



Town of Port Hedland

MINUTES

OF THE

AIRPORT COMMITTEE

OF THE TOWN OF PORT HEDLAND COUNCIL

HELD ON

THURSDAY 21 OCTOBER 2010

AT 5:30 PM

IN COUNCIL CHAMBERS

McGREGOR STREET, PORT HEDLAND

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Paul Martin
Acting Chief Executive Officer

Airport Committee

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

Membership:

The membership of the committee be as follows:

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

Community Members:

- a) Janice Tucker;
- b) Serge Doumergue; and
- c) Doug Gould.

(Community Members appointed by Council at its Ordinary Meeting held 28 April 2010)

Quorum:

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

Delegation:

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

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

Tenure:

Ongoing. The following dates have been set and advertised in accordance with the Local Government Act 1995:

Date	Time	Location
20 May 2010	5.30pm	Port Hedland Civic Centre
17 June 2010	5.30pm	Port Hedland Civic Centre
15 July 2010	5.30pm	Port Hedland Civic Centre
19 August 2010	5.30pm	Port Hedland Civic Centre
16 September 2010	5.30pm	Port Hedland Civic Centre
21 October 2010	5.30pm	Port Hedland Civic Centre
18 November 2010	5.30pm	Port Hedland Civic Centre

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

Responsible Officer: Chief Executive Officer

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ITEM 1 OPENING OF MEETING**1.1 Opening**

The Chairman declared the meeting open at 5:35pm and acknowledged the traditional owners, the Kariyarra people.

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

Councillor Arnold A Carter (Chairman)

Mayor Kelly A Howlett

Councillor Stan R Martin

Councillor Jan M Gillingham from 5:45pm

Councillor M (Bill) Dziombak

Mr Doug Gould

Mr Serge Doumergue

Mr Paul Martin

Ms Natalie Octoman

Acting Chief Executive Officer

Acting Director Corporate

Services

Mr Terry Sargent

Director Regulatory Services

Mr Russell Dyer

Director Engineering Services

Miss Josephine Bianchi

Administration Officer

Governance

Members of the Public

4

2.2 Apologies

Michelle Cook

2.3 Approved Leave of Absence

Nil

ITEM 3 RESPONSE TO PREVIOUS QUESTIONS - ON NOTICE

NOTE: Chairman presented to the Committee the following question taken on notice at the Ordinary Council Meeting held on 13 October 2010 from Mr Chris Whalley:

“Is it possible for Council to ask airport management to reinstall telephones for taxis at the airport terminal?”

Chairman advised the Committee that he has personally dealt with this matter and responded to Mr Whalley.

ITEM 4 PUBLIC TIME**4.1 Public Questions**

5:35 pm Deputy Mayor Arnold A Carter (Chairman) opened Public Question Time.

Nil.

5:35 pm Deputy Mayor Arnold A Carter (Chairman) closed Public Question Time.

4.2 Public Statements

5:35 pm Deputy Mayor Arnold A Carter (Chairman) opened Public Question Time.

Nil.

5:35 pm Deputy Mayor Arnold A Carter (Chairman) closed Public Question Time.

ITEM 5 QUESTIONS FROM MEMBERS WITHOUT NOTICE**5.1 Councillor A A Carter**

Councillor A A Carter asked Acting Chief Executive Officer whether he had an update regarding project management procedures?

Acting Chief Executive Officer advised that he had a meeting in Perth with project managers to discuss how to engage with them. It was agreed to develop a contract with Thinc Projects for Council to consider. Acting Chief Executive Officer also added that the Town of Port Hedland needs to define the role of project managers, set some criteria and create a scope. The Town needs more robust contract management arrangements and processes and with regard to this an Agenda Item will be presented to Council by the end of November. Accountability and risk management will be emphasised in contracts across all projects.

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

Cr A A Carter	Mr Serge Doumergue
Mayor K A Howlett	Mr Doug Gould
Cr S R Martin	Cr M Dziombak

ITEM 7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

5:45 pm Councillor Jan M Gillingham entered the room and assumed her chair.

