



Town of Port Hedland

MINUTES

OF THE

ORDINARY MEETING  
OF THE TOWN OF PORT HEDLAND COUNCIL

HELD ON

WEDNESDAY 24 NOVEMBER 2010

AT 5.34 PM

IN COUNCIL CHAMBERS  
McGREGOR STREET, PORT HEDLAND

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*Paul Martin  
Acting Chief Executive Officer*

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## OUR COMMITMENT

*To enhance social, environmental and economic well-being through leadership and working in partnership with the Community.*

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**ITEM 1      OPENING OF MEETING**

## 1.1          Opening

The Mayor declared the meeting open at 5:34 pm and acknowledged the traditional owners, the Kariyarra people.

**ITEM 2      RECORDING OF ATTENDANCE AND APOLOGIES**

## 2.1          Attendance

Mayor Kelly A Howlett  
 Councillor Arnold A Carter  
 Councillor Stan R Martin  
 Councillor George J Daccache  
 Councillor Janet M Gillingham  
 Councillor Steve J Coates  
 Councillor David W Hooper  
 Councillor Michael (Bill) Dziombak

|                        |  |
|------------------------|--|
| Mr Paul Martin         | Acting Chief Executive<br>Officer        |
| Ms Natalie Octoman     | Director Corporate<br>Services           |
| Mr Russell Dyer        | Director Engineering<br>Services         |
| Ms Debra Summers       | Acting Director Community<br>Development |
| Mr Terry Sargent       | Director Regulatory<br>Services          |
| Miss Josephine Bianchi | Administration Officer<br>Governance     |
| Ms Christie O'Hara     | Administration Officer<br>Governance     |

|                       |    |
|-----------------------|----|
| Members of the Public | 12 |
|-----------------------|----|

|                      |   |
|----------------------|---|
| Members of the Media | 3 |
|----------------------|---|

## 2.2          Apologies

Nil.

## 2.3          Approved Leave of Absence

Nil.

**ITEM 3      RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

3.1            Questions from Public at Ordinary Council Meeting held on Wednesday 10 November 2010

3.1.1        Mr Chris Whalley

*With the new hospital officially opening in our Town soon, can Council explain why the word "hospital" has been eliminated from both the external and internal sign within this so called Hedland Health Campus? Should a sub-title of this new hospital be designated the "South Hedland Regional Hospital"? Could Council also ensure through the Department of Main Roads that the word "hospital" is used on all new relevant street signs?*

Correspondence has been drafted to the Department of Health and Main Roads WA to address Mr Whalley's concerns and is waiting for Mayoral approval upon her return from Perth.

3.2            Questions from Elected Members at Ordinary Council Meeting held on Wednesday 10 November 2010

Nil.

**ITEM 4      PUBLIC TIME**

4.1            Public Question Time

4.1            Mr John Wakely

*With regard to tonight's proposal listed as Agenda Item 10.1 "Port Hedland Waste to Energy Opportunity":*

- *Does it have an appropriate Town Planning zoning approval?*
- *What are the estimated operating costs per tonne of waste processed?*
- *Is this proven technology, that meets or exceeds Australian emission Standards?*
- *What carbon credits or carbon based revenue/s does the plant anticipate earning?*

*NOTE: Mayor advised Mr Wakely that the "Port Hedland Waste to Energy Opportunity" is not a proposal that Council is considering but a presentation purely for information purposes. The Town of Port Hedland has not currently committed to this project.*

## 4.2 Mr Chris Whalley

*Does Council have an update as to when the pending water shortage in this Town will be addressed? How will it be solved? Is there an estimated cost? When will the in-fill sewerage system for the West End of Town be completed?*

Mayor advised that the infill sewerage program has been committed by Minister Jacobs, the planning works are still under way and it is believed that it will be rolled out in the first half of 2011. Works are not affecting fresh water and drinking water. Our crisis is not as bad as Roebourne, but water is a critical issue all over Australia and we are very mindful of this. At last Council meeting we had a very comprehensive presentation from Water Corporation. It was very good in terms of assuring us that there will be water for residential and amenity purposes and town improvement works. We are expecting an announcement about the increase of intake from the Yule in the next 3-4 weeks and other opportunities from De Grey River are currently being investigated.

*Will Council take the initiative to put forward the proposition to relevant educational authorities in Perth that this Town needs a brand new Senior High School to be completed and officially opened by late January 2015?*

Mayor advised that Council has been taking the lead with regard to this campaign and meeting with the Department of Education. Council is starting to work on this matter but it needs the community to get behind it as ultimately it is not Council's decision. Mayor advised that Council needs to work with the State Government and make sure that the current high school is thriving, and also look at additional education opportunities for the Town. Council will keep working on this matter and will keep the community updated.

## 4.2 Public Statement Time

Nil.

**ITEM 5 QUESTIONS FROM MEMBERS WITHOUT NOTICE**

## 5.1 Councillor S Coates

Councillor Coates asked whether Council would consider a Men's Shed in South Hedland, as various members of the community have asked about it. It could be an activity and arts centre as well as a health centre. Councillor Coates advised that preliminary discussions with various members of the community show that quite a few people are interested in the idea. Research undertaken by Councillor Coates indicates that Federal and State Government funding is available.

Currently there are about 200 Men's Sheds in the country, with 30 in Western Australia and receiving funding from \$3-4,000 up to \$600,000.

*NOTE: Councillor Coates requested elected members to indicate their approval in principle for a proposal of a Men's Shed in the Town to be further explored.*

5.2 Councillor J M Gillingham

*Councillor Gillingham enquired about the bitumen on Simmons Street in Cooke Point. Is it the first stage or will it be remaining as it is?*

Director of Engineering Services advised that the bitumen laid on Simmons Street is a reseal and the street will be cleared up shortly.

*NOTE: Councillor Gillingham followed up on Mr Whalley's comments about the schooling situation in Port Hedland and indicated that parents in this Town should have a choice of education avenues for their children.*

5.3 Councillor M Dziombak

*Councillor Dziombak followed up on his question asked at last Council meeting and enquired as to whether any correspondence had been sent to the party escorted from Council Chambers on 27 October 2010, and if the situation had been rectified?*

Mayor advised that a response was sent to the person in question the day after the meeting and that the issue was clarified.

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

|                   |                      |
|-------------------|----------------------|
| Mayor K A Howlett | Cr J M Gillingham    |
| Cr A A Carter     | Cr S J Coates        |
| Cr S R Martin     | Cr D W Hooper        |
| Cr G J Daccache   | Cr M (Bill) Dziombak |

*NOTE: Councillor G J Daccache and Councillor J M Gillingham declared they did not have time to read the Late Items.*



**ITEM 7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**

7.1 Confirmation of Minutes of Ordinary Meeting of Council held on Wednesday 10 November 2010

**201011/176 Council Decision/Officer's Recommendation**

**Moved:** Cr A A Carter

**Seconded:** Cr J M Gillingham

That the Minutes of the Ordinary Meeting of Council held on Wednesday 10 November 2010 be confirmed as a true and correct record of proceedings.

*CARRIED 8/0*

**ITEM 8 ANNOUNCEMENTS BY CHAIRMAN WITHOUT DISCUSSION**

Mayor Howlett's Activity Report for the November 2010 period to date as follows:

Wednesday, 3 November

- Weekly Media Meeting + Deputy Mayor
- Weekly Catchup Meeting Mayor & Deputy Mayor
- Conducted Citizenship Ceremony + Cr Daccache + Cr Gillingham
- Attended Dinner WA Pilbara Regional Planning Committee

Thursday, 4 November

- Fortnightly Pilbara Mayor/Shire President Phone Link Up
- Attended Port Hedland Liquor Accord Meeting
- Attended Pilbara Regional Planning Committee Meeting + Deputy Mayor + A/CEO + A/DREG
- Chair Informal Council Meeting + Deputy Mayor + Cr Martin + Cr Daccache + Cr Gillingham + Cr Coates + Cr Dziombak + Cr Hooper + A/CEO + DCORP + DENG + A/DCD + A/DREG
- MC Quaterly "Gearing Up" Session – Land Developments + Deputy Mayor + Cr Daccache + Cr Hooper + Cr Gillingham + Cr Dziombak + A/CEO + DCORP + DENG + A/DCD + A/DREG

Friday, 5 November

- ABC NW Radio Interview – Gearing Up Session
- Attended TOPH Spoilbank Working Group Meeting + Deputy Mayor + Cr Daccache + Cr Martin + Cr Dziombak + A/CEO + A/DREG + MELD
- ALGWA Phone Link Up Meeting

Sunday, 7 November

- Attended Port Hedland Seafarer Centre Christmas Afternoon Event + Deputy Mayor

Monday, 8 November

- Attended YIC World Record Attempt Meeting
- Attended TOPH Donations Working Group Meeting
- Attended Port Hedland Rotary Club AGM

Tuesday, 9 November

- Weekly Catchup Meeting CEO, Deputy Mayor & Mayor
- Participated In "Kick To Kick" With Phil Krakouer + Cr Daccache

Wednesday, 10 November

- Weekly Catchup Meeting Deputy Mayor & Mayor
- Chair OCM 10<sup>th</sup> November 2010
- Attended Performance Krakouer Brothers Play At Matt Dann

Thursday, 11 November

- Attended St Cecilians School Hall Opening With Sen Louise Pratt
- Attended RSL – Port Hedland Remembrance Day Service
- Hosted Visit By Yr 2/3 South Hedland Primary School To Council Chambers

Saturday, 13 November

- Participated In McHappy Day Fundraising Event McDonalds South Hedland

Monday, 15 November

- Attended Training – Australian Institute Company Directors Course (Perth)

Tuesday, 16 November

- Attended Training – Australian Institute Company Directors Course (Perth)

Wednesday, 17 November

- Attended Training – Australian Institute Company Directors Course (Perth)
- Attended First Meeting LandCorp, RDL & TOPH Implementation Steering Group Meeting + A/CEO
- Attended BHP Billiton Iron Ore Global HSEC Awards

Thursday, 18 November

- Attended Training – Australian Institute Company Directors Course (Perth)

Friday, 19 November

- Attended Training – Australian Institute Company Directors Course (Perth)
- Attended WA State Final Tidy Towns/Sustainable Communities Awards Ceremony

Mayor also advised that today she attended the opening of the Port Haven facility. In terms of provision of workforce accommodation they have set the bar very high. This evening the Mayor will be attending the Hedland Senior High School Year 12 Participation Ceremony.

The Mayor has been advised by the Principal that depending on the rankings one student will possibly be enrolled in medical school and that all other Year 12 students have done very well this year.

Since Council's last Ordinary Meeting there has been a flurry of activity regarding the newspapers distribution in and around Port and South Hedland. Correspondence has been sent to the newspapers about this matter and on 8 December they will be presenting to Council their ideas and proposals on how to improve their services and reduce littering.

Council is very proud of Russell, Ryan, Luke and Rob who are participating in this month's "Movember" charity initiative.

## **ITEM 9      REPORTS BY ELECTED MEMBERS WITHOUT DISCUSSION**

### 9.1      Councillor A A Carter

Councillor Carter attended the Alliance School of Dance, it was a very good event, all the dancers did extremely well and it will be good to see them perform at the Multi Purpose Recreation Centre once it opens.

### 9.2      Councillor G J Daccache

Councillor Daccache attended the Annual General Meeting of the Rovers and South Hedland Swans football teams and reported that both teams are happy with the situation concerning the ovals.

### 9.3      Councillor S J Coates

Councillor Coates reported a housekeeping matter; the clock in Council Chambers is 6 minutes fast and needs to be set back.

### 9.4      Councillor J M Gillingham

Councillor Gillingham attended both the Jibat and Alliance dance shows over the week-end. Councillor Gillingham reported that they were both excellent events but as a committee member for the Celebrate Hedland Inc. she would like the schools to have their events on separate week-ends.

Councillor Gillingham also attended the Port Haven opening; well done to all involved in building great accommodation facilities.

## 9.5 Councillor D W Hooper

Councillor Hooper advised that the trip to the beaches he attended last week-end for possible coastal access was a real eye opener, as he had never seen any of the areas visited on the tour. Councillor Hooper is looking forward to seeing some progress in this area.

**ITEM 10 PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS**

## 10.1 New Energy Corporation Pty Ltd

Mr Jason Pugh, General Manager, New Energy Corporation Pty Ltd presented a proposal/opportunity for a plant to be constructed in Port Hedland to convert waste into energy.

## 10.2 Iconic Park Proposed Cafe

Ms Vicki James, Manager Community Development at Fortescue Metals Group Ltd, Mr Paul Broderick, Director at Emerge and Mr Andrew Low, Principle at Hassell presented a proposal to Council for the development of a proposed cafe to be located at the Town's Water-Play themed park currently being constructed.

## 10.3 KPMG engagement by Pilbara Regional Council

Ms Sarah Zaffino, Project Manager, presented an overview of KPMG's engagement by Pilbara Regional Council to provide services across four of the five Department of Local Government reform initiatives.

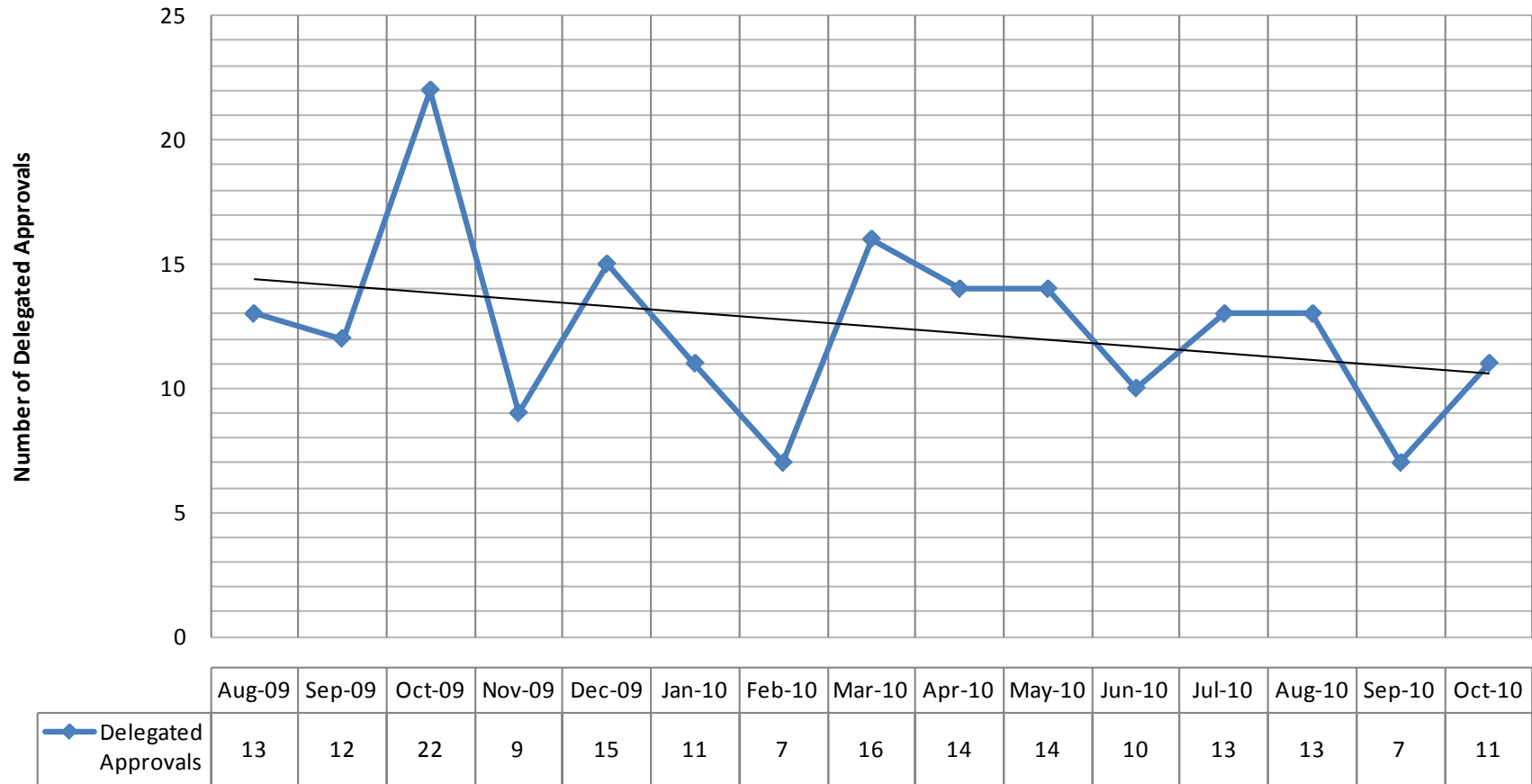


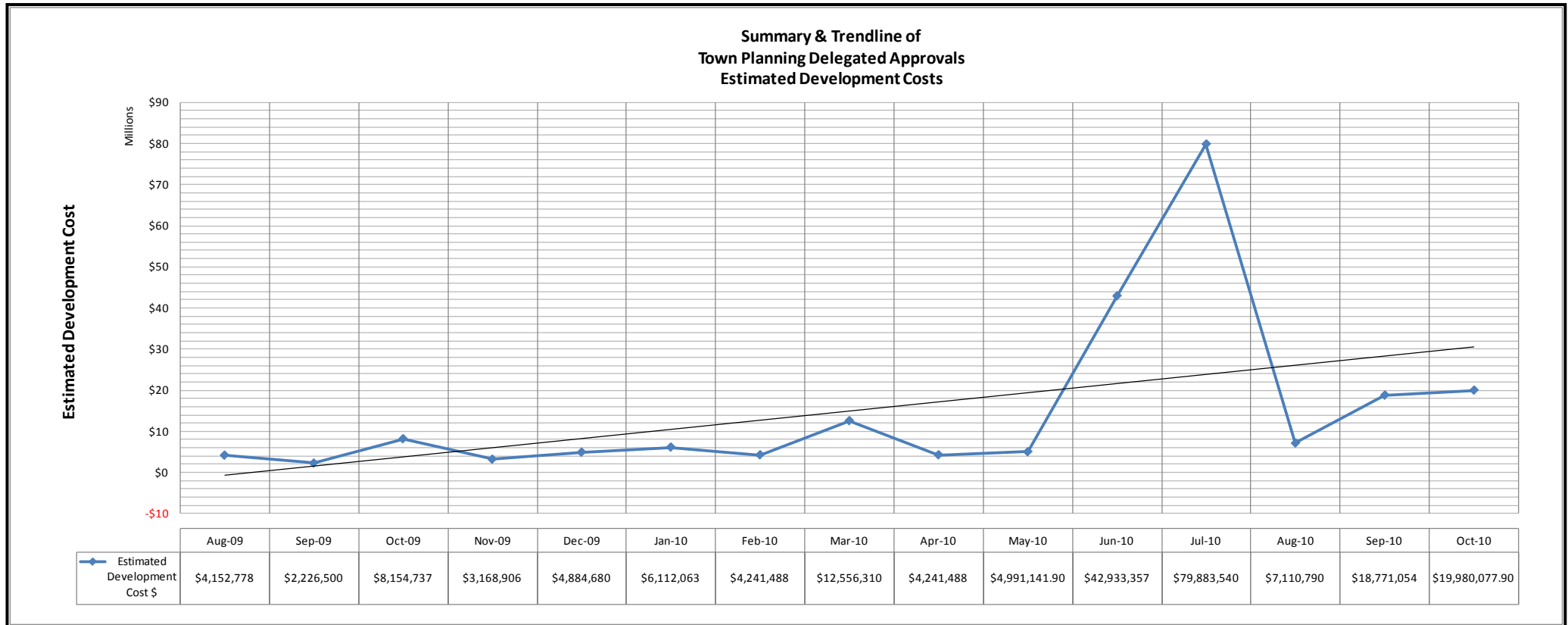
## DELEGATED PLANNING APPROVALS FOR OCTOBER 2010

| <b>PLANNING APPROVALS - DELEGATED AUTHORITY - OCTOBER 2010</b> |                    |                        |  |            |                 |                          |
|--|--------------------|------------------------|--|------------|-----------------|--------------------------|
| <b>Applic No</b>   | <b>Applic date</b> | <b>Date Determined</b> | <b>Description</b>   | <b>Lot</b> | <b>Locality</b> | <b>Development Value</b> |
| 2010/17.01   | 20/10/2010         | 27/10/2010             | SINGLE HOUSE - RETROSPECTIVE APPROVAL FOR R CODE VARIATION TO PRIMARY STREET FENCE | 704        | PORT HEDLAND    | 8500.00                  |
| 2010/158   | 12/07/2010         | 08/10/2010             | GROUPED DWELLING - 3x ADDITIONAL DWELLINGS   | 247        | PORT HEDLAND    | 741380.90                |
| 2010/164   | 22/07/2010         | 11/10/2010             | MOTEL, RESTAURANT AND OFFICE   | 5867       | PORT HEDLAND    | 13865700.00              |
| 2010/178   | 10/08/2010         | 15/10/2010             | GROUPED DWELLING - ADDITIONAL CARPORTS   | 35         | PORT HEDLAND    | 40000.00                 |
| 2010/195   | 02/09/2010         | 27/10/2010             | 3x GROUPED DWELLINGS   | 19         | SOUTH HEDLAND   | 1316490.00               |
| 2010/219   | 30/09/2010         | 25/10/2010             | SINGLE HOUSE - Garage addition - R CODE Variation                                  | 2620       | SOUTH HEDLAND   | 16000.00                 |
| 2010/220   | 30/09/2010         | 25/10/2010             | OFFICE - STORAGE SHED ADDITION   | 2937       | SOUTH HEDLAND   | 15165.00                 |
| 2010/225   | 06/10/2010         | 25/10/2010             | SINGLE DWELLING - R-CODE VARIATION - Patio Addition                                | 2760       | SOUTH HEDLAND   | 10000.00                 |
| 2010/205   | 15/09/2010         | 25/10/2010             | INDUSTRY - LIGHT - Warehouse, workshop and associated office                       | 5901       | WEDGEFIELD      | 771842.00                |
| 2010/222   | 04/10/2010         | 26/10/2010             | INDUSTRY - LIGHT - 3 Warehouses and 2 Factory Units                                | 5          | WEDGEFIELD      | 3180000                  |
| 2010/204   | 15/09/2010         | 11/10/2010             | GROUPED DWELLING - CARPORT ADDITION  |            |                 | 15000.00                 |

DELEGATED PLANNING APPROVALS FOR OCTOBER

**Summary & Trendline of  
Town Planning Delegated Approvals**







## DELEGATED BUILDING APPROVALS FOR OCTOBER 2010

| <b>BUILDING LICENCES OCTOBER 2010</b> |                      |                 |                                   |  |                                 |                                |
|---------------------------------------|----------------------|-----------------|-----------------------------------|--|---------------------------------|--------------------------------|
| <b>Licence Number</b>                 | <b>Decision Date</b> | <b>Locality</b> | <b>Description of Work</b>        | <b>Estimated Construction Value (\$)</b> | <b>Floor area square metres</b> | <b>Building Classification</b> |
| 100058                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 540,408.00                            | 202                             | Class 1a                       |
| 100059                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 482,713.00                            | 210                             | Class 1a                       |
| 100056                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 540,408.00                            | 208                             | Class 1a                       |
| 100057                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 505,164.00                            | 205                             | Class 1a                       |
| 100054                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 540,408.00                            | 210                             | Class 1a                       |
| 100055                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 482,713.00                            | 210                             | Class 1a                       |
| 100063                                | 06.10.2010           | SOUTH HEDLAND   | 1 X New Single Dwelling           | \$ 482,713.00                            | 210                             | Class 1a                       |
| 100064                                | 08.10.2010           | SOUTH HEDLAND   | 1 x New Single Storey Dwelling    | \$ 482,713.00                            | 204                             | Class 1a                       |
| 100065                                | 08.10.2010           | SOUTH HEDLAND   | 1 x Single Storey Single Dwelling | \$ 482,713.00                            | 204                             | Class 1a                       |
| 100066                                | 08.10.2010           | SOUTH HEDLAND   | 1 x New Single Storey Dwelling    | \$ 482,713.00                            | 204                             | Class 1a                       |
| 100071                                | 14.10.2010           | PORT HEDLAND    | 1 x New Single Dwelling           | \$ 682,540.00                            | 215                             | Class 1a                       |
| 100076                                | 20.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 434,990.00                            | 230                             | Class 1a                       |
| 100062                                | 22.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 640,510.00                            | 208                             | Class 1a                       |
| 100033                                | 22.10.2010           | SOUTH HEDLAND   | 1 x New Single Dwelling           | \$ 640,510.00                            | 208                             | Class 1a                       |
| 100085                                | 22.10.2010           | PORT HEDLAND    | Enclosure of Existing Patio       | \$ 224,000.00                            | 136                             | Class 1a                       |
| 100087                                | 26.10.2010           | SOUTH HEDLAND   | 3 x New Grouped Dwellings         | \$ 1,448,139.00                          | 612                             | Class 1a                       |
| 100007                                | 04.10.2010           | PORT HEDLAND    | 1 x New Patio                     | \$ 20,000.00                             | 52                              | Class 10a                      |
| 100052                                | 04.10.2010           |                 | 1 x New Patio                     | \$ 10,000.00                             | 52                              | Class 10a                      |
| 100067                                | 08.10.2010           | SOUTH HEDLAND   | 1 x New Outbuilding               | \$ 4,200.00                              | 9                               | Class 10a                      |
| 100051                                | 08.10.2010           | WEDGEFIELD      | 1 x New Outbuilding               | \$ 89,000.00                             |                                 | Class 10a                      |
| 100069                                | 12.10.2010           | SOUTH HEDLAND   | 2 x New Patio                     | \$ 19,980.00                             | 73                              | Class 10a                      |
| 100053                                | 15.10.2010           | WEDGEFIELD      | 1 x New Outbuilding               | \$ 30,000.00                             | 25                              | Class 10a                      |
| 100084                                | 22.10.2010           |                 | 1 x New Outbuilding               | \$ 27,218.00                             | 45                              | Class 10a                      |
| 105010                                | 01.10.2010           | SOUTH HEDLAND   | 1 x New BG Swimming Pool          | \$ 4,000.00                              | 16                              | Class 10b                      |
| 102003                                | 14.10.2010           | PORT HEDLAND    | Retaining Walls                   | \$ 31,350.00                             |                                 | Class 10b                      |
| 105011                                | 18.10.2010           | SOUTH HEDLAND   | 1 x New B.G. Swimming Pool        | \$ 8,490.00                              | 22                              | Class 10b                      |
| 105012                                | 19.10.2010           | PORT HEDLAND    | 1 x B.G. Swimming Pool            | \$ 33,820.00                             | 26                              | Class 10b                      |
| 100080                                | 20.10.2010           | SOUTH HEDLAND   | 1 x Retaining Wall                | \$ 35,833.00                             |                                 | Class 10b                      |

## DELEGATED BUILDING APPROVALS FOR OCTOBER 2010 Cont'd...

| <b>BUILDING LICENCES OCTOBER 2010 Cont'd</b> |                      |                 |  |  |                                 |                                |
|--|----------------------|-----------------|--|--|---------------------------------|--------------------------------|
| <b>Licence Number</b>                        | <b>Decision Date</b> | <b>Locality</b> | <b>Description of Work</b>               | <b>Estimated Construction Value (\$)</b> | <b>Floor area square metres</b> | <b>Building Classification</b> |
| 100082                                       | 20.10.2010           | SOUTH HEDLAND   | 1 x Retaining Wall                       | \$ 35,833.00                             |                                 | Class 10b                      |
| 100081                                       | 20.10.2010           | SOUTH HEDLAND   | 1 x Retaining Wall                       | \$ 35,833.00                             |                                 | Class 10b                      |
| 100077                                       | 20.10.2010           | SOUTH HEDLAND   | 1 x Retaining Wall                       | \$ 35,833.00                             |                                 | Class 10b                      |
| 100079                                       | 20.10.2010           | SOUTH HEDLAND   | 1 x Retaining Wall                       | \$ 35,833.00                             |                                 | Class 10b                      |
| 105013                                       | 21.10.2010           | SOUTH HEDLAND   | 1 x B.G. Swimming Pool                   | \$ 32,000.00                             | 20                              | Class 10b                      |
| 105014                                       | 21.10.2010           | SOUTH HEDLAND   | 1 x B.G. Swimming Pool                   | \$ 35,000.00                             | 37                              | Class 10b                      |
| 85093  | 22.10.2010           | PORT HEDLAND    | 1 x Below Ground Swimming Pool           | \$ 18,500.00                             | 14                              | Class 10b                      |
| 105017                                       | 29.10.2010           | SOUTH HEDLAND   | 1 x Below Ground Swimming Pool           | \$ 32,000.00                             | 32                              | Class 10b                      |
| 105016                                       | 29.10.2010           | PORT HEDLAND    | 1 x Swimming Pool                        | \$ 25,000.00                             | 205                             | Class 10b                      |
| 100039                                       | 08.10.2010           | SOUTH HEDLAND   | 36 x Grouped Dwellings                   | \$ 4,796,000.00                          | 2333                            | Class 2                        |
| 100061                                       | 05.10.2010           | PORT HEDLAND    | Change of Classification from 1b to 3 (B |  |                                 | Class 3                        |
| 100086                                       | 25.10.2010           | SOUTH HEDLAND   | Internal Shop Fitout                     | \$ 149,500.00                            | 89                              | Class 6                        |
| 100042                                       | 22.10.2010           | WEDGEFIELD      | Extension of Showroom & Warehouse & Carp | \$ 600,000.00                            |                                 | Class 7                        |
| 100043                                       | 22.10.2010           |                 | 1 X New Warehouse                        | \$ 2,000,000.00                          | 49932                           | Class 7b                       |
| 100060                                       | 05.10.2010           |                 | Relocation of existing Storeroom 18mx12m | \$ 35,000.00                             | 216                             | Class 7b                       |
| 100075                                       | 20.10.2010           | PORT HEDLAND    | 1 x New Workshop                         | \$ 400,000.00                            | 473                             | Class 8                        |
| 100068                                       | 08.10.2010           | WEDGEFIELD      | 1 x Undercover Maintenance Area          | \$ 120,000.00                            | 271                             | Class 8                        |
| 100070                                       | 14.10.2010           | SOUTH HEDLAND   | Stage 1 - Footings and Ground Floor Slab |  |                                 | Class 9b                       |
| 100074                                       | 27.10.2010           | SOUTH HEDLAND   | Recreation Centre Stage 2 - Whole of Bui | \$ 29,168,433.00                         |                                 | Class 9b                       |
|  |                      |                 | <b>47 Licences Issued</b>                | <b>\$ 46,962,011.00</b>                  |                                 |                                |

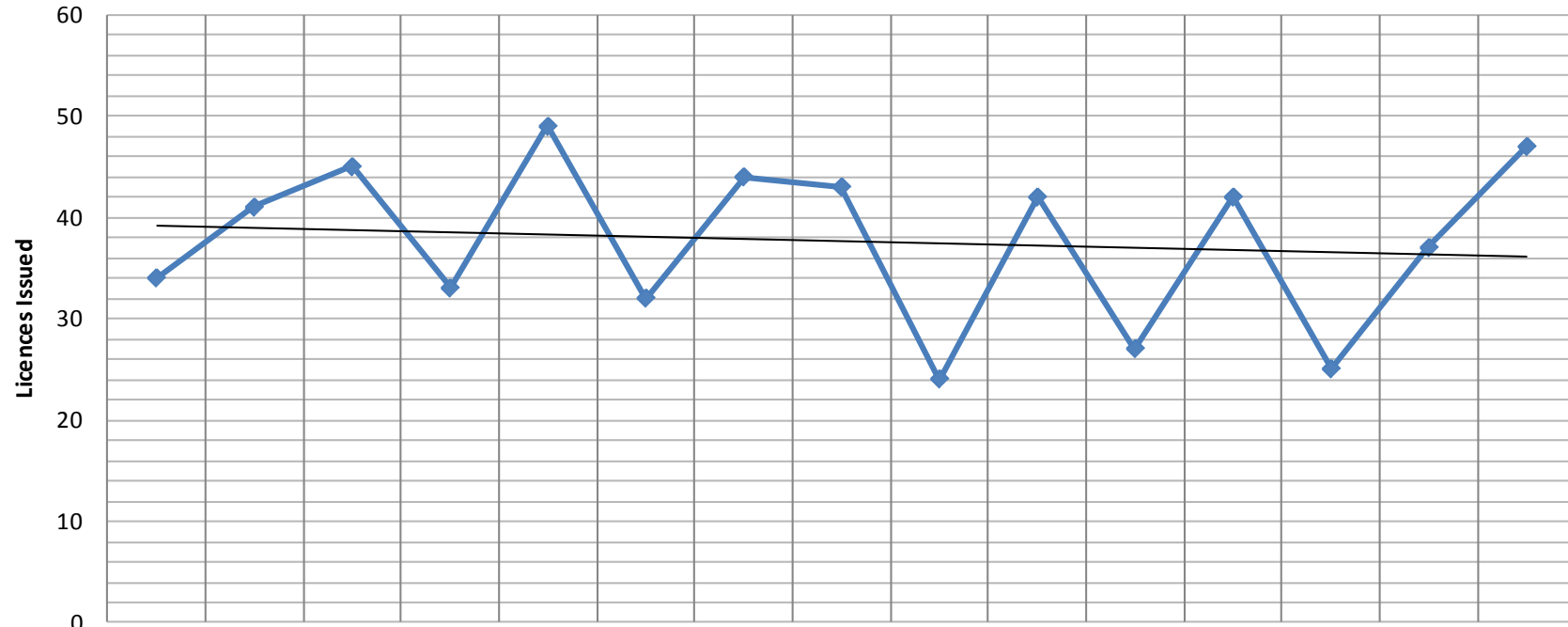
## DELEGATED BUILDING APPROVALS FOR OCTOBER 2010 Cont'd...

| <b>SUMMARY</b>        |                     |                                     |                                    |                                      |
|-----------------------|---------------------|-------------------------------------|------------------------------------|--------------------------------------|
| <b>No of Licences</b> | <b>Licence Type</b> | <b>Estimated Construction Value</b> | <b>Floor Area in square metres</b> | <b>Average cost per square metre</b> |
| 8                     | Demolitions         | \$97,190                            |                                    |                                      |
| 16                    | Dwellings           | \$9,093,355                         | 3,676                              | \$2,474                              |
| 7                     | Class 10a           | \$200,398                           | 256                                | \$783                                |
| 15                    | Class 10b           | \$399,325                           |                                    |                                      |
| 10                    | Commercial          | \$37,268,933                        | 53,314                             | \$699                                |
|                       | Other               | \$0                                 |                                    |                                      |
| <b>56</b>             |                     | <b>\$47,059,201</b>                 | <b>57,618</b>                      | <b>\$3,956</b>                       |

| <b>DEMOLITION LICENCES</b> |                      |                                     |                            |  |
|----------------------------|----------------------|-------------------------------------|----------------------------|--|
| <b>Licence Number</b>      | <b>Approval Date</b> | <b>Locality</b>                     | <b>Description of Work</b> | <b>Estimated Construction Value (\$)</b> |
| 103009                     | 12.10.2010           | SOUTH HEDLAND                       | Demolition of Single Dw    | \$ 15,000.00                             |
| 103010                     | 18.10.2010           | SOUTH HEDLAND                       | Demolition of Dwelling     | \$ 20,000.00                             |
| 103011                     | 18.10.2010           | PORT HEDLAND                        | Demolition of Dwelling     | \$ 17,500.00                             |
| 103012                     | 18.10.2010           | PORT HEDLAND                        | Demolition of Duplex       | \$ 17,500.00                             |
| 103015                     | 27.10.2010           | PORT HEDLAND                        | Demolition of Shed         | \$ 2,000.00                              |
| 103013                     | 27.10.2010           | WEDGEFIELD                          | Demolition of Shed         | \$ 1,200.00                              |
| 103016                     | 28.10.2010           | PORT HEDLAND                        | Demolition                 | \$ 990.00                                |
| 103014                     | 27.10.2010           | SOUTH HEDLAND                       | Demolition of Residence    | \$ 23,000.00                             |
| <b>Total</b>               |                      | <b>8 Demolition Licences Issued</b> |                            | <b>\$ 97,190</b>                         |

DELEGATED BUILDING APPROVALS FOR OCTOBER 2010 Cont'd...

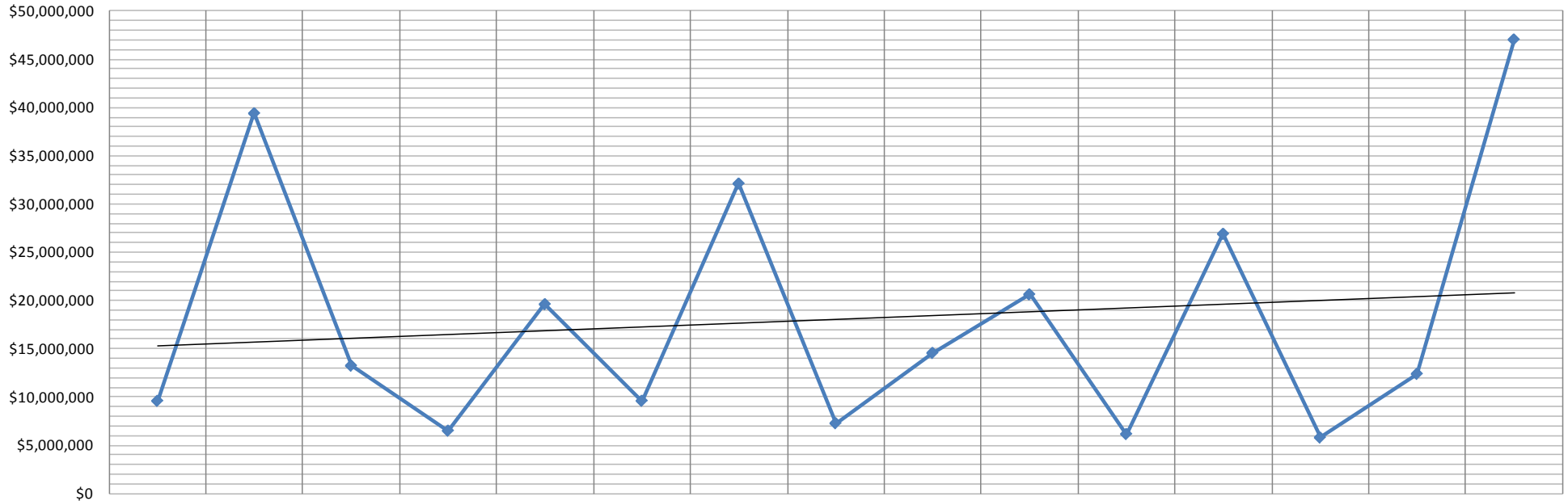
### Summary & Trendline for Building Licence Approvals



|                         | Aug-09 | Sep-09 | Oct-09 | Nov-09 | Dec-09 | Jan-10 | Feb-10 | Mar-10 | Apr-10 | May-10 | Jun-10 | Jul-10 | Aug-10 | Sep-10 | Oct-10 |
|-------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| ◆ No of Licences Issued | 34     | 41     | 45     | 33     | 49     | 32     | 44     | 43     | 24     | 42     | 27     | 42     | 25     | 37     | 47     |

DELEGATED BUILDING APPROVALS FOR OCTOBER 2010 Cont'd...

**Summary & Trendline of  
Estimated Construction Value of Building Licences Issued**



|                                 | Aug-09      | Sep-09       | Oct-09       | Nov-09      | Dec-09       | Jan-10      | Feb-10       | Mar-10      | Apr-10       | May-10       | Jun-10      | Jul-10       | Aug-10      | Sep-10       | Oct-10       |
|---------------------------------|-------------|--------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|--------------|-------------|--------------|-------------|--------------|--------------|
| Estimated Construction Value \$ | \$9,586,773 | \$39,405,765 | \$13,239,101 | \$6,495,176 | \$19,610,421 | \$9,595,165 | \$32,119,507 | \$7,270,113 | \$14,556,866 | \$20,627,998 | \$6,148,261 | \$26,906,773 | \$5,788,656 | \$12,388,683 | \$47,059,201 |

## DELEGATED ENVIRONMENTAL HEALTH ORDERS FOR OCTOBER 2010

|   |
|---|
| <b>Current Health Orders under Delegated Authority by Environmental Health Services</b> |
|---|

|   |                                     |
|---|-------------------------------------|
| 30 Weaver Place, South Hedland<br>(Faulteroy/Mills) | Building Unfit for Human Habitation |
|---|-------------------------------------|

## CURRENT LEGAL MATTERS BEING UNDERTAKEN AS AT OCTOBER 2010

| CURRENT LEGAL MATTERS             |  |  |                             |  |         |
|-----------------------------------|--|--|-----------------------------|--|---------|
| File No.                          | Address  | Issue  | First Return Date           | Current Status   | Officer |
| <b>WEDGEFIELD</b>                 |  |  |                             |  |         |
| 121670G                           | Lot 3 Trig Street<br>(J Yujnovich)   | Non-compliance with planning conditions  | ~ First return date 21/1/09 | ~ Trial set down for 13 & 14 September 2010 in Perth. ToPH witnesses to attend.<br>~ Magistrate has found J Yujnovich guilty sentencing will be in +/- 3 weeks<br>~ <b>Fine imposed of approx \$20,000</b> | MP      |
| 124590G                           | Lot 1029 (4) Ridley Street<br>(Carey Gardner Engineering)                              | Illegal Residential dongas   |                             | ~ Instruction & Docs sent to Solicitors 4 September 09<br>~ With the appointment of of Compliance Officer, the matter will now progress<br>~ Matter has been listed and will be dealt with in due course   | MP      |
| <b>REDBANK</b>                    |  |  |                             |  |         |
| 116770G                           | Lot 134 Roche Road<br>(Western Desert)   | Illegal laydown area - <b>Second Offence</b>   |                             | ~ Referred to Council Solicitors<br>~ Notices have been issued   | MP      |
| <b>SOUTH HEDLAND RURAL ESTATE</b> |  |  |                             |  |         |
| 154412G                           | Lot 2 (5-7) Quartz Quarry Road<br>(Macpherson - Sunsatin P/L t/as Pilbara Earthmoving) | Earth Moving business & repairs being operated from the property - <b>Second Offence</b> |                             | ~ Referred to Council Solicitors<br>~ Notices have been issued   | MP      |

CURRENT LEGAL MATTERS BEING UNDERTAKEN AS AT OCTOBER 2010

| <b>CURRENT LEGAL MATTERS Cont'd...</b> |                                  |                           |                             |  |                |
|--|----------------------------------|---------------------------|-----------------------------|--|----------------|
| <b>File No.</b>                        | <b>Address</b>                   |                           | <b>First Return Date</b>    | <b>Current Status</b>  | <b>Officer</b> |
| <b>SOUTH HEDLAND</b>                   |                                  |                           |                             |  |                |
| <b>PORT HEDLAND</b>                    |                                  |                           |                             |  |                |
| 400330G                                | 83 Athol Street<br>(P Oldenhuis) | Health - Asbestos removal | ~ First Return date 25/2/09 | ~ No appearance by Mr Oldenhuis<br>~ Court hearing date 28/4/09 adjourned until 29/5/09.<br>~ Plea hearing date 13/7/09<br>~ Trial 16/11/09 heard to 7pm.<br>~ Decision handed down 23/11 - guilty and issued \$250 in fines and \$4250 in costs.<br>~ Fine registered with FER by Solicitors as not paid by due date.<br>~ Fine unpaid to date. Warrant of execution issued 19th June 2010, issued under S45 (2) & Part 7 of the Fines, Penalties and Infringement Notices Act 1994 | MEH            |



**Attachments**

Nil.

**Officer's Recommendation**

**201011/177 Council Decision/Officer's Recommendation**

**Moved:** Cr A A Carter

**Seconded:** Cr S R Martin

That the Schedule of Planning and Building approvals, Environmental Health Orders issued by Delegated Authority and the listing of current legal actions for the month of October 2010 be received.

*CARRIED 8/0*

## 11.1.2 Planning Services

*11.1.2.1 Proposed Storage Facility/Depot/Laydown Area – Incidental Drivers Rooms, Lot 5884, Manganese Street, Wedgefield. (File No.: 803617G)*

|  |  |
|--|--|
| <b>Officer</b>                           | <b>Luke Cervi</b><br>Senior Planning Officer |
| <b>Date of Report</b>                    | 12 November 2010                             |
| <b>Application No.</b>                   | 2010/159                                     |
| <b>Disclosure of Interest by Officer</b> | Nil  |

**Summary**

Council received an application from Freo Construction on behalf of Sabrechief Pty Ltd, for a Storage Facility/Depot/Laydown Area – Incidental Drivers Rooms at Lot 5884, Manganese Street, Wedgefield which was determined by Council at its Ordinary Meeting on 8 September 2010.

The application is back before Council to rectify administration errors in the report resulting in these errors being captured in the Council's resolution.

**Background**

At the Ordinary Council Meeting held on 8 September 2010 Council resolved to approve the application subject to condition including:

- “4. No on-site accommodation or habitation is permitted other than the seven driver's rooms used solely for rest purposes for drivers (as required by law) involved in long distance transport, as shown on the endorsed plans.”*

The original proposal was for eight drivers rooms. However, it was the opinion of the Planning Department that the applicant only justified six drivers rooms, this was discussed with the applicant who then provided an amended site plan reflecting only 6 drivers rooms. Unfortunately, this was incorrectly reflected in the officers recommendation as seven drivers rooms. In addition the plan that was attached to the report reflected the original submission of eight drivers rooms.

**Consultation**

During the assessment process the application was forwarded to the Town's Building Services and Environmental Health sections with no objections being raised subject to conditions.

## Statutory Implications

Should Council wish to re-consider its decision such must be made in accordance with the Local Government (Administration) Regulations 1996.

*“10. Revoking or changing decisions made at Council or Committee meetings – s5.25(e)*

- 1. If a decision has been made at a council or committee meeting then any motion to revoke or change the decision must be supported –*
  - (a) Notice of a motion to revoke or change a decision referred to in subregulation (1) is to be signed by members of the council or committee numbering at least 1/3 of the number of offices (whether vacant or not) of members of the council or committee, inclusive of the mover; or*
  - (b) in any other case, by at least 1/3 of the number of offices (whether vacant or not) of members of the council or committee, inclusive of the mover*
- 2. If a decision has been made at a council or a committee meeting then any decision to revoke or change the first-mentioned decision must be made –*
  - (a) In the case where the decision to be revoked or changed was required to be made by an absolute majority or by a special majority, by that kind of majority;*
  - (b) In any other case, by an absolute majority.*
- 3. This regulation does not apply to the change of a decision unless the effect of the change would be that the decision would be revoked or would become substantially different.*

## Voting Requirements

1. To consider – 1/3 of members (3).
2. To revoke – absolute majority.

**Policy Implications** Nil.

**Strategic Planning Implications** Nil.

## Budget Implications

An application fee of \$254 was paid on lodgement and deposited into account 10063260.

## Officer's Comment

The reconsideration of the report is a result of the following administrative errors:

1. The report identified that the application was for six drivers rooms, the officers recommendation incorrectly referred to seven drivers rooms and was captured as such in the Council's resolution.
2. Attachment 2 (site plan) of the report incorrectly reflected the original submission of eight drivers rooms, rather than the six drivers rooms that was intended to be recommended for approval.

The applicant amended the site plan during the assessment process in response to concerns raised by Council's planning officer. Unfortunately, the superseded site plan was incorporated into the report. The amended site plan shows six drivers rooms and is what Council's officer considered when providing Council with a recommendation.

To rectify this administrative error it is recommended that Council rescind its previous resolution and reconsiders the matter. In reconsidering the matter it is recommended the application be approved subject to the same conditions as previously determined except that condition 4 be amended to specify six drivers rooms as opposed to the erred seven.

### **Attachments**

Amended Site Plan (indicating six drivers rooms)

*NOTE: Mayor to call for a show of hands in favour to consider the revoking of Resolution 201011/090 of Agenda Item 11.1.2.7 "Proposed Storage Facility/Depot/Laydown Area – Incidental Drivers Rooms at Lot 5884 Manganese Street, Wedgefield. (File No. 803617G)" held on 8 September 2010 and recorded on pages 55-57 of those minutes.:*

The following Councillors indicated their support consider this matter:

Councillor A A Carter  
Councillor D W Hooper  
Councillor G J Daccache

### **201011/178 Council Decision/Officer's Recommendation 1**

**Moved:** Cr A A Carter

**Seconded:** Cr D W Hooper

That Council rescinds decision 201011/090 of Agenda Item 11.1.2.7 "Proposed Storage Facility/Depot/Laydown Area – Incidental Drivers Rooms at Lot 5884 Manganese Street, Wedgefield. (File No. 803617G)" held on 8 September 2010 and recorded on pages 55-57 of those minutes, that states:

***“That Council approves the planning application submitted by Freo Construction on behalf of Sabrechief Pty Ltd, for a Storage Facility / Depot / Laydown Area – Incidental Drivers Rooms at Lot 5884, Manganese Street, Wedgefield subject to the following conditions:***

- 1. This approval relates only to the proposed STORAGE FACILITY / DEPOT / LAYDOWN AREA – Incidental Drivers Rooms and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.***
- 2. The Town of Port Hedland Town Planning Scheme No. 5, defines “Storage Facility/Depot/Laydown Area” as:  
“any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling of prefabricated components of products and includes milk, transport and fuel depots and salvage yards”.***
- 3. In regard to condition 2 any use of the building that is the subject of this approval shall be in accordance with the above mentioned definition.***
- 4. No on-site accommodation or habitation is permitted other than the seven driver’s rooms used solely for rest purposes of drivers (as required by law) involved in long distance transport, as shown on the endorsed plans.***
- 5. No driver may rest in a room/s for greater than 12 hours or have more than 2 rest periods on the site in any 72hr period.***
- 6. The operators / owners of the long haul logistics company is to keep a logbook of the usage of the rooms, and is to be made available together with drivers logbooks to the Town immediately upon request.***
- 7. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only.***
- 8. An approved effluent disposal system is to be installed to the specification of Environmental Health Services and/or the Health Department of Western Australia to the satisfaction Manager Planning.***

- 9 The driveways and crossover shall be designed and constructed to specifications of the Manager Infrastructure Development and to the satisfaction of the Manager Planning, prior to the occupation of the Buildings.**
- 10. A minimum of 16 car parking bays are to be provided in conjunction with the proposed development to the satisfaction Manager Planning.**
- 11. Any unenclosed area of the site used for storage must be provided with on site car parking bays at a rate of 1 bay per 100m<sup>2</sup> or part thereof in addition to the car parking bays required by condition 8, all to the satisfaction of the Manager Planning.**
- 12. Car parking bays are to be constructed in accordance with Appendix 8 of Council's Town Planning Scheme No.5 to the specification of Engineering Services and the satisfaction Manager Planning.**
- 13. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.**

## FOOTNOTES:

- 1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.**
- 2. In regard to condition 6, such log book is to include drivers details (name and signature), check in time and date, and check out time and date.**
- 3. A Building Licence to be issued prior to the commencement of any on site works.**
- 4. During construction and subsequent use, the operation is to comply with the requirements of the Environmental Protection (Noise) Regulations 1997 in respect to noise but, notwithstanding, the operations to have due regard to the health and amenity of any person in the vicinity.**

5. ***The applicant to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10) metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.***
6. ***Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.”***

*CARRIED 8/0*

#### **Officer’s Recommendation 2**

That Council approves the planning application submitted by Freo Construction on behalf of Sabrechief Pty Ltd, for a Storage Facility/ Depot/Laydown Area – Incidental Drivers Rooms at Lot 5884, Manganese Street, Wedgefield subject to the following conditions:

1. This approval relates only to the proposed STORAGE FACILITY / DEPOT / LAYDOWN AREA – Incidental Drivers Rooms and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
2. The Town of Port Hedland Town Planning Scheme No. 5, defines “Storage Facility/Depot/Laydown Area” as:  
“any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling of prefabricated components of products and includes milk, transport and fuel depots and salvage yards”.
3. In regard to condition 2 any use of the building that is the subject of this approval shall be in accordance with the above mentioned definition.
4. No on-site accommodation or habitation is permitted other than the six driver’s rooms used solely for rest purposes of drivers (as required by law) involved in long distance transport, as shown on the endorsed plans.
5. No driver may rest in a room/s for greater than 12 hours or have more than 2 rest periods on the site in any 72hr period.

