowing all operators to benefit from pooled resources. Related activities would begin to consolidate around the facility's core industrial operations, with high-value industries (i.e. Metal Ore Mining, Mining Support Services and Machinery and Equipment Repair and Maintenance) having the potential to form a cluster that continues to diversify and strengthen the East Pilbara and Western Australia economies.
- **Knowledge Spillover:** The technical expertise and human capital developed by the facility's operations could spill over to neighbouring industries, allowing for a cross-pollination of ideas, skills and technology.
- **Specialisation:** The facility should enhance the existing competitive advantage of Newman's mining services industry, adding specialist skillsets which become attractors of further activity.

Inward Investment Attraction

There is demonstrated latent demand for industrial land in Newman. The business proponents who have expressed interest in establishing additional operations at the NGIA will require facilities to support their operation. Allowing industrial land uses at the NGIA should therefore be the impetus for significant private investment. This investment would directly support construction employment and indirectly contribute to sustaining population-driven industries such as retail, tourism, health and education in Newman. In the long term, the attractiveness of the NGIA as a place to do business is likely to support continued interest from operators and induce the private investment required for additional industrial uses.

The potential costs associated with the development of the demand-based stage of the NGIA have been estimated at $30.9 million, of which approximately $4.9 million would be expended on subdivision (likely to be borne by Government) and $26 million would be borne by private developers on construction.[7] This $26 million of private investment reflects an approximation of the value of inward investment into the Shire of East Pilbara induced by de-constraining land for development of the demand-based stage of the NGIA.

[7] Based on industrial construction cost benchmarking undertaken in the impact assessment, the value of private investment attraction may be up to $26 million during the demand-based stage of NGIA construction.

Construction expenditure associated with the development of the entire 36.9 hectares NGIA site would be approximately $128 million, reflecting the potential upper-bound of inward investment attracted by the Shire's de-constraining of NGIA land. This significant private investment over the demand-based ($26 million) and full build-out ($128 million) stages of the NGIA would also be likely to attract additional supporting industries around core mining services activities.

Professional Pathways Development and Human Capital Uplift

Business consultation has determined that there is potential for the NGIA to generate economic and social benefit for residents of Newman and the wider Shire region by facilitating increased traineeship/apprenticeship activity. Mining service businesses in Newman have identified that access to a skilled labour force is a vital factor affecting their locational decisions, as well as a key determinant in the ongoing success of their operations. Operators in Newman are currently experiencing difficulty attracting the requisite quality of labour for their business, due in part to constrained supply of local trainees/apprentices and undeveloped professional pathways.

Currently, multiple businesses in the mining services industry are constrained in their ability to host apprentices due to a lack of workshop space and industrial facilities in which to train them. The delivery of large, high-quality industrial lots at the NGIA would assist in overcoming this constraint, allowing businesses to provide professional development pathways to penultimate and final-year apprentices in Newman. This would both incentivise a greater number of skilled young workers to relocate to Newman and improve the professional development pathways available to local secondary school students. These factors should combine to increase employment self-containment within the Shire's mining service industry and drive improved economic and social outcomes in the wider Town and Shire communities.

6.2 Quantified Economic Benefits

Increased Economic Diversity and Sustainability

The sustainability of many regional communities is often based on their ability to support the local population with access to amenity and employment. Liveability is a term frequently used to refer to the characteristics of a city, urban area or town that make people willing to live there. While the definition is highly subjective and dependent on specific geographic and cultural context, the definition considered most relevant for the Shire of East Pilbara is:

"The attractiveness of an area as a place in which to live, work, invest, and do business"[8]

Improving the liveability of regional towns across Western Australia is a key goal of a range of Federal, State and local government strategies, as it contributes to their sustainability. Creating new employment opportunities in regional locations contributes significantly to their liveability. New jobs not only support the individual working but, in many cases, also support their family, making it possible to either retain existing or

[8] Woolcock, G., 2009, *Measuring Up?: Assessing the Liveability of Australian Cities.* p. 3-5

attract new population. Population stability is required to support sustainable regional centres, contributing to economic activation and social capital. The proposed ongoing activities at the NGIA would support an estimated 140 additional employment opportunities each year for residents of Newman. This employment would contribute to the sustainability of the Shire through:

- Increased economic diversity associated with additional industrial activities that cannot currently be supported in Newman
- Greater economic resilience through:
  - The localisation of supply chains whose activities would normally be sourced externally from DIDO or FIFO workers
  - Greater business-to-business demand for inputs from local suppliers of goods and services
- Greater expenditure on local businesses from the retained and/or additional population supported through the creation of additional local employment opportunities

Each of these factors contributes to the sustainability and liveability of Newman. Project benefits related to increased economic diversity and sustainability have been quantified through the following pathway (Figure 21).

Figure 21. Flow of Economic Diversity and Sustainability Benefits from NGIA Development



Source: Pracsys 2020

1. **Increased population in Newman** due to the creation of employment opportunities at the NGIA, which in turn drives retention and/or growth of residential workers and their associated family members. The consideration of both retained and additional households in Newman reflects the goal of alleviating population decline and transitioning away from FIFO labour utilisation towards increased employment self-containment.
2. **Additional expenditure on population-driven goods and services** would be undertaken by retained and/or additional households. Only the direct value of expenditure by retained and/or additional households is considered as a quantified benefit, with indirect expenditure conservatively excluded from the project Cost-Benefit Analysis. This is due to much of the indirect expenditure

occurring outside the Shire of East Pilbara region (although some would occur within it). Conservatively, this benefit also considers only the benefits attributable to the ongoing activity at the NGIA, although there will also be short-term, one-off economic impacts due to the subdivision and construction stages of development.

3. **Increased employment and output** would be supported in the wider Shire economy through increased localised expenditure.
4. **Increased economic diversity and sustainability** would be enabled through the creation of jobs in key population-servicing sectors such as retail, tourism, health and education.

The monetised value of increased economic diversity and sustainability has been estimated at $10.1 million per annum, equating to a present value of $107 million over the twenty-year project lifetime. The employment-generating effect of additional expenditure by NGIA-worker households in key population-driven sectors has also been quantified through an ABS Input-Output Industry Group analysis (Figure 22).

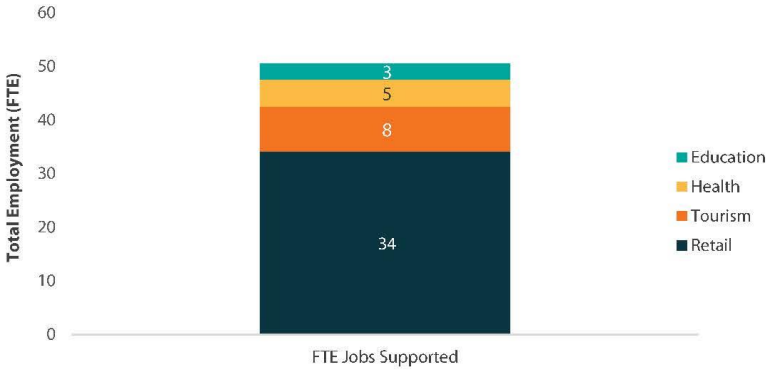
Figure 22. Additional Expenditure and Jobs Supported in Key Population-Driven Sectors

Sector	Input-Output Industry Group	Annual Expenditure	Expenditure per FTE Worker	FTE Jobs Supported
Retail	Retail Trade	$4,710,815	$138,342	**34**
Tourism	Accommodation, Food and Beverage Services	$1,432,250	$171,044	**8**
Health	Health Care Services	$652,251	$128,431	**5**
Education	Primary and Secondary Education Services	$365,543	$124,155	**3**

Source: ABS HES 2015-16, Department of Primary Industries and Regional Development 2019, Pracsys 2020

The total ongoing employment effect of additional expenditure by NGIA-worker households in these sectors is therefore approximately 50 FTE jobs per annum (Figure 23).

Figure 23. Additional Jobs Supported by NGIA in Key Population-Driven Sectors per Annum



Source: ABS HES 2015-16, Department of Primary Industries and Regional Development 2019, Pracsys 2020

Increased Viability of Community Infrastructure and Recreational Facilities

Community infrastructure underpins community wellbeing and fosters social interaction.[9] Social interaction is a key component in building a sense of common purpose and developing social capital, which are hallmarks of a thriving community.[10] Most rural communities do not have the critical mass of population to support financially viable facilities; instead, most infrastructure is developed by local governments who then subsidise facilities during their operation. This is often an expensive endeavour, which is difficult to justify in purely financial terms.

A significant revenue source for local governments is their rate base. Rates are paid by residents and businesses. Rate revenue from commercial and industrial land is especially important, as it generally achieves a surplus; industrial activities generally pay more in rates than the cost of services provided to them, unlike residents. The NGIA, therefore, presents an opportunity for the Shire to expand the share of rates coming from industrial land uses, increasing the revenue available to maintain and operate community facilities in the region. Rate revenue derived from the prospective NGIA is therefore used as a conservative dollar value estimate of the contribution of the project towards supporting community infrastructure investment.

The potential revenue from the NGIA has been estimated based on a conservative application of a 1.90 per cent Industrial rate[11] to an indicative NGIA gross rental value (GRV) of $37 per square metre.[12] Based on this, it is estimated that the Shire would generate approximately $53,400 in additional rate revenue per annum from the NGIA, equating to $0.6 million in additional rate revenue over the twenty-year project lifetime in present value terms. It should be noted that this estimate is likely to be a lower bound estimate, as it is based on a low existing Industrial rate and a conservatively benchmarked GRV. The present value of rate revenue could be as high as $2.5 million over the project lifetime if the Industrial rate were increased in line with other Pilbara shires[13] and up to $3.3 million if both a higher rate and higher GRV[14] could be achieved.

Full Development Quantified Benefits

Benefits arising from the rezoning of land for Industrial use at the proposed NGIA have been quantified based on the demand-based stage development of approximately 7.5 hectares. The long-term benefits of the project, reflective of realisation of the total site area of 36.9 hectares, would be even more significant. It is estimated that the monetised value of increased economic diversity and sustainability attributable to the development of the full site would be in the order of $50 million per annum, equating to a present value of

[9] Australian Local Government Association, 2015. *The Case for a Local Government Community Infrastructure Program – Boosting Productivity and Creating Jobs in Every Australian Community*, p.2.
Available from:
<http://alga.asn.au/site/misc/alga/downloads/transport/CommInfrastructure/ALGA_LGCIP.pdf>
[10] Atherley, K. M., 2006. *Sport, Localism and Social Capital in Rural Western Australia, Geographical Research, Issue 44(4) pp. 348-360.*
Available from: < http://onlinelibrary.wiley.com/doi/10.1111/j.1745-5871.2006.00406.x/abstract >
[11] Shire of East Pilbara, *Schedule of Fees & Charges 2018/2019.*
[12] GRV has been conservatively estimated through rental price benchmarking to a comparable mix of Perth and Newman based industrial property listings.
[13] Based on application of an 8.27 per cent Industrial rate, in line with the City of Karratha, Town of Port Hedland and Shire of Ashburton rates for Industrial land.
[14] Based on achievement of a $50 per square metre GRV for lots at the NGIA.

$528 million. The present value of the contribution of the full-scale project towards supporting community infrastructure investment, as approximated through additional Industrial rate revenue, has been estimated at $2.8 million over the project lifetime (under a conservative Industrial rate and GRV).

7 COST-BENEFIT ANALYSIS

Quantified benefits arising from the rezoning of land for Industrial at the demand-based stage of the NGIA development have been compared to site development and operation costs that could potentially be borne by the Shire of East Pilbara and other government entities through a Cost-Benefit Analysis. The benefits accredited to the project have been calculated based on the marginal benefit associated with the development of the demand-based stage of the NGIA only. Costs are based on benchmarked subdivision and ongoing site management cost estimates.

7.1 Cost Analysis

Costs were analysed over the minimum operational life of the prospective facility, which is a period of twenty years. Project subdivision expenditure and additional ongoing operational / maintenance costs (i.e. road maintenance) were included in the analysis; it was assumed that these costs were likely to be borne by Government, making them suitable for inclusion as the cost component in the CBA. The present value of site development (subdivision) costs to be borne by the Shire of East Pilbara and other government entities equate to approximately $4.5 million. This expenditure is exclusive of construction capital costs, which are likely to be borne by the private market and are therefore not considered as costs to Government.

The present value of operational costs for the production facility equates to approximately $0.8 million over the twenty-year evaluation period. This cost is derived from an estimated annual operating expense to the Shire in the order of $89,000, reflecting an average wage for one FTE worker.[15] This conservatively assumes that one FTE employee is responsible for managing the ongoing operations of the NGIA.

The lifetime present value of costs for developing the NGIA is therefore approximately $5.3 million.

7.2 Quantified Benefits

The project is likely to deliver significant economic and social benefits to Newman, the Shire of East Pilbara and Western Australia. All such benefits were assessed over a twenty-year period using a seven per cent discount rate to determine the present value.[16] A sensitivity analysis was performed to assess the impact of alternative discount rates.

The sum of economic benefits attributable to the project, discounted into present value, is approximately $108 million. Due to the qualitative nature of many of the project's benefits, the full benefit of the project is likely to be higher than the total benefit quantified in this assessment.

[15] Based on ABS data on the annual income of Local Government Administration workers (inflation-adjusted).
[16] The standard approach to valuing costs and benefits that occur at different times is based on the fact that a dollar now is worth more than a dollar next year. Therefore, benefits to be enjoyed in the future must be discounted into present-day terms to inform decision making about future projects. The Department of the Prime Minister and Cabinet (2016) advises that future benefits be discounted at a rate of seven per cent per annum.

7.3 Benefit-Cost Ratio and Net Present Value

The Benefit-Cost Ratio (BCR) was calculated based on the ratio of present value benefits to present value costs, evaluated over the twenty-year project period (Figure 24).

Figure 24. Present Value Benefits and Costs Over Twenty-Year Project Life



Source: Pracsys 2020

The Cost-Benefit Analysis estimates a BCR of 20.28 for the project, indicating that for every dollar in costs there is approximately $20.28 of benefits generated (Figure 25). This BCR reflects the minimum likely total benefit of the project. A positive NPV indicates that the project is good value for money in the long term. The project is likely to provide significant long-term benefits, with an NPV of approximately $102 million.

Figure 25. Project Net Present Value (NPV) and Benefit-Cost Ratio (BCR)[17]

Total Present Value Benefits	$107,803,260
Total Present Value Costs	-$5,314,736
Net Present Value (NPV)	**$102,488,525**
Benefit-Cost Ratio (BCR)	**20.28**

Source: Pracsys 2020

[17] Assumes application of the recommended seven per cent discount rate.

A sensitivity analysis was conducted to test the effect of alternative discount rates on the project NPV and BCR (

Figure 26). All discount rates return a positive NPV and a BCR above 17.

Figure 26. Sensitivity Analysis

	Discount Rate		
	3%	7%	10%
Present Costs	-$5,862,826	-$5,314,736	-$5,012,305
Present Benefits	$151,391,178	$107,803,260	$86,632,876
NPV	**$145,528,352**	**$102,488,525**	**$81,620,571**
BCR	**25.82**	**20.28**	**17.28**

Source: Pracsys 2020

The results of the Cost-Benefit Analysis reflect that the de-constraining of the NGIA subject site for industrial development by the Shire of East Pilbara is an especially sound economic investment. From the perspective of Government, the project will catalyse a significant amount of private expenditure and industry activity. The high project BCR also reflects the degree of latent demand for these activities, as identified through consultation. The high project BCR and NPV provide definitive evidence to support a Government decision to facilitate the rezoning of land for industrial uses at Newman Airport. This will unlock significant benefits for the Shire of East Pilbara and wider Western Australian economies.

The result of this Cost-Benefit Analysis reflects the likely lower bound return on investment for the full project when the Net Present Value is considered. As the NGIA develops beyond the demand-phase component, the net benefit will grow, as the ratio of benefits to costs is positive and constant. This indicates that de-constraining land for development of the NGIA represents a high-value return on government investment in both the short and long-term.

8 CONCLUSION

There is currently a demonstrated shortage in the supply of industrial land within Newman. The Shire of Newman is proposing to rezone an area of land at the Newman Airport for general industrial uses. The NGIA represents an opportunity to deliver required industrial land within the Town, including a broad range of high-value land uses related to mining-services activities within the General Industrial land use category. The project also represents a significant opportunity for the Shire of East Pilbara and Western Australia economies to realise the suite of benefits associated with high-quality centralised industrial activity. Such benefits include:

- Increased Productivity
- Industry Capacity Building
- Inward Investment Attraction
- Professional Pathways Development and Human Capital Uplift
- Increased Economic Diversity and Sustainability
- Increased Viability of Community Infrastructure and Recreational Facilities

The costs and benefits associated with rezoning the subject site land for Industrial use through the demand-based stage of the NGIA project have been compared through a Cost-Benefit Analysis to illustrate the project's value for money. The project BCR is estimated to be 20.28, with the Net Present Value estimated at $102 million over the twenty-year evaluation period. Therefore, for every dollar invested in the project, there is approximately $20.28 of benefits generated within the local economy over the first twenty years. This evidences that the project is a sound investment opportunity for Government, and one which will deliver significant economic benefits to Newman, the East Pilbara region and Western Australia.

In addition to the demonstrated needs and range of project benefits, the economic impact of the demand-based stage of the NGIA development is also significant. The demand-based project stage will generate a range of localised and economy-wide impacts, with the development estimated to unlock $98 million of total output across the subdivision and construction phases and $132 million of output each year through ongoing operations. This reflects stimulation of approximately 320 one-off FTE employment opportunities through the subdivision and construction phases, with a further 323 FTE jobs supported each year through the NGIA's ongoing operations.

This combination of need, demonstrated benefits, and significant economic impact provides a compelling case for Government to facilitate the rezoning of the land and the delivery of the demand-based stage of the NGIA.

Appendix 2
Local Development Plan

Local Development Plan Variations

Implementation

- This Local Development Plan is prepared in accordance with the conditions of Special Use Zone No. 17 outlined in Schedule 4 of the Shire of East Pilbara *Local Planning Scheme No. 4*.
- Individual leasehold sites will be created at the discretion of the Shire of East Pilbara and will be dependent on detailed design and lease arrangements. The site layout shown in the plan is indicative only and subject to change.
- The provisions of this adopted Local Development Plan are applicable to the subject sites identified on the plan and are to provide guidance in the assessment and approval of development applications for these lots.
- Variations to the provisions of this Local Development Plan can be considered and approved subject to justification outlined within a Development Application.
- A Development Application submitted is to also address the requirements of the Stormwater Management Plan and the Bushfire Management Plan endorsed for the precinct.
- Individual development sites will be required to provide suitable onsite sewerage disposal facilities, and details of the suitability of the proposed facilities will be required as a component of the development application.

Built Form Design and Quality

- Portions of a building which face on to the primary and secondary frontage are to incorporate:
  - Variation in colours and materials with a minimum of two different colours and/or two different materials to be used;
  - Where feasible and appropriate, horizontal and vertical articulation to assist in breaking up the building mass through the use of architectural features; and
  - Glazing to office and administration buildings to provide passive surveillance of the adjacent street.
- Where relevant, building form shall use architectural features to establish visually distinct pedestrian access points. This includes the provision of legible pedestrian access points from the rear car parking areas to the rear entrance points of the building and distinctive entry doors and canopies to the street elevations.

Building Setbacks

- Minimum street setback to Primary Frontage of 9m.
- Minimum street setback to Secondary Frontage of 3m.
- Minimum setback to other lot boundary in accordance with National Construction Code requirements.

Parking and Access

- Variations to parking standards under Local Planning Scheme No. 4 will be considered where justified via a development application and based on anticipated employee/visitor parking demand for the development.
- Areas of dedicated car parking to accommodate staff and visitors are to consist of a sealed finish such as asphalt, paving material or concrete.
- All vehicular access ways, service areas and parking areas shall be designed to enable vehicles to enter and leave in forward gear.
- Proposed leasehold sites adjacent to Great Northern Highway are restricted to access from the primary street only, with no access or egress available from Great Northern Highway other than via an approved emergency route.

Landscaping Standards

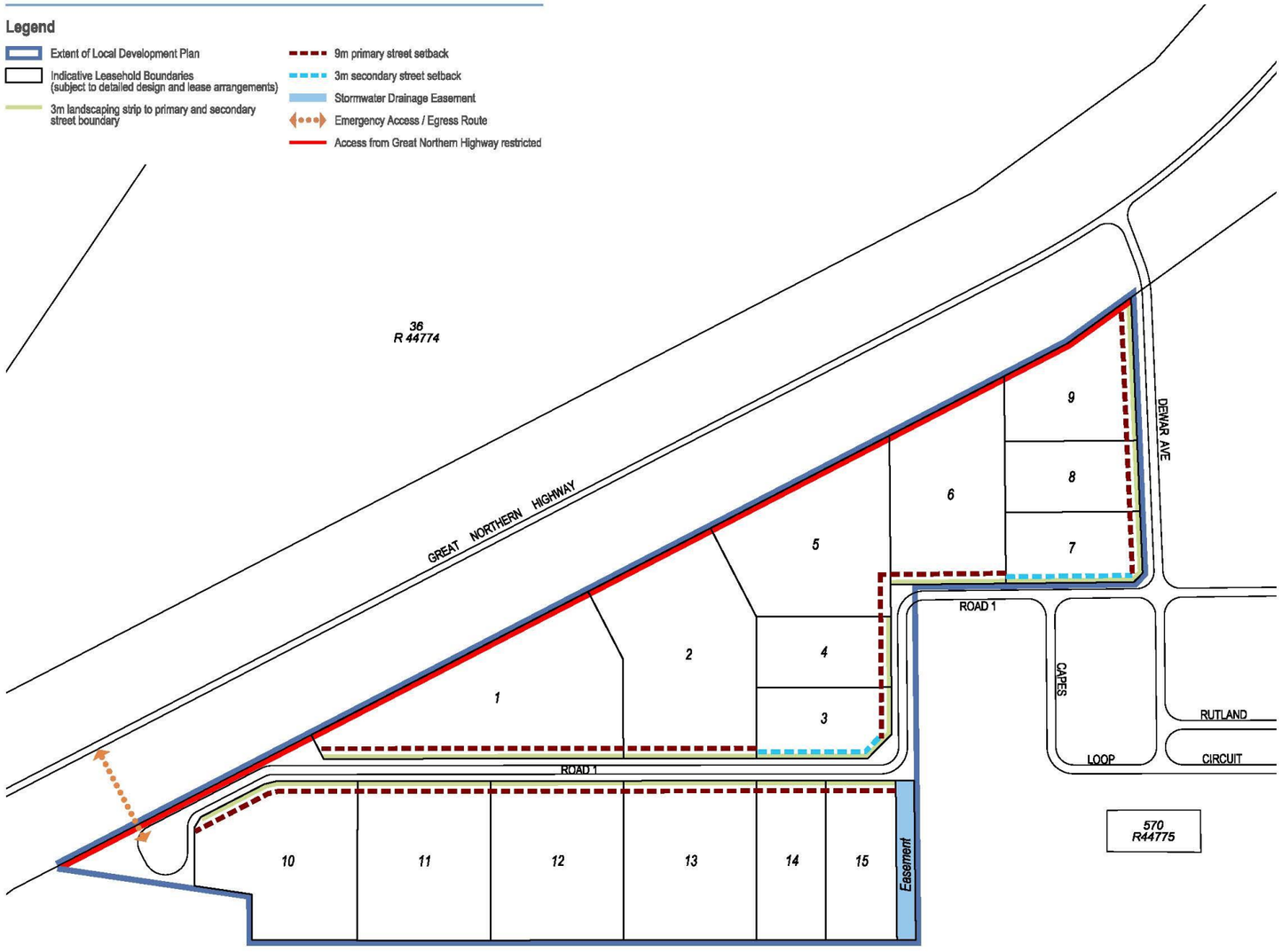
- Minimum landscaping within Primary or Secondary Street Setback area of 1 tree (minimum bag size of 100L) for every 10m of frontage, in addition to a variety of shrubs.
- Minimum of 1 tree per 4 car parking spaces (minimum bag size of 100L) within dedicated car park areas (not applicable to overflow car parking areas)
- No more than 6 adjoining car bays within dedicated parking areas are to be proposed without the area being punctuated by a tree.

Boundary Fencing

- Fencing located along the front lot boundary is to be black powder coated Garrison or Palisade fencing to a maximum height of 1800mm.
- Fencing shall be visually permeable to ensure passive surveillance opportunities.
- Fencing located behind the building line is to:
  - Be generally consistent with the front boundary fencing (black powder coated Garrison or Palisade fencing); or
  - Be designed to a minimum standard of 1800mm rail-less chain link or steel mesh incorporating black coloured PVC coating with black gates, posts and fittings.
- Barbed wire is generally permissible but must not be installed along a street boundary.

Legend

- Extent of Local Development Plan
- Indicative Leasehold Boundaries (subject to detailed design and lease arrangements)
- 3m landscaping strip to primary and secondary street boundary
- 9m primary street setback
- 3m secondary street setback
- Stormwater Drainage Easement
- Emergency Access / Egress Route
- Access from Great Northern Highway restricted



Endorsement Table

The Local Development Plan has been approved in accordance with clause 52 of Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.

Authorised Officer: _____

Date: _____

Newman Airport
571
R44775

Local Development Plan
NEWMAN AIRPORT
A Shire of East Pilbara Project

DRAFT

scale: 1:5000@A3 | 1:2500@A1
0 50 100m
plan: 20/087/007
date: 12 Apr 2021

Taylor Burrell Barnett Town Planning & Design
Level 7, 160 St Georges Terrace, Perth WA 6000
e: admin@tbbplanning.com.au
p: (08) 9226 4276

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ALL AREAS AND DIMENSIONS DISPLAYED ARE SUBJECT TO DETAIL SURVEY.

9.4 EM INFRASTRUCTURE SERVICES

9.4.1 THE PILBARA 2050 CYCLING STRATEGY AND RELATED FUNDING OUTCOMES

Attachments:	**Appendix 1 Development of a Long Term Cycle Network for WA** **Appendix 2 Pilbara 2050 Cycling Strategy** **Appendix 3 – Map of cycle paths in Newman**
Responsible Officer:	**Mr Raees Rasool** **Executive Manager Infrastructure Services**
Author:	**Mr Raees Rasool** **Executive Manager Infrastructure Services**
Proposed Meeting Date:	**30 April 2021**
Location/Address:	**N/A**
Name of Applicant:	**N/A**
Author Disclosure of Interest:	**Nil**

REPORT PURPOSE

For Council to endorse the Pilbara 2050 Cycling Strategy developed in collaboration between Council officers and the Department of Transport.

To inform Council of the receipt of grants from the Regional Bicycle Network Grants Program.

BACKGROUND

Background to the Regional 2050 Cycling Strategies:
The Western Australia Bike Network (WABN) Plan 2014-2031 includes a key action to develop long term cycle strategies for Perth and Regional WA. The Department of Transport (DoT) have identified the need for twelve long-term cycling strategies across WA, including eleven Regional 2050 Cycling Strategies (refer **Appendix 1**).

These strategies create a shared long-term vision for cycling in the region and guide delivery of safe and interconnected bicycle networks, along with associated facilities and travel behaviour change initiatives. Each strategy is developed in partnership with local government and is informed by multiple phases of stakeholder and community consultation. Positioned as aspirational strategies to 2050, each strategy highlights opportunities to encourage bike riding for transport, recreation and tourism across the region and proposes networks for regional centres and their surrounding areas. Five-year action plans prioritise the delivery of strategic infrastructure and initiatives and guide funding through DoT's Regional Bike Network (RBN) Grants Program.

As aspirational plans, it is recognised that regional local governments with constrained funding may not have the capacity to deliver the complete final networks.

Beyond guiding available RBN funding, these strategies are also demonstrably effective in driving additional investment by opening additional funding sources and enabling local government(s) to build more of the network and deliver more local travel behaviour change initiatives.

Development of these strategies is wholly funded and lead by DoT but undertaken in partnership with relevant local governments.

Five regional strategies have been completed, with the remaining strategies due for completion in 2021.

Development of the Pilbara 2050 Cycling Strategy:

Development of the Pilbara 2050 Cycling Strategy (refer **Appendix 2**) began in 2019, with the Shires of Ashburton and East Pilbara, City of Karratha and the Town of Port Hedland working in partnership with DoT. Internal working groups for each local government provided input and guided the development of the document. These working groups included diverse representatives across engineering, works, planning, community development, community safety, communications, sustainability, tourism, and economic development.

A scope of works was agreed, and DoT procured Cardno as the delivery contractor to assist on the project. Stakeholder input was sought and received from government and non-government organisations, including (but not limited to) the Departments of Local Government, Sport and Cultural Industries (DLGSC), Planning, Lands and Heritage (DPLH), Biodiversity, Conservation and Attractions (DBCA), Main Roads Western Australia (MRWA), Department of Water and Environmental Regulation (DWER) and Tourism WA, as well as the WA Local Government Association (WALGA), WestCycle, and Wangka Maya Pilbara Aboriginal Language Centre. Details of stakeholder consultation can be found in Section 1.4.6 of the Strategy.

DoT and Cardno visited all key centres across the region to undertake initial scoping in June 2019. A comprehensive review of relevant government and non-government policies and strategies was undertaken, alongside reviews of existing cycling networks, data analysis, and stakeholder meetings to discuss and identify opportunities for cycling across the region. Outputs from the scoping work culminated in the production of information sheets and preliminary 2050 network maps for the project, which were used in community consultation.

Information on the project was provided via the online My Say Transport engagement platform and in hard copy at drop-in sessions and Shire Administration Centres. Drop-in sessions were held in Newman, Onslow, Tom Price, Port Hedland, South Hedland, Wickham and Karratha. Feedback was gathered via direct comments, a survey, and interactive maps. Over 130 people engaged online and in-person and over 80 organisations were contacted directly. See Appendix C of the Strategy for details.

The draft strategy was produced based on the community and stakeholder feedback and circulated for final stakeholder input in late 2020. Facilitated by Cardno, DoT and the local government(s) worked together to outline the five-year action plan. The final strategy includes six central themes for cycling across the region, with key

opportunities identified for each that highlight the potential for bike riding in and around the Pilbara region. Case studies are used to illustrate where similar outcomes have been achieved elsewhere. The themes include:

- Connecting communities
- Developing unique cycle tourism experiences
- Encouraging healthy, active and safe communities
- Supporting youth cycling
- Supporting Aboriginal cycling participation
- Fostering connections between industry and towns

COMMENTS/OPTIONS/DISCUSSIONS

Design and Construction Projects 2020-2025

The major benefit to the Shire of East Pilbara being involved with the development of the Pilbara 2050 Cycling Strategy is the ability to access funding through the DoT's RBN Grants Program. A summary of the proposed design and construction projects is contained in section 5.2.2 of the strategy and copied below for reference. Importantly only significant upgrade/new projects with high traffic/value that link trip attractors (shopping centres, industrial areas, tourist destinations, health and sporting precincts) with the existing bike networks are likely to receive funding. Council should also be aware that this is not a definitive list of future bicycle path projects and may be subject to change. Include a map if possible of the roads we approved.

Ref	Action	Project Type	Objective/Justification	Hierarchy
2020/21				
EP1	Extend Newman Drive (Fairways Estate to Fortescue Ave)	Design	To design an extension to the Newman Drive path from Fortescue Avenue to Fairways Estate. This link will connect residents with the main spine of Newman's' cycling network. Providing access to destinations and services	Secondary
2021-22				
EP1	Extend Newman Drive (Fairways Estate to Fortescue Ave)	Construction	To construct an extension to the Newman Drive path from Fortescue Avenue to Fairways Estate. This link will connect residents with the main spine of Newman's' cycling network. Providing access to destinations and services	Secondary
EP2	Stojic Road (Mindarra Dr to Calcott Crescent)	Design	To design a path on Stojic Road between Mindarra Drive and Iron Ore Parade. This link will provide connection to a number of key community services and recreation destinations including the Puntukurnu Aboriginal Medical Service (PAMS), new development	Local

			at the Newman Hospital, Newman House and Shopping Centres.	
2022-23				
EP2	Stojic Road (Mindarra Dr to Calcott Crescent)	Construction	To construct a path on Stojic Road between Mindarra Drive and Iron Ore Parade. This link will provide connection to a number of key community services and recreation destinations including the Puntukurnu Aboriginal Medical Service (PAMS), new development at the Newman Hospital, Newman House and Shopping Centres.	Local
EP3	Extend Kalgan Drive to Dump Truck (Daniels Drive to Great Northern Highway)	Design	To design an extension to the existing path on Kalgan Drive east of Daniels Drive. This path will provide access to the iconic Haul Pack truck display. This road forms part of the RAV network and so separating riders and heavy vehicles will be an important consideration.	Secondary
EP4	Connect Newman Caravan Park to Kurra Street	Design	To design an extension to the existing path on Newman Drive north of Kurra Street to connect to the new caravan park	Secondary
2023-24				
EP3	Extend Kalgan Drive to Dump Truck (Daniels Drive to Great Northern Highway)	Construction	To construct an extension to the existing path on Kalgan Drive east of Daniels Drive. This path will provide access to the iconic Haul Pack truck display. This road forms part of the RAV network and so separating riders and heavy vehicles will be an important consideration.	Secondary
EP4	Connect Newman Caravan Park to Kurra Street	Construction	To construct an extension to the existing path on Newman Drive north of Kurra Street to connect to the new caravan park	Secondary
EP5	Radio Hill Lookout (Welsh Drive to the Lookout)	Design	To design a path along Radio Hill Lookout Road, from Welsh Road to the Lookout. The lookout is a noted destination for tourists and visitors to the area as well as serving as a hub for local trails.	Local
2024-25				
EP5	Radio Hill	Construct	To construct a path along Radio Hill	Local

	Lookout (Welsh Drive to the Lookout)		Lookout Road, from Welsh Road to the Lookout. The lookout is a noted destination for tourists and visitors to the area as well as serving as a hub for local trails.	

Regional Bike Networks Grant Program Outcomes
The RBN grants program is a future oriented grant program. Based on our involvement with the 2050 Pilbara Cycling Strategy, the administration was more confident in receiving grant funding for the above outlined projects. The program works on a dollar for dollar contribution from the DoT for each dollar contributed by the Shire (i.e. 50/50 funding split). It is also suggested that projects be split into design and construction to facilitate project delivery.

The deadline for the most recent round of the RBN grants program was in August 2020. This round was assessing and awarding funding for projects in the 2021/22 and 2022/23 financial years. As a result the Shire internally developed and submitted the following projects for assessment. In January 2021 the administration received advice that all submitted projects received funding excluding "Extend Newman Drive".

Year	**Project**	**Type**	**Funding Request**	**Funding Outcome**
2021-22	Extend Newman Drive	Construction	$30,000	nil
2021-22	Stojic Road	Design	$7,500	$7,500
2022-23	Stojic Road	Construction	$31,000	$31,000
2022-23	Extend Kalgan Drive to Dump Truck	Design	$12,500	$12,500
		Total	$81,000	$51,000

Feedback was subsequently requested from the DOT and is summarised as follows:

- The DoT received 75 applications for grants.
- All of the Shire's applications were completed to a high standard and addressed each of the evaluation criteria.
- Although the application to extend Newman Drive was not successful, the application was sound and received exemplary scores for a number of sections. There was limited room to improve the application, the footpath itself was found to be of limited strategic value in a very competitive round. The project has been recommended for the Reserve List to be brought online should additional funds become available.
- The DoT is looking at several options to address ongoing shortfalls in grant funding.