7.1 Confirmation of Minutes of the Airport Committee Meeting held on Thursday 16 September 2010

AC201011/008 Airport Committee Decision/Officer's Recommendation

Moved: Mr Serge Doumergue **Seconded:** Cr S R Martin

That the Minutes of the Airport Committee Meeting held on Thursday 16 September 2010 be confirmed as a true and correct record of proceedings.

CARRIED 7/0

ITEM 8 ANNOUNCEMENTS BY CHAIRMAN WITHOUT DISCUSSION

Nil.

ITEM 9 PETITIONS/DEPUTATIONS/PRESENTATIONS/ SUBMISSIONS

9.1 Options for PHIA Terminal Building Floor Layout

Mr Michael Connor, Director of Holton Connor Architects and Planners presented to the Airport Committee the possible options for the layout of the Port Hedland International Airport Terminal floor, in terms of customs processing areas.

Policy Implications

This procurement of consultants was conducted in accordance with Council's Procurement Policy 2/015.

Strategic Planning Implications

Key Result Area 1 - Infrastructure

Goal 2 - Airport

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

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. This is a combination of \$400,000 for the PHIA terminal expansion (investigation and concept design only) and \$25,000 for investigations on paid parking opportunities.

The estimate of costs for the various consultants required for this project is noted in the table below as previously reported. An additional column has been added to advise of the actual quoted costs and balance. Please note that disbursements for consultants' flights and accommodation are additional to the quoted costs.

Consultant	Cost Estimate (ex. Gst)	Awarded Cost (ex Gst)	Balance
Project Management (ThinC Projects)	\$59,500	\$59,500	Nil
Design	\$90,000	\$35,000	\$55,000
Airport Planner	\$40,000	TBA	
Stakeholder Consultation	\$40,000	\$54,000	\$11,000
Retail/Commercial Demand Analysis	\$25,000		
Road, Traffic & Car Parking Study	\$25,000	\$16,700	\$8,300
Site Feature Surveyor	\$5,000	Refer designer	
Site Services Infrastructure Engineer	\$20,000	\$7,100	\$12,900
Quantity Surveyor	\$15,000	TBA	
Sub-total	\$319,500	\$172,300	
Contingency 20%	\$63,900		
TOTAL	\$383,400		

In summary a total of \$172,300 has been committed to this project to date, resulting in a savings of \$87,200 from the estimated costs, however disbursements have not yet been considered. Any budget surplus will be reviewed at a later date.

Officer’s Comment

The following table identifies the stages required to proceed with the PHIA Terminal Expansion project including timeframes. The project status is provided to form the content for the monthly update to the Committee.

Stage	Timeframe	Status
1 – Preparation of Project Management Plan (PMP)	August 2010	Complete.
2 – Engage consultants	August 2010 October 2010	Complete for consultants required at this stage. <u>Design</u> • Sandover Pindan <u>Services</u> • Cardno ITC <u>Commercial and Retail Demand Study</u> • Airbiz Aviation Strategies <u>Stakeholder Consultation</u> • Airbiz Aviation Strategies <u>Road Traffic and Carpark Study</u> • Cardno Eppell Olsen
3 – Establish future demand of PHIA (consultation, retail demand study, site survey, road, traffic and car parking study)	October – November 2010 (depending on scope)	Ongoing. Refer more details below.
4 – Preparation and approval of concept plan/s	January 2011	NA
5 – Preparation of cost estimates	January 2011	NA
6 – Development of management and staging plan for detailed design and construction	February 2011	NA
7 – 2011/12 budget proposal and funding considerations	March 2011	NA

A detailed consultant quote assessment report has been provided for the Committee’s information. Selection of the above consultants has been carried out in accordance with Council’s procurement policy.

A project team meeting with all consultants was held on 8th October 2010 to discuss the project schedule and resolve any queries from the consultants. The following is a summary of the consultants work to date:

Road Traffic and Carpark Study – Cardno Eppell Olsen (CEO)

CEO carried out an initial site investigation and met with the project team on 6th October 2010. Information has been collated regarding flight details, passenger numbers, current parking layout and parking issues. Traffic counts are currently being obtained and the quantity of vehicles in the various parking areas is being surveyed during different times of the day (peak and off-peak). CEO conducted an on-site survey of passengers at the PHIA on 12th October 2010 to determine mode of transport from/to airport, length of stay and behavioral choice reaction to the implementation of car parking pricing.