6. The operators/owners of the long haul logistics company is to keep a logbook of the usage of the rooms, and is to be made available together with drivers logbooks to the Town immediately upon request.
7. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only.
8. An approved effluent disposal system is to be installed to the specification of Environmental Health Services and/or the Health Department of Western Australia to the satisfaction Manager Planning.
9. The driveways and crossover shall be designed and constructed to specifications of the Manager Infrastructure Development and to the satisfaction of the Manager Planning, prior to the occupation of the Buildings.
10. A minimum of 16 car parking bays are to be provided in conjunction with the proposed development to the satisfaction Manager Planning.
11. Any unenclosed area of the site used for storage must be provided with on site car parking bays at a rate of 1 bay per 100m<sup>2</sup> or part thereof in addition to the car parking bays required by condition 8, all to the satisfaction of the Manager Planning.
12. Car parking bays are to be constructed in accordance with Appendix 8 of Council's Town Planning Scheme No.5 to the specification of Engineering Services and the satisfaction Manager Planning.
13. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.

FOOTNOTES:

1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.
2. In regard to condition 6, such log book is to include drivers details (name and signature), check in time and date, and check out time and date.
3. A Building Licence to be issued prior to the commencement of any on site works.



4. During construction and subsequent use, the operation is to comply with the requirements of the Environmental Protection (Noise) Regulations 1997 in respect to noise but, notwithstanding, the operations to have due regard to the health and amenity of any person in the vicinity.
5. The applicant to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10) metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.
6. Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.

#### **201011/179 Council Decision**

**Moved:** Cr A A Carter

**Seconded:** Cr S J Coates

That Council approves the planning application submitted by Freo Construction on behalf of Sabrechief Pty Ltd, for a Storage Facility/Depot/Laydown Area – Incidental Drivers Rooms at Lot 5884, Manganese Street, Wedgefield subject to the following conditions:

1. This approval relates only to the proposed STORAGE FACILITY/ DEPOT/LAYDOWN AREA – Incidental Drivers Rooms and two storage rooms and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot
2. The Town of Port Hedland Town Planning Scheme No. 5, defines “Storage Facility/Depot/Laydown Area” as:  
“any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling of prefabricated components of products and includes milk, transport and fuel depots and salvage yards”.
3. In regard to condition 2 any use of the building that is the subject of this approval shall be in accordance with the above mentioned definition.

4. No on-site accommodation or habitation is permitted other than the six driver's rooms used solely for rest purposes of drivers (as required by law) involved in long distance transport, as shown on the endorsed plans.
5. No driver may rest in a room/s for greater than 12 hours or have more than 2 rest periods on the site in any 72hr period.
6. **The operators/owners of the long haul logistics company is to keep a logbook of the usage of the rooms, and is to be made available together with drivers logbooks to the Town immediately upon request. In the event of any violation of this licence consideration will be given to the cancellation of the licence.**
7. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only.
8. An approved effluent disposal system is to be installed to the specification of Environmental Health Services and/or the Health Department of Western Australia to the satisfaction Manager Planning.
9. The driveways and crossover shall be designed and constructed to specifications of the Manager Infrastructure Development and to the satisfaction of the Manager Planning, prior to the occupation of the Buildings.
10. A minimum of 16 car parking bays are to be provided in conjunction with the proposed development to the satisfaction Manager Planning.
11. Any unenclosed area of the site used for storage must be provided with on site car parking bays at a rate of 1 bay per 100m<sup>2</sup> or part thereof in addition to the car parking bays required by condition 8, all to the satisfaction of the Manager Planning.
12. Car parking bays are to be constructed in accordance with Appendix 8 of Council's Town Planning Scheme No.5 to the specification of Engineering Services and the satisfaction Manager Planning.
13. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.

## FOOTNOTES:

1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.
2. In regard to condition 6, such log book is to include drivers details (name and signature), check in time and date, and check out time and date.
3. A Building Licence to be issued prior to the commencement of any on site works.
4. During construction and subsequent use, the operation is to comply with the requirements of the Environmental Protection (Noise) Regulations 1997 in respect to noise but, notwithstanding, the operations to have due regard to the health and amenity of any person in the vicinity.
5. The applicant to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10) metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.
6. Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.

*CARRIED 8/0*

*REASON: As there has been some contemplation that this licence has been violated, Council believes it needs to rectify the fact that these areas are storage rooms only.*

**CHANGE OF USE:  
FATIGUE MANAGEMENT PROPOSAL**

LOCKER ROOMS CONVERTED TO SLEEPING QUARTERS

**NEW FLOOR PLAN**  
SCALE: 1:100

**Freo**  
CONSTRUCTIONS  
CONNECTING PEOPLE, SERVICE AND PERFORMANCE

**HEAD OFFICE** 1 Mandurah Road,  
Kwinana WA 6167  
Tel: (08) 9439 8000  
Fax: (08) 9419 2800

**MODEL TYPE** SPECIAL

**JOB NUMBER** CON1495

**REQUIRED FOR:-** PLANNING APPROVAL

**JOB ADDRESS**  
LOT 5884  
MANGANESE ST  
WEDGEFIELD

**CONSTRUCTION MANGER**  
**Freo Constructions**  
CONTACT DETAILS  
**MOBILE:-** 1300 272 637

**CLIENT**  
**FREO CONSTRUCTION**  
CONTACT DETAILS 1300 272 637

**DRAWING TITLE**  
**FLOOR PLAN**

**SCALE** 1:100

**AMENDMENTS**

|  |  |
|--|--|
|  |  |
|  |  |
|  |  |

|                   |                  |
|-------------------|------------------|
| <b>DRAWN</b> MD   | <b>SHEET No.</b> |
| <b>CHECKED</b> MD | 1 OF 1           |
| <b>DATE</b>       | <b>REVISION</b>  |
| 2/08/2010         | B                |

The builder shall check and verify all dimensions and verify all errors and omissions to the Architect. Do not scale the drawings. Drawings shall not be used for construction purposes until issued by the Architect for construction.

*11.1.2.2 Proposed Subdivision of Lot 5908 Cajarina Road Wedgefield to Create 21 Industrial Lots, 1 Balance Lot and Road Reserves*

|                                   |   |
|-----------------------------------|---|
| <b>Officer</b>                    | <b>Ryan Djanegara</b><br>Planning Officer |
| <b>Date of Report</b>             | 9 November 2010                           |
| Application No.                   | 2010/259                                  |
| Disclosure of Interest by Officer | Nil                                       |

**Summary**

RPS on behalf of LandCorp has submitted a subdivision application to the Western Australian Planning Commission for the subdivision of Lot 5908 Cajarina Road, Wedgefield into 21 light industrial lots, 1 balance lot and road reserves.

In order to consider the subdivision the Western Australian Planning Commission requires written comments from the local authority.

The application is before Council to consider, as the Director Regulatory Services only has delegation to consider subdivisions of 10 lots or less.

**Background**

*Location and Area*

The proposed site is bound by Pinga Street to the east, Great Northern Highway to the South and Cajarina Road to the North.

Lot 5908 is approximately 7.4ha in area.

**Current Zoning and Land Use**

In accordance with the Port Hedland Town Planning Scheme No. 5, the site is currently reserved "Other purpose". However the lot is subject to the proposed Scheme Amendment No. 24.

Scheme Amendment 24 was adopted by Council on 14<sup>th</sup> July 2010, and is currently with the Western Australian Planning Commission for final approval by the Minister.

The site is currently vacant.

### *Proposal*

The proposed subdivision of Lot 5908 Cajarina Road, Wedgefield proposes to create 21 lots ranging from 2256m<sup>2</sup> to 5715m<sup>2</sup> in size, 1 balance lot of 3.00 ha and a 30m wide road reserve for access. No access will be permitted from the Great Northern Highway.

The proposed subdivision is consistent with the Wedgefield Industrial Estate Development Plan.

### **Consultation**

In accordance with Section 142 of the *Planning and Development Act 2005*, WAPC is required to forward any subdivision applications to an agency where deemed affected by the proposal.

The Local Authority has a period of 42 days from the lodgment date of the application to WAPC to provide any comments.

The proposed subdivision has been referred internally to Engineering Services with the comments captured within the report.

### **Statutory Implications**

In accordance with the Planning and Development Act 2005, the proposed subdivision is subject to the provisions of the Port Hedland Town Planning Scheme No. 5.

### **Policy Implications**

Nil.

### **Strategic Planning Implications**

The following sections of Council's Plan for the Future 2010-2015 are considered relevant to the proposal:

Key Result Area 4: Economic Development

Goal Number 4: Land Development Projects

Strategy 1: Fast-track the release and development of commercial, industrial and residential land.

### **Budget Implications**

Nil.

### **Officer's Comment**

The subject site is located within proposed Scheme Amendment No. 24 and the Wedgefield Industrial Estate Development Plan. The amendment seeks to rezone the subject site from "*Other purpose*" to "*Light Industry*".

As part of the proposed scheme amendment, the Wedgefield Industrial Estate Development Plan was created. The intention of the development plan is to improve the quality of the built environment and provide new opportunities for the development of appropriately located light industrial lots within the recognized industrial area.

The proposed subdivision layout is consistent with the intention of the scheme amendment and will contribute to the overall implementation of the Wedgefield Industrial Estate Development Plan.

From a planning perspective the proposed subdivision would result in the provision of much needed industrial zoned land.

### **Attachments**

1. Subdivision Plan
2. Wedgefield Industrial Estate Development Plan

### **201011/180 Council Decision/Officer's Recommendation**

**Moved:** Cr M Dziombak

**Seconded:** Cr A A Carter

That Council:

1. advise the Western Australian Planning Commission that the Council **SUPPORTS** the proposed subdivision of Lot 5908 Cajarina Road, Wedgefield subject the following conditions being imposed:
  - i. **Those lots not fronting an existing road being provided with frontage to a constructed local road system and such road(s) being constructed and drained at the applicant/owner's cost.**
  - ii. **In addition to Condition (i), the applicant is required to demonstrate that the proposed road network is able to cater for large vehicles. This would be demonstrated via the submission of civil engineering drawings to the specifications of the Manager Infrastructure Development and to the satisfaction of the Manager Planning;**
  - iii. **The driveways and crossover shall be designed and constructed in accordance with Council's Crossover Policy 9/005, prior to the occupation of the Buildings(s);**
  - iv. **Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning**
  - v. **The land being graded and stabilised;**

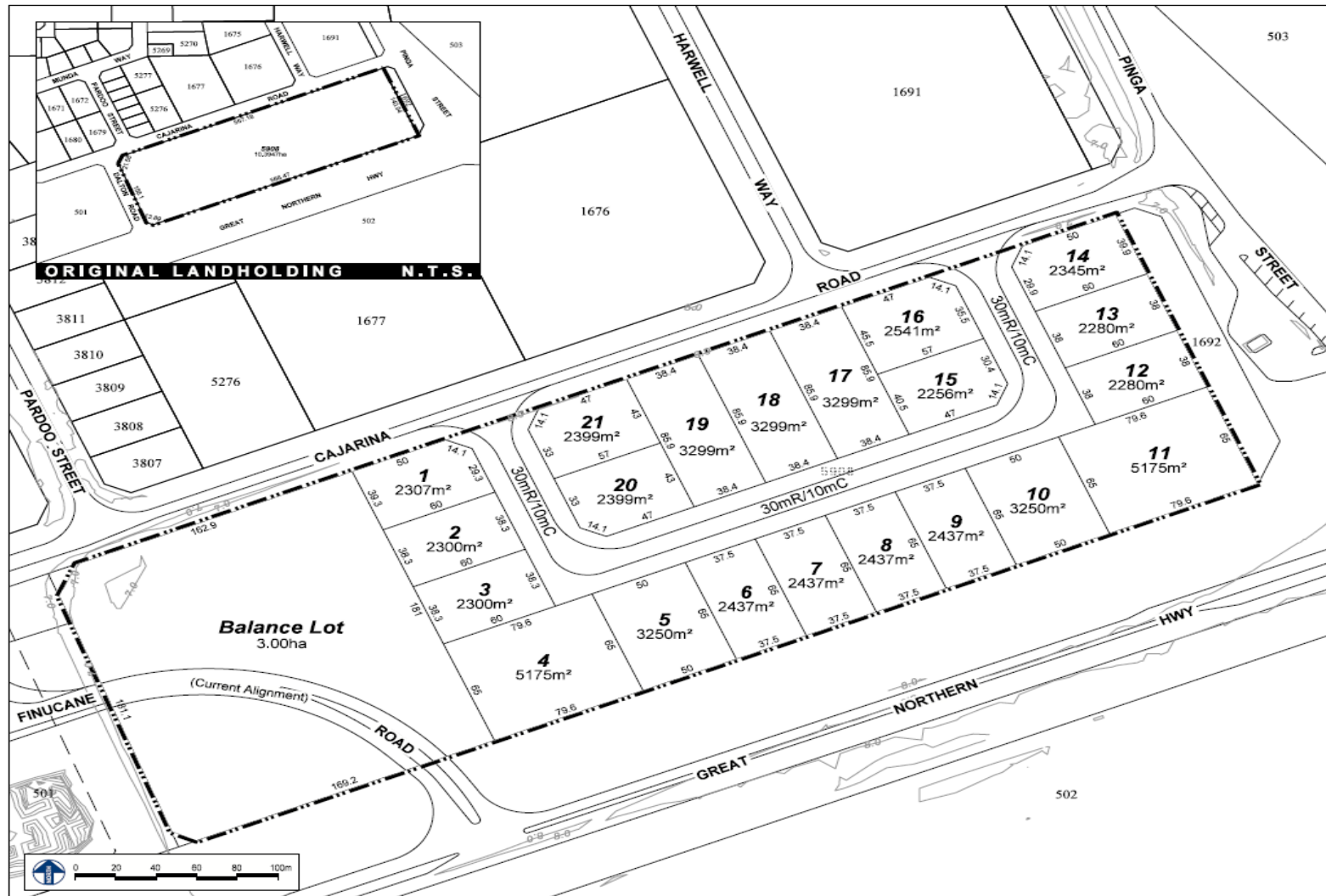
- vi. **The land being filled and/or drained at the subdividers cost to the satisfaction of the Western Australian Planning Commission and any easements and/or reserves necessary for the implementation thereof, being granted free of cost;**

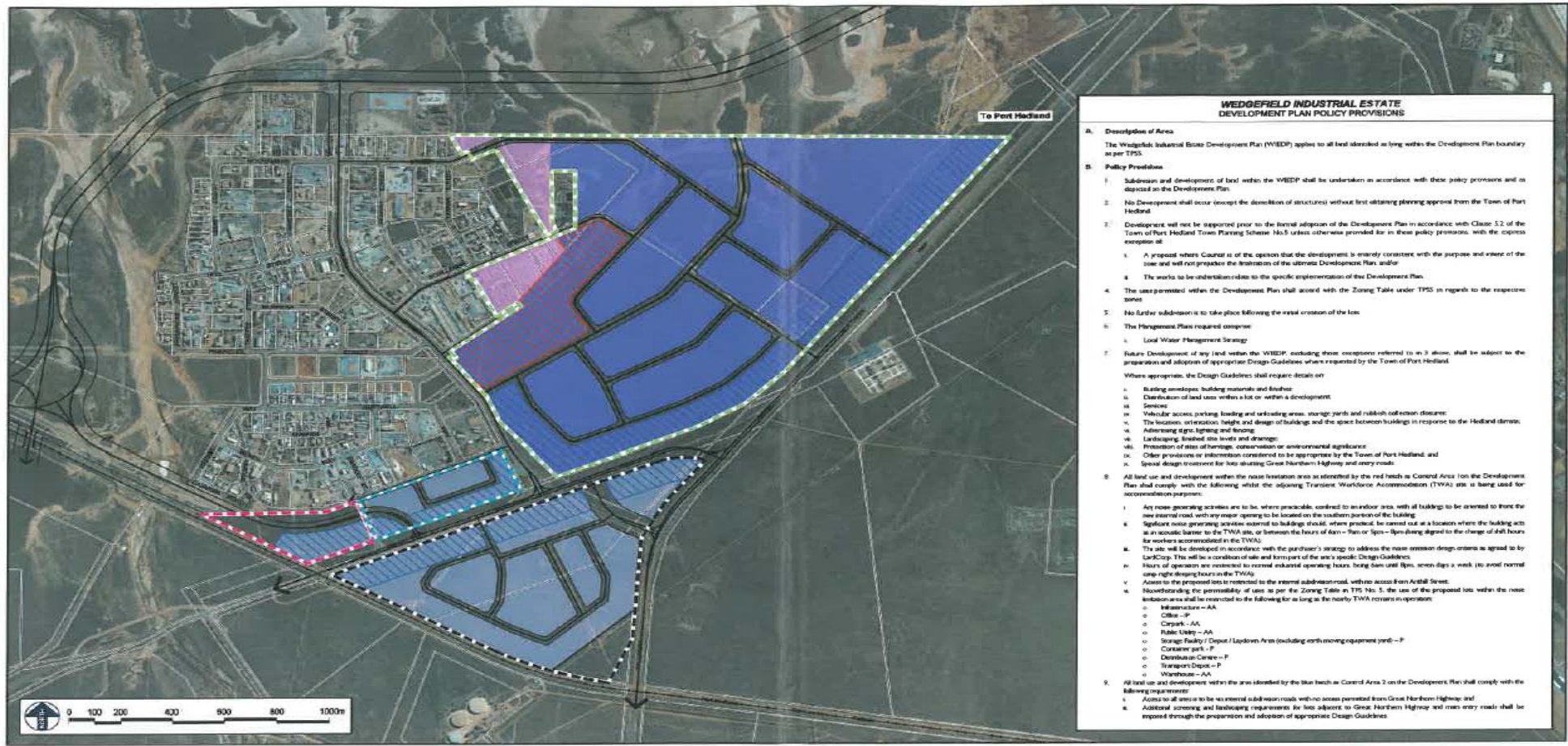
## FOOTNOTE:

- i. **The developer to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10)-metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licenses is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.**
2. Delegates the Director Regulatory Services the authority to approval any non-material changes proposed to subdivision layout.

*CARRIED 8/0*







**WEDGEFIELD INDUSTRIAL ESTATE  
DEVELOPMENT PLAN POLICY PROVISIONS**

**A. Description of Area**  
The Wedgefield Industrial Estate Development Plan (WIEDP) applies to all land identified as being within the Development Plan boundary as per TP55.

**B. Policy Provisions**

1. Subdivision and development of land within the WIEDP shall be undertaken in accordance with these policy provisions and as depicted on the Development Plan.
2. No Development shall occur (except the demolition of structures) without first obtaining planning approval from the Town of Port Hedland.
3. Development will not be approved prior to the formal adoption of the Development Plan in accordance with Clause 5.2 of the Town of Port Hedland Town Planning Scheme No.5 unless otherwise provided for in these policy provisions, with the express exception of:
  - a. A proposal where Council is of the opinion that the development is entirely consistent with the purpose and intent of the use and will not prejudice the implementation of the current Development Plan, and/or
  - b. The works to be undertaken relate to the specific implementation of the Development Plan.
4. The use permitted within the Development Plan shall accord with the Zoning Table under TP55 in regards to the respective zones.
5. No further subdivision is to take place following the final cross-section of the lot.
6. The Management Plans required comprise:
  - a. Local Water Management Strategy;
7. Future Development of any land within the WIEDP, including those enclosures referred to in 3 above, shall be subject to the preparation and adoption of appropriate Design Guidelines when requested by the Town of Port Hedland. Where appropriate, the Design Guidelines shall require details on:
  - i. Building envelope, building materials and finishes;
  - ii. Classification of land uses within a lot or within a development;
  - iii. Services;
  - iv. Vehicular access, parking, loading and unloading areas, storage yards and rubbish collection locations;
  - v. The location, orientation, height and design of buildings; and the space between buildings in response to the Hedland climate;
  - vi. Advertising signs, lighting and signage;
  - vii. Landscaping, finished site levels and drainage;
  - viii. Protection of sites of heritage, conservation or environmental significance;
  - ix. Other provisions or information considered to be appropriate by the Town of Port Hedland; and
  - x. Special design treatment for lots abutting Great Northern Highway and entry roads.
8. All land use and development within the noise mitigation area as identified by the red hatch as Control Area 1 on the Development Plan shall comply with the following whilst the adjoining Transport Workforce Accommodation (TWA) site is being used for accommodation purposes:
  - i. Any noise generating activities are to be, where practicable, confined to outdoor areas, with all buildings to be oriented to front the new internal road, with any major opening to be located on the southern portion of the building;
  - ii. Significant noise generating activities external to buildings should, where practical, be carried out at a location where the building acts as an acoustic barrier to the TWA site, or between the hours of 8am-11pm or 11pm-5pm, subject to the change of shift hours for workers accommodated in the TWA;
  - iii. The site will be developed in accordance with the purchaser's strategy, to address the noise emission design criteria as agreed to by LandCorp. This will be a condition of sale and form part of the site's specific Design Guidelines;
  - iv. Hours of operation are restricted to normal industrial operating hours, being from 08:00am to 5:00pm, seven days a week (to avoid normal sleep right-shoulder hours in the TWA);
  - v. Access to the proposed lots is restricted to the internal subdivision road, with no access from Armitell Street;
  - vi. Notwithstanding the permissibility of uses as per the Zoning Table in TP5 No. 5, the use of the proposed lots, within the noise mitigation area shall be restricted to the following for as long as the hourly TWA remains in operation:
    - a. Infrastructure - AA
      - i. Office - P
      - ii. Carpark - AA
      - iii. Public Utility - AA
      - iv. Storage Facility / Depot / Laydown Area (excluding earth moving equipment yard) - P
      - v. Container park - P
      - vi. Distribution Centre - P
      - vii. Transport Depot - P
      - viii. Warehouse - AA
9. All land use and development within the area identified by the blue hatch as Control Area 2 on the Development Plan shall comply with the following requirements:
  - i. Access to all areas to be within internal subdivision roads with no access permitted from Great Northern Highway; and
  - ii. Additional screening and landscaping requirements for lots adjacent to Great Northern Highway and main entry roads shall be imposed through the preparation and adoption of appropriate Design Guidelines.

**WEDGEFIELD INDUSTRIAL ESTATE DEVELOPMENT PLAN  
WEDGEFIELD INDUSTRIAL ESTATE**

Base data supplied by Landgate  
Aerial Photography dated October 2008, accuracy +/- 4m, Projection MGA Zone 80  
Areas and dimensions shown are subject to final survey calculations.  
All cartographies are shown for illustrative purposes only and are subject to detailed engineering design.  
The concepts presented in this plan remain the © copyright of RPS Koltasz Smith. No copies in whole or in part may be made without RPS Koltasz Smith's permission.

**LEGEND**

|                       |                       |
|-----------------------|-----------------------|
| LIA 3                 | LIGHT INDUSTRY        |
| LIA 4                 | TRANSPORT DEVELOPMENT |
| LIA 5                 | INDUSTRY              |
| TRANSPORT DEVELOPMENT | CONTROL AREA 1        |
|                       | CONTROL AREA 2        |

LandCorp : CLIENT  
1:15.000@A3 : SCALE  
2 December 2008 : DATE  
3414\_T-4-005a\_DP.dgn : PLAN No  
: REVISION  
T.C. : PLANNER  
M.H. : DRAWN  
N.T. : CHECKED

**PLAN 14**

**RPS koltasz smith**  
TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING  
141 Butwood Road BURBWOOD WA 6100 Tel: (08) 9486 2222 Fax: (08) 9486 2292  
PO Box 127 BURBWOOD WA 6100 Email: rps@rps-smith.com.au

*11.1.2.3 Proposed Subdivision of Lot 503 Great Northern Highway Wedgefield to create 34 Industrial Lots, 1 Balance Lot and Road Reserves*

|  |   |
|--|---|
| <b>Officer</b>                           | <b>Ryan Djanegara</b><br>Planning Officer |
| <b>Date of Report</b>                    | 19 November 2010                          |
| <b>Application No.</b>                   | 2010/271                                  |
| <b>Disclosure of Interest by Officer</b> | Nil                                       |

**Summary**

RPS on behalf of LandCorp has submitted a subdivision application to the Western Australian Planning Commission for the subdivision of Lot 503 Great Northern Highway, Wedgefield into 34 light industrial lots, 1 balance lot and road reserves.

In order to consider the subdivision the Western Australian Planning Commission requires written comments from the local authority.

The application is before Council to consider, as the Director Regulatory Services only has delegation to consider subdivisions of 10 lots or less.

**Background**

*Location and Area*

The proposed site is bound by Pinga Street to the West, Great Northern Highway and Wallwork Road to the South and Anthill Street to the North.

Lot 503 is approximately 128.43ha in area.

*Current Zoning and Land Use*

In accordance with the Port Hedland Town Planning Scheme No. 5, the site is currently reserved "Other purpose". However the lot is subject to the proposed Scheme Amendment No. 24.

Scheme Amendment 24 was adopted by Council on 14<sup>th</sup> July 2010, and is currently with the Western Australian Planning Commission for final approval by the Minister.

The site is currently vacant.

### *Proposal*

The proposed subdivision of Lot 503 Great Northern Highway, Wedgefield proposes to create 34 lots ranging from 4316m<sup>2</sup> to 3.00ha in size, 1 balance lot of 12.98ha and road reserve for access. No access will be permitted from the Great Northern Highway.

The proposed subdivision is consistent with the Wedgefield Industrial Estate Development Plan.

### **Consultation**

In accordance with Section 142 of the *Planning and Development Act 2005*, WAPC is required to forward any subdivision applications to an agency where deemed affected by the proposal.

The Local Authority has a period of 42 days from the lodgment date of the application to WAPC to provide any comments.

The proposed subdivision has been referred internally to Engineering Services with the comments captured within the report.

### **Statutory Implications**

In accordance with the Planning and Development Act 2005, the proposed subdivision is subject to the provisions of the Port Hedland Town Planning Scheme No. 5.

### **Policy Implications**

Nil

### **Strategic Planning Implications**

The following sections of Council's Plan for the Future 2010-2015 are considered relevant to the proposal:

|                    |                              |
|--------------------|------------------------------|
| Key Result Area 4: | Economic Development         |
| Goal Number 4:     | Land Development<br>Projects |

Strategy 1:  
Fast-track the release and development of commercial, industrial and residential land.

### **Budget Implications**

Nil

### **Officer's Comment**

The subject site is located within proposed Scheme Amendment No. 24 and the Wedgefield Industrial Estate Development Plan.

The amendment seeks to rezone the subject site from "Other purpose" to "Light Industry" and "Transport Development".

As part of the proposed scheme amendment, the Wedgefield Industrial Estate Development Plan was created. The intention of the development plan is to improve the quality of the built environment and provide new opportunities for the development of appropriately located transport development and light industrial lots within the recognized industrial area.

The proposed subdivision layout is consistent with the intention of the scheme amendment and will contribute to the overall implementation of the Wedgefield Industrial Estate Development Plan.

From a planning perspective the proposed subdivision would result in the provision of much needed industrial zoned land.

### **Attachments**

1. Subdivision Plan
2. Wedgefield Industrial Estate Development Plan

### **201011/181 Council Decision/Officer's Recommendation**

**Moved:** Cr M Dziombak

**Seconded:** Cr S R Martin

That Council:

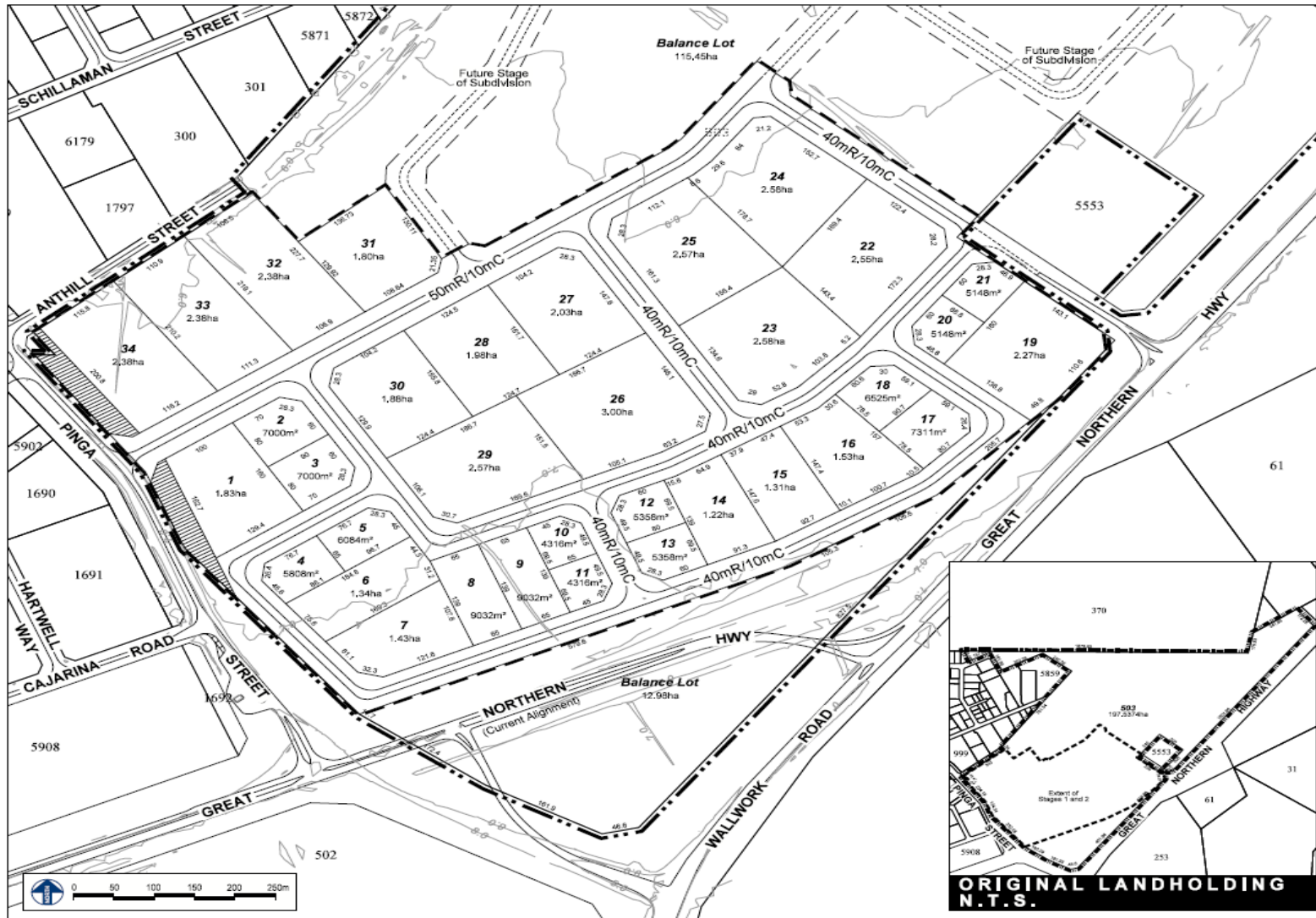
1. advise the Western Australian Planning Commission that the Council **SUPPORTS** the proposed subdivision of Lot 503 Great Northern Highway, Wedgefield subject the following conditions being imposed:
  - a. **Those lots not fronting an existing road being provided with frontage to a constructed local road system and such road(s) being constructed and drained at the applicant/owner's cost.**
  - b. **In addition to Condition (i), the applicant is required to demonstrate that the proposed road network is able to cater for large vehicles. This would be demonstrated via the submission of civil engineering drawings to the specifications of the Manager Infrastructure Development and to the satisfaction of the Manager Planning;**
  - c. **The driveways and crossover shall be designed and constructed in accordance with Council's Crossover Policy 9/005, prior to the occupation of the Buildings(s);**
  - d. **Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning**

- e. **The land being graded and stabilised;**
- f. **The land being filled and/or drained at the subdividers cost to the satisfaction of the Western Australian Planning Commission and any easements and/or reserves necessary for the implementation thereof, being granted free of cost;**

## FOOTNOTE:

- a. **The developer to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10)-metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.**
2. delegates the Director Regulatory Services the authority to approve any non-material changes proposed to subdivision layout.

*CARRIED 8/0*



# PROPOSED SUBDIVISION PLAN

Stages 1 and 2,  
Pt. Lot 503 Great Northern Highway,  
WEDGEFIELD

## LEGEND

- Site Boundary
- Stages 1 and 2 Boundary
- Landscape Area

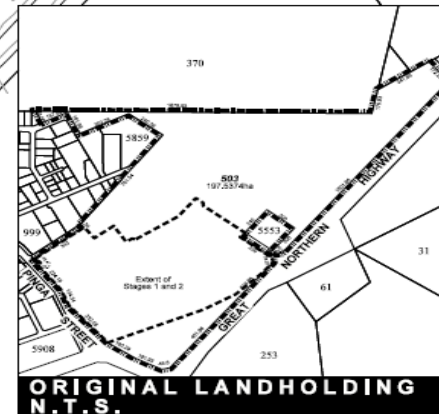
## Development Table

|                               |                                 |
|-------------------------------|---------------------------------|
| Gross Land Area (Stage 1 & 2) | 115,000m <sup>2</sup> (70.66ha) |
| Number of Development Lots    | 34                              |
| Number of Balance Lots        | 2                               |
| Balance Lot Area              | 128,43ha                        |
| Minimum Lot size              | 4316m <sup>2</sup>              |
| Maximum Lot size              | 3,00ha                          |
| Average Lot size              | 1,48ha                          |
| Road Reserve area             | 19,31ha                         |
| Landscape Area                | 1,02ha                          |
| Net Developable area          | 50,33ha                         |

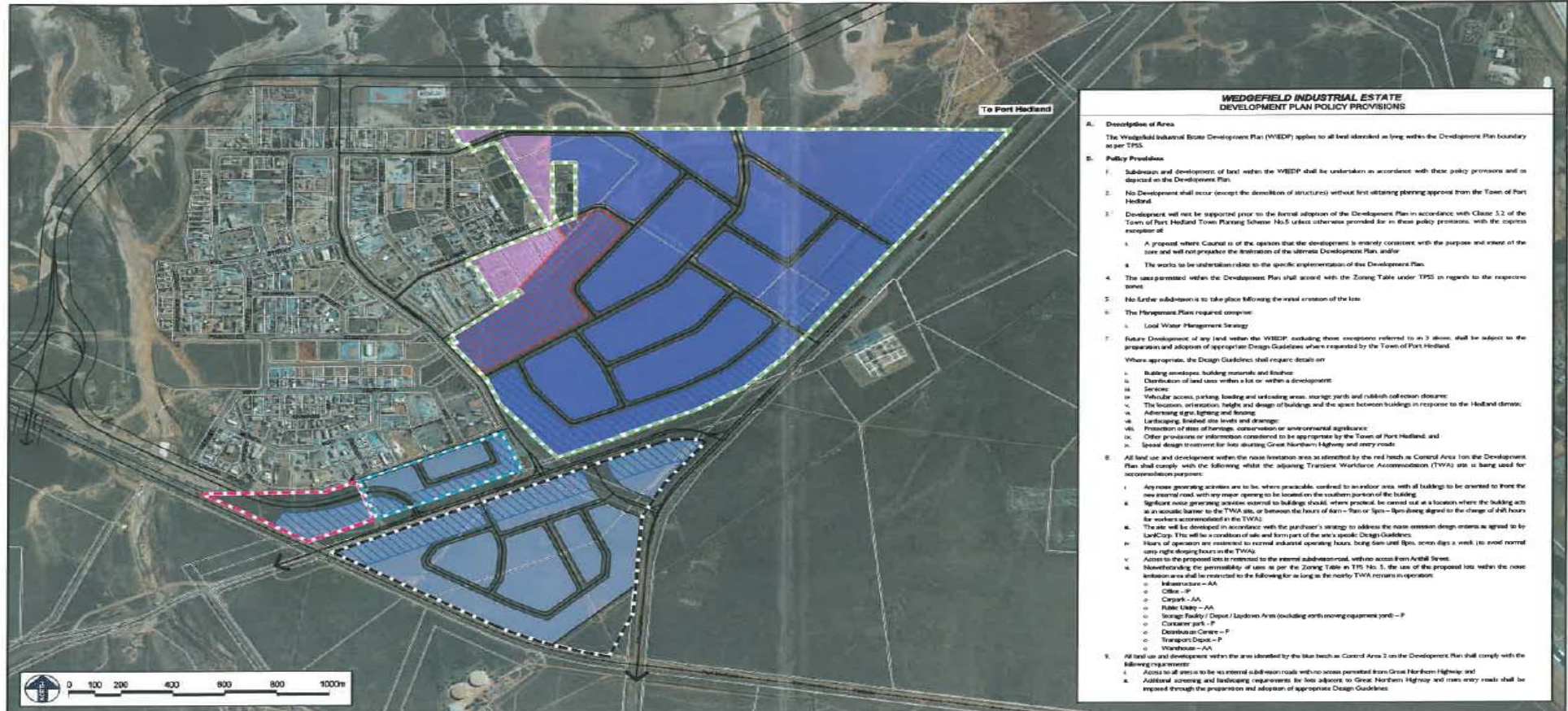
# DRAFT

LandCorp : CLIENT  
 115,000@A3 : SCALE  
 16 November 2010 : DATE  
 3414\_7-3-001b.dgn : PLAN No  
 b : REVISION  
 T.C. : PLANNER  
 L.W. : DRAWN  
 . : CHECKED

Base data supplied by Landgate.  
 Contour data supplied by Whidra.  
 Accuracy 1:4m, Projection MGA Zone 50  
 Areas and dimensions shown are subject to final survey adjustments.  
 All cartography is shown for illustrative purposes only and are subject to detailed engineering design.



**RPS**  
 RPS Environment and Planning Pty Ltd  
 ACN 139 050 977  
 ABRN 45 108 030 977  
 PO Box 465 Subiaco WA 6954  
 38 Sturton Street  
 Subiaco WA 6908  
 T +61 8 9211 5111  
 F +61 8 9211 5122  
 W rpsgroup.com.au



**WEDGEFIELD INDUSTRIAL ESTATE  
DEVELOPMENT PLAN POLICY PROVISIONS**

**A. Description of Areas**  
The Wedgefield Industrial Estate Development Plan (WIEDP) applies to all land identified as lying within the Development Plan boundary as per TPS.

**B. Policy Provisions**

**1. Subdivision and development of land within the WIEDP shall be undertaken in accordance with these policy provisions and as depicted in the Development Plan.**

**2. No Development shall occur (except the demolition of structures) without first obtaining planning approval from the Town of Port Hedland.**

**3. Development will not be supported prior to the formal adoption of the Development Plan in accordance with Clause 5.2 of the Town of Port Hedland Town Planning Scheme No.5 unless otherwise provided for in these policy provisions, with the express exception of:**

1. A proposal where Council is of the opinion that the development is entirely consistent with the purpose and intent of the zone and will not prejudice the realisation of the ultimate Development Plan, and/or
2. The works to be undertaken relate to the specific implementation of the Development Plan.

**4. The use permitted within the Development Plan shall accord with the Zoning Table under TPS in regards to the respective zones.**

**5. No further subdivision is to take place following the initial creation of the lot.**

**6. The Management Plans required comprise:**

- i. Local Water Management Strategy

**7. Future Development of any land within the WIEDP, including those exceptions referred to in 3 above, shall be subject to the preparation and adoption of appropriate Design Guidelines where requested by the Town of Port Hedland.**

*Where appropriate, the Design Guidelines shall require details on:*

- i. Building envelopes, building materials and finishes
- ii. Distribution of land uses within a lot or within a development
- iii. Services
- iv. Vehicle access, parking, loading and unloading areas, storage yards and rubbish collection details
- v. The location, orientation, height and design of buildings and the space between buildings in response to the Holland drainage
- vi. Advertising signs, lighting and fencing
- vii. Landscaping, finished site levels and drainage
- viii. Protection of sites of heritage, conservation or environmental significance
- ix. Other provisions or information considered to be appropriate by the Town of Port Hedland; and
- x. Special design treatment for lots abutting Great Northern Highway and every road.

**8. All land use and development within the noise limitation area as identified by the red hatched as Control Area 1 on the Development Plan shall comply with the following, whilst the adjacent Transport Workforce Accommodation (TWA) site is being used for accommodation purposes:**

- i. Any noise generating activities are to be, where practicable, confined to an indoor area, with all buildings to be oriented to front the new arterial road, with any major access to be located on the southern portion of the building
- ii. Significant noise generating activities external to buildings should, where practical, be carried out at a location where the building acts as an acoustic barrier to the TWA site, or between the hours of 6am – 8pm or 8pm – 6pm during agreed to the hours of shift hours for workers accommodated in the TWA
- iii. The site will be developed in accordance with the purchaser's strategy to address the noise mitigation design measures as agreed to by LandCorp. This will be a condition of sale and form part of the site's specific Design Guidelines
- iv. Hours of operation are restricted to normal industrial operating hours, being 6am until 6pm, seven days a week, (to avoid normal early night sleeping hours in the TWA)
- v. Access to the proposed site is restricted to the external subdivision road, vehicle access from Aridell Street
- vi. Notwithstanding the permissibility of uses as per the Zoning Table in TPS No. 5, the use of the proposed lot within the noise limitation area shall be restricted to the following for as long as the nearby TWA remains in operation:
  - o Infrastructure – AA
  - o Office – P
  - o Carpark – AA
  - o Public Utility – AA
  - o Storage Facility / Depot / Loading Area (excluding earth moving equipment yard) – P
  - o Customer park – P
  - o Distribution Centre – P
  - o Transport Depot – P
  - o Warehouse – AA

**9. All land use and development within the area identified by the blue hatched as Control Area 2 on the Development Plan shall comply with the following requirements:**

- i. Access to all areas to be via arterial 6.8km roads within access permitted from Great Northern Highway; and
- ii. Additional zoning and landscaping requirements for lots adjacent to Great Northern Highway and main entry roads shall be imposed through the preparation and adoption of appropriate Design Guidelines.

**WEDGEFIELD INDUSTRIAL ESTATE DEVELOPMENT PLAN  
WEDGEFIELD INDUSTRIAL ESTATE**

Base data supplied by Landgate  
Aerial Photography dated October 2008, accuracy +/- 4m, Projection MGA Zone 80  
Areas and dimensions shown are subject to final survey calculations.  
All cartographies are shown for illustrative purposes only and are subject to detailed engineering design.  
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| LEGEND |                       |  |                       |
|--------|-----------------------|--|-----------------------|
|        | LIA 3                 |  | LIGHT INDUSTRY        |
|        | LIA 4                 |  | TRANSPORT DEVELOPMENT |
|        | LIA 5                 |  | INDUSTRY              |
|        | TRANSPORT DEVELOPMENT |  | CONTROL AREA 1        |
|        |                       |  | CONTROL AREA 2        |

|                      |          |
|----------------------|----------|
| LandCorp             | CLIENT   |
| 1:16,000@A3          | SCALE    |
| 2 December 2009      | DATE     |
| 3414_1-4-005a_DP.dgn | PLAN No  |
|                      | REVISION |
| T.C.                 | PLANNER  |
| M.H.                 | DRAWN    |
| N.T.                 | CHECKED  |

**PLANT 14**

**RPS koltasz smith**

TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING  
141 Burwood Road BURWOOD WA 6100 Tel: (08) 9486 2322 Fax: (08) 9486 2333  
PO Box 127 BURWOOD WA 6100 Email: rps@koltaszsmith.com.au



*11.1.2.4 Proposed Permanent Road Closures and Road Widening, South Hedland Town Centre. (File No.: 28/01/0017)*

|  |  |
|--|--|
| <b>Officer</b>                           | <b>Caris Vuckovic</b><br>Lands Officer |
| <b>Date of Report</b>                    | 10 November 2010                       |
| <b>Application No.</b>                   | ICR6091                                |
| <b>Disclosure of Interest by Officer</b> | Nil                                    |

**Summary**

In July 2010, Council resolved to initiate a request from RPS, Town Planners on behalf of LandCorp to permanently close a number of roads within the South Hedland Town Centre and to widen Collier Drive.

The alterations to the road reserves are required to facilitate the implementation of the South Hedland Town Centre Development Plan (SHTCDP) previously approved by Council.

**Background**

Council resolved at its Ordinary meeting on 26 March 2008 to commence advertising of the SHTCDP. Since that time extensive public consultation has occurred and the SHTCDP has been adopted (including amendments). Implementation of the SHTCDP is well advanced and the proposed road closures and Collier Drive widening will enable further works to occur facilitating the release of a number of lots. The proposed road changes are shown in attachment 1 and include:

1. Closure of the western side of Colebatch Way.
2. Closure of Forrest Circle between Collier Drive and Daylesford Close (Forrest Circle will be linked to Daylesford Close).
3. Closure of the southern portion of the Murdoch Drive and Forrest Circle intersection.
4. Realignment of Hunt Street by closing the northern side of Hunt Street between Forrest Circle and Lot 1 Hunt Street (South Hedland Liquor Supplies) and revesting a portion of Reserve 37447 (Drainage) for road purposes.
5. Closure of the north side of Daylesford Close adjacent to Forrest Circle.
6. Closure of Leake Street.
7. Widening of Collier Drive between Colebatch Way and Forrest Circle.

## Consultation

Section 58(3) of the *Land Administration Act 1997* states:

*“A local government must not resolve to make a request under subsection (1) until a period of 35 days has lapsed from the publication in a newspaper circulating in its district of notice of motion for that resolution, and the local government has considered any objections made to it within that period concerning the proposals set out in that notice.”*

The statutory advertising period is designed to allow all interested parties, including public service providers, to comment on the proposals prior to Council permanently closing a road reserve.

As a result of the advertising / consultation with all interested parties, including public service providers comments have been received from:

- Pilbara Association of Non Government Organisations (PANGO),
- Frontier Services,
- South Hedland Lotteries House Inc,
- Relationships Australia,
- Acacia Support Centre,
- Child Australia, and
- The Smith Family

Their comments have been summarized as follows:

- There is concerns around the possible loss of parking for tenants
- The likelihood of disruption to services due to noise and dust as works are carried out
- The potential power outages that will affect operations.
- The lack of consultation and the advertising process of the proposed works.

### *Planning Comments*

The above concerns are acknowledged. However, in regard to noise, dust and potential power outages, a meeting between the Acting Director Planning and Development the ToPH Lands Officer and the Lotteries House Committee has resolved these concerns. In addition LandCorp has provided written confirmation to Lotteries House that when construction is going to affect any infrastructure services that Lotteries House Committee will be given two days notices prior to any services being disrupted.

In regard to the concerns pertaining to the lack of consultation, it must be noted that the South Hedland Town Centre Development Plan went through extensive public advertising. In addition hereto all the road closures have been advertised in accordance with the Land Administration Act.

Comments have also been received from J Kingdom of Professional Business Equipment, S Smirke of Smirkey's Sports, G Anagnostopoulos of Lil's Furniture and B Rudler of South Hedland Liquor indicating their concerns of the likelihood of disruption to their businesses located on Hunt Street and Byass Street. They have requested that Hunt Street remain open for public use throughout the duration of the proposed road works, and have queried the proposed roundabout to be installed at the Hunt Street/Forrest Circle intersection and its ability to accommodate a road train to enter Hunt Street and Byass Street.

#### *Planning Comment*

LandCorp has indicated that access to businesses will be retained throughout the entire process. It must also be noted that the proposed new alignment of Hunt Street will result in the ability to provide much needed additional parking bays for the businesses along this road. With regard to the proposed Turning Circle this has been determined to be necessary to address the potential traffic utilizing the new intersection.

#### *Service Providers Comments*

Water Corporation has advised they have no objection to the proposed road closures/widening/realignment in principle; however they would require easements located over the following water/sewer services:

- i. Western side of Colebatch Way – a standard easement will be required over the 225P Sewer main being affected;
- ii. Northern side of Hunt Street between Forrest Circle and Lot 1 Hunt Street – a standard easement will be required over the water main, the valve on the main will need to be relocated to outside the boundary alignment;
- iii. Forrest Circle between Collier Drive and Daylesford Close – a standard easement will be required over the Rising Main;
- iv. Southern portion of Murdoch Drive and Forrest Circle Intersection – a standard easement will be required over the Rising Main;
- v. Leake Street – a standard easement is required for the Sewer and Water main.

#### **Statutory Implications**

Section 58 of the *Land Administration Act 1997* and regulation 9 of the *Land Administration Regulations 1998*, establishes the procedure for closing a road.

The subsequent sale of the Crown Land is undertaken by State land Services on behalf of the Minister in accordance with Part 6 of the *Land Administration Act 1997*.

**Policy Implications** Nil

**Strategic Planning Implications** Nil

**Budget Implications**

The application fee of \$115.00 has been received in accordance with Council's adopted Town Planning Fees and Charges, and deposited into account 0010063260.