The administration will look to include the aforementioned projects into Councils Long Term Financial Plan, Corporate Business Plan and Annual Budgets going forward.

STATUTORY IMPLICATIONS/REQUIREMENTS

N/A

POLICY IMPLICATIONS

3.2 ASSET MANAGEMENT

3.3 BUDGET PREPARATION

STRATEGIC COMMUNITY PLAN

3: Built Environment

Connected and accessible communities.

B1 Optimise places to live, work and enjoy.

B1.1 Improve local amenity.

B1.3 Maintain and facilitate community infrastructure and urban heritage, including roads and buildings

RISK MANAGEMENT CONSIDERATIONS

Endorsement of the Pilbara 2050 Cycling Strategy does not commit Council nor State Government agencies to deliver all, or any part, of the Pilbara 2050 Cycling Strategy within a particular timeframe – nor does endorsement commit any party(s) to fund any specific route or initiative within the Pilbara 2050 Cycling Strategy. Council endorsement confirms support for local and State Government agencies to work together in delivering the aspirational Pilbara 2050 Cycling Strategy over the longer term.'

FINANCIAL IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

VOTING REQUIREMENTS

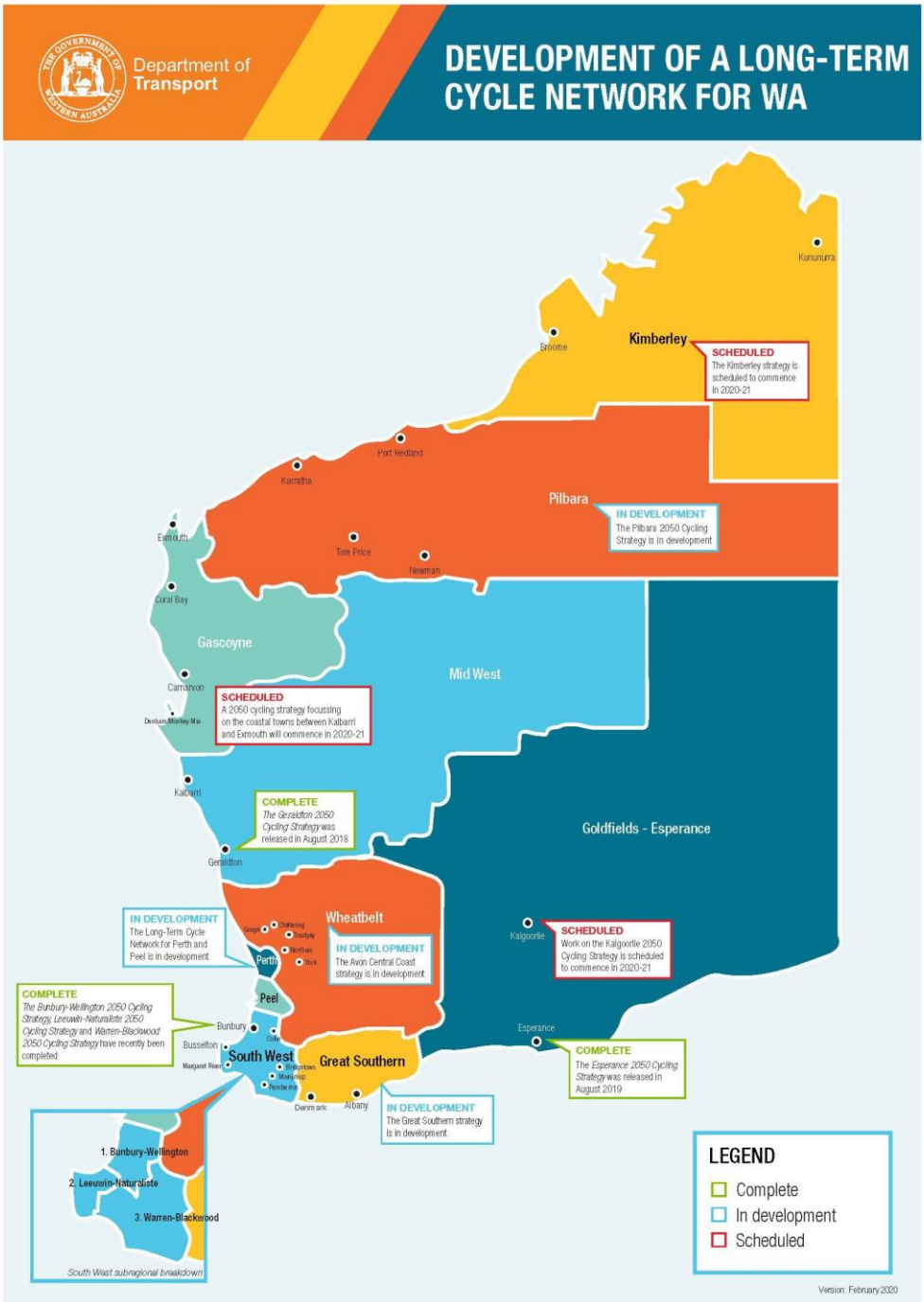
Simple

OFFICER'S RECOMMENDATION

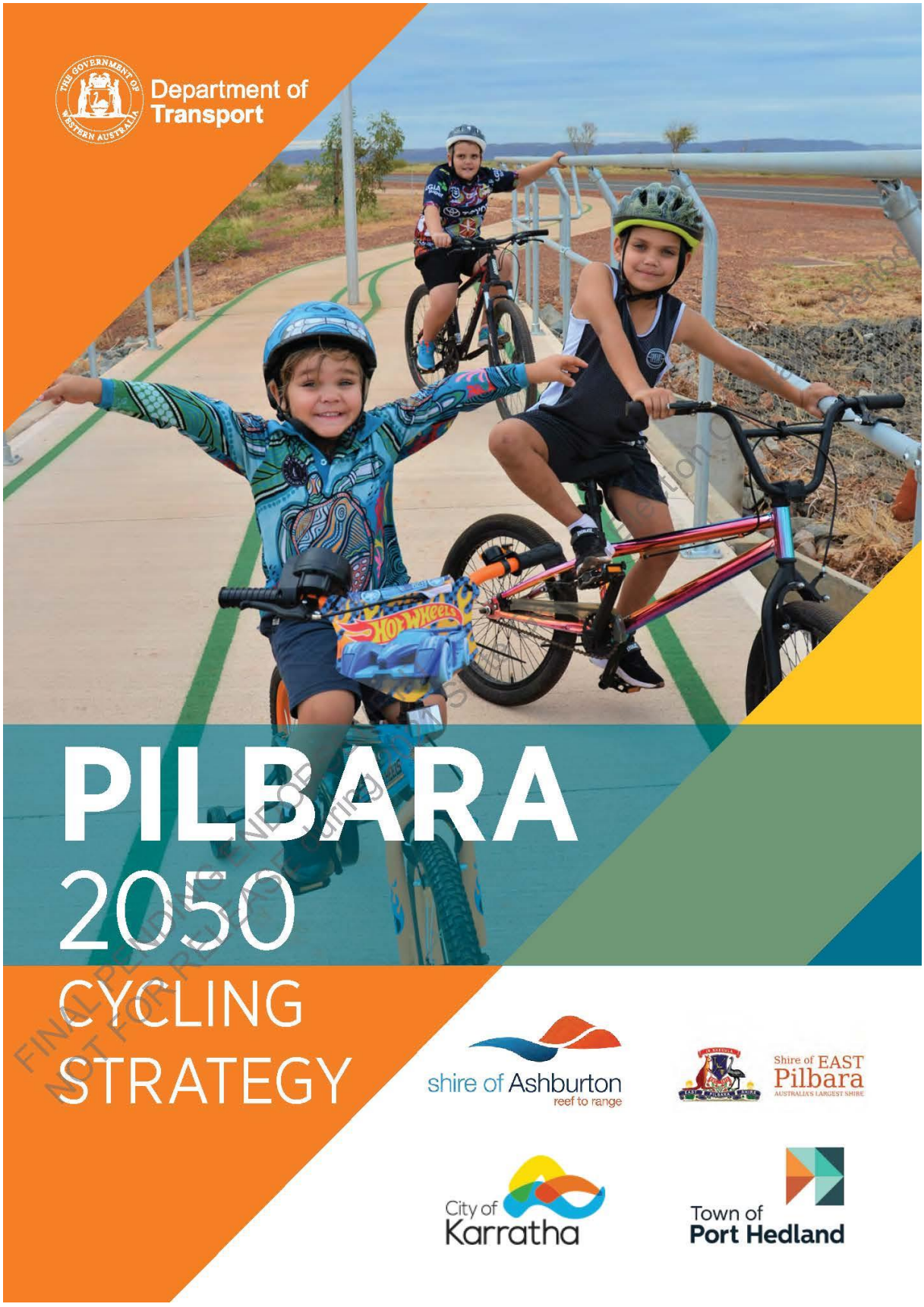
That Council

1. **Endorse the principles of the Pilbara 2050 Cycling Strategy and receive the proposed action plan for future budget and planning consideration**
2. **Notes the grant of $51,000 (ex GST) in total from the Department of Transports Regional Bike Network Grants Program.**
3. **Notes the inclusion of the design and construction projects as outlined in the above report within the drafting of future annual budgets for Councils consideration.**

Appendix 1
Development of a Long-Term Cycle Network for WA


Department of Transport
DEVELOPMENT OF A LONG-TERM CYCLE NETWORK FOR WA
Kununurra
Broome
Kimberley
SCHEDULED
The Kimberley strategy is scheduled to commence in 2020-21
Port Hedland
Karratha
Pilbara
IN DEVELOPMENT
The Pilbara 2050 Cycling Strategy is in development
Exmouth
Tom Price
Newman
Coral Bay
Gascoyne
Mid West
Carnarvon
SCHEDULED
A 2050 cycling strategy focussing on the coastal towns between Kalbarri and Exmouth will commence in 2020-21
Kalbarri
COMPLETE
The Geraldton 2050 Cycling Strategy was released in August 2018
Geraldton
Goldfields - Esperance
IN DEVELOPMENT
The Long-Term Cycle Network for Perth and Peel is in development
Wheatbelt
IN DEVELOPMENT
The Avon Central Coast strategy is in development
Perth
Kalgoorlie
SCHEDULED
Work on the Kalgoorlie 2050 Cycling Strategy is scheduled to commence in 2020-21
COMPLETE
The Bunbury-Wellington 2050 Cycling Strategy, Leeuwin-Naturaliste 2050 Cycling Strategy and Warren-Blackwood 2050 Cycling Strategy have recently been completed
Peel
Bunbury
Busselton
South West
Great Southern
Esperance
COMPLETE
The Esperance 2050 Cycling Strategy was released in August 2019
Albany
IN DEVELOPMENT
The Great Southern strategy is in development
1. Bunbury-Wellington
2. Leeuwin-Naturaliste
3. Warren-Blackwood
South West subregional breakdown
LEGEND
Complete
In development
Scheduled
Version: February 2020

Appendix 2
Pilbara 2050 Cycling Strategy


Department of Transport
PILBARA
2050
CYCLING
STRATEGY
shire of Ashburton
reef to range
Shire of EAST Pilbara
AUSTRALIA'S LARGEST SHIRE
City of Karratha
Town of Port Hedland

ACKNOWLEDGEMENT

The authors of the *Pilbara 2050 Cycling Strategy* acknowledge the Traditional Custodians of the land on which we work and live, and recognise their continuing connection to land, water and community. We pay respect to Elders past and present.

Specific acknowledgements have been made throughout the document to name the country and the Traditional Custodians.

In the first instance this has been informed by Native Title Determination Areas, as per the Native Title Tribunal Native Title Claimant Applications and Determination Areas Map, available from the National Native Title Tribunal.

Where no formal Native Title claim has been determined, reference has been made to the AIATSIS Map of Indigenous Australia. We note that some of the information shown on that map is contested and may not be agreed to by some traditional custodians. We additionally recognise there are alternative spellings for some of these names.

Please contact cycling@transport.wa.gov.au if Traditional Custodians have not been accurately recognised.

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1. National Native Title Tribunal 2020 Pilbara Native Title Claimant Applications and Determination Areas as per the Federal Court (30 September 2020). Available at: http://www.nntt.gov.au/Maps/WA
2. AIATSIS 1996 Map of Indigenous Australia Available at: https://aiatsis.gov.au/explore/map-indigenous-australia

EXECUTIVE SUMMARY

Cities and towns with high levels of bicycle riding enjoy a range of social, environmental and economic benefits. Not only is bike riding proven to reduce traffic congestion, improve air quality and provide significant health benefits, it also helps to create more vibrant and welcoming communities. From an economic perspective, cycling can help save families money and facilitate new forms of industry (such as cycle tourism and skills building services). From a social perspective, cycling gives more people access to more places, enabling greater participation in learning, employment, cultural and recreational activities. Fundamentally, increasing cycling mode share is about improving quality of life – something that is critical for attracting and retaining people in regional areas such as the Pilbara.

The key to increasing cycling mode share is the combination of soft policies, such as activation and education campaigns, alongside hard policies, such as delivery of dedicated bicycle infrastructure and trip facilities. Built infrastructure must not only be safe and convenient, but also designed for the local landscape and competitive against other modes of transport. Soft policies must consider peoples' barriers and motivators to cycling, with initiatives adapted to fit the social context of both local communities and delivering agencies.

To achieve greater participation in bike riding, cycling needs to be prioritised ahead of other modes in appropriate locations and integrated with adjoining land use. Safe, connected cycle networks must be supported by trip facilities, engagement programs and local businesses. If we are serious about ensuring people of all ages and abilities have access to active travel choices, particularly for short trips, these priorities need to be reflected in the way our communities are planned and administrated.

The *Pilbara 2050 Regional Cycling Strategy* has been developed by the Department of Transport (DoT) in collaboration with Shires of Ashburton and East Pilbara, City of Karratha and Town of Port Hedland. This strategy reflects a shared vision and builds on ongoing work by each local government to deliver local cycling infrastructure and initiatives. A principal aim of the strategy is to help inform future investment through the Regional Bicycle Network Grants Program, local government capital works programmes, as well as other funding sources.

In developing this strategy, extensive consultation was undertaken with key stakeholders and the local community. Consultation clarified the community's expectations in terms of where key routes are most needed, the requirements for different user groups, and what types of programs would help encourage more people to ride.

In delivering paths and trails, it is important to consider potential environmental impacts and ensure that the unique characteristics of the area are respected and maintained. Some locations may be limited by legislation and policy which could result in alignments changing as further feasibility and planning is undertaken.

Going forward, there are a number of exciting opportunities to build cycle skills and develop world class cycling facilities in the Pilbara region. The strategy provides a blueprint for improving and extending local cycle networks, as well as inter-regional links, through the development of off-road shared paths, low stress residential streets, transport trails and soft facilities such as bike parking, rest stops, wayfinding and vegetation. Direct, accessible routes across communities will connect more residents to where they learn, work and play. Connections that link townsites to each other, such as the Port to South Hedland and Karratha to Dampier links, and to mining accommodations will open up greater access to town and recreational facilities.

Extension of foreshore paths in Port Hedland and Onslow, loop rides in towns across the region, links to caravan parks and airports, and enhancement of local paths and trails will connect people to more unique Pilbara destinations, attracting more visitors and inspiring them to stay longer. Facilities along paths and at destinations, including bike rentals, electric bicycle charging and climate-responsive amenities, will encourage more people to explore on two wheels rather than four.

Community activities, skills building initiatives, and opportunities to support safer routes for schools trips and road cycling will also play a part in realising the full potential of cycling across the region. These are all brought together in this long-term, aspirational vision for cycling in Pilbara.

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WHY WE WANT MORE PEOPLE CYCLING



TO ENABLE PEOPLE TO ENJOY HEALTHIER AND MORE ACTIVE LIVES

Obesity rates are 10% higher in regional WA compared to Perth. As a result, people living in regional areas are 1.25 times more likely to suffer from cardiovascular disease and 1.4 times more likely to be hospitalised for diabetes.

TO IMPROVE THE STRENGTH AND RESILIENCE OF OUR REGIONAL COMMUNITIES

The popularity of outdoor and adventure tourism is increasing all over the world, with cycle-tourism identified as a key growth area . In 2015, almost 3 million people went cycling while on holiday in Australia.

TO IMPROVE MENTAL HEALTH AND SOCIAL INCLUSION

People who engage in regular exercise experience reduced stress, improved sleeping patterns, improved concentration and a better outlook on life. More people riding and walking provides greater opportunities for incidental interaction on the streets, enhancing a sense of community.

TO REDUCE PRESSURE ON THE PUBLIC PURSE

A study commissioned by the RAC found that the economic, social, health and environmental benefits attributed to cycling infrastructure outweigh their costs incurred by between 3.4 and 5.4 times. In dollar terms, it is estimated that for every kilometre cycled, $1.42 of economic benefits are generated for the community.

TO HELP FAMILIES SAVE MONEY, AND INCREASE TRANSPORT OPTIONS

Families who have at least one person commuting by bike (instead of car) save on average $8 per day which equates to nearly $2,000 per year. Cycling provides an economic and independent travel option for those who might otherwise have their travel options restricted.

TO REDUCE TRANSPORT IMPACTS ON THE ENVIRONMENT

Transport is Australia's third largest source of greenhouse gas emissions, with emissions from transport increasing nearly 60% since 1990, more than any other sector. In Australia, cars are responsible for roughly half of all transport emissions.

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Cover page photo provided by the City of Karratha

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1. INTRODUCTION

1.1 Guiding principles

The four Pilbara local governments and their communities have expressed a common vision of creating liveable regional centres with cohesive, vibrant and connected communities that embrace culture, their unique living landscapes, and support economic prosperity and vitality.

The *Pilbara 2050 Cycling Strategy* aims to deliver a safe, integrated and comfortable cycle network to help achieve this vision. By connecting people from where they live and stay to where they learn, work and play, comprehensive cycle networks can support social inclusion, lead to more active communities, and help to showcase natural landscapes and local attractions to residents and visitors alike.

The cycle network proposed in this strategy has been developed based on the following principles:

Safe: The 2050 cycling network should be built to a standard which reflects an all ages and abilities design approach. People of all ages and abilities should be able to cycle safely and confidently to the places they need and want to go. Unprotected cycling facilities located on busy roads are not considered suitable for vulnerable road users, and will not encourage more people to cycle, more often.

Widespread: In suburbs and towns, the network should be extensive enough for people to safely assume they can get to their destination without encountering hostile traffic conditions. When cycling networks reach a certain level of density it enables more people to conveniently and enjoyably make many more of their trips by bike.



An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By designing a walking and bike riding facilities that cater for the youngest and most vulnerable users, we create a network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.

Connected: Like a road network, all cycling routes should connect to something along the way and at each end (whether that is a destination or another cycling route).

Legible: The cycling network needs to be both intuitive and direct. To achieve this, it makes sense to locate major cycling routes parallel to natural land forms, such as rivers and coastlines, or within existing road and rail corridors. The development of coherent wayfinding initiatives is also important in supporting legibility.

Aspirational: Given the long-term nature of this strategy, several ambitious ideas have been put forward to help enable residents to adopt cycling as a viable and priority transport mode, as well as encourage visitors to explore areas across the Pilbara comfortably by bicycle. This includes linking town sites and transient worker accommodations into Shire centres, creating world class bicycle transport trails and recreational loops, and implementing climate and terrain specific mid and end of trip facilities.

Achievable: For the most part, the proposals put forward in this strategy adopt tried-and-tested planning principles. The case studies chosen provide regional, interstate and international examples of similar projects undertaken in recent years.

Cycling disciplines that are dependent on purpose-built facilities (such as BMX parks, downhill mountain bike trails and velodromes for track cycling) typically perform non-transport related functions and as such are not considered part of the core remit of this strategy. However, the existing and planned locations of these facilities have been considered as part of planning the overall network with a focus on providing transport connections to recreational facilities and trail heads.

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1.2 Pilbara in context

The Pilbara region covers an expanse of nearly 507,900 square kilometres and stretches from the Indian Ocean on the west coast to the Northern Territory border at the east.

The region is host to an estimated residential population of approximately 62,000 people, centred mainly on the coastal area and inland mining centres. The City of Karratha is the largest local government area within the Pilbara region with a population of approximately 21,500 throughout towns such as Wickham (2,300) and Dampier (1,200). The Town of Port Hedland is estimated to have 14,500 people, with South Hedland being home to 9,471 of these residents.

The Shire of Ashburton recorded approximately 13,000 residents, with 3,000 in Tom Price alone, whilst the Shire of East Pilbara has an estimated population of 10,500 with approximately 7,000 people living in Newman.

The median age group throughout the region is 30-39 years, currently making up around 23 per cent of the population.

The Pilbara has a unique cultural identity and diverse Indigenous and multicultural heritage. There are more than 31 Aboriginal cultural groups in the Pilbara, with Aboriginal Australians representing approximately 14 per cent of the population, while nationally Aboriginal and Torres Strait Islander people make up 3.3 per cent of the population[3]. There are 31 Pilbara Aboriginal Languages, many of which have between two and five dialects and within some there are further varieties that are not as distinct as a dialect.

Many Aboriginal people speak more than one traditional language, with Elders commonly speaking five to eight languages[4].

The region has a rich cultural heritage, with Murujuga rock art (dated as up to 30,000 years old) in the Murujuga National Park recently nominated by the Western Australian government as a United Nations Education, Scientific and Cultural Organisation (UNESCO) World Heritage List site for its value as a cultural landscape.

The Pilbara's living landscap e includes diverse natural environments and exceptional biodiversity, with terrestrial regions ranging from coastal plains to granitic plains, alluvial flats and banded ironstone ranges. Karijini National Park, the Burrup Peninsula and Millstream Chichester National Park are just a few of the internationally recognised tourism destinations in the region.

The Pilbara region is also abundant with significant mineral resources, including iron ore and liquid natural gas (LNG), and related port infrastructure, with existing ports at Ashburton, Dampier and Port Hedland. Mineral resources are a key contributor to both the region and the State's economic vitality, and the mining industry has been instrumental in the development of mining towns throughout the region, including Tom Price, Paraburdoo, Pannawonica and Newman. The mining and construction industries account for a large proportion of jobs in the region, though it is noted that not all jobs relate to residents of the region.

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Figure 1.1

Further information on the Aboriginal languages of the Pilbara can be accessed through the Wangka Maya Pilbara Aboriginal Language Centre and an interactive map of Indigenous Australia can be accessed online via the Australian Institute of Aboriginal and Torres Strait Islander Studies (AIATSIS)[5].

3. https://www.abs.gov.au/statistics/people/aboriginal-and-torres-strait-islander-peoples/estimates-aboriginal-and-torres-strait-islander-australians/latest-release
4. Wangka Maya Pilbara Aboriginal Language Centre https://www.wangkamaya.org.au/pilbara-languages/information-on-pilbaras-languages
5. https://aiatsis.gov.au/explore/map-indigenous-australia

1.3 The need for a long-term regional cycling strategy

There are a number of strategic plans throughout the region which encompass cycling, including cycle plans, footpath strategies, and trails strategies. Previous cycle planning across the region has occurred at individual local government level and typically within a very localised context. To support the development of a strong culture of bike riding across the region, a systematic approach to developing a cycling network for the region is required.

Further reasons for preparing this strategy include:

- To address key opportunities which may have previously been overlooked, particularly in relation to future land use and transport developments;
- To help guide investment between local government and State Government;
- To facilitate the planning and development of long-distance cycling routes that serve a regionally significant need but may be outside the typical funding capability of local government;
- To ensure that the standard of future cycling facilities meets best practice; and
- To adopt a consistent approach with other 2050 cycling strategies being developed across regional WA.

Going forward, it is important that this strategy is reviewed on a regular basis to ensure it keeps up with the changing face of the Pilbara region and reflects future changes to cycling as a mode of transport. A framework outlining how this strategy will be maintained is provided in Section 5.4.

1.3.1 Expected changes in population

In 2015, The Pilbara Development Commission published a Regional Investment Blueprint, which envisaged that by 2050 the Pilbara Region will be home to 200,000 residents. This is referred to as an aspirational but achievable target. The Blueprint sets strategic priorities for investment to support growth in the region.

Working from 2013 population figures, this vision would see a population largely centred (approximately 150,000 of the 200,000 residents) in the City of Karratha and Town of Port Hedland, with Newman in the Shire of East Pilbara also growing into a major regional centre.

The region's population growth is generally consistent with the economic performance of mining operations within the region. Major mining operations can be expected to additionally increase non-resident populations.

1.3.2 Expected changes in land use

Strategic planning for the region provides an indication of expected growth areas.

Urban development, including residential development, parks and recreation, schools, and local shopping centres, is expected to grow in areas surrounding many existing settlements. Some urban densification is expected in larger settlements, including Karratha and Port Hedland.

It is anticipated that many of the settlements covered in the regional cycling strategy will experience significant development in industrial areas, including expansion of existing industrial areas. In particular:

- In Onslow, the Ashburton North Strategic Industrial Area is expected to experience significant growth, as well as some light industry to be developed as part of the Beadon Creek Boat Harbour development.
- On the Burrup Peninsula in the City of Karratha, further development of the Burrup Strategic Industrial Area can be expected.
- In Port Hedland, the Spoilbank Marina development will include a four-lane boat ramp and long-term capacity for up to 80 boat pens, with additional public open recreational space and improved public access, parking, toilet facilities and areas for pop-up stalls.
- The Shire of East Pilbara is seeking to have a 10 hectare block adjacent to the Newman Airport as general industrial land to position Newman as a regional service hub.

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1.3.3 Expected changes to transport

Transport concerns across the region are largely dominated by those relating to extractive industry. To support significant industrial developments in the region, the State Government is expected to expand the region's road network, with particular emphasis on freight.

Major transport projects currently in planning or development include:

- Point Samson-Roebourne seal widening.
- Duplication of Great Northern Highway to McGregor Street in Port Hedland.
- Great Northern Highway Realignment northeast of Port Hedland Airport.
- Karratha-Tom Price Road Stage 4 (recently renamed Manuwarra Red Dog Highway) – completing the final stage of the direct sealed road between Karratha and Tom Price.
- 70km of seal-widening to develop 9m wide seal (including 3.5m wide lanes and 1m wide shoulders on both sides) along Great Northern Highway north of Newman.

Upgrades to roads in the region are therefore seen as a vital opportunity to support safe cycling outcomes for riders as well as the efficient movement of freight.

Additional port infrastructure is also expected in the region to support growth in the resources sector.

The following upgrades to existing ports are expected at Pilbara Port Authority Ports:

- Port of Ashburton, 12km southwest of Onslow, is expected to support export of 50 million tonnes of LNG per annum, as well as general cargo and fuel;
- Port of Dampier, on the Burrup Peninsula is expected to focus on general cargo trading; and
- Port of Port Hedland is expected to experience sustained growth as the world's largest bulk commodities export port.

Other coastal infrastructure projects in the region include:

- Development of Beadon Creek Boat Harbour to the east of Onslow town centre, including land use framework that supports additional lease sites, the development of a community boating precinct, and a new road.

1.3.4 Relationship to other documents

The 2014-2031 *Western Australian Bicycle Network (WABN) Plan* identifies the need to review cycling facilities in WA's regional centres. Although many regional local governments have their own local bike plans, it is recognised that there is a need to develop long-term regional strategies which have an aspirational focus and, where appropriate, span across entire regions. Key objectives of this process include improving connections to activity centres and schools, identifying inter-regional routes and harnessing the potential of cycle tourism.

Funding applications for the development of key strategic projects within these areas can be made through the Regional Bicycle Network (RBN) Grants Program. This program makes funds available for the planning, design and construction of cycle networks and cycling infrastructure by local governments in regional WA, with funding matched on a dollar-for-dollar basis.

Long-term cycling strategies such as this do not preclude local governments from preparing a local bike plan. While the purpose of this strategy is to provide a blueprint for Pilbara's 2050 cycling network, a local bike plan may be used to identify short-term priorities such as upgrades to existing infrastructure and maintenance requirements. Local bike plans are also important for outlining strategies around the activation of cycling infrastructure and various education, promotion and encouragement strategies aimed at affecting behavioural change.

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1.4 Background research and analysis

1.4.1 Document review

In preparing this strategy several documents were reviewed pertaining to land use and transport in the Pilbara region. Combined with extensive stakeholder engagement, these documents were critical to understanding previous and current approaches to planning and designing for cycling and where planning and feasibility for certain routes has already been undertaken. A list of these documents is contained in Appendix B.

1.4.2 Mapping of current and future trip generators

Before commencing the development of the network, all existing and known future trip attractors were mapped. Trip attractors are defined as any place that someone could reasonably be expected to need or want to cycle to and include places such as schools, shopping centres, industrial areas, tourist destinations, health campuses and sporting precincts. The trip attractors are shown together with the proposed 2050 cycling network in the maps contained in Section 3.

1.4.3 Analysis of crash data

The most recent five-year crash statistics (2015-2019) were obtained from Main Roads' Crash Analysis Reporting System (CARS). Both pedestrian and cyclist crash data was obtained, noting that areas which are dangerous for pedestrians are often also dangerous for cyclists. An analysis of this data is provided in Appendix B.

1.4.4 Analysis of GPS travel data

The GPS mapping tool, Strava Labs, was used to better understand which parts of the region's road and path networks are most heavily used by bicycle riders. Strava is a website and mobile app which is used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes. An analysis of this data is contained in Appendix B.

1.4.5 Community consultation

Consultation with the local community was central to the development of the *Pilbara 2050 Cycling Strategy*. The objectives of the community consultation were to:

- Help refine the overarching aims and objectives of the strategy;
- Gain an understanding of the community's expectations when it comes to cycling infrastructure, as well as the needs of different user groups;
- Highlight the major issues and missing links associated with the existing cycle network;
- Provide the community with the opportunity to share their ideas; and
- Seek local buy-in and ongoing community support for the strategy.

The community had the opportunity to have their say on a preliminary network and themes both online and at in-person engagement sessions held throughout the region.

Safety, climate and recreation were major topics raised by the community during the consultation period, and the community's views supported the development of several key priorities for the network, allowing the formation of the five-year priority action plan. A detailed analysis of the community consultation is contained in Appendix C.

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1.4.6 Stakeholder consultation

This strategy has been developed by DoT in partnership with the Shires of Ashburton and East Pilbara, City of Karratha and the Town of Port Hedland. Internal working groups for each local government provided input and guided the development of the document.

Stakeholder input was received from the following government and non-government organisations:

- Departments of Local Government, Sport and Cultural Industries (DLGSC), Planning, Lands and Heritage (DPLH), Biodiversity, Conservation and Attractions (DBCA), and Department of Water and Environmental Regulation (DWER).
- Main Roads Western Australia (MRWA)
- Tourism WA
- WA Local Government Association (WALGA)
- WestCycle
- Wangka Maya Pilbara Aboriginal Language Centre

Feedback was also requested from the following stakeholders:

- Australian Institute of Aboriginal and Torres Strait Islander Studies
- Murujuga Aboriginal Corporation (Karratha)
- Gumala Aboriginal Corporation (Asburton)
- Buurabalayji Thalanyji Aboriginal Corporation (Ashburton)
- Bunjyma Rangers (Ashburton)
- Yinhawangka Aboriginal Corporation (East Pilbara)
- Karlka Nyiyaparli Aboriginal Corporation (East Pilbara)
- Robe River Kuruma Marthudunera Aboriginal Corporation (Ashburton)
- Puutu Kunti Kurrama Pinikura (PKKP) Aboriginal Corporation (Ashburton)
- Chevron, Rio Tinto, Woodside, BHP

1.4.7 Review of existing cycling network

Alongside community and stakeholder consultation, a technical review of the existing cycling network was undertaken to identify strengths, weaknesses and opportunities.

Many of the towns across the region benefit from existing networks of suitable infrastructure, including wide footpaths which facilitate local access to many destinations. However, there are significant opportunities to enhance and supplement the existing networks and better cater for cycling trips, particularly to industrial workplaces.

Along with the development of new cycle routes, these opportunities include:

- Improving connectivity by constructing missing links;
- Completing loops around the region's cities and towns;
- Providing separated infrastructure to improve cyclist safety on heavy vehicle routes;
- Upgrading older sections of shared paths to provide more comfortable walking and cycling experiences;
- Introducing wayfinding to assist with network legibility;
- Installing climate and terrain specific mid trip and end of trip facilities; and
- Enhancing local cycling networks through activation initiatives that emphasise the unique cultural and environmental landscapes across the region.

The maps contained in the Action Plan (Section 5) classify the existing cycle network in the context of the proposed network hierarchy.

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2. REGIONAL ROUTE HIERARCHY

A hierarchy comprising five types of cycling routes has been used to plan and illustrate the Pilbara's 2050 cycling network. This hierarchy has been be adopted for all cycling strategies in WA as a key action of the WABN Plan. An important aspect of the hierarchy is that unlike many traditional cycling network plans, routes are defined primarily by function, rather than built form. The key differences between the five types of route are explained in Sections 2.1 to 2.5, with additional detail provided in Appendix A.

2.1 Primary routes

Primary routes form the backbone of Pilbara's 2050 cycling network. Sometimes referred to as freeways for bikes, primary routes afford people riding bikes with safe and (generally) uninterrupted journeys. Primary routes should be completely separated from motorised traffic. Due to this, major road and rail corridors, as well as river and ocean foreshores tend to be the most practical locations for these types of facilities. In terms of built form, primary routes predominantly consist of high-quality shared paths at least 3m in width.

To ensure high levels of rideability and legibility, red asphalt is usually the preferred surface treatment, however this may depend on the localised climate and terrain. An important consideration for shared paths is managing safety and ensuring etiquette between different users. In areas of high pedestrian activity, it may be necessary to provide separate walking and cycling facilities.



Shared path along foreshore



Shared path parallel to a major road

Figure 2.1 Primary routes form the backbone of urban cycling networks and allow cyclists to safely undertake long, uninterrupted journeys.

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2.2 Secondary routes

Secondary routes are typically located within urban or built-up environments. The aim of these routes is to provide users with access to and from important trip attractors such as shopping centres and industrial areas, as well as education, health and sporting precincts.

In most cases, secondary routes are located adjacent to busy urban streets and take the form of protected on-road bike lanes. Going forward, it is important that the design of all new cycling infrastructure (including secondary routes) incorporates the all ages and abilities design philosophy. To ensure that on-road cycling infrastructure is safe and attractive to such a wide range of users, separation in the form of kerbed medians is desirable to minimise the interaction between cyclists and vehicular traffic – particularly on busier roads.

Where this is not possible softer measures such as painted hatching, mountable plastic kerbing or flexible bollards can be considered, however these treatments are normally only acceptable in low speed environments. In some cases, off-road shared paths are the best option for secondary routes.

Unlike primary routes, secondary routes do not necessarily provide users with uninterrupted or traffic-free journeys. Consequently, appropriate consideration must be given to the design of secondary routes at all intersecting roads, but particularly those controlled by either traffic signals or roundabouts. It's important to note that path users have legal right of way at crossovers, and it's essential that the design priority reflects the legal priority. For route continuity, designs that maintain priority over minor roads should also be considered whenever possible.



Solar lit shared path adjacent to road in urban area



Off-road shared path



Bike lane protected by concrete kerb



Shared path with priority over minor road

Figure 2.2 Secondary routes are typically found in busy, built-up environments, and can consist of either onroad or off-road cycling infrastructure.

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2.3 Local routes

The objective of local routes is to collect cycling traffic from local residential areas and distribute it to the secondary and primary cycling networks. Local routes are also used by people on bicycles to access a range of local destinations such as shops and parks. The look and feel of local routes is more 'shared' (as opposed to protected and/ or separated) and is therefore distinctively different from primary and secondary routes.