An initial report from CEO has been provided in a separate report for this meeting. This study will progress further once more information is available from the demand study and stakeholder consultation process.

Commercial/Retail Demand Study and Stakeholder Consultation – Airbiz Aviation Strategies (AAS)

Initial stakeholder consultation was conducted on 18th October 2010, including a briefing with Airport Committee to obtain more information on the 'vision' of the airport. Two more workshops are scheduled in November and December, as well as individual meetings with current stakeholders and potential business developers. This will inform the design process.

Services – Cardno ITC

Cardno will investigate the existing services at the airport (electrical, mechanical, fire and hydraulic) and report on capabilities and upgrades required for the terminal building expansion. Cardno are currently reviewing the current information provided by TOPH.

Design – Sandover Pindan (SP)

SP are reviewing the existing plans provided by the TOPH in order to create an up-to-date design. The concept design process will commence upon receipt of initial reports from other consultants, particularly stakeholder and demand studies.

Thinc Projects are reviewing the scope for the Airport Planner consultant with Sandover Pindan, as these elements will work closely together. A quantity surveyor will be engaged once concept designs have progressed.

For more information on the proposed project schedule please refer to attachment 2.

Attachments

1. Consultants RFQ evaluation report
2. Project schedule

**AC201011/009 Airport Committee Decision/Officer's
Recommendation**

Moved: Cr S R Martin

Seconded: Cr M Dziombak

That the Airport Committee acknowledge the status of the Port Hedland International Airport Terminal Expansion Project Monthly Status Report.

CARRIED 7/0

NOTE: The Airport Committee members requested the Map on page 22 be represented to the Committee as it is not currently possible to view it properly.

ATTACHMENT 1 TO AGENDA ITEM 10.1

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30 September 2010

Jenella Voitkevich
Manager Infrastructure Development
Town of Port Hedland
PO Box 41
Port Hedland WA 6721

RE: PHIA CONSULTANT TENDER AND REVIEW

Dear Jenella,

Please find below a summary of the submissions received for the request for quotation for the Concept Design of Port Hedland International Airport. Each summary is followed by a recommendation for appointment for the discipline.

EVALUATION CRITERIA

Price Evaluation 60%

The price evaluation accounted for 60% of the tender evaluation score. The formula for calculating the tenderers score for price is based on the formula provided by the Town of Port Hedland as below:

$$\text{Price Score} = (60 - (\text{Tender Price} - \text{Lowest Tender Price})) / (\text{Tender Price} * 60)$$

With this approach a score of 60 is assigned to the lowest price tenderer with a tenderers relative score falling the further their price is away from the lowest price received.

Experience Evaluation 20%

The experience evaluation accounted for 20% of the tender evaluation score. This score is determined with consideration of factors including;

- The number of airport projects undertaken
- The relevance/similarity of the airport projects (regional)
- The date of the airport projects - recent
- The scope of works previously undertaken

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- Experience of proposed project team

Availability Evaluation 20%

The availability evaluation accounted for 20% of the tender evaluation score. In determining this score consideration is taken of:

- The tenderers programme
- The tenderers resource schedules
- The tenderers current commitments
- The tenderers methodology
- The tenderers overall capability

DESIGN

Quotations were received from 5 Design Consultants with the scores allocated outlined in Table 1 below.

Table 1: Design Discipline

TENDERER	Price	Experience	Availability	TOTAL SCORE
Sandover Pinder Architects	60	18	15	93
Buchan Group	25.85	15	10	50.85
Scott Penn Hall Architecture	21.74	15	10	46.74
Hassell Architecture	8.4	18	15	41.40
Airbiz Aviation Strategies	34.2	20	15	69.20

Comments and Recommendation: The pricing received for this component of works ranged from significantly lower than budget to significantly more than budget. Sandover Pinder achieved the highest total score, scoring highest on price and consistently high in all other areas. Sandover Pinder has undertaken extensive and similar works on regional airports and has previously undertaken design work for the PHIA. Sandover Pinder has provided a programme that suits the available timeline and has demonstrated they have the recourses to successfully complete this project.

