



Town of Port Hedland

MINUTES

OF THE

AIRPORT COMMITTEE OF THE TOWN OF PORT HEDLAND COUNCIL

HELD ON

THURSDAY 22 SEPTEMBER 2011

AT 5:30 PM

**IN COUNCIL CHAMBERS
McGREGOR STREET, PORT HEDLAND**

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*Paul Martin
Chief Executive Officer*

Airport Committee

The Committee be constituted as a formal committee of Council under the provision of Section 5.8 of the Local Government Act (1995)

Membership:

The membership of the committee be as follows:

Mayor Kelly A Howlett;
Councillor Arnold A Carter
Councillor W (Bill) Dziombak
Councillor Jan M Gillingham
Councillor Stan R Martin

Community Members:

- a) Michelle Cook (*Community Member appointed by Council at its Ordinary Meeting held on 11 August 2010*);
- b) Serge Doumergue; and
- c) Doug Gould.
(*Community Members appointed by Council at its Ordinary Meeting held 28 April 2010*)

Quorum:

The quorum for the Committee be a minimum of 50% of its membership.

Delegation:

The Town of Port Hedland Airport Committee be given the following delegated authority to make decisions on behalf of Council:

- i) To determine whether a tender is required to be sought or not as specified in LG (F&G) Reg 11 f)
- ii) To choose tenderers for products services on behalf of the local government in accordance with LG (F&G) Reg 18.
- iii) Determine all Town Planning applications pertaining to the Town Planning Scheme No 5 that relate to Port Hedland International Airport without further reference to Council.
- iv) Undertake all Council statutory functions pertaining to Local Planning Schemes under Part 5 of the Planning and Development Act (2005) on Port Hedland International Airport land.
- v) Undertake all Council statutory functions pertaining to subdivision of land under Part 10 of the Planning and Development Act (2005) on Port Hedland International Airport land.
- vi) Provide direction and advice pertaining to the development of a Master Plan for the Port Hedland International Airport and the development of plans for a new airport terminal.

Tenure: Ongoing.

(*Adopted by Council at its Special Meeting held 10 March 2010*)

Responsible Officer: Chief Executive Officer

The following dates have been set and advertised in accordance with the Local Government Act (1995), for Airport Committee Meetings to be held at 5:30 pm in Council Chambers on the following dates:

- Thursday 16 December 2010
- Thursday 20 January 2011
- Thursday 24 February 2011
- Thursday 24 March 2011
- Thursday 28 April 2011
- Thursday 26 May 2011
- Thursday 23 June 2011
- Thursday 28 July 2011
- Thursday 25 August 2011
- Thursday 22 September 2011
- Thursday 27 October 2011
- Thursday 24 November 2011
- Thursday 15 December 2011

(Meeting dates adopted by Council at its Ordinary Meeting held 10 November 2010 – Jan 2010 Mtg amended at OCM December 2010)

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ITEM 1 OPENING OF MEETING**1.1 Opening**

The Chairperson declared the meeting open at 5:52pm and acknowledged the traditional owners, the Kariyarra people.

ITEM 2 RECORDING OF ATTENDANCE AND APOLOGIES**2.1 Attendance**

Councillor Arnold A Carter (Chairperson)
Councillor Michael (Bill) Dziombak
Mr Serge Doumergue
Mr Doug Gould

Mr Paul Martin	Chief Executive Officer
Mr Russell Dyer	Director Engineering Services
Mr Ayden Férdeline	Administration Officer Governance

Members of staff	5
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2.2 Apologies

Mayor Kelly A Howlett
Councillor Stan R Martin
Councillor Jan M Gillingham
Ms Michelle Cook

2.3 Approved Leave of Absence

Nil

ITEM 3 RESPONSE TO PREVIOUS QUESTIONS – TAKEN ON NOTICE

Nil

ITEM 4 PUBLIC TIME

5:52pm The Chairperson opened Public Question Time

4.1 Public Questions

Nil

5:52pm The Chairperson closed Public Question Time

5:52pm The Chairperson opened Public Statement Time

4.2 Public Statements

Nil

5:52pm The Chairperson closed Public Statement Time

ITEM 5 QUESTIONS FROM MEMBERS WITHOUT NOTICE

Nil

ITEM 6 DECLARATION BY MEMBERS TO HAVE GIVEN DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING

Cr A A Carter	Doug Gould
Cr M B Dziombak	Serge Doumergue

ITEM 7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

7.1 Confirmation of Minutes of the Airport Committee Meeting held on Thursday 23 June 2011

AC201112/002 Airport Committee Decision

Moved: Serge Doumergue

Seconded: Cr M B Dziombak

That the Minutes of the Airport Committee Meeting held on Thursday 23 June 2011 be confirmed as a true and correct record of proceedings.

CARRIED 4/0

7.2 Confirmation of Minutes of the Airport Committee Meeting held on Thursday 25 August 2011

AC201112/003 Airport Committee Decision

Moved: Serge Doumergue

Seconded: Cr M B Dziombak

That the Minutes of the Airport Committee Meeting held on Thursday 25 August 2011 be confirmed as a true and correct record of proceedings.

CARRIED 4/0

ITEM 8 ANNOUNCEMENTS BY CHAIRPERSON WITHOUT DISCUSSION

Nil

ITEM 9 PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS

Nil

ITEM 10 REPORTS OF OFFICERS

10.1 *Proposed Scheme Amendment 48 to the Town of Port Hedland Town Planning Scheme No. 5 to modify the Land Use classes permitted in the Airport zone*

Officer Leonard Long
Manager Planning

Date of Report 9 September 2011

Disclosure of Interest by Officer Nil

Summary

Council is requested to initiate an amendment to the *Town of Port Hedland Town Planning Scheme No. 5*. The amendment proposes to modify the land use classes permitted in the "Airport" zone.

The initiation of a Scheme Amendment requires a resolution of Council.

Background

The Port Hedland International Airport Land Use Master Plan (The Plan) was adopted by Council on 27 July 2011.

The Plan identified that whilst there is significant development potential for Airport zoned land, it is essential that a range of land use planning controls be implemented to ensure that the development of land does not detrimentally impact the long term future of the airport.

The Plan also identified that the airport requires some rationalisation of land uses and that development should occur in an integrated manner.

This amendment seeks to provide the additional planning controls to satisfy some of the issues raised in the Master Plan.

Consultation

Should Council resolve to initiate this amendment to TPS 5 as recommended, the documentation is to be submitted to the Environmental Protection Authority (EPA) for consideration pursuant to section 81 of the Planning and Development Act 2005 (PDA).

Following approval from the EPA to advertise the amendment, Council is required pursuant to section 83 of the PDA to consult persons likely to be affected by the amendment, and advertise the amendment for a minimum of 42 days pursuant to section 84 of the PDA.