Examples of local route treatments include:

- 30km/h safe active streets which adopt "self-explaining street" and "filtered permeability" urban design principles;
- Very quiet suburban streets, communicated using sharrows[6] and other signage or way finding;
- Sections of shared path (normally linking two or more quiet streets together), and
- On-road bike lanes (but only on quiet roads with low traffic volumes and where posted speed limits are less than or equal to 50km/h).

In many cases, a local route may consist of a combination of two or more types of treatment. Where this is the case, the transition from one type of facility to another needs to be carefully considered.



30 km/h safe active street



Way-finding to direct cyclists along local routes



Shared path linking two quiet streets together



One-way slow point with bicycle-bypass facilities

Figure 2.3 Local routes are typically used in connecting residential areas with higher order cycling facilities.

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6. Sharrows are a wayfinding tool that also assist cyclists in road positioning and alert motorists to the presence of people on bikes.

2.4 Transport trails

Transport trails are typically longer distance trails with unsealed surfaces that are used to connect towns to each other or to local tourism destinations. Unlike downhill mountain biking trails, transport trails are non-technical in design. While there will be some level of crossover, transport trails provide users with a more passive cycling experience.

In some cases, transport trails cater for other types of user including bushwalkers, trail runners, horse-riders and motorbike-riders. On such trails, it is essential that paths are managed appropriately to ensure the safety and satisfaction of all user groups.

In terms of their built form, transport trails should ideally be wide enough to allow two people to ride comfortably side-by-side. As they are often located in remote locations, it is important that extensive wayfinding signage is used to direct users to, from and along the route.

Transport trails are often constructed along the alignments of disused or closed railways, watercourses (such as rivers, drains and irrigation channels), utility corridors (such as electricity, gas or water supply), as well as fire breaks and other tracks through forested areas including nature reserves and national parks.

Depending on land ownership, the planning, design, construction and maintenance of trails is typically led by local government or the Department of Biodiversity, Conservation and Attractions (DBCA). Funding is usually sought through the Department of Local Government, Sport and Cultural Industries or Lotterywest. Other government agencies, such as DoT and Tourism WA, can assist in the planning, design and promotion of these facilities and DoT provides funding support for trails with evident transport outcomes.



Gravel foreshore trail



Unsealed solar lit transport trail



Trail along closed rail corridor



Trail within utility corridor

Figure 2.4 Unsealed transport trails are important in areas where higher standard facilities cannot be justified or where they would spoil the natural environment.

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2.5 Road cycling routes

Cycling is one of the most popular forms of recreation in Australia, ranking fifth in the sports and physical activities list. There are two broad types of recreational cyclist in WA – leisure cyclists and sports cyclists. While investment has traditionally been directed towards providing infrastructure which supports leisure cycling, there is a need to provide road cycling routes which cater for the needs and aspirations of people cycling long distances for training, sport or recreational purposes, as well as for the growing number touring cyclists. For this user group, distances of 100km or more are achievable.

This type of cycling, which is often undertaken by groups or clubs, is commonly carried out on rural and semi-rural roads which tend to feature nice scenery, challenging terrain and low traffic volumes, but are also selected in order to minimise the likelihood of interactions with pedestrians and lower speed cyclists.

Around WA there is a growing need to review the key routes being used by road cyclists in order to improve safety and user experience.

Initiatives may include shoulder widening, pull-off bays, advisory signage, and electronic flashing warning signs which detect when groups of cyclists are using certain sections of road. Detailed assessment is required in partnership with cycling bodies and groups to determine appropriate locations and preferred safety measures, which will likely differ on each route.

Further supporting the safety of road cyclists in WA is the introduction of safe passing legislation.

From 30 November 2017, a driver of a motor vehicle must pass a bicycle travelling in the same direction at a safe distance (1m on roads with a posted speed limit of ≤60km/h and 1.5m on roads >60km/h.) While legislation for passing safely has always existed in WA, these amendments to the *Road Traffic Code 2000* clarify the minimum distance a driver must keep between their vehicle and a bicycle when overtaking. The results of the two-year trial will be evaluated by the Road Safety Commission in 2020 with findings anticipated to be released in 2021.



On road route with bypass, Port Hedland

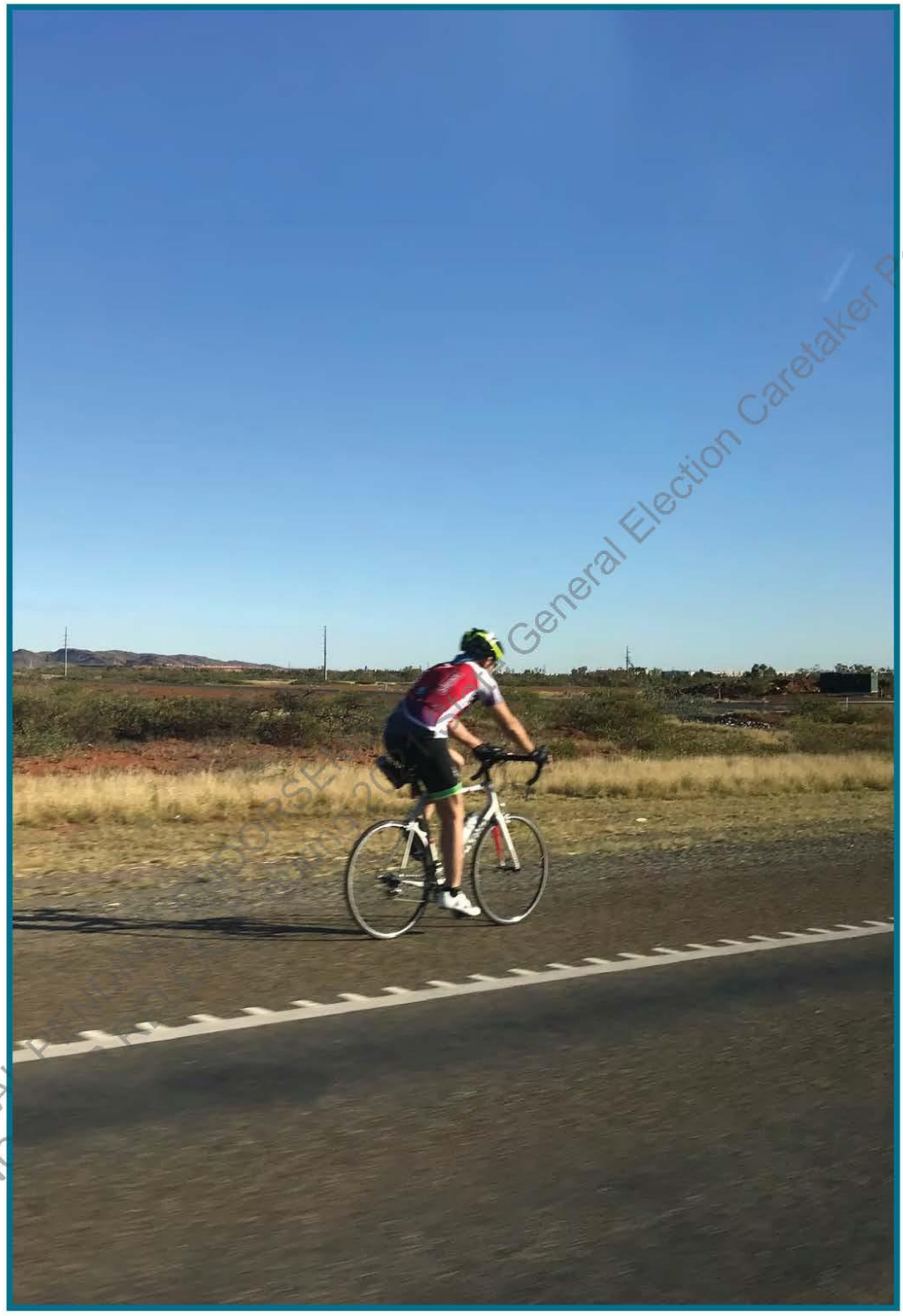

Popular training route on Dampier Road, Karratha


Popular back road in Onslow


Example of rural road with no shoulder

Figure 2.5 Road cycling routes are predominantly used by people riding for training, sport or recreational purposes and consist of advisory measures (such as signage and electronic flashing warning lights).

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Training route between Karratha and Dampier

3. PROPOSED NETWORK

The Strategy covers a number of townsites across the region and several regional connections between towns, including relatively short distances as well as consideration for longer distance connections for touring cyclists. The exact alignments of some routes may change following further feasibility assessment and consideration of local environmental, heritage and engineering constraints. Of particular relevance to the region are coastal hazard areas on foreshores, riverbeds, and tidal and cyclonic conditions.

3.1 Overall network

Figures 3.1 to 3.16 provide an overview of the proposed 2050 cycling network for the region. Key features include:

- A series of **primary routes** providing connectivity between nearby townsites, including Karratha-Dampier, Port Hedland-South Hedland and Roebourne-Wickham-Point Samson.
- **Secondary route** spines through the smaller townsites, supported by a fine-grain network of local routes, providing safe routes between places that people live, work, learn and play.
- Developing **local routes** connecting Aboriginal communities and transient worker accommodations to nearby townsites.
- Developing **transport trails** that provide unique recreational and tourism cycling experiences.
- Identifying and developing **road cycling routes** to support cycling training and long-distance cycle touring.
- Support for other amenities and facilities that enhance rider experience, and for initiatives that encourage more people – in particular beginners and young people – to ride bicycles.

The exact alignments of some routes may change following further feasibility assessment of local environmental, heritage and engineering constraints.

A key consideration for transport trails and paths in the region is the location of public drinking water source areas. Prior to development, it is critical that consultation is undertaken with the Department of Water and Environmental Regulation (DWER).

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School bike parking in Tom Price

3.2 Shire of Ashburton

The routes proposed for The Shire of Ashburton's 2050 cycling network are shown in Figures 3.1 to 3.3 and include:

- A network of **secondary routes** complementing and connecting the local route networks, including:
  - Providing a town centre spine in smaller towns, such as along Second Avenue in Onslow, along De Grey Road in Paraburdoo, Central Road in Tom Price.
  - Connecting airports with town centres including a link between Onslow Airport and Onslow via McAulley Road, and Paraburdoo Airport with Paraburdoo via Tom Price-Paraburdoo Road in Paraburdoo.
- Developing safe **local routes** to connect town centres with industry and mining camps, including on Mine Road in Tom Price.
- A network of **local routes** connecting residents with town centre destinations.
- A network of **road cycling routes** to better accommodate local and visiting road cyclists, such Onslow Road between Onslow and Wheatstone, and Bingarn Road in Tom Price.
- A longer-distance **transport trail** connecting Tom Price and Paraburdoo.

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Figure 3.1 Proposed 2050 cycling network for Onslow



Figure 3.2 Proposed 2050 cycling network for Paraburdoo

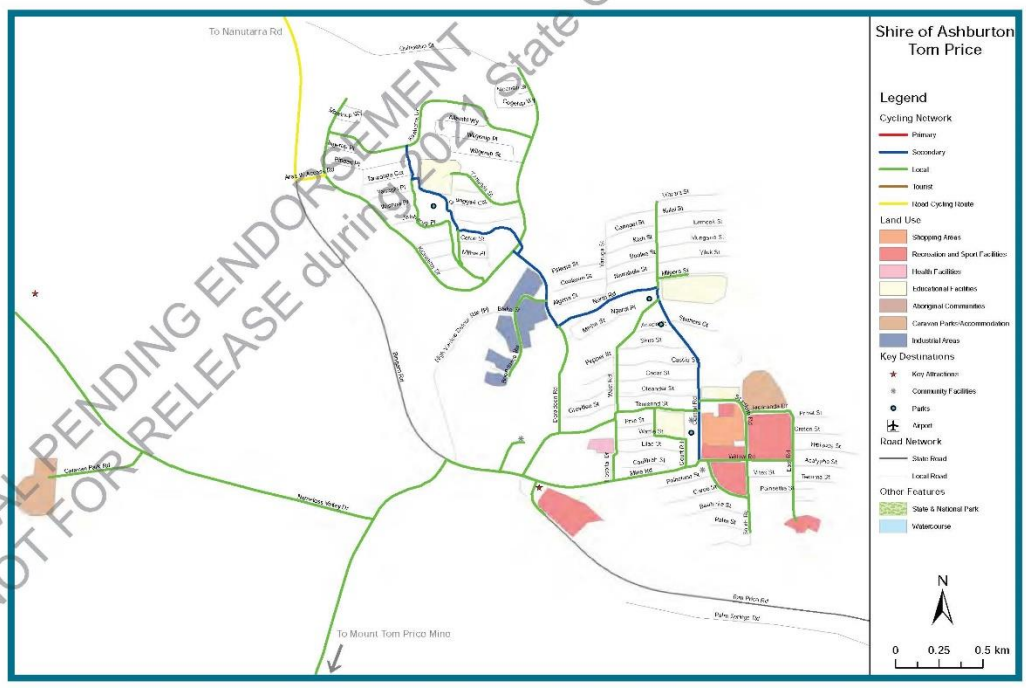


Figure 3.3 Proposed 2050 cycling network for Tom Price

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3.3 Shire of East Pilbara

The routes proposed for the Shire of East Pilbara's 2050 cycling network are shown in Figure 3.4 - 3.6 and include:

- Providing **secondary routes** along key urban roads in Newman townsite, including Newman Drive, Fortescue Avenue and Kalgan Drive, to connect the town centre with industrial areas, and mine sites, as well as an aspirational connection to Newman Airport that will be subject to further feasibility..
- A network of **local routes** to connect Newman residents to local destinations and services, including tourism and recreation locations, as well as higher order cycling facilities.
- A network of **local routes** appropriate to connect residential areas with destinations in smaller townsites such as Nullagine and Marble Bar.



Newman Bike Week event

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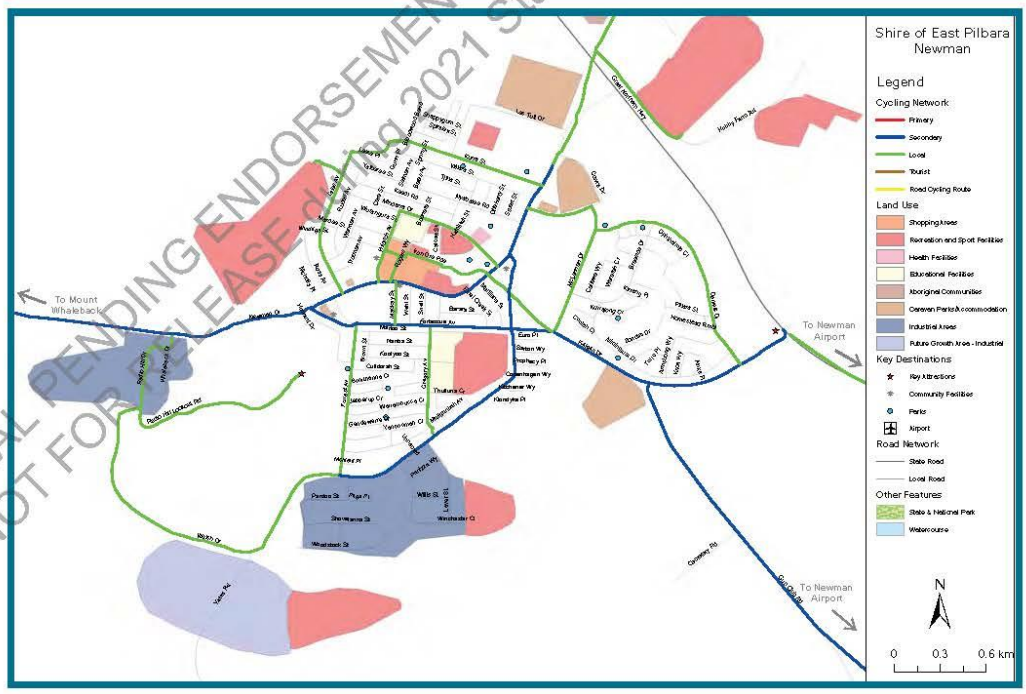


Figure 3.4 Proposed 2050 cycling network for Newman

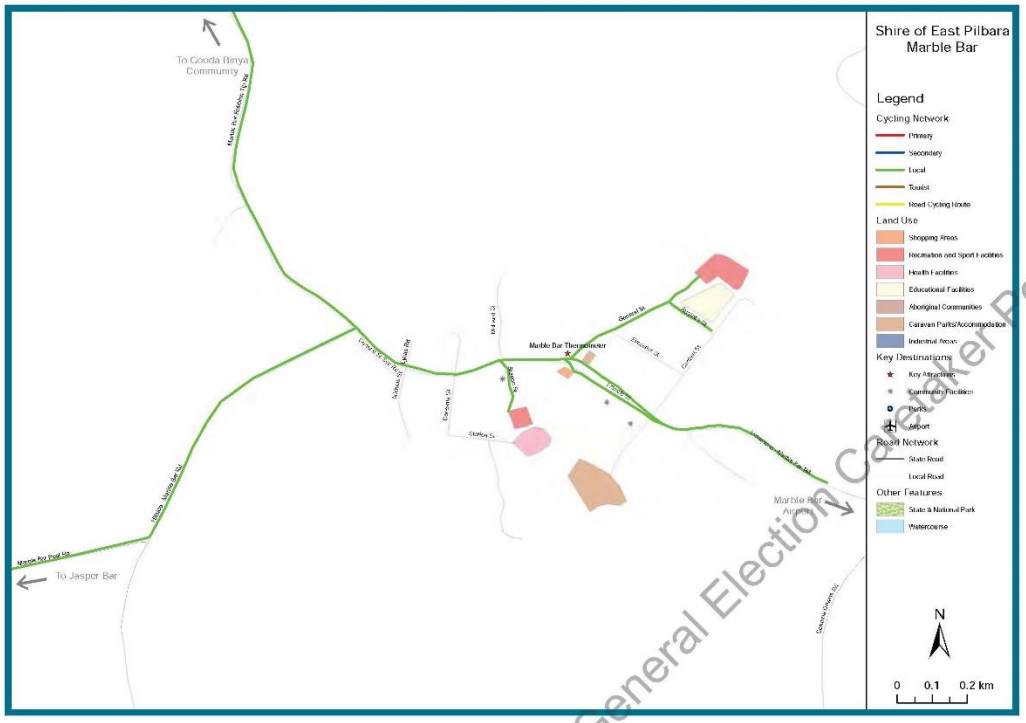
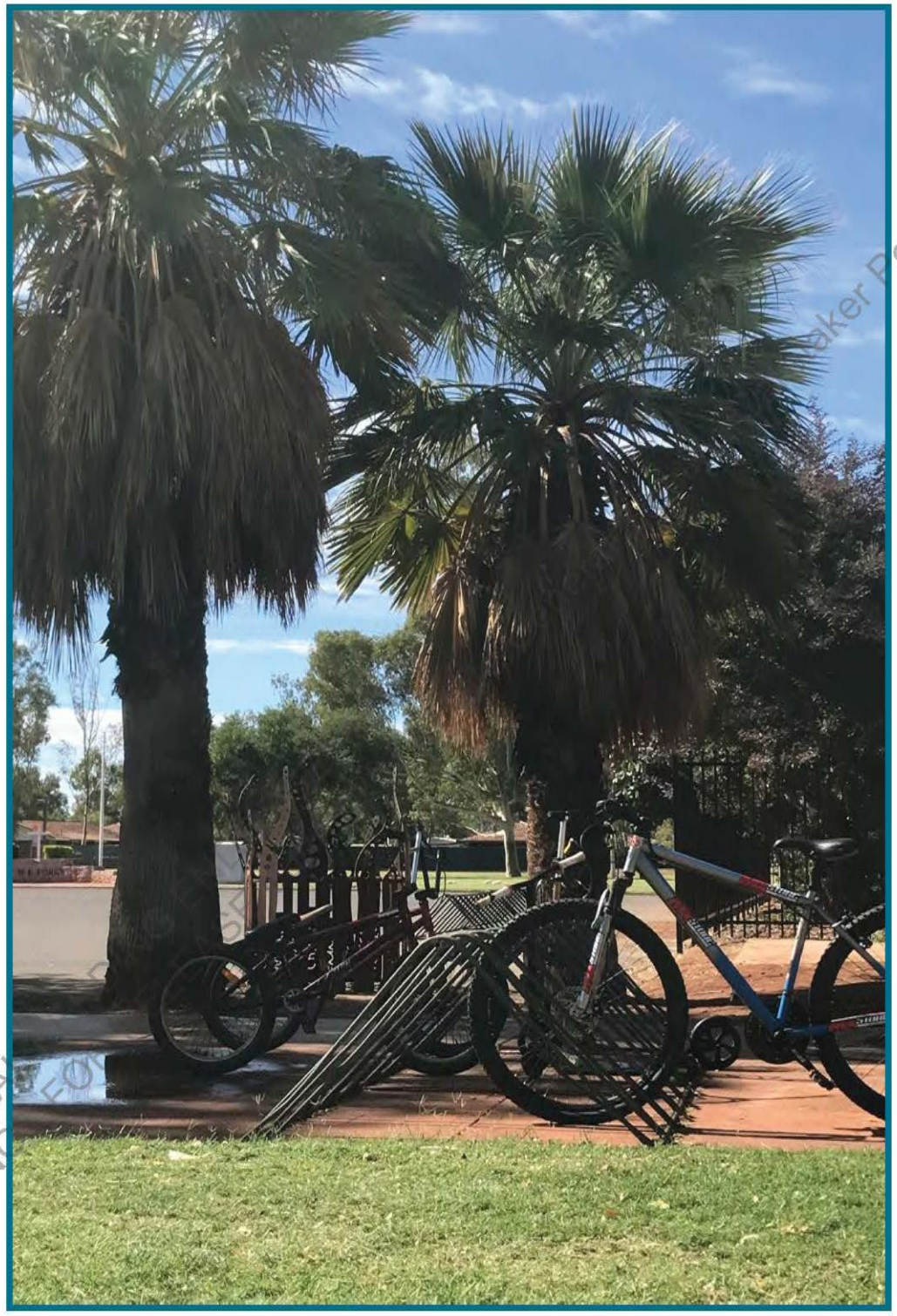


Figure 3.5 Proposed 2050 cycling network for Marble Bar



Figure 3.6 Proposed 2050 cycling network for Nullagine

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Bike parking at the local shops in Paraburdoo

3.4 City of Karratha

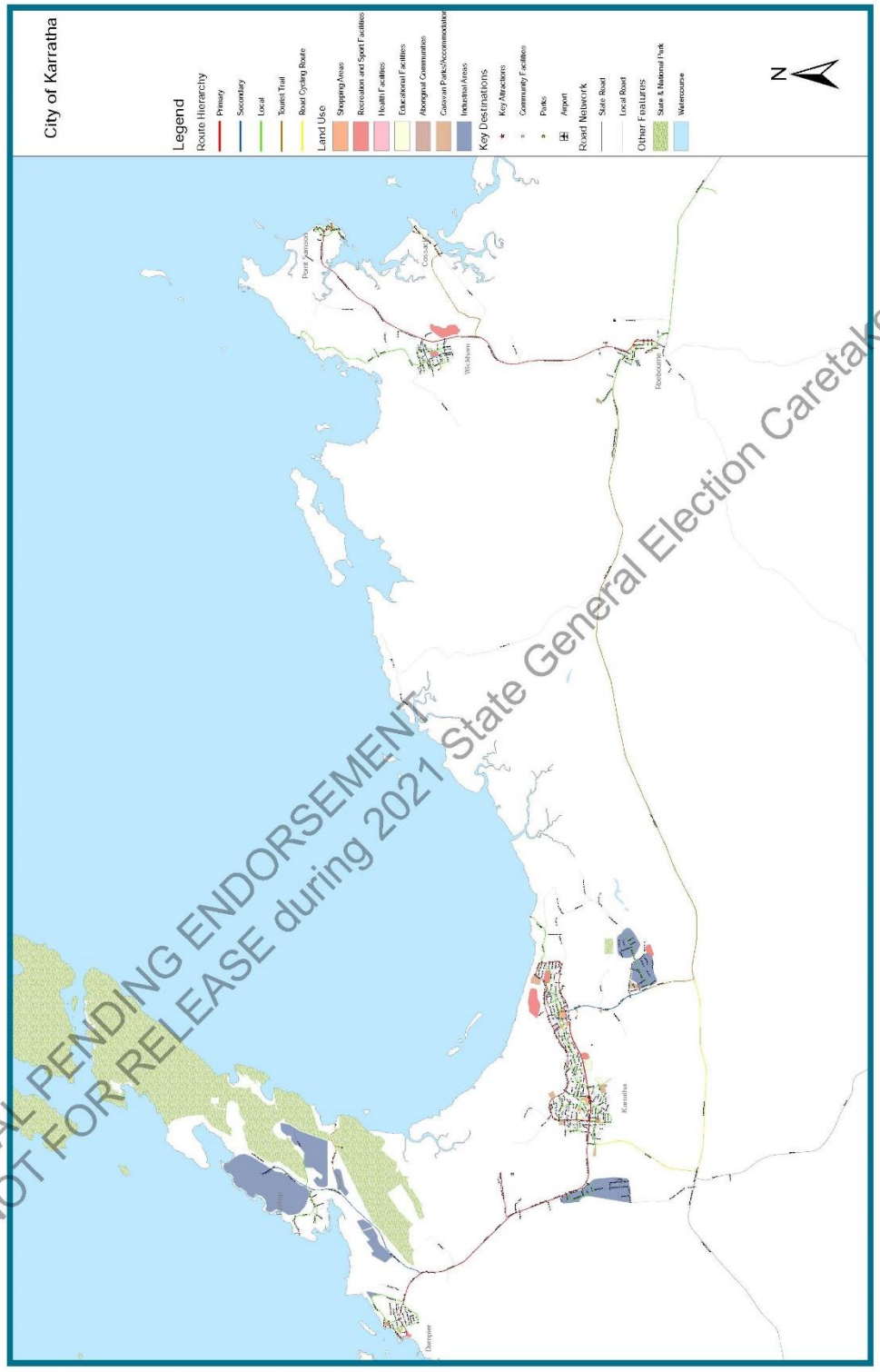
The routes proposed for Karratha's 2050 cycling network are shown in Figures 3.7 to 3.13 and include:

- **Primary** connections between townsites, including between the Karratha town centre and Dampier along Dampier Highway, and connecting Roebourne to Wickham and Point Samson along Point Samson-Roebourne Road.
- A **primary** loop around Karratha's main urban centre, along Bayview Road, Millstream Road and Dampier Road.
- **Secondary** routes to industrial areas south of Karratha town centre and on the Burrup Peninsula in the City of Karratha.
- **Local routes** within employment destinations such as the City's industrial areas.
- A network of **local routes** which connect residents with schools, shops, parks, and entertainment destinations in the City's settlements.
- A **local route** to popular local recreation destination at Point Walcott.
- Supporting **road cycling routes** to better accommodate local and visiting road cyclists, including North West Coastal Highway and Madigan Road in Karratha.
- Developing several **transport trails**, including connections to iconic heritage destinations such as to Deep Gorge and to Gossack, as well as a longer distance trail between Karratha and Roebourne.

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Local pump track in City of Karratha



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Figure 3.7 Proposed 2050 cycling network for City of Karratha subregion

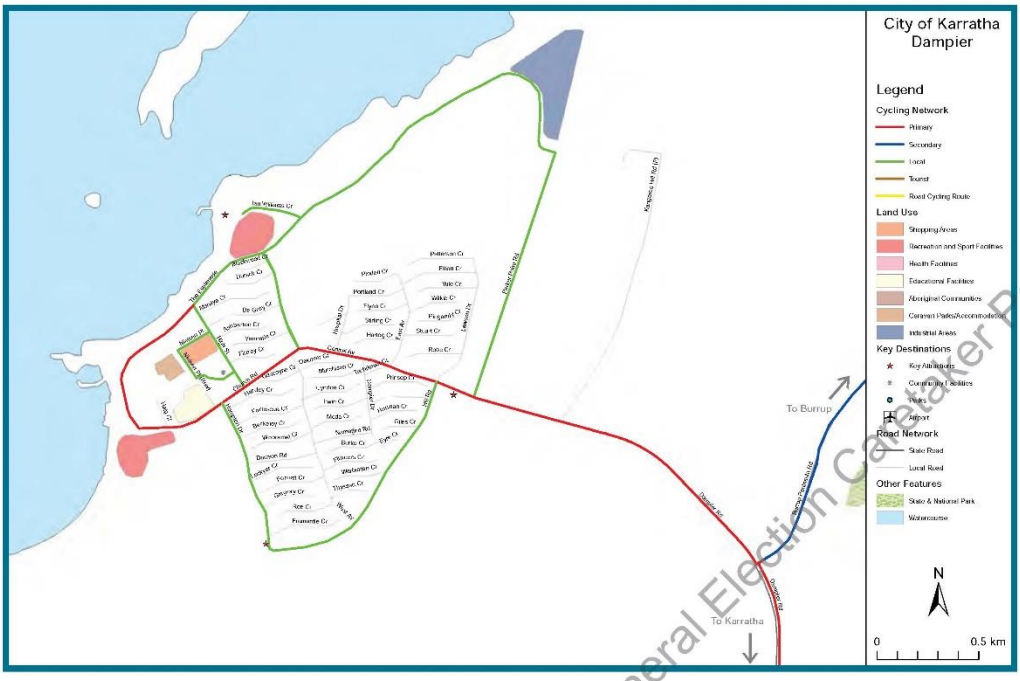


Figure 3.8 Proposed 2050 cycling network for Dampier

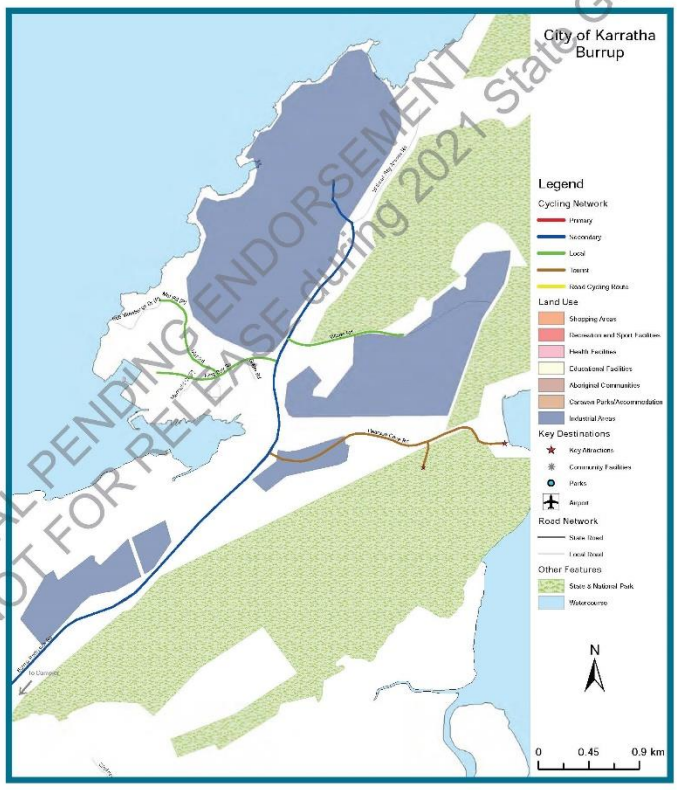


Figure 3.9 Proposed 2050 cycling network for Burrup

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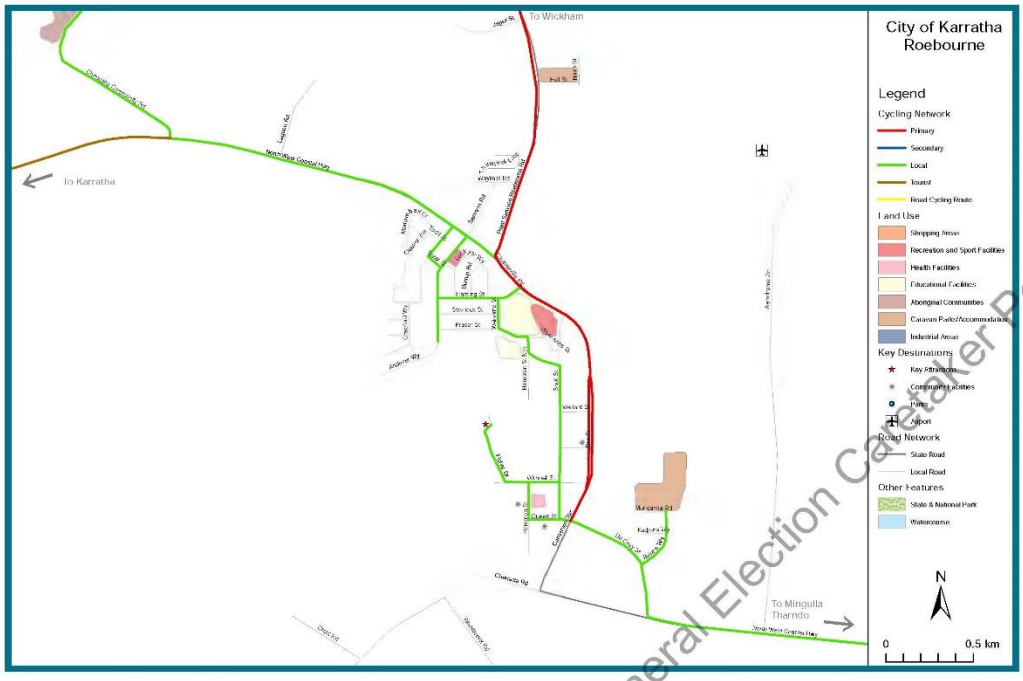


Figure 3.10 Proposed 2050 cycling network for Roebourne



Figure 3.11 Proposed 2050 cycling network for Wickham

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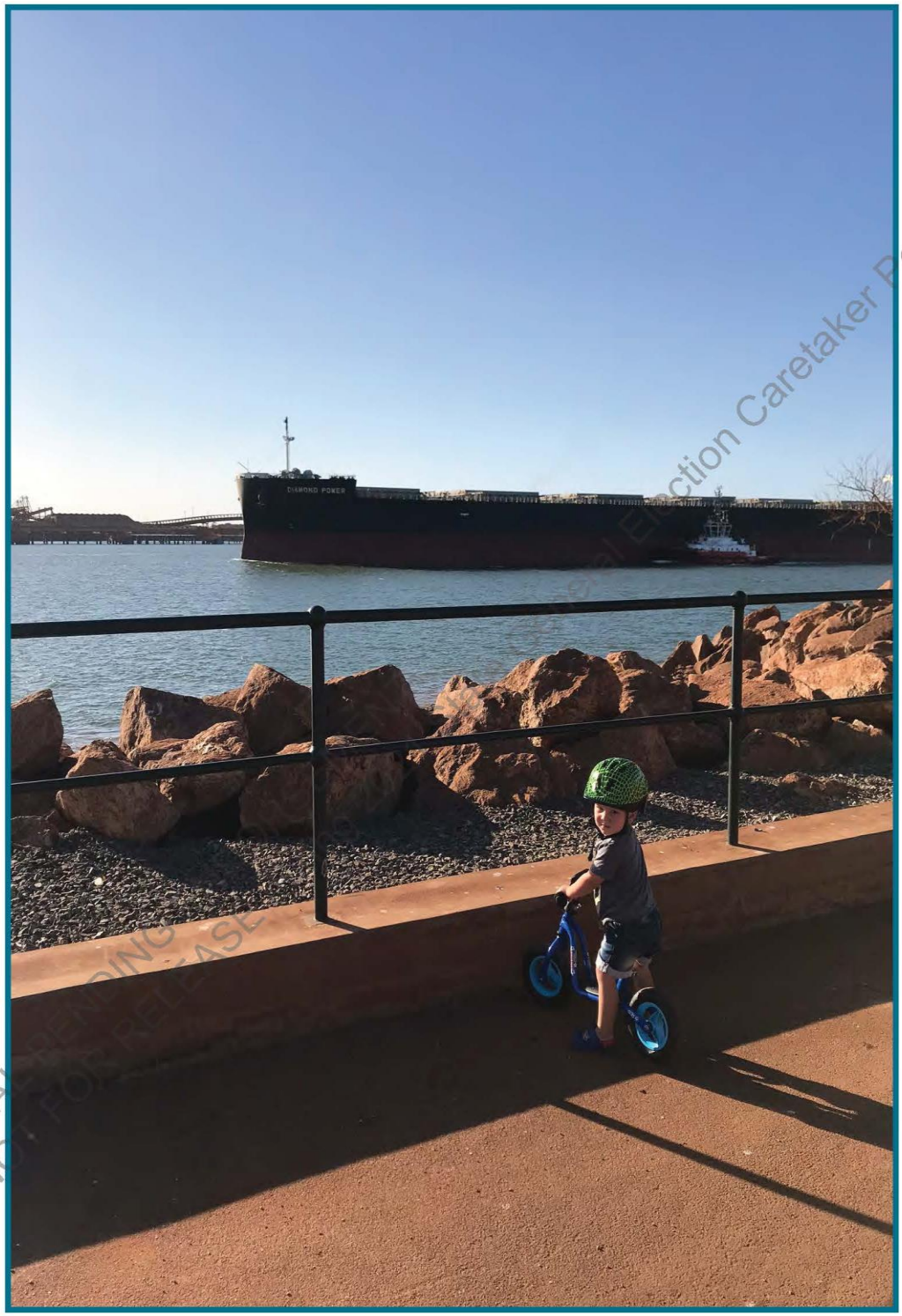