**Officer's Comment**

The subject roads are within the South Hedland Town Centre and have been identified through the South Hedland Town Centre Development Plan for closure and subsequent development. The road closures and subsequent development play a significant role in the revitalization and activation of the South Hedland Town Centre.

The closures assist in providing for additional commercial and residential development as well as contributing to improved vehicle and pedestrian flows within the Town Centre.

The widening of Collier Drive and realignment of Hunt Street will improve traffic flow and road safety in the area, and will also provide the ability to provide additional parking for the businesses in Hunt Street. The ability to provide additional parking in Hunt Street will play a large role in rejuvenating the area due to the possibility of alternative uses that could be considered.

Although there may be some disruptions in the general area whilst works are being undertaken, these disruptions will be temporary.

The proposed changes to the Town Centre have been specifically designed to encourage development which will generate a higher intensity of use and to change the mainly car based trips within the Town to a greater proportion of pedestrian based trip movements, the road network needs to be redesigned to support the aspirations of the Town to have a vibrant town centre.

*Options*

Council has the following options in dealing with the matter:

- 1) Support the request for the permanent closure, widening and realignment of roads within the South Hedland Town Centre.
- 2) Reject the request for the permanent closure, widening and realignment of roads within the South Hedland Town Centre.

The proposed road works are required to realize the Towns vision of having a vibrant town centre. To achieve this it is recommended that Council support the request for the permanent closure, widening and realignment of roads within the South Hedland Town Centre.

**Attachments**

1. Proposed Road Reserve Closure Plan.
2. Water Corporation Asset Location Plan

**Officer's Recommendation**

That Council:

1. approves the request from RPS, Town Planners on behalf of Landcorp to permanently close the following portions of road reserve as shown on attachment 1:
  - i. The western side of Colebatch Way.
  - ii. Forrest Circle between Collier Drive and Daylesford Close.
  - iii. The southern portion of the Murdoch Drive and Forrest Circle intersection.
  - iv. The northern side of Hunt Street between Forrest Circle and Lot 1 Hunt Street.
  - v. The north side of Daylesford Close adjacent to Forrest Circle.
  - vi. Leake Street
2. In accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*, request the Department of Regional Development and Lands to close the following portions of road reserve as shown on attachment 1:
  - i. The western side of Colebatch Way.
  - ii. Forrest Circle between Collier Drive and Daylesford Close.
  - iii. The southern portion of the Murdoch Drive and Forrest Circle intersection.
  - iv. The northern side of Hunt Street between Forrest Circle and Lot 1 Hunt Street.
  - v. The north side of Daylesford Close adjacent to Forrest Circle.
  - vi. Leake Street
3. Requests the Department of Regional Development & Lands dedicate a portion of Reserve 37447, as identified in enlargement D, as Road in accordance with section 56 of the *Land Administration Act 1997*.
4. advise the Department of Regional Development and Lands to create easements in favor of the Water Corporation to protect their assets located within the portion of the road closures/widening/realignment.

| 201011/182 | Council | Decision/Officer's | Alternative |
|------------|---------|--------------------|-------------|
|------------|---------|--------------------|-------------|

**Recommendation**

**Moved:** Cr A A Carter

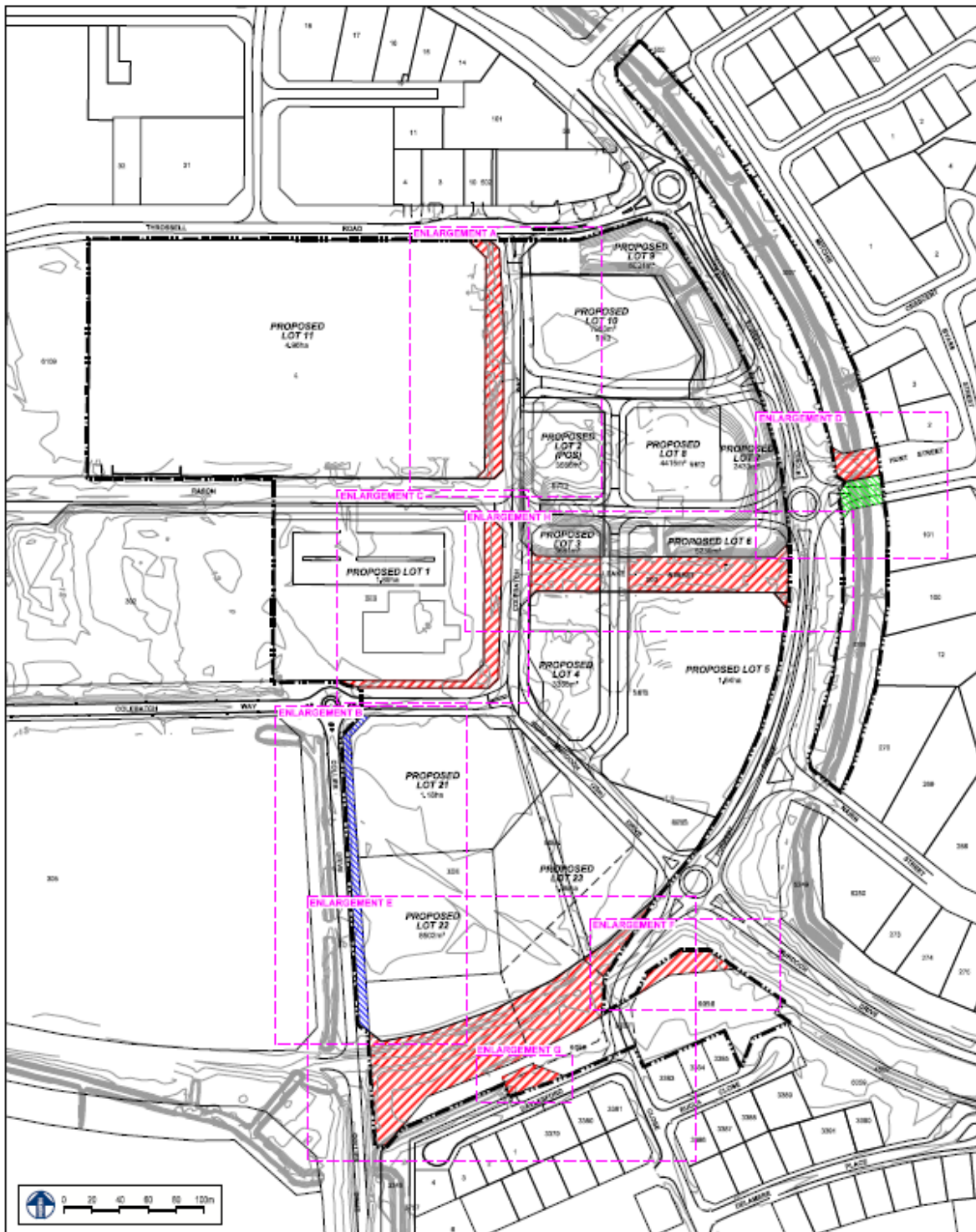
**Seconded:** Cr D W Hooper

That Council:

1. approves the request from RPS, Town Planners on behalf of Landcorp to permanently close the following portions of road reserve as shown on attachment 1:
  - i. **The western side of Colebatch Way.**
  - ii. **Forrest Circle between Collier Drive and Daylesford Close.**
  - iii. **The southern portion of the Murdoch Drive and Forrest Circle intersection.**
  - iv. **The northern side of Hunt Street between Forrest Circle and Lot 1 Hunt Street.**
  - v. **The north side of Daylesford Close adjacent to Forrest Circle.**
  - vi. **Leake Street (the closure of Leake Street is only to take effect on confirmation that access is available to all existing uses within the Town centre, to the satisfaction of the Director Regulatory Services)**
2. In accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*, request the Department of Regional Development and Lands to close the following portions of road reserve as shown on attachment 1:
  - i. **The western side of Colebatch Way.**
  - ii. **Forrest Circle between Collier Drive and Daylesford Close.**
  - iii. **The southern portion of the Murdoch Drive and Forrest Circle intersection.**
  - iv. **The northern side of Hunt Street between Forrest Circle and Lot 1 Hunt Street.**
  - v. **The north side of Daylesford Close adjacent to Forrest Circle.**
  - vi. **Leake Street (the closure of Leake Street is only to take effect on confirmation that access is available to all existing uses within the Town centre, to the satisfaction of the Director Regulatory Services)**
3. Requests the Department of Regional Development & Lands dedicate a portion of Reserve 37447, as identified in enlargement D, as Road in accordance with section 56 of the *Land Administration Act 1997*.
4. advise the Department of Regional Development and Lands to create easements in favor of the Water Corporation to protect their assets located within the portion of the road closures/widening/realignment.

*CARRIED 8/0*





- LEGEND**
- Subdivision Application Boundary
  - Existing Lot Boundary
  - Proposed Lot Boundary
  - Future Proposed Lot Boundary
  - Road to be Closed
  - Road Widening
  - Drainage reserve to be re-created as road reserve

**ROAD CLOSURE PLAN**  
Various Lots, SOUTH HEDLAND

Base data supplied by Longgate  
Aerial Photography dated January 2006,  
Assessors Plan No. 100/2004  
Areas and dimensions shown are subject  
to final survey calculations.  
All cartographies are shown for illustrative  
purposes only and are subject to final  
engineering design.

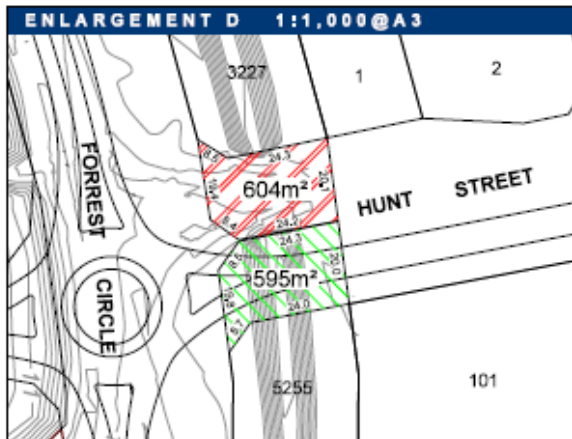
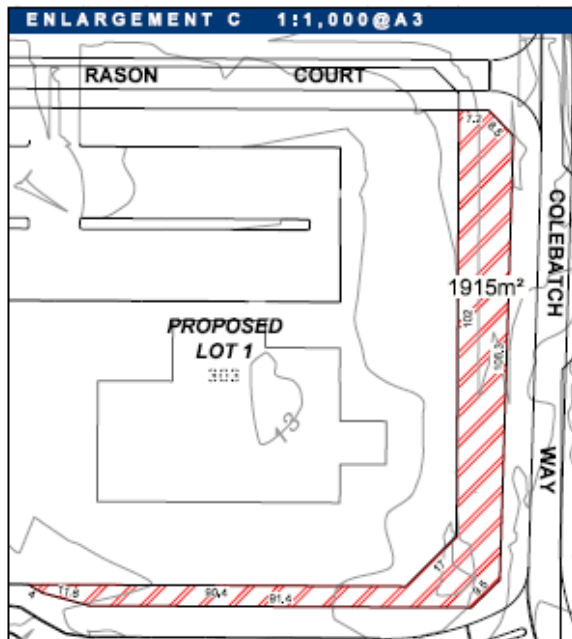
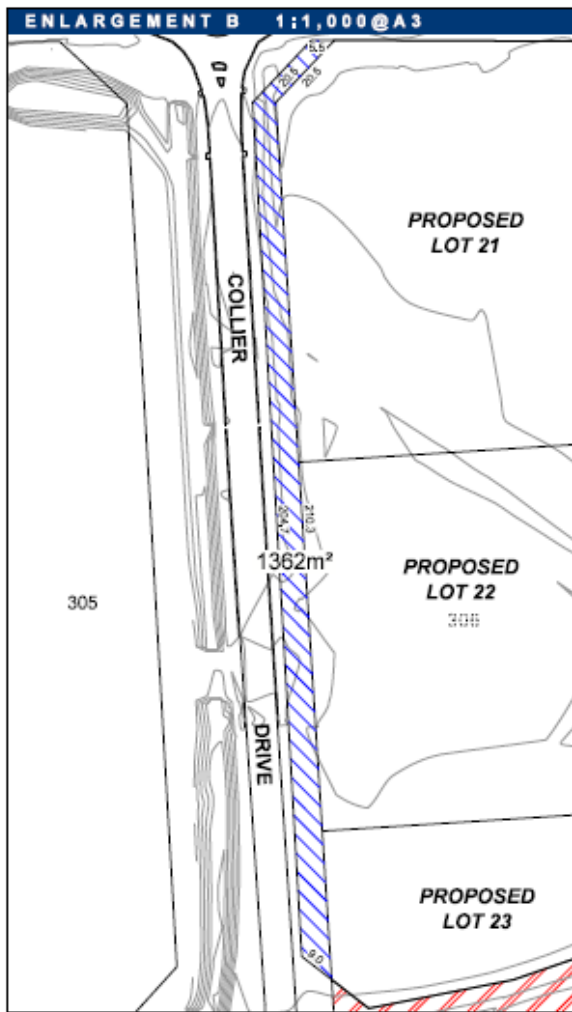
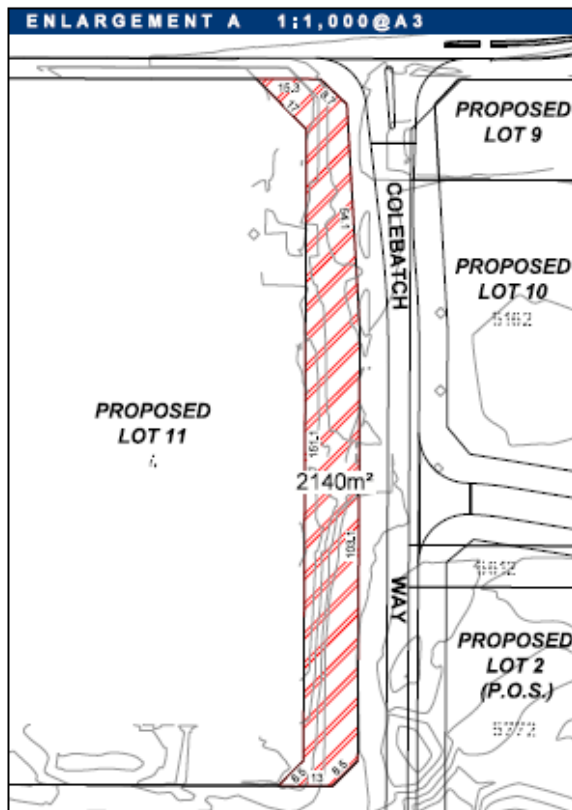
LANDNO : 02/011  
TRACED BY : J. J. J.  
DATE : 04/04/2010  
PLAN No : 2857\_P-4-004-Adp 1  
REVISION : 1  
PLANNER : J. J. J.  
DRAWN : J. J. J.  
CHECKED : J. J. J.



RPS Engineering and Planning Pty Ltd  
ACN 118 800 877  
ABN 45 118 800 877  
PO Box 409 Southco WA 6954  
30 Station Street  
Southco WA 6908  
T +61 8 9211 1111  
F +61 8 9211 1122  
W rpseng.com.au

PLAN 1 OF 3





- LEGEND**
- Existing Lot Boundary
  - Proposed Lot Boundary
  - Road to be Closed
  - Road Widening
  - Drainage reserve to be requested as road reserve

**ROAD CLOSURE PLAN - ENLARGEMENTS**  
Various Lots, South Hedland

Base data supplied by Longitude  
Photography dated January 2009,  
Accessed via the ProPlan P1000

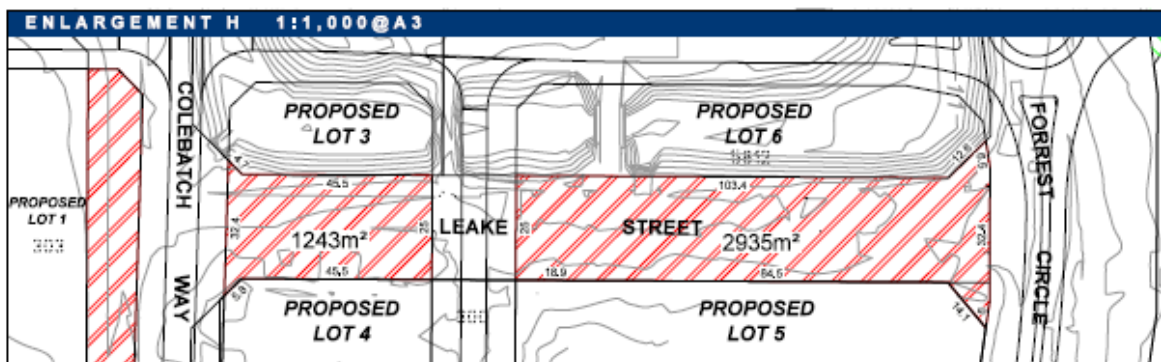
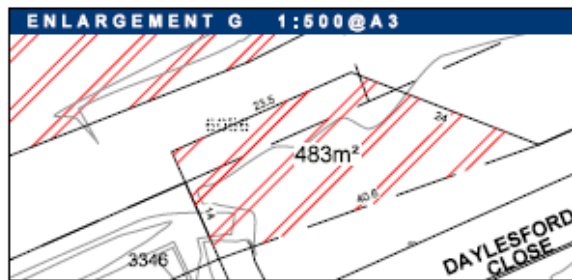
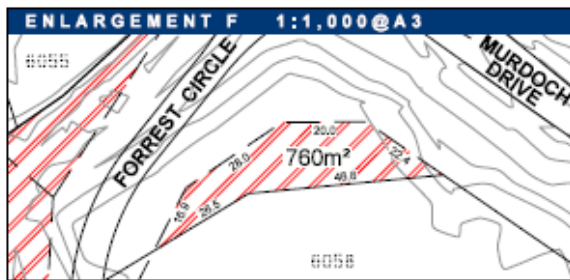
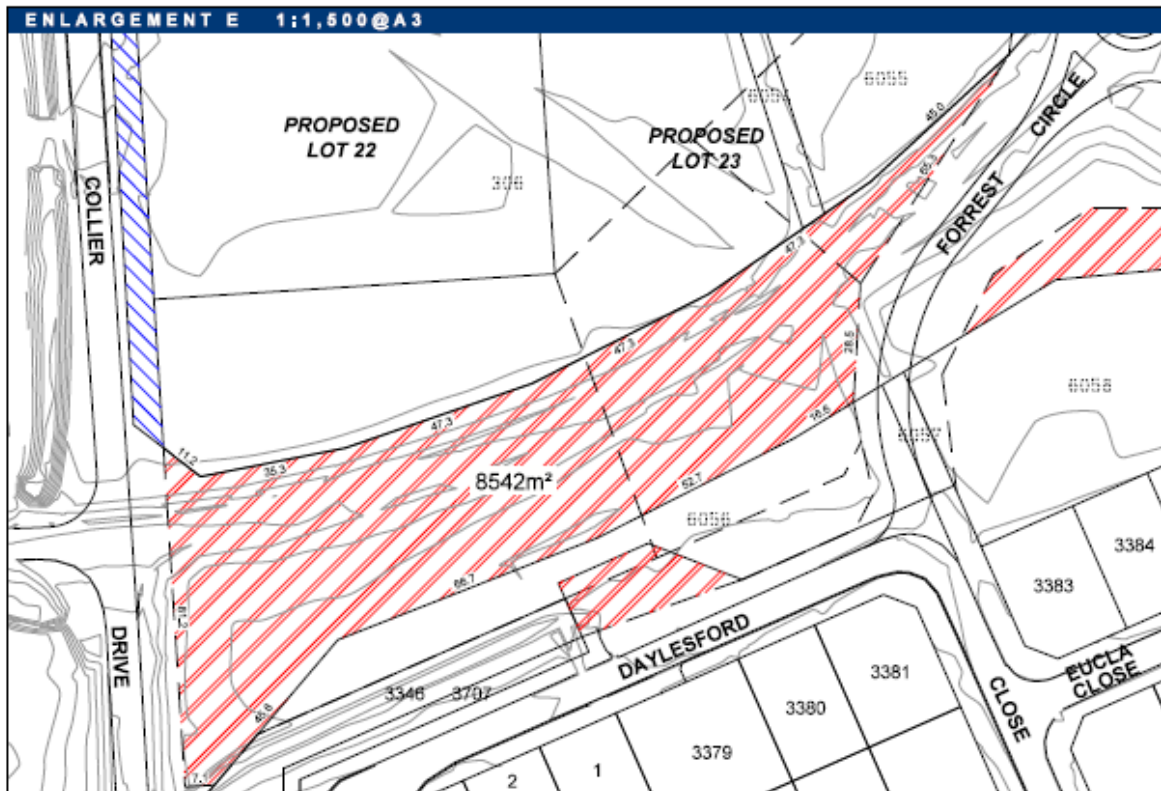
Areas and dimensions shown are subject  
to final survey calculations.  
All dimensions are shown for illustrative  
purpose only and are subject to final  
engineering design.

Lot/Draw : 01/01  
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9 April 2010 : DATE  
2807\_24-004.dgn : PLAN NO  
: REVISION  
R/S : PLANNER  
L/W : DRAWN  
N/T : CHECKED



RPS Environmental and Planning Pty Ltd  
ACN 159 890 977  
ABN 45 159 890 977  
PO Box 490 South Hedland WA 6954  
30 Dalkeith Street  
South Hedland WA 6958  
T +61 8 9211 1111  
F +61 8 9211 1122  
W rpsenv.com.au

**PLAN 2 OF 3**



- LEGEND**
- Existing Lot Boundary
  - Proposed Lot Boundary
  - - - Future Proposed Lot Boundary
  - ▨ Road to be Closed
  - ▨ Road Widening
  - ▨ Drainage reserve to be re-visited as road reserve

**ROAD CLOSURE PLAN - ENLARGEMENTS**  
Various Lots, South Hedland

See data supplied by Landgate  
Aerial Photography dated January 2009,  
Assessory via Mr. Prohaska P10384

Areas and dimensions shown are subject  
to final survey calculations.  
All cartographic work shown for illustrative  
purpose only and are subject to standard  
engineering design.

LANDFORM : CLIENT  
TE: 9400@A3 : SCALE  
9 April 2010 : DATE  
2901\_P4-KC4.rdg : PLAN NO  
: DESIGN  
R/A : PLANNER  
L/W : DRAWN  
N/T : CHECKED



RPS Engineering and Planning Pty Ltd  
ABN 159 693 977  
ABN 45 100 693 977  
PO Box 455 Subiaco WA 6854  
30 Stirling Street  
Subiaco WA 6008  
T +61 8 9211 1111  
F +61 8 9211 1122  
W www.rps.com.au

PLAN 3013

*11.1.2.5 West End Parking Study (File No.18/12/0019)*

|  |  |
|--|--|
| <b>Officer</b>                           | <b>Luke Cervi</b><br>Senior Planning Officer |
| <b>Date of Report</b>                    | 17 November 2010                             |
| <b>Disclosure of Interest by Officer</b> | Nil  |

**Summary**

A parking study for the West End has been prepared by Shawmac Consulting Civil & Traffic Engineers, Risk Managers.

This report is to firstly inform Council of the outcome of the study and recommendations, and secondly to obtain Councils endorsement of certain recommendations through the preparation of a policy, a development plan and a scheme amendment.

**Background**

Due to the unprecedented growth in the “West End” Town Centre, there is a growing concern regarding the ability to provide for future parking demands.

As a result a “West End Parking Strategy” (WEPS) has been commissioned to investigate and identify current and future parking requirements, as well as providing recommendations on how to address any shortfall of parking.

**Consultation**

In preparing the study, Shawmac distributed questionnaires to owners and occupiers within the study area, to gauge their expectations / requirements with regard to parking.

|                               |     |
|-------------------------------|-----|
| <b>Statutory Implications</b> | Nil |
|-------------------------------|-----|

**Policy Implications**

As part of the officers recommendation it is recommended that a policy be prepared that will address Reciprocal car parking and Cash in Lieu of car parking.

|  |     |
|--|-----|
| <b>Strategic Planning Implications</b> | Nil |
|--|-----|

|                            |     |
|----------------------------|-----|
| <b>Budget Implications</b> | Nil |
|----------------------------|-----|

**Officer’s Comment**

The parking study was commissioned to develop a strategy to manage parking within the West End. The key outcomes of the report are as follows:

- An estimated 870 car bays currently exist in the West End..
- A theoretical (TPS5 requirements) demand of 940 car bays exists for the West End at present.
- During the survey period the most car bays occupied at any given time was 368.
- When broken down into smaller areas there are a number of discrepancies between theoretical (TPS5 requirements) demand and the actual provision of car bays. These areas are as follows:
  - The Esplanade between Anderson and Wedge Streets (Demand 240 provided 33)
  - Wedge Street between Richardson and Anderson Streets (Demand 303 provided 161)
  - The Esplanade between Richardson and Anderson Street (Demand 141 provided 69)
- Based on the current development trend the future demand for parking in the West End could be up to 3000 bays.

Based on current demand a shortfall of approximately 70 bays exists within the West End. Of more concern however, is that the location of available car parking bays are often not in areas of most demand.

*Parking requirements of TPS5 (Appendix 7 & 8)*

The parking requirements of Appendix 7 (Car Parking Standards) were reviewed against a number of other Local Governments and those recommended by the New South Wales Roads and Traffic Authority (RTA). The requirements of Appendix 7 in the majority were consistent with the other Council's and the RTA. However, the study has recommended some variations to Appendix 7 to better reflect actual demand of some uses which are not currently subject to appropriate car parking requirements by TPS5.

Appendix 8 of TPS5 specifies Minimum Car Parking Specification. The study recommends that the car parking dimensions be amended to be consistent with the Australian Standard which would result in a further reduction to car bay widths that are currently being proposed by Scheme Amendment 33 which has been given final approval from Council and awaiting WAPC approval.

However, from a planning perspective the further reduction in parking bay widths is not supported. The current Australian Standard is 2.4m given the vehicle types within Port Hedland bays at 2.7m as proposed by Scheme Amendment 33 are justified.

In addition to the car bay dimensions, the study recommends changes to aisle widths and a number of matters to be considered when assessing the design of a car parking area. These points are worth consideration and it is recommended that Council review Appendix 8.

Although the survey of parking over a period of two days suggests that occupancy rates are low (peak usage of 368 out of 870 car bays), with an increasing population, more persons are likely to be competing for car parking spaces with actual demand likely to be more consistent with theoretical (TPS5) requirements as opposed to the demand indicated by the survey data.

#### *Cash in Lieu and Reciprocal Parking*

Cash in lieu of car parking is enabled through clause 6.13.8 of TPS5. The study recommends that Council adopt a policy for how and when cash in lieu of car parking is considered. Furthermore, it recommends a policy be provided for reciprocal/shared car parking when differing peak demands result as a consequence of separate uses.

The study identifies a number of issues that need to be considered before deciding to allow reciprocal/shared car parking and/or accept cash in lieu of providing car parking on site. A policy would provide a consistent framework for determining when reciprocal/shared car parking or accepting cash in lieu of car parking is appropriate. However, such policy should not be limited to the West End but rather address the entire Port Hedland.

#### *Public Parking Strategy*

The study identified a number of opportunities are available to increase public car parking within the West End. It is recommended that a strategy/Development Plan be developed to protect the ability to provide additional car bays in the future and maximize the number of public parking bays available in areas of most demand. Some actions that have been recommended by the study include:

- Remark existing bays along The Esplanade (potential 120+ bays)
- Negotiate additional off road car parking on BHP Billiton land holdings (potential 120 bays)
- Develop parking along Right of Ways such as Glass Lane (potential 150 bays)
- Develop pedestrian linkages between streets/precincts to increase the accessibility

It is recommended that Council prepare a Development Plan to be endorsed under TPS5 that addresses Clause 5.3.6(d) of TPS5 being an objective of the Port Area Town Centre which reads:

*“Make safe, efficient and convenient provision for pedestrian movement, road transport and car parking”*

**Attachments**

West End Parking Study – attached separately

**201011/183 Council Decision/Officer's Recommendation**

**Moved:** Cr A A Carter

**Seconded:** Cr M Dziombak

That Council:

- i) review Appendix 7 & 8 of Town Planning Scheme 5 with intent to prepare a Scheme Amendment where changes are considered necessary and/or beneficial; and
- ii) prepare a Development Plan in accordance with clause 5.2 of Town Planning Scheme 5 for the Port Area Town Centre with the following objective:
  - a. **make safe, efficient and convenient provision for pedestrian movement, road transport and car parking; and**
- iii) **prepare a Local Planning Policy in accordance with clause 5.1 of Town Planning Scheme 5 that addresses Reciprocal Car Parking and Cash in Lieu of Car Parking.**

*CARRIED 8/0*

*NOTE: Acting Chief Executive Officer presented to Mayor and Councillors the advice from the Department of Local Government which states that they are only required to declare Impartiality interest in Agenda Item 11.2.1 "Construction of Wallwork Road Bridge over BHP Rail", however they can declare a Financial Interest if they wish to do so.*

6:44pm Councillors M Dziombak and A A Carter declared a Financial Interest in Agenda Item 11.2.1 "Construction of Wallwork Road Bridge over BHP Rail" as they are both BHP Billiton shareholders.

6:44pm Councillor S Coates declared a Financial Interest in Agenda Item 11.2.1 "Construction of Wallwork Road Bridge over BHP Rail" as he is a BHP Billiton employee and shareholder.

Councillors M Dziombak, A A Carter and S Coates left the room.

6:44pm Councillor G J Daccache declared an Impartiality Interest in Agenda Item 11.2.1 "Construction of Wallwork Road Bridge over BHP Rail".

Councillor G J Daccache did not leave the room.

## 11.2 Engineering Services

### 11.2.1 *Construction of Wallwork Road Bridge over BHP Rail (File No.: 28/01/0006)*

|  |   |
|--|---|
| <b>Officer</b>                           | <b>Russell Dyer</b><br>Director engineering |
| <b>Date of Report</b>                    | 16 November 2010                            |
| <b>Disclosure of Interest by Officer</b> | Nil   |

#### **Summary**

The purpose of this report is to obtain Council approval to call tenders for the construction of Wallwork Road Bridge.

#### **Background**

A strategy of BHP Billiton's RGP5 is the duplication of the rail network from Newman to Port Hedland, including the current signalized crossing on Wallwork road, South Hedland. The Town of Port Hedland had no objections to this on the condition that a graded separation (bridge) was constructed so that vehicular traffic was not impacted by rail movements. A Rail/Road Working Group was formed to ensure that the project was implemented in the appropriate timeframes and to required standards. The Working Group involves the following stakeholders:

- BHP Billiton Iron Ore
- Town of Port Hedland
- Main Roads WA
- Department of State Development

Main Roads WA has offered to manage this project due to their expertise in bridge construction.

#### **Consultation**

- BHP Billiton Iron Ore
- Town of Port Hedland
- Main Roads WA
- Department of State Development

#### **Statutory Implications**

This tender will be called in accordance to the Local Government Act (1995).

*3.57. Tenders for providing goods or services*

*(1) A local government is required to invite tenders before it enters into a contract of a prescribed kind under which another person is to supply goods or services.*



(2) Regulations may make provision about tenders.

### Policy Implications

This tender will be called in accordance with Council's Procurement Policy 2/015.

### Strategic Planning Implications

Key Result Area 4 – Economic Development

Goal 2 – Mining: That the Town has developed strong working relationships with the mining industry that are achieving sustainable outcomes for the local community

Strategy 1 – Partner with BHP, FMG, Dampier Salt, Newcrest Mining and others mining companies to develop community infrastructure and a stronger community

Strategy 2 – Review all mining and port development proposals to ensure that any negative impacts on the community due to either construction or operational activities are minimized

### Budget Implications

BHP Billiton Iron Ore have allocated 24 million (excl. gst) to this project

The following table shows expenditure to date along with the 85% detailed design QS for the bridge and tender amounts received for the 150 ton level crossing and signalling and protection equipment , which BHP are now going to build using their own contractors.

#### Cost

| Wallwork Bridge Project   | Income       | Expenditure               |
|---|--------------|---------------------------|
| Budget  | \$23,236,364 |                           |
| BHP preliminaries Payment received  | \$763,636    |                           |
| Geotech & Site Investigation  |              | \$206,045                 |
| Flora Survey  |              | \$1,500                   |
| Heritage Survey   |              | \$50,953                  |
| Survey road ref / Audit Survey roadwork's   |              | \$32,730                  |
|   |              | \$13,964                  |
| Traffic Management  |              | \$29,120                  |
| Cartage of Fill sidetrack   |              | \$129,140                 |
| 85% QS estimate for bridge construction and associated roadwork's dual carriageway with no mse ramp walls |              | \$17,559,397              |
| Contingencies 15 %  |              | \$2,090,404               |
| Cartage of fill bridge  |              | \$130,000                 |
| Supply & cart fill for embankment   |              | \$1,500,000 estimate      |
| Cartage of base course  |              | \$394,010                 |
| Sidetrack Construction  |              | \$977,132                 |
| Road sealing  |              | \$40,000                  |
| Horizon Power diversion U/G   |              | \$108,603                 |
| 150 Ton level rail crossing   |              | \$228,183.<br>Tender cost |

|   |                 |                          |
|---|-----------------|--------------------------|
| Protection & Signaling                          |                 | \$947,407<br>Tender cost |
| Detailed Design for road & Bridge 85% completed |                 | \$209,929                |
| MRWA Project Management                         |                 | \$30,000<br>cost to date |
| Total   | \$24,000,000.00 | \$26,643,498             |

### Officer's Comment

Main Roads Pilbara Region has engaged GHD consultants to design the bridge and approach roads and these have been through the rigorous Main Roads design review process.

GHD have also provided QS estimates for a single carriageway bridge with MSE walls cost \$19,642,216 and a single carriageway with no MSE walls cost \$15,720,246 both have a 15% contingency amount included.

BHP Billiton and the Town of Port Hedland need to finalize the funding agreement for the project however a preliminary payment was made to the Town for \$763,636

Four options have been developed and costed for a bridge at Wallwork Road being:

1. Four lanes with MSE walls , this would require additional funding of between \$5 to \$6 million
2. Four lanes with no MSE walls , this will require additional funding of between \$2.5 to \$3 million dollars
3. Two lanes with MSE walls , this will require additional funding of between \$2.5 to \$3 million dollars
4. Two lanes with no MSE walls this will be inside the allocated budget.

Main Roads have advised Council that the proposed works will fall into two categories RW4 for the Roadwork's and SW2 for the Structures category and contractors bidding on these works will need to be prequalified with Main Roads WA .

Main Roads have advised the Director of Engineering that they would not support a two lane bridge as the traffic warrants (11,000 vpd) already require the road to be four lanes and with the planned increased population for South Hedland the traffic counts on Wallwork Road will only increase.

Council needs to indicate its preference for either a four or two lane bridge. If the preference is for four lanes then additional funding from either State Government, Industry or Council is needed before tenders can be called. An application has already been submitted to Royalties to Regions for \$3million which was unsuccessful. Discussions with representatives of Pilbara Cities indicate that additional funding for this project will not be easily achieved.

On this basis sourcing additional funding may take some time and may not result in a successful outcome.

Should Council want to construct a two lane bridge with no MSE walls it can proceed immediately.

### **Attachments**

Main Roads WA Prequalified Contractors List.

### **Officer's Recommendation**

That Council:

1. request the Chief Executive Officer to finalize the funding agreement with BHP Billiton Iron Ore for the outstanding balance of the \$23,236,364 for the construction of the Bridge and associated roadwork's on Wallwork Road; and
2. Indicates its preference for a four lane bridge (with or without MSE walls) however acknowledges that based upon QS estimates obtained by Main Roads tenders cannot be called until additional funding is secured.

OR

2. Requests the CEO to call tenders for a two lane bridge with no MSE walls

### **201011/184 Council Decision**

**Moved:** Cr S R Martin

**Seconded:** Cr D W Hooper

That Agenda Item 11.2.1 "Construction of Wallwork Road Bridge over BHP Rail" lay on the table for further discussion by Council.

*CARRIED 5/0*

*REASON: Council believes it needs to have a more in depth discussion about this item at the next Informal Briefing and reconsider it at Council Ordinary Meeting on 8 December.*

6:47pm Councillors M Dziombak, A A Carter and S J Coates re-entered the room and resumed their chairs

Mayor advised Councillors M Dziombak, A A Carter and S Coates of Council's decision.

6:47pm Mayor left Council Chambers to attend the year 12 Presentation Ceremony at Hedland Senior High School.

6:47pm Deputy Mayor A A Carter assumed the chair.

### Contractors Prequalified for Works Contracts

| Contractor  | Roadworks Category |     |     |     | Structures Category |     |     |     |     |
|---|--------------------|-----|-----|-----|---------------------|-----|-----|-----|-----|
|   | RW1-2              | RW3 | RW4 | RW5 | SWT                 | SW1 | SW2 | SW3 | SW4 |
| Abigroup Contractors Pty Ltd                                  | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| Advanteering - Civil Engineers                                | √                  |     |     |     |                     | √   |     |     |     |
| Albem Operations / Highway Construction Pty Ltd Joint Venture |                    |     |     |     |                     | √   | √   | √   | √   |
| APH Contractors   | √                  |     |     |     |                     |     |     |     |     |
| Boulderstone Pty Ltd  | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| BGC Contracting Pty Ltd                                       | √                  | √   | √   | √   | √                   | √   | √   | √   | √   |
| Bocol Constructions Pty Ltd                                   | √                  |     |     |     | √                   | √   | √   | √   | √   |
| Brierty Limited   | √                  | √   | √   | √   |                     | √   |     |     |     |
| Carr Civil Contracting Pty Ltd                                | √                  |     |     |     |                     |     |     |     |     |
| Central Earthmoving   | √                  |     |     |     |                     |     |     |     |     |
| Clough Projects Australia Pty Ltd                             | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| Densford Civil Pty Ltd  | √                  | √   |     |     | √                   | √   | √   |     |     |
| Doorn Djil Yoordaning Mining & Construction Pty Ltd           | √                  |     |     |     |                     |     |     |     |     |
| Downer EDi Works Pty Ltd                                      | √                  | √   | √   |     |                     | √   | √   |     |     |
| Ertech Pty Ltd  | √                  | √   | √   |     |                     | √   | √   |     |     |
| Fulton Hogan Pty Ltd  | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| Georgiou Group Pty Ltd  | √                  | √   | √   |     |                     | √   | √   | √   | √   |
| Highway Construction Pty Ltd                                  | √                  | √   | √   |     |                     | √   | √   |     |     |
| John Holland Pty Ltd  | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| Jonor Construction Pty Ltd                                    |                    |     |     |     | √                   | √   |     |     |     |
| Laing O'Rourke Australia Construction Pty Ltd                 | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| Leighton Contractors Pty Ltd                                  | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| Macmahon Contractors Pty Ltd                                  | √                  | √   | √   | √   | √                   | √   | √   | √   | √   |
| McConnell Dowell Constructors (Aust) Pty Ltd                  | √                  | √   | √   | √   |                     | √   | √   | √   | √   |
| NRW Pty Ltd   | √                  | √   |     |     |                     | √   |     |     |     |
| Regional Bridging Pty Ltd                                     |                    |     |     |     | √                   | √   |     |     |     |
| Riverlea Corporation  | √                  |     |     |     |                     |     |     |     |     |
| Roadswest Engineering Group WA Pty Ltd                        |                    |     |     |     | √                   | √   |     |     |     |
| Structural Systems (Western) Pty Ltd                          |                    |     |     |     | √                   | √   | √   |     |     |
| Savcor Finn Pty Ltd   |                    |     |     |     |                     | √   |     |     |     |
| Thiess Pty Ltd  | √                  | √   | √   | √   | √                   | √   | √   | √   | √   |

Last Updated 14 September 2010

6:48pm Councillors J M Gillingham, G J Daccache and S J Coates declared an Impartiality Interest in Agenda Item 11.3.1 "Donations Working Group: Consideration of Revised Community Funding and Donations Policy and Recommended Endorsements of Funding Sponsorship Requests Received" as they .

Councillors J M Gillingham, G J Daccache and S J Coates did not leave the room.

**11.3 Community Development****11.3.1. *Donations Working Group: Consideration of Revised Community Funding and Donations Policy and Recommended Endorsements of Funding Sponsorship Requests Received (File No.: 200910/439)***

Officer Debra Summers  
Acting Director Community  
Development

**Date of Report** 18 November 2010

**Disclosure of Interest by Officer** Nil

**Summary**

For Council to consider the following recommendations from the Town's Donations Working Group:

1. a revised Community Funding and Donations Policy designed to replace the following policies:
  - a) 6/003 Community, Recreation Celebrations and Events
  - b) 7/003 Community Cultural Celebrations and Events; and
2. funding/sponsorship requests received.

**Background**

At its Ordinary Council Meeting held on 25 August 2010 Council endorsed a Community and Funding Donations Policy with an intention of establishing a framework to allow Council to process requests for sponsorships and donations from the community and not for profit organisations (Council Decision No. 201011/070). Council also established the Donations Working Group with the role of assessing funding/sponsorship requests received; and making recommendations to Council from the Group's bi - monthly meeting.

This report proposes for Council to consider a more encompassing policy which deals with the three levels of sponsorship that provide the community with clear guidelines, under which the Council can ensure a fair and equitable distribution of its allocated funds. This revised proposed policy is supported by the Community Funding and Donations Application Form.

By applying the newly revised and proposed policy, the Donations Working Group has made recommendation to Council of the four applications for donations and sponsorship presented for the October to November 2010 period.

### Consultation

An Internal Working Group comprising representation across the organisation:

Donations Working Group  
Executive Group

### **Statutory Implications**

Nil.

### Policy Implications

This report proposes a revised Community Funding and Donations Policy that is designed to replace the following policies:

- a) 6/003 Community, Recreation Celebrations and Events
- b) 7/003 Community Cultural Celebrations and Events

### Strategic Planning Implications

Key result area 2: Community Pride

Goal 2 – Events

- c) Supporting Community groups who are operating community events, through training, support, advice and, where appropriate, financial support.

### Budget Implications

A budgetary allocation of \$45,000 as per Council decision 201011/070 has been sourced in the first budget review for 2010- 2011

### Officer's Comment

#### *1. Need for a Revised Policy*

When the previous policy was presented to Council (25 August 2010), it did not consider:

- the broader spectrum of the role of Council in supporting
- various significant and regular events previously considered through previous resolutions of Council
- the not insignificant occurrences of waiving of fees and charges associated with the use of various facilities of Council and
- the large one off or regular contributions towards the activities of community groups and not for profit organisations greater than the limit suggested in the previous policy.

The reviewed policy proposed to Council now encapsulates all of these situations and brings together a policy which allows both Council and its community the opportunity to assess and understand the role Council plays in supporting various community groups and not for profits in their efforts within the community.

## 2. Council's Delegation Number 6: Donations

As the proposed revised Community Funding and Donations Policy now encapsulates all possible situations and/or requests from individuals and groups, it is recommended that Council's Delegation 6 (as follows) be deleted:

|  |                                |
|--|--------------------------------|
| <i>"DELEGATION NUMBER</i>                              | <i>6 (Donations)</i>           |
| <i>LEGISLATIVE POWER</i><br><i>1995 (Section 5.42)</i> | <i>Local Government Act</i>    |
| <i>DELEGATION SUBJECT</i>                              | <i>Donations</i>               |
| <i>DELEGATE</i>  | <i>Chief Executive Officer</i> |

*The Chief Executive Officer is delegated authority to determine requests for donation of monies up to the value of \$1,000 when a group or individual can demonstrate:*

- 1. Significant direct benefit to the local community.*
- 2. The group is a community group or nonprofit making organisation or running a nonprofit activity.*
- 3. The group's financial status is such as to justify a donation from Council.*
- 4. Special circumstances or needs exist in the opinion of the Chief Executive Officer to warrant a donation, eg support of needy groups and individuals who bring credit to the municipality by achieving state or national representation or awards, which sees them requiring financial assistance for travelling, accommodation or other incidental expenses.*

*The aggregate of any donations made by the Chief Executive Officer under this delegated authority shall not exceed the amount provided for the purpose on the Council's Budget each year without formal approval from Council."*

## 3. Recommendations from the Donations Working Group - Funding/Sponsorship Requests

Utilising the proposed Policy (Attachment One) and associated guidelines (Attachment Two) four applications from community groups and not for profit associations were considered at the meeting of the Donations Working Group on 8 November 2010.

The following donations and applications for sponsorship were recommended to Council being:

- Hedland BMX Club: Granted \$2000 cash and up to \$4000 worth of in kind services such as cartage of Pindan etc (in kind sponsorship to be negotiated between BMX Club and Town of Port Hedland Engineering staff).
- Creating Communities: Requesting approved \$320 fee waived for 16 October and 11 December 2010.



- Disability Awareness Week 29 November – 3 December: Any registered person with a disability or their nominated carer will have free access to the movie screening at the Matt Dann Cultural Centre.
- Rovers Football Club: \$748 granted to supply security for the Rovers Football Club at their function on 28 August 2010

#### Attachments

1. Community Funding and Donations Policy (Revised)
2. Community Funding and Donations Application Form

#### **Donations Working Group/Officer's Recommendation**

That Council:

- i) Deletes the following policies:
  - a) 6/003 Community, Recreation Celebrations and Events
  - b) 7/003 Community Cultural Celebrations and Events
- ii) Adopts the revised 'Community Funding and Donations Policy' as follows:

#### "COMMUNITY FUNDING & DONATIONS POLICY

Council will work in collaboration with the community to support the delivery of all manner of events, celebrations and community activities which reflect the unique identity of the Town of Port Hedland.

Previous Council resolutions have identified a series of community, recreation, cultural celebrations and events of significance and regularity and accordingly determined levels of support to be provided by the Council. This information forms the later part of this policy (see section 8).

Council will encourage excellence and innovation, and inclusive community participation.

1. Objectives
  - a) To support community initiatives that strengthen the capacity of local organisations and which deliver valuable outcomes to the Town's residents.
  - b) To enable the Town to implement a consistent response to requests received from community organisations, individuals and not for profit organizations for financial and in-kind support.
  - c) To provide event budget certainty to applicants
  - d) To provide both local residents and community organisations with guidance in respect to the Town's expectations of such requests.

2. Scope
  - a) This policy is limited to the consideration of requests up to a maximum of \$2,000 cash component in value. This maximum value may comprise of cash funding and/or in-kind support (please refer to point 4.1) to a maximum of \$6,000 in total. In order to assess the value of a request, a dollar (\$) value will be estimated for the in-kind component.
  - b) Requests for funding greater than \$6,000 and not for pre-approved significant events will be considered as part of the annual budgetary process.
  - c) Funding applications outside this policy will be requested through a public advertising process as part of the annual budget and will not be considered as part of this policy.
3. Financial Contributions / In-Kind Support / Waiver of Fees To A Maximum of \$6,000
  - 3.1 Financial Contributions
    - a) The monies required to fund financial requests approved under this policy will be drawn from a community funding and donations account established within the annual budget.
    - b) A maximum of two (2) applications per financial year per organization may be funded to ensure equity. However, the Town may waiver this limit, at its discretion, if it considers a third or subsequent application is worthy of support, and will require an individual request to council.
  - 3.2 In-Kind Contributions
    - a) In-kind contributions include the provision of facilities, equipment and purchases, either free of charge, or at reduced rates if a charge is normally applied. These will usually not require a significant contribution of staff time.
    - b) Where a significant amount of staff time is required, such as packing, dispatching, setting-up, dismantling and returning sizeable pieces of equipment, the request may be declined. In-kind contributions will be considered subject to their availability, the need to protect the security and value of the assets and their use for required Council purposes.
  - 3.3 Waiver of Hire Fees
    - a) Waiver of fees for Hire of Community Facilities will be considered as part of the \$6,000 total contributions. Waiver of fees of 100% will apply for:  
not for profit organisations that host alcohol free events that are open to the public free of charge to attend/enter,

- b) Junior Sports and School Groups during school hours (School Groups excludes use of JD Hardie Centre and Matt Dann Cultural Centre).
  - c) Waiver of fees of 50% will apply for Junior Community Groups, excluding use of JD Hardie Centre and Matt Dann.
  - d) Waiver of fees of 25% will apply for Community Groups, excluding use of JD Hardie Centre and Matt Dann.
  - e) Bonds and key bonds must still be paid for all events and use of community facilities and will be fully refundable after the event provided Council are satisfied with state and cleanliness of the facility.
  - f) Cleaning fees may apply if not left in a satisfactory state.
  - g) A maximum of two (2) applications per financial year per organisation may be considered to ensure equity.
4. Development of Talented Local People
- a) Financial contributions may be made towards the costs associated with the attendance by local people of all ages at development programs for talented individuals. These programs will usually be located elsewhere in Western Australia or beyond.
  - b) The person concerned must have been invited to attend on the basis of exceptional sporting, artistic or other talent.
  - c) A maximum contribution of \$500 in one financial year *may* be considered to each person who is eligible for this support.
5. Application Process
- a) Requests for assistance will be made in writing through completion of an application form. Applications may be made at any time, however they must be received at least ten working days before the next meeting of the Community Funding and Donations Working Group for consideration at that meeting on the basis of submission of a satisfactory application.
  - b) An application form is available on the website or from the Customer Service Counter. Applications must provide all information required.
  - c) The Working Group will make recommendations to the next Ordinary Meeting of Council in regard to the approval or otherwise of applications received.
  - d) The Community Funding and Donations Working Group will meet bi-monthly on the second Tuesday of the month.
6. Selection Criteria
- In considering the relative merits of applications the Town will apply the following criteria:

- a) The positive contribution the event or project will make to the Hedland community.
- b) The information requested meets the requirements of this policy.
- c) Sufficient financial information has been provided to clearly identify the items on which monies will be spent, their discrete costs and their importance to the success of the event or project.
- d) The level of resource contribution to be made by the applicant, relative to their capacity to do so, as well as the accessibility of funds from other sources.

#### 7. Acquittals

A brief report will be required by successful applications who receive more than \$1,000 in support. This will include information measuring qualitative aspects such as the success of the activity, as well as quantitative aspects such as receipts accounting for the expenditure of monies.