Airbiz Aviation Strategies ranked second overall for design. We recommend that on appointment of the consultant team that the team explore the **add-on** services Airbiz Aviation Strategies may provide to design.

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It is recommended that Sandover Pinder Architects be appointed for the design role for the Concept Design of the PHIA. Further, as this component of works (and the total works) are significantly below budget, it is recommended that discussions be undertaken with Sandover Pinder, the Client and Airbiz Aviation Strategies on the further value to the project of specialist input to design from Airbiz Aviation Strategies.

Design Budget \$90,000

Sandover Pinder \$35,000

Tender Range \$35,000 - \$250,000

STAKEHOLDER CONSULTATION

Quotations were requested from 4 Consultants for the Stakeholder Consultation component of works. Pracsys declined to submit on review of the 60% weighting applied to price. Submissions were received from three tenderers with the scores allocated outlined in Table 2 below.

Table 2: Stakeholder Consultation

TENDERER	Price	Experience	Availability	TOTAL SCORE
Macroplan Australia	60	15	15	90
Pracsys	0	0	0	0
Airbiz Aviation Strategies	39.75	20	15	74.75
Hassell	15.90	18	15	48.90

Comments and Recommendation: The pricing for this component of works ranges from significantly lower than budget to significantly more than budgeted. Macroplan Australia provided the lowest price and scored the highest. **It is noted that the Macroplan Australia response couples the delivery of the Stakeholder Consultation service with the Retail and Demand Study service.** There would appear to be significant synergies between the delivery of these two scopes of works.

Airbiz Aviation Strategies scored second highest and provided the second lowest price (also within the allowed budget) and have provided extensive details of prior projects experience and team experience on similar projects. Airbiz Aviation Strategies did not couple the delivery of these scopes of service.

With the aim of achieving the best outcome for the Town of Port Hedland and the PHIA Committee, it was decided to evaluate the responses for the Stakeholder Consultation with the Commercial and Retail Demand Study separately and then combined.



COMMERCIAL AND RETAIL DEMAND STUDY

Quotations were requested from 3 Consultants for the Commercial and Retail Demand Study component of works. Submissions were received from the three tenderers with the scores allocated outlined in Table 3 below.

Table 3: Commercial and Retail Demand Study

TENDERER	Price	Experience	Availability	TOTAL SCORE
Macroplan Australia	40.74	18	15	73.74
Tacttics 4	58.67	15	15	88.67
Airbiz Aviation Strategies	60	18	15	93

Comments and Recommendation: The pricing for this component of works ranges from significantly lower than budget to significantly more than budgeted. Airbiz Aviation Strategies scored the highest and provided the lowest price. Tacttics 4 scored second highest with a competitive price extensive experience and available resources. Macroplan Australia provided a quality proposal however their relative pricing for this component of works is high.

Summary:

MacroPlan Australia score the highest for the Stakeholder Consultation scope of works however their submission couples this works with the Commercial and Retail Demand Study works.

AirBiz Aviation Strategies score the highest for the Commercial and Retail Demand Study scope of works.

Recommendation:

There appear to be significant synergies between the Stakeholder Consultation and Commercial and Retail Demand Study works and it would be commercially logical to combine the works. Combined, **Airbiz Aviation Strategies score the highest (see Table below) and are therefore recommended for both the Stakeholder Consultation and Commercial and Retail Demand Studies for the Concept Design of the PHIA.**

Table 4: Stakeholder Consultation and Commercial and Retail Demand Study Combined

TENDERER	Price	Experience	Availability	TOTAL SCORE
Macroplan Australia	60.0	16.5	15	91.50
Airbiz Aviation Strategies	59.50	19	15	93.50

Combined Budget \$65,000

AirBiz Aviation Strategies \$54,000

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CARPARKING STUDY

Quotations were requested from 4 Consultants for the Carparking Analysis component of works. Four responses were received from the tenderers with the scores allocated outlined in Table 4 below.