Figure 3.12 Proposed 2050 cycling network for Cossack



Figure 3.13 Proposed 2050 cycling network for Point Samson

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Port Hedland foreshore

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3.5 Town of Port Hedland

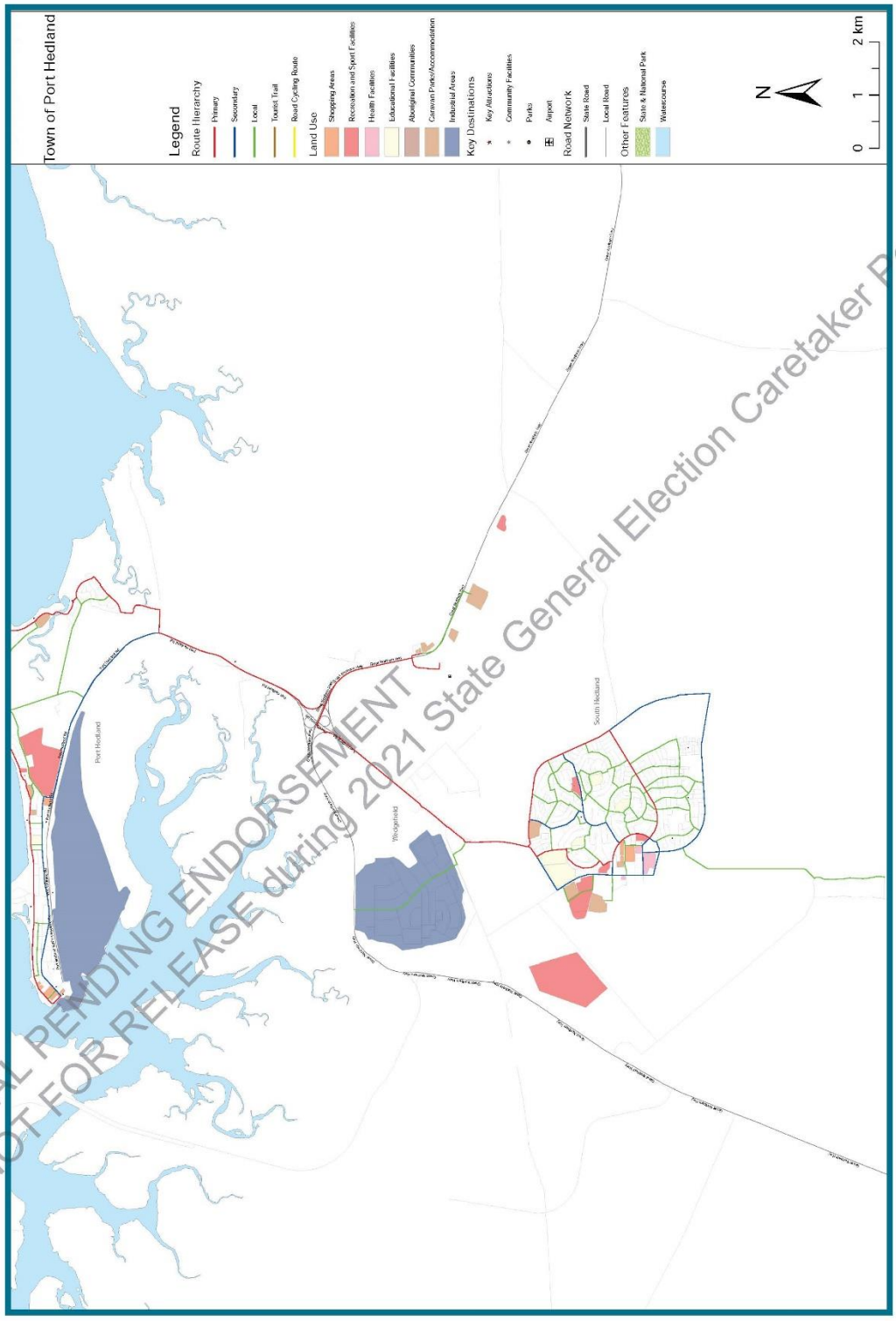
The routes proposed for Port Hedland's 2050 cycling network are shown in Figures 3.14 to 3.16 and include:

- Connecting Port and South Hedland with a **primary** high-quality shared path which also supports access to Port Hedland Airport.
- Developing a **primary** continuous foreshore loop that connects Port Hedland with Cooke Point and Pretty Pool, including a bridge across Pretty Pool Creek.
- In South Hedland, extending the **primary** loop route along Collier Drive and Hamilton Road and North Circular Road, and providing a connection between dense land uses in the South Hedland town centre and various parks, sport and recreation and community facilities and accommodation on Cottier Drive and Stanley Street.
- Providing additional connection between Port Hedland and South Hedland via a **secondary route** along Anderson Street and Wilson Street.
- Developing a dense network of **local routes** providing access to local parks, schools and connecting to higher-order cycling facilities.
- Providing **local** connections to employment generators including the Wedgefield Light Industrial Area.

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Bike parking at South Hedland Aquatic Centre



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Figure 3.14 Proposed 2050 cycling network for Town of Port Hedland subregion

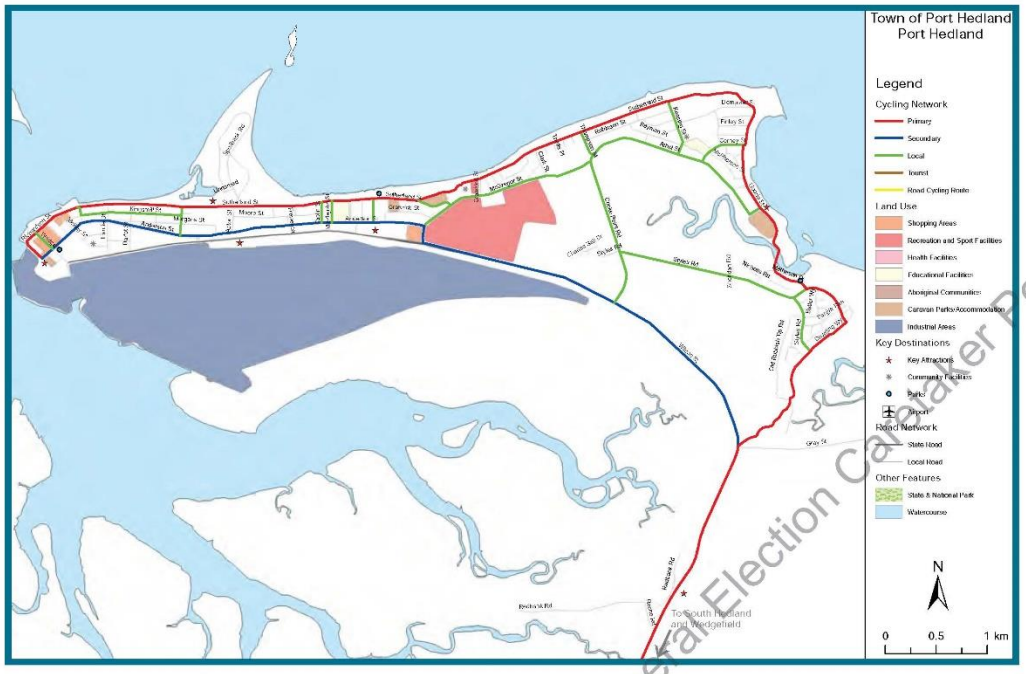


Figure 3.15 Proposed 2050 cycling network for Port Hedland

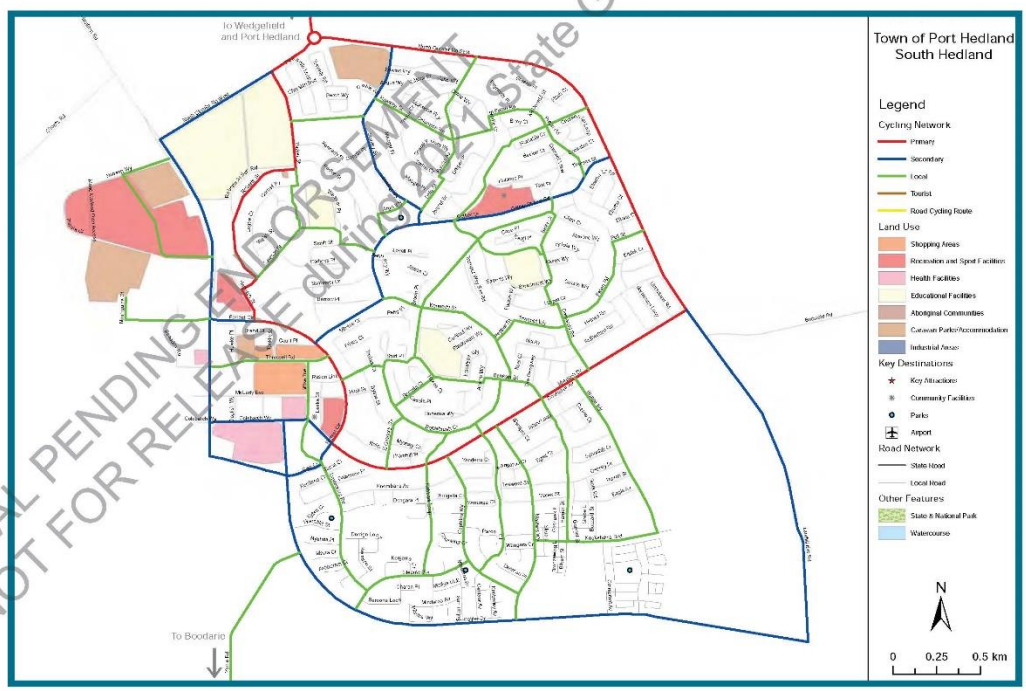


Figure 3.16 Proposed 2050 cycling network for South Hedland

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4. THE WAY FORWARD

This section outlines the way forward for the Pilbara through the identification of central themes for cycling across the region. These themes have been identified from the stakeholder and community consultation undertaken throughout the development of this strategy. Key opportunities have been identified within each of the themes, each of which highlight the potential for bike riding in and around the Pilbara region. Case studies are used to illustrate where similar outcomes have been achieved elsewhere.

4.1 Connecting communities

Connecting communities by direct, accessible and safe routes means cycling becomes a viable and attractive mode of transport to many more people. New connections also provide an opportunity for some to travel between townsites whereas previously they may have been unable, or reluctant to do so.

Due to the size of the region, townsites within the Pilbara are often isolated and difficult to travel between without using a motor vehicle. Even townsites that are within comfortable cycling distance from each other can be isolated due to the connecting roads carrying large volumes of heavy traffic and being unsafe or unsuitable for cycling. In order to reduce this isolation, a number of cycling routes between townsites have been identified, such as Port Hedland to South Hedland and Karratha to Dampier.

Connecting these nearby communities will help make cycling a transport mode of choice and provide an opportunity for people to feel connected to multiple town centres in the region. Creating convenient and safe cycle routes between towns will also enhance access to services such as health care, education, retail and places of employment.

4.1.1 Opportunity: Port Hedland to South Hedland

Port Hedland and South Hedland, in Kariyarra country, are located within approximately 10km distance from one another, linked by the Wilson Street / Wallwork Road route. Connecting Port and South Hedland was one of the most frequently raised issues during community and stakeholder consultation.

Many town amenities, including schools, community and government services, employment centres, entertainment, shopping and recreation destinations, and residences are shared between Port Hedland and South Hedland. Hedland Senior High, for example, is located in South Hedland meaning that many students have to travel between the two townsites on a daily basis.

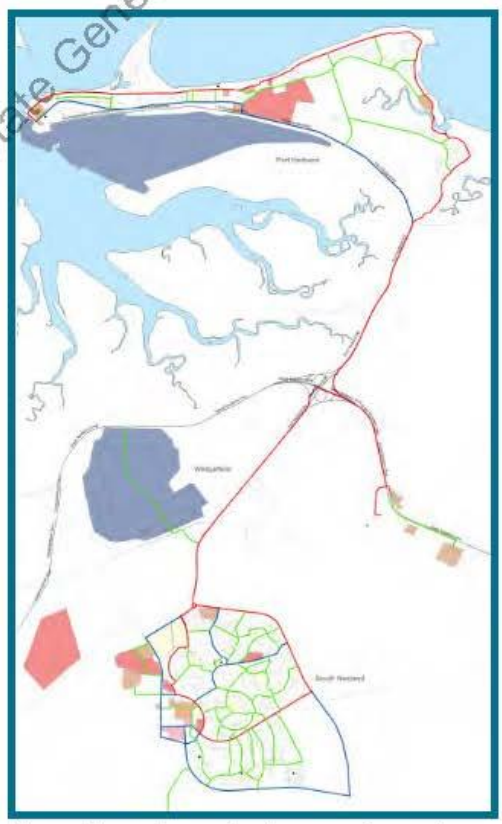


Figure 4.1 Connection between Port and South Hedland

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Figure 4.2 Redbank Bridge, Port Hedland

Progress has been made in recent years in connecting Port Hedland to South Hedland and a continuous path now extends from Redbank Bridge to South Hedland town centre.

The remaining missing links between Redbank Bridge and Port Hedland include:

- Developing a shared path along Wilson Street between Cooke Point Road and Redbank Bridge;
- Developing a shared path along Wilson Street from Cooke Point Road to McGregor Street;
- Developing a shared path connecting Cooke Point, to Pretty Pool and continuing south to link to Wilson Street. Preliminary investigations for a pedestrian and cyclist bridge across Pretty Pool Creek on this link have been conducted, with further feasibility assessment required; and
- Resurfacing and upgrading the substandard section of Wallwork Road shared path between Pinga Street and Wedgefield Interchange to match the standard of the adjacent path sections.

Aside from the benefits to residents accessing education, employment and recreational facilities, this link also has considerable tourism potential. The link would connect Port Hedland and foreshore with Pretty Pool, Redbank Bridge Lookout and the Port Hedland Airport.

4.1.2 Opportunity: Karratha to Dampier

In Ngarluma country, only 14km separates the Karratha urban area from Dampier, and both Karratha Airport and the Gap Ridge Industrial Area are also located within this section. The main connecting route is Dampier Road which carries high volumes of heavy, fast-moving traffic. Experienced cyclists presently make use of the wide sealed shoulders, however a route suitable for all ages and abilities is needed to bridge the gap. During consultation, participants expressed serious concerns regarding their safety when travelling between Karratha and Dampier and other destinations on the Burrup Peninsula.

There is an opportunity to provide a convenient and safe separated cycling route between Karratha and Dampier. A safe cycling route connecting the two centres would help to address conflict arising from the existing traffic mix and support better active transport options for people commuting between Dampier and Karratha, as well as areas in between. The link would also enhance access to a wide range of destinations on the Burrup Peninsula including significant industrial areas, tourism and recreation sites.



Figure 4.3 Bridge between Karratha and Dampier

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4.1.3 Opportunity: Roebourne and Wickham to Point Samson

Roebourne, Wickham and Point Samson are reasonably closely-spaced communities in Ngarluma/Yindjibarndi country located along a 19 kilometre stretch of the Point Samson-Roebourne Road. Movement between these communities is generally restricted to private vehicles due to a high volume, heavy vehicle road environment and limited facilities for walking or cycling.

The Wickham community has identified a walking and cycling link to Point Samson as an important facility that would provide access to the recreational fishing and coastal areas at Pope's Nose and Point Samson. The City of Karratha is proceeding with a feasibility study to identify a preferred route and built form for this link.

A later stage could also connect Wickham with Roebourne, either alongside the Point Samson-Roebourne Road or utilising the former tramway alignment. A branch to Cossack would also connect this popular heritage and recreational destination.



Figure 4.4 Point Samson

4.1.4 CASE STUDY: HOWARD SPRINGS TO COOLALINGA SHARED PATH

The Northern Territory Government has developed a 30km shared path from Darwin to the developing rural activity centre of Coolalinga, following the route of the old National Australian Rail Corridor. A new 3.2km section of the route from Howards Springs to Coolalinga has recently been completed. This new path has significantly extended the regional shared path network and provides a traffic-free recreational and commuter link between Coolalinga, Howard Springs, Palmerston and Darwin.

To manage maintenance issues associated with the tropical climate and intense rainfall, the full length of the shared path has been constructed with a sealed surface.

Mid-trip facilities such as shade and water fountains are provided along the route, along with heritage interpretation panels reflecting the significant railway heritage of the corridor. Solar lighting at road intersections ensures safety for path users in the cooler mornings and evenings.

An innovative 'glow in the dark' surface treatment in lieu of traditional lighting, which will assist in defining the path for users.

The development of this link has significantly improved connectivity for people walking and bike riding of all ages and abilities. Between April 2019 and April 2020, usage on the Palmerston-Howard Springs section of the route more than doubled.





Source: Department of Infrastructure, Planning and Logistics

Figure 4.5 The Howard Springs to Coolalinga shared path follows the route of the National Australian Rail Corridor and provides an alternative to vehicle travel for residents, visitors and commuters between Coolalinga, Howard Springs, Palmerston and Darwin

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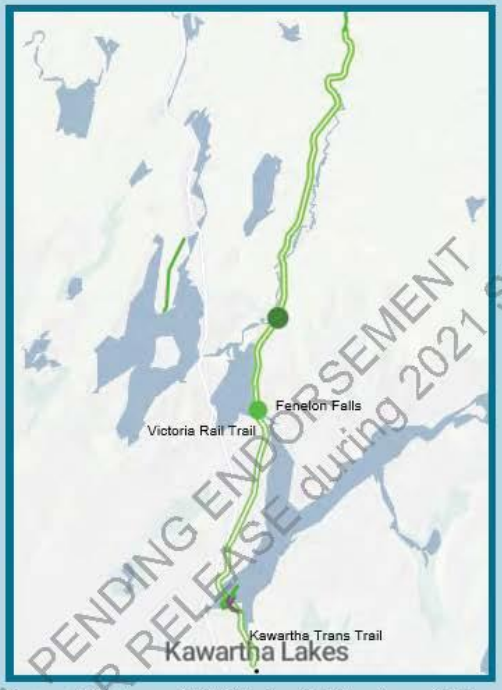
4.1.5 CASE STUDY: VICTORIA RAIL TRAIL, ONTARIO, CANADA

Stabilised gravel paths are an increasingly popular form of path across the world as cost effective option for longer-distance routes between towns and for recreation and tourism trails. Stabilised gravel paths are not limited to riders with special skills or equipment, with most bikes easily able to ride on multiple surface types. These paths are user-friendly in addition to having less environmental impact and being a lower-cost option than their asphalt or concrete counterparts.

The Victoria Rail Trail in Ontario, Canada is an 85km long multi-user trail linking a number of local towns and attractions.

The trail follows the former Canadian National and Canadian Pacific rail lines, capitalising on the mostly-flat alignment to access a number of surrounding natural features, including forests, waterfalls, lakes and marshes, and connections to other trails.

The trail passes through a number of local towns from Bethany to Kinmount, providing riders the opportunity to support local retail, hospitality and accommodation venues, as well as opening an opportunity for local tour operators and associated business to offer supported rides and complementary services such as shuttles.



Source: trailforks.com/trails/victoria-rail-trail-north-corridor/





Source: Ontario By Bike.Ca

Figure 4.6 The rail trail runs from town sites through countryside on a well maintained stretch of rail bed no longer in use. The terrain varies from crushed stone to loose gravel, sand, and some asphalt paths, with the trail adapting to a range of local landscapes.

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4.2 Developing unique cycle tourism experiences

Outdoor and adventure tourism has increased in popularity globally, with cycle tourism now accounting for a significant part of this growth. In recognition of cycle tourism growth and the potential economic benefits for the State, WestCycle and Tourism WA developed the *Western Australian Cycle Tourism Strategy* in 2018.

The strategy identifies two main segments within the cycle tourism market – destination cycle tourists and cyclists while on holiday:

- Destination cycle tourists are cyclists who are motivated to travel to destinations primarily or solely because of the routes, trails and riding experience at the destination.
- Cyclists while on holiday are people who might ride while on holiday in a destination, but bike riding is not the primary reason for their holiday.

Throughout the Pilbara region there are a number of opportunities to improve offerings for both cycling markets. For destination cycle tourists this could include promoting cycle routes that capture the incredible coastal and ancient landscapes on offer throughout the region or developing long-distance cycle routes between regional townsites.

Opportunities for cyclists while on holiday could include routes out to popular tourist locations within each of the townsites. For visitors such as these, paths and trails that connect to scenic local destinations and local facilities provide unique cycling experiences and support local businesses.

Whilst infrastructure plays a significant role in attracting and retaining visitors to locations, marketing and activation also play a vital role, with items such as maps, digital resources, wayfinding, bike hire, and events all encouraging people to get out and explore by bike.

4.2.1 Opportunity: Completing the Port Hedland foreshore path

The Port Hedland foreshore is one of the principal tourism destinations in the region and is heavily used by residents as a place for fitness, recreation and transport.

A shared path exists along much of the foreshore, however missing links include:

- Between the Esplanade to Sutherland Street.
- Between the eastern end of Sutherland Street, around the point to Goode Street at Cooke Point.
- Cooke Point across the creek to Pretty Pool.

The Cooke Point to Pretty Pool connection was raised frequently during community consultation for the Strategy. The area is a popular local destination for picnics, barbeques and swimming, across a small tidal inlet from Cooke Point. Combined with the completion Port Hedland to South Hedland Link (Section 4.1.1), a Cooke Point to Pretty Pool connection would mean visitors could ride continuously from Port Hedland town centre to Port Hedland Airport, taking in spectacular coastal scenery and the lookout at Redbank Bridge, which features the distinctive views of the salt mines and iron ore trains iconic to the local mining industry.

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Figure 4.7 Port Hedland foreshore path

4.2.2 Opportunity: Onslow foreshore path

Onslow, of which the Thalanyji people are the recognised Traditional Owners, has an existing segment of foreshore path running along the beachfront park, which features a number of sheltered picnic tables for locals and visitors to enjoy. The current path is largely disconnected from the rest of the town's path network, including the popular Ian Blair Memorial Boardwalk route that winds through natural vegetation and connects to several local attractions.

To enhance the enjoyment and amenity of people using the path there is an opportunity to upgrade and extend the existing foreshore path north to connect to Onslow Memorial Park and the Boardwalk (noting the Boardwalk is currently a walk-only pathway), as well as extending the foreshore path south to provide access to a further section of coastline and a connection back to the Onslow street network.



Figure 4.8 Onslow Foreshore Path



Figure 4.9 Onslow foreshore trail



Figure 4.10 Ian Blair Boardwalk – Onslow

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4.2.3 Opportunity: Dampier Loop

Dampier is a small coastal town in Ngarluma country, 19km from Karratha, established in the 1960s by Hamersley Iron (now Rio Tinto) as an iron ore port. Its location in a sheltered bay with swimming beaches has made it popular with local residents and visitors alike.

The City of Karratha has recently embarked on a major redevelopment of the Dampier foreshore, creating a destination foreshore for residents and visitors that caters for a wide range of land and water-based activities, as well as supports community and commercial interests. The redevelopment capitalises on Dampier's natural scenery and encourages people to stop, stay and play through improved amenity and provision of recreational facilities, including more local paths and a pump track.

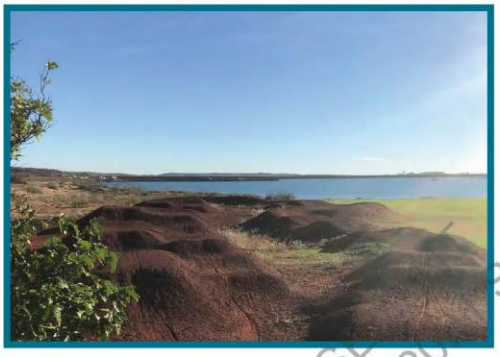




Figure 4.11 Dampier foreshore pump track

A number of unique destinations have been identified within Dampier, and have been brought together into the "Red Dog Trail."

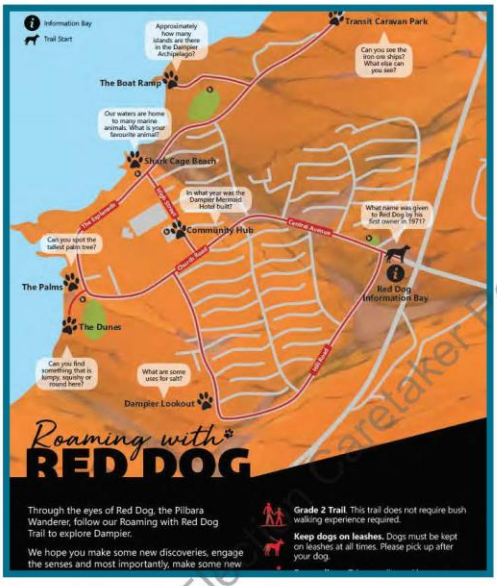


Figure 4.12 Red Dog trail map



Figure 4.13 Red Dog statue

The trail is named for local legend Red Dog, a kelpie/cattle dog who roamed the Pilbara in the early 1970s and who has been celebrated in Australian literature and cinema since.

The trail encourages people to engage with the history of the town in a fun and active manner, stopping at locations such as an iron ore train lookout, the Dampier foreshore, and the Red Dog statue.

There is an opportunity to connect and upgrade existing paths along the route, almost of which are less than 2m wide, to ensure that riders of all ages and abilities have safe opportunities to see and learn about the town and region.

Collaboration will be required with Rio Tinto as a major stakeholder and landowner in the town.

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4.2.4 CASE STUDY: COASTAL PATHS FROM AROUND REGIONAL WA

Coastal shared paths have been developed in many locations across Australia and are a popular way for people to experience the natural beauty of coastal towns.

These paths are particularly successful when they form part of a broader cycle network that intuitively connects key destinations and attractions. Done well, they have the potential to attract visitors as a destination in their own right.

Esperance Coastal Path

Esperance has developed a 14km continuous shared path from Castletown Quays to Twilight Beach, providing users with a range of coastal experiences, from beaches alongside the Esplanade, to views of the jetty, marina and port, and dramatic cliff-lined vistas along the southern coast to the west of town.

Opportunities and actions identified in the *Esperance 2050 Cycling Strategy* would see this path extended to Bandy Creek Harbour and Eleven Mile Beach.

Ocean Beach Cycleway, Denmark

Connecting Denmark town centre to Ocean Beach, the 8.5km long Ocean Beach Cycleway is a scenic cycle route that performs transport, tourism and recreational functions for both locals and visitors. From Ocean Beach it is possible to follow the Wilderness Ocean Walk/Ride (WOW) trail a further 6km to Lights Beach and the Munda Biddi Trail for 5km through to Greens Pool, a total distance of nearly 20km.

Turquoise Way, Jurien Bay

The Turquoise Way Trail is currently a 14km shared path which offers remarkable views over along the coral coast between Jurien Bay and Hill River. A tourist attraction in its own right, the path is being used for fun runs, bike races and triathlon events and has ongoing potential to generate significant economic returns for the wider community. Once complete, the Turquoise Way Trail will cross Hill River and continue through to Cervantes, providing a 28km long link between the two popular holiday towns.





Figure 4.14 The Turquoise Way Trail will eventually connect Cervantes to Jurien Bay, with a connection out to the Pinnacles also planned. The path provides stunning views of the unique coastline.

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4.2.5 Opportunity: Linking caravan parks to town centres

The core tourism market in the Pilbara is self-drive tourists, with around 80 per cent of leisure visitors arriving by road.

Caravan and camping tourism is an ever-popular domestic tourist activity and growing international tourism market, with approximately 13 million caravan/camping trips made in Australia in 2018, characterised by people who like independence and the freedom to discover and experience new places.

It has been identified that the majority of tourists to the region are self-drive tourists, frequently with campervans and motorhomes. Encouraging these tourists to stay, or stay longer, in and around towns in the region will be a key component of any tourism strategy for the Pilbara. With the increasing popularity of active-lifestyle tourism, there is likely to be a growing number of visitors who embrace the opportunity to experience destinations on foot or by bicycle once they arrive.

Throughout the region, the opportunity to connect caravan parks to local destinations with safe, legible and connected cycling facilities has been identified, including in Paraburdoo (Yinjawangka country) and Tom Price (Eastern Guruma country).

- Tom Price Tourist Park is located approximately 4km from the Tom Price town centre. Tom Price is commonly used as a stop off point on route to the Karijini National Park and is also host to a range of transient workers. Providing a safe, off-street route into town will enable visitors of all ages and abilities to access and explore the town by bicycle.
- The Paraburdoo Caravan Park is only approximately 1km from the town centre, facilitating an easy walk or ride between the two. Constructing a new path between the Caravan Park and the town centre will allow visitors the option of an active journey for this short-distance trip.

4.2.6 CASE STUDY: BICYCLES, ELECTRIC BICYCLES AND MOTORHOMES

Bicycles and electric bicycles are becoming an increasingly popular addition to campervans and motorhomes, with many travellers choosing bicycles over towing a small car. Going by bike allows visitors more engaging opportunities to explore an area and interact with their host communities, and electric bicycles make it easier for more people of all ages and abilities to go longer distances, over varying terrains.

For the Pilbara, electric bicycles provide an opportunity for visitors to travel further afield than they may have ordinarily, which opens up unique experiences to people who may have found cycling too challenging physically, or the heat too intense. Conveniently located mid-trip facilities such as shelters, rest spots, electric bike charging stations, bike repair and water stations also make adventuring by bike more appealing.



Figure 4.15 Tourists enjoying Point Samson on their all-terrain electric bicycles after parking up at the local caravan park. Electric bikes make it easier to go longer distances in varying weather conditions and diverse terrains.

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4.2.7 Opportunity: Linking to local attractions in Newman

A number of local attractions within Newman, which sit inn Nyiyaparli country, were identified during community and stakeholder engagement, including the 793B Cat Haul Truck, Radio Hill lookout, and the new Newman Hospital. These destinations celebrate Newman's unique character and the natural beauty of its surrounds.

The Haul Truck exhibition welcomes residents and visitors to the town at the corner of Great Northern Highway and Kalgan Drive, providing information about the town and about the Shire of East Pilbara. The Haul Truck is accompanied by sculptures of iconic local fauna, presenting a photogenic learning opportunity for visitors to the region. To facilitate access to this destination, there is an opportunity to continue the path on Kalgan Drive, where it currently stops at Daniels Drive, only 250m from the Haul Truck.



Figure 4.16 Haul Truck Exhibition, Newman

Radio Hill Lookout was identified as an important local attraction, providing stunning views over the townsite and surrounds, as well as hosting several trails used for walking and mountain biking. There is an opportunity to provide a path connecting to Radio Hill lookout, ensuring accessibility for more ages and abilities.



Figure 4.17 Radio Hill Lookout – Newman

4.2.8 Opportunity: Cossack and Burrup Peninsula

The Pilbara region is rich in Indigenous and European heritage. Several heritage destinations have been developed (or have the capacity to be developed) into significant tourism attractors for the region, with the potential to be accessible and explored by bicycle.

The Burrup Peninsula is home to some of Australia's oldest rock art, which recent estimates date at approximately 30,000 years old. The Burrup's rock art has recently been nominated by the Federal Government to be placed on Australia's World Heritage tentative list, which is the first step to achieving UNESCO World Heritage List status. Deep Gorge, located approximately 26km from Karratha town centre and 11km from Dampier, is accessible off Hearson Cove Road and has a local walking trail that allows people to experience the rock art in close proximity is Hearson Cove, one of the only swimmable beaches in the area. There is a unique opportunity to develop a safe, family-friendly cycling route to these destinations, linking to the proposed Karratha to Dampier Link (Section 4.1.2).

Cossack is a heritage-listed townsite located approximately 3.5km east of Wickham, between Roebourne and Point Samson. The townsite was once home to Western Australia's first pearling industry and provides a unique insight into what life was like in regional frontier boomtowns. Backpackers accommodation and a café already support tourism to this site and the City of Karratha has a designated 5km "Cossack Heritage Trail" that people have the option to walk or drive. This trail could be significantly enhanced by providing a cycling route that links to the proposed Roebourne to Point Samson cycle route. This would additionally support recreational trips from nearby towns, with the trail extending to Settlers Beach, noted as a popular fishing location.



Figure 4.18 Cossack

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4.2.9 CASE STUDY: ROCK ART TRAILS

Rock art tourism is significant element of cultural tourism all over the world, with even cave replicas in France receiving tens of thousands of visitors per year. Rock art tourism allows the integration of culture, nature, landscape and cultural heritage.

The Council of Europe, as part of the Cultural Routes program, has developed over 30 trails, designated as Cultural Routes. These Cultural Routes link significant rock art sites in Spain, Portugal and Southern France, in recognition of the importance of these sites as human cultural expression, and to promote their continued protection and conservation.

Cultural Routes have typically been developed as driving routes which link a series of relatively nearby interest points.

For example the 188km Pyrenean Route of Palaeolithic Rock Art in the South of France, which joins a series of nearby sites including the Cave of Niaux and Caves of Gargas, as well as a visitor or interpretation centres.

Combined, the sites making up the trail receive approximately 200,000 visitors per year.

The tens of thousands of years old petroglyphs at these sites, a range of figurative forms and abstract shapes found in rock shelters, caves and open-air outcrops, celebrate religion, local identities and nature. Low impact forms of access to sites, such as cycling, could become a key component of sustainable development of tourism to the sites.



Source: http://www.prehistoire.eu/carp-route/#





Source: https://www.donsmaps.com/bedeilhac.html. Photos: Heinrich Wendel (© The Wendel Collection, Neanderthal Museum)

Figure 4.19 Providing a walking and cycling connection to cultural and heritage sites emphasises an active yet gentle way of engaging with the living landscape, its history and its people.