8. Level of support previously determined by Council Resolutions to significant and regular community, recreation and cultural celebrations and events.

| Event                       | Key Partner  | Council Support   |
|-----------------------------|--|---|
| Sports Group Forums         | Department Sport and Recreation WA                               | Use of Council Venues at no cost<br>Advertising, photocopying and postage at no cost<br>Contribute to hosting event   |
| Port Hedland Cup Day        | Port Hedland Turf Club   | Provision for 20 extra bins at no cost.<br>Waiver all stall fees and street trading ground hire for one day.<br>Ground hire included in race meeting fees.<br>No additional hire charges.<br>Staff member on Committee.<br>Use of Council Flag to fly at event. |
| Premier Regional Lawn Bowls | PHTBA Main Street Committee Port and South Hedland Bowling Clubs | Provide sponsorship towards event of \$25,000<br>Staff member on Committee.<br>Advertising/photocopying, fax and postage.   |
| Nindji Nindji Festival      | Bloodwood Tree Association                                       | Provide sponsorship towards event<br>Use of Council Venue at no cost<br>Provision for up to 20 extra bins at no cost.   |

|   |   |   |
|---|---|---|
| Pilbara Music Festival                          | Pilbara Music Festival                      | Patron at Festival<br>Use of Council Venue at no cost<br>Provide administrative and photocopying assistance   |
| Australia Day Breakfast                         | Soroptimist International                   | Administration/organisation of Premier's Australia Day Active Citizen Awards<br>Use of Council equipment and facilities at no cost<br>Advertising and photocopying of events proceedings<br>Free Pool Open Day at Gratwick<br>Provide sponsorship towards event of \$1,000. |
| Australia Day                                   | YMCA  | Free Pool Open Day at Gratwick  |
| Reconciliation Week                             | Australians for Reconciliation Port Hedland | Use of Council equipment and facilities at no cost<br>Advertising   |
| NAIDOC Week                                     | Pundulmurra Campus EPCT                     | Council display.  |
| Chamber of Commerce Business of the Year Awards | Chamber of Commerce                         | Additional trophies for community of the Year Award Categories  |
| Carols by Candlelight                           | Ministers Fraternal                         | Use of Council venue at no cost   |
| ANZAC Day Ceremony                              | RSL   | Use of Gratwick Hall, Training Room and Council Chamber at no cost. Wreath<br>Advertisement   |
| Port Hedland Art Award                          | Hedland Arts Council                        | Use of Gratwick Hall and Courthouse at no cost<br>Access to Council photocopier, fax machine and postage at no cost<br>Acquisitive Sponsorship – Best work by a Local Artist  |
| Annual Rotary Ball                              | Rotary                                      | Use of Council Venue and entrance area to Civic Centre at no cost   |
| Achievement Award                               | All Schools                                 | Available to all schools at end of year graduation ceremony<br>Quite Achiever Award for a student who demonstrated community leadership.  |

|                                     |   |   |
|-------------------------------------|---|---|
|                                     |   | \$100 book award  |
| Hip Hop Classes at JD Hardie Centre | The Hood  | Use of Council Venue at no cost   |
| Regional Championships              | Any Affiliated Association hosting Regional Championships | Use of two (2) Council venues at no cost for duration of the Championship<br>Provision of bins at no cost<br>In-Kind Council support in all promotion, advertising and logistical needs<br>Recognition of TOPH during all promotion surrounding the Regional Championship |

## 9. Definitions

Definitions for terms used throughout this policy are as follows:

**Organisation:** is an incorporated body under the Associations Incorporation's Act 1987 or a recognised corporate not for profit body created by government or with an Australian Companies Number.

**Sponsorship:** is the provision of cash, in-kind support or subsidy in return for specifically identified promotional opportunities for Council.

**Qualitative aspects:** information relating to distinctions based on quality or qualities, not normally easily measured in the traditional sense, often subjective

**Quantitative aspects:** information that can be expressed as a quantity (amount or size), capable of being objectively measured

**Not For Profit:** A not-for-profit organisation is one that:

- a) Uses all monetary surplus solely for the purposes of its objectives and not to financially benefit its members in any way.
- b) Has a wind up clause in its constitution or memorandum of articles of association that provides for assets to be distributed to a 'like' organisation and not to its own members. (For an organisation that is incorporated under the Associations Incorporation Act but has no wind up clause in its constitution, satisfaction of this may be assumed as the Act prevails.) (*Source: Lotteries West FAQ*)

and supporting Community Funding and Donations Application Form as attached to this report

- iii) Delegation 6 (as follows) be deleted:

|   |                                  |
|---|----------------------------------|
| <i>“DELEGATION NUMBER</i>                         | <i>6 (Donations)</i>             |
| <i>LEGISLATIVE POWER</i><br><i>(Section 5.42)</i> | <i>Local Government Act 1995</i> |
| <i>DELEGATION SUBJECT</i>                         | <i>Donations</i>                 |
| <i>DELEGATE</i>                                   | <i>Chief Executive Officer</i>   |

*The Chief Executive Officer is delegated authority to determine requests for donation of monies up to the value of \$1,000 when a group or individual can demonstrate:*

- 1. Significant direct benefit to the local community.*
- 2. The group is a community group or non profit making organisation or running a non profit activity.*
- 3. The group’s financial status is such as to justify a donation from Council.*
- 4. Special circumstances or needs exist in the opinion of the Chief Executive Officer to warrant a donation, eg support of needy groups and individuals who bring credit to the municipality by achieving state or national representation or awards, which sees them requiring financial assistance for travelling, accommodation or other incidental expenses.*

*The aggregate of any donations made by the Chief Executive Officer under this delegated authority shall not exceed the amount provided for the purpose on the Council’s Budget each year without formal approval from Council.”*

- iv) Endorses the recommendations from the Donations Working Group meeting of 8 November 2010:

- 1. Hedland BMX Club: Granted \$2000 cash and up to \$4000 worth of in kind services such as cartage of Pindan etc (in kind sponsorship to be negotiated between BMX Club and Town of Port Hedland Engineering staff).*
- 2. Creating Communities: Requesting approved \$320 fee waived for 16 October and 11 December 2010.*
- 3. Disability Awareness Week 29 November – 3 December: Any registered person with a disability or their nominated carer will have free access to the movie screening at the Matt Dann Cultural Centre.*
- 4. Rovers Football Club: \$748 granted to supply security for the Rovers Football Club at their function on 28 August 2010*

### Officer's Alternative Recommendation

That Council:

- i) Deletes the following policies:
  - a) 6/003 Community, Recreation Celebrations and Events
  - b) 7/003 Community Cultural Celebrations and Events
- ii) Adopts the revised 'Community Funding and Donations Policy' as follows:

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Previous Council resolutions have identified a series of community, recreation, cultural celebrations and events of significance and regularity and accordingly determined levels of support to be provided by the Council. This information forms the later part of this policy (see section 8).

Council will encourage excellence and innovation, and inclusive community participation.

#### 1. Objectives

- a) To support community initiatives that strengthen the capacity of local organisations and which deliver valuable outcomes to the Town's residents.
- b) To enable the Town to implement a consistent response to requests received from community organisations, individuals and not for profit organizations for financial and in-kind support.
- c) To provide event budget certainty to applicants
- d) To provide both local residents and community organisations with guidance in respect to the Town's expectations of such requests.

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- a) This policy is limited to the consideration of requests up to a maximum of \$2,000 cash component in value. This maximum value may comprise of cash funding and/or in-kind support (please refer to point 4.1) to a maximum of \$6,000 in total. In order to assess the value of a request, a dollar (\$) value will be estimated for the in-kind component.
- b) Requests for funding greater than \$6,000 and not for pre-approved significant events will be considered as



part of the annual budgetary process.

- c) Funding applications outside this policy will be requested through a public advertising process as part of the annual budget and will not be considered as part of this policy.

### 3. Financial Contributions / In-Kind Support / Waiver of Fees To A Maximum of \$6,000

#### 3.1 Financial Contributions

- a) The monies required to fund financial requests approved under this policy will be drawn from a community funding and donations account established within the annual budget.
- b) A maximum of two (2) applications per financial year per organization may be funded to ensure equity. However, the Town may waive this limit, at its discretion, if it considers a third or subsequent application is worthy of support, and will require an individual request to council.

#### 3.2 In-Kind Contributions

- a) In-kind contributions include the provision of facilities, equipment and purchases, either free of charge, or at reduced rates if a charge is normally applied. These will usually not require a significant contribution of staff time.
- b) Where a significant amount of staff time is required, such as packing, dispatching, setting-up, dismantling and returning sizeable pieces of equipment, the request may be declined.  
In-kind contributions will be considered subject to their availability, the need to protect the security and value of the assets and their use for required Council purposes.

#### 3.3 Waiver of Hire Fees

- a) Waiver of fees for Hire of Community Facilities will be considered as part of the \$6,000 total contributions.  
Waiver of fees of 100% will apply for:  
not for profit organisations that host alcohol free events that are open to the public free of charge to attend/enter,
- b) Junior Sports and School Groups during school hours (School Groups excludes use of JD Hardie Centre and Matt Dann Cultural Centre).
- c) Waiver of fees of 50% will apply for Junior Community Groups, excluding use of JD Hardie Centre and Matt Dann.

- d) Waiver of fees of 25% will apply for Community Groups, excluding use of JD Hardie Centre and Matt Dann.
- e) Bonds and key bonds must still be paid for all events and use of community facilities and will be fully refundable after the event provided Council are satisfied with state and cleanliness of the facility.
- f) Cleaning fees may apply if not left in a satisfactory state.
- g) A maximum of two (2) applications per financial year per organisation may be considered to ensure equity.

#### 4. Development of Talented Local People

- a) Financial contributions may be made towards the costs associated with the attendance by local people of all ages at development programs for talented individuals. These programs will usually be located elsewhere in Western Australia or beyond.
- b) The person concerned must have been invited to attend on the basis of exceptional sporting, artistic or other talent.
- c) A maximum contribution of \$500 in one financial year *may* be considered to each person who is eligible for this support.

#### 5. Application Process

- a) Requests for assistance will be made in writing through completion of an application form. Applications may be made at any time, however they must be received at least ten working days before the next meeting of the Community Funding and Donations Working Group for consideration at that meeting on the basis of submission of a satisfactory application.
- b) An application form is available on the website or from the Customer Service Counter. Applications must provide all information required.
- c) The Working Group will make recommendations to the next Ordinary Meeting of Council in regard to the approval or otherwise of applications received.
- d) The Community Funding and Donations Working Group will meet bi-monthly on the second Tuesday of the month.

#### 6. Selection Criteria

In considering the relative merits of applications the Town will apply the following criteria:

- a) The positive contribution the event or project will make to the Hedland community.

- b) The information requested meets the requirements of this policy.
- c) Sufficient financial information has been provided to clearly identify the items on which monies will be spent, their discrete costs and their importance to the success of the event or project.
- d) The level of resource contribution to be made by the applicant, relative to their capacity to do so, as well as the accessibility of funds from other sources.

#### 7. Acquittals

A brief report will be required by successful applications who receive more than \$1,000 in support. This will include information measuring qualitative aspects such as the success of the activity, as well as quantitative aspects such as receipts accounting for the expenditure of monies.

- 8. Level of support previously determined by Council Resolutions to significant and regular community, recreation and cultural celebrations and events.

| Event                       | Key Partner   | Council Support  |
|-----------------------------|---|--|
| Sports Group Forums         | Department Sport and Recreation WA                                  | Use of Council Venues at no cost<br>Advertising, photocopying and postage at no cost<br>Contribute to hosting event  |
| Port Hedland Cup Day        | Port Hedland Turf Club  | Provision for 20 extra bins at no cost.<br>Waiver all stall fees and street trading ground hire for one day.<br>Ground hire included in race meeting fees. No additional hire charges.<br>Staff member on Committee.<br>Use of Council Flag to fly at event. |
| Premier Regional Lawn Bowls | PHTBA Main Street Committee<br>Port and South Hedland Bowling Clubs | Provide sponsorship towards event of \$25,000<br>Staff member on Committee.<br>Advertising/photocopying, fax and postage.  |
| Nindji Nindji Festival      | Bloodwood Tree Association  | Provide sponsorship towards event<br>Use of Council Venue at no cost<br>Provision for up to 20 extra bins at no cost.  |
| Pilbara Music Festival      | Pilbara Music Festival  | Patron at Festival<br>Use of Council Venue at no cost<br>Provide administrative and photocopying assistance  |

|  |   |   |
|--|---|---|
| Family Variety and Christmas and Easter Concerts | Pilbara Music Festival                      | Use of Gratwick Hall , the Courthouse and Matt Dann at no cost, access to Council photocopier and fax machine at no cost  |
| Australia Day Breakfast                          | Soroptimist International                   | Administration/organisation of Premier's Australia Day Active Citizen Awards<br>Use of Council equipment and facilities at no cost<br>Advertising and photocopying of events proceedings<br>Free Pool Open Day at Gratwick<br>Provide sponsorship towards event of \$1,000. |
| Australia Day                                    | YMCA  | Free Pool Open Day at Gratwick  |
| Reconciliation Week                              | Australians for Reconciliation Port Hedland | Use of Council equipment and facilities at no cost<br>Advertising   |
| NAIDOC Week                                      | Pundulmurra Campus EPCT                     | Council display.  |
| Chamber of Commerce Business of the Year Awards  | Chamber of Commerce                         | Additional trophies for community of the Year Award Categories  |
| Carols by Candlelight                            | Ministers Fraternal                         | Use of Council venue at no cost   |
| ANZAC Day Ceremony                               | RSL   | Use of Gratwick Hall, Training Room and Council Chamber at no cost<br>Wreath<br>Advertisement   |
| Port Hedland Art Award                           | Hedland Arts Council                        | Use of Gratwick Hall and Courthouse at no cost<br>Access to Council photocopier, fax machine and postage at no cost<br>Acquisitive Sponsorship – Best work by a Local Artist  |
| Annual Rotary Ball                               | Rotary                                      | Use of Council Venue and entrance area to Civic Centre at no cost   |
| Achievement Award                                | All Schools                                 | Available to all schools at end of year graduation ceremony<br>Quite Achiever Award for a student who demonstrated community leadership.<br>\$100 book award  |
| Hip Hop Classes at JD Hardie Centre              | The Hood                                    | Use of Council Venue at no cost   |
| Regional Championships                           | Any Affiliated Association hosting Regional | Use of two (2) Council venues at no cost for duration of the Championship<br>Provision of bins at no cost   |

|  |               |  |
|--|---------------|--|
|  | Championships | In-Kind Council support in all promotion, advertising and logistical needs<br>Recognition of TOPH during all promotion surrounding the Regional Championship |
|--|---------------|--|

## 9. Definitions

Definitions for terms used throughout this policy are as follows:

**Organisation:** is an incorporated body under the Associations Incorporation's Act 1987 or a recognised corporate not for profit body created by government or with an Australian Companies Number

**Sponsorship:** is the provision of cash, in-kind support or subsidy in return for specifically identified promotional opportunities for Council.

**Qualitative aspects:** information relating to distinctions based on quality or qualities, not normally easily measured in the traditional sense, often subjective

**Quantitative aspects:** information that can be expressed as a quantity (amount or size), capable of being objectively measured

**Not For Profit:** A not-for-profit organisation is one that:

- a) Uses all monetary surplus solely for the purposes of its objectives and not to financially benefit its members in any way.
- b) Has a wind up clause in its constitution or memorandum of articles of association that provides for assets to be distributed to a 'like' organisation and not to its own members. (For an organisation that is incorporated under the Associations Incorporation Act but has no wind up clause in its constitution, satisfaction of this may be assumed as the Act prevails.) (Source: *Lotteries West FAQ*)

and supporting Community Funding and Donations Application Form as attached to this report

### iii) Delegation 6 (as follows) be deleted:

|   |                                  |
|---|----------------------------------|
| <i>“DELEGATION NUMBER</i>                         | <i>6 (Donations)</i>             |
| <i>LEGISLATIVE POWER</i><br><i>(Section 5.42)</i> | <i>Local Government Act 1995</i> |
| <i>DELEGATION SUBJECT</i>                         | <i>Donations</i>                 |
| <i>DELEGATE</i>                                   | <i>Chief Executive Officer</i>   |

*The Chief Executive Officer is delegated authority to determine requests for donation of monies up to the value of \$1,000 when a group or individual can demonstrate:*

1. *Significant direct benefit to the local community.*
2. *The group is a community group or non profit making organisation or running a non profit activity.*
3. *The group's financial status is such as to justify a donation from Council.*
4. *Special circumstances or needs exist in the opinion of the Chief Executive Officer to warrant a donation, eg support of needy groups and individuals who bring credit to the municipality by achieving state or national representation or awards, which sees them requiring financial assistance for travelling, accommodation or other incidental expenses.*

*The aggregate of any donations made by the Chief Executive Officer under this delegated authority shall not exceed the amount provided for the purpose on the Council's Budget each year without formal approval from Council."*

- iv) Endorses the recommendations from the Donations Working Group meeting of 8 November 2010:
1. Hedland BMX Club: Granted \$2000 cash and up to \$4000 worth of in kind services such as cartage of Pindan etc (in kind sponsorship to be negotiated between BMX Club and Town of Port Hedland Engineering staff).
  2. Creating Communities: Requesting approved \$320 fee waived for 16 October and 11 December 2010.
  3. Disability Awareness Week 29 November – 3 December: Any registered person with a disability or their nominated carer will have free access to the movie screening at the Matt Dann Cultural Centre.
  4. Rovers Football Club: \$748 granted to supply security for the Rovers Football Club at their function on 28 August 2010

#### **201011/185 Council Decision**

**Moved:** Cr G J Daccache

**Seconded:** Cr S Coates

That Council suspends Standing Orders.

*CARRIED 7/0*

6:49pm Deputy Mayor advised that Standing Orders were suspended.

**201011/186 Council Decision****Moved:** Cr M Dziombak**Seconded:** Cr S R Martin

That Council resumes Standing Orders.

*CARRIED 7/0*

6:52pm

Deputy Mayor advised that Standing Orders were suspended.

**201011/187 Council Decision****Moved:** Cr S J Coates**Seconded:** Cr A A Carter

That Council:

1. lay on the table Agenda Item 11.3.1 “Donations Working Group: Consideration of Revised Community Funding and Donations Policy and Recommended Endorsements of Funding Sponsorship Requests Received” for further consideration; and
2. endorse the recommendations from the Donations Working Group meeting of 8 November 2010:
  - a. **Hedland BMX Club: Granted \$2000 cash and up to \$4000 worth of in kind services such as cartage of Pindan etc (in kind sponsorship to be negotiated between BMX Club and Town of Port Hedland Engineering staff).**
  - b. **Creating Communities: Requesting approved \$320 fee waived for 16 October and 11 December 2010.**
  - c. **Disability Awareness Week 29 November – 3 December: Any registered person with a disability or their nominated carer will have free access to the movie screening at the Matt Dann Cultural Centre.**
  - d. **Rovers Football Club: \$748 granted to supply security for the Rovers Football Club at their function on 28 August 2010**

*REASON: Council believes the donations policy needs tidying up and the application form needs to be a more abridged version before it is presented to the public.*

*CARRIED 7/0*

## XXXX COMMUNITY FUNDING & DONATIONS POLICY

Council will work in collaboration with the community to support the delivery of all manner of events, celebrations and community activities which reflect the unique identity of the Town of Port Hedland.

Previous Council resolutions have identified a series of community, recreation, cultural celebrations and events of significance and regularity and accordingly determined levels of support to be provided by the Council. This information forms the later part of this policy (see section 8).

Council will encourage excellence and innovation, and inclusive community participation.

### 1. Objectives

- a) To support community initiatives that strengthen the capacity of local organisations and which deliver valuable outcomes to the Town's residents.
- b) To enable the Town to implement a consistent response to requests received from community organisations, individuals and not for profit organizations for financial and in-kind support.
- c) To provide event budget certainty to applicants
- d) To provide both local residents and community organisations with guidance in respect to the Town's expectations of such requests.

### 2. Scope

- a) This policy is limited to the consideration of requests up to a maximum of \$2,000 cash component in value. This maximum value may comprise of cash funding and/or in-kind support (please refer to point 4.1) to a maximum of \$6,000 in total. In order to assess the value of a request, a dollar (\$) value will be estimated for the in-kind component.
- b) Requests for funding greater than \$6,000 and not for pre-approved significant events will be considered as part of the annual budgetary process.
- c) Funding applications outside this policy will be requested through a public advertising process as part of the annual budget and will not be considered as part of this policy.

### 3. Financial Contributions / In-Kind Support / Waiver of Fees To A Maximum of \$6,000

#### 3.1 Financial Contributions

- a) The monies required to fund financial requests approved under this policy will be drawn from a community funding and donations account established within the annual budget.
- b) A maximum of two (2) applications per financial year per organization may be funded to ensure equity. However, the Town may waive this limit, at its discretion, if it considers a third or subsequent application is worthy of support, and will require an individual request to council.

#### 3.2 In-Kind Contributions

- a) In-kind contributions include the provision of facilities, equipment and purchases, either free of charge, or at reduced rates if a charge is normally applied. These will usually not require a significant contribution of staff time.



- b) Where a significant amount of staff time is required, such as packing, dispatching, setting-up, dismantling and returning sizeable pieces of equipment, the request may be declined.
- c) In-kind contributions will be considered subject to their availability, the need to protect the security and value of the assets and their use for required Council purposes.

### 3.3 Waiver of Hire Fees

- a) Waiver of fees for Hire of Community Facilities will be considered as part of the \$6,000 total contributions.
- b) Waiver of fees of 100% will apply for:
  - c) not for profit organisations that host alcohol free events that are open to the public free of charge to attend/enter,
  - d) Junior Sports and School Groups during school hours (School Groups excludes use of JD Hardie Centre and Matt Dann Cultural Centre).
  - e) Waiver of fees of 50% will apply for Junior Community Groups, excluding use of JD Hardie Centre and Matt Dann Cultural Centre.
  - f) Waiver of fees of 25% will apply for Community Groups, excluding use of JD Hardie Centre and Matt Dann Cultural Centre
  - g) Bonds and key bonds must still be paid for all events and use of community facilities and will be fully refundable after the event provided Council are satisfied with state and cleanliness of the facility.
  - h) Cleaning fees may apply if not left in a satisfactory state.
  - i) A maximum of two (2) applications per financial year per organisation may be considered to ensure equity.

### 3 *Development of Talented Local People*

- a) Financial contributions may be made towards the costs associated with the attendance by local people of all ages at development programs for talented individuals. These programs will usually be located elsewhere in Western Australia or beyond.
- b) The person concerned must have been invited to attend on the basis of exceptional sporting, artistic or other talent.
- c) A maximum contribution of \$500 in one financial year *may* be considered to each person who is eligible for this support.

### 5. *Application Process*

- a) Requests for assistance will be made in writing through completion of an application form. Applications may be made at any time, however they must be received at least ten working days before the next meeting of the Community Funding and Donations Working Group for consideration at that meeting on the basis of submission of a satisfactory application.
- b) An application form is available on the website or from the Customer Service Counter. Applications must provide all information required.
- c) The Working Group will make recommendations to the next Ordinary Meeting of Council in regard to the approval or otherwise of applications received.

- d) The Community Funding and Donations Working Group will meet bi-monthly on the second Tuesday of the month.

6. *Selection Criteria*

In considering the relative merits of applications the Town will apply the following criteria:

- a) The positive contribution the event or project will make to the Hedland community.
- b) The information requested meets the requirements of this policy.
- c) Sufficient financial information has been provided to clearly identify the items on which monies will be spent, their discrete costs and their importance to the success of the event or project.
- d) The level of resource contribution to be made by the applicant, relative to their capacity to do so, as well as the accessibility of funds from other sources.

7. *Acquittals*

A brief report will be required by successful applications who receive more than \$1,000 in support. This will include information measuring qualitative aspects such as the success of the activity, as well as quantitative aspects such as receipts accounting for the expenditure of monies.

8. *Level of support previously determined by Council Resolutions to significant and regular community, recreation and cultural celebrations and events*

| Event                       | Key Partner  | Council Support   |
|-----------------------------|--|---|
| Sports Group Forums         | Department Sport and Recreation WA                                     | Use of Council Venues at no cost<br>Advertising, photocopying and postage at no cost<br>Contribute to hosting event   |
| Port Hedland Cup Day        | Port Hedland Turf Club   | Provision for 20 extra bins at no cost.<br>Waiver all stall fees and street trading ground hire for one day.<br>Ground hire included in race meeting fees.<br>No additional hire charges.<br>Staff member on Committee.<br>Use of Council Flag to fly at event. |
| Premier Regional Lawn Bowls | PHTBA<br>Main Street Committee<br>Port and South Hedland Bowling Clubs | Provide sponsorship towards event of \$25,000<br>Staff member on Committee.<br>Advertising/photocopying, fax and postage.   |
| Nindji Nindji Festival      | Bloodwood Tree Association   | Provide sponsorship towards event<br>Use of Council Venue at no cost<br>Provision for up to 20 extra bins at no cost.   |
| Pilbara Music Festival      | Pilbara Music Festival   | Patron at Festival<br>Use of Council Venue at no cost<br>Provide administrative and photocopying  |

|   |   |   |
|---|---|---|
|   |   | assistance  |
| Australia Day Breakfast                         | Soroptimist International                                 | Administration/organisation of Premier's Australia Day Active Citizen Awards<br>Use of Council equipment and facilities at no cost<br>Advertising and photocopying of events proceedings<br>Free Pool Open Day at Gratwick<br>Provide sponsorship towards event of \$1,000. |
| Australia Day                                   | YMCA  | Free Pool Open Day at Gratwick  |
| Reconciliation Week                             | Australians for Reconciliation Port Hedland               | Use of Council equipment and facilities at no cost<br>Advertising   |
| NAIDOC Week                                     | Pundulmurra Campus EPCT                                   | Council display.  |
| Chamber of Commerce Business of the Year Awards | Chamber of Commerce                                       | Additional trophies for community of the Year Award Categories  |
| Carols by Candlelight                           | Ministers Fraternal                                       | Use of Council venue at no cost   |
| ANZAC Day Ceremony                              | RSL   | Use of Gratwick Hall, Training Room and Council Chamber at no cost<br>Wreath<br>Advertisement   |
| Port Hedland Art Award                          | Hedland Arts Council                                      | Use of Gratwick Hall and Courthouse at no cost<br>Access to Council photocopier, fax machine and postage at no cost<br>Acquisitive Sponsorship – Best work by a Local Artist  |
| Annual Rotary Ball                              | Rotary  | Use of Council Venue and entrance area to Civic Centre at no cost   |
| Achievement Award                               | All Schools   | Available to all schools at end of year graduation ceremony<br>Quite Achiever Award for a student who demonstrated community leadership.<br>\$100 book award  |
| Hip Hop Classes at JD Hardie Centre             | The Hood  | Use of Council Venue at no cost   |
| Regional Championships                          | Any Affiliated Association hosting Regional Championships | Use of two (2) Council venues at no cost for duration of the Championship<br>Provision of bins at no cost<br>In-Kind Council support in all promotion, advertising and logistical needs<br>Recognition of TOPH during all promotion   |

|  |  |                                       |
|--|--|---------------------------------------|
|  |  | surrounding the Regional Championship |
|--|--|---------------------------------------|

#### 9. Definitions

Definitions for terms used throughout this policy are as follows:

**Organisation:** is an incorporated body under the Associations Incorporation's Act 1987 or a recognised corporate not for profit body created by government or with an Australian Companies Number

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- a) Uses all monetary surplus solely for the purposes of its objectives and not to financially benefit its members in any way.
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(Source: Lotteries West FAQ)

**Town of Port Hedland  
Community Funding & Donations  
Application Form**



**Part 1: Community Organisation / Individual / Not For Profit Organisation Details**

Community Organisation  Individual  Not For Profit

Name of Organisation (if applicable): \_\_\_\_\_

Contact Person: First Name: \_\_\_\_\_ Surname: \_\_\_\_\_

Street Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Postal Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Telephone: \_\_\_\_\_ Facsimile: \_\_\_\_\_

Email: \_\_\_\_\_

Website: <http://www.> \_\_\_\_\_

Incorporated: Yes  No  Year of Incorporation: \_\_\_\_\_

If Yes, please attach a copy of your Certificate of Incorporation

ABN: \_\_\_\_\_ Registered for GST: Yes  No

Does your group have Public Liability Insurance: Yes  No

If Yes, please attach a copy of your Certificate of Incorporation

**Part 2: Bank Account Details**

Account Name: \_\_\_\_\_

BSB No.: \_\_\_\_\_ Account No.: \_\_\_\_\_

**Part 3: Application Details**

Name of Project/Event/Activity/Celebration: \_\_\_\_\_

Brief Summary: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Venue or Location: \_\_\_\_\_

Proposed Start Date: \_\_\_\_\_ Proposed Finish Date: \_\_\_\_\_

**Part 4: Budget Summary (Complete Part 6 of this application prior to completing this summary)**

Amount contributed by your organisation: A \$ \_\_\_\_\_

Funding from other sources: B \$ \_\_\_\_\_

Amount requested from the Town of Port Hedland: C \$ \_\_\_\_\_

Total Cost of Application (A+B+C=D) D \$ \_\_\_\_\_

**Community Funding Application Form**



**Part 5: Additional Information**

All applications under this category of the program will be subject to the standard guidelines for Community Funding and specific selection criteria nominated below.

(Please attach further pages if insufficient space is provided)

**a) What will your project/event/activity involve and what would you like to achieve (outcomes)?**

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**b) Who can be a part of it?**

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**c) Where will it be held?**

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**d) Will catering / food / consumption of alcohol / or sale of alcohol be provided?**

**If yes, please provide details. Have relevant licenses been applied for?**

**Please attach license approvals**

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**e) Will there be entertainment? If yes, what type of entertainment?**

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**f) How will you let the community know of your project/event?**

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**g) How will you know if your project/event has been a success (performance indicators)?**

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Community Funding Application Form



Part 8: Application Checklist

**Before your group submits an application, please use the following checklist to ensure that all of the necessary information has been included with your submission.**

- \* **Proof of incorporation** is attached
- \* **Public Liability Insurance - Certificate of Currency** is attached
- \* **Australian Business Number** details:
  - \* Your group's ABN (Australian Business Number) is on the first page
  - OR**
  - \* If your group does not have an ABN, a Statement by Supplier form has been completed and attached.
- \* **Detailed budget of event** has been completed (Part 7)
- \* **Quotes** for items listed in your funding request are attached, (e.g. items over \$100.00 that the city is being requested to fund)
- \* **Supporting documents** have been attached (e.g. letters of support)
- \* **Application has been signed** by an appropriate office bearer
- \* **Any item that is not applicable** to your organisation has "N/A" next to it
- \* **Licenses** has been applied for and attached (if relevant)

Part 8: Authorisation

I, \_\_\_\_\_, certify that the attached application for funding was approved by the Management Committee of \_\_\_\_\_ this \_\_\_\_\_ organisation on \_\_\_\_\_  
 (Please attach a copy of the minutes of the meeting where this application was approved)

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

*If you are unsure about any item or have further questions please contact the Customer Service Team on 9158 9300 or [csa@porthedland.wa.gov.au](mailto:csa@porthedland.wa.gov.au)*



*11.3.2 Port Hedland Turf Club Facilities Structural Integrity Report (File No...)*

|  |  |
|--|--|
| Officer                                  | Debra Summers<br>Acting Director Community Development |
| <b>Date of Report</b>                    | 16 November 2010                                       |
| <b>Disclosure of Interest by Officer</b> | Nil  |

**Summary**

In June 2010 the Town of Port Hedland engaged Robin Salter and Associates (RSA) to complete structural assessments of a number of sporting facilities, including the Port Hedland Turf Club buildings, and provide a report to the Town.

This report recommends that consultation be undertaken with the Port Hedland Turf Club and a report be presented to Council on the 8 December 2010 meeting to consider costs of demolition and provision of temporary facilities to action the recommendations of this audit.

Background

The purpose of this audit was to:

- Assess the structural integrity and suitability of the existing buildings for Cyclonic Region D
- Specific comment regarding roof cover, fixings, tie downs including framing members
- Flashings and sheet fixings – service life / need for replacement
- Weather tightness / sealing, particularly during high wind & rain event
- Any aspects or features observed that may require scheduling for future building maintenance
- Generally, any recommended remedial works to maintain the building for “fit for purpose”

RSA inspected the 16 separate structures at the Port Hedland Turf Club facility and found that most of the structures are in poor condition and that many areas of all of the buildings are of structural concern.

The table below gives an overview of the findings of the report.

| <b>Building</b>                          | <b>Findings</b>  |
|--|--|
| Main club building                       | <p>The main turf club building shows severe deterioration around all of the eaves.</p> <p>There are signs of termite intrusions internally and the full extent of any damage to the timber purlins in inaccessible areas will not be known until the roof sheet is replaced.</p>   |
| Transportable male / female toilet block | <p>The transportable toilet block has is not tied down sufficiently.</p> <p>James Hardie product which may have been manufactured to region D2 originally. However this may not now comply with the current AS1170.2-2002.</p> <p>The rear window screens are damaged and not suitable for the AS1170.2-2002 impact load requirements, therefore during a cyclonic event the building cannot be neglected of internal pressures. This increase in pressure is likely to cause structural damage to the building.</p> <p>The building needs all windows to be effectively sealed.</p> <p>The roof sheet edge flashing needs replacing. Any internal cosmetic remediation measures are only worth completing once the building has been made structurally sound.</p> |
| Food kiosk and store / kitchen           | <p>Extensive corrosion to roof sheets around eaves.</p> <p>Strap bracing corroded on roof sheets.</p> <p>Edge beam fixing along front face of roof line is unsecure.</p>   |
| Permanent male / female toilet block     | <p>Extensive cracking to underside of concrete roof along brickwork due to shrinkage cracking and foundation settlement.</p>   |
| Transportable male / female toilet block | <p>Building is not sufficiently tied-down</p> <p>Mild corrosion to chassis.</p> <p>Cladding tekscrews are corroded.</p> <p>Window openings are not sufficiently sealed to class neglect internal pressure build-up under cyclonic conditions.</p> <p>Internal condition of building is very much neglected.</p> <p>Suggest removed off site.</p>   |
| Transportable ticket booth at entrance   | <p>This building requires considerable rectification measures. Primarily it needs tie-downs to prevent overturning and sliding under high winds loads. RSA would suggest the economic cost of this would not be suitable for such a poor standard of building therefore the building should be removed from the site.</p>  |
| Transportable TAB betting unit           | <p>Steel mesh and plate covers protect window openings, all mesh screens must comply with AS1170.2- 2002 requirements for impact loading for internal pressures to be neglected.</p>   |

|   |   |
|---|---|
| Disused transportable TAB betting unit    | Building is not tied-down.<br>Does not appear to be in use.<br>Building openings are not sealed effectively.  |
| Transportable office room                 | Transportable office 6x3m building is not tied down effectively.<br>Window Mesh screens need to comply with AS1170.2-2002 requirements for impact loading for internal pressures to be neglected.   |
| Main stable                               | The roof sheet shows multiple signs of corrosion and requires replacement.<br>Steel frame work whilst rusty is deemed OK. It is common for such frames to rust out at the base soil level, so this should be reviewed periodically.   |
| Storage shed                              | Wall cladding requires additional fixing along the top line of the sheet at 300mm centres minimum.<br>Roof sheet edge flashing requires additional fixing at 200mm centres minimum.<br>Apply protective paint to corroded internal steel framework.   |
| Transportable toilet for jockeys          | Windows do not have suitable screen for the AS1170.2-2002 impact load requirements, therefore during a cyclonic event the building cannot be neglected of internal pressures. This increase in pressure is likely to cause structural damage to the building.<br>Internal water damage to ceiling lining, suggest integrity of roof sheeting is fully inspected to determine condition. |
| Secondary stable                          | Extensive corrosion to several welded connection of the Z-purlins, this need replacement or structural reinforcing measures.  |
| Viewing platform Box A, B and finish line | Additional steel structures to provide viewing boxes and platforms over the racecourse do not comply with the requirements of the BCA part 3.9.1 with regards for access and stairways.<br>Several areas of the steel work are severely corroded and require extensive remediation measures.  |

### Strategic Planning Implications

#### Key Result Area 3- Community Development

Goal 2- Sports and Leisure: That the community has access to sports and leisure facilities at or above the quality that they would be able to access in the metropolitan area.

#### Other Actions:

2. Develop plans for future recreation and leisure facility upgrades to accommodate population growth

### Budget Implications

Should the Officers Recommendation be endorsed a full report on the costs associated with demolishing and replacing identified facilities with temporary buildings for the Port Hedland Turf Club during the next racing season would be presented to Council for its consideration.

### Officer's Comment

It is recommended that the Council take steps to protect both the Club and the Council from potential liability by taking action as recommended in the RSA Sporting Facilities Audit. These actions being:

- Commencing consultation immediately with the Port Hedland Turf Club on the recommendations of the audit and its implications
- Preparing a report for the December meeting, including financial implications, to undertake the demolition of the buildings and facilities at the Port Hedland Turf Club as a matter of priority due to the inability of them surviving another cyclone season and the high cost of required remediation works
- Work with the Port Hedland Turf Club to identify critical core features required for the next racing seasons to be provided through temporary facilities with associated costs. This information to be provided in a report to Council at the December meeting.

### 201011/188 Council Decision/Officer's Recommendation

**Moved:** Cr S R Martin

**Seconded:** Cr G J Daccache

That Council:

1. request the Chief Executive Officer to:
  - a. **commence consultation immediately with the Port Hedland Turf Club on the recommendations of the audit and its implications; and**
  - b. **prepare a report for the December meeting, including financial implications, to commence the demolition of the buildings and facilities at the Port Hedland Turf Club as a matter of priority due to the inability of them surviving another cyclone season and the high cost of required remediation works; and**

- c. **work with the Port Hedland Turf Club to identify critical core features required for the next racing seasons to be provided through temporary facilities with associated costs. This information to be provided in a report to Council at the December meeting..**

*CARRIED 7/0*

*11.3.3 South Hedland Aquatic Centre / Library and Community Centre Masterplan (File No.: 26/04/0018)*

Officer Debra Summers  
Acting Director Community  
Development

**Date of Report** 4 November 2010

**Disclosure of Interest by Officer** Nil

Summary

This report presents to the Council the Masterplan for the South Hedland Aquatic Centre (SHAC) and the South Hedland Library and Community Centre for its consideration.

Another item on this agenda deals with the South Hedland Aquatic Centre upgrade scope of works and procurement process.

Background

At the Ordinary Council Meeting of 22 September 2010 the Council considered a report which suggested that opportunities existed to develop a Masterplan that encompassed both concepts currently being developed for the Council. These concepts were a staged upgrade of the SHAC and the design and construction of a South Hedland Library and Community Centre as part of the wider South Hedland CBD revitalization.

At this meeting Council resolved: (Council decision 201011/109)

*“That Council:*

- i. requests the Acting Chief Executive Officer to develop a Master Plan for the integrated development of the new South Hedland Library, Community Centre and South Hedland Aquatic Centre (SHAC) on one site; and*
- ii. requests that the Acting Chief Executive Officer ensures the scope of works to be undertaken in Stage 1 of the South Hedland Aquatic Centre Upgrade, are consistent with the Master Plan and within budget limitations”*

Two options for the Masterplan were presented to the Council at a briefing on 6 October 2010 which addressed limitations of the site including drainage requirements from Landcorp (Attachment One). Of the two options presented to Council, Option Two A & B which physically connected the SHAC and the proposed Library and Community Centre was preferred if issues with parking and street frontage could be addressed.

To address the challenges of the two options presented at this briefing, a third option was developed. Option Three not only solves issues identified at the briefing but presents significant opportunities to present to the Council costing more closely aligned to the anticipated funding model for the SHAC. This is because elements of the upgrade in the first two options presented to Council identified as new build in Option Three are now refit or upgrade plus a new plant room is no longer required.

#### Consultation

Manager Planning, ToPH  
Landcorp  
Councillors at a Briefing Session  
ToPH staff  
Murray Johns- James Christou Architects and Partners  
BHPBilliton

#### Statutory Implication

Library Board Act of Western Australia (1951) and Associated Regulations  
The Siting and Design of Public Library Building, 1980  
Public Library Agreement

#### **Policy Implications**

Nil

#### Strategic Planning Implications

Key Result Area 3: Community Development  
Goal 2: Sports and Leisure  
Immediate Priority 2: Undertake sports facility development including Stage 1 of the South Hedland Aquatic Centre re-development

Key Result Area 3- Community Development  
Goal 1: Youth and Children  
Immediate Priority 5: Plan for the development of a new library and community centre in South Hedland.

#### Hedland's Future Today

Priority Project- South Hedland Community Centre and Library

#### Town of Port Hedland – Ten Key Priorities

Construction of the South Hedland Library and Community Centre by August 2012

Complete the South Hedland Aquatic Centre Upgrade in November 2011

### Budget Implications

The costs associated with the development of the Master Plan were part of the initial concept work being prepared for the Library and Community Centre.

### Attachments

1. James Christou and Partners presentation to Council Briefing October 6 2010
- 2A. South Hedland Library/Community Centre and Aquatic Masterplan Option Three (Architects Sketch)
- 2B. South Hedland Library/Community Centre and Aquatic Masterplan Option Three (Revised Drawing)

### Officer's Comment

Option Three (Attachment Two A&B) is being recommended to Council as the Masterplan to progress to the next stage of each project.

### *South Hedland Library and Community Centre*

Should the Council endorse Option Three as the Masterplan for the site, the next stage in this project, once all funding sources for this first stage are confirmed, would be to commence detailed design for the South Hedland Library and Community Centre. A report on this project will be presented to the 8<sup>th</sup> December 2010 meeting.

### *SHAC Upgrade*

The Master Plan outlines how the upgrade of the SHAC can occur. Planning for this upgrade has taken into account the previous master planning work undertaken by Creating Communities.

With the approval of the Master Plan Officers will be in a position to call tenders for the upgrade of the SHAC in line with budget and timeline requirements. The scope of this upgrade is the subject of a separate item on this agenda.

### **201011/189 Council Decision/Officer's Recommendation**

**Moved:** Cr S R Martin

**Seconded:** Cr D W Hooper

That Council adopts the Master Plan as outlined as Option 3 for the South Hedland Library and Community Centre and SHAC site.

*CARRIED 7/0*



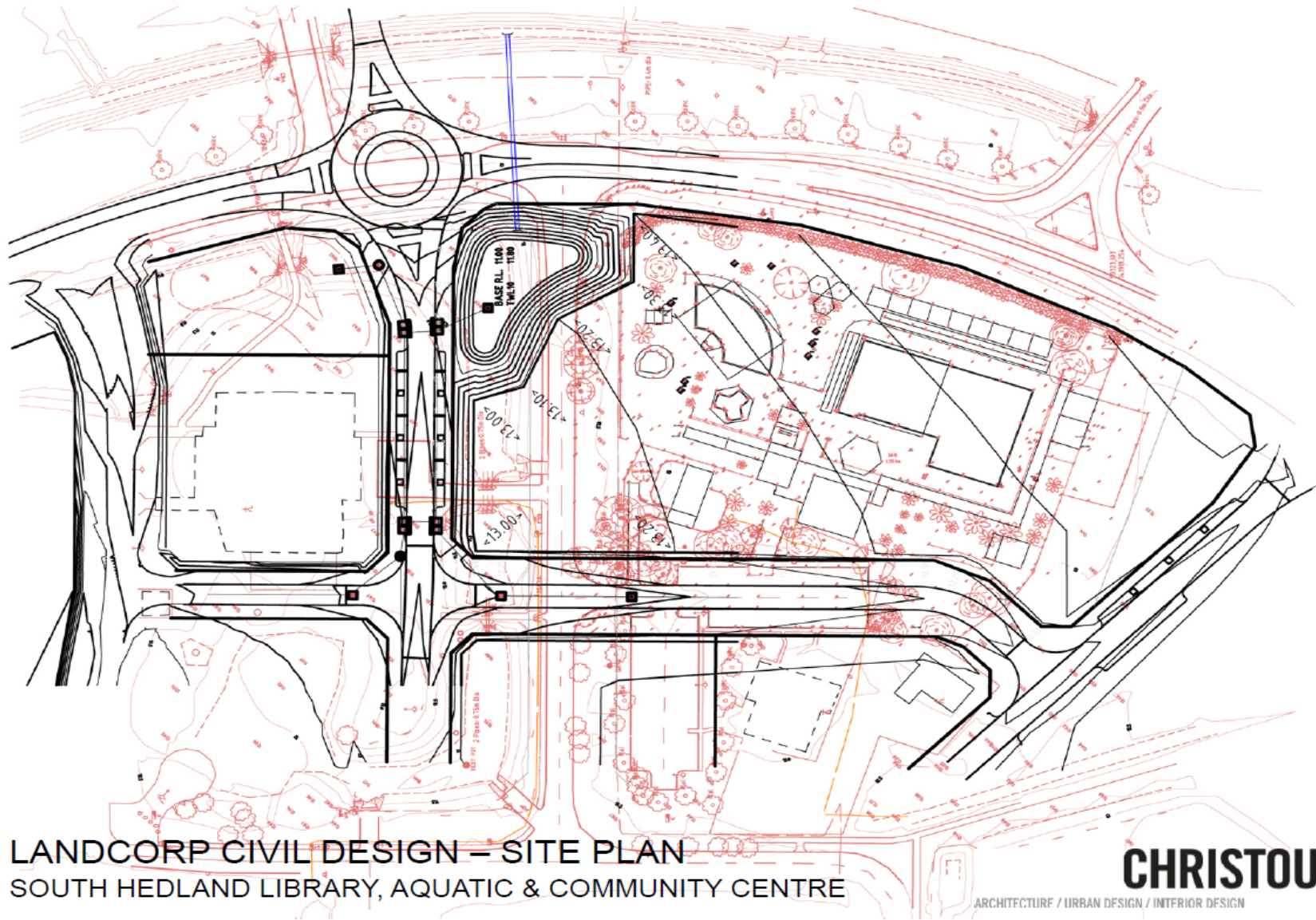
# SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

CONCEPTUAL MASTERPLAN – 6<sup>TH</sup> OCTOBER 2010



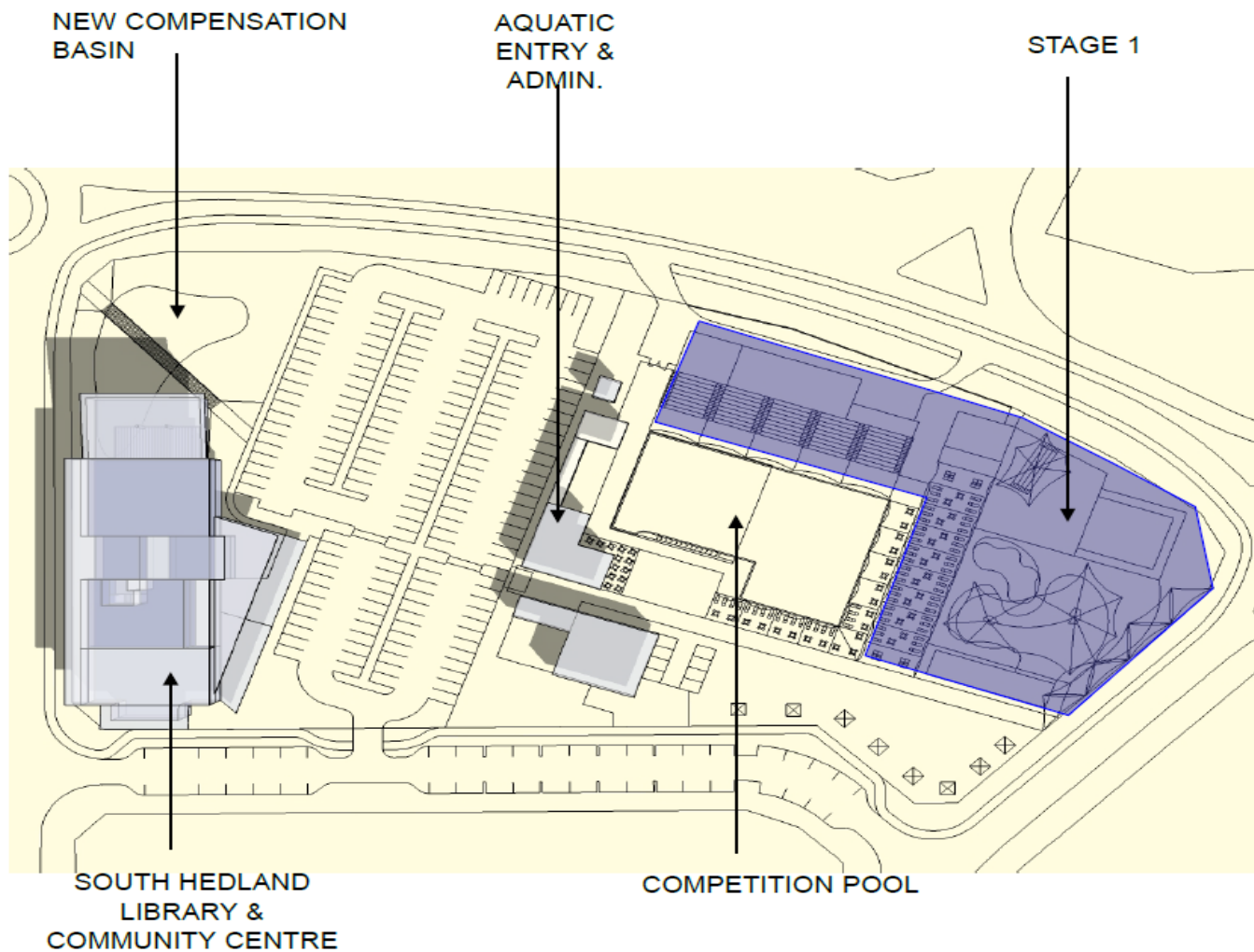
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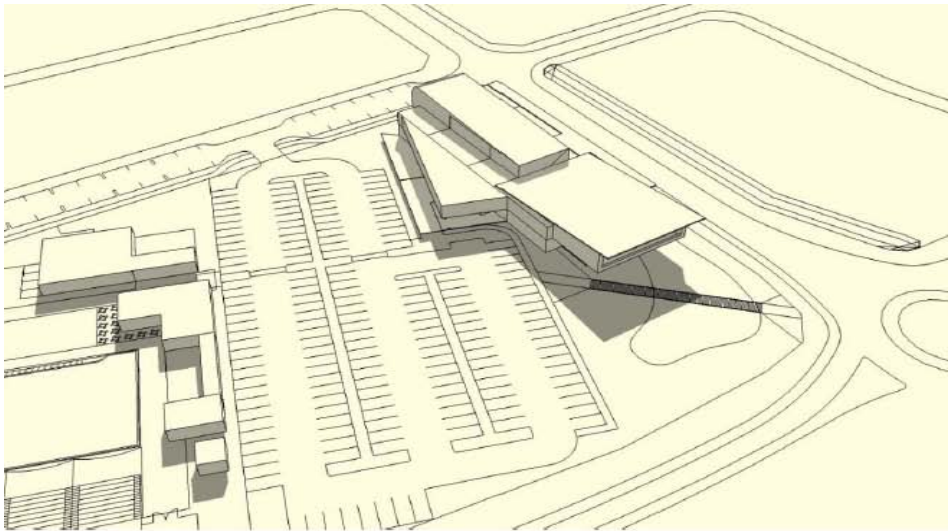
LANDCORP CIVIL DESIGN – SITE PLAN  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