At the completion of this consultation, Council is to consider all submissions and determine whether to adopt the amendment, with or without modifications.

Statutory Implications

The *Planning and Development Act 2005* and the *Town Planning Regulations 1967* provide Council the authority to amend its Local Planning Scheme and establish the procedure required to make this amendment.

Policy Implications

Nil

Strategic Planning Implications

The following sections of Council's Strategic Plan 2010/2015 are considered relevant to this proposal:

Key Result Area 1:	Infrastructure
Goal 2:	Airport
Immediate Priority 1:	Complete the development of the Airport Land Development Plan and commence implementation of the key initiatives that are identified.

Budget Implications

Nil

Officer's Comment

The purpose of the Amendment is to provide a broad range of land uses permissible in the "Airport" zone to complement and reinforce the key objectives of "The Plan". The Amendment seeks to allow the following, previously prohibited, use classes:

- Holiday Accommodation
- Tourist Resort
- Container Park
- Distribution Centre
- Hire Service (Industrial)
- Display Home Centre
- Dry Cleaning Business
- Mobile Business
- Reception Centre
- Restricted Premises
- Community Use, and
- Funeral Parlour

This will significantly increase the range and scope of activities that can be developed adjacent to the airport operations area, under the control of the Town of Port Hedland.

All these land uses will remain discretionary, and Council will be able to determine the acceptability of each use on an individual merits basis.

It is also proposed to allow a range of land uses that previously were only permitted as incidental uses, including:

- Industry – Light
- Industry – Service
- Storage Facility/Depot/Lay down Area
- Office
- Shop
- Showroom
- Takeaway Food Outlet
- Warehouse
- Car park, and
- Education Establishment

This will greatly extend the ability of the land uses to be developed within this precinct, without them being incidental to a predominant use. Simply put, the above land uses can be approved as a primary business entity.

The proposed scheme amendment will enable the development of a bulky good, light / service industry area to be established in accordance with the previously endorsed Airport Land Use Plan.

Finally the amendment seeks to prohibit Industry – General from within the “Airport” zone. This land use is considered to be uncomplimentary to the function and purpose of the airport, and the extended range of land uses proposed in this amendment.

A full explanation of the land uses is defined in Appendix 1 of TPS5.

It must be noted that prior to the development of any of the uses within the “Airport” zone a planning application will be required. Such application will be assessed to ensure that it aligns with Councils Strategic Plan and “The Plan”.

Options

Council has the following options when considering this request:

1. Initiate the Scheme Amendment as requested.

The initiation of the scheme amendment will begin the implementation of “The Plan”.

2. Refuse to initiate the Scheme Amendment

Option 1 is recommended.

Attachments

Nil

**AC201112/004 Officer’s Recommendation /
Airport Committee Decision**

Moved: Cr M B Dziombak

Seconded: Serge Doumergue

That the Airport Committee recommends that Council:

- i) Supports the request to initiate an amendment to the *Town of Port Hedland Town Planning Scheme No. 5, Scheme Amendment 48*, by modifying the Zoning Table as follows:**

ZONING TABLE		Airport
AA	Approved by Council	
SA	Not Permitted unless Council Grants Permission	
P	Permitted in Scheme	
~	Not Permitted in Scheme	
Residential		
8	Holiday Accommodation	AA
24	Tourist Resort	SA
Industry		
28	Container Park	AA
29	Distribution Centre	AA
31	Hire Service (Industrial)	AA
34	Industry – General	~
35	Industry – Light	AA
38	Industry – Service	AA
43	Storage Facility/Depot/Lay down Area	AA
Commerce		
47	Display Home Centre	AA
48	Dry Cleaning	SA
50	Mobile Business	P
56	Office	SA
59	Reception Centre	AA
61	Restricted Premises	SA
62	Shop	AA
63	Showroom	AA
64	Take-away Food Outlet	SA
65	Warehouse	AA
Health, Welfare & Community Services		
66	Car park	AA
68	Community Use	AA
70	Education Establishment	AA
72	Funeral Parlour	SA

- ii) Prepare the formal amendment documentation to enable referral to the Environmental Protection Authority (EPA).**
- iii) Following approval from the EPA to advertise the amendment, advertises the proposed amendment in accordance with section 83 of the PDA to consult persons likely to be affected by the amendment, and also advertise the amendment for a minimum period of 42 days pursuant to section 84 of the PDA.**
- iv) Should there being no submissions received during the statutory advertising period, formally adopts Scheme Amendment 48, in accordance with the provisions of the Planning and Development Act, and**
 - a. Delegates the Director Planning and Development in accordance with Delegation 40 to forward Town Planning Scheme Amendments to the Western Australian Planning Commission requesting that the Minister for Planning grants final approval in the case of:**
 - b. The proposal being of an uncontentious nature.**
 - c. The date of adoption of Council's final approval shall be the date of the next Council Ordinary Meeting following the closing date of the advertising period.**

CARRIED 4/0

NOTE: Chairperson advised that Agenda Item 10.2 'Construction Worker 'Fly Camps' – Airport Land (File No. 30/21/0001)' has been withdrawn.

10.2 Port Hedland International Airport Terminal Expansion Project – Status Report (File No.: 08/02/0018)

Officer Jenella Voitkevich
Manager Infrastructure
Development

Date of Report 16 September 2011

Disclosure of Interest by Officer Nil

Summary

The purpose of this report is to provide the Airport Committee with an update on the progress of the Port Hedland International Airport Terminal Expansion project including review of capacity requirements and feedback from Airport Manager.

Background

The Port Hedland International Airport (PHIA) Terminal Expansion project will achieve the delivery of concept plans and budget estimates for the Terminal building expansion that will cater for capacity requirements now and in the future.

Council's Infrastructure Development department commenced this project in August 2010 and has to date completed:

- Engagement of consultants for design, services, retail demand study, stakeholder consultation, road traffic and carpark study, surveying, cost estimates and peer design review
- Initial workshop with Airport Committee in October 2010. The feedback from the Airport Committee determined the parameters of the project and provided an estimation of 1,000,000 passengers/annum by 2030
- Completion of road traffic and carpark study, and subsequent approval of a paid parking system (now a separate project)
- Completion of current services design review
- Completion of retail demand study and stakeholder consultation, resulting in definition of design parameters
- Preparation of several preliminary designs for the Terminal building expansion, including consultation with stakeholders and Airport Committee
- Peer review on concept designs to determine any fatal flaws and provide input on next stages
- Design workshop with Airport Committee on 28th January 2011
- Completion of Terminal Capacity Review

The purpose of the Terminal Capacity Review was to review the Committee's estimate of 1,000,000 passengers by 2030 and determine likely scenarios and airport terminal requirements based on tourist and worker (fly-in, fly-out) passenger movements and the travel requirements of the residents of Port Hedland over future years. The Capacity Review report was presented to the Airport Committee on 26th May 2011, with the Committee resolving:

"That the Airport Committee:

- 1. Acknowledge the PHIA Terminal Planning Capacity Review Draft Report and its recommendations*
- 2. Advise the design team to proceed with a revised concept design and cost estimates to accommodate a three Code C aircraft in busy hour demand"*

The design team from Sandover Pinder reviewed the Terminal expansion design based on this recommendation and the space requirements needed to accommodate the busy hour demand of three Code C aircraft. Sandover Pinder presented the revised designs and cost estimates to the Airport Committee on 28th July 2011 (attached).