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4.3 Encouraging healthy, active and safe communities

Australia is facing a nation-wide issue with physical inactivity. More than half of Australians are either not active at all, or do not meet the recommended guidelines[7]. Most people are simply not moving enough and this slow down in activity is seeing significant consequences to peoples' physical and mental health. Enabling people to walk and bike for more everyday journeys is one of the key ways to tackle inactivity and help reduce the burden of health conditions linked with a sedentary lifestyle.

There are numerous health benefits associated with walking and riding a bike, including promoting increased cardiovascular fitness, muscle strength and joint mobility, improved posture, and reduced stress. Regular exercise through walking and cycling also benefits peoples' emotional and mental wellbeing, encourages people into the outdoors, and promotes socialising. Importantly, these modes can be made accessible to all socioeconomic groups – walking is virtually free while the costs of cycling are minimal compared to the costs of buying and servicing a vehicle or even maintaining a gym membership.

Riding a bike is an activity in its own but can also be a way to get to places of recreation, including sport and recreation facilities and mountain biking trails.

Comfortable and connected routes will enable new and existing riders to cycle to an increased number of destinations, which will assist in improving the health and overall physical activity of people within the region.

Safety of such routes is paramount in encouraging those who are interested in cycling but may have some concerns to choose to ride. Safety can be promoted through greater consideration of people riding in on-road environments and by providing opportunities for people to improve their bike riding skills through community rides, skills training, and targeted bike education. Furthermore, more people out and about on local streets and roads improves community safety through passive surveillance and community strengthening through increased social interactions on within neighbourhoods and across streets and paths.

Local governments, schools and workplaces have a role to play in supporting more people to choose to cycle by committing to travel behaviour change programs and community activities. These initiatives, in conjunction with appropriate infrastructure and connections, will support increased physical activity in the region.

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4.3.1 CASE STUDY: COMMUNITY BIKE RIDING ACTIVITIES

Many local governments run bike riding events as part of their sport and recreation programs, working with local schools, workplaces and community service organisations to deliver a variety of engaging activities.

The Shire of East Pilbara has been hosting a range of bike related activities for a number of years, including regular Bike Week/ Month events and the annual Newman Triathlon. The Shire's 2019 Bike Week 'Newman Bike Bingo' activity encouraged local families to get out by bike and explore the landmarks of Newman via their local bike network.

Fun events such as these increase awareness of the local path and trail network and provide an opportunity for people to practice their riding skills in a safe setting.



Figure 4.20 Newman Bike Bingo

7. Department of Health 2014 Physical Activity and Sedentary Behaviour Guidelines

4.3.2 CASE STUDY: THE TOM PRICE SCHOOL CHALLENGE

In 2016 the Nintirri Centre led a Bike Week event with Tom Price Primary School and North Tom Price Primary School in collaboration with the school P&C associations, WestCycle, the Department of Transport, Rio Tinto, WA Police and the Tom Price BMX Club.

Each school held an event and challenged each other to see who could get the highest percentage of bike riders on the day. Each event had group bike rides, bike safety talks, a bicycle riding Police Officer, bike maintenance talks from the President of the Tom Price BMX Club, bike related competitions (prizes provided by Rio Tinto), a prize for the class with the highest percentage of bike riders, and a free healthy breakfast provided by the school P&C associations. Participation at both events exceeded expectations and students reported that they liked riding with their friends and parents enjoyed riding to school with their children.

Across the two events, 513 people (students, teachers, parents, younger siblings) rode their bikes, which considering that Tom Price as a community has a population of approximately 4500 people, the event influenced around 11 per cent of the community to ride their bike.

At a school level, 84 per cent of students rode on the day of the event and each school tripled the number of students travelling to school by bicycle.

Beyond simply providing a fun activity for students, events such as these give parents confidence to let their children ride to school more often.

Recognised benefits of an active journey to school include:

- Students who travel actively arrive awake and alert—improving their readiness and ability to learn throughout the day.
- Physically active students are healthier, happier, and more socially connected.
- Bike riding is a sustainable mode of transport that reduces congestion and air pollution around schools.
- Riding and walking to school provides ongoing opportunities to teach children essential road safety skills.



Source: https://www.facebook.com/NintirriCentre
Photo credit: Tina Elliott Photography

Figure 4.21 Tom Price Bike Week Inter-school Challenge

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4.3.3 Opportunity: Developing loop routes around towns for fitness and leisure

Cycling loop routes support access to local destinations while also providing additional opportunities for recreational cycling, leading to improved fitness and health outcomes for communities. Loop routes allow people to ride for longer, and do not require riders to backtrack, which many recreational and fitness riders seek to avoid.

This strategy identifies several opportunities for loop routes. These include:

- In Karratha there is an opportunity to develop a high-quality loop that encircles a significant portion of the urban area. The loop includes cycling infrastructure Bayview Road, Searipple Road, Maitland Road, Millstream Road, and Dampier Road, with options to extend or reduce the size of the loop with a connecting route at Balmoral Road. This loop provides access to local schools and parks, the Karratha Health Campus and City Centre, community facilities including the public library, and dense connections to local routes.
- In South Hedland a loop is proposed along North Circular Road and Murdoch Drive, supporting connections to schools, sport and recreation facilities, and the town's shopping precinct.
- In North Tom Price, completion of a shared path along Killawarra Drive and Kanberra Drive will provide a convenient loop for residents and a connection via existing paths to Tom Price town centre.

The loop routes in this strategy have been designed to contribute to a complete, connected and comfortable network which provides access to local destinations as well as recreational opportunities.



Figure 4.22 Local resident on training loop in Gap Ridge, Karratha

4.3.4 Opportunity: Mid-trip facilities and heat stress management

The Pilbara region has unique environmental challenges to walking and cycling participation, including extreme heat conditions and sun exposure concerns. For this reason, many Pilbara residents prefer to exercise and recreate during the cooler conditions in the early morning and late evening. For travel that needs to occur during hot conditions, mid-trip facilities are an important feature of the cycle network to manage heat stress.

These facilities can include:

- Vegetation and shade to help manage heat stress and provide a buffer to winds.
- Rest stops, which may include benches and public restrooms, and should include shade.
- Drinking points to ensure riders, particularly young and vulnerable riders, can hydrate.
- Lighting of paths to improve safety and comfort of cycling outside daylight hours.
- Wayfinding signage.

These mid-trip facilities complement end-of-trip facilities such as secure bike parking, showers and lockers.

Community responses collected during engagement revealed a clear desire for these facilities to be developed. The following specific opportunities have been identified:

- Providing lighting along recreational loops in Karratha would support early morning and evening cycling, as this is when many people choose to exercise to avoid the heat.



Figure 4.23 Touring cyclist taking a rest at informative roadside rest area outside Roebourne.

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4.3.5 CASE STUDY: MID-TRIP FACILITIES

The term 'mid-trip facilities' describes facilities provided along a route that are provided to help create a more pleasant walking and riding experience by increasing natural landscaping, shade, shelter and amenity. These facilities can include lighting, wayfinding, seating, shady rest stops, drinking fountains, bike repair stations, interpretative signage, etc.

Existing facilities planned or already in place along roads and trails can be incorporated into route planning for bike riding. Road rest area locations, such as the one featured in the image below from outside Roebourne town site, allow people to take a break when travelling longer distances by vehicle or bicycle and can also provide visitors information.

The provision of mid-trip facilities has been featured in the development of cycling and active transport routes by state and local governments throughout Australia. Two key examples from WA include:

NorthLink WA Tonkin Highway Principal Shared Path

The walking and cycling route delivered as part of the NorthLink WA transport link from Morley to Muchea connects communities along the corridor with more than 65km of new shared paths. The project is trialling adaptive and smart lighting on the section of shared path between Hepburn Avenue and Gnangara Road.

Using motion sensors, the lights illuminate when a pedestrian or bicycle rider passes by on the path, with the lights turning up or down depending on their direction of travel.

Alongside vegetation, art works, wayfinding to nearby destinations, and a planned interpretative heritage trail, the innovative lighting forms a suite of mid-trip facilities designed to significantly improve peoples' safety and enjoyment along the route.

Turquoise Way Trail

The Turquoise Way is a coastal path being delivered to connect Cervantes and Jurien Bay, with a spur to the Pinnacles also planned. The project is being delivered in four stages, with Stage 1 from Jurien Bay to the Hill River completes in 2019 and the Stage 2 river crossing underway in 2020. Extensive mid-trip facilities have been provided along the 7.4km Stage 1 section, including tourism and heritage signage, bike parking at beach trailheads, and sheltered rest spots (pictured below).







Figure 4.24 Images of mid-trip facilities along the Turquoise Way Trail

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4.3.6 Opportunity: Connections to sports and recreation facilities, including BMX

Participation in sport and recreation is important for community building as well as physical health. Providing direct cycling connections to sport and recreation facilities across the Pilbara region increases the capacity of a diverse range of people to access these facilities, as well as providing additional opportunities for exercise. This strategy has been designed to promote active connections to these active places, including swimming pools, recreation centres and sports ovals. Additionally, it is important that riders using the region's many BMX parks and trails are able to safely access these by bike.

Several opportunities to develop active links to sport and recreation facilities were identified throughout the planning and engagement for the strategy:

- In Karratha, a new path will link Baynton residents with the Karratha Leisureplex. A path will also link to the Karratha BMX Club as well as the Karratha Pump Track.
- In Onslow, a link has been identified to access the proposed BMX track at the Onslow Rodeo Grounds.
- In the Town of Port Hedland, the path network will support access to Sport and Recreation Masterplan precincts, including McGregor Street in Port Hedland, and Hamilton and Cottier Streets in South Hedland.
- In Tom Price, a site at Mine Road/Coolibah Street has been identified as a location for a Pump Track facility, featuring a track, skills loop and jump lines. The site will be connected to local schools and residences through a comprehensive local network.

4.2.7 CASE STUDY: REDLYNCH CONNECTION PATHWAY, CAIRNS, AUSTRALIA

The Redlynch Connection Pathway in Cairns is a 5km long, 3m wide sealed shared path that connects the Redlynch community to surrounding suburbs and town sites. The path winds through spectacular natural landscapes, including rainforest, cane fields and along a freshwater creek. It connects local school students to St Andrews School, Freshwater Christian College and Redlynch State College, and provides critical links to the local public library, swimming pool, BMX Track, and Goomboora Park walking and cycling trails.

Surrounding residents also use the path for recreational rides as well as to commute to work, with the average length of a commuter trip spanning 8km. An independent evaluation of the project has found a significant shift in choice of transport, with 78 per cent of bike riders saying that they would have travelled by car if the path was not there. Economic analysis of the path indicates that for every dollar spent on the path, $12 in economic benefit to the local community is received, capturing health outcomes, traffic congestion, and transport costs.



Source: https://www.tmr.qld.gov.au/Travel-and-transport/Cycling/Infrastructure-projects/Redlynch-Connection-Pathway

Figure 4.25 Safe, active links from where people live, work and learn to sports and recreation facilities allow more people of all ages and abilities to access these community places.

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4.3.8 Opportunity: Linking to mountain biking trails

As well as developing increased opportunities for active tourism, mountain biking is a popular recreation activity for people in the region. Throughout the Pilbara, trails are typical component of paths strategies, including in *Shire of East Pilbara Pathways and Trails Strategy 2012 – 2017, Town of Port Hedland Trails Masterplan (2013) and Shire of Roebourne Trails Master Plan (2013) (now City of Karratha).*

The need for cycling links to mountain biking facilities within and near townsites in the region was emphasised by participants in community consultation, with respondents indicating the location of a number of popular riding trails.

Providing residents and visitors with safe and accessible links to recreational areas and facilities will be an ongoing opportunity for the region, and work is ongoing to integrate regional planning for transport cycling with the development of mountain biking trails.

In Newman, the Strategy develops links to the following sites identified as hubs for local trails:

- Radio Hill Lookout, a popular site where a number of trails were identified.
- TV Transmission Site, where the gold course at the base of the hill was suggested to be developed as a hub for local trails.

Passionate local support for the development of trails was indicated during community consultation and feedback has been shared with the Department of Local Government, Sport and Cultural Industries (DLGSC) for use in their ongoing work coordinating the planning, development and management of quality trails and trail experiences across the region.

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4.3.9 CASE STUDY: CONNECTING TO MOUNTAIN BIKE TRAILS IN COLLIE, WA

In recent years the Shire of Collie has undertaken extensive work to establish Collie as WA's premier trail adventure town. In 2018 the Shire released the *Collie River Valley Trails Strategy 2018-2021*, which outlines a plan to formalise trails for walking, cycling (on and off-road), horse riding, paddling and diving. A significant part of this plan includes progressively upgrading and extending the network of paths and trails that run along the banks of the Collie River.

The Collie River Trail is a high-quality shared path that connects the Collie town centre to a host of community, recreational and cultural sites, including Minninup Pool, Collie Senior High School, the South Regional TAFE Collie Campus, Lions Park, Soldiers Park, and Jack Mears Spring.

The trail also forms part of larger loop trails that link to purpose-built mountain biking facilities and to the Munda Biddi Trail and Bibbulmun Track, linking these trails through to the CBD.

Development of this network of shared paths and trails has supported new economic opportunities for the region through tourism, improved amenity for residents, and connection with places of natural and cultural interest.

The Collie River upgrades have been largely funded through a combination of local, State and federal government grants, including through the RBN grants program, as well as funding provided by private enterprise.



Figure 4.26 Collie River trail

4.3.10 Opportunity: Supporting safer road cycling

Road cycling, as described in Section 2.5, is typically carried out on rural and semi-rural roads that feature scenic landscapes, challenging or undulating terrain and low traffic volumes. Road cyclists do not typically require, or use, protected cycling infrastructure (such as shared paths) in these environments.

Clear signage and delineation of popular road cycling routes can help to reduce actual and perceived levels of conflict between road users. It also helps to reinforce the point that the road is a shared asset and that cyclists are legitimate road users.

Signage and delineation can be used to highlight known conflict areas (for example, where cycling routes cross major haulage routes) as well as inform motorists that they are likely to encounter cyclists in particular areas. Delineating road cycling routes is also helpful for visitors and could be tied to a promotional campaign to attract more road cyclists to the area, and encourage them to stay longer or explore larger parts of the region.

In the Pilbara, while traffic volumes can be relatively low, significant concerns over road sharing and conflicts with heavy vehicles were expressed by the community. In particular, people were concerned about the availability and width of sealed shoulders, as well as implementing regular upkeep and cleaning schedules for shoulders

Based on feedback from existing riders, known road cycling routes around Karratha, Onslow and Tom Price are identified in the Strategy. There are several opportunities which could result in improved safety outcomes for riders on these routes, including:

- Holding road cycling events;
- Developing and maintaining a cleaning schedule to ensure debris is cleared from roadways;
- Increasing awareness of road cycling routes through signage and road markings; and
- Sealing shoulders of road cycling routes used by heavy vehicles.

Increased visibility of people riding bikes on the roads has also been demonstrated to improve safety outcomes for all riders.

4.3.11 Opportunity: Travel Behaviour Change Programs

There are numerous benefits of active transport, including increased community safety from additional 'eyes on the street', supporting local business by increasing access opportunities, reducing greenhouse gas emissions by reducing the number of vehicle trips, and improved community health from physical activity.

Travel behaviour change programs are intended to support voluntary shifts towards active and sustainable transport.

Your Move is a free travel behaviour change program run by DoT that supports individuals, schools and workplaces in swapping a few car trips each week for sustainable and active transport modes, including riding a bike.

Community feedback during consultation for this strategy highlighted that many people are keen to cycle but feel they lack support by workplaces and schools. Both community-level and personalised behaviour change initiatives will support these people to build their motivation, confidence and skills for riding for more everyday trips.

There is an opportunity for local governments to sign up to Your Move and participate in a program of events that support active travel by building peoples' competency and confidence, as well as supporting walking and riding through activation and facilities. Individual schools and bike education, maintenance and skills courses, wayfinding, access guides, Ride to School/ Work events, group rides, and more. Your Move resources are designed to be tailored to the local context and participants earn points through the program that can be spent in the 'shop' on resources and activities.

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4.3.12 CASE STUDY: LAKE GRACE DISTRICT HIGH SCHOOL, YOUR MOVE PROGRAM

Lake Grace District High School in the eastern Wheatbelt region of WA joined the Your Move Schools Program with the aim of encouraging more students walk, ride bikes and scooter to and from school each day. The school caters for Kindergarten to Year 12 students (Year 11-12 via Distance Education) and signed onto the program as part of their school's health and wellbeing focus.

They kicked off by undertaking a 'Hands Up' survey to gauge how students were travelling to school each day (so they could measure the impact of their efforts later on) and started a Student Team who determined the school would offer at least three events per term to promote increased activity, greater mobility and overall road safety practices.

The school also focused their efforts outside of the school gates, looking at the local road and pat network and suggesting improvements to their local government and Main Roads WA.

Their program has included road and bike safety workshops run by local Police, an inaugural walk or ride to school day, staff and parent workshops, parent surveys, a walking school bus, a school infrastructure audit, Fume Free Friday promotion, ride to school day for Bike Month and more.

Their follow up 'Hands Up' survey in their first year in the program showed a 47 per cent decrease in driving, 53 per cent increase in walking, and 110 per cent increase in cycling. Their efforts earned them a Connecting Schools grant for a new shaded bike shelter.





Figure 4.27 Lake Grace's full bike racks

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4.4 Supporting youth cycling

Being active is essential for many aspects of a young person's health and development. Children in regional areas have been found to be more likely to overweight or obese (29 per cent) than children living in major cities (23 per cent) , and a World Health Organisation study indicated that 90 per cent of Australian children between the ages of 11 and 17 do not get enough daily physical activity.

Cycling is a fun and physically active way to get around, which provides a sense of independence and helps build healthy exercise habits for all children and youth. One of the most effective ways to encourage youth cycling is to make it a safe, easy and convenient method of transport to school and recreational activities. This relies on a network of routes, separated from traffic where possible, that link to key youth destinations, including schools, parks, shops, sport and recreational facilities including skill tracks.

Community and stakeholder consultation on the strategy repeatedly emphasised the need for fun, safe, active environments for beginner and young cyclists. This included paths, community facilities such as skills and pump tracks, school programs and bike education, and convenient, accessible, sheltered end-of trip facilities such as those pictured below at Dampier Primary School.

4.4.1 Opportunity: Safer routes to schools

To effectively encourage kids to ride to school, in addition to behaviour change programs and educational measures, the surrounding infrastructure also needs to be inherently safe. This is particularly relevant where schools are located on major roads and conflict with heavy vehicles is frequent. Dedicated infrastructure must be provided to allow school children safe passage and consideration needs to also be given for crossing points in areas that surround schools.

The network in this strategy has been designed to ensure that all schools located within townsites are accessible, with opportunities identified to enhance the safety of cycling school children including (but not limited to):

- In South Hedland paths are proposed to connect Hedland Senior High School and TAFE with Port Hedland as well as surrounding residential areas.
- In Karratha, a path on Dampier Road safely connects all Karratha residents to Karratha Senior High School or St Luke's College.

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Figure 4.28 Bikes at Dampier Primary School

4.4.2 Opportunity: Ensure cycling routes are optimised for young riders

Kids have specific infrastructure needs that are distinct from those of even less-confident adult riders. Cycling can provide significant independence and improve kids' development, however children are vulnerable road users affected by conflict with other modes.

To support safe and convenient cycling for all ages and abilities there is a need to develop separated infrastructure to reduce contact with vehicles in areas with high volumes and/or high-speed traffic. Ensuring safe cycling routes may include:

- Separated paths wide enough to accommodate cycling adults accompanying young children;
- Facilities well away from the road, on quiet roads;
- Self-explaining signage and wayfinding such as on-path markings;
- Forgiving infrastructure so errant riders don't hurt themselves or others;
- Infrastructure which mirrors that which they will engage with as they get older (to build road – and path, sense);
- Infrastructure that teaches young riders to share the path/road;
- Infrastructure being developed in areas with good passive surveillance and adequate lighting; and
- Encouraging youth engagement with local governments over cycling infrastructure so that needs are met, including having children as part of the auditing process of existing infrastructure and involved in activating new routes.

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4.4.3 CASE STUDY: BUSSELTON SCHOOL LINK PROJECT

The City of Busselton, located in the South West region of WA, delivered a 1.4km long shared path project to extend their local path network and provide local students a safe, direct link to the local school, St Mary MacKillop College. The College caters for students from Kindergarten to Year 12 and the route was identified in the *Leeuwin Naturaliste 2050 Cycling Strategy* as a priority project. The College was highly supportive of the path and the whole campus participated in planning and activation events, including a ride to school breakfast and class rides.

Maps of the route were sent to all families and the College Physical Education Teachers were enthusiastic to use the path in cross country events and running group training circuits.

Alongside a range of behavioural and engagement initiatives, including bike education and road safety workshops, the path has contributed to more students being able to ride safely to school and the bike parking is regularly over capacity. Alongside the health benefits of students being more active in their day, enabling students to walk, ride and scoot has also reduced parking demand and congestion around school drop-off and pick-up times.







Figure 4.29 Routes designed with students in mind enable active travel to school

4.4.4 Opportunity: Linking to skills-building facilities and programs

Community consultation revealed widespread concern over the ability for people, in particular children, to develop skills related to bike riding. This includes things like access to safe places to learn how to ride, improve their riding skills and develop their confidence on a bike and on the road, as well as knowledge of bicycle upkeep, maintenance and basic repairs.

To provide access to skills-building facilities, as well as recreation opportunities, this strategy provides improved access to a number of destinations where children can safely develop confidence and competency. The following opportunities for linking infrastructure have been identified:

- In Karratha, linking to Balyarra Park and Pump Track, and Karratha BMX Club (both in Baynton);
- Linking to the proposed Pump Track on Mine Road in Tom Price.;
- In Port Hedland, linking to the BMX track on Anderson Street;
- In Newman, linking to the BMX park near Les Tutt Drive; and
- Linking to skate parks in Karratha, Roebourne, and Tom Price.

With many towns in the region not having bike stores, residents have limited access to bicycle parts and professional servicing options. It was reported during consultation that when the need for bike servicing arises it can be more accessible and cost effective for community members to purchase a new bike altogether.

This strategy aims to support the development of skills for the upkeep, maintenance and servicing of bikes, as part of sustained behaviour change programs. The opportunity to implement programs which develop skills for youth has been identified.

4.4.5 CASE STUDY: DISMANTLE'S BIKE RESCUE PROGRAM

Dismantle, a Western Australian not-for-profit organisation, uses bikes as a tool for empowering at-risk youth, and has developed a successful program for building technical skills in bike maintenance in youth. In the BikeRescue program, BikeRescue mentors work with participants to build knowledge, skills, confidence and teamwork via stripping and rebuilding two bikes per participant – one donated to charity and one kept by the participant.

They have recently launched their "BikeRescue Local" program in the towns Karratha, Wickham and Roebourne. In addition to supporting at-risk youth, developing a range of their skills including bike mechanics, this program also builds the capacity of local teams to run these programs.



Source: https://www.facebook.com/NintirriCentre
Photo credit: Tina Elliott Photography

Figure 4.30 Bike Rescue participant

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4.5 Supporting Aboriginal cycling participation

Bicycles are a relatively low-cost and convenient transport option, promoting mobility for people who may have little access to private vehicles and in areas where there are not available or accessible public transport options. As an active mode, the regular physical activity of cycling also supports enhanced health outcomes.

Throughout the region a number of Aboriginal communities are located close to townsites. By providing safe and convenient cycling routes between these communities and town centres, this strategy supports access to local schools, shops, jobs, community facilities, sport and recreation destinations, and government and health services that are necessary for daily life.

4.5.1 Opportunity: Linking to Aboriginal communities

Some Aboriginal communities are already located within or in close proximity to town centres, while others are a reasonable distance that can be made by bike. Some of the links to nearby communities to be investigated include:

- In Onslow, the Bindi Bindi Community is located off Second Avenue, only a short distance (approximately half a kilometre) from the town centre.
- Near Roebourne the Cheeditha and Mingullatharndo Communities are within comfortable cycling distances to the Roebourne town centre, being about 4km and 9km from Roebourne respectively. They are both located off North West Coastal Highway, with Cheeditha sited to the northwest of the town and Mingullatharndo to the south east.
- Near Marble Bar (Nyamal country), the Gooda Binya Community is approximately 3km distance from town, with a route along General Street providing connectivity between the community and town centre.
- Between Tom Price and Paraburdoo are the Wakathuni and Bellary Springs communities. These are longer cycling distances from town centres, with Wakathuni community being approximately 27km cycling distance from the Tom Price town centre along Tom Price-Paraburdoo Road, and the Bellary.

4.5.2 Opportunity: Social programs

The Strategy emphasises capacity building for local communities by encouraging targeted programs teaching riding and bike maintenance skills, and providing cheap bikes to people in need. These programs teach not only necessary skills, but also train people on how to teach necessary bike skills and in doing so create additional job opportunities in the region.

There is an opportunity for organisations, particularly local governments and schools, to implement programs that recycle bikes, teach refurbishment and maintenance skills, and provide low-cost bikes to those in need. The aim is to provide not only increased mobility options but also to provide activities and support for social events. One example is Bikes 4 Life, a program built around the restoration and supply of bikes as well as teaching basic mechanic skills.



Source: https://www.resourcerecovery.org.au

Figure 4.31 Bikes bound for Kununurra

4.5.3 Opportunity: Connecting to Aboriginal health services

An comprehensive cycle network can be an essential way to access community services, especially in rural areas where limited transit and car ownership can result in social exclusion.

In Newman an opportunity has been identified to support active access to Puntukurnu Aboriginal Medical Service (PAMS), an Aboriginal Community Controlled Health Service located on Stojic Road. PAMS plays an important role building strong communities and families. Developing a path on this route, between Mindarra Drive and Stojic Road, would additionally support connectivity between the Newman House building, aquatic centre and local shops, and Newman Hospital.

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4.6 Fostering connections between industry and towns

The Pilbara is recognised as a globally significant mining and resources region. These industries make a significant contribution to regional development, with towns throughout the Pilbara being established or renewed to further support these industries' requirements, as well as companies using non-resident fly-in fly-out (FIFO) transient workforces.

While mine sites are sometimes located within proximity to established towns, transient workers are typically accommodated in residential camps that are disconnected from these nearby townsites. Many workers have limited access to transport to travel to destinations within towns and there are opportunities to increase their active transport mobility and ability to pursue outdoor recreation.

Providing links for industry to connect into towns will have numerous benefits, from encouraging physical activity through walking and cycling to improving quality of life by supporting social and economic interaction between local communities and visiting workers.

4.6.1 Opportunity: Linking airports to town centres

Significant air transport networks have been developed to support travel for largely FIFO workforces to the region's towns, as well as supporting a growing tourism market. This means that many small towns throughout the region have airports and regular flights.

With the support of emerging electric mobility options, including electric bicycles and e-scooters, FIFO workers may not need to be reliant on car hire or sharing arrangements to travel between the airport and work/accommodation. The opportunity to develop e-bike rental facilities at airports has been identified as a way of supporting the mobility of FIFO workers and tourists in the Pilbara. Hire/loan facilities will need to be accompanied by the development of safe and convenient routes and/or shuttle services between airports and town centres.

The following locations have been identified as places that could support bike routes, shuttle services, or loan/hire/assembly facilities:

- In Port Hedland, the Airport would connect to Port and South Hedland via a shared path connection along Great Northern Highway;
- In Onslow, a path will connect the town centre to the Airport via Onslow Road;
- In Newman, a link between the townsite and the airport has been identified as an aspirational route for further feasibility study;
- In Paraburdoo, a potential trail connecting the Airport with the townsite will be investigated;
- In Karratha, the Airport will be linked to the Primary Route along Dampier Road; and
- At all airports, bike hire, shuttle services and/or bike assembly areas for visitors to utilise.

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4.6.2 CASE STUDY: LINKING TO AIRPORTS – VANCOUVER INTERNATIONAL AIRPORT

Routes connecting to airports, bike loan/hire services at terminals, and bike assembly facilities in terminals are becoming increasingly popular around the world. These services and facilities are designed to serve commuters, tourists, competitive cyclists, and even those waiting for transferring flights.

Sea Island, which is home to the Vancouver International Airport, has a number of cycle routes which allow for access to the various terminals of the airport, as well as connecting to public transport options (buses and trains are both equipped to carry bikes), non-airport destinations on the island including local parks, and to cycle routes leading off Sea Island and in to the broader Vancouver area.



Source: https://www.resourcerecovery.org.au

Figure 4.32 Airport cycle path on Sea Island

4.6.3 Opportunity: Connecting residential camps to town facilities

This strategy aims to establish a clear path for industry to provide cycling connections between towns and existing and future residential camps throughout the region. These camps are typically self-contained and can effectively function in isolation from nearby townsites. Shift workers within these camps typically can have limited opportunity for outdoor recreation and to connect with local town sites, their communities and facilities.

The following opportunities have been identified as having the potential to increase quality of life for transient workers by providing opportunities for active transport and outdoor recreation, as well as greater social connection by enhancing personal mobility and integration of these workforces with townsites and town-based populations:

- In Port Hedland, the ESS Port Haven Village camp will be connected to the network at Walkabout Hotel, and a new path will link to the proposed Wilson Street shared path;
- In Karratha, Woodside camp on Bayview Road and Karratha Village Camp are to connect to the network on Dampier Road;
- In Tom Price, a link to Jundunmunnah Village is proposed on Mine Road, which feeds in to the town centre; and
- In Paraburdoo, a link along Camp Road to Kurra Kulli Village is proposed.

Caravan parks, which frequently support overflow and key worker accommodation, have also been identified as needing better connections into town, and have been discussed under Section 4.2.

Provision of bicycle fleets is also a significant opportunity for employers in the Pilbara region and would be particularly beneficial to transient workers who are unable to bring their own bicycle.

Community Bike Libraries and/or bike share schemes also have great potential to support more people to ride more often.

4.6.4 CASE STUDY: FLEET AND LOAN BIKE FACILITIES AND PROGRAMS

It is becoming more and more popular for organisations to provide their staff with fleet bicycles for use for business trips and on work campuses. Some of the most prominent tech companies in the world, including Apple, Facebook, Google and LinkedIn, have provided employees with campus bikes for years, and closer to home a growing number of WA-based organisations and Government agencies are providing bikes for staff to use.

The City of Vincent provides staff pool electric bicycles as well as a Community Bike Library that includes a wide range of well-maintained bikes for the community to access on a short-term basis. The City's view is that these resources greatly reduce the barriers for people to try cycling. The Bike Library includes a ZAP Electric cargo bike with seats, Zap Step through Electric Bikes, standard adult and kids' bikes, a cargo trailer, and a kiddie trailer with seats and seatbelts for two children.

Many commercial accommodations now also provide bicycles and bike equipment as standard amenities for guests, promoting local paths, trails and destinations to visitors.

Several RAC Holiday Parks in WA, for example, offer bicycle rental as part of their 'features and facilities', some including electric bicycles.

These initiatives recognise the social, health and business benefits of enabling people to travel by actively, while also addressing the barrier of people not having their own bicycle and acknowledging the growing tourism trend and desire in WA workplaces and communities for access to bike riding facilities and activities.



Source: www.yourmove.org.au/city-of-vincent/staff-e-bikes/

Figure 4.33 City of Vincent staff e-bicycle

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5. ACTION PLAN AND MAINTENANCE

This section outlines the strategic priorities that are proposed to be progressed over the next five years. This approach will help enable the Pilbara region to realise its long-term cycling potential over time. The priorities have been informed by community and stakeholder consultation throughout the project, as summarised in Appendix C.

5.1 The existing cycle network

To inform the action plan's strategic priorities, each route within the 2050 cycling network was classified as one of the following:

- **Existing (adequate) –** the level of service reflects current best practice for this type of cycling route (as defined in the route hierarchy);
- **Existing (substandard) –** although possible to cycle along this corridor, the level of service provided does not reflect current best practice for this type of cycling route (as defined in the route hierarchy); or
- **Non-existent (proposed) –** it is either not possible to cycle along this route due to the corridor being non-existent, or, because of existing road conditions, most people are unable to cycle comfortably.

These classifications are reflected in the maps on the following pages, with each route classified as either existing (adequate), existing (substandard) or proposed, and considered in the context of the five-year timeframe of this action plan.