Table 4: Carparking Study

TENDERER	Price	Experience	Availability	TOTAL SCORE
Aurecon	20.06	12	14	46.06
Shawmac (not full scope)	0	0	0	0
Parking Consultants International	32.32	18	16	66.32
Cardno Eppell Olsen	60.00	14	14	88.00

Comments and Recommendation: The pricing for this component of works ranges from significantly lower than budget to significantly more than budgeted with the majority of prices grouped lower than the project budget for this component of works.

Cardno Eppell Olsen has scored the highest and have scored high in all categories and are therefore recommended.

Carparking Study Budget \$25,000

Cardno Eppell Olsen \$16,700

ASSESSMENT OF SERVICES (Electrical, Mechanical, Fire, Hydraulics)

Quotations were requested from 3 Consultants for the assessment of existing services (Electrical, Mechanical, Fire, Hydraulics) component of works. Three responses were received from the tenderers with the scores allocated outlined in Table 5 below.

Table 5: Assessment of Services

TENDERER	Price	Experience	Availability	TOTAL SCORE
Cardno ITC	60	15	15	90
Aecom	22.14	0	15	37.14
Aurecon	19.59	15	15	50.59

Comments and Recommendation: The pricing for this component of works ranges from slightly above budget to significantly lower than budget. Cardno ITC have scored highest for this component of

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works, have an extensive team and have relevant experience. **It is recommended that Cardno ITC be awarded the Assessment of Services scope of services.**

Assessment of Services Budget \$20,000

Cardno ITC \$7,100

It is noted that there is a requirement to make allowance for disbursements for 4 consultants to visit site. This allowance is seen to be similar for each proposal received.

COST PLANNER

Requests for quotations will be sought from cost planners at a later stage of the project with input from the design consultant.

SUMMARY

The request for quotation process for the consultant team for the Concept Design of the Port Hedland International Airport has resulted in the recommendation of the appointment of a high quality team combining significant relevant experience with highly capable personnel, all achieved significantly below budget. This result allows the Port Hedland Airport Committee the flexibility to investigate the strategic input to concept design of other expert opinion.

The recommended consultant team includes:

DISCIPLINE	CONSULTANT	FEE (excl GST, Disb)
Design	Sandover Pinder Architects	\$35,000
Airport Expert Opinion	Airbiz Aviation Strategies <u>(optional)</u>	\$TBA
Stakeholder Consultation	Airbiz Aviation Strategies	\$32,000
Commercial/ Retail Demand	Airbiz Aviation Strategies	\$22,000
Carparking Study	Cardno Eppell Olsen	\$16,700
Assessment of Services	Cardno ITC	\$7,100
TOTAL (not including Expert Opinion)		\$112,800

Consultants remaining to be procured include a cost planner and a baggage systems design consultant. Quotations will be requested for these packages of works with input from the design team.