Consultation

This project will involve thorough consultation with the Airport Committee, PHIA users and stakeholders, and the relevant statutory authorities as outlined in the project management plan.

The Airport Manager, Bob Couzens, has provided feedback on the revised terminal expansion designs (based on the above resolution). A teleconference was held on 13th September to discuss the comments with the participants including Sandover Pinder (Architects), Airbiz (Capacity Review), Thinc Projects (Project Managers) and Bob Couzens. The outcomes and recommendations from the teleconference are detailed in the officers comments below.

Statutory Implications

Nil

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 1 - Infrastructure

- Goal 2 - Airport
 - Immediate Priority Strategy 3 - Progress planning and design for an upgraded and extended terminal building

Budget Implications

The 2010/11 budget for the development of concept plans for the PHIA Terminal Expansion was \$425,000 (1210410). A further \$2,000,000 has been allocated in 2011/12 to proceed with detailed designs. The development of detailed designs will commence once the concept plans have been adopted by the Airport Committee and should be completed by the end of 2011/12.

The recommendation will result in an increase in expenditure for consultants to undertake a review. At the time of writing this cost is unknown, however considering previous costs the current 2010/11 (carried forward) budget will accommodate this.

Officer's Comment

The presentation of the revised PHIA Terminal expansion design on 28th July 2011 was received well by the Airport Committee however it was suggested that the design was reviewed to establish if capacity requirements remained the same as the scenario approved by the Committee. Council's Airport Manager, Bob Couzens, provided feedback based on potential commercial arrangements currently in discussion. This was reviewed by the project team – a summary is provided:

Can the proposed terminal expansion cater for an international flight catering for 300 passengers? Reason – Possibility of increase in international FIFO workforce plus require increased capacity to remove current international restricted license.

The proposed design can accommodate 150 international passengers in the swing lounge if there were 2 domestic flights at the same time. This is in accordance with the adopted capacity report recommending designing for three Code C flights in a busy period and will satisfy requirements to remove restricted international license. If there were no domestic flights then more international passengers could be accommodated as the entire lounge could be used, however current flight scheduling would suggest that international flights would coincide with domestic flights.

Recommendation – conduct a review on the Capacity Report to determine the likelihood of this scenario. If this new scenario is likely then the design will require modification to accommodate a larger international area in arrivals and departures, including security, quarantine and customs areas.

Require segregation of international and domestic passengers at screening points.

The proposed layout indicatively shows a second stage screening point for outbound immigration. This will allow international passengers to utilize the retail and café facilities in the departure lounge until final screening is required.

Recommendation – the details of this configuration will be provided during the detailed design process.

No provision for passenger screening security operations office close to screening point.

The design is schematic only and this can be accommodated within the proposed security/office area.

Has consideration been given to extending the terminal further east towards the Golden Eagle operations as this can be re-sited?

The current design does not require further expansion towards the east, however the previous design that catered for a four Code C busy period did allow for further extension. Pending the outcomes of the review for international operations, this space may again be utilized.

Does the concept design allow for direct charter operations as well as the standard RPT operations?

Yes, the provision for this was calculated during the capacity review and incorporated into the design.

Has consideration been given to separation of domestic and international terminal areas as opposed to swing lounge?

Yes, the current design configuration as per the approved capacity report considered the provision of separate international areas, however due to the relatively small amount of international travel it was determined that a swing lounge was the best option. This allows for flexibility in the use of the area as the swing lounge can be opened up for domestic use when not required for international security. The provision of separate international areas would require the duplication of other terminal facilities such as retail and bar/café, increasing the overall size and cost of the redevelopment and increasing operational costs.

Recommendation – review the consideration of separate international areas pending the review of increased international flights and aircraft passenger volumes.

Summary

The key outcome of the review of the revised terminal expansion design and capacity requirements was the identification of a potential increase in international flights due to the demand from mining companies consideration of international FIFO workers and general overseas travel. This could have a dramatic impact on the design, future operations and revenue capacity of the terminal and must be considered in its entirety prior to proceeding with the detailed design of the terminal expansion project.

Attachments

1. PHIA Terminal Redevelopment Concept Masterplan – July 2011

**AC201112/005 Officer's Recommendation /
Airport Committee Decision**

Moved: Cr M B Dziombak

Seconded: Doug Gould

That the Airport Committee request the review of the potential of increased international flights at the Port Hedland International Airport to determine the demand and impact on busy hour design parameters.