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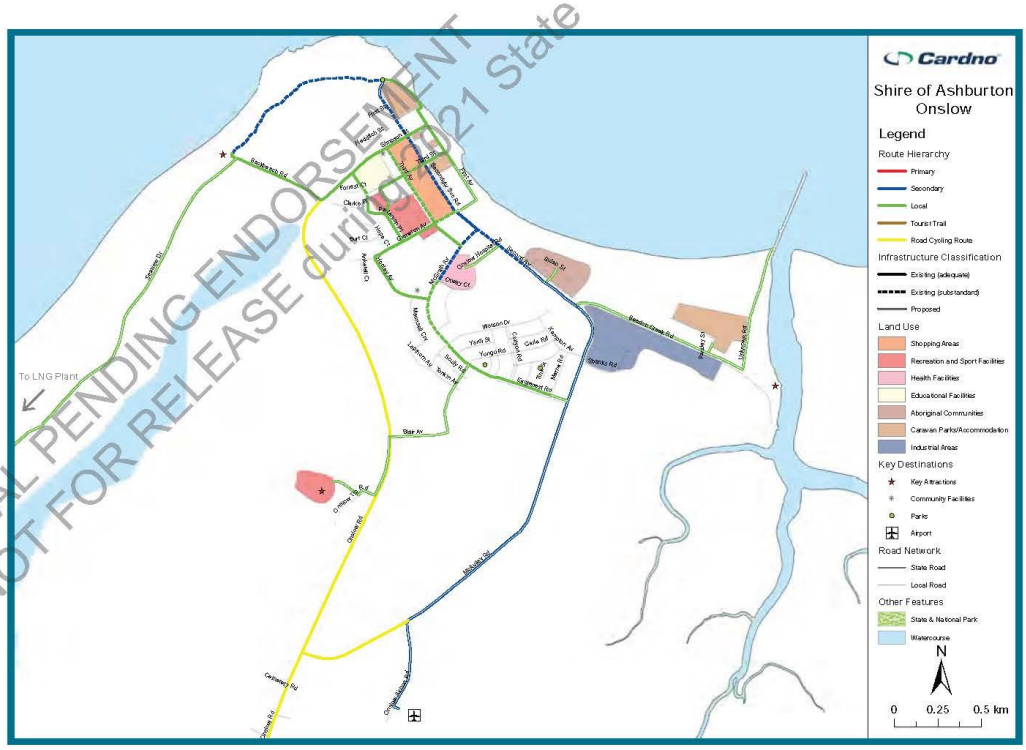


Figure 5.1 Overall 2050 cycling network for Onslow



Figure 5.2 Overall 2050 cycling network for Paraburdoo

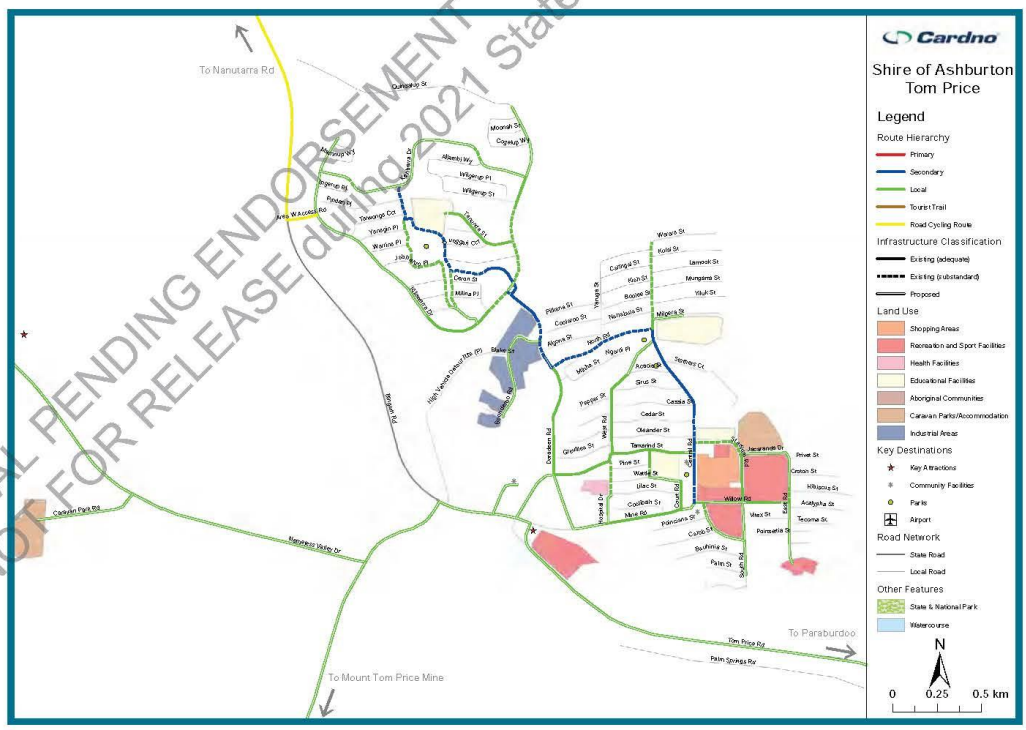


Figure 5.3 Overall 2050 cycling network for Tom Price

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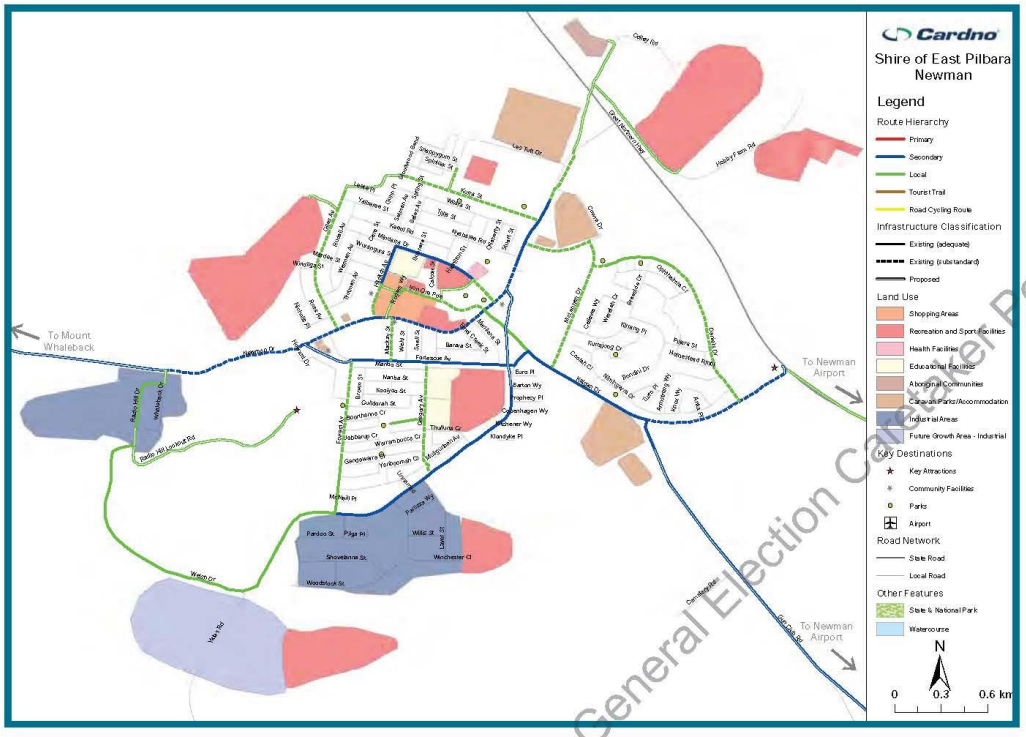
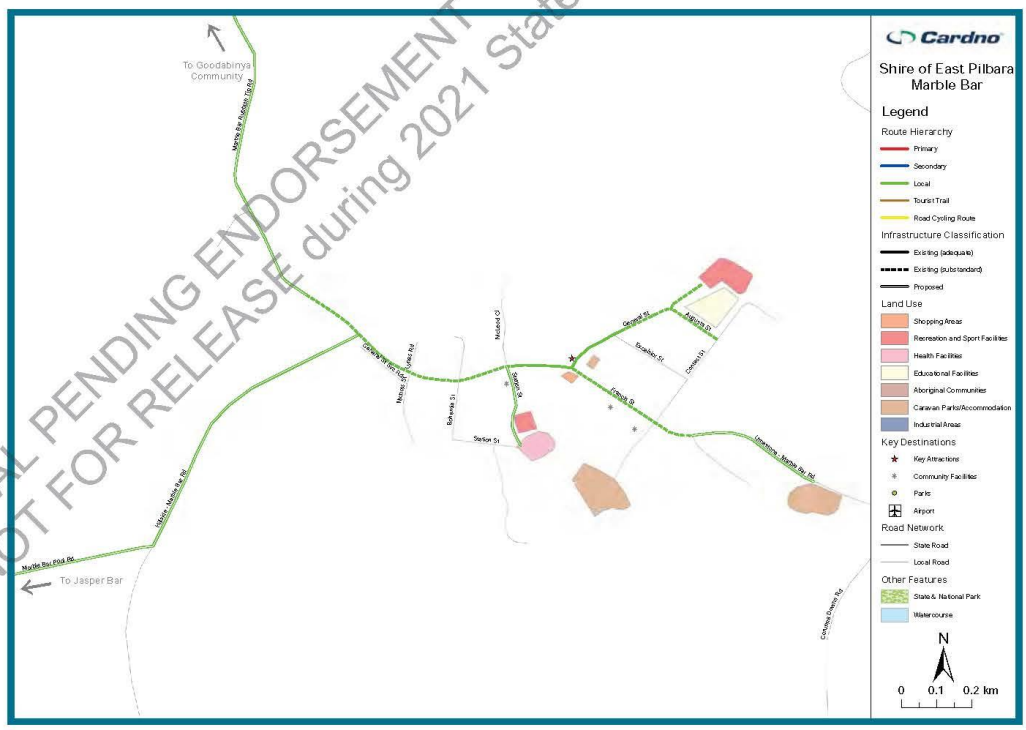


Figure 5.4 Overall 2050 cycling network for Newman



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Figure 5.5 Overall 2050 cycling network for Marble Bar



Figure 5.6 Overall 2050 cycling network for Nullagine

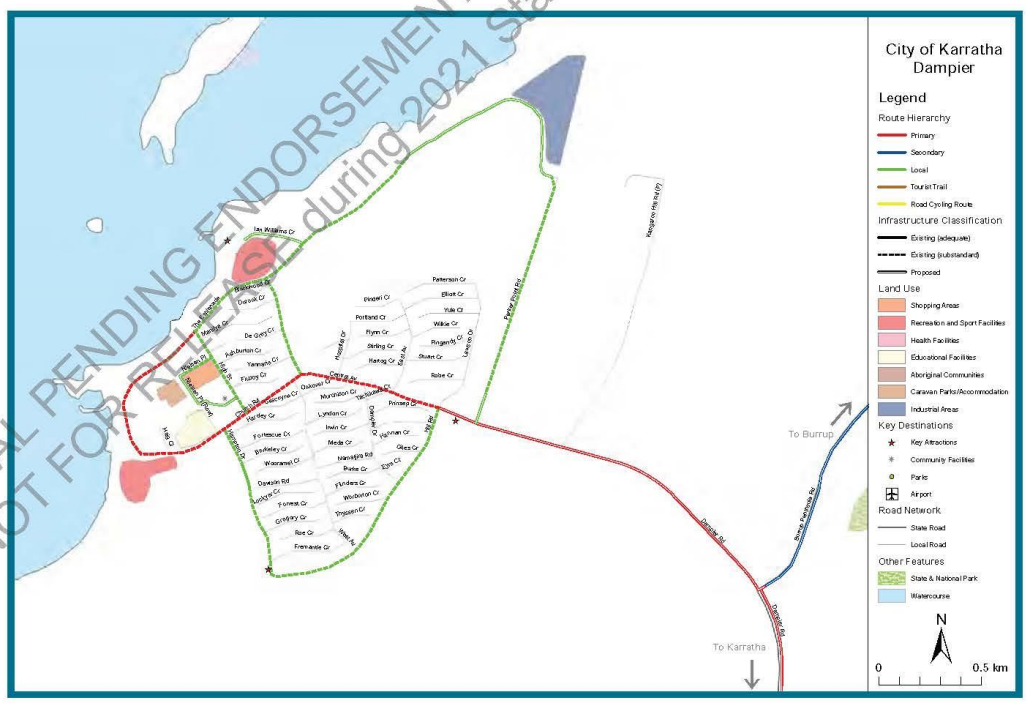


Figure 5.7 Overall 2050 cycling network for Dampier

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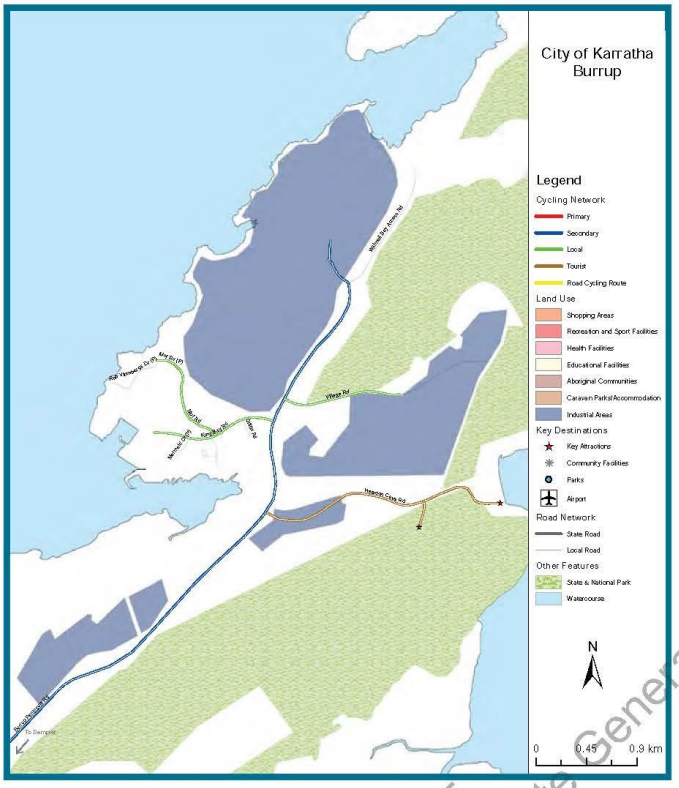


Figure 5.8 Overall 2050 cycling network for Burrup

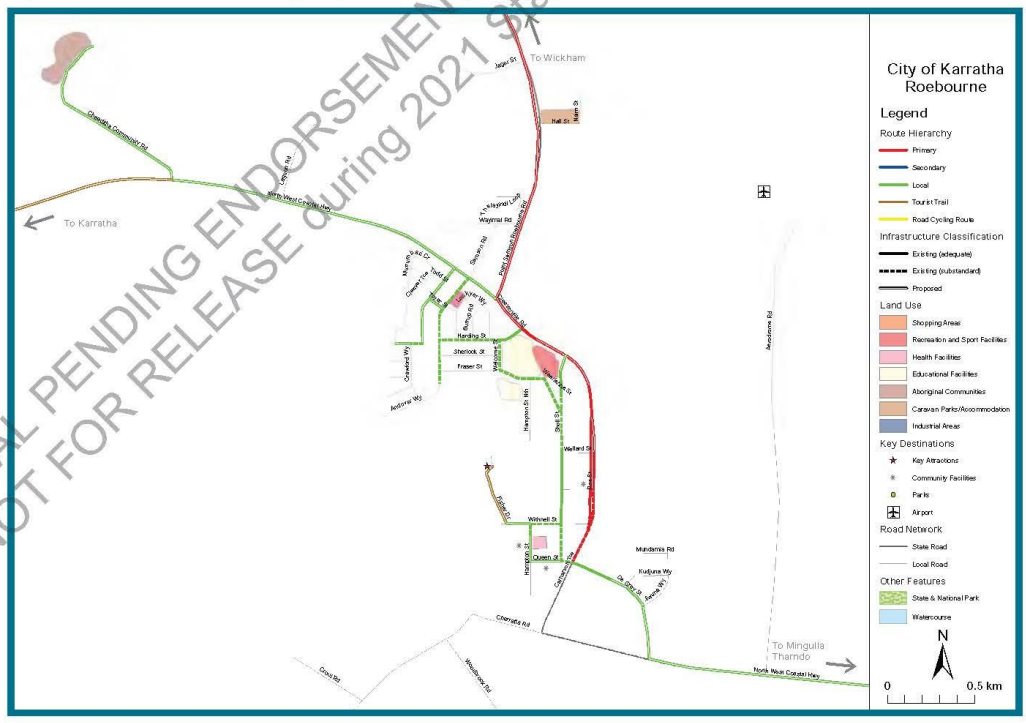


Figure 5.9 Overall 2050 cycling network for Roebourne

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Figure 5.10 Overall 2050 cycling network for Wickham



Figure 5.11 Overall 2050 cycling network for Cossack

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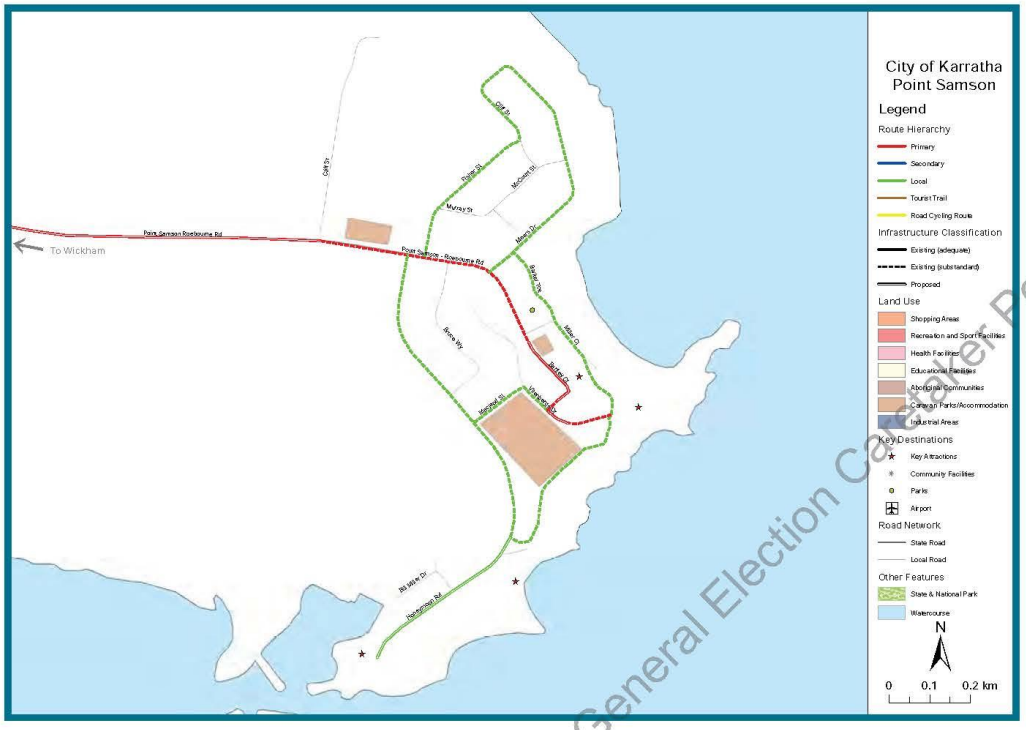


Figure 5.12 Overall 2050 cycling network for Point Samson

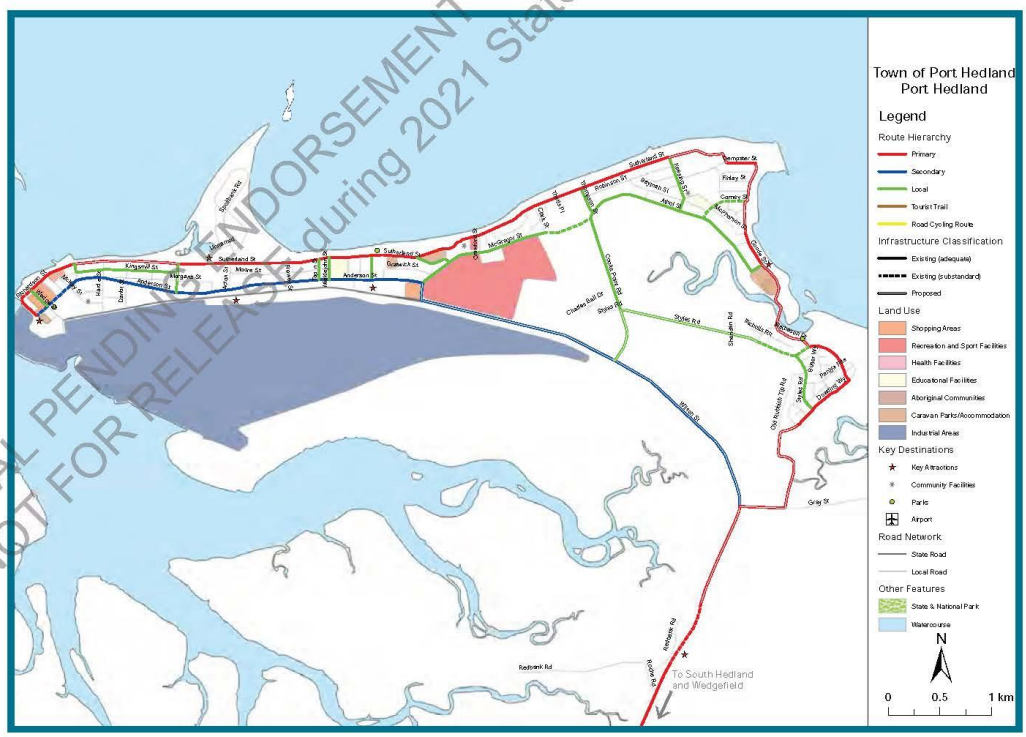


Figure 5.13 Overall 2050 cycling network for Port Hedland

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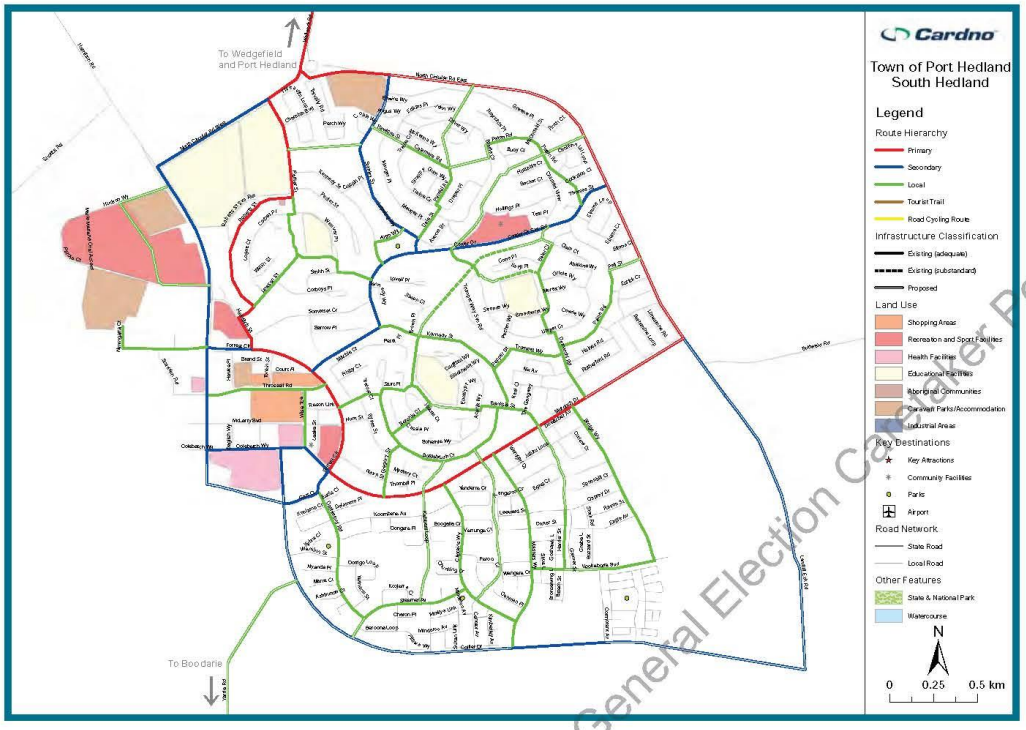


Figure 5.14 Overall 2050 cycling network for South Hedland

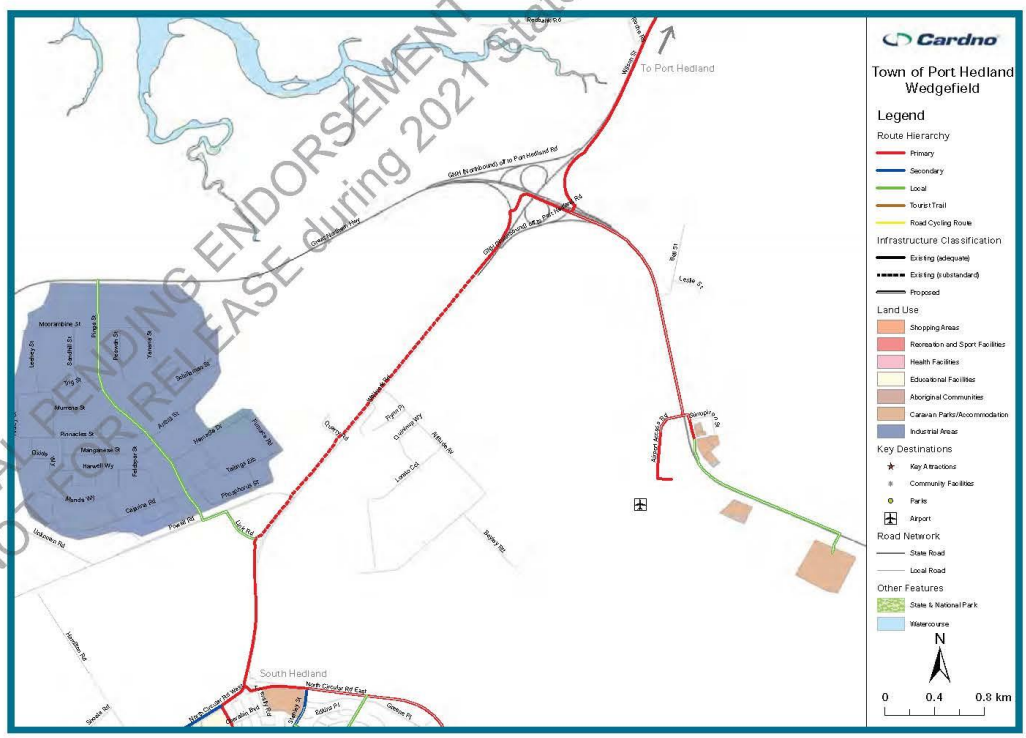


Figure 5.15 Overall 2050 cycling network for Wedgefield

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5.2 Priority Projects

The following tables identify the strategic priorities for cycling in the Pilbara region over the next five years and are organised by financial year and local government area.

5.2.1 Shire of Ashburton

Ref	Action	Project Type	Objective / Justification	Hierarchy
2020-21				
A1	Tom Price – Boardwalk	Feasibility and design	Shire of Ashburton to undertake detailed feasibility study and prepare a design to develop a boardwalk link between Mine Road and Doradeen Road, where there are existing informal tracks. This project will be the first stage in a connection from Tom Price town centre to the Tom Price Tourist Park and Mine.	Local
A2	Tom Price – Oval Link	Construction	Shire of Ashburton to construct a path around the Clem Thompson Oval Block including Jacaranda Drive, East Road and Willow Road, extending the existing path on Stadium Road. Providing this path will support safe access to the numerous sport and recreation destinations on this block.	Local
A3	Tom Price – Area W Loop	Construction	To complete a missing link of the Area W Loop, Shire of Ashburton to extend the existing Killawarra Drive path to the north east, as well as constructing a path along Kanberra Dr and Allambi Way to link to another existing segment of the loop.	Local
A4	Tom Price – Willow Rd/South Rd Link	Construction	In Tom Price, Shire of Ashburton to construct paths along South Road between Willow Road and Palm Road, and along Willow Road between South Road and the existing path at the eastern edge of the softball field. As part of this link the Shire is to formalise an existing informal track at the eastern boundary of the softball field between Willow Road and South Road.	Local
2021-22				
A5	Paraburdoo – Hospital to Information Bay	Construction	In Paraburdoo, Shire of Ashburton to construct a path connecting to the existing path at the hospital on Rocklea Road.	Local, Secondary
A7	Paraburdoo – Loop Fortescue Rd /Nickol Ave	Design and construction	In Paraburdoo, Shire of Ashburton to design and construct paths on Fortescue Road north of Channar Ave, Nickol Avenue, and Meharry Road, to connect to existing paths and create a complete loop around key destinations in the town.	Local

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Ref	Action	Project Type	Objective / Justification	Hierarchy
2022-23				
A6	Onslow – Bidan St to Beadon Creek Harbour	Feasibility	In Onslow, Shire of Ashburton to undertake feasibility study to extend the Second Avenue path to run along Second Avenue and Beadon Creek Road, from Bidan Street to the Boat Ramp. This will provide connection between the Bindi Bindi Aboriginal Community, Caravan Park, Boat Ramp and Onslow town centre, as well as serving future development at Beadon Creek Harbour.	Local, secondary
A6	Onslow – Bidan St to Beadon Creek Harbour	Construction	Following feasibility study in the previous financial year, Shire of Ashburton to construct an extension to the Second Avenue path in Onslow, to run along Second Avenue and Beadon Creek Road, from Bidan Street to the Boat Ramp. This will provide connection between the Bindi Bindi Aboriginal Community, Caravan Park, and Onslow town centre, as well as serving future development at Beadon Creek Harbour.	Local, secondary

5.2.2 Shire of East Pilbara

Ref	Action	Project Type	Objective / Justification	Hierarchy
2020-21				
EP1	Extend Newman Drive (Fairways Estate to Fortescue Ave)	Design	Shire of East Pilbara to design an extension to the Newman Drive path from Fortescue Avenue to Fairways Estate. This link will connect residents with the main spine of Newman's cycling network, providing access to destinations and services.	Secondary
2021-22				
EP1	Extend Newman Drive (Fairways Estate to Fortescue Ave)	Construction	After completing the design process in the previous financial year, Shire of East Pilbara to construct an extension to the Newman Drive path from Fortescue Avenue to Fairways Estate. This link will connect residents with the main spine of Newman's cycling network, providing access to destinations and services.	Secondary
EP2	Calcott Crescent (Mindarra Dr to Calcott St)	Design	Shire of East Pilbara to design a path on Stojic Road between Mindarra Drive and Iron Ore Parade. This link will provide connection to a number of key community services and recreation destinations, including Puntukurnu Aboriginal Medical Service (PAMS), new development at Newman Hospital, Newman House, Leisure Centre and Shopping Centre.	Local

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Ref	Action	Project Type	Objective / Justification	Hierarchy
2022-23				
EP2	Calcott Crescent (Mindarra Dr to Calcott St)	Construction	This link will provide connection to a number of key community services and recreation destinations, including Puntukurnu Aboriginal Medical Service (PAMS), new development at Newman Hospital, Newman House, Leisure Centre and Shopping Centre.	Local
EP3	Extend Kalgan Drive to Dump Truck (Daniels Drive to Great Northern Highway)	Design	Shire of East Pilbara to design an extension to the existing path on Kalgan Drive east of Daniels Drive. This path will provide access to the iconic Haul Pack truck display. This road forms part of the RAV network, and so separating riders and heavy vehicles will be an important consideration.	Secondary
EP4	Connect Newman Caravan Park to Kurra Street	Design	Shire of East Pilbara to design an extension to the existing path on Newman Drive north of Kurra Street to connect to the new caravan park.	Secondary
2023-24				
EP3	Extend Kalgan Drive to Dump Truck (Daniels Drive to Great Northern Highway)	Construction	This path will provide access to the iconic Haul Pack truck display. This road forms part of the RAV network, and so separating riders and heavy vehicles will be an important consideration.	Secondary
EP4	Connect Newman Caravan Park to Kurra Street	Construction	After completing the design process in the previous financial year, the Shire of East Pilbara is to construct an extension to the existing path Newman Drive north of Kurra Street to connect to the new caravan park.	Secondary
EP5	Radio Hill Lookout (Welsh Drive to the Lookout)	Design	Shire of East Pilbara to design a path along Radio Hill Lookout Road, from Welsh Road to the Lookout. The lookout is a noted destination for tourists and visitors to the area, as well as serving as a hub for local trails.	Local
2024-25				
EP5	Radio Hill Lookout (Welsh Drive to the Lookout)	Construction	After completing the design process in the previous financial year, Shire to construct a path along Radio Hill Lookout Road from Welsh Road to the Lookout. The lookout is a noted destination for tourists and visitors to the area, as well as serving as a hub for local trails.	Local

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5.2.3 City of Karratha

Ref	Action	Project Type	Objective / Justification	Hierarchy
2020-21				
K1	Wickham to Point Samson	Feasibility	City of Karratha in collaboration with MRWA to conduct detailed feasibility for a connection between Wickham and Point Samson, including over Pope Nose Bridge. This path is expected to generally follow, but be separated from, Point Samson to Roebourne Road.	Primary
K2	Bulgarra – Bayview Road, Searipple Camp to ex High School site (bridges only)	Construction	The City of Karratha is to construct a bridge to connect Bulgarra to Bayview Road, as part of a two phase project.	Primary, Local
K3	Karratha, Dampier Highway to Welcome Road (and adjacent to Balmoral Road)	Design and construction	City of Karratha to design and construct a primary path connection along Dampier Highway and Millstream Road from Balmoral Road to Searipple Road, and continue this connection as a local path on Searipple Road between Dampier Road and Welcome Street.	Primary, Local
K4	Nickol, Tambrey Drive – Tambrey Pavilion to Bayview Road roundabout	Construction	City of Karratha to construct a new path on the southern side of Tambrey Drive, extending from the Tambrey Pavilion to the Bayview Road roundabout, which will pass Tambrey Primary School and connect to existing paths on Bayview Road.	Local
2021-22				
K5	Bulgarra, Bayview Road – ex High School site to Golf Club	Construction	As part of the second phase of the Bulgarra to Bayview Road project, the city will construct a footpath along the bridge.	Primary
K6	Bulgarra, Bayview Road – Maitland Road to Searipple path	Design and construction	City of Karratha to design and construct a path along Mystery Road, connecting to existing paths on at the Mystery Road and Maitland Road intersection, and Searipple Road. This connection will support a safe loop route around Karratha City Centre.	Primary
K7	Stove Hill/Karratha, De Witt Road – Dampier Highway to Coolawanyah Road	Feasibility	City of Karratha to conduct a feasibility study into a secondary path alongside DeWitt Road, between Dampier Highway and Coolawanyah Road, separated from traffic. This path would provide a connection between the Karratha City Centre and light industrial area.	Secondary

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Ref	Action	Project Type	Objective / Justification	Hierarchy
2022-23				
K8	Baynton, Dampier Highway – Rosemary Road to Karratha Senior High School	Design and construction	City of Karratha to design and construct a path along Dampier Highway from Rosemary Road to Karratha Senior High School. The construction of this path will link the residential developments in Baynton to Karratha Senior High School, also passing North Regional TAFE. The path will also connect to existing paths which link to the Karratha Leisureplex.	Primary
K9	Gap Ridge, Dampier Highway – Bayview Road to Gap Ridge LIA (Exploration Drive)	Feasibility	In collaboration with asset owner MRWA, City of Karratha to conduct a feasibility study into the provision of a path linking the Karratha City Centre with the Gap Ridge Light Industrial Area. It is likely the path will align with Dampier Highway, between Bayview Road and Exploration Drive.	Primary
2023-24				
K10	Roebourne, Sholl Street to Roe Street	Design and construction	The City will design and construct an extended path in Roebourne, to connect Sholl Street to Roe Street. This will close the gap between the two streets, creating a continuous path.	Local
K11	Millars Well, Bathgate Road – existing path Gawthorne Drive to Bayview road	Design and construction	In Karratha, City of Karratha to design and construct a path along Bathgate Road between Gawthorne Drive and Bayview Road, to connect to existing paths. Filling this gap in the network will connect residents to higher order cycling infrastructure and additional local destinations.	Local
K12	Wickham, Wickham Drive – adjacent to Mulga Way	Design and construction	The City will design and construct an extended path as an extension to the infrastructure that already existing. This will allow for a connection from Wickham Drive to Mulga Way.	Local
K13	Karratha, Delambre Drive – Tambrey Drive roundabout to Smith Delambre Park	Design and construction	In Karratha, City of Karratha to design and construct a path along Delambre Drive between Tambrey Drive and Smith Delambre Park, to connect to existing paths. Filling this gap in the network will connect residents to higher order cycling infrastructure and additional local destinations.	Local
K19	Karratha On-Road Cycling Loop	Feasibility	In Karratha, the City is to prepare a feasibility study for improvements to develop road cycling loop along Dampier Highway, Bayview Road, Maitland Road and Millstream Road.	Road Cycling

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Ref	Action	Project Type	Objective / Justification	Hierarchy
2024-25				
K14	Roebourne, Cleaverville Road – Andover Way to Harding Road	Design and construction	In Roebourne, City of Karratha to design and construct paths on Cleaverville Road between Andover Way to Harding Road, these paths will help connect north western residences to key City destinations, including the aquatic centre and primary school.	Primary, Local
K15	Wickham, Nelley Way – River Gum Road to Walcott Drive	Design and construction	In Wickham, City of Karratha to design and construct a path on Nelley Way between Walcott Drive and River Gum Road, to connect to existing paths on River Gum Road. This path will support local connectivity in the town's residential areas, including the park at the corner of Stove Ct and River Gum Road.	Local
K16	Roebourne, Hampton/Queen Street – Hampton Street to Sholl Street	Design and construction	The City of Karratha will design and construct a path, in addition to the existing infrastructure, which will connect Hampton Street to Sholl Street.	Local
K17	Madigan Road and North West Coastal Highway Seal Widening	Planning and liaison	MRWA to investigate seal widening on Madigan Road and North West Coastal Highway to support safe road cycling on the identified road cycling loop.	Road Cycling
K18	Roebourne, Crawford Way – Crawford Way to Todd Street	Design and construction	The City will design and construct an extended path in Roebourne, to create a connection between Crawford Wat and Todd Street.	Local

5.2.4 Town of Port Hedland

Ref	Action	Project Type	Objective / Justification	Hierarchy
2020-21				
P1	Port Hedland Coastal Cycling – Cooke Point to Pretty Pool Section	Feasibility	Town of Port Hedland to undertake a detailed feasibility study to construct a pedestrian bridge and boardwalk connecting Cooke Point and Pretty Pool. The path will facilitate coastal loop rides and improve access to Pretty Pool.	Primary
P2	Port Hedland to South Hedland Link – Wilson Street Redbank Bridge to Cooke Point Road Section	Planning and construction	Town of Port Hedland, in collaboration with MRWA, to undertake feasibility study, design and construct a separated shared path on Wilson Street between Redbank Bridge and Cooke Point Road as part of the planned duplication works.	Primary