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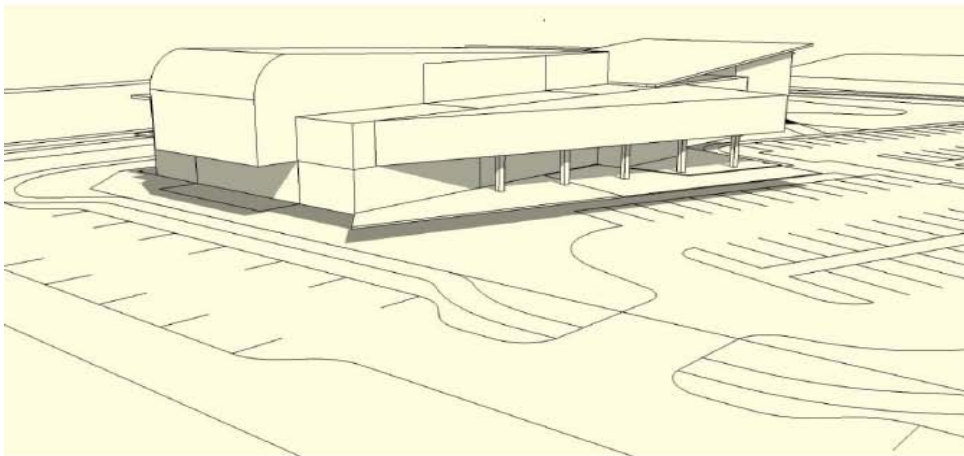


**OPTION 1 – “STREETSCAPE”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
ARCHITECTURE / URBAN DESIGN / INTERIOR DESIGN



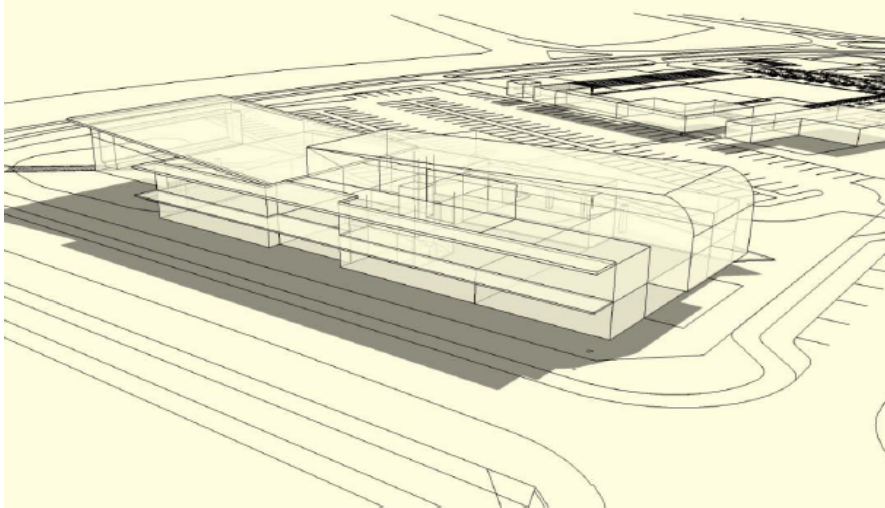
SOUTH EAST ELEVATION



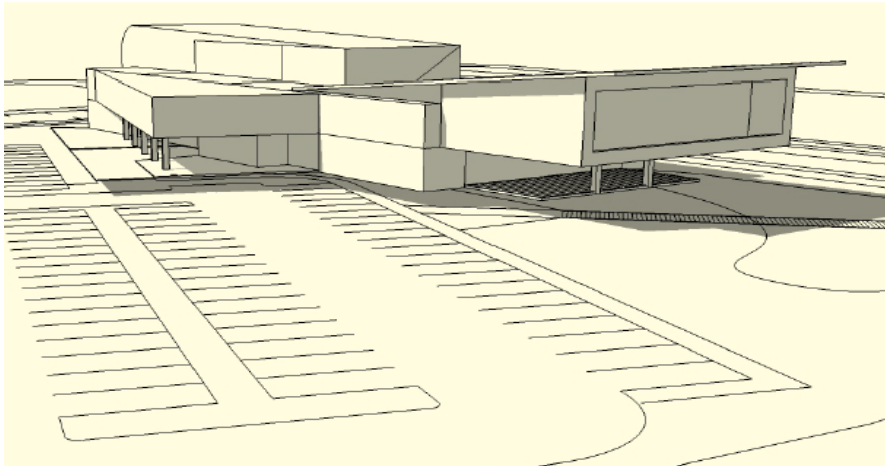
SOUTH WEST ELEVATION

**OPTION 1 – “STREETSCAPE”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
ARCHITECTURE / URBAN DESIGN / INTERIOR DESIGN



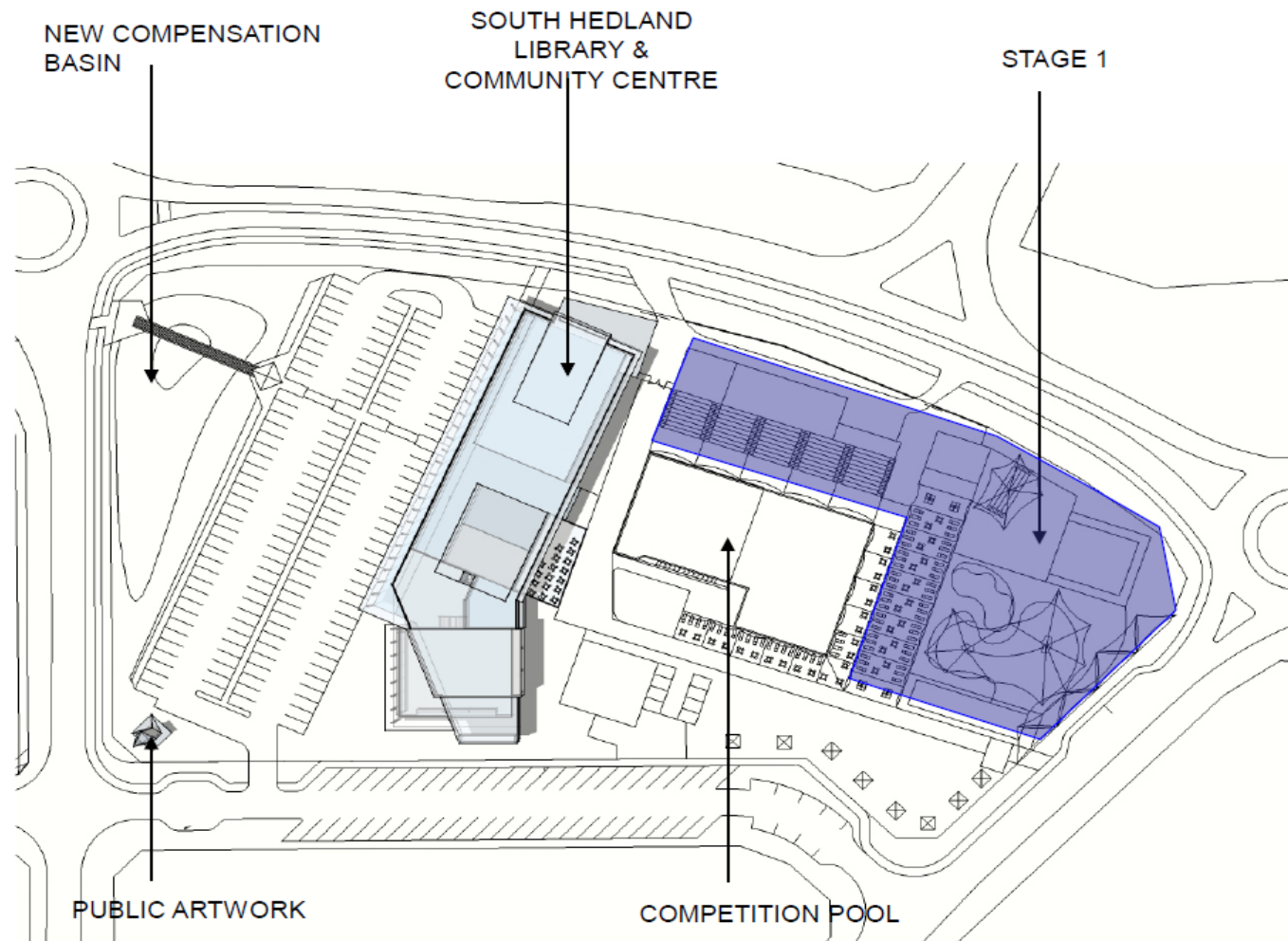
NORTH WEST ELEVATION



SOUTH EAST ELEVATION

**OPTION 1 – “STREETSCAPE”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
ARCHITECTURE / URBAN DESIGN / INTERIOR DESIGN



**OPTION 2 – “CONSOLIDATED”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

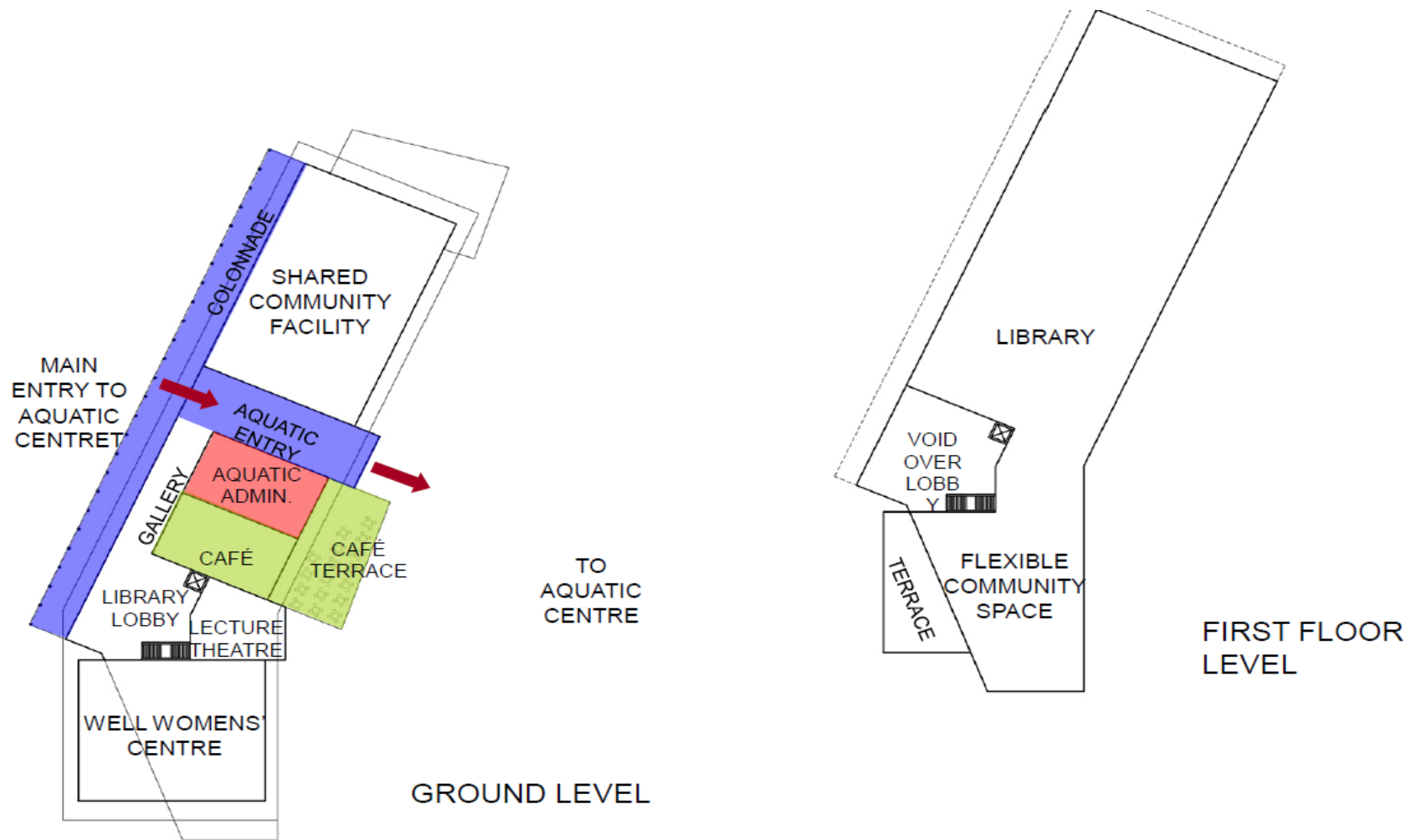
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MASTERPLAN – OPTION 2  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

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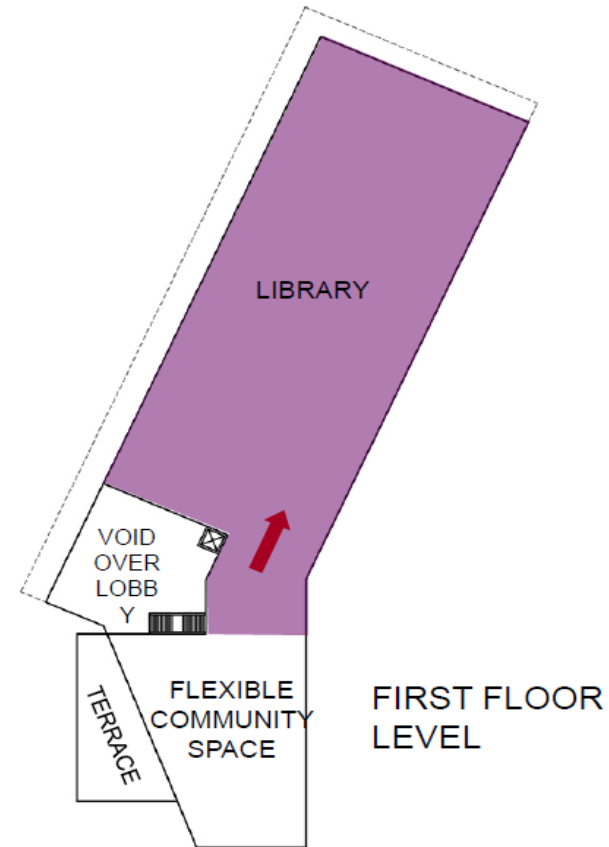
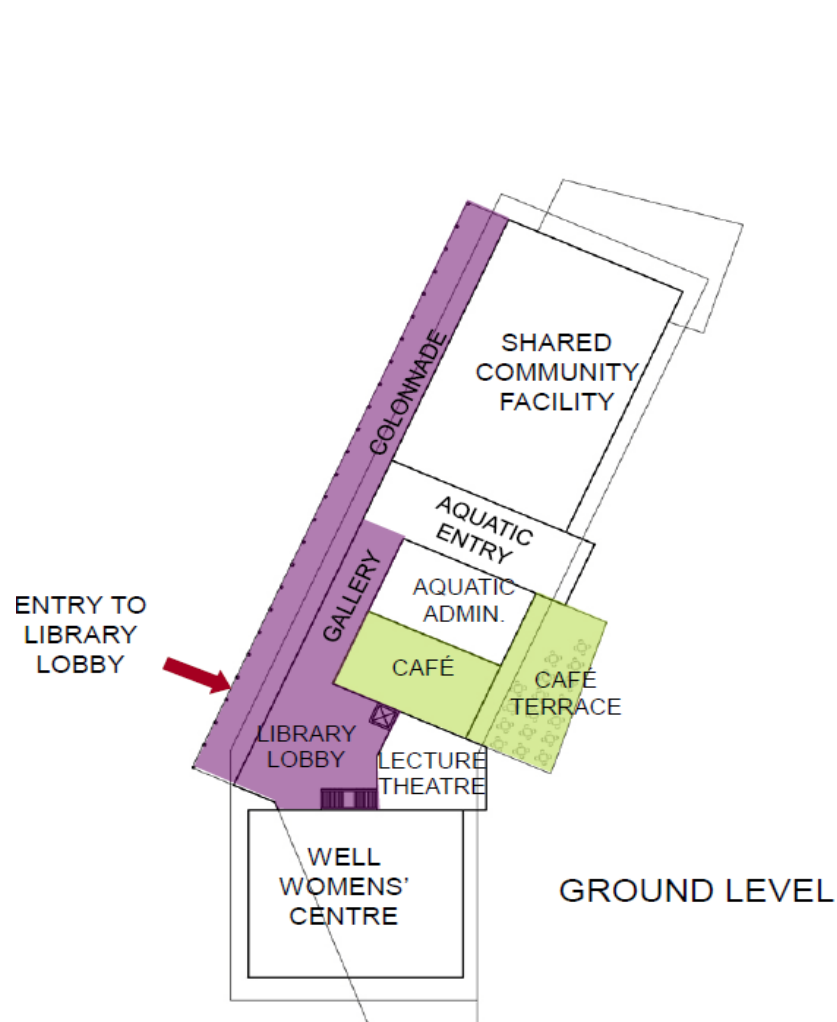
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**OPTION 2 – “CONSOLIDATED”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

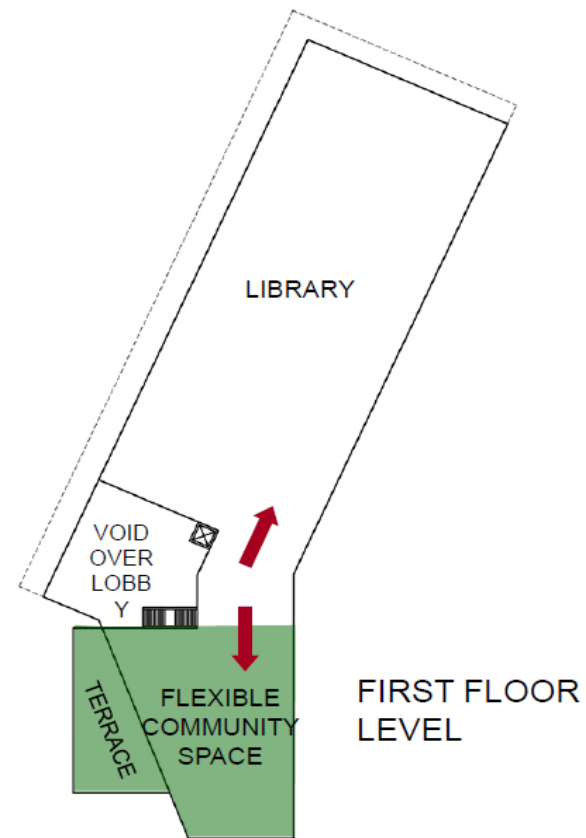
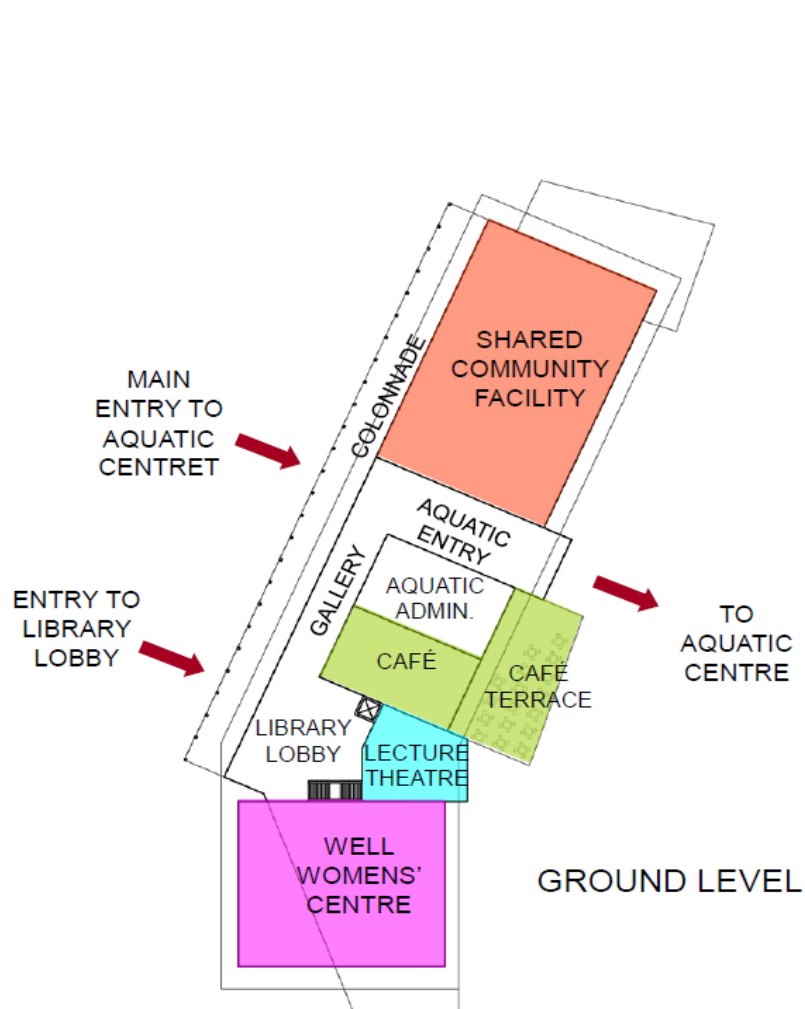
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ARCHITECTURE / URBAN DESIGN / INTERIOR DESIGN





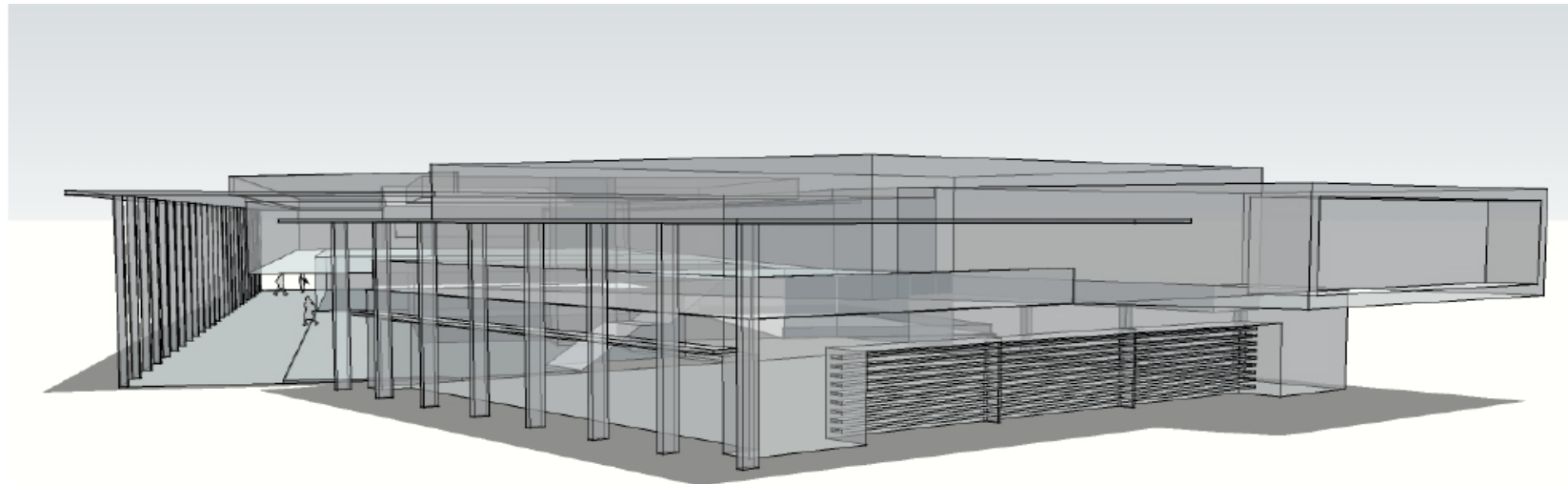
OPTION 2 – “CONSOLIDATED”  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

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ARCHITECTURE / URBAN DESIGN / INTERIOR DESIGN

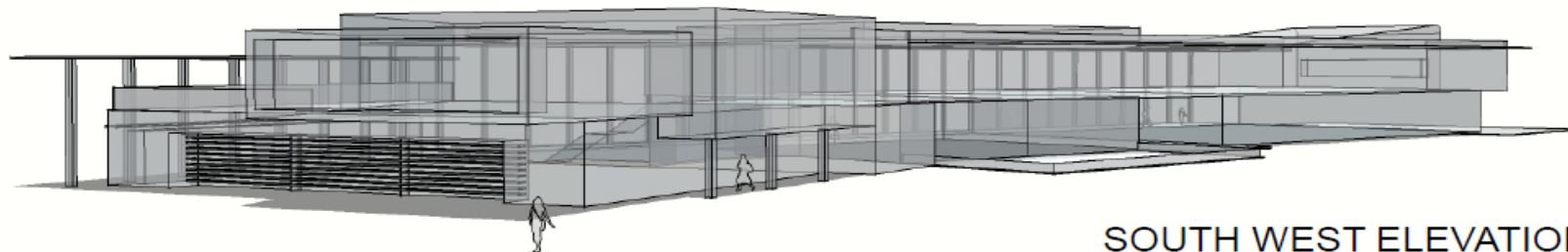


OPTION 2 – “CONSOLIDATED”  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
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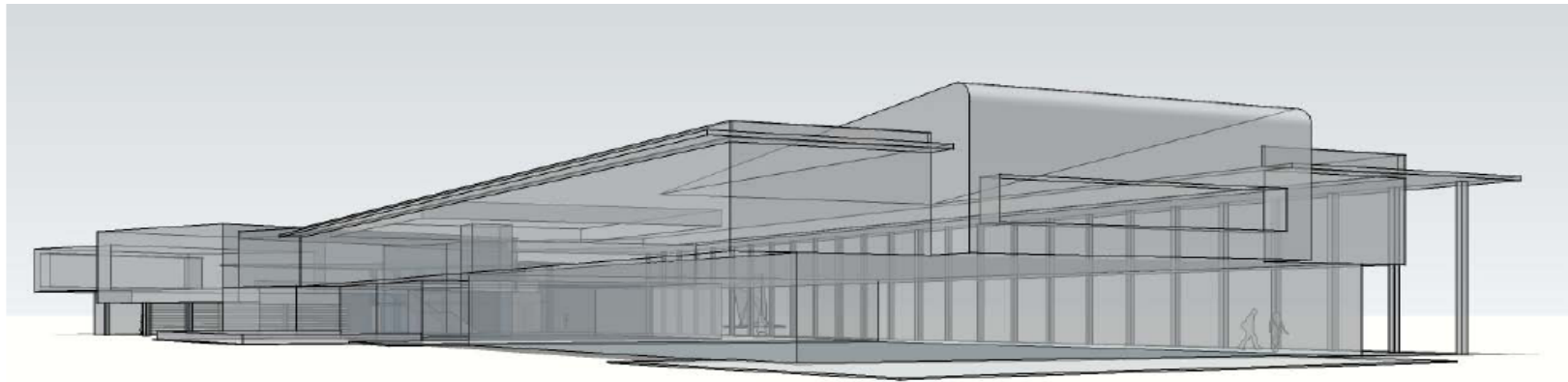
NORTH WEST ELEVATION



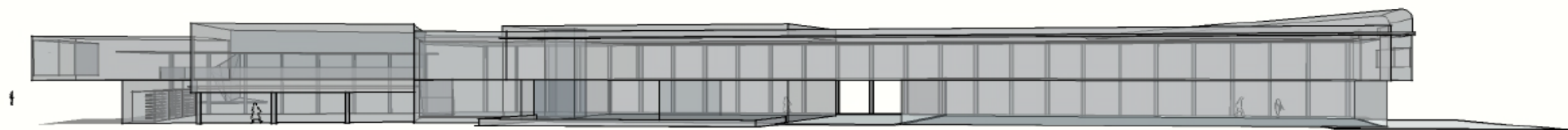
SOUTH WEST ELEVATION

**OPTION 2 – “CONSOLIDATED”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
ARCHITECTURE / URBAN DESIGN / INTERIOR DESIGN



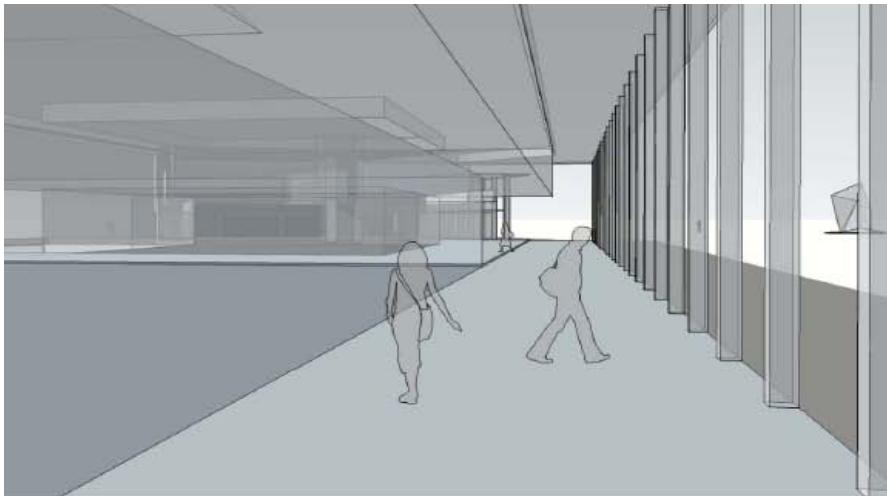
SOUTH EAST ELEVATION



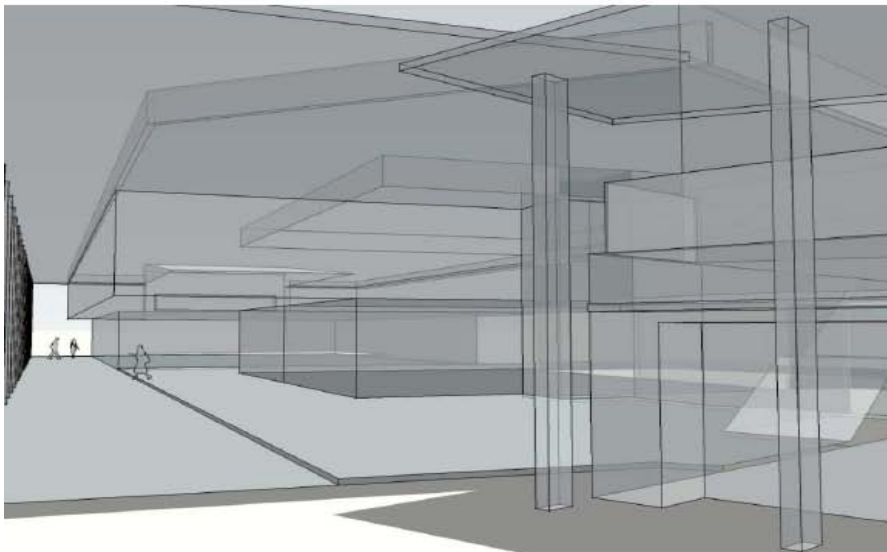
SOUTH ELEVATION

OPTION 2 – “CONSOLIDATED”  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
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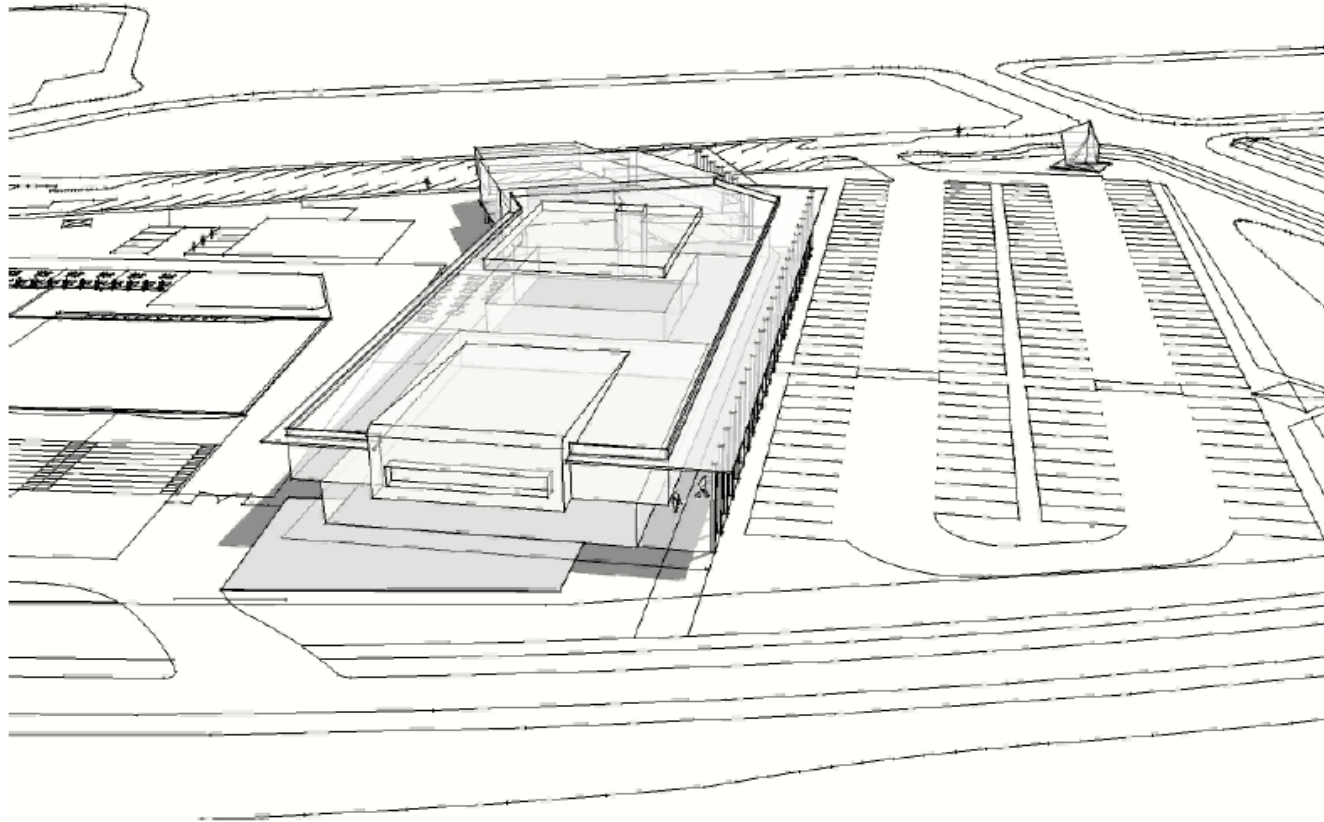
COLONNADE LOOKING WEST



COLONNADE LOOKING EAST

**OPTION 2 – “CONSOLIDATED”**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**  
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OPTION 2 – “CONSOLIDATED”  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

**CHRISTOU**

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# INDICATIVE COST PLAN

## SOUTH HEDLAND LIBRARY & COMMUNITY CENTRE

### **Well Women's Centre**

#### **Preliminary Area Schedule**

##### ***Room Description & Area***

Reception / Foyer (26 sqm)

Administration (60 sqm)

Clinic (18 sqm)

Clinic storage (3 sqm)

Counselling Suites x 2 (24 sqm)

Staff Amenities (12 sqm)

Lunch area / tea prep (10 sqm)

Access Shower / WC (9 sqm)

Visitor Toilets/ Shower (20 sqm)

Programmes Kitchen (90 sqm)

Flexible Programmes Room (80sqm)

Boardroom (30 sqm)

Equipment storage (20 sqm)

Circulation Allowance (40 sqm)

**TOTAL AREA 442 sqm**

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# INDICATIVE COST PLAN

## SOUTH HEDLAND LIBRARY & COMMUNITY CENTRE

### **INDICATIVE COST FOR PROJECT IS \$20,900,000 + GST**

#### Includes:

- Building Works
- Siteworks
- Landscaping
- Pilbara Loading (70%)
- Contingency (10%)
- Consulting Fees & Disbursements (12% on Perth Metro Price)
- Headworks Allowances

#### Exclusions:

- Fitout, Furniture & Equipment to all areas ( does include basic fitout to Library)
- Specialist Technology, Computers, IT systems
- Authority Fees
- Surrounding Roads
- 152 Carbay Carpark , Pathways, ( \$480,000)
- Fire Tanks & Pumps, District Sub-station, New Sewer
- Abnormal Site Conditions
- Compensation Basin
- Environmental rating accreditation ( NABERS, Green Star)
- Cost Escalation

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**MASTERPLAN – OPTION 2**  
SOUTH HEDLAND LIBRARY, AQUATIC & COMMUNITY CENTRE

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# INDICATIVE COST

## SOUTH HEDLAND AQUATIC CENTRE

### SHAC REDEVELOPMENT

STAGE 1 - \$6M (Target Budget)

(Indicative pricing includes Pilbara loading, margins & fees)

### COST PRIORITIES

- |                      |   |
|----------------------|---|
| a. \$ 900,000        | New Plantroom & Stores                      |
| b. \$2,500,000       | New Plant, Filtration, Pipework             |
| c. \$1,090,000       | Upgrade & Modifications to Competition Pool |
| d. \$2,600,000       | Leisure Water, Programmes Pool, Wet Play    |
| e. \$ 600,000        | Terrace seating, Shades                     |
| f. \$ 210,000        | Perimeter Fencing                           |
| g. \$1,320,000       | Pool Concourse, Wet Deck, Upgrades          |
| h. \$ 285,000        | Upgrade Existing Walkways                   |
| i. \$1,900,000       | Water Feature – Wave Rider                  |
| <b>\$ 11,405,000</b> | <b>Project Sub-Total</b>                    |

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# INDICATIVE COST

## SOUTH HEDLAND AQUATIC CENTRE

WATER FEATURE : Double Wave Rider Unit



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# INDICATIVE COST

## SOUTH HEDLAND AQUATIC CENTRE

### Double Wave Rider Supply & Install at SHAC

- \$1,100,000 Item Cost
- \$ 50,000 Electrical Services
- \$ 750,000 Transport, Installation, Structure, Builder's Works, Loading
- **\$1,900,000 plus GST Sub Total AUD**

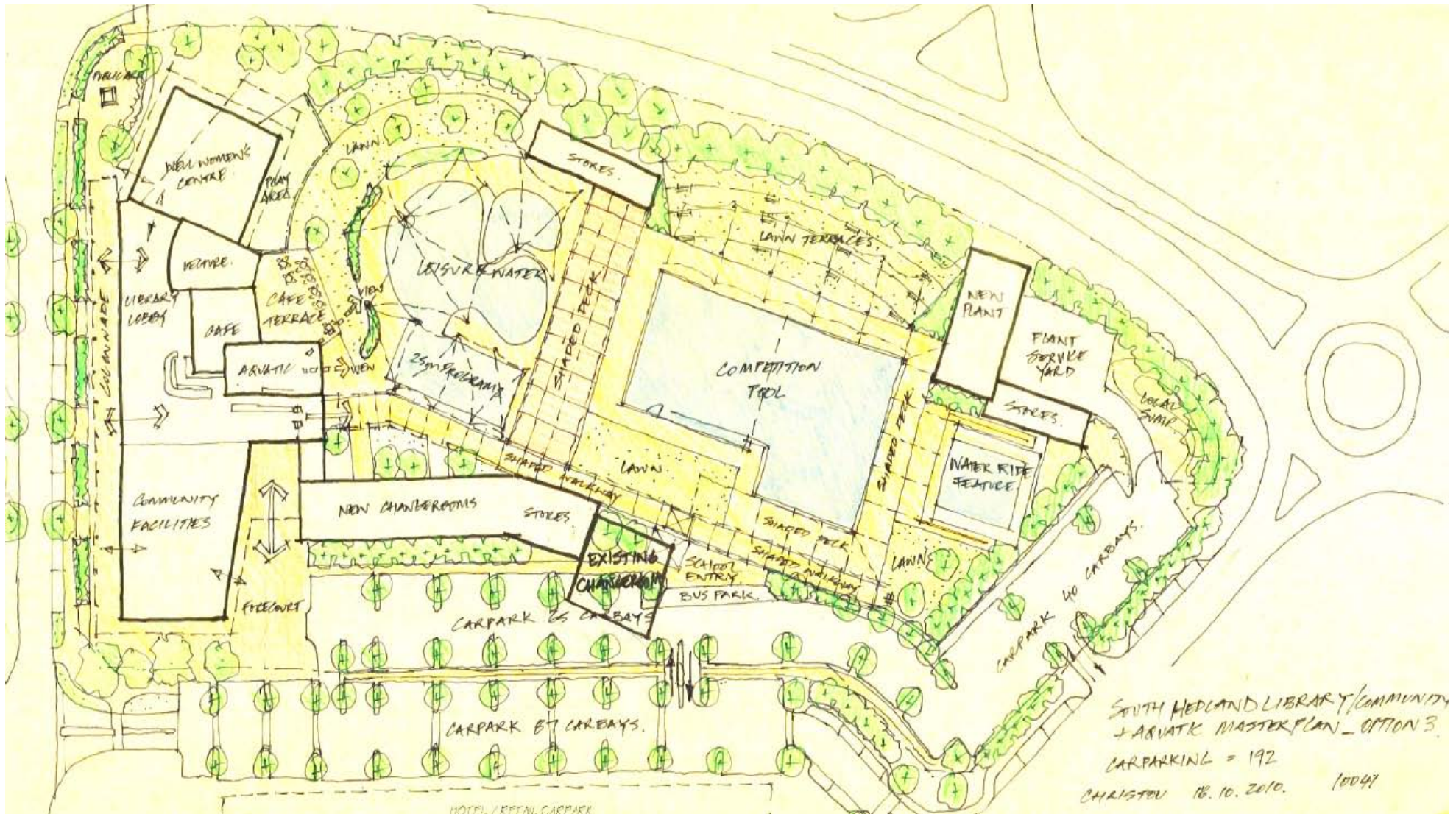
Above does not include any allowance for:

- Contingency
- Authority Fees
- Lighting
- Surrounding Concourse
- Drainage around Wave Rider Area



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**SOUTH HEDLAND LIBRARY AND AQUATIC CENTRE**

Scale: 1:500 Job Number: 10041

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12 GUGERI STREET  
 CLAREMONT WA 6010  
 T/ +61 8 9285 6888  
 F/ +61 8 9285 6893  
 E/ studio@christou.com.au  
 ABN 6929 8595 225  
 ACCN 009 250 177  
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Drawing Number Revision  
 MP03 A

**11.4 Governance and Administration**

11.4.1 Finance and Corporate Services

Nil.

11.4.2 Governance

Nil.

## 11.4.3 Airport Committee

*11.4.3.1 Reconsideration of Extension of Airport Café Lease (File No: 05/05/0060)*

Officer Jasmine Person  
Manager Investment and  
Business Development

**Date of Report** 15 November 2010

**Disclosure of Interest by Officer** Nil

**Summary**

For Council to revoke a decision in accordance with the *Local Government (Administration) Regulations 1996*, namely that decision made on 9 June 2010 in relation to the Extension of the Airport Cafe Lease.

**Background**

On the 5 February 2010, Council entered into a lease with Bloo Moons Pty Ltd (Bloo Moons) to lease the Airport Café at rate of \$307 per square metre. In accordance to their initial tender and subsequent lease, Bloo Moons have renovated the café area, including the removal of an internal wall connecting the café to the rest of the airport terminal.

As a result of these renovations, there is no fixed barrier identifying the licensed area of the café, causing licensing issues for Bloo Moons, as patrons inadvertently move outside the licensed area while consuming alcohol.

Bloo Moons tried to resolve the issue with temporary rope barriers and additional security. However without any permanent physical barrier, it was becoming increasingly difficult to manage the situation, especially when several flights are departing around the same time (evening schedule).

Prior to the Council decision on 9 June 2010, Bloo Moons requested Council to support an application to the Department of Liquor and Gaming to increase their licensed area into the hallway adjacent to the International Lounge to resolve the issue. That extension was granted by unanimous vote.

In accordance with the Council decision, lease documentation was prepared by the Towns solicitor and forwarded to the Lessee for their execution. That lease agreement was duly executed by the Lessee and returned to the Town, however it has not been executed by the Town as further investigation into the lease area, deems that it is unsuitable because it hinders the free flow of passenger traffic out of the international departure lounge.



Further, it also poses an occupational health and safety risk with the obstruction of passenger traffic both in and out of the terminal and free flow of traffic through the fire exit.

There is a potential for further area outside the terminal adjoining that existing leased area, which could be leased to Bloo Moons, to enlarge their leased area. However, this will not resolve the issue of passengers inadvertently moving outside the designated licenced area into the passageway, for the consumption of their alcohol.

The *Liquor Control Act 1988* is the governing legislation regulating the supply, sale and consumption of liquor. This Act deems that the Licencee/Manager is responsible for managing the consumption of liquor within the licenced area. Enquiries suggested that this is ordinarily done with a change in the flooring between licenced and non-licenced areas. This is currently done in the Bloo Moons café however this has obviously offered no assistance to them.

Whilst the management of patrons is the responsibility of the Licencee/Manager, it may be of assistance to liaise with Bloo Moons to establish why the patrons are moving out in the hallway and what practical solutions could potentially overcome this issue. Without knowing the reason for the patrons moving out into the hallway, any recommendations at this stage, to assist Bloo Moons in their operations, would lack research and investigation.

### **Consultation**

Acting Chief Executive Officer  
Mr Doug Gould - Lessee

### **Statutory Implications**

Should Council wish to re-consider its decision such must be made in accordance with the Local Government (Administration) Regulations 1996.

*“10. Revoking or changing decisions made at Council or Committee meetings – s5.25(e)*

*1. If a decision has been made at a council or committee meeting then any motion to revoke or change the decision must be supported –*

*(a) Notice of a motion to revoke or change a decision referred to in subregulation (1) is to be signed by members of the council or committee numbering at least 1/3 of the number of offices (whether vacant or not) of members of the council or committee, inclusive of the mover; or*

*(b) in any other case, by at least 1/3 of the number of offices (whether vacant or not) of members of the council or committee, inclusive of the mover*

2. *If a decision has been made at a council or a committee meeting then any decision to revoke or change the first-mentioned decision must be made –*
  - (a) *In the case where the decision to be revoked or changed was required to be made by an absolute majority or by a special majority, by that kind of majority;*
  - (b) *In any other case, by an absolute majority.*
  
3. *This regulation does not apply to the change of a decision unless the effect of the change would be that the decision would be revoked or would become substantially different.*

#### *Voting Requirements*

1. To consider – 1/3 of members (3).
2. To revoke – absolute majority.

#### **Policy Implications**

Nil

#### **Strategic Planning Implications**

KRA1 – Infrastructure

Goal 3 – Airport

Strategy 1: Developing and implementing an Airport Master Plan

Strategy 2: Actively pursue the generation of income from a variety of sources at the Airport including through leases, rentals, advertising, freight and any other means

#### **Budget Implications**

Nil

#### Attachment

Previously accepted extended lease area.

*NOTE: Mayor to call for a show of hands in favor to consider the revoking of Resolution 201011/090 of Agenda Item 11.3.1.2 'Extension of Airport Café Lease' held on 9 June 2010 and recorded on pages 70 of those minutes:*

The following Councillors indicated their support consider this matter:

Councillor S R Martin

Councillor J M Gillingham

Councillor D W Hooper

**201011/190 Council Decision/ Airport Committee  
Recommendation 1****Moved:** Cr S R Martin**Seconded:** Cr D W Hooper

That Council revokes its Resolution (200910/441) of Agenda Item 11.3.1.2 'Extension of Airport Café Lease' of its Ordinary Meeting held on 9 June 2010, and recorded on page 70 of those minutes, as follows:

“That Council:

1. Agrees to dispose of by lease, the additional area, as indicated on the attached diagram at the Port Hedland International Airport, to Bloomoons Pty Ltd, as per section 3.58 of the Local Government Act 1995 (private treaty), at a rate of \$307 per square metre, and the same terms as the existing lease with Bloomoons Pty Ltd for the Airport Café; and
2. Authorises the Chief Executive Officer (or his delegate) to sign and execute the amendments to the existing leasing agreement, should no submissions from the public advertising be received by Council.”

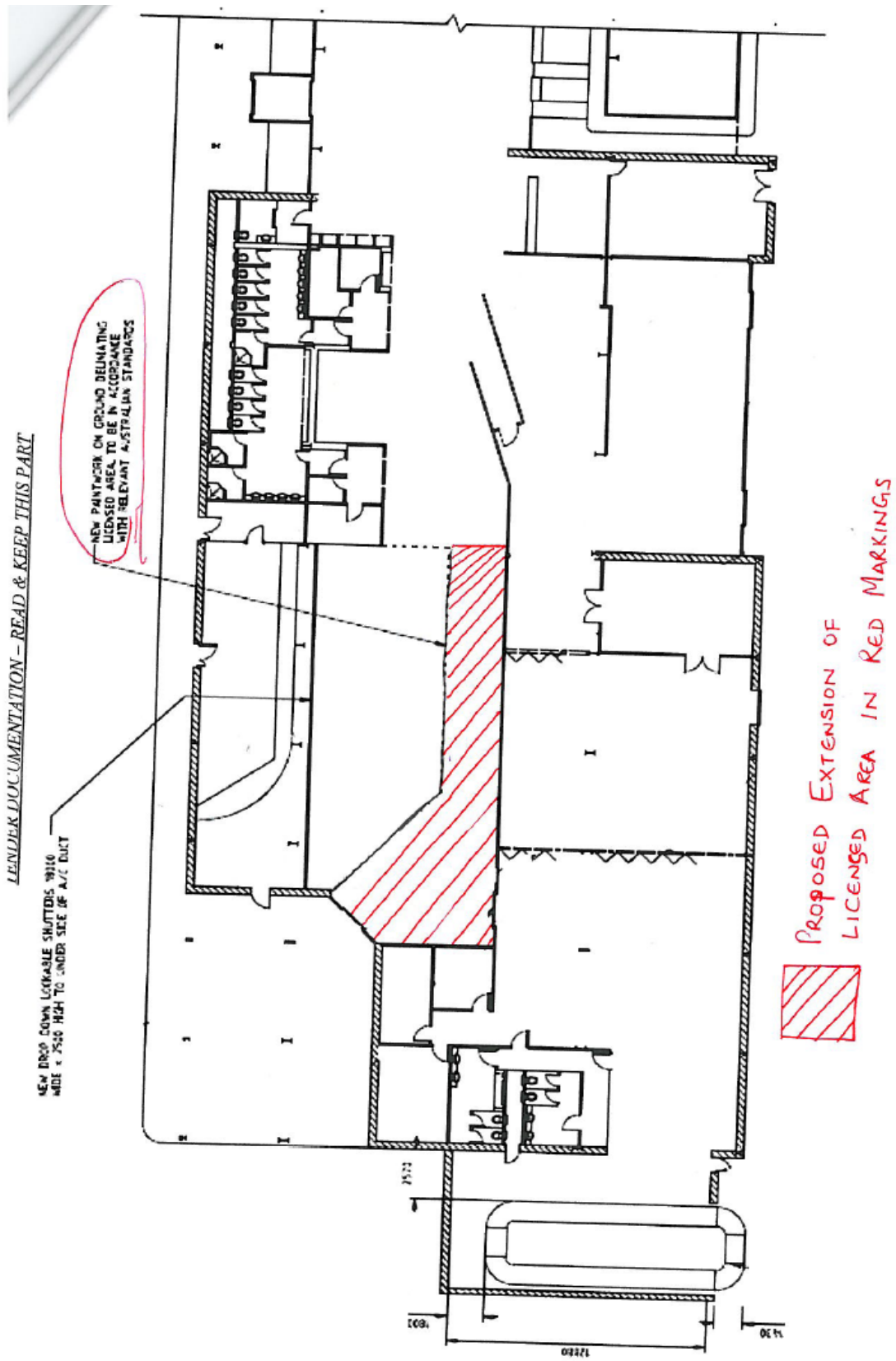
*CARRIED 7/0*

**201011/191 Council Decision/ Airport Committee  
Recommendation 2****Moved:** Cr D W Hooper**Seconded:** Cr J M Gillingham

That Council authorises the Chief Executive Officer or his nominated delegate to:

- (a) liaise with Bloo Moons to assist them in finding a solution to the current issue being experienced by them, including wall proposal; and
- (b) enter into discussions regarding the potential for extension of their lease outside the terminal building.