CARRIED 4/0

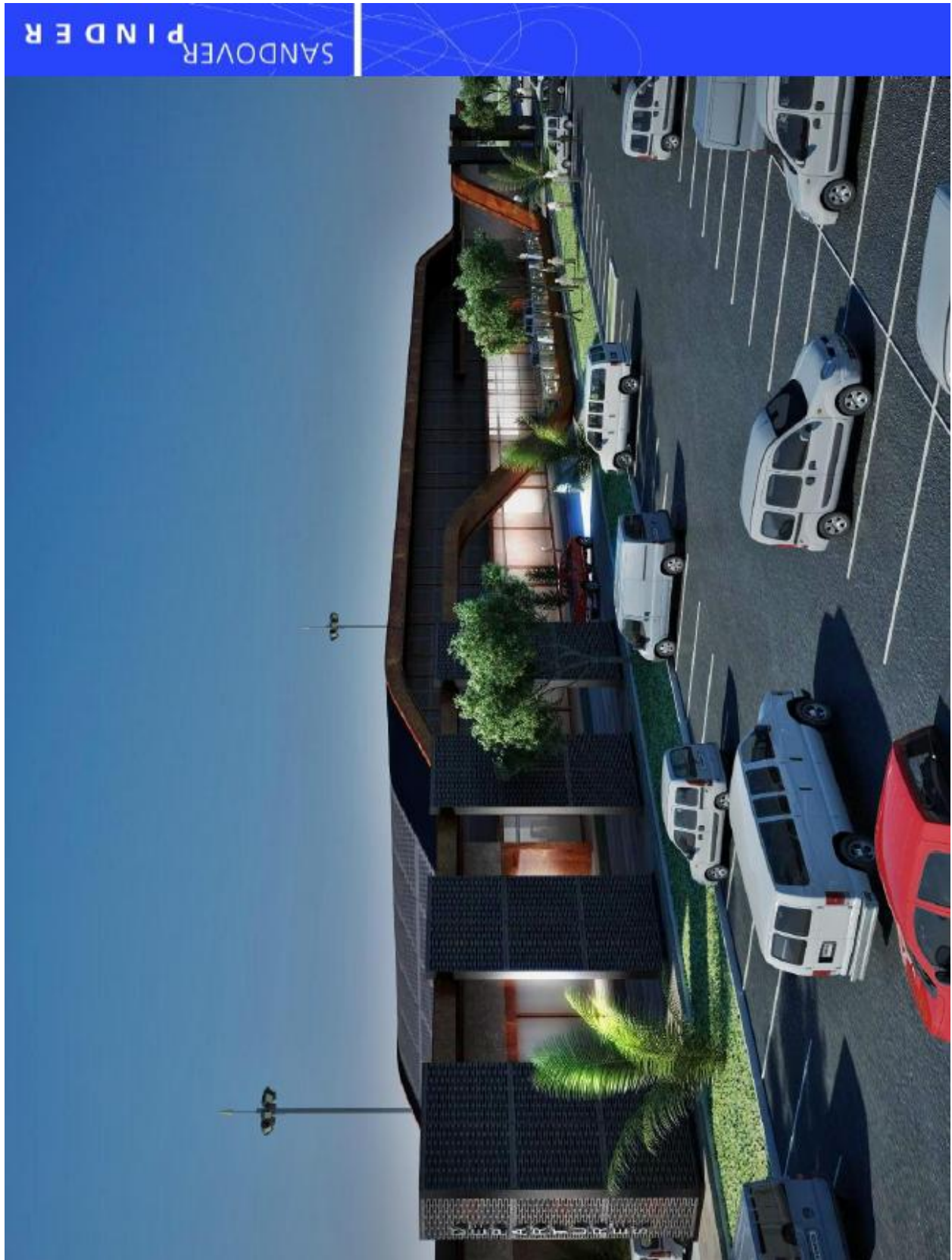


SANDOVER **PINDER**
RLB | Rider Levett Bucknall

PORT HEDLAND INTERNATIONAL AIRPORT TERMINAL

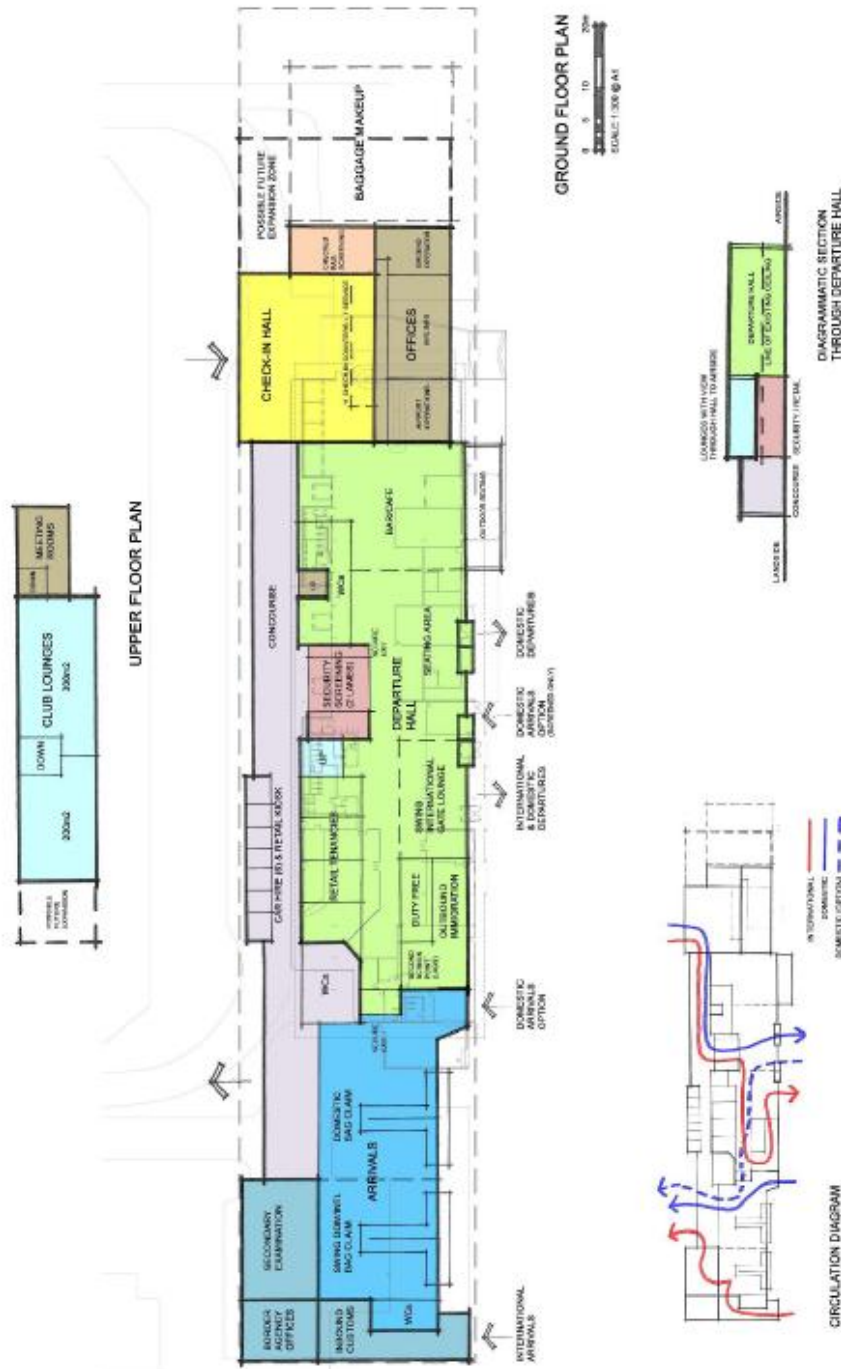
REDEVELOPMENT CONCEPT MASTERPLAN
JULY 2011