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Ref	Action	Project Type	Objective / Justification	Hierarchy
cont.				
P3	Port Hedland to South Hedland Link – Wilson Street from Cooke Point Road to McGregor Street Section	Feasibility and design	Town of Port Hedland, in collaboration with MRWA, to undertake feasibility study and develop design for a separated shared path on Wilson Street as part of the planned duplication works, as well as a segment of McGregor Street (between Wilson Street and Anderson Street).	Primary
P4	Port Hedland to South Hedland Link – Wilson Street and Pretty Pool Section	Feasibility and design	Town of Port Hedland to undertake feasibility study and prepare designs for a shared path link between Pretty Pool and Wilson Street, potentially via an existing track used between Grey Street and Dowding Way. This will link the proposed route on Wilson Street with the bridge connecting Pretty Pool and Cooke Point, and the coastal path.	Primary
P6	Port Hedland Coastal Cycling Route – Richardson Street to Sutherland Street Section	Planning and construction	Town of Port Hedland to undertake feasibility, design and construct a shared path connecting Richardson Street to Sutherland Street along an existing unconstructed road reserve.	Primary
2021-22				
P7	Port Hedland Coastal Cycling – Sutherland Street to Dempster Street Section	Feasibility	Town of Port Hedland to construct a path along the coast, joining Sutherland street with Dempster Street. This will connect two existing segments of path, and contribute to the development of a continuous coastal route from the town centre to Pretty Pool.	Primary
P9	Port Hedland Airport Link – Interchange to Airport Section	Feasibility and design	In collaboration with MRWA, Town of Port Hedland to undertake feasibility study and design for a shared path linking the Port Hedland Airport with the existing shared path at the Wedgefield interchange. This project will provide access to the Airport and Walkabout Hotel complex.	Primary
P10	Port Hedland Airport Link – Airport to Mining Camp Section	Design	In collaboration with MRWA, Town of Port Hedland to design a path connecting the Port Hedland Airport with nearby mining accommodation camps.	Secondary
P15	South Hedland Loops – North Circular Drive to Cottier Street Drainage Link	Design	Town of Port Hedland to design an appropriate local connection along the drainage swale between Cottier Drive and North Circular Drive. This will provide connection to development at the JD Hardie Youth Zone, as well as connecting to higher order routes.	Local

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Ref	Action	Project Type	Objective / Justification	Hierarchy
cont.				
P3	Port Hedland to South Hedland Link – Wilson Street section	Construction	Town of Port Hedland, in collaboration with MRWA, to construct a shared path along Wilson Street to complete the connection between Port Hedland and South Hedland.	Primary
P4	Port Hedland to South Hedland Link – Wilson Street to Pretty Pool Section	Construction	Town of Port Hedland to construct a shared path linking Pretty Pool to Wilson Street, along the alignment identified in the feasibility study.	Primary
P8	Port Hedland Coastal Cycling – Goode Street Section	Construction	Town of Port Hedland to construct a coastal path segment on Goode Street between Corney Street and McPherson Street, to link the existing Goode Street coastal paths.	Primary
2022-23				
P12	South Hedland Loops – North Circular Road to Cottier Drive Section	Design	Town of Port Hedland to develop design to connect to the existing path at North Circular Road and continue eastwards between Stanley Street and Cottier Drive. The path will contribute to establishing a loop route around the South Hedland centre, connecting residents to a route that accesses the town centre, as well as recreational opportunities	Primary
P13	South Hedland Loops – North Circular Road, Cottier Drive to Murdoch Drive	Design	Town of Port Hedland to prepare a design to connect to the existing path at North Circular Road and continue eastwards between Cottier Drive and Murdoch Drive. The path will contribute to establishing a loop route around the South Hedland centre, connecting residents to a route that accesses the town centre, as well as recreational opportunities.	Primary
P9	Port Hedland Airport Link – Interchange to Airport Section	Construction	In collaboration with MRWA, likely to be considered as part of MRWA's Great Northern Highway realignment north of Port Hedland Airport, Town of Port Hedland to construct a shared path linking the Port Hedland Airport with the existing shared path at the Wedgefield interchange. This project will provide access to the Airport and Walkabout Hotel complex.	Primary
P14	South Hedland Loops – Murdoch Drive, North Circular Road to Brolga Way Section	Construction	Town of Port Hedland to construct a path along Murdoch Drive, which will connect the existing path on Murdoch Drive to paths being designed (P12 and P13) as part of this same financial year, contributing to a loop route connecting residents with the South Hedland activity centre.	Primary

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Ref	Action	Project Type	Objective / Justification	Hierarchy
cont.				
P15	South Hedland Loops – North Circular Drive to Cottier Street Drainage Link	Construction	Following design in 2021-22, Town of Port Hedland to construct a path connecting Cottier Drive and North Circuit via the existing drainage swale.	Local
2023-24				
P11	Wedgefield LIA – Pinga Street	Design and construction	Town of Port Hedland to design and construct a path on Link Road and Pinga Street that connects to the existing shared path on Wallwork Road, providing access to the Wedgefield area.	Secondary
P16	South Hedland Loops – Collier Drive, Masters Way to Steamer Avenue Section	Design	Town of Port Hedland to design a path on Collier Drive between Masters Way and Steamer Avenue, developing a loop around the urban core of South Hedland.	Secondary
P17	South Hedland Loops – Collier Drive, Steamer Avenue to Carr Court Section	Design	Town of Port Hedland to design a path on Collier Drive between Steamer Avenue and Carr Court, developing a loop around the urban core of South Hedland and connecting to the existing paths on Collier Drive north of Carr Street.	Secondary
2024-25				
P5	Port Hedland to South Hedland Links – Wallwork Road Upgrade	Construction	Town of Port Hedland to upgrade existing older segment of shared path on Wallwork Road, between Pinga Street and the Wedgefield Interchange, to a similar standard as the remainder of the Port to South Hedland Link.	Primary
P10	Port Hedland Airport Link – Airport to Mining Camp Section	Construction	Following design in financial year 2021-22, Town of Port Hedland to construct a path connecting the Port Hedland Airport with surrounding mining accommodation camps and providing additional connection to Port Hedland Town Centre and South Hedland.	Secondary
P16	South Hedland Loops – Collier Drive, Masters Way to Steamer Avenue Section	Construction	Following design in the previous financial year, Town of Port Hedland to construct a path on Collier Drive between Masters Way and Steamer Avenue, developing a loop around the urban core of South Hedland .	Secondary
P17	South Hedland Loops – Collier Drive, Steamer Avenue to Carr Court Section	Construction	Following design in the previous financial year, Town of Port Hedland to construct a path on Collier Drive between Steamer Avenue and Carr Court, developing a loop around the urban core of South Hedland and connecting to the existing paths on Collier Drive north of Carr Street.	Secondary

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5.2.5 Social infrastructure and capacity building activities (all local governments)

Ref	Action / Type	Objective / Justification
Ongoing		
G1	Your Move Local Government Program and community activities, including Bike Month	Local governments to give consideration to role modelling adoption of cycling in the community through signing up to the Your Move Local Government Program and/or delivering community bike riding and Bike Month activities.
G2	Your Move School and Workplace Programs	Local governments and DoT to encourage local schools and workplaces to run cycling activities and improve soft infrastructure (including mid-and-end-of-trip facilities) through available Connecting Schools Grants and Your Move Program engagement.
G3	Community skills building and social inclusion	Local governments and DoT to promote and support community cycling programs, with a focus on skills building and social inclusion.
G4	Mapping and promoting safe routes to school	Mapping of safe routes to school to be undertaken as practical to enable more active travel to school. Consideration to be given to Your Move resources, including the Safe Routes to School Stencil Art Activity and Creation of an Access Guide.
G5	Cycle network activation	Local governments to consider initiatives in line with new bicycle infrastructure delivery, working to leverage greater cycle participation on and around key cycle routes.
G6	Cycle network monitoring and evaluation	Local governments to undertake monitoring and evaluation of new bicycle infrastructure to measure impact and ensure facilities are well maintained.
G7	Supporting cycle tourism and trails development	Local governments and DoT to work DLGSC, DBCA, Tourism WA and other relevant agencies to support the development and promotion of cycle trail and tourism projects.
G8	Developing cycling sport and recreation facilities	Local governments to consider applying to the Community Sporting and Recreation Facilities Fund (CSRFF) to develop local facilities.

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5.3 Plan Maintenance

Progress on the priority actions identified in Section 5 of this strategy will be reported to DoT on an annual basis by local government.

The Pilbara 2050 cycling network should remain consistent over the medium term. A review of the overarching strategy document every 8-10 years will allow new opportunities to be identified and incorporated into a revised document.

The strategic priorities will be reviewed every five years to ensure current conditions are reflected and relevant projects are prioritised. This review will include reassessing each route's classification as either existing (adequate), existing (needs improving), or non-existent (proposed) and updating the existing network maps.



APPENDIX A
ROUTE HIERARCHY

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A1. ROUTE HIERARCHY SUMMARY

Network Principles

The Western Australian Cycling Network Hierarchy designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), primary users, and so on.

When considering appropriate built forms for primary, secondary and local routes, an all ages and abilities design philosophy should be adopted.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An all ages and abilities design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: • Bicycle only, shared and/or separated paths; • Protected bicycle lanes (uni or bi-directional, depending on the environment); and • Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Road Cycling Routes and Transport Trails form part of the complementary network, supporting more select user groups, primarily for recreational, sport and/or tourism purposes.

	ROAD CYCLING ROUTE	TRANSPORT TRAIL
Function	Road cycling routes are designated routes for bike riders undertaking long distance rides in (predominantly) on-road environments, for training, sports or recreational purposes.	Transport trails provide long-distance, off-road (predominantly unsealed) riding experiences through natural settings, away from motorised traffic. They often support recreational and tourism trips between towns and regions.
Form	Road cycling routes are predominantly located on lower order, rural or semi-rural roads on the outskirts of cities and towns. Sections may follow busier roads, particularly as road cycling routes typically begin and end in built up areas and often follow scenic roads popular with other road users. These routes support bike riders undertaking challenging longer distance rides by raising awareness and encouraging safe behaviour by all road users. This is achieved through advisory signage, warning technology and other road safety initiatives.	Transport trails are typically located within underutilised transport and service corridors in rural areas. Due to their relatively gentle gradients, former railways and certain utility corridors make excellent candidates for these trails. Transport trails should be constructed from materials appropriate to the environment and level of service required. Well drained, compacted gravel with supporting infrastructure such as wayfinding signage is a common form. In some instances transport trails will be sealed, such as where they intersect with busy roads or run through town sites. They will often change classification to a primary or secondary route when they pass through a town, reflecting the more holistic role they perform in the transport network in these situations.

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Other supporting cycling infrastructure – footpaths	
Footpaths	Since April 2016 all cyclists, irrespective of age, are permitted to ride on footpaths in Western Australia (unless otherwise signposted). Footpaths support low speed, low volume cycling, and are particularly important for young and inexperienced user groups. However there are some reasons why people choose to not ride on footpaths. These include: - Speed: Footpaths are rarely afforded priority across intersecting side roads, riding on footpaths is slow, and stop-start. The geometric design of footpaths at many intersections often results in cyclists needing to deviate from their intended desire lines. - Ride quality: As footpaths are typically constructed from concrete slabs or bricks, the ride quality is lower than that of parallel roadways, or purpose-built (asphalt) shared paths. - Blind driveways: Riding on footpaths can be dangerous, particularly on streets which contain large numbers of driveways. At walking speed this isn't normally a problem however for cyclists it is often impossible to see reversing vehicles until the last minute, particularly where paths butt-up against property boundaries. Despite footpaths not forming part of the official cycling network, it is important that developers and local governments design, construct and maintain footpaths that provide a safe alternative for people who prefer to ride at low speeds and away from motorised traffic.



Figure A.1 Poor ride quality, parked vehicles, blind driveways and unfavourable intersection designs make riding on footpaths unattractive for many people.

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Other supporting cycling infrastructure – roads without dedicated cycling infrastructure	
Roads without dedicated cycling facilities	Cyclists are, and will continue to remain, legitimate users of all roads in Western Australia (with the exception of freeways and controlled access highways). It is important to remember that roads without purpose-built cycling facilities serve an important function for some cycling journeys. Wayfinding signage can be a valuable tool to direct cyclists (particularly novice cyclists) to the most suitable streets or corridors.

A2. INTER-MODAL HIERARCHICAL PRIORITISATION

High-order active transport routes should not stop and start by default each time they intersect with a low-order street. Consideration should be given to the relationship between the route within the functional Cycling Network Hierarchy, and the road within the road hierarchy. We call this 'inter-modal hierarchical prioritisation' or 'IMHIP' for short.

Department of Transport encourages priority for people using active transport modes, such as walking or cycling, across minor roads where safe to do so.

Application

One of the major drawbacks of the active transport network is the lack of continuity and priority when crossing minor roads. When people walking or riding are forced to stop and start at every intersection, it has the potential to significantly increase journey times when compared to on-road routes in mixed traffic environments. Where active transport infrastructure (including cycle ways, shared paths, etc.) crosses minor roads, intersections should be designed in a manner that ensures safe use by everyone. This means:

- Both motorists and people on the path are aware of the existence of the crossing, and the priority that applies; and
- The location and design of the crossing, and the priority adopted, does not put road and path users at risk when turning.

Local Context

The local appropriateness of continuing active transport infrastructure and/or surface treatments through intersections should be considered, and road infrastructure should not automatically sever active transport routes as a standard intersection treatment.



Primary bicycle route bisected by minor access street



Cycle route maintaining priority over access street (Sydney, NSW)

Note: For further guidance on applying priority at intersections, please refer to *Department of Transport – Planning and Designing for Bike Riding in Western Australia: Shared and Separated Paths.*

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APPENDIX B
DESKTOP ANALYSIS SUMMARY

FINAL PEER REVIEW
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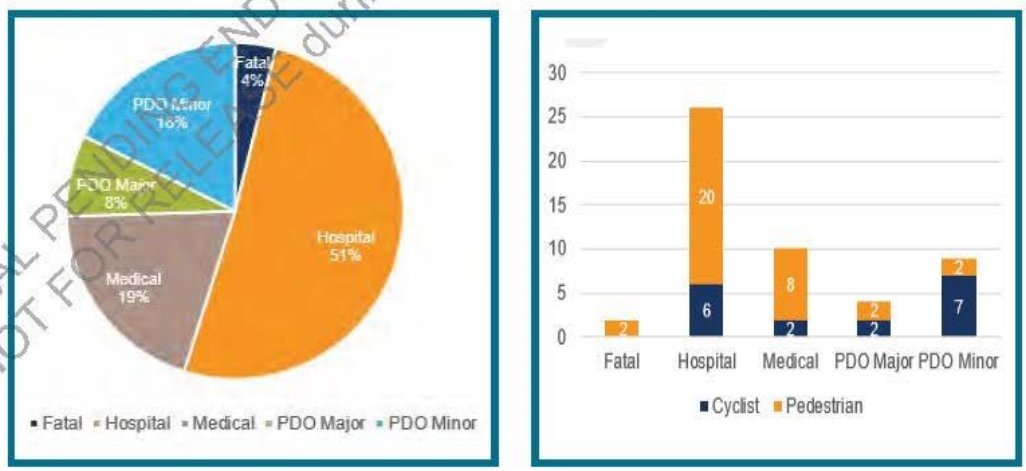
B1. ANALYSIS OF PEDESTRIAN AND CYCLIST CRASH DATA (2015-2019)

Figures B1.2 to B1.6 illustrate the location of cyclist and pedestrian crashes occurring in the City of Karratha, Town of Port Hedland, and the Shires of East Pilbara and Ashburton between 2015 and 2019 Figure B1.1 provides a breakdown of these crashes by severity.

On reviewing the crash data, the following findings were noted:

- Two (2) fatal crashes were recorded within a five-year period, both involving pedestrians.
- There are more recorded pedestrian crashes (34) than cyclist crashes (17).
- There were several major clusters of pedestrian and cyclist crashes along key/busy roads, including:
  - Baynton Drive (Karratha);
  - Dampier Road (Karratha);
  - Forrest Circle (South Hedland);
  - Great Northern Highway;
  - Hamilton Road (South Hedland); and
  - Murdoch Drive (South Hedland).
- There were six (6) reported crashes where cyclists required hospitalisation and a further two (2) where cyclists required some form of medical attention.
- As mentioned above, the available data set covers the period between 2015 and 2019 only. It also only captures reported incidents. Currently there is no reliable data available on near misses, accidents between cyclists and pedestrians, or single cyclist crashes in the Pilbara. It has been estimated that cycling incidents reported to WA Police make up only 20 per cent of all cycling related incidents that result in hospitalisation.

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Notes: "PDO" refers to "Property Damage Only"

Figure B1.1 Pedestrian and bicycle crashes by severity

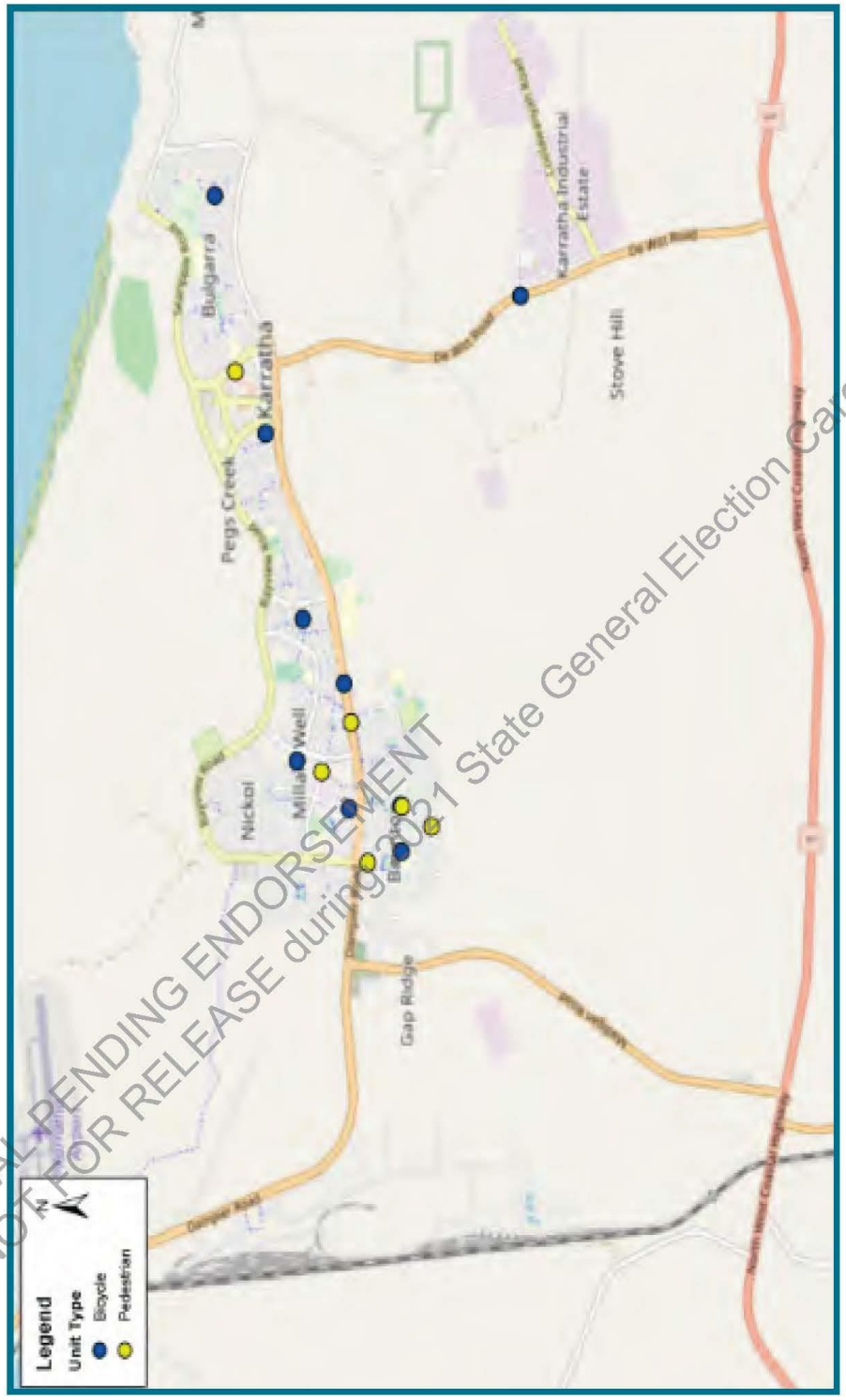
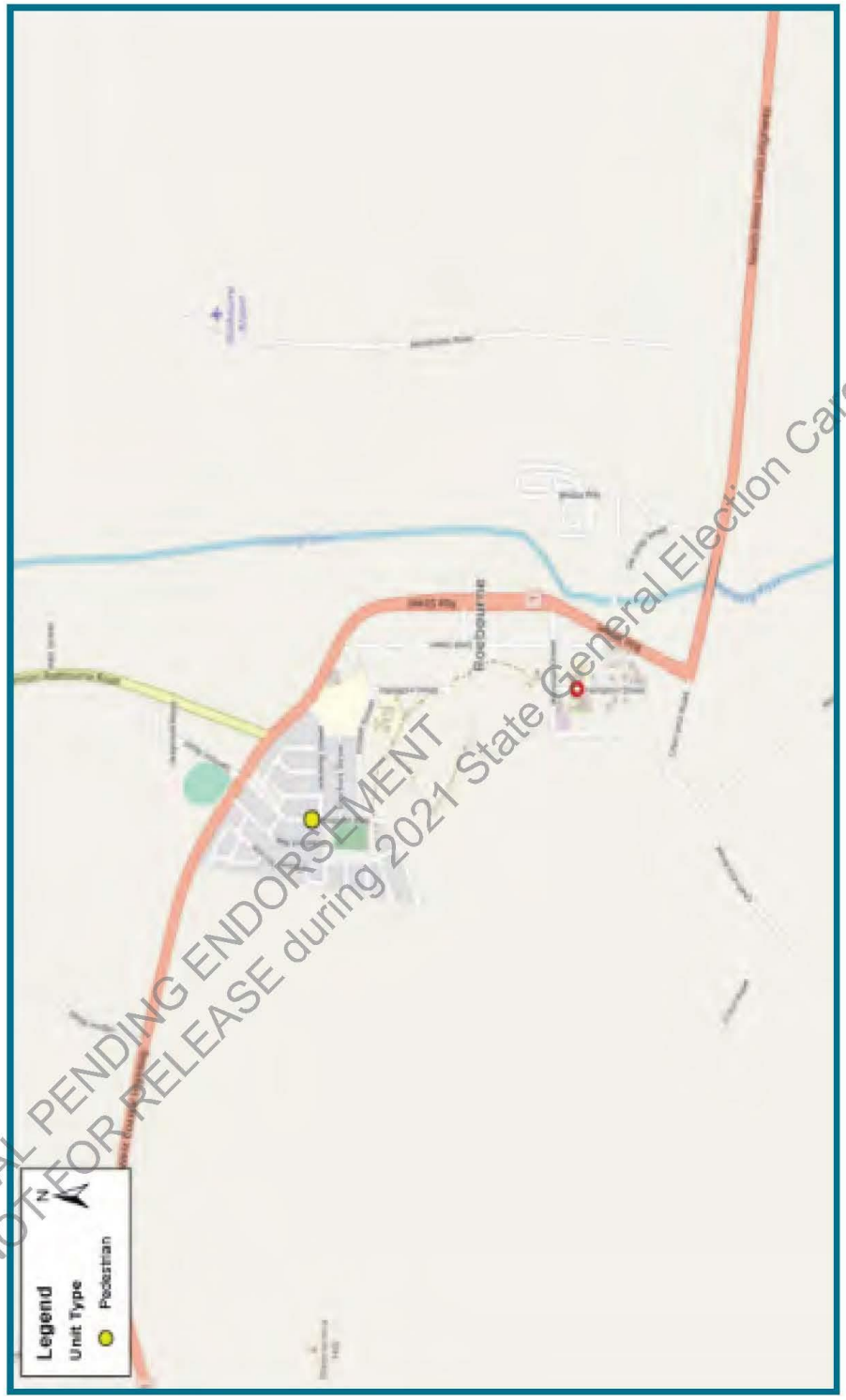


Figure B1.2 Crash Locations – Karratha Townsite, City of Karratha

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Figure B1.3 Crash Locations – Roebourne Townsite, City of Karratha



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Figure B1.4 Crash Locations – Port Hedland, Town of Port Hedland

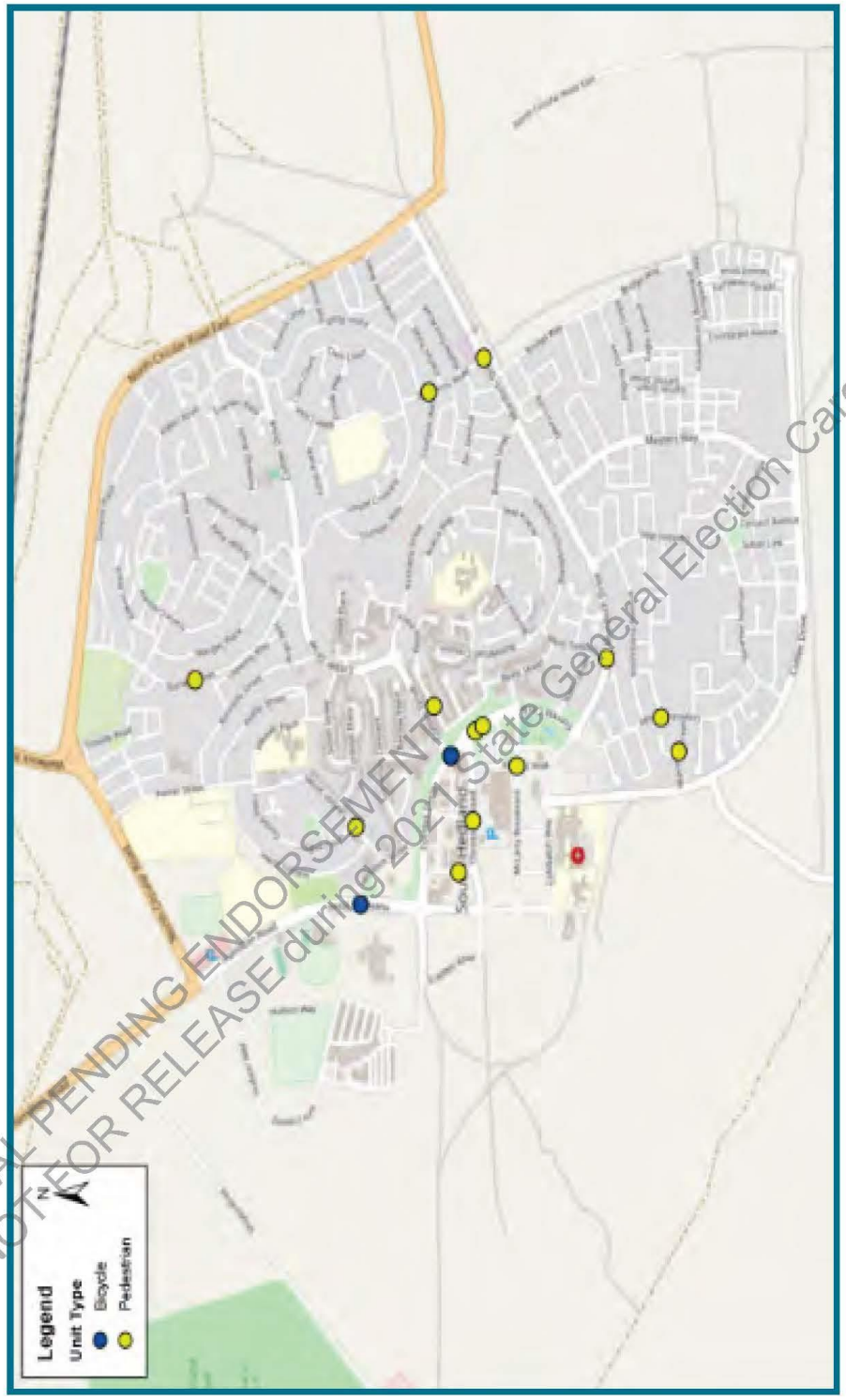


Figure B1.5 Crash Locations – South Hedland, Town of Port Hedland

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Figure B1.6 Crash Locations – Newman Townsite, Shire of East Pilbara

B2. ANALYSIS OF GPS TRAVEL DATA

The GPS mapping tool, Strava Labs, was employed to better understand which parts of the Pilbara road and path networks are most heavily utilised by cyclists. The maps shown in Figures B2.1 to B2.8 highlight popular cycling routes within each of the local government areas and surrounding areas within the Pilbara region.

Strava is a website and mobile app used to track athletic activity via GPS. Despite the usefulness of this information, it should be noted that GPS travel data is typically representative of people who cycle for training or high-intensity recreational purposes.

The following trends/generalisations were noted with respect to the GPS travel data:

- High levels of cycling activity along existing coast line paths, including:
  - Seaview Drive in Onslow, Shire of Ashburton
  - Sutherland Street in Port Hedland, Town of Port Hedland
  - Boat Beach Road, between Wickham and Point Walcott, City of Karratha
  - The Esplanade in Karratha, City of Karratha
- Evidence of long-distance cycling using:
  - Karijini Drive between Tom Price and Karijini National Park
  - Tom Price-Paraburdoo Road, with small numbers of cyclists recorded using the route between Tom Price and Paraburdoo
  - Marble Bar Road for a distance from Newman, for road cycling
  - Great Northern Highway between Newman and Coolbina Road (and back), in line with road cycling routes reported by the community during consultation
- Karratha, Port Hedland and Newman were the most popular locations for cycling, which likely relates to their position as the largest population centres. Popular routes within these towns included:
  - Bayview Road and Dampier Road in Karratha, connecting the Karratha town centre with the Karratha Light Industrial Area, as well as Dampier town centre and the Burrup Peninsula
  - Anderson Street, Sutherland Street and Wilson Street in Port Hedland were the most used
  - Great Northern Highway and Newman Drive in Newman were the most used, with Newman Drive being a key spine through the town, and Great Northern Highway likely being used for longer distance tourism or training rides
- Mountain biking is clearly popular, with many of the highest-frequency routes relating to this type of cycling, including south the Karratha city centre, the Newman TV Transmission site to the north east of the townsite.

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Tools such as Strava Labs assist in understanding existing demand patterns for cycling across different regions/areas.