*CARRIED 7/0*



*11.4.3.2 Port Hedland International Airport Terminal Expansion Project – Parking Redevelopment & Paid Parking Strategy (File No.: 08/02/0018)*

Officer Jenella Voitkevich  
Manager Infrastructure  
Development

**Date of Report** 15 November 2010

**Disclosure of Interest by Officer** Nil

Summary

The purpose of this report is to provide the Airport Committee with the outcomes of the Traffic and Car Parking Study component of the Port Hedland International Airport (PHIA) Terminal Expansion project. This will provide a report, concept design and cost estimates to enable the Committee to make recommendations to Council regarding the redevelopment of the PHIA car park and the implementation of paid parking.

Background

As part of the PHIA Terminal Expansion project a detailed traffic and carparking study has been conducted to inform the design of the carpark and access roads and determine paid parking opportunities. The project team has completed the standard procurement process and engaged Cardno Eppell Olsen (CEO) to complete the studies. The scope of works delivered by CEO includes:

- Assessment of current and future demand for parking including staff, hire car, bus and taxi
- Assessment of traffic flow and road design
- Forecast future car parking demand
- Provide concept designs for car parking and access in conjunction with the PHIA Terminal Expansion design
- Provide detailed report on the implementation of paid parking

A preliminary report was provided to the Airport Committee on 21<sup>st</sup> October 2010. The Committee requested a concept plan and details on paid parking to be provided at the next meeting, with the intention of recommending that Council allocate funding to developing this further.

Consultation

Cardno Eppell Olsen carried out a site visit of the PHIA on 6 October, meeting with Brett Anderson (Thinc Projects), Russell Dyer (DES), Jenella Voitkevich (MID) and Karen Taylor (Airport Reporting Officer). CEO also completed drop-off parking occupancy surveys and passenger interview surveys on 12<sup>th</sup> October 2010.

The car parking demand is based on an estimation of 1,000,000 passengers by 2025, as advised by the Airport Committee. The finalization of the car parking layout and future demand requirements is largely dependent on the results of the Stakeholder Consultation and Retail/Commercial Demand Study that is currently being carried out as a separate component of the PHIA Terminal Expansion project. This is expected to be finalized by the end of the month and will determine whether our passenger number estimates, therefore if the parking demand, is accurate.

**Statutory Implications** Nil

**Policy Implications** Nil

Strategic Planning Implications

Key Result Area 1 - Infrastructure

Goal 2 - Airport

- a. Immediate Priority Strategy 3 - Progress planning and design for an upgraded and extended terminal building
- b. Other Action Strategy 1 - Undertake upgrades to the terminal and surrounds to improve the functionality of the facility including:
  - a) Creating more common-user check in points
  - b) Improving airport security screening arrangements
  - c) Review parking options and implement an agreed Airport Parking Plan

Budget Implications

The total budget allocated in the 2010/11 financial year is \$425,000 for the preparation of concept designs and studies related to the PHIA Terminal Building expansion and carpark redevelopment. This budget doesn't accommodate the reconstruction of the car park or the implementation of a paid parking system. The table below summarizes the cost estimates for this, based on information provided by quantity surveyors Rider Levett Bucknall:

| Description                      | Cost Estimate (ex. GST) |
|----------------------------------|-------------------------|
| Design development               | \$285,000               |
| Preliminaries                    | \$385,000               |
| Site preparation                 | \$145,200               |
| Roads, footpaths and paved areas | \$2,045,600             |
| Landscaping                      | \$140,000               |
| Stormwater drainage              | \$460,000               |
| Lighting and power               | \$300,000               |
| Paid parking system              | \$450,000               |
| External CCTV                    | \$150,000               |
| <b>TOTAL</b>                     | <b>\$4,360,800</b>      |

The intention is that this project will be staged and funded from the Airport Reserve and potential external funding. Further information regarding a staged approach and associated budget for this project is outlined in the Officer's comments.

### Officer's Comment

The redevelopment of the Port Hedland International Airport car parking area is an integral part of providing a service to the community. It also provides a revenue raising opportunity for the Town of Port Hedland that could partially fund future airport related projects such as the expansion of the Terminal building and airside development requirements.

A detailed report has been provided by Cardno Eppell Olsen reviewing the current parking situation, forecasting parking demand, providing options for parking pricing and analysis of the road and parking network. The forecasting of parking demand is based on passenger estimations provided by the Airport Committee, however will be reviewed in conjunction with the Terminal upgrade project once stakeholder and retail demand studies have been completed.

A detailed report is attached, however in summary the important points to note regarding paid parking are:

- A large portion of the passengers surveyed indicated that they would not object to paying for parking
- The price for parking is directly related to the car park demand. The more it costs to park the less likely it will be that people will park at the airport. Adversely, if parking is cheaper more people will use it. The report suggests the best balance of a smaller carpark utilising the space available, with lower capital and management costs and high revenue
- The report suggests a pricing structure of \$18/day for long term parking and \$1.50/hr for short term parking. This is comparable with other regional airports however is more expensive than Karratha Airport's long term parking cost of \$10/day
- Reducing the recommended long term parking price will result in greater demand which means that a larger carpark will be required. Given that we are restricted to the space available, this would suggest a multistorey car park development at a greater capital and operational budget than estimated
- An alternative is to adopt a pricing strategy that commences cheaper and increases as parking demand increases, thus attempting to balance the demand
- The recommended pricing structure is intended to reduce the demand on airport parking, while still achieving high revenue. This suggests that passengers will become reliant on other modes of transport, such as shuttle buses and taxis. The Committee and Council must recognize that this will put pressure on these forms of transport and may wish to consider programs to assist
- It is also recommended to adopt a 1hr free parking policy to minimise the demand on the drop off area

Based on the recommended parking pricing structure Council has the opportunity to generate approximately \$1.4M per annum in the first year, increasing to approximately \$3.8M by 2030. This assumption is based on the car park being reconstructed as per the attached concept plan. This is currently restricted by the relocation of hire car lease area and demolition of the existing infrastructure. Paid parking infrastructure, such as boom gates and ticketing machines can still be installed in the current long term parking areas but would require relocation once the car park is able to be reconstructed. This will result in an increase in the overall car park redevelopment budget, somewhere in the vicinity of \$200,000.

It is recommended that to enable the project to develop further and to fast-track Council's opportunity to receive revenue from a paid parking system, that the Committee recommends the following 2010/11 budget allocation from the airport reserve:

| Description   | Cost Estimate (ex. GST) |
|---|-------------------------|
| Design development  | \$285,000               |
| Minor reconstruction to short term carpark entrance (to accommodate paid parking) | \$200,000               |
| Paid parking system   | \$450,000               |
| <b>TOTAL</b>  | <b>\$935,000</b>        |

The project team requests feedback from the Airport Committee regarding the parking pricing strategy and recommends that this is then open for public comment. The outcomes of this will then be presented to the Committee to formally adopt a parking pricing strategy for the PHIA.

It is important to note that the final design of the carpark layout is reliant on the design of the Terminal building. The carpark must provide pedestrian access that relates to the Terminal building entrances and must have provision for drop off/pickup and delivery areas. It has also been recognized that the Terminal building may need to increase in width to accommodate the new design requirements and to function efficiently. The carpark space will be sacrificed to accommodate this, which has been indicated in the concept design provided. Once the PHIA Terminal Building concept design has been approved by the Committee (approximately February) the detailed design of the car park can commence.

#### *Airport Committee Decision/Rationale*

After clarification at the Airport Committee meeting held on 18 November 2010 by officers, the Committee sought to proceed with the implementation of a paid parking system at the Airport for the area including the first four rows of car parking immediately to the north of the PHIA Terminal building in the immediate future.



To enable the fast tracking of Council's opportunity to receive revenue from a paid parking system for the area for the first four rows of car parking closest to the Terminal building, the Committee recommends the following 2010/11 budget allocation from the airport reserve:

| Description   | Cost Estimate (ex. GST) |
|---|-------------------------|
| Design development  | \$285,000               |
| Minor reconstruction to short term carpark entrance (to accommodate paid parking) | \$200,000               |
| Paid parking system   | \$300,000               |
| TOTAL   | \$785,000               |

### Attachments

1. PHIA Car Parking Study
2. PHIA Car Parking Redevelopment Concept Plan

### 201011/192 Council Decision/ Airport Committee Recommendation

**Moved:** Cr S R Martin

**Seconded:** Cr J M Gillingham

That Council:

1. allocates \$785,000 from the Airport Reserve for the purpose of:
  - a) **Development of construction designs and specifications for the reconstruction of the PHIA carpark**
  - b) **Minor reconstruction works to the short term carpark entrance to accommodate the paid parking system**
  - c) **Development and implementation of a paid parking system at the Port Hedland International Airport; and**
2. authorise for tenders to be called for the implementation of paid parking.

*CARRIED 7/0*

Perth Office  
Cardno Centre  
2 Bagot Road  
PO Box 155, Subiaco  
Western Australia 6904 Australia  
Tel: (08) 9273 3888  
Fax: (08) 9388 3831

Brisbane Office  
Level 11 Green Square Nth Tower  
515 St Paul's Terrace  
Locked Bag 4006, Fortitude Valley  
Queensland 4006 Australia  
Tel: (07) 3310 2401  
Fax: (07) 3369 9722

Gold Coast Office  
Level 2 Emerald Lakes Town Centre  
1/3321 Central Place, Carrara  
PO Box 391, Nerang  
Queensland 4211 Australia  
Tel: (07) 5502 1585  
Fax: (07) 5502 1586

Sydney Office  
910 Pacific Highway, Gordon  
New South Wales 2072 Australia  
Tel: (02) 9496 7700  
Fax: (02) 9499 3902



## Port Hedland Airport Car Parking Study

*Prepared for the Town  
of Port Hedland*

November 2010



*Port Hedland Airport Car Parking Study*

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*Port Hedland Airport Car Parking Study*

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**APPENDICES:**

Appendix A – Car Parking Concept Plan



*Port Hedland Airport Car Parking Study*

| Document Control Port Hedland Airport Car Parking Study |               |               |          |          |          |
|---|---------------|---------------|----------|----------|----------|
| Version   | Date          | Author        |          | Reviewer |          |
|   |               | Name          | Initials | Name     | Initials |
| 1   | November 2010 | Richard Isted | RI       | Ray Cook | RC       |

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*Port Hedland Airport Car Parking Study*

## EXECUTIVE SUMMARY

Cardno Eppell Olsen (Cardno) was commissioned by the Town of Port Hedland via Thinc Projects to undertake a car park and road layout study for Port Hedland Airport. This study involved a combination of site investigations, intercept surveys and traffic counts to perform an extensive analysis of the existing situation and a car parking pricing study.

Based upon the modelling undertaken in the pricing study, a future long term price of \$18 a day and a short term parking price of \$1.50 hour was the preferred pricing arrangement as this would both allow the demand to be kept to a manageable level and would result in a revenue generation of an estimated \$1.4M per annum in 2010, growing to around \$3.8M per annum by 2030.

Based upon a review of the existing carpark and analysis of the likely demand, a concept plan of the future car park was developed which highlights the recommended layout of the long and short term parking area, pick up / drop off area and pedestrian linkages. This design has been tested from a traffic and parking perspective, and found to be able to accommodate these under the 2030 scenario examined.

## 1.0 INTRODUCTION

Cardno Eppell Olsen (Cardno) was commissioned by the Town of Port Hedland to undertake a car park and road layout study for Port Hedland Airport. This study involved a combination of site investigations, intercept surveys and traffic counts to perform an extensive analysis of the existing situation and a pricing study. Based on the results of the pricing study, recommendations will be put forward to the council/Town which will include the pricing schedule if the car park were to be charged, the effect on the utilisation and demand of the car park presently and in the future, and the road network.

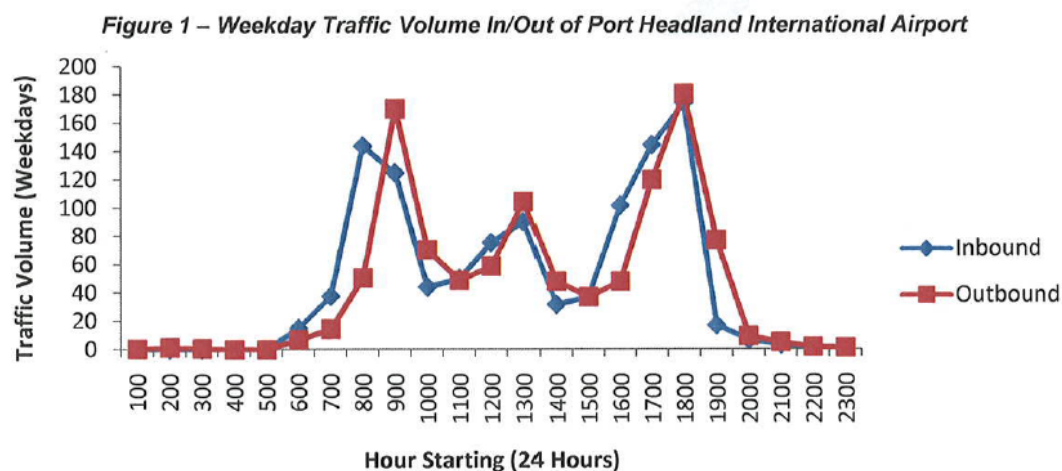
The works process is as follows:



## 2.0 EXISTING SITUATION

Port Hedland International Airport is located about 11km south (by road) of the Port Hedland townsite. The airport caters for a range of passenger and freight air traffic, particularly movements of “fly in & fly out” workers. Only a small proportion of patrons will use the airport for as a means of transfer, thus not utilising the car park at all.

Traffic volumes in and out of the airport are summarised in **Figure 1**:



(Source: Town of Port Hedland)

The data highlights two distinct peaks, during the AM and PM peak flight times, which correlated to peak flight times. It should be noted that these are expected to be accentuated in the near future as fly in and fly out demand increases and flights need to arrive in the early am and depart late pm to match working day patterns.

Cardno undertook a site visit of the Port Hedland International Airport on the 6<sup>th</sup> of October 2010. The purpose of this site visit was to assess geometries, layouts and traffic management associated with the access and internal circulation of the airport road system and car park. Some of the issues identified found below:

- Large numbers of decision points with more than two available decisions and lack of clear guidance– these pose a conflict risk to drivers unfamiliar with the internal road system at the airport (For example see **Figure 4** on the following pages);
- A number of merge points are confusing and poorly accommodated in terms of sightlines, particularly at the northern end of the service road where a mirror has been installed (For example see **Figure 5** on the following pages); and
- Lack of pedestrian connectivity and shading; there is need to minimize vehicle conflict with pedestrians travelling from the terminal to available car parking.



The following **Figures 2 to 5**, highlight some of the existing features of the current circulation within the airport.

*Figure 2 – Entrance Road to the Car Parking Area and Internal Speed Limit*



*Figure 3 - Pick up drop off area and Pedestrian Crossing*



*Figure 4 – Entrance to the Short Term Parking and Exit Lane*

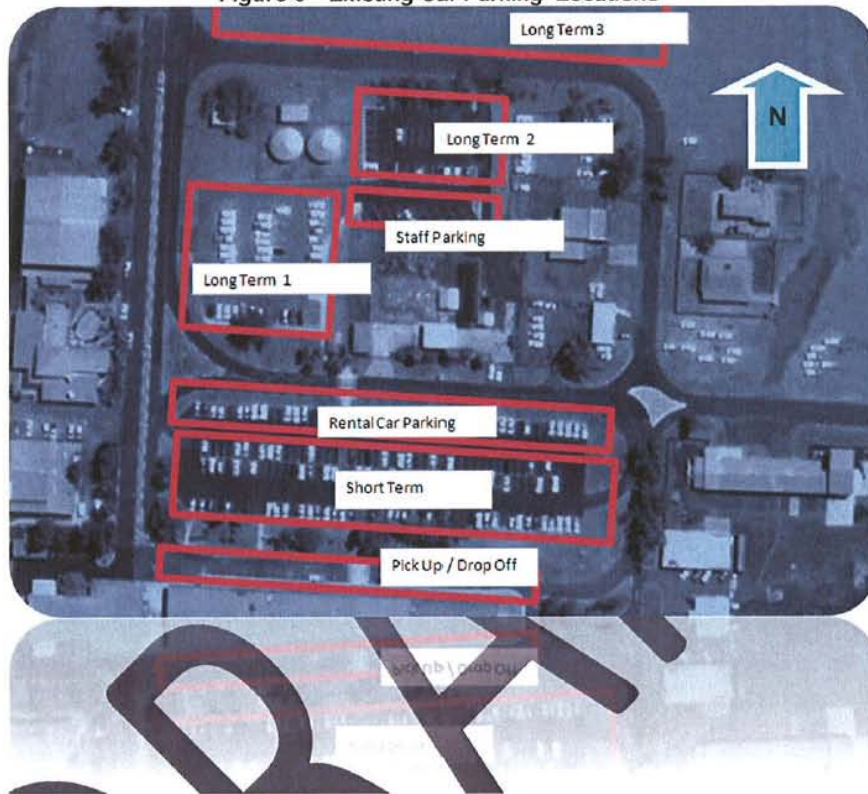


*Figure 5 – Conflict Area with Drivers Exiting the Airport*



Car parking is provided in a range of locations within the airport. **Figure 6** highlights the spatial location of the main car parking areas within the airport:

**Figure 6 – Existing Car Parking Locations**



The existing sealed car parking supply is summarised in the **Table 1**:

**Table 1 – Existing Sealed Car Parking Supply**

| Type of Car Parking                           | Parking Supply |
|---|----------------|
| Pick Up / Drop Off (Private Vehicle)          | 7              |
| Pick Up / Drop Off (Taxi)                     | 3              |
| Pick Up / Drop Off (General Bus)              | 1              |
| Pick Up / Drop Off (Port Hedland Shuttle Bus) | 1              |
| Hire Car                                      | 47             |
| Short Stay – Less than 3 hours                | 132            |
| Long Term 1                                   | 54             |
| Long Term 2                                   | 40             |
| Staff   | 15             |
| <b>Total</b>                                  | <b>300</b>     |

Additionally there is a fenced unsealed area to the north of these sealed main car parking areas (denoted Long Term 3) which is also used for car parking. This area will eventually become the location of rental car companies offices and facilities.



*Port Hedland Airport Car Parking Study*

There is also additional staff car parking around the sides of the airport terminal and a temporary car park is currently under construction to the West of Long Term 3.

The Town of Port Hedland undertook a series of occupancy counts of each of the car parking areas; these are shown in the table below:

**Table 2 – Car Parking Occupancy Surveys**

| Date                    | Time    | Drop Off Area | Short Term and Rental | Long Term (Area 1) | Long Term 2 (Area 2) | Fenced Area (Area 3) | Service /Staff | Total      |
|-------------------------|---------|---------------|-----------------------|--------------------|----------------------|----------------------|----------------|------------|
| Monday<br>10/11/2010    | 7:50am  | 8             | 148                   | 54                 | 39                   | 235                  | 32             | 516        |
|                         | 1:50pm  | 0             | 62                    | 48                 | 37                   | 189                  | 38             | 374        |
|                         | 5:00pm  | 4             | 129                   | 52                 | 39                   | 198                  | 17             | 439        |
|                         | 9:00pm  | 0             | 71                    | 55                 | 34                   | 163                  | 7              | 330        |
| Tuesday<br>10/12/2010   | 8:40am  | 7             | 103                   | 54                 | 38                   | 148                  | 35             | 385        |
|                         | 1:55pm  | 4             | 89                    | 52                 | 44                   | 118                  | 34             | 341        |
|                         | 5:10pm  | 5             | 143                   | 55                 | 40                   | 181                  | 12             | 436        |
|                         | 9:10pm  | 0             | 67                    | 45                 | 31                   | 125                  | 4              | 272        |
| Wednesday<br>10/13/2010 | 8:15am  | 9             | 145                   | 54                 | 43                   | 127                  | 29             | 407        |
|                         | 1:55pm  | 1             | 55                    | 51                 | 39                   | 117                  | 30             | 293        |
| Thursday<br>10/14/2010  | 8:30am  | 6             | 157                   | 54                 | 42                   | 116                  | 32             | 407        |
|                         | 1:45pm  | 0             | 54                    | 53                 | 43                   | 111                  | 34             | 295        |
|                         | 9:20pm  | 0             | 62                    | 54                 | 42                   | 136                  | 7              | 301        |
| Friday<br>10/15/2010    | 1:50pm  | 1             | 85                    | 55                 | 42                   | 157                  | 38             | 378        |
|                         | 5:15pm  | 6             | 164                   | 55                 | 44                   | 184                  | 23             | 476        |
| Saturday<br>10/16/2010  | 8:00am  | 9             | 157                   | 55                 | 44                   | 200                  | 15             | 480        |
|                         | 3:30pm  | 0             | 119                   | 55                 | 43                   | 225                  | 16             | 458        |
|                         | 8:00pm  | 0             | 111                   | 53                 | 43                   | 222                  | 15             | 444        |
| Sunday<br>10/17/2010    | 8:30am  | 0             | 111                   | 55                 | 44                   | 225                  | 13             | 448        |
|                         | 11:50am | 1             | 127                   | 54                 | 43                   | 199                  | 13             | 437        |
|                         | 9:30pm  | 0             | 108                   | 49                 | 41                   | 124                  | 8              | 330        |
| <b>Average</b>          |         | <b>3</b>      | <b>108</b>            | <b>52</b>          | <b>41</b>            | <b>166</b>           | <b>21</b>      | <b>330</b> |

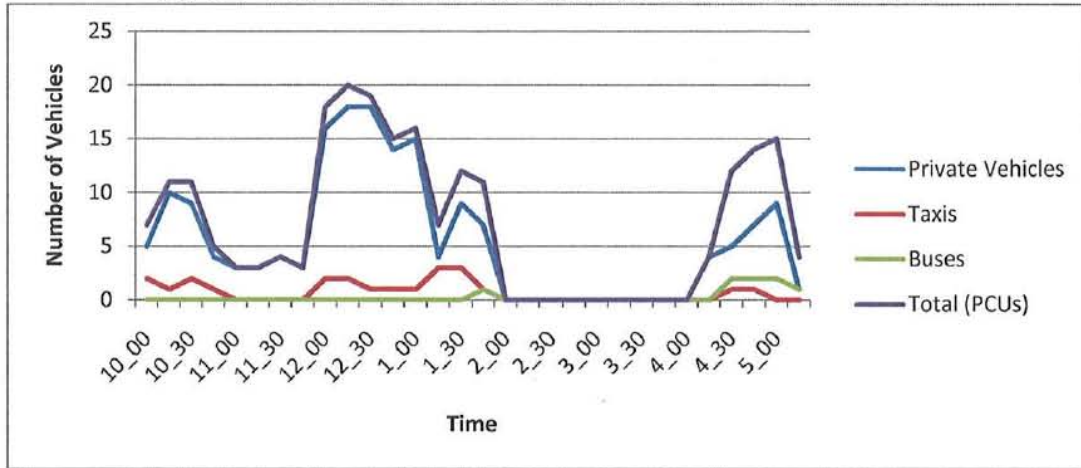
(Source: Town of Port Hedland)

Cardno also undertook parking activity surveys for the drop off/pick up area between 9.00am and 6.00pm on Tuesday the 12th of October, 2010. As part of this, the length of stay of each vehicle using the pickup drop off area was monitored, as well as the number of occupants in each car. The average drop off time was 1 minute, whilst the average pick up time was 10 minutes, and the average dwell time within the area was 5 minutes. **Figure 7** highlights the overall utilization at 15 minute intervals. The key peak period observed was between 12.15pm – 12.30pm during which the overall demand of passenger car units (PCUs) was observed to be around 20 PCUs.



Port Hedland Airport Car Parking Study

Figure 7 – Pick Up Drop Off Parking Area Utilization Per 15 Minute Period





### 3.0 PASSENGER INTERVIEW SURVEYS

In addition to parking occupancy surveys, Cardno also undertook interview surveys within the airport terminal. In total 107 surveys were collected, the purpose of these surveys was to:

- (1) Gather an understanding of the purposes that people were using the airport;
- (2) Understand existing modes of travel to and from the airport; and
- (3) Understand people's sensitivity to different parking prices.

The following figures highlight some results from the collection of this information:

Figure 8 – Purpose of Visiting the Airport

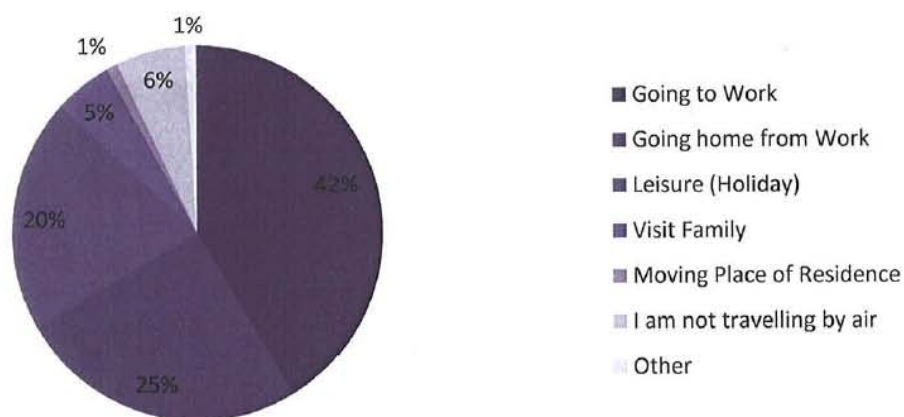
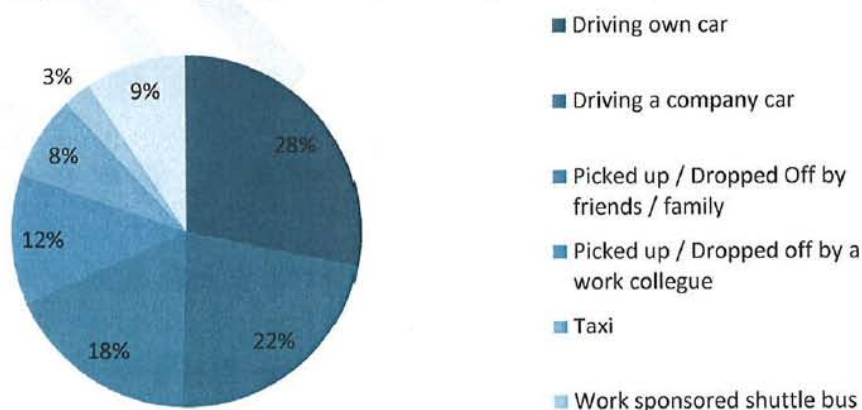


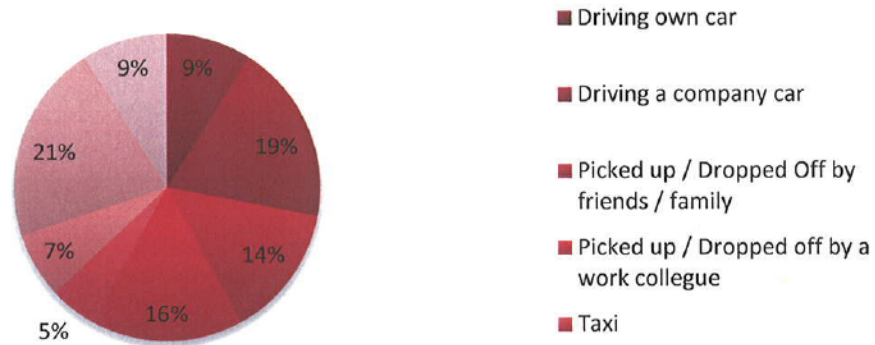
Figure 9 – Existing Usage of Landside Transport to/from Airport





Port Hedland Airport Car Parking Study

Figure 10 – Stated Preference Usage of Landside Transport to/from Airport under a flat \$10 a day, \$7 per Shuttle Bus Ride



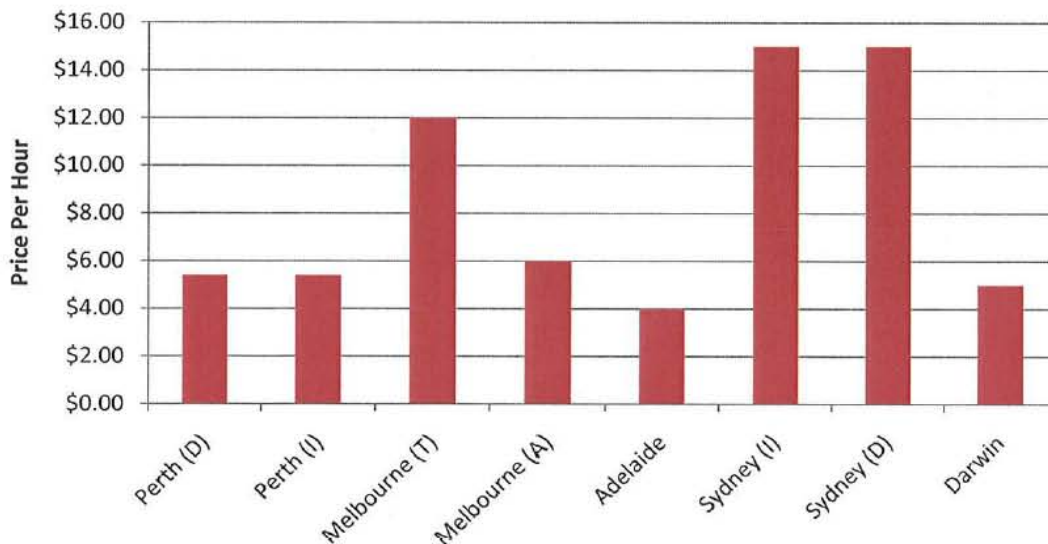
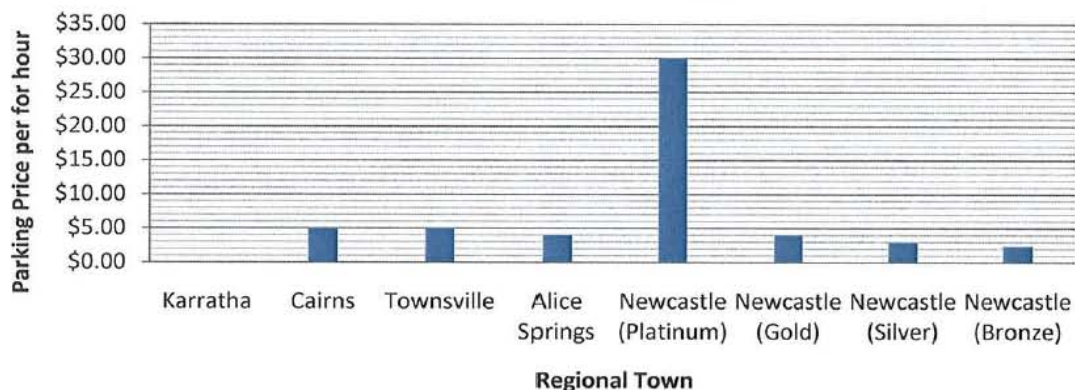
The results suggest that passengers using the car park, particularly those who have access to a company car and reimbursement of parking charges, are fairly inelastic to new pricing schemes, meaning that if a car park charge were implemented that it would not affect their mode of travel and that they (or their employer) would just pay the fee.



#### 4.0 REVIEW OF OTHER CAR PARKING PRICING

To gain a further understanding of the relationship of car-parking pricing to other airports, a brief review of the parking pricing structures of other Airport Car Parks in Western Australia and regional Australia was undertaken. These changes in pricing for short and long term parking are highlighted in the following graphs.

Figure 11 – Comparison of Short Term Car Parking Prices

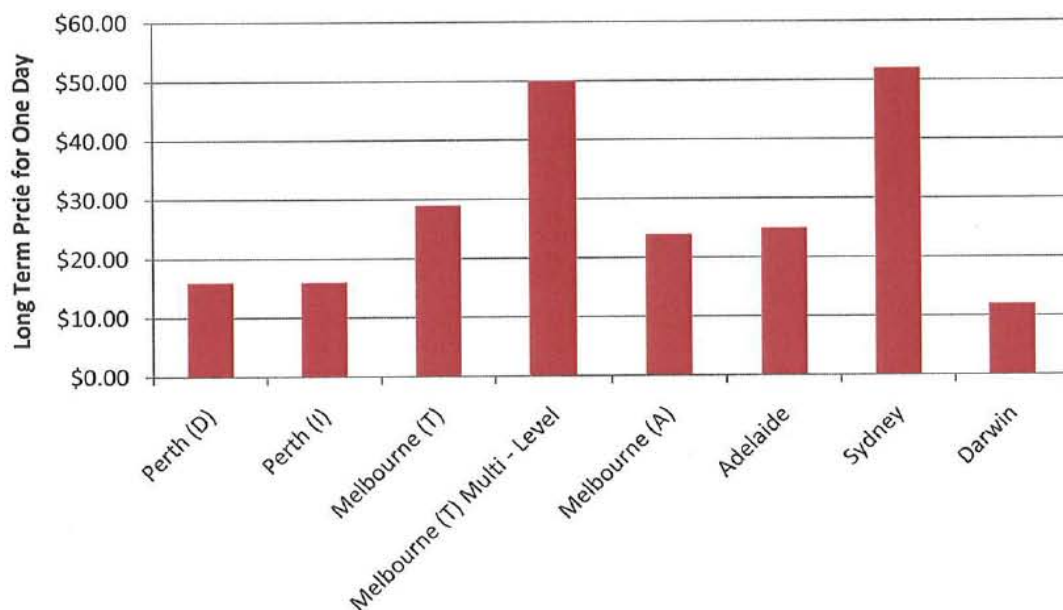
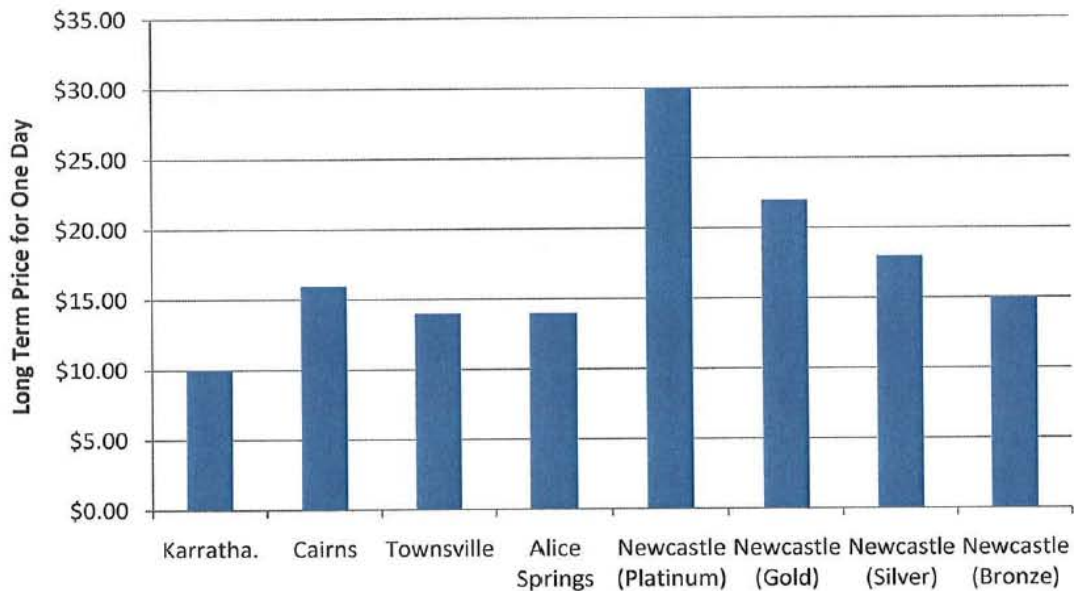






Port Hedland Airport Car Parking Study

Figure 12 – Comparison of Long Term Car Parking Prices



In general a price of \$16 a day for long term car parking; and a variable short term rate between \$3 – 25 per hour would be roughly consistent with similar regional airports which currently employ parking pricing.



## 5.0 PARKING PRICING AND DEMAND

### 5.1 Future Traffic and Parking Demand

The future parking demand of each car parking type (E.g. Long Term, Short Term and Pick up Drop off) would be primarily influenced by:

- Growth in air passenger demand; and
- Parking prices at the airport.

To understand the changes that could be expected to occur, a modelling exercise has been undertaken. As part of this, some assumptions about the growth in air passenger demand were required and agreed by the Council. It is recognized that this consists both of growth and decline of industry in Port Hedland, as well as changes in state and local government employment and worker housing strategies which might reduce or increase the air passenger demand into the future.

At the point of the writing of this report, no future design growth figure had been established by the Port Hedland Airport Committee. However, a 5% growth per annum to 2030 of the existing landside travel demand has been examined in the below numbers. It should be noted that the sensitivity of the forecasting to this value is discussed later in this section.

### 5.2 Parking Pricing Modelling

Based upon the stated preference data collected in the passenger interview surveys, a parking choice model was calibrated. This took the form of a binary logit model relating the probability of the choice to park or not to the average hourly parking price was developed. **Table 3** below provides a summary of the resultant coefficients and intercepts used in the logit model; these values have been calculated based upon the stated preference survey results.

*Table 3 Calibrated Logit Model Values*

| Name                               | Value  | Standard Error | t-test | p-value |
|------------------------------------|--------|----------------|--------|---------|
| Constant                           | -0.047 | 0.029          | -1.61  | 0.20    |
| Parking Price Per Hour Coefficient | -0.020 | 0.003          | -5.49  | 0.01    |

### 5.3 Demand Forecasts

Using the above mentioned model, unrestrained demand forecasts were calculated for different prices using an incremental forecasting approach. The incremental forecasting approach is described as:

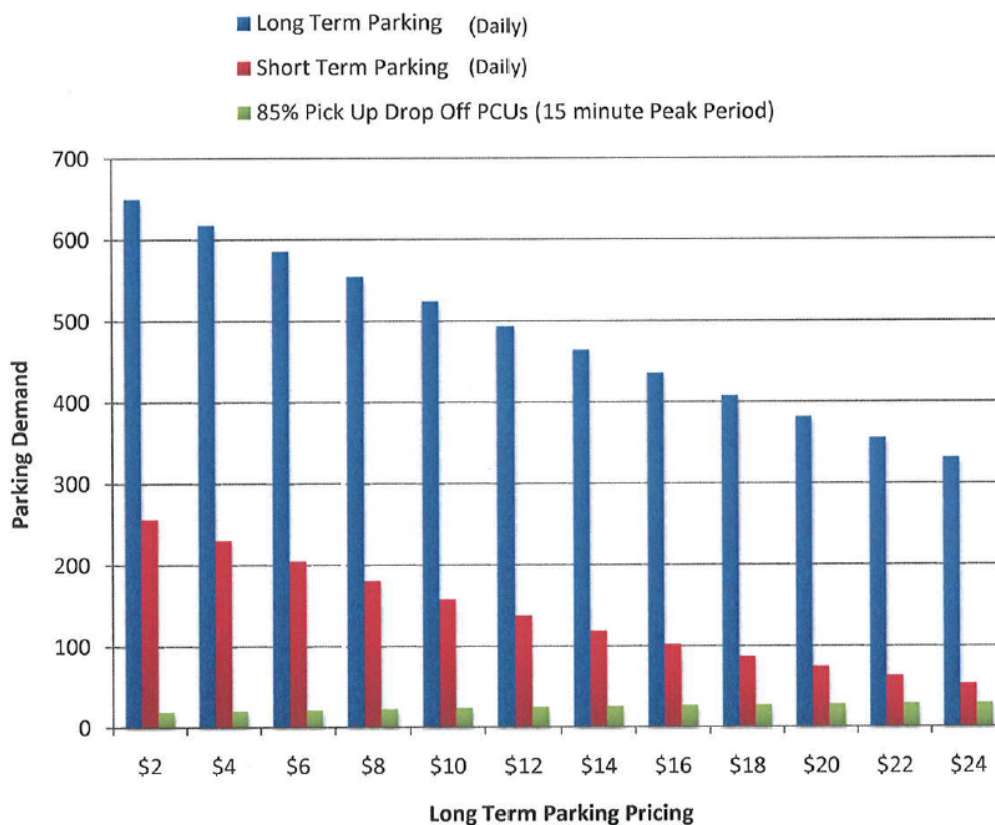


$$Demand = \frac{M_{future}(x)}{M_{current}} D_{current}$$

Where M(x) represents the future predicted parking choice share, M(current) the current observed mode share and D the current average parking demand.

Figure 13, below highlights the change in short and long term demand with different long term parking price where short term parking is assumed to be set at twice the rate of long term parking (Which is generally consistent with other airport price structures reviewed). Additionally, the future 15 minute 85% pick up / drop off parking demand in passenger car units was also calculated as the prices change.

Figure 13 – Expected 2030 Future Parking Demands With Regards to Change in Pricing



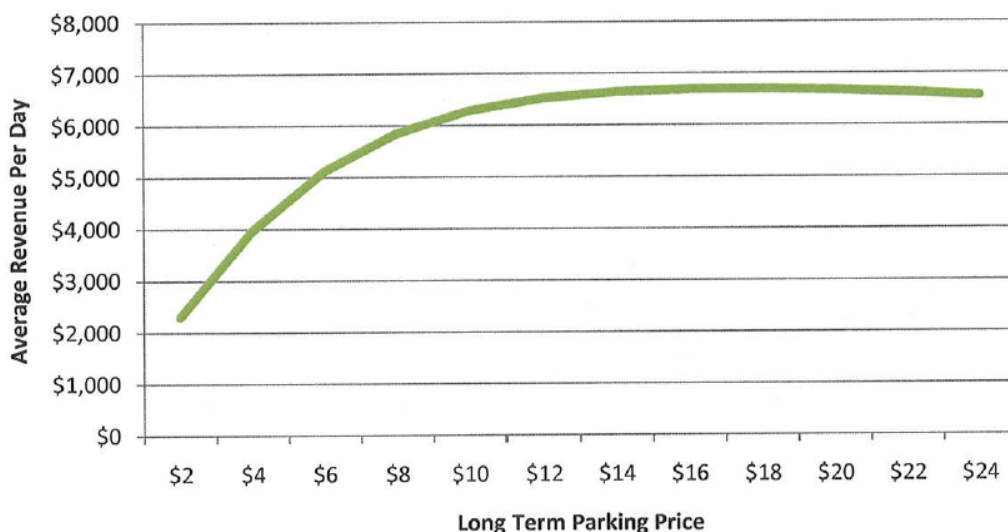
The table indicates that if pricing is set too low then the demand for parking becomes excessive.



#### 5.4 Parking Pricing Recommendations

The key considerations that should be taken into account when setting the car parking price for the Port Hedland Airport are:

- Optimal parking pricing** – Prices for parking can be set to optimize revenue generated by the carpark. Using the above figures and assuming that the car parking demand can be met by the supply, the optimal long term pricing value in 2030 was found to be \$18 per day (Unadjusted for Inflation). Charging this under the existing 2010 demand is expected to result in revenue in the region of \$1.4M per annum. The following graph shows the different revenue expected per day under different long term price structures for the future demand. It should be noted that the line does flatten a lot around the optimal area, and so there is a reasonable range to move in terms of adjusting for other issues such as demand management.



- Car Parking Demand Management** – critically, if the price is too low, then the parking supply required and the maintenance costs associated with this will balloon. On the other hand if the price of car parking is too high, this will create a large requirement for in the future for pick up & drop off and put stress on these operations (discussed in the next section). From a traffic operations and safety perspective, it is desirable to avoid providing two parallel pick up drop off areas. Under the scenario analysed at the optimal revenue price, the single pick up & drop off should be able to be accommodated within a single lane and the car parking area set out for the long and short term car parks be able to accommodate the demand.



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- **Price relationship to other airports of a similar nature** – It is desirable that the parking price structures should have some relationship with parking prices of similar regional airports. As noted in section 4, the average price for a regional airport car park is currently around \$16. However, given the exceptional circumstances regarding Port Hedland's fly in & fly out employment and the fact that a large number of vehicles are owned by private companies and fees are obviously paid by these companies, it is felt that the importance of managing the future demand of the car park outweighs the argument of conformance to comparable airports.
- **Operating and Maintenance Costs** – The pricing should be set at a value that will generate enough revenue to offset operating (staff/management) and maintenance costs. These are outside the scope of this study; however they are estimated to fall well within the revenue generated under the optimal revenue price.

Based upon the consideration of the above, under the assumed design growth, it is recommended that an appropriate future pricing structure for the car park is:

- \$18 a day long term parking; and
- \$1.50 an hour short term parking.

This would result in the following average parking demand numbers:

*Table 4 Future Parking Demand Patronage*

| Type of Parking  | Existing                                | 2010 with Paid Parking  | 2030                              |
|--|---|---|-----------------------------------|
| Long Term  | 260 vehicles per day                    | 154 vehicles per day  | 409 vehicles per day              |
| Short Term   | 108 vehicles per day (Including rental) | 33 vehicles per day (Note this does not include rental cars which would probably use this area) | 88 vehicles per day               |
| 85% Pick Up / Drop Off Area Utilization during Peak 15 minute Period | 18 PCUs per peak 15 minute period       | 23 PCUs per peak 15 minute period   | 62 PCUs per peak 15 minute period |

A ramp up price from say \$14 (equivalent to the existing Cairns or Townsville price) to the \$18 over a three to five year period could be employed, however the higher price would be needed in the longer term to appropriately manage parking within the parking concept shown in **Appendix A**.

##### **5.5 Sensitivity of the Growth Assumption**

The annual average growth in parking and landside travel demand of 5% per annum for the next 20 years is considered high. However, it is recognized that Port Hedland is an exception



*Port Hedland Airport Car Parking Study*

to the norm, being very isolated and having very high demands for skills to be brought in and out at will. If a 7% annual average growth rate is assumed (IE. A tripling of existing demand) to the ultimate, under the same pricing arrangement, the recommended long term car-parking layout (refer to the following section) would be expected to reach total capacity. Beyond this, it could be that parking prices are then increased past the optimal point on the basis of managing the demand, rather than an ideal optimal revenue stream.

### 5.6 Landside Traffic Generation

An examination of the PM peak hour trip generation created in and out of the airport has been undertaken for an interim year (2015) and the ultimate year (2030) and is highlighted in the following Table. It should be noted that given that high level of growth expected in the short term, a 7% annual growth rate has been used for this value.

*Table 5 Future Trip Generation per Peak PM Hour*

| <b>Year</b> | <b>Traffic In</b> | <b>Traffic Out</b> | <b>Total (two-way)</b> |
|-------------|-------------------|--------------------|------------------------|
| 2010        | 181               | 171                | 355                    |
| 2015        | 254               | 244                | 498                    |
| 2030        | 480               | 462                | 941                    |



## 6.0 CARPARKING AND ROAD NETWORK ANALYSIS

### 6.1 External Road Network Access

The SIDRA INTERSECTION 5.0 (SIDRA) modelling package was used to evaluate the traffic operation characteristics for the Great Northern Highway / Port Hedland International Airport (PHIA) access intersection. The following analysis scenarios were investigated:

- existing unsignalised intersection – 2011 weekday AM and PM peak;
- existing unsignalised intersection – 2015 weekday AM and PM peak;
- existing unsignalised intersection – 2030 weekday AM and PM peak.

The SIDRA operational results are summarised for both peak periods and use the *Degree of Saturation (DOS)*, *Average Delay*, *Level of Service (LOS)* and the *95<sup>th</sup> Percentile Queue* operational measures. These measures can be described as follows:

- **Degree of Saturation (DOS):** is the ratio of the arriving traffic to the theoretical capacity of the intersection of movement approach. DOS ranges from zero for low flow situations to one for at capacity situations. The theoretical capacity threshold for an unsignalised intersection is generally accepted as being  $DOS > 0.80$ ;
- **Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. There are 6 levels of service, designated from A to F, with LOS A representing the best operating condition (i.e. free flow) and LOS F the worst (i.e. forced or breakdown flow);
- **Average Delay:** is the average of all vehicle delays for each movement or the entire intersection. An un-signalised intersection is considered to be operating at capacity where the average delay exceeds 40 seconds for any movement;
- **95% Queue:** is the queue length below which 95% of observed queue lengths would statistically be expected to fall.

The SIDRA movement summary outputs are contained on the following pages. The results shows that the intersection would experience its worst situation during 2030 PM peak traffic forecast. The overall DOS is 0.794 and the overall Average Delay is 13.8 seconds, which results in the intersection being rated as a LOS C. From a traffic perspective, it is expected to be the case as motorists are turning out from a minor approach to a major approach. The results also show that the current junction configuration is able cope with the 2031 in traffic volume. Hence, there is no need to carry out any work to mitigate the traffic impact.