MASTERPLAN PRESENTED JANUARY 2011





Minimum Facility and Area Requirements

Functional Area	Existing Terminal	Terminal Redevelopment Concept Masterplan Sandover Pinder Architects 27 Jan 2011	Scenario A Design Year 2012 Requirements 2 x B737 @ 170 x LF 80% = 272 pax		Scenario B Design Year 2015 Requirements 3 x B737 @ 170 x LF 80% = 498 pax		Scenario C Design Year Beyond 2031 Requirements 4 x B737 @ 170 x LF 80% = 544 pax		Assumptions	Evaluation of Terminal Redevelopment Concept Masterplan by Sandover Pinder Architects 27 Jan 2011
			Area (m ²)	No of Lanes/ Counters	Area (m ²)	No of Lanes/ Counters	Area (m ²)	No of Lanes/ Counters		
Departures										
Check-in Hall	438	680	11 counters and 1 service counter	3 lanes 3 counters and 3 baggage	5 lanes 3 counters and 4 baggage	6 lanes 3 counters and 5 baggage	20% conventional, 40% self service and 40% online check-in	Good level of service for all scenarios.		
Security - Domestic	138	160	3 units	2-way units (includes 50m ² of queuing)	2-way units (includes 50m ² of queuing)	2 x 4-way units (includes 100m ² of queuing)	300 pax/hr x very capacity	Additional queuing area required for Scenario B and C		
Security - International								Additional queuing area required		
Outboard/Navigation	40	160 (includes LAGS screening area)	counters not shown	all scenarios include counter swing 1 way unit 1:10m ²				Good area provision, Minimum 2 counters required		
Domestic / International Departure Lounge	270	770 (includes departures + 270 swing down lift departure lounge)	seating not shown	400 seating and circulation only (includes 200 for swing down lift pax)	650 seating and circulation only (includes 210 for swing down lift pax)	500 seating and circulation only (includes 210 for swing down lift pax)	1,7m ² per pax for 80% pax seated 1,2m ² per pax for 20% pax standing 1,4m ² per pax for 70% boards seated 1m ² per pax for 30% boards standing	Good level of service for all scenarios.		
Adult Lounges	63	640		275	410	545	4m ² per pax for own 20% pax	Good level of service for all scenarios.		
Airrails								Adequate level of service, additional queuing area recommended		
Outboard Navigation	260	160	exits not shown	200	4 counters	200	4 counters	Good level of service		
Baggage Examination		346 + 112 board agencies office	ways / access points not shown	1-way and 4 search positions, total area 235m ²						
Bag Claim / Arrivals Hall	530	580 + 270 swing bag claim	35m reclaim unit + swing down lift 26m reclaim unit	1 unit @ 30m presentation length reclaim	1 unit @ 30m presentation length reclaim	5 units @ 30m presentation length reclaim	20min claim utilization time for Code C arrivals	Good level of service		
Baggage Handling							20min claim utilization time for Code C arrivals	Good level of service		
Baggage Make-up	200	600		450	600	700	20m presentation length per reclaim	Additional Baggage Make-up required for Scenario C		
DBS	80	100		100	100	100				
Baggage Divulver	210	270	2 x 10m presentation length	2 x 12m presentation length	2 x 12m presentation length	2 x 12m presentation length				
TOTAL AREAS m²	2,213	4670		3040	3725	4640				

Note: This table includes comparisons of the main terminal functional area requirements excluding offices, toilet facilities and concourses.