Figure B2.1 Pilbara Region Overview of Strava Heatmap

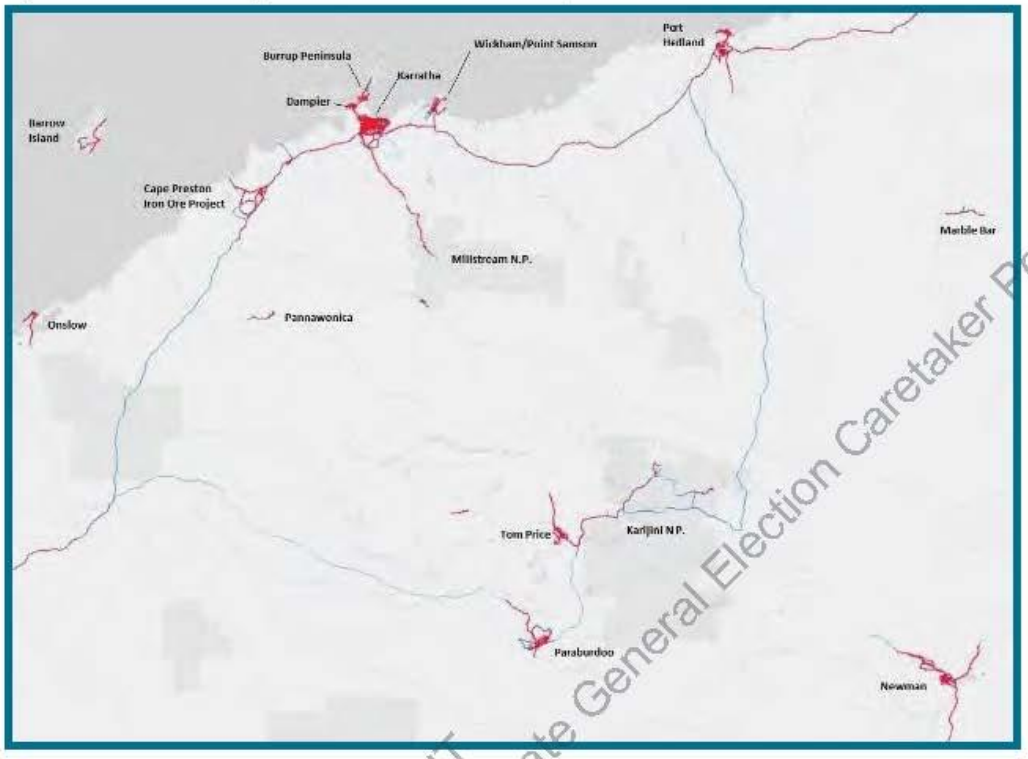
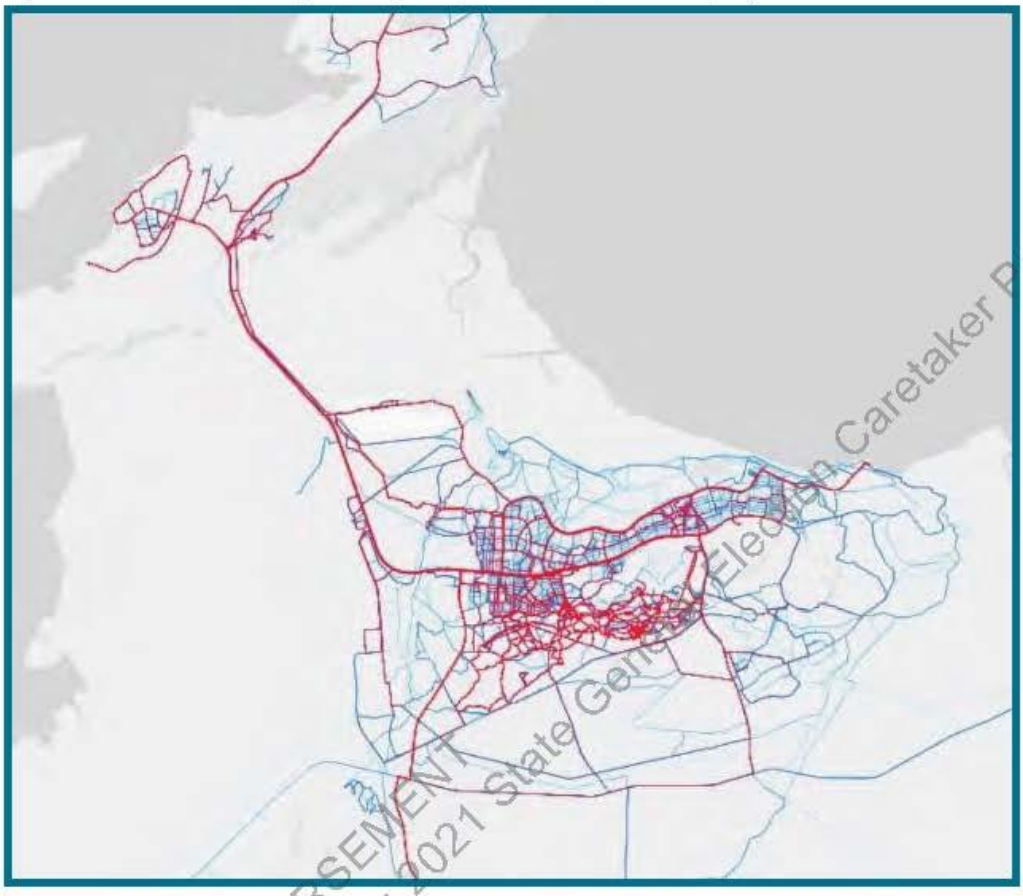


Figure B2.2 Strava Heatmap, Port Hedland and South Hedland, Town of Port Hedland



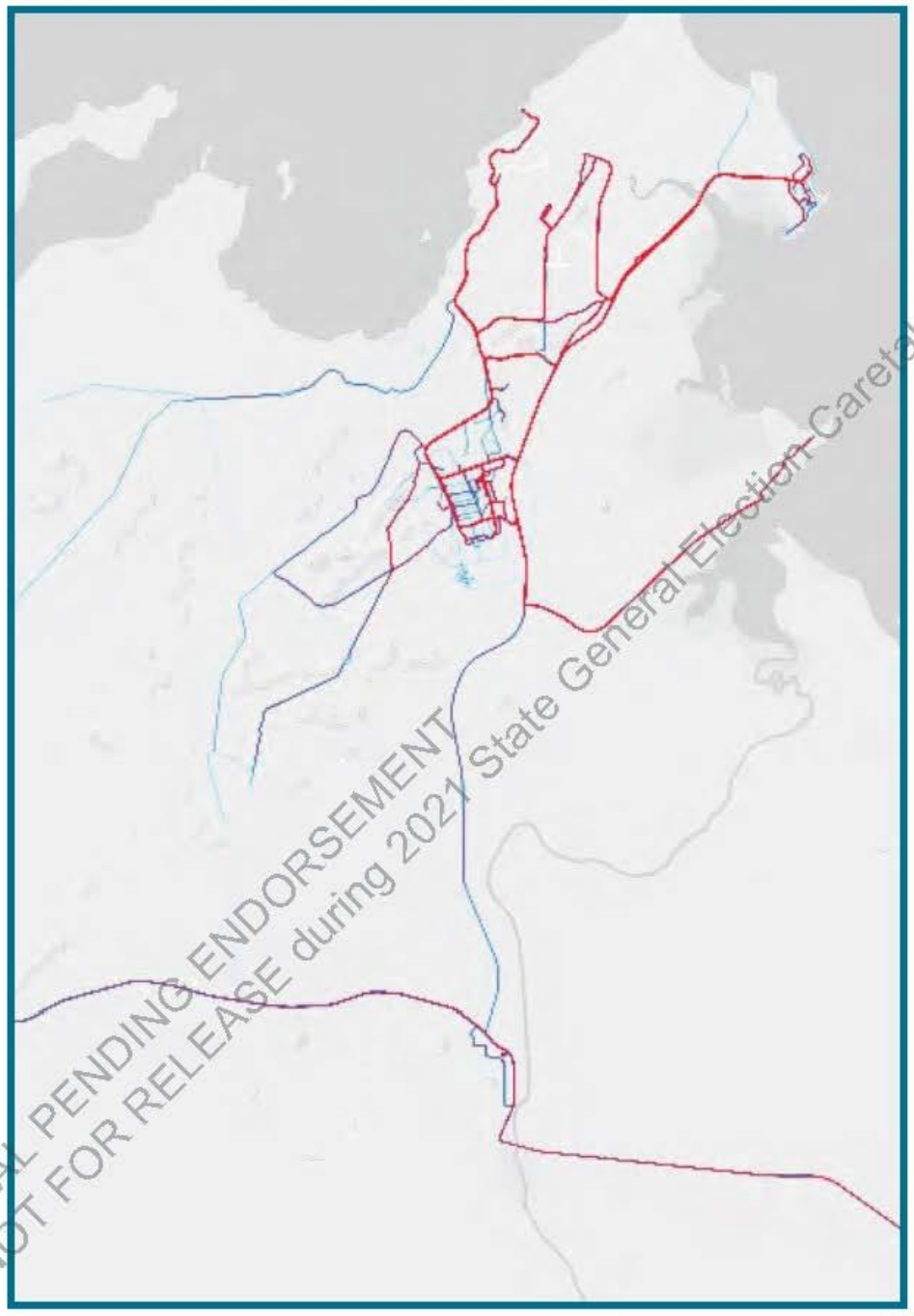
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Figure B2.3 Strava Heatmap, Karratha, Dampier and Burrup Peninsula, City of Karratha



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Figure B2.4 Strava Heatmap, Roebourne, Wickham, Point Samson and Cossack, City of Karratha



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Figure B2.5 Strava Heatmaps, Tom Price and Karijini Shire of Ashburton



Figure B2.6 Strava Heatmap, Onslow, Shire of Ashburton



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Figure B2.7 Strava Heatmap, Paraburdoo, Shire of Ashburton



Figure B2.8 Strava Heatmap, Newman, Shire of East Pilbara



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B3. DOCUMENT REVIEW

A number of documents have been considered as part of the background review. This includes, but is not limited to:

- Austroads National Cycling Strategy (2010)
- Cycling Aspects of Austroads Guides (2017)
- Main Roads WA Policy for Cycling Infrastructure (2000)
- State Planning Policy 2.6 – Coastal Planning (2003)
- State Planning Strategy 2050 (2014)
- Western Australian Mountain Bike Strategy 2015-2020 (2015)
- Western Australian Strategic Trails Blueprint 2017-2021 (2017)
- Western Australian Cycle Tourism Strategy (2018)
- Pilbara Development Commission: Pilbara Regional Investment Blueprint Summary Report (2015)
- Town of Port Hedland, Cycle Plan (2008)
- Austroads National Cycling Strategy (2010
- Shire of Ashburton, Cycle Plan 2010 – 2015 (2010)
- Shire of East Pilbara, Pathways and Trails Strategy 2012 – 2017 (2012)
- Shire of Roebourne, Future Works Report: Footpaths 2013-2023 (2013)
- Shire of Roebourne, Trails Master Plan (2013)
- Town of Port Hedland, Trails Masterplan (2013)
- City of Karratha Footpath Strategy, 2018 – 2028 (2018)
- City of Karratha, Footpath Lighting Strategy (2019)
- Town of Port Hedland, Parks and Paths Strategy 2018 (draft)
- Shire of Roebourne, Sport, Recreation and Leisure Strategic Plan (2013)
- Shire of East Pilbara, Newman Recreation Masterplan (2014)
- City of Karratha, Strategic Community Plan 2016-2026 (2016)
- Shire of Ashburton, Strategic Community Plan 2017-2027 (2017)
- Town of Port Hedland, Strategic Community Plan 2018-2029 2018 – 2028 (2018)
- Shire of East Pilbara, Strategic Community Plan 2018-2028 (2018)
- City of Karratha, Local Planning Strategy (2015)
- Shire of Ashburton, Local Planning Strategy (2018)
- Shire of East Pilbara, Local Planning Strategy (2016)
- Town of Port Hedland, Local Planning Strategy (2012)

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APPENDIX C
COMMUNITY AND STAKEHOLDER CONSULTATION

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C1. ENGAGEMENT OVERVIEW

An engagement strategy was developed in partnership with the four local governments of the Pilbara region, designed to maximise input from the local community and stakeholders.

C1.1 Objectives

The objectives of community and stakeholder engagement included:

- Disseminate information to stakeholders, residents and visitors to raise their awareness of the project.
- Increase understanding of the regional cycling strategy, including its context, aims, opportunities and constraints.
- Collect feedback from stakeholders, residents and other impacted groups to inform project development and ensure that outcomes meet the needs of the people impacted. Engagement outcomes sought:
  - Identify any existing barriers and constraints to the uptake of cycling as a transport mode.
  - Discover initiatives that would support people to cycle more frequently.
  - Establish the themes, opportunities and projects that are most prioritised by the community.
  - Develop aspirational, big picture ideas for the future of cycling in the Pilbara region.
- Provide updates about the community consultation outcomes, to keep stakeholders informed.

C1.2 Engagement Overview

With support from the four Pilbara Shires, DoT ran an engagement across the region in October 2019 with communities and stakeholders to increase awareness and understanding of the project and collect feedback to inform the development of the strategy. Information on the project and opportunities to offer feedback were provided via the online My Say Transport engagement platform and in hard copy at drop-in sessions and Shire Administration Centres.

6 drop-in sessions were held in Onslow, Tom Price, Port Hedland, South Hedland, Wickham and Karratha, and the Project Team was also contactable by phone throughout the engagement.

Information provided included:

- An overview of the regional cycling strategy and its purpose, scope and delivery timeframe.
- Preliminary network maps for each Shire (with various town sites covered).
- Major themes each sub-region, focusing on opportunities to promote bike riding and support local outcomes.

Feedback was gathered via a number of channels:

- Interactive online maps
- A short survey (online and in hard copy)
- An online forum
- Face-to-face at drop-in sessions
- Meetings with local groups and stakeholders
- Phone calls made to the Project Team

Participants were encouraged to identify their existing cycling routes, as well as any constraints they faced in cycling in the region, and ideas for expanding or improving the existing network.

The engagement was promoted through various Department of Transport and local government media, and via direct contact with a wide range of local stakeholder groups who promoted the sessions and online engagement platform to their internal networks.

Over 130 people engaged online and in-person and over 80 organisations were contacted directly.



Consultation promotional banner

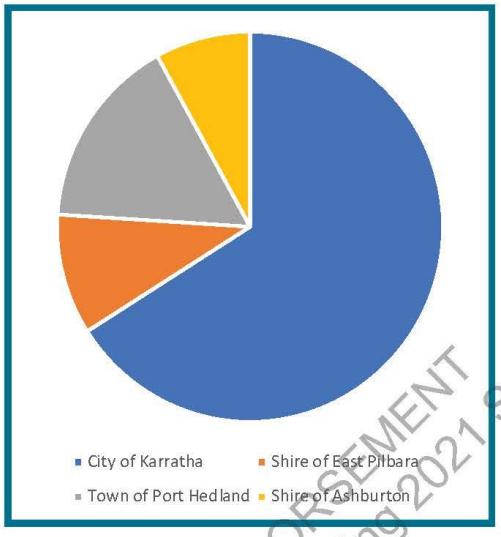
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C2. COMMUNITY COMMENT SUMMARY

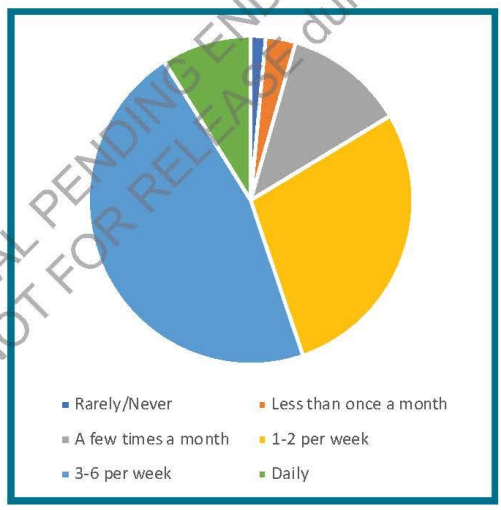
C2.1 Survey Results Summary

Primary questions and responses are listed below. Note: responses to questions with open answers are not listed as they cannot be graphed. These responses were analysed and grouped by theme.

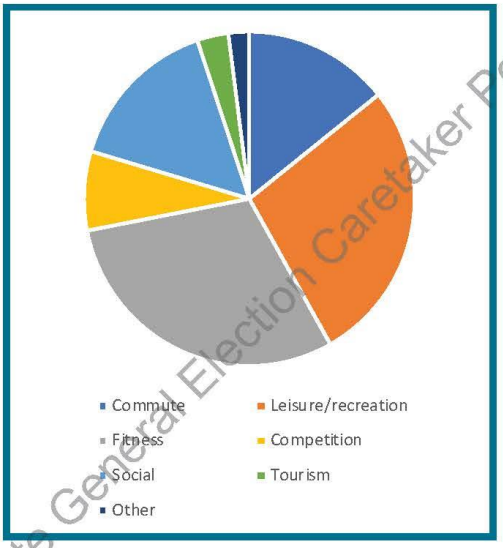
1. Where do you primarily live or stay in the Pilbara?



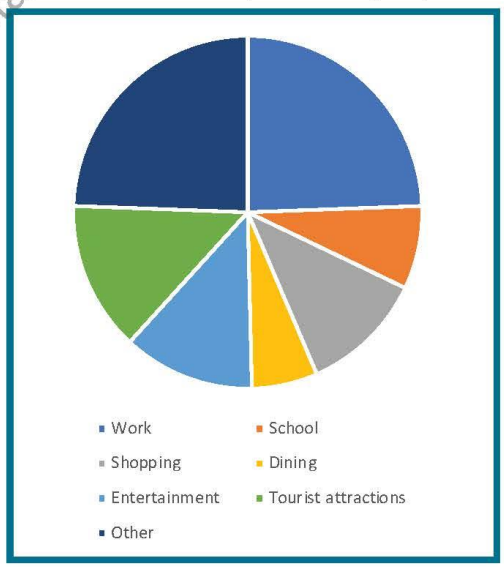
2. How often do you ride a bike?



3. Why do you ride a bike?

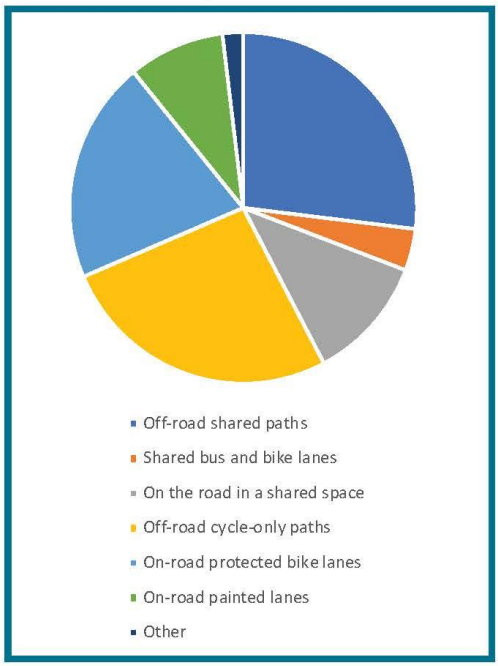


4. What destinations are you most likely to cycle to?

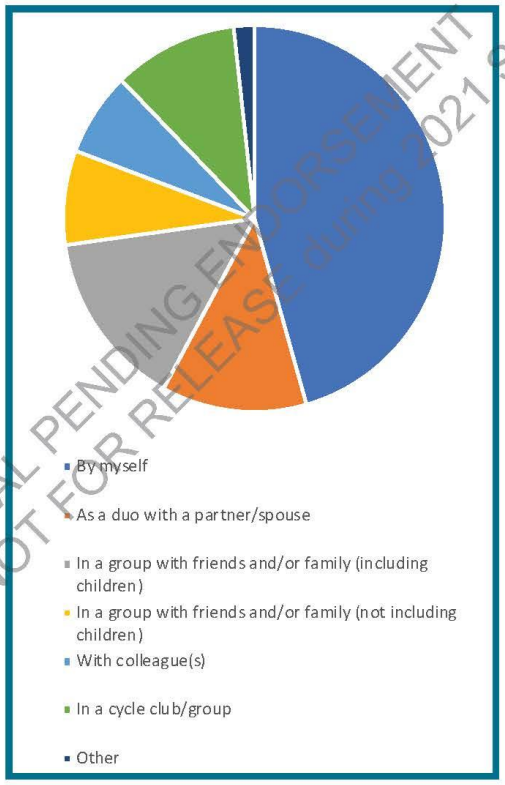


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5. What type/s of cycle facilities do you feel most comfortable riding on?



6. Who do you most regularly ride with?



Open ended questions that were analysed and grouped by theme included:

7. Are there any main reasons preventing you from riding more often?
8. Are there any initiatives or activities that would encourage you to ride a bike more often?
9. The following themes have been identified as being important to the development of the cycling network in the Pilbara region. Please rank these themes according to how important they are to you.
10. Can you identify any additional themes that are relevant to cycling in the Pilbara Region which have not been listed?

Some key themes in the comments included providing shade and drinking spots to combat the heat, providing good cycling road surfaces, regularly sweeping cycle paths and road shoulders to remove debris, more mountain bike trails, bike rental services, safer bike storage options, investment in green amenity along paths, community activities, bike education in schools, skills building programs.

11. The following opportunities have been identified to support the identified themes. Please select up to three opportunities that you think will contribute to cycling in the Pilbara region.

All 14 suggested opportunities received responses, with 'creating routes between towns', 'developing mid/end-of-trip facilities', 'developing recreational loops, and links to mountain bike trails and BMX facilities', and 'creating safe, comfortable and convenient cross-town connections' receiving the highest responses.

C2.2 Response analysis and theming

Comments received throughout the engagement, including via all online tools and in person engagement sessions, were grouped into a number of themes and are listed in the table below with responses that informed the final strategy.

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Table C2.2 Summary of community consultation themes

Comment	Response
A number of participants called for additional dedication towards the provision of mountain biking trails for tourism and local recreation purposes. This included recommendations of specific places where trails infrastructure may be developed.	This strategy is intended to focus primarily on transport cycling, connecting people to where they live, work, learn and play. In that context, providing cycling connection to mountain bike trails is identified as an opportunity in the Strategy, supporting the theme Healthy, active and safe communities. Responses regarding mountain biking will be shared with local governments DLGSC with the intention they will used as part of future trails strategies.
A safe, separated connection between Port and South Hedland was the subject of a significant amount of comments from the community and stakeholders during the engagement process.	A primary route is proposed, involving upgrade and extension, to facilitate safe access between the two. This link is identified as an opportunity under the theme Creating connected towns.
Many comments were received reinforcing the importance of high quality, safe links between the Karratha Town Centre, Dampier, KIA and significant employment generators, Burrup Peninsula Heritage Sites and Hearsons Cove.	A combination of route types have been included in the Strategy. These route types include a primary route, secondary route, and transport trail. All routes types are proposed to be separated from roads. Elements of this route are identified as an opportunity under the themes Creating connected towns and Developing unique cycle tourism experiences.
Engagement revealed a number of Road Cycling Routes frequently used by the community in Karratha, Tom Price, Onslow and Port Hedland.	These routes have been identified in the Strategy's revised network maps to support safer road cycling. This opportunity falls under the theme Healthy, active and safe communities and is intended to help facilitate progressive improvements to the road network.
Many people referenced the extreme climate experienced throughout the region as a barrier to cycling more often, and reinforced the necessity of infrastructure to be supported by mid-trip and heat stress management facilities. This includes shade, water fountains, drinking and rest spots, and repair equipment. At destinations, secure bike parking is ideally situated in sheltered locations.	Mid-trip facilities and heat stress management techniques are considered as an opportunity supporting the theme Healthy, active and safe communities.
Generally, people expressed a preference for separated infrastructure that provides loop routes and continuous access to local destinations, including schools, shopping, employment centres, hospitals, and recreation opportunities to made a priority. One particular priority noted by the community was a loop around South Hedland.	Connections to destinations including sport and rec facilities and schools are opportunities explored within the themes Healthy, active and safe communities and Supporting youth cycling.
Responses indicate desire for the development of additional recreational opportunities, including recreational loops and longer distance routes, and skills building facilities including pump and jump tracks, and BMX parks.	Recreational opportunities, including loops and longer distance routes, particularly coastal paths, are supported by this Strategy, including paths in Karratha, Port Hedland, and Onslow. Where possible, in other towns, networks have been designed to provide opportunity for off-road recreational loops. These are supported by opportunities under themes including Healthy, active and safe communities.
Many participants indicated their interest in cycling events and passion for recreation/sports activities, both as ways to build community and ways to encourage cycling tourism in the region. Barriers to events cited included regulations for road cycling events and lack of local champions.	This is explored within the behaviour change opportunity within the theme Healthy, active and safe communities.

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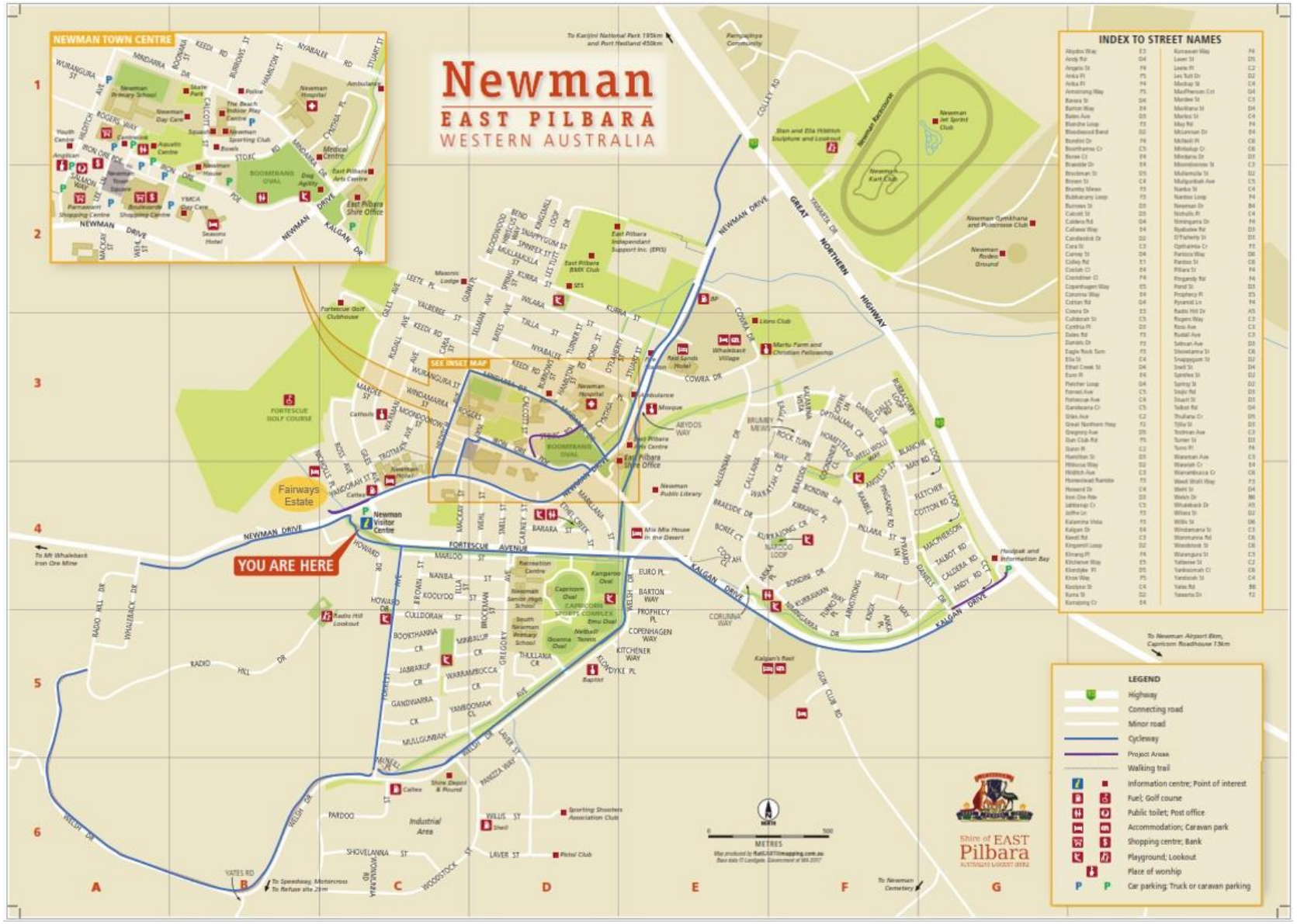
Comment	Response
A significant number of safety concerns were expressed by participants, including the interface of cycling environments with other road users, particularly heavy vehicles and motorists, the condition of existing infrastructure both in terms of construction material and cleanliness, and perceived criminal threats to person and property. These safety concerns are additionally reflected in the overwhelming preference for separated (off-road) cycling infrastructure, as well as the desire for education programmes which emphasise considerate approaches to road sharing for all road users. Many participants reported that existing routes (with particular reference to sealed shoulders) are constructed of unsuitable material, are degraded and are frequently littered with debris.	All elements of safety are key concerns within the Strategy. Under the theme Creating connected towns the strategy identifies the opportunities to provide high quality separated infrastructure linking Port Hedland and South Hedland and Karratha to Dampier. All upgrades and improvements, as well as new routes throughout the strategy are intended to promote safety for cyclists. In response to the large volume of safety considerations, the preliminary theme "healthy, active communities" has been extended to reinforce safety, becoming Healthy, active and safe communities.
A number of comments from the community also revealed concerns over safety of cycling environments, particularly for children. There was emphasis on providing locations for children to develop cycling skills, as well as safe cycling routes to school and sporting facilities. These comments also raised the opportunity to provide for increased educational opportunities aimed at children and their parents could support the uptake of the cycling mode for kids travelling to school.	Safety has been incorporated into the theme Healthy, active and safe communities, which includes opportunities to sport and recreation facilities including cycling skills facilities. Providing safe cycling opportunities for youth is addressed under the theme Supporting youth cycling.
It was reported that a lack of bike shops throughout the region limits the ability of people to maintain and service their bikes, and leads to repurchasing of new bikes rather than upkeep. People expressed a desire for increased opportunities to build skills in maintenance and servicing of bikes. Additionally, several comments expressed concern over limited bike rental facilities or what they view as excessive cost barriers inhibiting the uptake of cycle tourism.	The strategy supports opportunities for capacity building in the local community with respect to bike servicing and upkeep, expressed in the themes Healthy, active and safe communities and Supporting youth cycling. The strategy emphasises the cycle tourism opportunities available with respect to bike rental under the theme Developing unique cycle tourism experiences.
Several people indicated a desire for a coastal route in Port Hedland, connecting Cooke Point and Pretty Pool.	Completing the foreshore path, including providing connection between Cooke Point and Pretty Pool has been identified in the Strategy under the theme Developing unique cycle tourism experiences. This route is additionally accessible from the route connecting Port and South Hedland, an opportunity identified to support the theme Creating connected towns.
In Port Hedland, a desire for connection between accommodations surrounding the Port Hedland Airport, Port and South Hedland, and the Wedgefield industrial area was expressed.	Providing these connections for Town of Port Hedland has been identified as an opportunity to support the theme Creating connected towns.
Several participants indicated a desire to connect Wickham and Point Samson.	A high evel concept route is proposed in the Strategy to connect Roebourne, Wickham and Point Samson. The connection between Wickham and Point Samson is the current subject of a feasibility study by City of Karratha. The route alignment is to be determined by results of that study. This has been identified as an opportunity supporting the theme Creating connected towns.

Some reasons provided by participants which prevent them from cycling cannot be resolved by this Strategy. This includes laziness and time constraints due to their other obligations (e.g. work and home life).

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CONTACT
Department of Transport
140 William Street
Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au
The information contained in this publication is provided in good faith and believed to be accurate at time of publication.
The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. February 2021

Appendix 3
Map of cycle paths in Newman


Newman
EAST PILBARA
WESTERN AUSTRALIA
NEWMAN TOWN CENTRE
SEE INSET MAP
YOU ARE HERE
Fairways Estate
INDEX TO STREET NAMES
LEGEND
Highway
Connecting road
Minor road
Cycleway
Project Areas
Walking trail
Information centre; Point of interest
Fuel; Golf course
Public toilet; Post office
Accommodation; Caravan park
Shopping centre; Bank
Playground; Lookout
Place of worship
Car parking; Truck or caravan parking
METRES
Shire of EAST Pilbara

10 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

11 QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

11.1 CR LANG COPPIN OAM

Elected Member: **Cr. Lang Coppin OAM**

Proposed Meeting Date: **30 April 2021**

Newman Caravan Park

1. Are we building an asset worth millions of dollars on land we own? Or don't own?

Council does not own the land. The land is owned by the Crown, vested to Council via a Management Order. Building on Reserves is a common practice across the State. It is typical to get Management Orders changed to allow other activities or approaches to management of reserves.

2. Are we able to sell off or lease out the caravan park in future?

Council could possibly lease the caravan park but not sell as the caravan park is on reserve land vested to the Council for a specified purpose.

3. How much money have we spent so far?

At the Ordinary Meeting of Council held on the 29th January 2021, Council resolved to delegate authority to the CEO to negotiate with CADD Building Construction & Maintenance Pty Ltd. The contract has been award at the value of $1,132,544.60 (ex gst).

The total amount expended as of the 14th of April 2021 (not including committed costs) towards this contract is $406,263.17.

4. How much money is it estimated to cost to complete the caravan park?

The total cost of constructing Stage 1 of the Kurra Caravan Park is estimated at $1,359,232.60. The total cost includes the variations included in the Confidential Council item.

5. I suggest we pull up on spending any money on accommodation units and park infrastructure until full costing is done.

Subject to Council approval it is proposed that a masterplan, business case and detailed design for future development of the Newman Caravan Park (which will include full estimated costs for development). Stage 1 was designed in house given the urgent need to have development commence at the caravan site to accommodate immediate needs. Given that a contract has

been awarded for these works it is contractually difficult and costly to terminate the current contract. Stage 2 works will be put to Council with the full business case attached for better understanding profit/cost implications.

6. Can we set up the caravan park as a RV friendly park for the start of this year as was Boomerang Oval?

The intent of Stage 1 of the Newman Caravan Park is to set it up for recreational vehicles, caravans, camper trailers and camping. It is intended to be completed by the end of June 2021. The arrival and connection of a generator for power is the main role in finishing stage 1.

7. Has an estimated cost profit/lost been done?

As indicated above, a business case is proposed to be done to give a clear understanding of the cost or profit potential of the caravan park site.

Nullagine Caravan Park

1. Can an inspection be done to get an actual of amount of damage to ablution block if only a couple of inches of water gone through. I presume it was only very minor damage and could be easily opened up? No need to look for another block in town?

An initial inspection has already been conducted by Shire staff. The damage to the ablution block extends to its floors, mirrors, walls, doors, washing machines and hot water systems. As mentioned it appears to be of fairly minor nature and can be repaired, but electrical circuit testing is yet to be conducted to confirm if the building is safe for use electrically. There was also damage to the septic tank which needs to be repaired before the units can be used. When will it be complete?

2. Can we open up the park as a RV friendly park until the infrastructure is going again?

From a health and licensing perspective, yes the park can be opened up however, it will be with limited services. E.g. possibly no power and no ablutions.

In order to fully open up the caravan park the Shire would need to do the following works which was included in the report to Council at its Ordinary Meeting held on the 26th March 2021:

- Repair the access driveway and internal roads– which is too unsafe for recreation vehicles to be able to enter or exit the Caravan Park.
- Clean the site of debris – which has accumulated from the flood waters.

- Replace existing site power meter poles – The individual site power meter poles were all water damaged and need replacement.
- Repair the ablution block – Electrical testing, replacement of doors, mirrors, washing machine etc.
- Repair septic tank – to allow for use of the ablution blocks
- Remove and replace all damaged fencing including new gates
- Disconnect remove and replace storm damaged distribution board
- Repairs to damaged conduit and equipment on the transportable toilets, laundry and kitchen
- Firefighting equipment would need to be in place and compliant

If council chose not to charge for the roadside camping then people can camp for a maximum of 3 nights in a 28 day period but with no power and no ablution facilities. This would make the contractors work challenging to complete, increase the repair timeline and is not recommended.

Officer's will work closely with the contractor to ensure the works are completed as a priority.

3. The caretakers house is wiped out. Is this an insurance claim and when replaced can we put it on higher ground near the ablution block for example?

The new Caretakers residence can be built wherever we want it to be on the block. Insurance will cover what the old building was insured for. As part of the redevelopment, officer's will investigate further options.

4. Shut down and relocate the park is not an option. This will probably not happen again for 50 years according to records.

Noted.

5. What loss is the caravan park running at?

Taken on notice.

6. Can it be sold or leased?

The Nullagine Caravan Park could possibly be leased but cannot be sold as it is on reserve land vested to the Council. This has been explained to Council previously.

7. Can we extend power meter poles a bit higher?

This can be completed, however the insurer is unlikely to accept the cost of extending the poles higher so it will be at the Shires expense. Like for like replacement of the power poles are part of the scope of works for CADD. Staff will investigate alternative options which are more sustainable in a flood plain.

8. Some houses in recent NSW floods have only roof sticking out and people will be back living in them in a few days.

Noted.

Cape Keraudren

1. Where are we at with the land use title so we can lease it out?

The land in question is a crown reserve with a management order, which is vested in Council which may be leased onto for a specific purpose.

2. What was the last financial year loss?

Taken on notice.

3. When working out loss does that include new capital items such as house & RO plant around $750,000?

Taken on notice.

4. Is the Telstra network upgrade been done so it is cashless only?

The internet is now connected, tested and up and running as of 13 April 2021, providing internet access for the Shire Ranger. Bookings remain a manual envelope process. The 2021-2022 draft budget shall include a proposal for online and cashless booking solution.

5. The boat ramp needs some rocks on the right hand side to slow water on strong inshore winds.

This feedback is noted and has been provided to the project manager. As advised to council in the corporate discussion in March, the administration intends to apply for grant funding from the Recreational Boating and Facilities Fund for the detailed design of a re-aligned boat ramp. The grant will open in mid-2021 and based on the previous round, the Shire would be notified in January 2022.

11.2 CR ADRIENNE MORTIMER

Elected Member: **Cr. Adrienne Mortimer**

Proposed Meeting Date: **30 April 2021**

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1. The new Hillside Road that has been built has cut off the access to the Flying Fox Look Out and Jasper Deposit Pit. There are mounds of sand and gravel blocking the access to these tourist location.

12 NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY A DECISION OF COUNCIL

13 CONFIDENTIAL MATTERS BEHIND CLOSED DOORS

13.1 CHIEF EXECUTIVE OFFICER

13.1.1 COVID-19 DELEGATIONS TO CHIEF EXECUTIVE OFFICER

Responsible Officer:	**Mr Steven Harding** **Chief Executive Officer**
Author:	**Mrs Kylie Bergmann** **Acting Manager Governance**
Proposed Meeting Date:	**30 April 2021**

REASONS FOR CONFIDENTIALITY

That in accordance with Section 5.23 (2) of the *Local Government Act 1995* the meeting is closed to members of the public with the following aspect(s) of the Act being applicable to this matter:

(b) The personal affairs of any person.

13.2 EM INFRASTRUCTURE SERVICES

13.2.1 AUTHORITY TO AUTHORISE VARIATIONS TO EMERGENCY RECOVERY WORKS

Responsible Officer:	**Mr Raees Rasool** **Executive Manager Infrastructure Services**
Author:	**Mr Lindon Mellor** **Manager Projects & Assets**
Proposed Meeting Date:	**30 April 2021**

REASONS FOR CONFIDENTIALITY

That in accordance with Section 5.23 (2) of the *Local Government Act 1995* the meeting is closed to members of the public with the following aspect(s) of the Act being applicable to this matter:

(c) A contract entered into or which may be entered into by the Local Government and relates to matters to be discussed at the meeting.

13.2.2 NEWMAN CARAVAN PARK - VARIATIONS

Responsible Officer:	**Mr Raees Rasool** **Executive Manager Infrastructure Services**
Author:	**Mr Lindon Mellor** **Manager Projects & Assets**
Proposed Meeting Date:	**30 April 2021**

REASONS FOR CONFIDENTIALITY

That in accordance with Section 5.23 (2) of the *Local Government Act 1995* the meeting is closed to members of the public with the following aspect(s) of the Act being applicable to this matter:

(c) A contract entered into or which may be entered into by the Local Government and relates to matters to be discussed at the meeting.

14 DATE OF NEXT MEETING

28 May 2021

15 CLOSURE