Port Hedland Airport Car Parking Study

**Table 6 2011 AM Peak SIDRA Analysis – Great Northern Highway / Airport Access**

| Intersection Approach          | Movement | DOS          | Average Delay (Sec) | LOS        | 95 <sup>th</sup> Percentile Queue (m) |
|--------------------------------|----------|--------------|---------------------|------------|---------------------------------------|
| Great Northern Highway (South) | L        | 0.061        | 10.4                | LOS B      | 0.0                                   |
|                                | T        | 0.061        | 0.0                 | LOS A      | 0.0                                   |
| Great Northern Highway (North) | T        | 0.018        | 0.0                 | LOS A      | 0.0                                   |
|                                | R        | 0.087        | 11.0                | LOS B      | 0.4                                   |
| PHIA Access Road               | L        | 0.195        | 9.1                 | LOS A      | 1.0                                   |
|                                | R        | 0.196        | 9.1                 | LOS A      | 1.0                                   |
| <b>All Approaches</b>          |          | <b>0.195</b> | <b>7.2</b>          | <b>N/A</b> | <b>1.0</b>                            |

**Table 7 2011 PM Peak SIDRA Analysis– Great Northern Highway / Airport Access**

| Intersection Approach          | Movement | DOS          | Average Delay (Sec) | LOS       | 95 <sup>th</sup> Percentile Queue (m) |
|--------------------------------|----------|--------------|---------------------|-----------|---------------------------------------|
| Great Northern Highway (South) | L        | 0.042        | 10.4                | LOS B     | 0                                     |
|                                | T        | 0.042        | 0                   | LOS A     | 0                                     |
| Great Northern Highway (North) | T        | 0.05         | 0                   | LOS A     | 0                                     |
|                                | R        | 0.121        | 10.9                | LOS B     | 0.6                                   |
| PHIA Access Road               | L        | 0.207        | 9.1                 | LOS A     | 1.1                                   |
|                                | R        | 0.207        | 9.1                 | LOS A     | 1.1                                   |
| <b>All Approaches</b>          |          | <b>0.208</b> | <b>7.4</b>          | <b>NA</b> | <b>1.1</b>                            |

**Table 8 2015 AM Peak SIDRA Analysis – Great Northern Highway / Airport Access**

| Intersection Approach          | Movement | DOS          | Average Delay (Sec) | LOS       | 95 <sup>th</sup> Percentile Queue (m) |
|--------------------------------|----------|--------------|---------------------|-----------|---------------------------------------|
| Great Northern Highway (South) | L        | 0.076        | 10.4                | LOS B     | 0.0                                   |
|                                | T        | 0.076        | 0.0                 | LOS A     | 0.0                                   |
| Great Northern Highway (North) | T        | 0.055        | 0.0                 | LOS A     | 0.0                                   |
|                                | R        | 0.114        | 11.2                | LOS B     | 0.6                                   |
| PHIA Access Road               | L        | 0.270        | 9.5                 | LOS A     | 1.5                                   |
|                                | R        | 0.269        | 9.6                 | LOS A     | 1.5                                   |
| <b>All Approaches</b>          |          | <b>0.270</b> | <b>7.6</b>          | <b>NA</b> | <b>1.5</b>                            |





Port Hedland Airport Car Parking Study

**Table 9 2015 PM Peak Analysis – Great Northern Highway / Airport Access**

| Intersection Approach          | Movement | DOS          | Average Delay (Sec) | LOS       | 95 <sup>th</sup> Percentile Queue (m) |
|--------------------------------|----------|--------------|---------------------|-----------|---------------------------------------|
| Great Northern Highway (South) | L        | 0.052        | 10.4                | LOS B     | 0.0                                   |
|                                | T        | 0.052        | 0.0                 | LOS A     | 0.0                                   |
| Great Northern Highway (North) | T        | 0.061        | 0.0                 | LOS A     | 0.0                                   |
|                                | R        | 0.159        | 11.0                | LOS B     | 0.8                                   |
| PHIA Access Road               | L        | 0.287        | 9.6                 | LOS A     | 1.6                                   |
|                                | R        | 0.287        | 9.6                 | LOS A     | 1.6                                   |
| <b>All Approaches</b>          |          | <b>0.287</b> | <b>7.8</b>          | <b>NA</b> | <b>11.8</b>                           |

**Table 10 2030 AM Peak Analysis – Great Northern Highway / Airport Access**

| Intersection Approach          | Movement | DOS         | Average Delay (Sec) | LOS       | 95 <sup>th</sup> Percentile Queue (m) |
|--------------------------------|----------|-------------|---------------------|-----------|---------------------------------------|
| Great Northern Highway (South) | L        | 0.155       | 10.4                | LOS B     | 0.0                                   |
|                                | T        | 0.155       | 0.0                 | LOS A     | 0.0                                   |
| Great Northern Highway (North) | T        | 0.046       | 0.0                 | LOS A     | 0.0                                   |
|                                | R        | 0.261       | 12.2                | LOS B     | 1.5                                   |
| PHIA Access Road               | L        | 0.703       | 18.1                | LOS C     | 9.2                                   |
|                                | R        | 0.703       | 18.2                | LOS C     | 9.2                                   |
| <b>All Approaches</b>          |          | <b>11.4</b> | <b>11.4</b>         | <b>NA</b> | <b>9.2</b>                            |

**Table 11 2030 PM Peak Analysis – Great Northern Highway / Airport Access**

| Intersection Approach          | Movement | DOS          | Average Delay (Sec) | LOS       | 95 <sup>th</sup> Percentile Queue (m) |
|--------------------------------|----------|--------------|---------------------|-----------|---------------------------------------|
| Great Northern Highway (South) | L        | 0.106        | 10.4                | LOS B     | 0.0                                   |
|                                | T        | 0.105        | 0                   | LOS A     | 0.0                                   |
| Great Northern Highway (North) | T        | 0.127        | 0                   | LOS A     | 0.0                                   |
|                                | R        | 0.324        | 11.7                | LOS B     | 2.0                                   |
| PHIA Access Road               | L        | 25.1         | 25.1                | LOS D     | 15.4                                  |
|                                | R        | 25.2         | 25.2                | LOS D     | 15.4                                  |
| <b>All Approaches</b>          |          | <b>0.794</b> | <b>13.8</b>         | <b>NA</b> | <b>15.4</b>                           |



## 6.2 Long Term and Short Term Parking Layout

The long term and short term parking layout should be designed to be flexible and accommodate the demand and activity type of passengers going into the future. The key recommended features of each of these areas are:

- **Flexible Layout** - The recommended car park structure allows cost effective opportunities to either reduce short term parking in favour of long term parking opportunities or an additional pick up drop off lane, or vice versa dependent upon future need.
- **Queuing Storage from the Entry Book Gates** – If a peak entry rate of 10% of the daily utilization is assumed, the 95% back of queue from the entry boom gate is 14m for the long term parking area, and 12m for the short term parking. The concept plan shows queuing storage of over 20m in each instance, which can well accommodate these demands.
- **Disabled Parking** – The provision of disabled parking should be located close to the pedestrian spine to maximize accessibility.
- **Australian Standards** - The trafficable access and car parking layout should comply with regard to the relevant Australian Standards (AS2890.1 and AS2890.2). The following dimensions have been adopted within the design layout:
  - Car parking space width – 2.5m;
  - Car parking space length – 5.4m;
  - Car parking aisle width – 6.0m;

## 6.3 Pick Up Drop Off Area

The pickup drop off area is shown in **Appendix A**. The pickup / drop off area would in the future accommodate the demands of taxis, buses and private vehicles (including disabled). The key features of each of these areas are:

- **Accommodating Growth in Pick Up Drop Off Demand** - The plan shows approximately 150 metres, which can accommodate 25 pcus at any one time. As found in the original surveys, a space is typically occupied for an average 5 minutes, which means there is an equivalent space of 75 pcus per 15 minutes. This, therefore, will be able to accommodate the 62 pcus expected under future scenario analysed. If long term / short term parking prices were increased and this resulted in a further increase in pick up / drop off demand, the layout of the car park could allow the reduction of the short term parking to allow for an additional lane for pick up / drop off purposes. However, from a safety perspective, it is not desirable to have two lanes, and it would be recommended at this point investigate other options (Such as improvement to the future shuttle bus frequency and service) to improve the utilization of the proposed space.



- **Flexible usage** – observations of the operations of the existing set down pick up area highlighted that there is a lot of space which is marked for specific vehicle types (Eg. Buses and Taxis) are minimally utilized and hence space is potentially wasted. It is therefore recommended that apart from a single disabled bay that the bays are not delineated for particular types of vehicles.

#### **6.4 Internal Road Circulation**

The recommended internal road network circulation involves a clockwise running system with separated turn-off areas for rental cars, long term and short term car parking.

An examination of the expected peak hour volumes show a maximum of around 460 vehicles circulating around the airport road at any one time in 2030. The typical capacity of a single uninterrupted lane is 1800vph, so this volume of traffic can well be accommodated within the extent the proposed design.

#### **6.5 Pedestrian Connectivity**

It is recommended that a pedestrian spine linking the terminal to each of the car parking areas and onto the future rental car parking area is developed. There would be a need for lighting along this corridor to provide adequate visibility during night time and cover/shade should be provided wherever possible. It is recommended that this be provided at intervals between car parking bay rows and the exposed crossing areas should be raised.

#### **6.6 Rental Parking Area**

Currently, rental parking is located within the existing short term parking area. In the short term, rental parking could still be accommodated within the new short term parking area, but should be placed under the same charges as short term users. It is envisaged that in the long term, rental car parking would move to the commercial designated land-uses to the north of the general airport car-parking area and would have access off the most northern east / west running road. This area would be accessible by the pedestrian corridor.

#### **6.7 Concept Plan**

To provide a clear indication of the recommendations with regards to all of the above, a concept plan of the car park was developed. This plan is contained within **Appendix A**, and has been designed to provide an indicative concept of how the car park could be developed.



*Port Hedland Airport Car Parking Study*

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## **7.0 SUMMARY AND CONCLUSIONS**

Cardno was commissioned by the Town of Port Hedland to undertake a car park and road layout study for Port Hedland Airport. This study involved a combination of site investigations, intercept surveys and traffic counts to perform an extensive analysis of the existing situation and a pricing study.

Based upon the modelling undertaken in the pricing study, a future long term price of \$18 a day and a short term parking price of \$1.50 hour was the preferred pricing arrangement as this would both allow the parking demand to be kept manageable and would result in a revenue generation of an estimated \$1.4M per annum in 2010, growing to around \$3.8M per annum by 2030.

Based upon a review of the existing carpark and analysis of the likely demand, a concept plan of the future car park was developed which highlights the recommended the layout of the long and short term parking area, pick up / drop off area and pedestrian linkages.



6:57pm Councillors G J Daccache and M Dziombak declared an Impartiality Interest in Agenda Item 12.1 "Iconic Park Kiosk Upgrade: FMG Proposal" as they are FMG shareholders.

Councillors G J Daccache and M Dziombak did not leave the room.

**ITEM 12 LATE ITEMS AS PERMITTED BY CHAIRPERSON/COUNCIL****12.1 *Iconic Park Kiosk Upgrade: FMG Proposal (File 21/05/0011)***

Officer Jenella Voitkevich  
Manager Infrastructure

**Date of Report** 19 November 2010

**Disclosure of Interest by Officer** Nil

**Summary**

The purpose of this report is to obtain Council approval in principle to proceed with investigating variations to the Iconic Park (Marquee Park) development proposed and funded by Fortescue Metals Groups, namely the upgrade of the current kiosk into a café-style facility.

**Background**

The development of a Level 1 District Park on Lot 6108 Stanley Street and Lot 6177 Cottier Drive, South Hedland was originally approved by Council during the 2008/09 budget process after initial concepts were developed by South Hedland New Living. This project has been dubbed 'Marquee Park', although the official naming process of the Park is yet to be determined.

The aim of the project is to develop and deliver one of the best community parks in the Northwest and for the park to become a positive icon for the Hedland community. The project is one of the most significant immediate term infrastructure programs planned by the Town. The development of this major Park will assist in transforming Port and South Hedland into a vibrant regional centre, where people want to live, work and play.

In May 2010 request for tender submissions were released, with Council awarding the construction of the iconic park project at the Ordinary Council meeting on 28 July 2010 with the following resolution:

*"That Council:*

- i) awards Request for Tender 10/20 Construction of Level 1 District Park Project to Earthcare Landscapes for the scope of Option A at a lump sum price of \$11,384,156 plus gst;*
- ii) notes that the total amended project cost is \$13,176,500 with the project funding being contributed from the following sources:*

|    |   |              |
|----|---|--------------|
| 1  | TOPH (Approved Loan)                    | \$830,000    |
|    | TOPH (Open Space Reserve Fund)          | \$470,000    |
| 2  | BHP Billiton                            | \$1,450,000  |
| 3  | South Hedland New Living                | \$2,000,000  |
| 4  | Royalties for Regions                   | \$2,700,000  |
| 5  | Newcrest Mining                         | \$200,000    |
| 6  | Lotterywest                             | \$500,000    |
| 7  | Variety WA                              | \$100,000    |
| 8  | R4R Pilbara Priority: Savings           | \$198,500    |
| 9  | R4R Interest Allocation                 | \$290,000    |
| 10 | Reallocation of funds from MPRC project | \$1,185,000  |
| 11 | TOPH (New Loan)                         | \$3,253,000  |
|    | TOTAL                                   | \$13,176,500 |

- iii) acknowledges that TOPH budget contribution will decrease if additional funding is received from other sources; and*
- iv) adjusts the 2010/11 Budget by taking out a loan of no greater than \$3,253M to ensure that the project is fully funded, noting that the annual repayment cost for this loan (over 20yrs) are projected at \$306,744.*
- v) advertises the new proposed loan in accordance with Section 6.20 of the Local Government Act 1995; and*
- vi) advise the unsuccessful tenderers of the outcome.”*

Since this resolution we have been advised that Variety WA funding has been increased to \$150,000 and that we're not able to use the R4R Pilbara Priority project savings, therefore the new project total is \$13,028,000. The project team has completed a value management exercise, resulting in the creation of a project contingency to the value of \$104,165.

Since awarding the tender, Earthcare Landscapes has completed site remediation, earthworks, installation of site accommodation and building licence approval. The installation of below ground services such as electrical, sewer, water and stormwater disposal has also commenced.

In August 2010 Fortescue Metals Group (FMG) expressed an interest in contributing to this project by providing financial assistance to upgrade the kiosk to a café-style facility. Given the amount of development required to bring this opportunity into fruition and the timing of FMG's interest, it was suggested that the kiosk upgrade could be considered as a stage 2 to the development once the park was complete and opened to the public. Initial discussions with Council staff, FMG and the Marquee Park project team has resulted in the realization that the kiosk upgrade can still be accommodated within the current project program if given the approval by Council.



## Consultation

FMG invited Council staff (Debra Summers, A/Director Community Development, Terry Sargent, Directory Regulatory Services, Jenella Voitkevich, Manager Infrastructure Development) and a representative from Emerge (Marquee Park designer) to attend a visioning session regarding the proposal on 23 September 2010. The objective of this session was to explore the opportunities that a café-style facility could provide, the impact on the current project and any statutory challenges.

A vision summary document was prepared by FMG's architects Hassell that combined the ideas of Council staff, FMG and the project team. This was presented to the FMG board for approval for the project funding. Council received correspondence from FMG on 10<sup>th</sup> November 2010 confirming a financial commitment of \$1,500,000 for the delivery of an upgraded kiosk in Marquee Park.

Subsequent to this commitment, Council's A/CEO Paul Martin, Jenella Voitkevich and representatives from Thinc Projects, Emerge and Earthcare Landscapes met with FMG's project team on 18<sup>th</sup> November 2010 to further discuss the implications of this proposal. Details are provided in Officers Comments.

Council's lead designer for this project, Emerge, and FMG's architects, Hassell, have presented this proposal to Council during this Ordinary Council Meeting.

**Statutory Implications** Nil

**Policy Implications** Nil

## Strategic Planning Implications

Key Result Area 2 – Community Pride

- Goal 1 – Townscape

Immediate Priority 2: Construct the Marquee Park and ensure that a new park is built in Koombana

Key Result Area 4 – Economic Development

- Goal 2 – Mining/Roads

Immediate Priority 1: Actively seek funding partnerships with mining companies and contractors on the development of services and facilities within the community

- Goal 3 – Business Development

Immediate Priority 4: Investigate new business/revenue streams for the Town

### **Budget Implications**

The proposal from Fortescue Metals Group to upgrade the Marquee Park kiosk to a café style facility will not have a negative budget implication for Council. Council will not be required to commit any additional funds to the project. FMG has committed \$1,500,000 (ex GST) to the delivery of this upgrade. The intention is that this could be treated as a project variation to the current contract with Earthcare for the development of Marquee Park. Earthcare has estimated that the deletion of the existing kiosk and ablutions building from the contract will result in approximately \$760,000 credit, therefore the total allowance for this proposal would be \$2,260,000.

It is important to note that this budget must accommodate:

- Revised construction costs based on the upgraded design
- Design costs, including architectural, structural, mechanical, etc
- Modifications to existing services (already constructed) where required
- Variation to building licence fees
- Additional project management costs
- Fit-out of buildings
- Preparation of a business management plan

The upgrade of the Marquee Park kiosk into a café style facility provides Council with a greater opportunity to create revenue to support the ongoing operations of the Park. This opportunity will be developed further with the preparation of the business management plan, however initial discussions have included an idea to lease the facility to organizations such as Tafe or FMG where the café could be used as a training facility. The approval of FMG's proposal will be subject to the provision of a contribution to operational costs of the cafe.

### **Officer's Comment**

The original kiosk proposed for Marquee Park comprised of a small kitchen, servery area and undercover seating. The intent was to sell prepackaged goods, such as cans of drinks, icecreams, potato chips, pies and sausage rolls. The proposal to upgrade this facility into a café will allow the preparation of a greater variety of food and beverages. This will assist to draw the community into the park and establish it as a meeting place for families and groups.

The biggest impact of this proposal is that it will require a larger footprint within the park. The current ablutions block, located next to the kiosk, will require relocation or incorporation into the new design. Some underground services have already been installed, however the original design already allowed for future upgrades and the design team intends to minimize alterations to service locations.

The project team has identified some key factors for consideration regarding this proposal, all of which can be managed during the redesign of the kiosk:

- Design modifications must not impact on the waterplay splashpad or features
- Design modifications must consider passive surveillance of the waterplay area from the caretakers' residence and bbq area
- Design must be consistent with the current theme and features of the park – Council's existing design team will be involved in the process with FMG's architects
- The facility must not detract from or create competition for restaurant business opportunities in the revitalised South Hedland CBD
- The operational hours of the facility must not have a negative impact on the surrounding residents

If this proposal is approved by Council, the intended development timeline is:

- Finalise concept design and approval in principle – mid December
- Preparation of detailed designs – end January
- Earthcare Landscapes to quote variation – mid to end February
- Award contract variation – end February

Earthcare Landscapes has been requested to hold procurement of the original kiosk and ablutions buildings until Council has resolved on the direction of the proposal. Once designs have been finalised (end January) Earthcare Landscapes will be able to provide Council with information regarding the impact that this proposal will have on the overall delivery timeframe of the Marquee Park project. Initial discussions have suggested that the kiosk upgrade could be completed during the 3 month consolidation period following the practical completion of the Park at the end of August 2011. Depending on works being undertaken during this period there is the potential that the Park could still be open to the public, therefore delays are unlikely to be significant.

Appropriate stakeholder recognition is an important consideration is all projects. Given that numerous organisations have contributed financially to this project it is intended to develop a stakeholder recognition strategy to ensure appropriate recognition of the contributions received.

### **Attachments**

FMG Cafe Visioning Document

**201011/193 Council Decision****Moved:** Cr S R Martin**Seconded:** Cr G J Daccache

That Council suspends Standing Orders.

*CARRIED 7/0*

6:57pm Deputy Mayor advised that Standing Orders were suspended.

**201011/194 Council Decision****Moved:** Cr S J Coates**Seconded:** Cr S R Martin

That Council resumes Standing Orders.

*CARRIED 7/0*

6:59pm Deputy Mayor advised that Standing Orders were resumed.

**201011/195 Council Decision/Officer's Recommendation****Moved:** Cr S R Martin**Seconded:** Cr G J Daccache

That Council:

- i. approves in principle the proposal from Fortescue Metals Group to upgrade the Iconic Park project kiosk into a café style facility subject to the following conditions:
  - a. **No additional costs shall be incurred by Council, however Council acknowledges that current contract savings identified by Earthcare Landscapes will be allocated to this proposal**
  - b. **FMG's acceptance of stakeholder recognition strategy by acknowledging their contribution on signage with other stakeholders**
  - c. **FMG to contribute to the operation of the café for a period of 3 years, the details of which to be negotiated with Council's CEO; and**
- ii. Allows the Chief Executive Officer to enter into a funding agreement with Fortescue Metals Group to the value of \$1,500,000 (ex GST); and
- iii. Allows the Chief Executive Officer or delegated officers to continue to develop the proposal with Fortescue Metals Group with the intention to include the variation into the current Iconic Park construction contract with Earthcare Landscapes; and
- iv. request a report to be presented to Council in February 2011 (or once details are finalized) to give final approval to contract variations.

*CARRIED 7/0*

Architecture  
Interior Design  
Landscape Architecture  
Planning  
Urban Design

Australia  
PR China  
Hong Kong SAR  
Singapore  
Thailand



**HASSELL**

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**HASSELL**

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South Hedland Sustainable Cafe

### 01 \_\_\_\_ A Cafe for South Hedland

Preparing a brief for a cafe in Marquee Park goes beyond establishing a set of spatial parameters outlining a sequence of functional spaces. A cafe for South Hedland is more than just a building.

A Cafe for South Hedland should be many things:

- \_ Aspirational - design should be cutting edge
- \_ Inclusive - a space for all the community
- \_ Adaptive - flexible for different uses, users and times of the year
- \_ Resilient - environmentally and socially sustainable
- \_ Responsive - to place, climate, context, events and people

With these things in mind, it is clear that the concept for a cafe for South Hedland would embody the spirit of the place, herald change and provide an exciting new heart for the community throughout the year.



HASSELL

South Hedland Sustainable Cafe

**02 Vision**

**Vision**

A vision sets the aspiration and essence for the South Hedland Sustainable Cafe. It establishes the high level parameters from which a brief and a design can evolve. A workshop with the Town of Port Hedland, FMG, MNLA, Form and HASSELL established the following possibilities:

The Vision for the South Hedland Sustainable Cafe can therefore define the aspirations:

- \_ For the cafe
- \_ For the community
- \_ For the regional context; the cafe is an icon

*For the cafe*

- \_ Herald change
- \_ Be Adaptive
- \_ Be Resilient
- \_ Be Responsive
- \_ Be Open
- \_ Be Attainable
- \_ Programmatic efficiency + excellence

*For the community*

- \_ Be Inclusive
- \_ Represent Place
- \_ Embrace Learning
- \_ Event Coordination
- \_ Arts Program

*For the regional context; an icon*

- \_ World class sustainable technology
- \_ Be innovative and lead the field
- \_ Respond to place + context
- \_ Innovative architectural form; adaptive to climate, weather, activities and program
- \_ A place for all people
- \_ Acknowledge and represent indigenous history and culture

**Town of Port Hedland Vision**

- \_ Gearing up
- \_ Think like a Regional City – not a small Town
- \_ 40 000 people by 2025
- \_ 2/3rds population: South Hedland, 1/3rd population: Port Hedland
- \_ High density/ height development
- \_ Diverse development
- \_
- \_ Iconic community places



landscape



industry + resource



livability



flora + fauna



South Hedland Sustainable Cafe

02 Vision

Workshop Vision Summary

- \_ Marquee Park; a key community development - an iconic, strategically located park between residential, youth and retail precincts
- \_ Cafe within the park will become a drawcard
- \_ Opportunity for new technology and innovation in sustainability
- \_ Dissolve polarity/ disparity in the population - bring people together; happy, light, inclusive and energetic
- \_ Herald change
- \_ Inclusive design and spaces
- \_ An extension of the backyard
- \_ Educational opportunities
- \_ Community programming; community pin-up board
- \_ Embrace the vibrancy of the Pilbara/ Hedland landscape (more than red dust + spinifex)
- \_ Should not detract from Main Street activation
- \_ Embrace the stories
- \_ Embrace multiculturalism
- \_ Cafe should be an extension of the themes embodied in Marquee Park
- \_ Cafe should include a strong arts program
- \_ Imbue sense of community ownership and civic pride through arts, educational and community programming

the third place:  
anchors of  
community life  
facilitate and foster  
creative interaction  
welcoming and  
comfortable

“the pilbara is a place  
where the red desert  
meets the ocean,  
a rich place which  
celebrates its ancient  
landscape, culture  
and discoveries” -  
pilbara place making  
series 2010

the cafe as a setting  
where a story is told  
through the design of  
spaces, materials and  
activities responding  
to its environment



play



meet



heart



Programme + product



place

HASSELL

South Hedland Sustainable Cafe

03 Opportunity

a cafe with spirit character + life, that engenders community interaction with round the clock programming and presence for Hedland's 24/7/365 culture.

Role

- **Adaptive/ Multifunctional:** Community Hub that meets changing purposes, climate and accommodates supporting events (the 60ppl factor). The built form should be openable + closeable
- **Educational:** Communicate to schools and the community sustainable practices, building+ landscape
- **Communicative:** Communicate activities and events for Marquee Park, and the wider community
- **Deter Vandalism:** Inclusive community involvement through an integrated arts program - embracing civic pride and ownership of the public realm
- **Socialisation:** "High Vis." free zone, socialising through food and drink. Establish an atmosphere that is inclusive, happy, light and energetic
- **Sense of Place:** respond to site context and regional palette; tell a story
- **Embrace the Future**



Images illustrating the place metaphor of Hedland

South Hedland Sustainable Cafe

03 Opportunity

a cafe sensitive to community and environmental context; an iconic destination that embodies aspirations for the new Hedland

Function

- \_ **Management Plan:** Management friendly for whole life cycle; think global act local (staff capture, local management, not for profit structure > virtuous operation)
- \_ **Climatically Resilient:** Provide a comfortable space that caters for 24/7/365 occupation, environmentally responsive
- \_ **Provide Amenity:** Health giving; food + beverage services for Marquee Park and the wider community in flexible space.
- \_ **Inclusivity: bring the community together;** bridging the gap + celebrate multiculturalism + indigenous heritage creating positive interaction
- \_ **Innovation:** Lead the field; set precedence for environmental sensitivity + sustainable building



Images illustrating the place metaphor of Hedland

HASSELL

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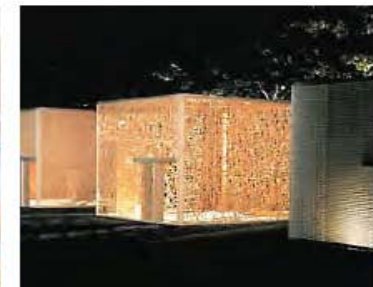
South Hedland Sustainable Cafe

03 Opportunity

a cafe that responds to an emerging region; reflecting growth and change in a global position

**Infrastructure + Facility**

- **Site Context:** Respond to strategic position, regional conditions and sense of place. Respond to MNLA landscape design, establishing a unique character
- **Community Program:** Community "pin-up" board for events coordination, investigate smart IT options
- **Educational:** Communicate to schools and the community sustainable practices, building+ landscape
- **Climatically Resilient:** Provide a comfortable space that caters for 24/7/365 occupation, environmentally responsive
- **Arts Program:** Integrated Arts Program; imbue community spirit and civic ownership
- **Sustainable:** 3-tier strategy for sustainability - environmental, economic, social



Images illustrating the place metaphor of Hedland

South Hedland Sustainable Cafe

**03 \_\_\_ Opportunity**

**Existing Facilities:**

**Kiosk:**

- Dry Store
- Cool Room
- Kitchen
- Staff/ First Aid
- Servery
- Services

**Ablution**

- Staff Facilities
- Male Toilets
- Female Toilets
- Outdoor Shower
- Bench Seating

Total Enclosed Area (approx):  
140 sqm

Total Open Area (approx):  
170sqm

**TOTAL (approx):  
310 sqm**

**Cafe (Expanded Facilities):**

**Cafe:**

- Dry Store
- Cool Room
- Kitchen
- Staff/ First Aid
- Servery
- Enclosed Seating
- Services
- Flexible outdoor terrace/ patio

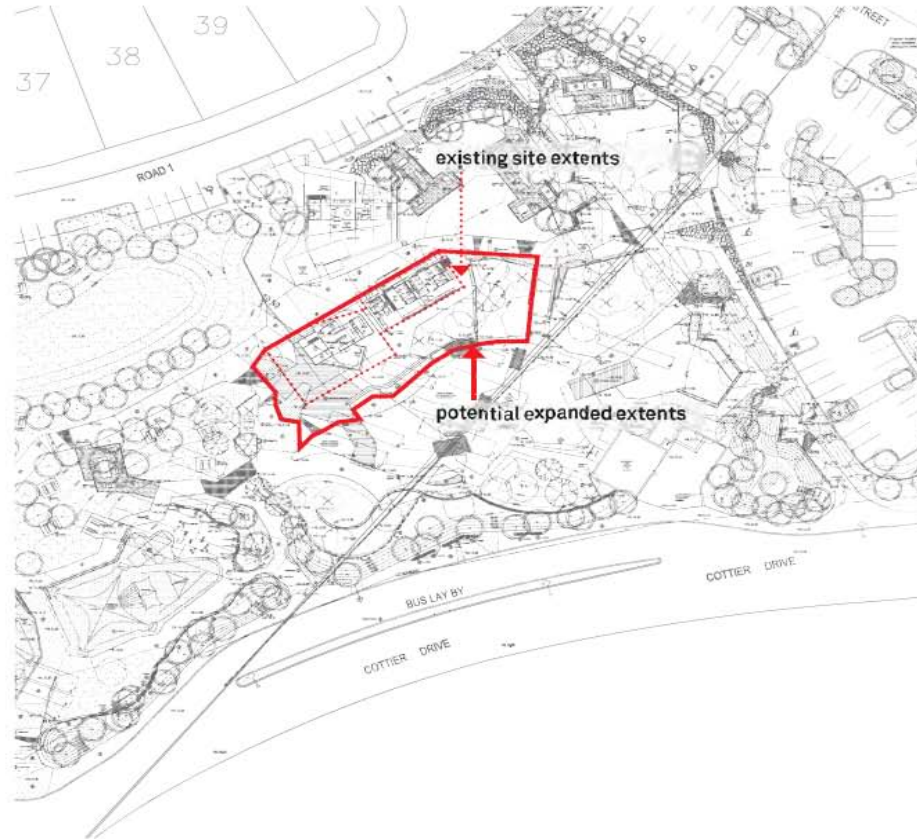
**Ablution**

- Staff Facilities
- Male Toilets
- Female Toilets
- Outdoor Shower
- Bench Seating

Total Enclosed Area (approx):  
200 -250 sqm

Total Open Area (approx):  
200 - 250 sqm

**TOTAL (approx):  
400 - 500 sqm**



7

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South Hedland Sustainable Cafe

03 \_\_\_ Opportunity



marquee park: site plan



play



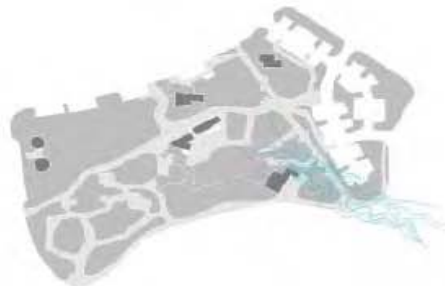
move



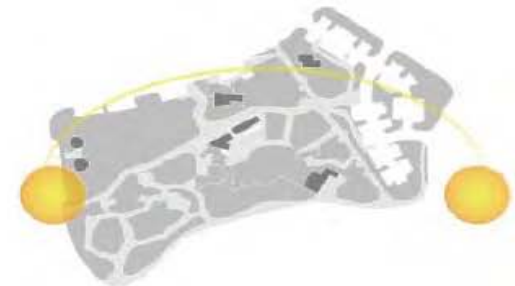
meet



heart



wind



sun

South Hedland Sustainable Cafe

04 Performance

a cafe that innovates;  
setting a bench mark  
for the region in 3-tier  
sustainable building  
program

Innovative

- Environmentally Friendly
- Cyclone Protection
- Integrated Community Events
- Integrated Arts + Educational Program
- Adaptive architecture
- Use of technology, material and architectural form
- Building management program
- Function: sitting between cafe + kiosk (redefining facilities + occupation)



Images illustrating innovation exemplars

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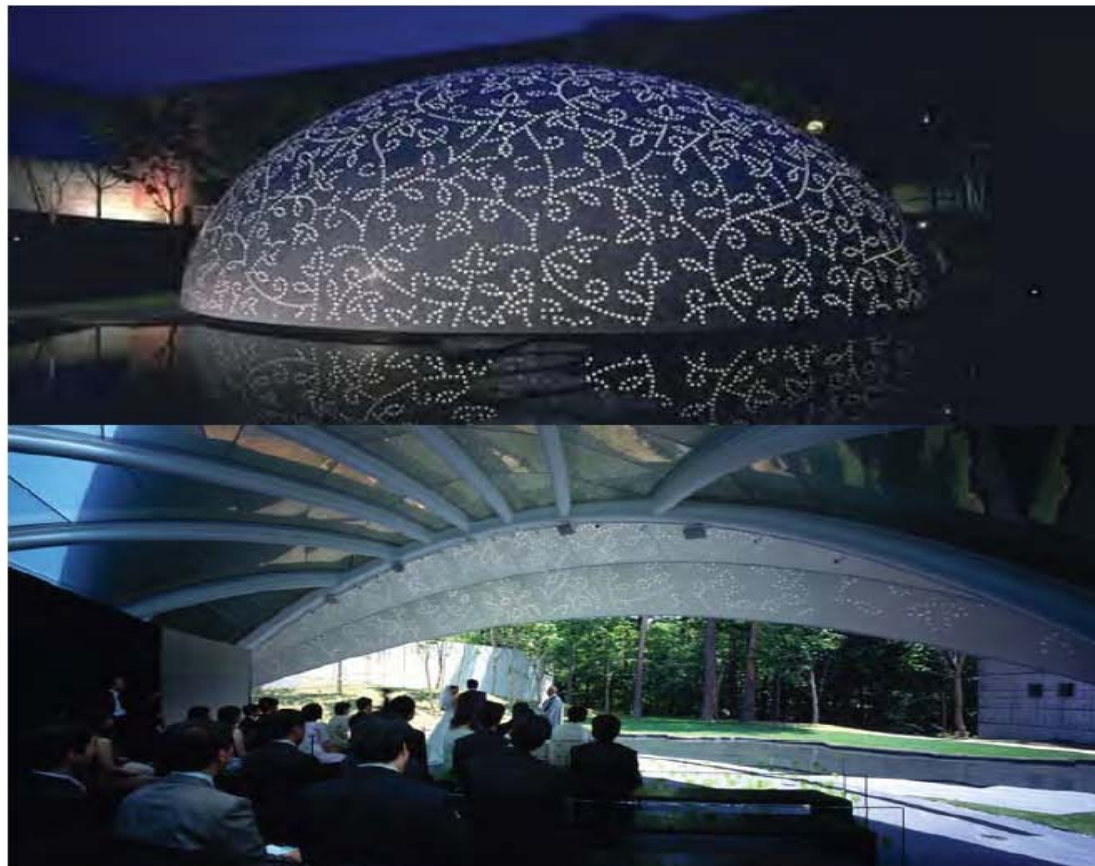
South Hedland Sustainable Cafe

04 Performance

a cafe setting  
that provides  
comfort, amenity  
and enjoyment for  
everyone - 24/7/365

Cool

- \_ Adaptive: architectural form that provides comfort all year round, ameliorating external climatic conditions
- \_ Responsive: to site + climate; utilise passive design principles
- \_ Blur the lines: the difference between outside and inside is blurred and flexible - responding to events/ arts program and environmental conditions



Images illustrating cool exemplars



South Hedland Sustainable Cafe

04 Performance

world class green initiatives setting regional benchmarks for construction, form, materials and technology through a 3-tiered sustainable approach

**Green**

- Sustainable: setting the precedence for sustainable design
- Educative: communicating environmentally friendly innovation and practice
- Regional: responding to local environment and climate, understand land, wind, sun and water



Images illustrating green exemplars

HASSELL

South Hedland Sustainable Cafe

04 Performance

Green

Principles



Sun

- \_ Harness solar energy
- \_ Increase shading
- \_ Minimise heat gains
- \_ Minimise use of radiant materials



Wind

- \_ Harness wind energy
- \_ 100% fresh outside air
- \_ Passive ventilation



Water

- \_ Minimise water usage
- \_ Water harvesting (+ reticulation/ irrigation)
- \_ Recycling



Waste

- \_ Greenest material selection
- \_ Minimise waste production
- \_ Increased recycling initiatives



Landscape

- \_ Native vegetation
- \_ Water-sensitive vegetation
- \_ Establish micro-climate conditions
- \_ Living roof/ facade

South Hedland Sustainable Cafe

04 Performance

Precedents

Responding to the Environment



13

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South Hedland Sustainable Cafe

04\_\_\_Performance

Precedents

Responding to the Environment



South Hedland Sustainable Cafe

04 Performance

Precedents

Eco-Cafe Concepts



15

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South Hedland Sustainable Cafe

04 \_\_\_ Performance

Precedents

Eco-Cafe Concepts



South Hedland Sustainable Cafe

04 \_\_\_ Performance

Precedents

Adaptive Structure



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South Hedland Sustainable Cafe

04\_\_\_Performance

Precedents

Adaptable furniture





South Hedland Sustainable Cafe

#### 14 Performance

##### Precedents

Community Digital Pin-up Boards

Light/ Projection Effects:  
Public Space + Architecture



19

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South Hedland Sustainable Cafe

## 04 Performance

### 20 Precedents

Light/ Projection Effects:  
Public Space + Architecture



South Hedland Sustainable Cafe

04 Performance

Precedents

Innovative pavilion forms



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South Hedland Sustainable Cafe

04 \_\_\_ Performance

22

Precedents

Innovative Material Use: paper architecture



South Hedland Sustainable Cafe

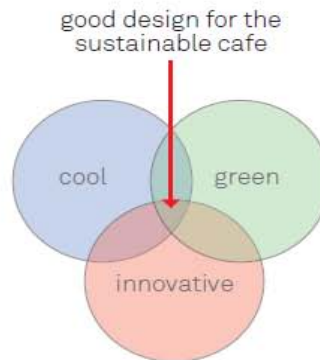
**05\_\_\_Proposition**

**The opportunities for the development of a cafe for South Hedland (In Marquee Park) are multi-layered:**

- The opportunity to tell a story.
- The opportunity to respond to place and people in a meaningful way that positively affects the community.
- The opportunity to bring people together, to enjoy their surrounds. Providing a heart for the community that promotes local arts and education programs and a sense of community ownership (through: happy, light, inclusive, energy, art, communication + atmosphere)

- The opportunity to lead the field in sustainable design and innovative architectural form that is world class and precedence setting.
- The opportunity to heal the social/ cultural divide and polarity in the Hedland's community.
- The opportunity to integrate regional indigenous heritages (spanning 40000+ years) in such a way that looks towards the future.
- The opportunity to promote diversity, intensity, accessibility and employment.
- The opportunity to be local, to be of place and represent the Hedland of the future.

**The Proposition to take these opportunities and manifest them in the role, function, facility and performance of a cafe for South Hedland.**



23

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*12.2 South Hedland Aquatic Centre Upgrade (File No.: 26/04/0018)*

Officer Debra Summers  
Acting Director Community  
Development

**Date of Report** 19 November 2010

**Disclosure of Interest by Officer** Nil

Summary

This report seeks Council approval of a scope of works for the upgrade of the South Hedland Aquatic Centre to allow tenders to be called for detailed design.

Whilst some funding is secured for the project, other funding is pending and progressing with detailed design at this stage will allow further refinement of costs to be obtained and outstanding funding to be confirmed prior to calling tenders for construction.

Background

In August 2009 Creating Communities were contracted to undertake an audit of the South Hedland Aquatic Centre and subsequently develop concepts for a staged upgrade. These concepts and costings were presented to Council at its meeting on 28th April 2010 where Council resolved (200910/374):

*“That Council:*

- 1. Accept the concept design for a staged upgrade of the South Hedland Aquatic Centre based on the final draft designs, for public consultation, after which the matter be returned to Council for consideration with full costings.*
- 2. Consider Stage 1 of the redevelopment phase as part of the 2010/11 budget process, with the Town of Port Hedland to contribute \$600,000 towards the \$1,800,000 project budget.*

Further work was undertaken on the costings of potential stages. This identified that \$1,800,000 was not sufficient to undertake any staging of works that would see anything other than a portion of compliance issues resolved. Given the type of work being proposed there are also significant economies of scale in respect to the types of works occurring at the same time. Officers therefore pursued further funding options to deliver this expanded scope of works.

During the development of scope of works discussions with BHP Billiton indicated that an increase in its proposed funding of this upgrade was possible to allow for an “iconic feature” within the SHAC upgrade such a wave machine.

Council allocated \$600,000 as part of the 2010/11 budget process towards the works. Funding was secured from BHP Billiton as part of the partnership, CSRFF and Federal Government bringing the total project budget up to \$7,450,000 (with the Town contribution remaining at \$600,000).

With this new budget for the project Officers are proposing the following be included in stage 1:

- new pool water treatment plant equipment
- new pool plantroom and stores
- upgraded finishes, access, water treatment to the existing 50m competition pool
- a wave machine feature attraction
- upgrade to leisure water (limited)
- incidental upgrades of external works
- siteworks and services upgrades

This would mean the works to be completed in future stages would include:

- Upgrade to learn to swim pool
- Inclusion of a new leisure pool
- New pool entry
- Terrace seating on the western side of pool

Officers are confident the stage 1 works will see a significant makeover of the pool and address issues raised in previous community surveys. An enhanced pool will also increase visitation with increased income which in turns reduces the potential to ever need to subsidise the pools operations in the future.

At the Ordinary Council Meeting of 22 September 2010 the Council considered a report which suggested that opportunities existed to develop a Masterplan that encompassed both concepts currently being developed for the Council on that site. This master plan is presented to Council for consideration as part of another item on this agenda. The master plan is consistent with the stages being proposed.

#### Consultation

Following the Council resolution the stages and upgrade project was advertised in the following manner:

- Website
- Media releases
- Included in consultation events
- As part of the development of the Library Services Plan.

The consultation indicated that more exciting and modern community facilities are required for the growing community. The age and subsequent quality of the elements of SHAC need to be addressed to provide families in South Hedland with more desirable facility and hence increase in visitation with the resulting rise in income. An element such as a wave machine would bring a demographic currently not using the pool, being youth and young singles/couples.

In development of the staging plan the following people were consulted with:

- LandCorp
- Councillors at a Briefing Session
- ToPH staff
- Murray Johns- James Christou Architects and Partners
- Oceanus
- Ralph Beattie Bosworth Pty. Ltd. Construction Cost Consultants
- BHPBilliton
- YMCA

**Statutory Implication**

Nil.

Policy Implications

In accordance with the new aspects to calling tenders for major projects (soon to be new Council policy) this item includes the following:

- An indication of the implications of the new aspects to the project on operating costs
- Council approval of calling tenders.
- A requirement to obtain a detailed operation plan prior to calling construction tenders

Strategic Planning Implications

Key Result Area 3: Community Development

Goal 2: Sports and Leisure

Immediate Priority 2: Undertake sports facility development including Stage 1 of the South Hedland Aquatic Centre re-development

Budget Implications

The following table outlines the income sources to complete South Hedland Aquatic Centre Redevelopment including design, tender preparation and construction:

| Income   | Amount             | Status    |
|--|--------------------|-----------|
| Department of Sport and Recreation                   | \$600,000          | Confirmed |
| BHP Biliton Iron Ore                                 | \$2,500,000        | Confirmed |
| Town of Port Hedland                                 | \$600,000          | Confirmed |
| Royalties for Regions (PRP Phase Two)                | \$3,600,000        | Pending   |
| Regional and Local Government Infrastructure Program | \$150,000          | Confirmed |
| <b>Total</b>   | <b>\$7,450,000</b> |           |

Two estimates have been prepared by a Quantity Surveyor on the scope of works. One outlines a complete scope of works for an amount of \$11,693,000 (Attachment two) and a subsequent revised scope of works totaling \$9,119,000 (Attachment three). The second estimate is the scope of works being proposed by Officers.

There are three aspects to be considered with these costings:



- Both of these estimates include a Port Hedland allowance of 70% which is very conservative and should be used as a guide and worst case scenario. Without the Pilbara allowance the project estimate is \$5,086,000. This includes consultant fees and site works.
- These costings are obtained on a scope of works which is only at concept stage. Development of detailed designs would provide more surety about final pre tender costs prior to calling tenders.
- This includes a 10% project contingency on each item

On this basis, and given that further funding not being confirmed at this stage Officers are proposing to undertake detailed design of the project.

Contact has been made with the Town of Boulder-Kalgoorlie to gain an Indication of the implications of what impact the new aspects included in this project such as the wave machine could have on operating costs. Whilst more a more detailed business plan is proposed as part of the next stage in the procurement process, early indications are that operating costs are covered by income from use, so in effect cost neutral.

Conditions of use and operation associated with this popular feature at Kalgoorlie are as follows:

- Patrons can book it out for 30 minutes (up to 8 people) \$5.00 per person
- Open 11am – 5pm on weekends, 4pm – 6pm weekdays
- Requires one lifeguard
- Can be booked out privately for \$260 per hour

#### Attachments

1. South Hedland Library/Community Centre and Aquatic Masterplan Option Three (Revised Drawing) – please refer to Attachment 1 on page 93 of Agenda Item 11.3.1.3 “South Hedland Aquatic Centre / Library and Community Centre Masterplan”
2. Cost estimate for upgrade of SHAC. (17 November 2010)
3. Cost estimate for upgrade of SHAC. (18 November 2010)

#### Officer’s Comment

To allow the project timelines to continue to see the commencement of construction as the pool closes for the winter in April 2011, Officers are proposing to call tenders for the detailed design of an upgrade of the SHAC inclusive of the following scope of works;

- new pool water treatment plant equipment
- new pool plantroom and stores
- upgraded finishes, access, water treatment to the existing 50m competition pool
- a wave machine feature attraction
- upgrade to leisure water (limited)
- incidental upgrades of external works

- siteworks and services upgrades

This new scope of works has been designed to maximize use of existing elements of the facility including toilets and change rooms, stores and the location of existing plant room. These efficiencies will be realized should the preferred masterplan for this site being proposed to the Council in another agenda item is adopted.

In the recommended masterplan previous elements of the proposed SHAC upgrade will now be accommodated in the proposed Library and Community Centre. This includes the café, meetings rooms, and shared car parking and club facilities.

Although the pre tender estimate is above budget, detailed design is expected to reduce the price through removal of uncertainties including the opportunity to reduce the Pilbara loading component.

It will be proposed that elements of the construction tender will be structured as independent items where possible to allow Council to select aspects of the project based upon budget limitations.

Once detailed design and costing is complete, Council may alter the scope of works prior to calling construction tenders

#### **201011/196 Council Decision/Officer's Recommendation**

**Moved:** Cr D W Hooper

**Seconded:** Cr J M Gillingham

That Council:

1. Request the Chief Executive Officer to call tenders for the detailed design of an upgrade to the South Hedland Aquatic Centre which includes the following works:
  - a. **New pool water treatment plant equipment**
  - b. **New pool plantroom and stores**
  - c. **Upgraded finishes, access, water treatment to the existing 50m competition pool**
  - d. **A wave machine feature attraction**
  - e. **Upgrade to leisure water (limited)**
  - f. **Incidental upgrades of external works**
  - g. **Siteworks and services upgrades**
2. Receives a report when detailed design is completed which includes following prior to calling tenders for construction:
  - a. **Peer review of design documentation**
  - b. **Pre tender estimate on scope of works**
  - c. **Operational business plan including staffing and operating costs impacts**
  - e. **Confirmation of funding**

*CARRIED 7/0*



17 November 2010

Christou Design Group  
12 Guger Street  
Claremont WA 6010

**Attention: Mr. Murray Johns**

Dear Sir

**SOUTH HEDLAND AQUATIC CENTRE - STAGE 1**

Please find attached our estimate of current construction cost at completion for this project totalling \$11,693,000 exclusive of GST.

An area loading of 70% has been included. This could change quite quickly depending on the amount of construction work in the area and the consequent pressure on local labour and accommodation availability.

Please note the exclusions.

Yours faithfully  
**Ralph Beattie Bosworth**

A handwritten signature in blue ink, appearing to read 'Martin Collins', is written over the typed name of Ralph Beattie Bosworth.