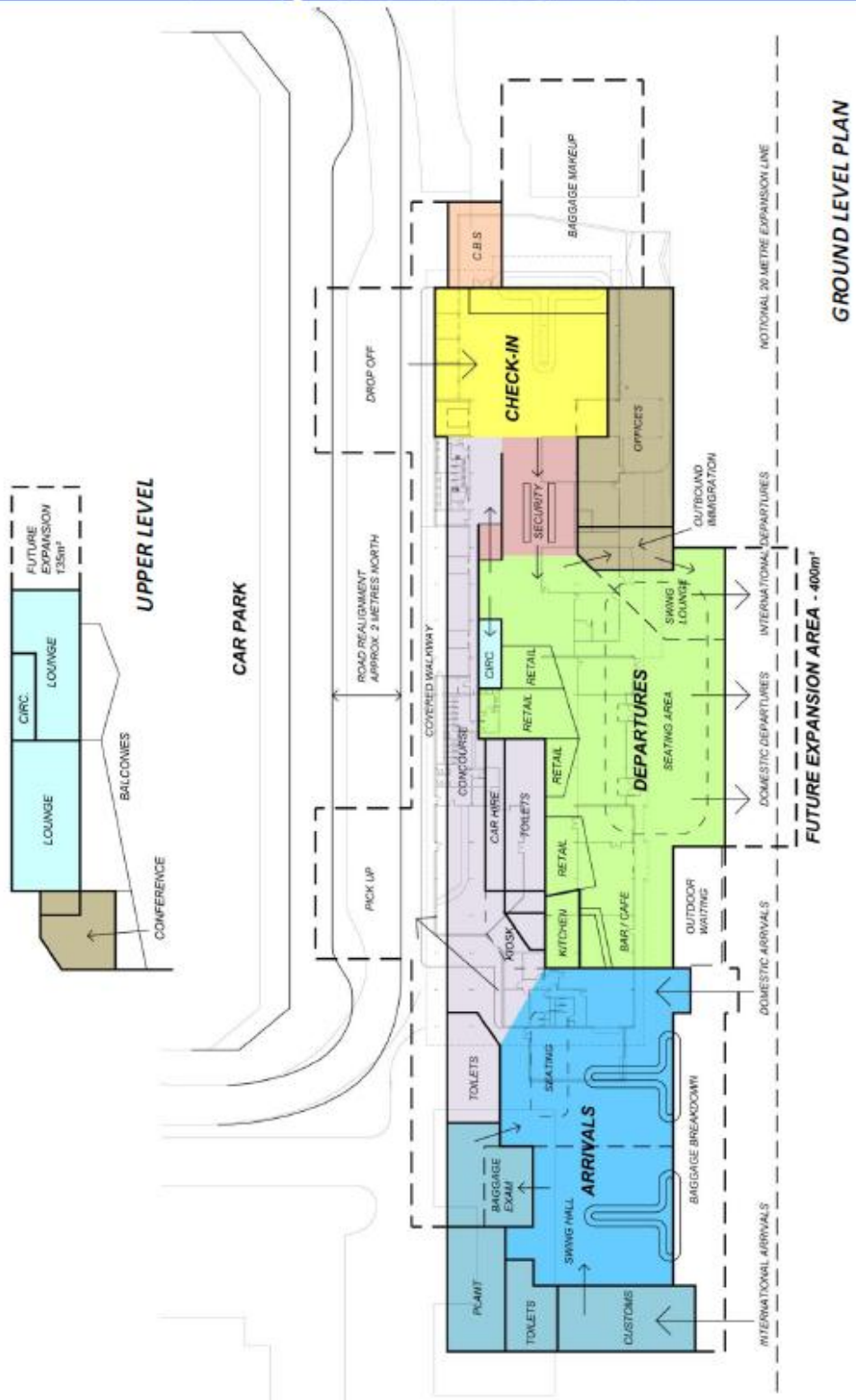


1664 pax
25/09/2011
DRAFT

PORT HEDLAND AIRPORT
TERMINAL CAPACITY REVIEW

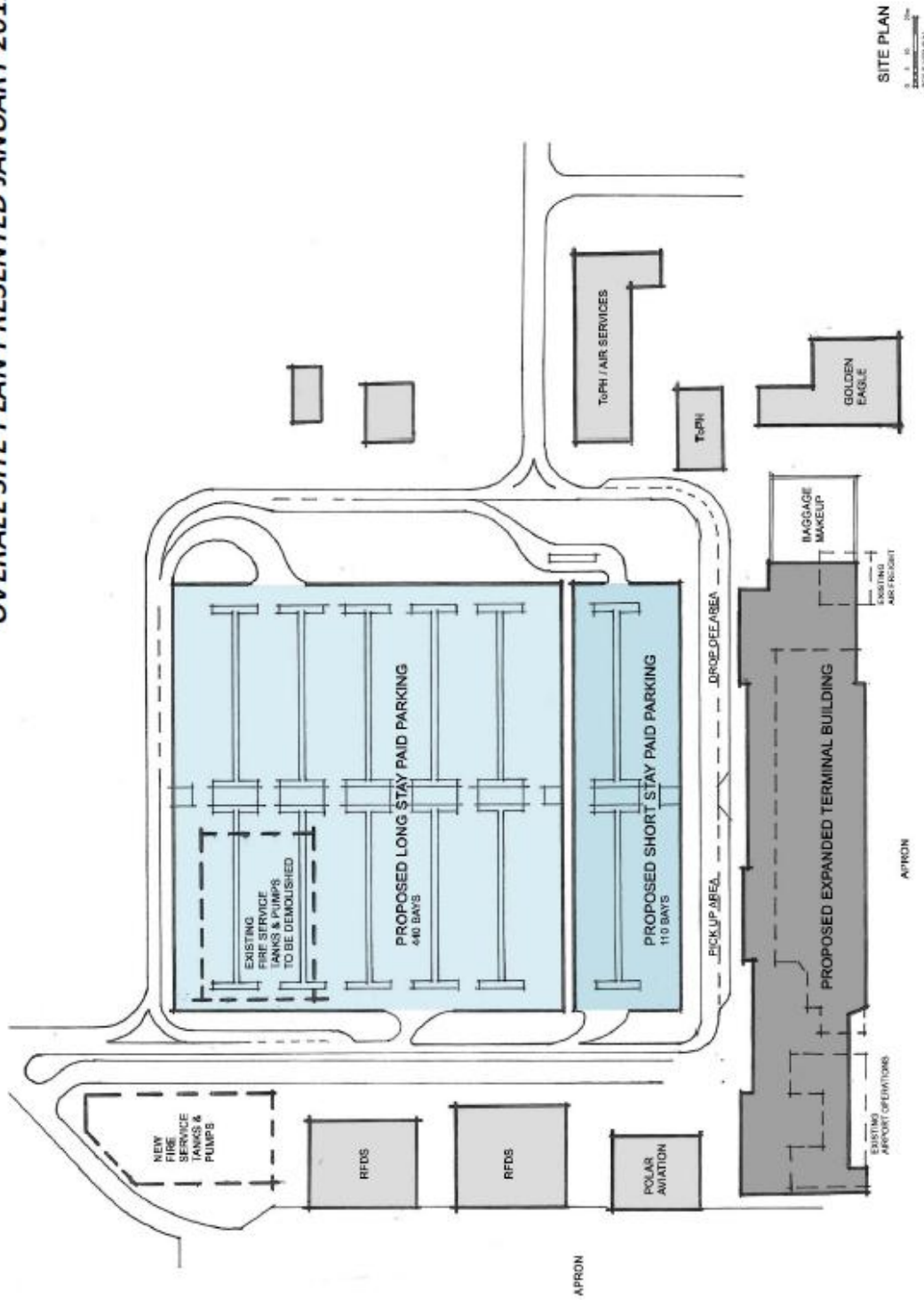


PROPOSED CONCEPT MASTERPLAN





OVERALL SITE PLAN PRESENTED JANUARY 2011

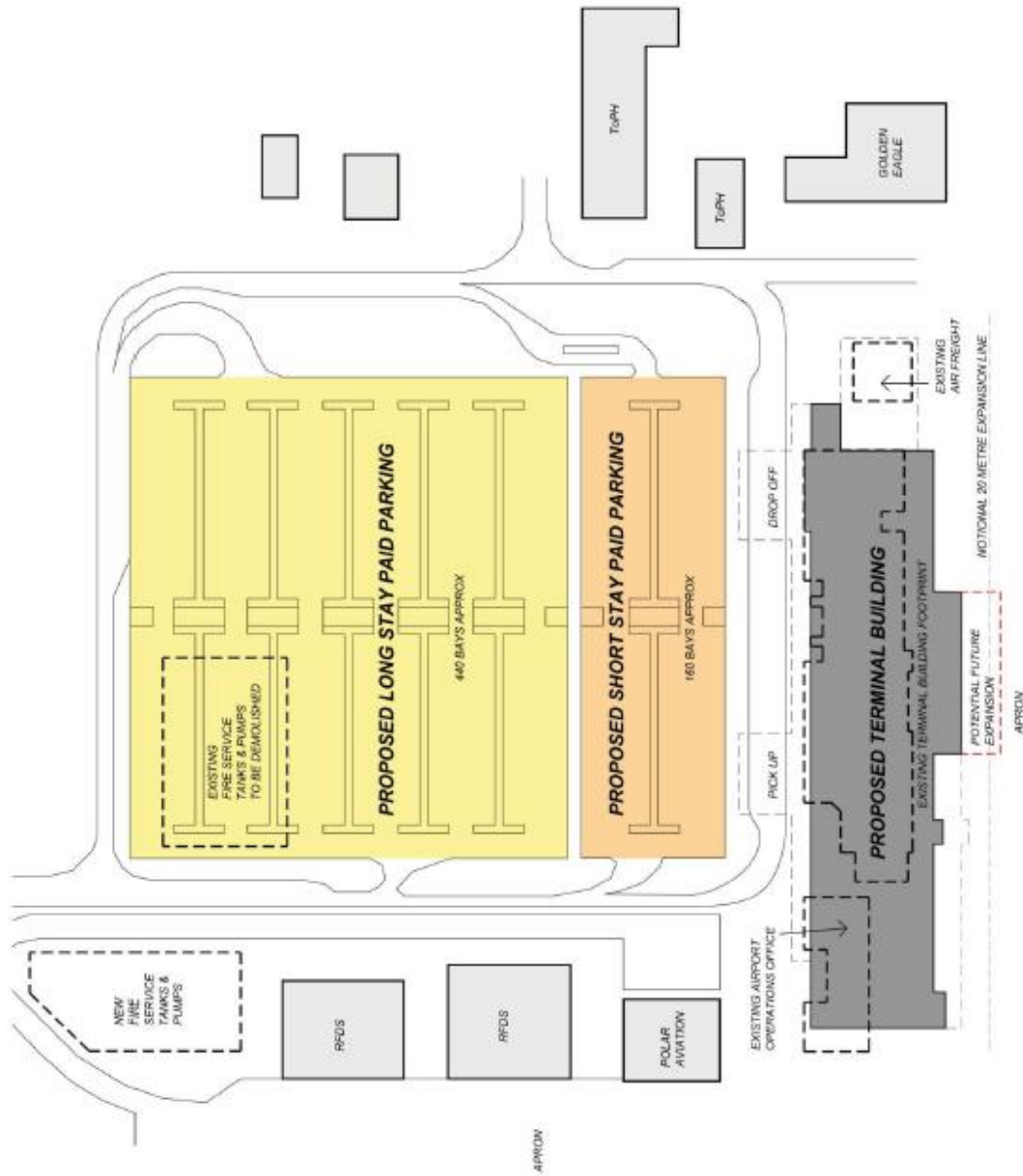


SITE PLAN
1:10
SCALE OF 1/8" = 1'-0"

PORT HEDLAND INTERNATIONAL AIRPORT
TERMINAL REDEVELOPMENT CONCEPT MASTERPLAN
SANDOVER PINDER
27 JAN 2011

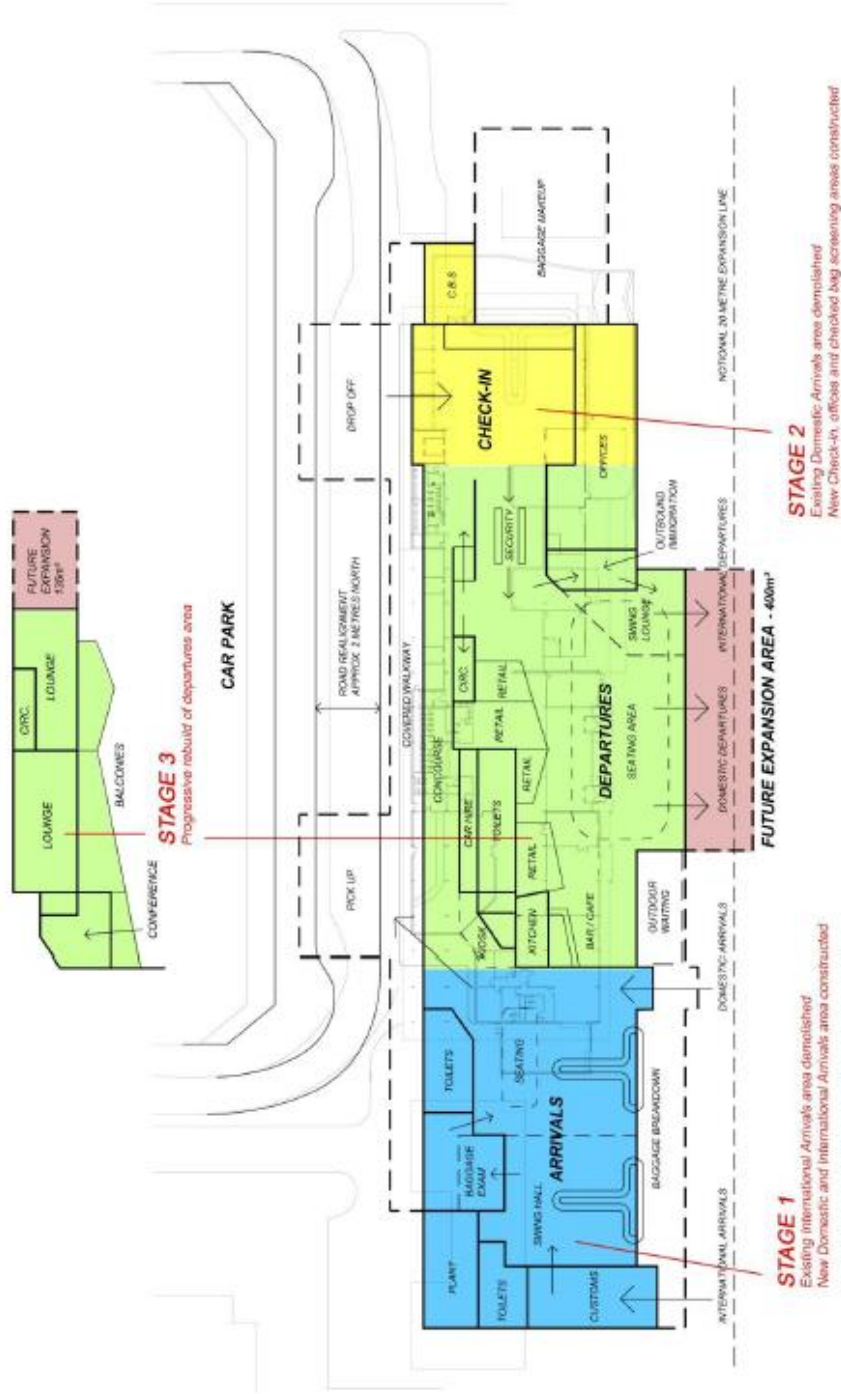


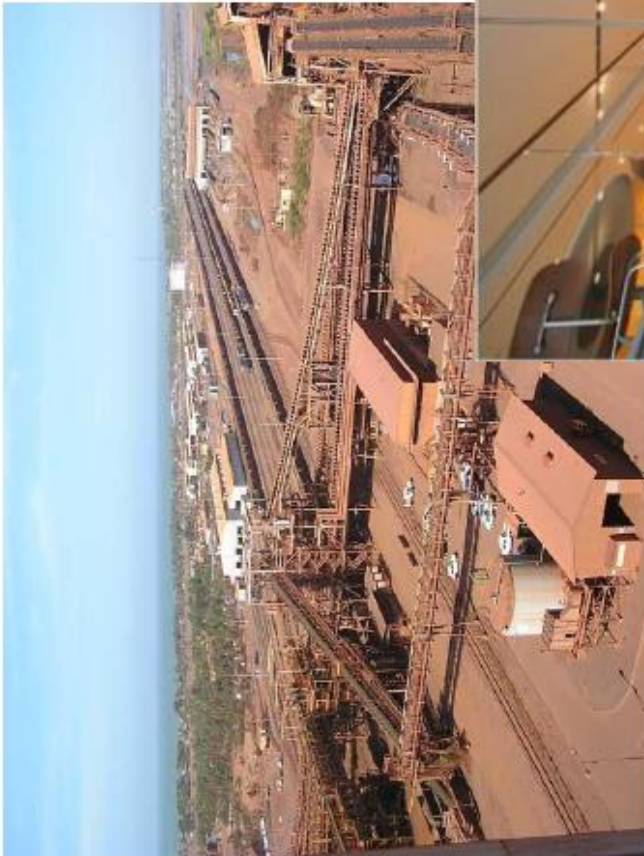
PROPOSED OVERALL SITE PLAN

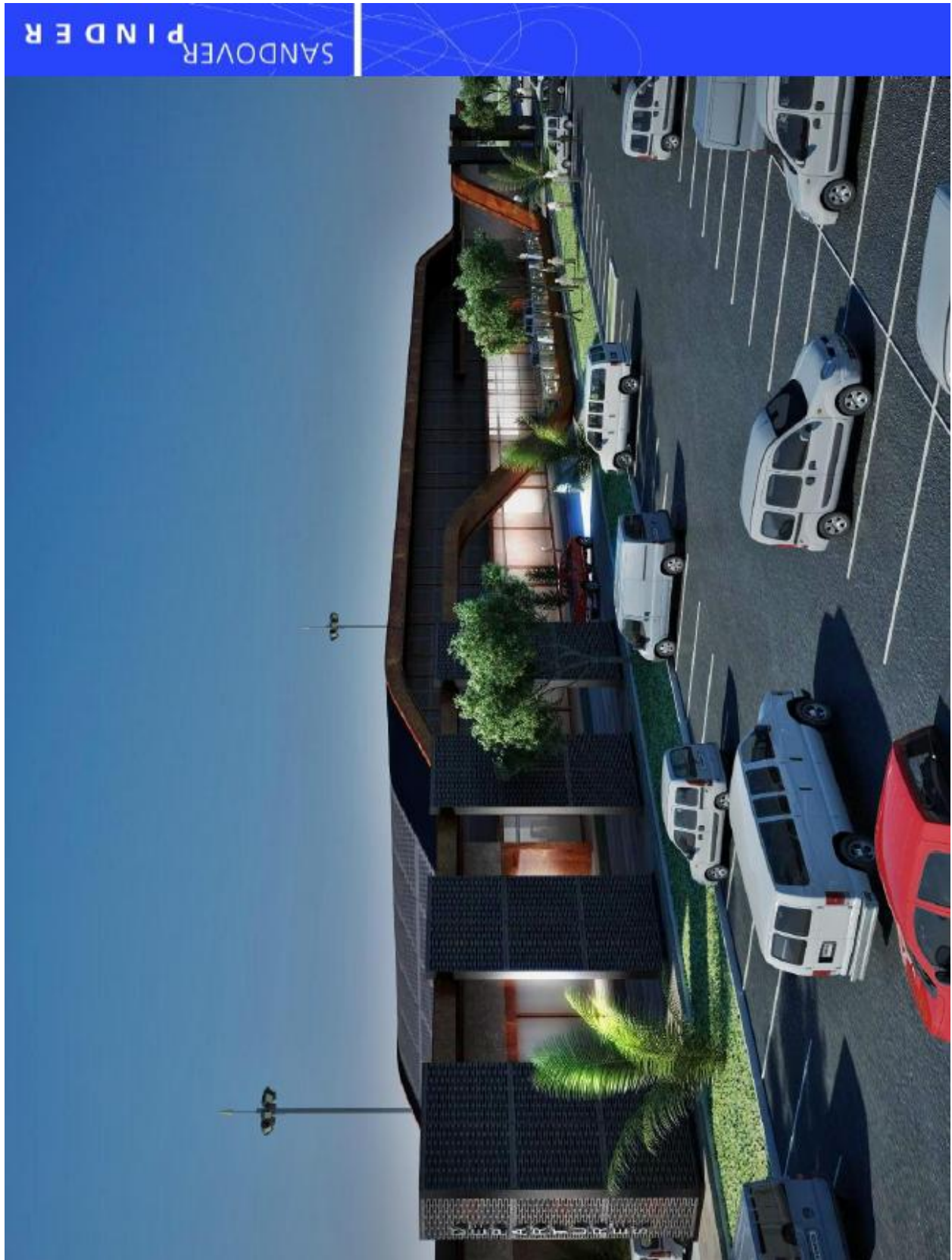




CONSTRUCTION STAGING







SANDOVER
P I N D E R





Key Stakeholder Feedback

- Importance of Airline Lounges
 - *Included on upper level, sized according to Airbiz report and airline comments*
- Consider international flight frequency
 - *Swing lounge / reclaim allow flexibility*
- Consider number of carousels and size of baggage areas
 - *2 carousels included, in line with most stakeholder comments*
- Allow for staged construction to maintain operations
 - *Demonstrated this is achievable*
- New image for airport as gateway to Port Hedland and the Pilbara
 - *Concept images show a more modern and exciting terminal building*



RLB|Rider Levett Bucknall

Cost Estimate 27th July 2011

Terminal Building	\$37,560,000
Associated Equipment	\$4,118,000
Car Park	\$3,576,000
Sub Total	\$45,254,000
Contingency	\$2,262,000
Professional Fees	\$5,508,000
Escalation	\$2,421,000
Total Estimate (ex GST)	\$55,445,000

Exclusions / Assumptions

- Retail fit out to speciality shops and tenancy's (Shell Only)
- Full body x-ray machines
- Shell only to Airline Lounges
- Fit out of airside equipment and all airside works
- Fuel storage and reticulation