**Martin Collins**  
Director

**Ralph Beattie Bosworth Pty Ltd**  
ABN 64 008 946 503  
**Construction Cost Consultants**

12 Kings Park Road West Perth Western Australia 6005  
PO Box 456 West Perth Western Australia 6872  
Telephone 08 9321 2777 Facsimile 08 9481 1783  
Email info@rbb.com.au www.rbb.com.au

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SOUTH HEDLAND AQUATIC CENTRE - STAGE 1

17 NOVEMBER 2010

**SUMMARY**Main Pool

|                    |    |                   |              |
|--------------------|----|-------------------|--------------|
| As estimate        | \$ | 2,185,000         |              |
| Contingency - 10%  |    | 219,000           |              |
| Site loading - 70% |    | 1,681,000         |              |
|                    |    | <u>          </u> | \$ 4,085,000 |

Wave Rider Pool

|  |                  |           |
|--|------------------|-----------|
|  | 1,350,000        |           |
|  | 135,000          |           |
|  | <u>1,045,000</u> | 2,530,000 |

Learn To Swim Pool

|  |                |           |
|--|----------------|-----------|
|  | 545,000        |           |
|  | 55,000         |           |
|  | <u>420,000</u> | 1,020,000 |

Leisure Pool

|  |                |           |
|--|----------------|-----------|
|  | 700,000        |           |
|  | 70,000         |           |
|  | <u>540,000</u> | 1,310,000 |

Pool Plant And Stores

|  |                |         |
|--|----------------|---------|
|  | 420,000        |         |
|  | 42,000         |         |
|  | <u>323,000</u> | 785,000 |

Pool Entry

|  |               |        |
|--|---------------|--------|
|  | 50,000        |        |
|  | 5,000         |        |
|  | <u>40,000</u> | 95,000 |

SOUTH HEDLAND AQUATIC CENTRE - STAGE 1

17 NOVEMBER 2010

Temporary Access link

24,000

2,000

19,000

45,000

Siteworks

405,000

40,000

315,000760,000

\$ 10,630,000

GST

1,063,000

**Total Estimated Current Construction Cost incl. of GST****\$ 11,693,000****EXCLUSIONS**

The following are excluded from the estimate:

- Consultants' fees
- Fire tanks and pumps
- Stage 2 works including toilets, library, community centre, additional stores, covered walkways, pergolas, terraced seating, perimeter fencing, balance of paving and concourse areas, additional landscaping, etc.
- Council works including carparking
- Items noted in the estimate as exclusions
- Specific council requirements
- Abnormal subsoil conditions
- Cost escalation - allow 4% pa

| RBB                            |   | 08:17:15 17 NOV 2010 |      | Page 1 |              |
|--------------------------------|---|----------------------|------|--------|--------------|
| 14446-EST PORT HEDLAND AQUATIC |   |                      |      |        |              |
| EST                            | EST-4   | ESTIMATE 17/11/10    |      |        |              |
| ZONE                           | B   | BUILDING WORKS       |      |        |              |
| TRADES                         | GE  | GENERAL              |      |        |              |
| <u>Main Pool</u>               |   |                      |      |        |              |
| 157                            | Remove and replace filtration equipment                           | Item                 |      |        | 1,300,000.00 |
| 158                            | Replace part of the pipework                                      | Item                 |      |        | 100,000.00   |
| 159                            | Remove central part of pool base and replace including waterstops | m                    | 50   | 600.00 | 30,000.00    |
| 160                            | Remove pool upstand and provide new wet deck drainage channel     | m                    | 160  | 800.00 | 128,000.00   |
| 162                            | Replace pool tiling including perimeter upstand                   | Item                 |      |        | 450,000.00   |
| 161                            | New disabled persons ramp in side of pool                         | Item                 |      |        | 40,000.00    |
| 164                            | Washed aggregate insitu paving to concourse 5500 wide             | m2                   | 1048 | 130.00 | 136,240.00   |
| 163                            | Shallowing of pool - EXCLUDED                                     | Item                 |      |        | NOTE         |
| Main Pool                      |   |                      |      |        | 2,184,240.00 |
| <u>Wave Rider Pool</u>         |   |                      |      |        |              |
| 149                            | Pool including all equipment                                      | Item                 |      |        | 1,250,000.00 |
| 150                            | Hydraulic and electrical services                                 | Item                 |      |        | 25,000.00    |
| 151                            | Sailshades  | m2                   | 200  | 210.00 | 42,000.00    |
| 165                            | Washed aggregate insitu paving to concourse 5500 wide             | m2                   | 198  | 130.00 | 25,740.00    |
| 166                            | Grey concrete insitu paving to concourse 2000 wide                | m2                   | 87   | 80.00  | 6,960.00     |
| Wave Rider Pool                |   |                      |      |        | 1,349,700.00 |
| <u>Learn to Swim Pool</u>      |   |                      |      |        |              |
| 167                            | 25m long x 4m wide x 800 deep pool including all equipment        | Item                 |      |        | 150,000.00   |
| 170                            | Filtration equipment  | Item                 |      |        | 300,000.00   |
| 168                            | Hydraulic and electrical services                                 | Item                 |      |        | 30,000.00    |
| 174                            | Sailshades  | m2                   | 180  | 210.00 | 37,800.00    |

| RBB                            |  | 08:17:15 17 NOV 2010 |     | Page 2                   |              |
|--------------------------------|--|----------------------|-----|--------------------------|--------------|
| 14446-EST PORT HEDLAND AQUATIC |  |                      |     |                          |              |
| 169                            | Washed aggregate insitu paving to<br>concourse 3000 wide                         | m2                   | 210 | 130.00                   | 27,300.00    |
|                                |  |                      |     | Learn to Swim Pool       | 545,100.00   |
|                                | <u>Leisure Pool</u>  |                      |     |                          |              |
| 172                            | Rework existing pool including new<br>tiling and new water faetures              | Item                 |     |                          | 400,000.00   |
| 171                            | Filtration equipment   | Item                 |     |                          | 175,000.00   |
| 173                            | Sailshades   | m2                   | 600 | 210.00                   | 126,000.00   |
|                                |  |                      |     | Leisure Pool             | 701,000.00   |
|                                | <u>Pool Plant and Stores</u>   |                      |     |                          |              |
| 153                            | Demolish existing plant area   | m2                   | 200 | 65.00                    | 13,000.00    |
| 152                            | New plant areas and stores   | m2                   | 330 | 1,000.00                 | 330,000.00   |
| 154                            | Stores for storing loose equipment   | m2                   | 110 | 700.00                   | 77,000.00    |
|                                |  |                      |     | Pool Plant and Stores    | 420,000.00   |
|                                | <u>Pool Entry</u>  |                      |     |                          |              |
| 179                            | Facility for temporary entry including<br>electric gates                         | Item                 |     |                          | 50,000.00    |
|                                |  |                      |     | Pool Entry               | 50,000.00    |
|                                | <u>Temporary Access Link</u>   |                      |     |                          |              |
| 155                            | Pedestrian link to Forest Circle<br>including earthworks, paving and<br>lighting | m2                   | 90  | 200.00                   | 18,000.00    |
| 156                            | Car barriers   | m                    | 20  | 300.00                   | 6,000.00     |
|                                |  |                      |     | Temporary Access Link    | 24,000.00    |
|                                |  |                      |     | Total for GENERAL        | 5,274,040.00 |
|                                |  |                      |     | Total for BUILDING WORKS | 5,274,040.00 |

| RBB                            |  | 08:17:15 17 NOV 2010 |  | Page 3        |            |
|--------------------------------|--|----------------------|--|---------------|------------|
| 14446-EST PORT HEDLAND AQUATIC |  |                      |  |               |            |
| EST                            | EST-4  | ESTIMATE 17/11/10    |  |               |            |
| ZONE                           | S  | SITWORKS             |  |               |            |
| TRADES                         | GE   | GENERAL              |  |               |            |
| <u>Siteworks</u>               |  |                      |  |               |            |
| 182                            | Minor demolition and site clearance                | Item                 |  |               | 10,000.00  |
| 175                            | Earthworks   | Item                 |  |               | 10,000.00  |
| 181                            | Rock excavation                                    | Item                 |  |               | 10,000.00  |
| 178                            | Pedestrian entry and exit in existing fence        | Item                 |  |               | 10,000.00  |
| 177                            | Fence upgrade - EXCLUDED                           | Note                 |  |               | 0.00       |
| 176                            | Landscaping, grassing and reticulation             | Item                 |  |               | 20,000.00  |
|                                |  |                      |  | Siteworks     | 60,000.00  |
| <u>Site Services</u>           |  |                      |  |               |            |
| 180                            | External lighting                                  | Item                 |  |               | 25,000.00  |
| 183                            | Replace submains and site main switchboard         | Item                 |  |               | 75,000.00  |
| 184                            | Replace/upgrade hydraulic and services connections | Item                 |  |               | 100,000.00 |
| 185                            | Rock excavation                                    | Item                 |  |               | 10,000.00  |
| 186                            | Western Power headworks                            | Item                 |  |               | 100,000.00 |
|                                |  |                      |  | Site Services | 310,000.00 |
| <u>Miscellaneous</u>           |  |                      |  |               |            |
| 187                            | Miscellaneous outbuildings and enclosures          | Item                 |  |               | 10,000.00  |
| 188                            | Seating, bins, planters                            | Item                 |  |               | 10,000.00  |



| RBB 08:17:15 17 NOV 2010 Page 4                                 |  |
|---|--|
| 14446-EST PORT HEDLAND AQUATIC                                  |  |
| 189 Main signage to centre - to be relocated<br>at a later date | Item 15,000.00                           |
|   | Miscellaneous 35,000.00                  |
|   | Total for GENERAL 405,000.00             |
|   | Total for SITEWORKS 405,000.00           |
|   | Total for ESTIMATE 17/11/10 5,679,040.00 |
|   | TOTAL \$ 5,679,040.00                    |
| *** END OF REPORT ***   |  |



18 November 2010

Christou Design Group  
12 Gugerri Street  
Claremont WA 6010

**Attention: Mr. Murray Johns**

Dear Sir

**SOUTH HEDLAND AQUATIC CENTRE - STAGE 1**

Please find attached our estimate of current construction cost at completion for this project totalling \$9,119,000 exclusive of GST.

An area loading of 70% has been included. This could change quite quickly depending on the amount of construction work in the area and the consequent pressure on local labour and accommodation availability.

Please note the exclusions.

Yours faithfully  
**Ralph Beattie Bosworth**

A handwritten signature in blue ink, appearing to read 'Ralph Beattie Bosworth', with a stylized flourish at the end.

**Martin Collins**  
Director

**Ralph Beattie Bosworth Pty Ltd**  
ABN 58 260 502 981  
**Construction Cost Consultants**

12 Kings Park Road West Perth Western Australia 6005  
PO Box 456 West Perth Western Australia 6872  
Telephone 08 9321 2777 Facsimile 08 9481 1783  
Email info@rbb.com.au www.rbb.com.au

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SOUTH HEDLAND AQUATIC CENTRE - STAGE 1

18 NOVEMBER 2010

**SUMMARY**Main Pool

|                    |    |                  |              |
|--------------------|----|------------------|--------------|
| As estimate        | \$ | 2,060,000        |              |
| Contingency - 10%  |    | 206,000          |              |
| Site loading - 70% |    | 1,584,000        |              |
|                    |    | <u>1,584,000</u> | \$ 3,850,000 |

Wave Rider Pool

|  |                  |           |
|--|------------------|-----------|
|  | 1,340,000        |           |
|  | 134,000          |           |
|  | <u>1,031,000</u> | 2,505,000 |

Learn To Swim Pool

All work excluded -

Leisure Pool

All work excluded -

Pool Plant And Stores

|  |                |         |
|--|----------------|---------|
|  | 385,000        |         |
|  | 38,000         |         |
|  | <u>297,000</u> | 720,000 |

Pool Entry

All work excluded -

SOUTH HEDLAND AQUATIC CENTRE - STAGE 118 NOVEMBER 2010Temporary Access link

All work excluded -

Siteworks

380,000

38,000

292,000

710,000

Consultants Fees

\$4,590,000 (Perth price) x 11% 465,000

Allowance for disbursements 40,000

\$ 8,290,000

GST 829,000

**Total Estimated Current Construction Cost incl. of GST** \$ 9,119,000**EXCLUSIONS**

The following are excluded from the estimate:

- Consultants' fees
- Fire tanks and pumps
- Stage 2 works including additional pools, pool entry gate, toilets, library, community centre, additional stores, covered walkways, pergolas, terraced seating, perimeter fencing, balance of paving and concourse areas, additional landscaping, etc.
- Council works including carparking
- Items noted in the estimate as exclusions
- Specific council requirements
- Abnormal subsoil conditions
- Cost escalation - allow 4% pa

| EST                             |   | EST-5 |     | ESTIMATE 18/11/10 |  |              |
|---------------------------------|---|-------|-----|-------------------|--|--------------|
| ZONE                            |   | B     |     | BUILDING WORKS    |  |              |
| TRADES                          |   | GE    |     | GENERAL           |  |              |
| RBB 12:56:16 18 NOV 2010 Page 1 |   |       |     |                   |  |              |
| 14446-EST PORT HEDLAND AQUATIC  |   |       |     |                   |  |              |
| <u>Main Pool</u>                |   |       |     |                   |  |              |
| 190                             | Remove and replace filtration equipment   | Item  |     |                   |  | 1,300,000.00 |
| 191                             | Replace part of the pipework  | Item  |     |                   |  | 100,000.00   |
| 192                             | Remove central part of pool base and replace including waterstops               | m     | 50  | 600.00            |  | 30,000.00    |
| 193                             | Remove pool upstand and provide new wet deck drainage channel                   | m     | 160 | 800.00            |  | 128,000.00   |
| 194                             | Replace pool tiling including perimeter upstand                                 | Item  |     |                   |  | 450,000.00   |
| 195                             | New disabled persons ramp in side of pool                                       | Item  |     |                   |  | 40,000.00    |
| 196                             | Reinstate paving 1500 wide tp pool concourse                                    | m2    | 252 | 60.00             |  | 15,120.00    |
| 197                             | Shallowing of pool - EXCLUDED   | Item  |     |                   |  | NOTE         |
| Main Pool                       |   |       |     |                   |  | 2,063,120.00 |
| <u>Wave Rider Pool</u>          |   |       |     |                   |  |              |
| 198                             | Pool including all equipment  | Item  |     |                   |  | 1,250,000.00 |
| 199                             | Hydraulic and electrical services   | Item  |     |                   |  | 25,000.00    |
| 200                             | Sailshades  | m2    | 200 | 210.00            |  | 42,000.00    |
| 201                             | Washed aggregate insitu paving to concourse 3500 wide                           | m2    | 126 | 130.00            |  | 16,380.00    |
| 202                             | Grey concrete insitu paving to concourse 2000 wide                              | m2    | 87  | 80.00             |  | 6,960.00     |
| Wave Rider Pool                 |   |       |     |                   |  | 1,340,340.00 |
| <u>Learn to Swim Pool</u>       |   |       |     |                   |  |              |
| 203                             | 25m long x 4m wide x 800 deep pool including all equipment - ALL WORKS EXCLUDED | Note  |     |                   |  | 0.00         |
| Learn to Swim Pool              |   |       |     |                   |  | 0.00         |

| RBB 12:56:16 18 NOV 2010 Page 2 |   |      |                          |              |
|---------------------------------|---|------|--------------------------|--------------|
| 14446-EST PORT HEDLAND AQUATIC  |   |      |                          |              |
| <u>Leisure Pool</u>             |   |      |                          |              |
| 208                             | Rework existing pool including new tiling and new water features - ALL WORK EXCLUDED  | Note |                          | 0.00         |
|                                 |   |      | Leisure Pool             | 0.00         |
| <u>Pool Plant and Stores</u>    |   |      |                          |              |
| 211                             | Demolish existing plant area  | m2   | 200 65.00                | 13,000.00    |
| 212                             | New plant areas and stores  | m2   | 330 1,000.00             | 330,000.00   |
| 213                             | Stores for storing loose equipment - REDUCED FROM 110M2                               | m2   | 60 700.00                | 42,000.00    |
|                                 |   |      | Pool Plant and Stores    | 385,000.00   |
| <u>Pool Entry</u>               |   |      |                          |              |
| 214                             | Facility for temporary entry including electric gates - EXCLUDED                      | Item |                          | 0.00         |
|                                 |   |      | Pool Entry               | 0.00         |
| <u>Temporary Access Link</u>    |   |      |                          |              |
| 215                             | Pedestrian link to Forest Circle including earthworks, paving and lighting - EXCLUDED | Note |                          | 0.00         |
|                                 |   |      | Temporary Access Link    | 0.00         |
|                                 |   |      | Total for GENERAL        | 3,788,460.00 |
|                                 |   |      | Total for BUILDING WORKS | 3,788,460.00 |

| EST                            |  | EST-5 | ESTIMATE 18/11/10 |
|--------------------------------|--|-------|-------------------|
| ZONE                           |  | S     | SITWORKS          |
| TRADES                         |  | GE    | GENERAL           |
| 14446-EST PORT HEDLAND AQUATIC |  |       |                   |
| <u>Siteworks</u>               |  |       |                   |
| 217                            | Minor demolition and site clearance                | Item  | 10,000.00         |
| 218                            | Earthworks   | Item  | 7,500.00          |
| 219                            | Rock excavation                                    | Item  | 7,500.00          |
| 220                            | Pedestrian entry and exit in existing fence        | Item  | 10,000.00         |
| 221                            | Fence upgrade - EXCLUDED                           | Note  | 0.00              |
| 222                            | Landscaping, grassing and reticulation             | Item  | 15,000.00         |
|                                |  |       | 50,000.00         |
| <u>Site Services</u>           |  |       |                   |
| 223                            | Replace/upgrade hydraulic and services connections | Item  | 100,000.00        |
| 224                            | Rock excavation                                    | Item  | 10,000.00         |
| 225                            | Western Power headworks                            | Item  | 100,000.00        |
| 226                            | External lighting                                  | Item  | 25,000.00         |
| 227                            | Replace submains and site main switchboard         | Item  | 75,000.00         |
|                                |  |       | 310,000.00        |
| <u>Miscellaneous</u>           |  |       |                   |
| 228                            | Miscellaneous outbuildings and enclosures          | Item  | 10,000.00         |
| 229                            | Seating, bins, planters                            | Item  | 10,000.00         |

| RBB 12:56:16 18 NOV 2010 Page 4  |              |
|--|--------------|
| 14446-EST PORT HEDLAND AQUATIC   |              |
| 230 Main signage to centre - to be relocated<br>at a later date - EXCLUDED | 0.00         |
| Item   |              |
| Miscellaneous  | 20,000.00    |
| Total for GENERAL  | 380,000.00   |
| Total for SITEWORKS  | 380,000.00   |
| Total for ESTIMATE 18/11/10  | 4,168,460.00 |
| TOTAL \$   | 4,168,460.00 |
| *** END OF REPORT ***  |              |



*12.3 South Hedland New Living Collier/Steamer Subdivision  
POS: Council Contribution (File No.: 28/01/0016)*

Officer Jenella Voitkevich  
Manager Infrastructure

**Date of Report** 19 November 2010

**Disclosure of Interest by Officer** Nil

### **Summary**

The purpose of this report is to obtain approval for Council's contribution towards the South Hedland New Living Public Open Space development in the Collier/Steamer subdivision (Koombana).

### **Background**

The Department of Housing, through the South Hedland New Living Program, has constructed many residential subdivisions in South Hedland in the last few years. As part of the Collier/Steamer subdivision, already completed in Koombana, the Department of Housing are required to construct an area of public open space (POS) on the corners of Steamer avenue, Minderoo avenue and Captains way. A POS generally consists of grassed areas, pedestrian walkways, landscaping and a small playground.

Discussions between the Department of Housing, Council's then CEO Chris Adams and Mayor Kelly Howlett held prior to the new financial year indicated a request from Council to include a toilet and bbq facility in the POS. This was inclusive of a verbal agreement for Council to contribute approximately \$150,000 towards this project, however this commitment isn't included in the 2010/11 adopted budget.

### **Consultation**

- Paul Martin, A/Chief Executive Officer
- Russell Dyer, Director Engineering Services
- Natalie Octoman, Director Corporate Services

**Statutory Implications** Nil

**Policy Implications** Nil

### **Strategic Planning Implications**

Key Result Area 2 – Community Pride

- Goal 1 – Townscape

Immediate Priority 2: Construct the Marquee Park and ensure that a new park is built in Koombana

### Budget Implications

Jaxon Constructions, as project managers for the Department of Housing's South Hedland New Living Program, has prepared a design and cost estimate for the POS. The estimated project cost is \$703,902 (plus gst). Jaxon Constructions has requested a contribution from Council of \$262,661 (plus gst), which consists of:

| Description   | Amount (exc. Gst) |
|---|-------------------|
| Exeloo toilet   | \$150,000         |
| Barbeque (single)                                       | \$10,000          |
| 4 parking bays on verge                                 | \$48,000          |
| Lighting  | \$30,000          |
| Landscaping design fees (5.95% of construction)         | \$14,161          |
| Hydraulic, electrical design fees (lighting and toilet) | \$10,500          |
| <b>TOTAL</b>  | <b>\$262,611</b>  |

The following amendments to this contribution are suggested by officers, subject to budget approval:

| Description  | Amount (exc. Gst) |
|--|-------------------|
| Exeloo toilet  | \$150,000         |
| Barbeque (single)  | \$10,000          |
| 4 parking bays on verge – delete. Parking can be provided informally on crushed gravel hardstand | \$0               |
| Lighting   | \$30,000          |
| Rubber softfall to playground (deleted by Jaxon during cost saving exercise)                     | \$30,000          |
| Landscaping design fees (5.95% of construction)  | \$14,161          |
| Hydraulic, electrical design fees (lighting and toilet)  | \$10,500          |
| <b>NEW TOTAL</b>   | <b>\$244,611</b>  |

It was intended that Council's contribution towards this project would be available from Royalties for Regions funding for the Park Development project, which is partially funding the expansion of Cemetery Beach park and the development of a new park in Koombana, however Council will not receive this funding until 2011/12.

Council has the option to source this funding through existing accounts within the adopted budget as per below:

|  |                  |
|--|------------------|
| <b>Account 1201439 Public Infrastructure</b>                                   |                  |
| Budget (including adjusted CF)   | \$467,965        |
| Available funds  | \$357,689        |
| <b>Proposed expenditure to POS project</b>                                     | <b>\$204,161</b> |
| Exeloo toilet  | \$150,000        |
| Barbeque (single)  | \$10,000         |
| Rubber soffitfall to playground (deleted by Jaxon during cost saving exercise) | \$30,000         |
| Landscaping design fees (5.95% of construction)                                | \$14,161         |
| <b>Remaining 1201439 budget</b>  | <b>\$153,528</b> |
| <b>Account 1201481 Walkway Lighting</b>  |                  |
| Budget (including adjusted CF)   | \$435,685        |
| Available funds  | \$220,478        |
| <b>Proposed expenditure to POS project</b>                                     | <b>\$40,500</b>  |
| Lighting   | \$30,000         |
| Hydraulic, electrical design fees (lighting and toilet)                        | \$10,500         |
| <b>Remaining 1201481 budget</b>  | <b>\$179,978</b> |

### Officer's Comment

The contribution formally requested by Jaxon Constructions on behalf of the Department of Housing is greater than the amount discussed with Council's previous CEO Chris Adams and Mayor Kelly Howlett, however it is recommended to approve this request to ensure the quality of the park. Elements such as a bbq, toilet and lighting could be installed by Council at a later date, however this would be at a greater cost and perhaps at a time when funds aren't readily available.

The Department of Housing has committed to delivering this project before the end of financial year. Due to long lead times for the procurement of some elements, particularly the Exeloo toilet, any delays in Council's commitment to the project may impact on the completion timeframes for the park.

### Attachments

Collier POS Concept Plan

### 201011/197 Council Decision/Officer's Recommendation

**Moved:** Cr D W Hooper

**Seconded:** Cr J M Gillingham

That Council approves the contribution to the South Hedland New Living Collier/Steamer subdivision Public Open Space to the value of \$244,161 (excluding gst) from accounts 1201439 (\$204,161) and 1201481 (\$40,500) in accordance with the following:

| Description  | Amount (exc. Gst) |
|--|-------------------|
| Exeloo toilet  | \$150,000         |
| Barbeque (single)  | \$10,000          |
| 4 parking bays on verge – delete. Parking can be provided informally on crushed gravel hardstand | \$0               |
| Lighting   | \$30,000          |
| Rubber softfall to playground (deleted by Jaxon during cost saving exercise)                     | \$30,000          |
| Landscaping design fees (5.95% of construction)  | \$14,161          |
| Hydraulic, electrical design fees (lighting and toilet)  | \$10,500          |
| <b>NEW TOTAL</b>   | <b>\$244,611</b>  |

*CARRIED 7/0*

# COLLIER STAGE 2

- SOUTH HEDLAND -

PUBLIC OPEN SPACE

## Landscape Documentation

ST-24

Preliminary Issue for Client Comment

OCTOBER 2010

LANDSCAPE CONSTRUCTION DRAWINGS:

ST-24-00 REV/A COVER PAGE / SITE PLAN  
 ST-24-01 REV/A LANDSCAPE PLAN  
 ST-24-02 REV/A IRRIGATION PLAN  
 ST-24-03 REV/A DETAIL PLANS & SHELTER ELEVATIONS  
 ST-24-04 REV/A LANDSCAPE CONSTRUCTION DETAILS

NOT TO SCALE  
 SCALE 1:200  
 SCALE AS SHOWN

IRRIGATION DRAWINGS:

13375-01 REV/A IRRIGATION PLAN  
 13375-02 REV/A IRRIGATION PLAN  
 13375-03 REV/A IRRIGATION DETAILS

SCALE 1:200  
 SCALE 1:200  
 SCALE AS SHOWN

ELECTRICAL DRAWINGS:

To be applied for Tender Coordination Issue.

HYDRAULIC DRAWINGS:

To be applied for Tender Coordination Issue.

CIVIL DRAWINGS:

To be applied for Tender Coordination Issue.



SITE PLAN OF COLLIER STAGE 2 POS NTS



**PRELIMINARY**  
NOT FOR CONSTRUCTION  
INFORMATION ONLY



**EARTHWORKS & DEMOLITION NOTES**

CIVIL CONTRACTOR TO CLEAR SITE OF BUILDING DEBRIS AND RUBBISH. GRADE EARTHWORKS TO ACHIEVE DESIGN LEVELS AS SHOWN ON LANDSCAPE PLAN.

CIVIL CONTRACTOR TO PROVIDE APPROPRIATE POWER CONNECTION POINT FOR CO-ORDINATION OF ELECTRICAL REQUIREMENTS ASSOCIATED WITH AUTOMATIC IRRIGATION SYSTEM, LIGHTING, EXELOGO TOILET AND ELECTRIC BBQ FOR THE POS.

- LEGEND**
- Existing levels and contours.
  - Proposed levels & contours.
  - Lot Boundary.
  - Proposed trees as specified.
  - Proposed park furniture as specified.
  - Proposed retained garden bed as specified.
  - Proposed retained skidsteer cut area as specified.
  - Compacted and compacted gravel areas as specified.
  - Concrete footpath or hardstand as specified.
  - Trafficable, reinforced concrete footpath section for maintenance vehicles.
  - Proposed gabion walls as specified.
  - Proposed bollards as specified.
  - Proposed site lighting as specified.

- STANDARD NOTES**
1. **SET OUT & DIMENSIONS.** THE CONTRACTOR SHALL SET OUT EITHER ON TO PUTE PAVES TO CONSTRUCTION AND SHALL OBTAIN THE SUPERVISOR'S SET OUT APPROVAL PRIOR TO WORK COMMENCEMENT. SET OUT DIMENSIONS SHALL BE PROVIDED IN METERS TO THE CENTRE LINE UNLESS OTHERWISE SPECIFIED.
  2. **SERVICES & SITE ASSETS.** THE CONTRACTOR SHALL NOTIFY THE NATURE AND LOCATION OF ALL EXISTING SERVICES AND SITE ASSETS AND VERIFY BY TEST PRIOR TO WORK COMMENCEMENT. THE CONTRACTOR SHALL NOT OBTAIN THE CONTRACTOR'S LIABILITY.
  3. **REFERENCE.** THE CONTRACTOR SHALL REFER TO ALL DRAWINGS PROVIDED TO THE SPECIFICATION AND TO THE SPECIFICATION OF WORKS FOR ANY DISCREPANCY BETWEEN DRAWINGS OR DRAWINGS PRIOR TO THE COMMENCEMENT OF ANY WORK AND ON THE COMMENCEMENT OF ANY WORK.
  4. **DISCREPANCIES.** NOTIFY SUPERVISOR OF ANY DISCREPANCY OR INCONSISTENCY IN DRAWINGS PRIOR TO THE COMMENCEMENT OF ANY WORK AND ON THE COMMENCEMENT OF ANY WORK.
  5. **RELEVANT STANDARDS.** THE CONTRACTOR SHALL IMPLEMENT ALL FIXING AND WORKS IN ACCORDANCE WITH CURRENT RELEVANT BEST PRACTICE AND ALL RELEVANT AUSTRALIAN STANDARDS.
  6. **SERVICE LOCATION.** THE CONTRACTOR SHALL LIBERATE ALL LAND SERVICES HOLDING PROCESS PRIOR TO COMMENCING WORK ON SITE. THE CONTRACTOR SHALL ENGAGE A SERVICE LOCATOR TO MAP THE SPECIFIC LOCATIONS AND DEPTH OF ALL SERVICES AND ADVISORIAL HOLDING STAFF AND SUBCONTRACTORS IN WRITING PRIOR TO COMMENCING WORK ON SITE.

LANDSCAPE PLAN  
SCALE 1:200

**PRELIMINARY**  
NOT FOR CONSTRUCTION  
INFORMATION ONLY

**PROJECT**  
MINDEROOD HILLS AND NEWBURGH PROGRAM  
LANDSCAPE WORKS

**CLIENT**  
COLLIER  
STAGE 2 POS

**DRAWING TITLE**  
LANDSCAPE PLAN

**CLIENT**  
JAXON CONSTRUCTIONS

**DATE**  
(06) 9228 4511 (08) 9754 7499 (08) 6172 3052

**REVISIONS**

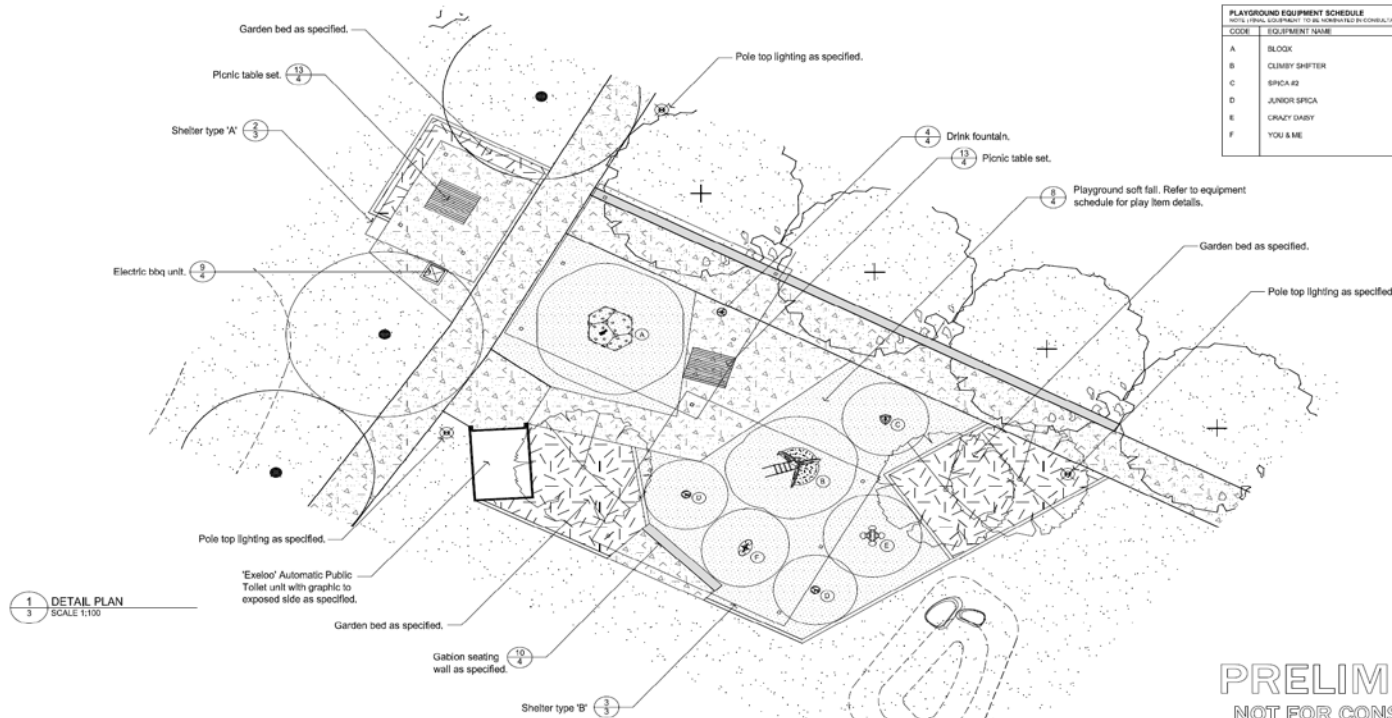
| NO. | DESCRIPTION        | DATE     |
|-----|--------------------|----------|
| 1   | ISSUED FOR TENDERS | 11/11/10 |

**SCALE**  
1:200 AT A 1

**DRAWN BY**  
ST-24-01

**CHECKED BY**  
A





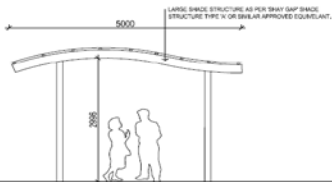
| PLAYGROUND EQUIPMENT SCHEDULE                                  |                |              |     |
|--|----------------|--------------|-----|
| NOTE: ALL EQUIPMENT TO BE SUPPLIED BY CONTRACTOR WITH COLOURS. |                |              |     |
| CODE   | EQUIPMENT NAME | MANUFACTURER | QTY |
| A  | BLOCK          | KOMPAN       | 1   |
| B  | CLIMBY SHIFTER | KOMPAN       | 1   |
| C  | SPICA #3       | KOMPAN       | 1   |
| D  | JUNIOR SPICA   | KOMPAN       | 2   |
| E  | CRAZY DABBY    | KOMPAN       | 1   |
| F  | YOU & ME       | KOMPAN       | 1   |

1 DETAIL PLAN  
SCALE 1:100

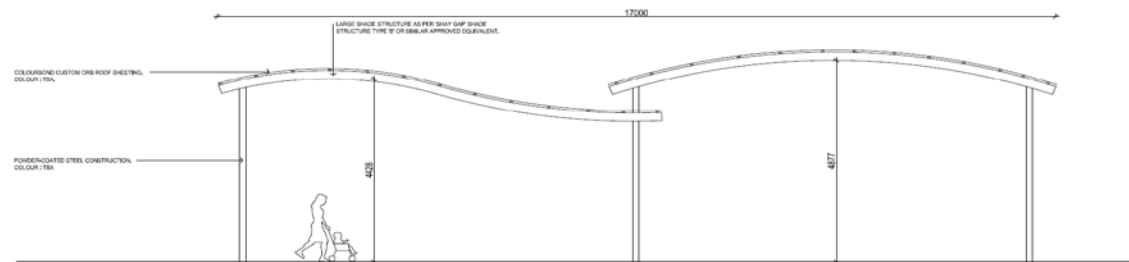
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NOT FOR CONSTRUCTION  
INFORMATION ONLY

**SHELTER NOTE**  
THE NOMINATED SHELTERS SHALL BE SIMILAR TO 'SHAY GAP' SHELTERS TYPE 'A' AND TYPE 'B' AS DESIGNED AND SUPPLIED BY 'SIGN SUPPLIES' OR SIMILAR APPROVED. THE CONTRACTOR SHALL SEEK APPROVAL FROM THE TOWN OF PORT HEDLAND FOR ALL SHELTERS. ALLOW ALL COSTS ASSOCIATED WITH STRUCTURAL ENGINEERS APPROVALS, BUILDING LICENCES, FEES AND CHARGES, SERVICES AND CONNECTIONS TO ACHIEVE THE DESIGN. ALL STRUCTURAL DESIGN MUST BE APPROVED FOR CYCLONE RATING.

ELEVATION SHOWN FOR GENERAL DESIGN INTENT ONLY. SHELTER SUBJECT TO FURTHER DETAIL DESIGN. REFER MANUFACTURER'S DETAILS.



2 INDICATIVE ELEVATION - SHELTER TYPE A  
SCALE 1:50



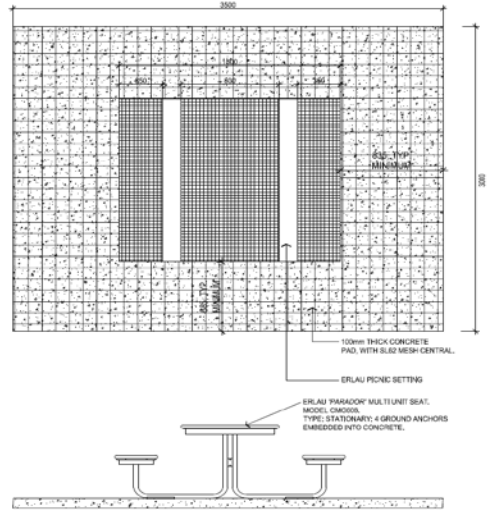
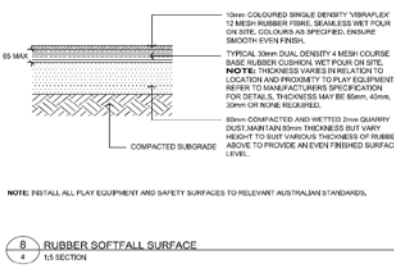
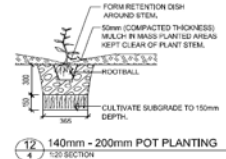
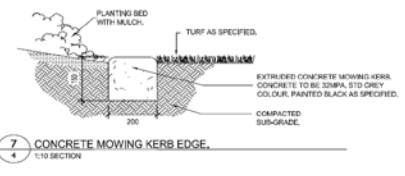
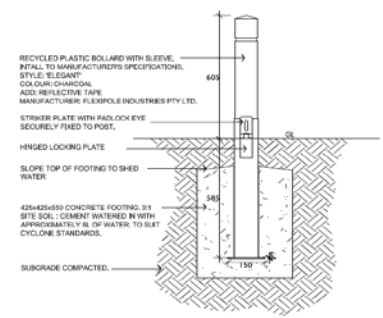
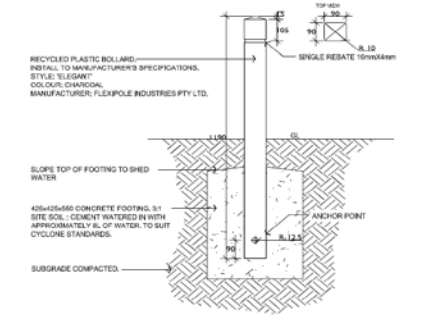
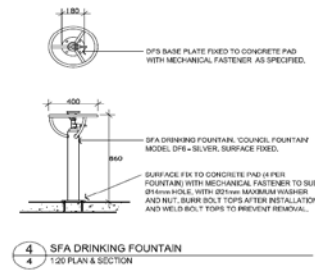
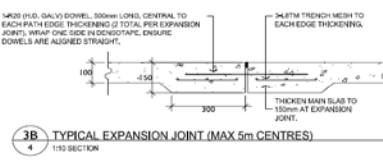
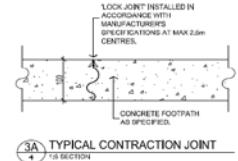
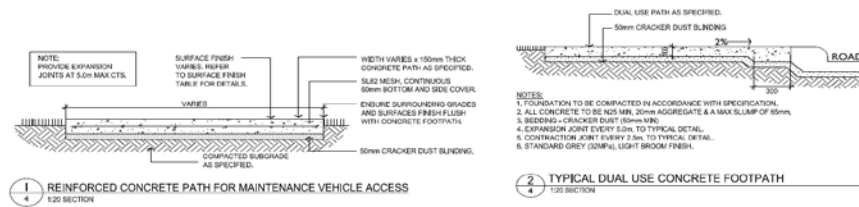
3 INDICATIVE ELEVATION - SHELTER TYPE B  
SCALE 1:50

**STANDARD NOTES**

- SET OUT & DIMENSIONS:** THE CONTRACTOR SHALL SET OUT ALL PATHS, WALLS, TREES, SERVICES AND LANDSCAPE WITHIN 10M OF SITE PRIOR TO CONSTRUCTION AND SHALL OBTAIN THE SUPERINTENDENT'S SET OUT APPROVAL PRIOR TO COMMENCING WORKS. THE SUPERINTENDENT SHALL TAKE PRECEDENCE OVER SCALE. CHECK ALL DRAWING SCALES FOR CONSTRUCTION WITH DIMENSIONS.
- SERVICES & SITE ASSETS:** THE CONTRACTOR SHALL VERIFY THE NATURE AND LOCATION OF ALL EXISTING SERVICES AND RELATED SITE ASSETS AFFECTED BY THESE WORKS. FAILURE TO TAKE DUE CARE SHALL NOT LIMIT THE CONTRACTOR'S LIABILITY.
- REFERENCE:** THE CONTRACTOR SHALL REFER TO ALL CONTRACT DOCUMENTS, TO THE SPECIFICATION AND DRAWINGS PRIOR TO COMMENCING WORKS.
- DISCREPANCIES:** ACTIVE SUPERINTENDENT OF ANY DISCREPANCIES BETWEEN DRAWINGS OR BEFORE PRIOR TO THE COMMENCEMENT OF WORKS SHALL BE ADVISED BY THE CONTRACTOR IN WRITING.
- RELEVANT STANDARDS:** THE CONTRACTOR SHALL UNDERTAKE ALL WORKS AND WORKS IN ACCORDANCE WITH CURRENT INDUSTRY BEST PRACTICE AND ALL RELEVANT AUSTRALIAN STANDARDS.
- SERVICE LOCATION:** THE CONTRACTOR SHALL URGENTLY ADEAL BEFORE YOU END PROCESS PRIOR TO COMMENCING WORKS OR BEFORE. THE CONTRACTOR SHALL ENGAGE A SERVICE LOCATOR TO MAP THE SERVICES, LOCATIONS AND DEPTHS OF ALL SERVICES AND ADVISE ALL RELEVANT STAFF AND SUBCONTRACTORS IN WRITING PRIOR TO COMMENCING WORKS ON SITE.

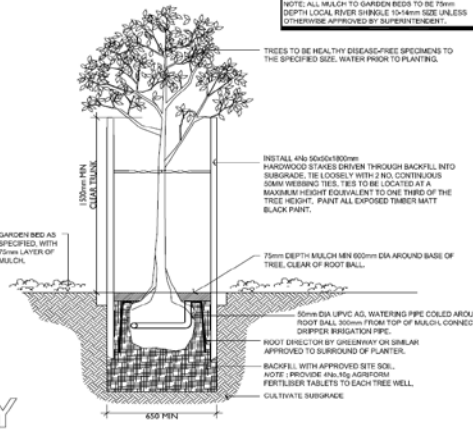
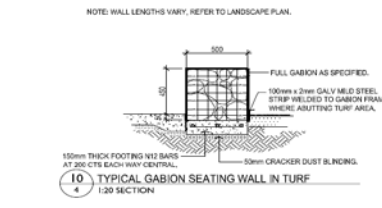
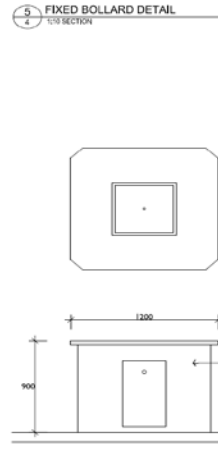
PROJECT: SOUTH HEDLAND NEW LIVING PROGRAM LANDSCAPE WORKS  
 DRAWN BY: JAXON CONSTRUCTIONS  
 CLIENT: JAXON CONSTRUCTIONS  
 DATE: 11/11/2010  
 SCALE: 1:100 AT A 1  
 SHEET: ST-24-03





**STANDARD NOTES**

1. SET OUT & DIMENSIONS. THE CONTRACTOR SHALL SET OUT ALL WORKS TO BE CONSTRUCTED AND DIMENSIONS SHALL OBTAIN THE SUPERINTENDENT'S SET OUT APPROVAL PRIOR TO COMMENCING WORKS. VERIFY PROPOSED DIMENSIONS TO THE CONTRACT DOCUMENTS.
2. SERVICES & SITE ASSETS. THE CONTRACTOR SHALL INVESTIGATE THE EXISTENCE AND LOCATION OF ALL EXISTING SERVICES AND ASSETS. ALL SERVICES SHALL BE PROTECTED PRIOR TO THE COMMENCEMENT OF WORKS.
3. REFERENCE. THE CONTRACTOR SHALL REFER TO ALL CONTRACT DOCUMENTS, THE SPECIFICATION AND DRAWINGS PRIOR TO AND DURING THE WORKS.
4. SUPERSEDES. REFER TO SUPERINTENDENT OF ANY SUPERSEDES OR OTHER INSTRUMENTS OR ORDERS PRIOR TO THE COMMENCEMENT OF WORKS.
5. RELEVANT STANDARDS. THE CONTRACTOR SHALL PROVIDE ALL FINISHES AND WORKS IN ACCORDANCE WITH CURRENT INDUSTRY BEST PRACTICE AND ALL RELEVANT AUSTRALIAN STANDARDS.
6. SERVICE LOCATOR. THE CONTRACTOR SHALL UNDERTAKE A DIAL BEFORE YOU DIG PROCESS PRIOR TO COMMENCING WORKS ON SITE. THE CONTRACTOR SHALL OBTAIN A SERVICE LOCATOR TO MARK THE SPECIFIC LOCATION AND DEPTH OF ALL SERVICES AND ADDRESS ALL RELEVANT OFFICE AND SUBCONTRACTOR IN WRITING PRIOR TO COMMENCING WORKS ON SITE.



**PRELIMINARY**  
NOT FOR CONSTRUCTION  
INFORMATION ONLY

PROJECT: SOUTH HEDLAND NEW LIVING PROGRAM LANDSCAPE WORKS

DRAWING TITLE: CONSTRUCTION DETAILS

DATE: 08/11/2010

DESIGNED BY: JAXON CONSTRUCTIONS

DRAWN BY: JAXON CONSTRUCTIONS

CHECKED BY: JAXON CONSTRUCTIONS

DATE: 08/11/2010

SCALE: AS SHOWN AT A 1

DRAWING NUMBER: ST-24-04

REV: A

12.4 *Revision of Hedland's Future Today Version 3 (File No. : .../...)*

|  |  |
|--|--|
| <b>Officer</b>                           | <b>Paul Martin</b><br>Acting Chief Executive Officer |
| <b>Date of Report</b>                    | 22 November 2010                                     |
| <b>Disclosure of Interest by Officer</b> | Nil  |

Summary

This item proposes to remove an action from the Hedland Future Today V3 matrix relating to investigating a detention centre in Port Hedland.

Background

The development of Hedland's Future Today occurred over several months and involved workshops with Councillors and Officers as well as feedback from State Government and Industry.

At its Ordinary Meeting held on 13 October 2010, Council resolved as follows:

*"That Council:*

1. *endorses the Hedland Future Today Version 3 matrix;and*
2. *identifies its top 10 priority projects for the coming 2 years to be (in no particular order):*
  - a. *Airport Upgrade including new terminal, land development, parking improvements and other associated development to see the implementation of the Port Hedland International Airport Master Plan.*
  - b. *Marrapikurinya Tower Project at the Port/West End*
  - c. *South Hedland Library and Community Centre*
  - d. *Development of camping facilities/coastal access*
  - e. *South Hedland Town Centre Stage 2*
  - f. *Aboriginal Arts/Cultural Centre*
  - g. *Development of the Spoil Bank Marina*
  - h. *Infrastructure (water/power etc) associated with South Hedland Stages 1 and 2 land release*
  - i. *McGregor Street Reserve Master Plan implementation/development (including relocation of Race Track to South Hedland)*
  - j. *Relocation of the Port Hedland sewerage treatment ponds to South Hedland"*

Since this time the Council has received some negative feedback on the inclusion of the following actions in the matrix:

- in years 2013-2018:

*“Attract a Commonwealth Immigration Facility, possibly by identifying a former construction camp for alternative use as temporary accommodation or a detention centre. Port Haven adjacent to the airport will revert to the Town of Port Hedland control during this period. Alternatively, attract an immigration processing and transit facility as part of Port Hedland’s airport/transit hub. This would bring additional Federal agency employment to the town. ie Quarantine officers.”*

- In years 2018-2025

*“Open an immigration facility either for longer term accommodation or for processing and transit”*

Council has requested an item be presented to Council removing this action.

**Consultation** Nil

**Statutory Implications** Nil

**Policy Implications** Nil

#### **Strategic Planning Implications**

Hedland’s Future Today version 3 (and the list of 10 priority projects) is the high level strategic document providing direction to the Council and the State Government on development in Port Hedland for the coming years.

**Budget Implications** Nil

#### **Officer’s Comment**

Whilst some negative feedback has been received on this item prior to removing it from Hedland’s Future Today it is worth reflecting upon the reasons for its inclusion.

The benefits of inclusion of this action are:

- Such a facility would contribute to the economic diversification of the economy. The additional employment of people outside the mining industry together with the ongoing potential expenditure with small businesses would be beneficial to the town.

- Such activities could add to the importance and recognition the federal government has of Port Hedland. This has potential benefits when considering long term opportunities including defence bases. It was considered there is a link between a defence presence of the Navy and an immigration processing centre of some description.

It is understood that much of the feedback received objecting to a detention centre relates to the impact upon housing and services for existing residents and previous experience with similar facilities.

It is acknowledged that improvements could be made to how this item is reflected in the document. These could include the deletion of the detention centre reference and/or changing the wording to refer to investigating this issue with clear community consultation.

Therefore Officers consider Council has the following options in respect to this matter:

1. Remove the item completely from the matrix
2. Defer the item to the 2018-2025 timeframe therefore ensuring further normalization to housing market and resolution to the political environment associated with the facilities.
3. Reword the item to address issues raised by the community.

Given the feedback on the issue it is recommended that all reference to the item be removed from this version of the document. This does not preclude a future Council reconsidering the matter once the environment has changed.

**Attachments**

Nil

**Officer Recommendation**

That Council requests the CEO to remove all reference in relation to immigration facilities and detention centres from Hedland's Future Today.

**201011/198 Council Decision****Moved:** Cr S R Martin**Seconded:** Cr D W Hooper

That Council requests the Chief Executive Officer to remove all reference in relation to detention centres from Hedland's Future Today document.

*CARRIED 7/0*

*REASON: Council changed recommendation of Agenda Item 12.4 "Revision of Hedland's Future Today Version 3" to reflect correct interpretation.*

**ITEM 13      MOTIONS OF WHICH PREVIOUS NOTICE HAVE BEEN GIVEN**

Nil.

**ITEM 14      CONFIDENTIAL ITEMS**

Nil.

**ITEM 15      APPLICATIONS FOR LEAVE OF ABSENCE****201011/199 Council Decision**

**Moved:** Cr D W Hooper

**Seconded:** Cr S J Coates

That the following Application for Leave of Absence:

- Councillor S R Martin from 30 November to 7 December;
- Councillor G J Daccache from 14 December to 21 December;
- Councillor J M Gillingham from 30 November to 2 December

be approved.

*CARRIED 7/0*

**ITEM 16      CLOSURE**

16.1      Date of Next Meeting

The next Ordinary Meeting of Council will be held on Wednesday 8 December, commencing at 5.30 pm.

16.2      Closure

There being no further business, the Chairman declared the meeting closed at 7:05 pm.

**Declaration of Confirmation of Minutes**

I certify that these Minutes were confirmed by the Council at its Ordinary Meeting of \_\_\_\_\_

CONFIRMATION:

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
DATE