- New apron works
- Fit out to customs and immigration offices
- Remediation
- Nose guidance system
- Bay number signage
- Air bridges
- Any works outside of the airport terminal (with exception of the car park & Drop off areas)
- Any major infrastructure upgrades with the exception to those to the road directly in front of the terminal building
- Storm Water Retention
- Relocation of existing fire sprinkler tanks
- Relocation of existing fuel storage tanks
- Car Parking Systems

ITEM 11 LATE ITEMS AS PERMITTED BY CHAIRPERSON/COUNCIL

Nil

ITEM 12 MOTIONS OF WHICH PREVIOUS NOTICE HAVE BEEN GIVEN

Nil

ITEM 13 CONFIDENTIAL ITEMS

Nil

ITEM 14 APPLICATIONS FOR LEAVE OF ABSENCE

AC201112/006 Airport Committee Decision

Moved: Cr M B Dziombak

Seconded: Serge Doumergue

That the following applications for leave of absence:

- **Serge Doumergue 23 October 2011 to 1 November 2011**
- **Cr M B Dziombak 18 October 2011 to 21 November 2011**

be approved.

CARRIED 4/0

ITEM 15 CLOSURE

15.1 Date of Next Meeting

The next Airport Committee Meeting of Council will be held on Thursday 27 October 2011, commencing at 5:30 pm.

15.2 Closure

There being no further business, the Chairperson declared the meeting closed at 6:07 pm.

Declaration of Confirmation of Minutes

I certify that these Minutes were confirmed by the Airport Committee at its Ordinary Meeting of _____ 2011.

CONFIRMATION:

CHAIR

DATE