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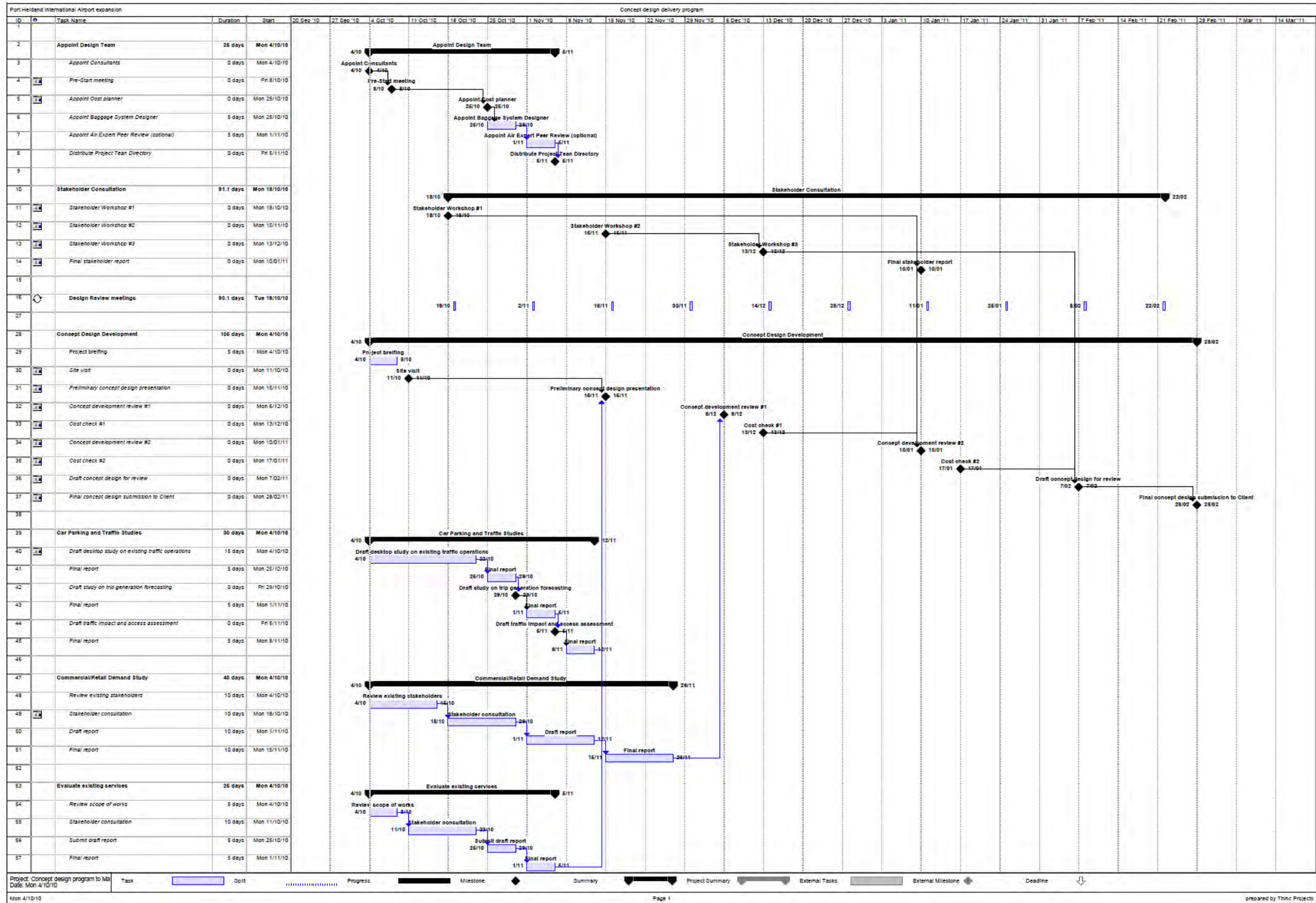


On confirmation of the consultant team the programme from now until 28th Feb 2011 will be agreed and implemented.

Brett Anderson

A handwritten signature in blue ink, appearing to read "Brett Anderson", followed by a horizontal line extending to the right.

Senior Consultant



10.2 Proposed Draft Airport Master Plan (File No.: 30/21/0001G)

Officer Leonard Long
Manager Planning

Date of Report 3 November 2010

Disclosure of Interest by Officer Nil

Summary

Council appointed Whelans to prepare an Airport Master Plan, to identify future growth of the Port Hedland International Airport as well as identifying alternative uses for the surrounding land.

The Draft Airport Master Plan (DAMP) is now being presented to the Airport Committee to endorse for public consultation, prior to being presented to Council for adoption.

Background*Locality*

The Port Hedland International Airport is located centrally to Port Hedland and South Hedland, with its main access off the Great Northern Highway (Broome Road). The parcel of land also fronts onto Great Northern Highway (Wilson Road & Wallwork Road), lending the site to excellent exposure.

Current Zoning

The Port Hedland International Airport land consist of a number of lots, of which all are in terms of the Port Hedland Town Planning Scheme No. 5, zoned "Airport".

However, the proposed Airport Master Plan includes a portion of land in the south west corner that is unallocated Crown land, reserved in terms if the Port Hedland Town Planning Scheme for "Infrastructure" purposes.

Proposal

Whilst the attached Airport Master Plan is still a draft document, the consultants have reached a stage where the document can be reviewed and comments obtained from the various stake holders.

The Airport Master Plan divides the airport into four (4) precincts. These precincts have primarily been determined by the airport operational area, and physical features such as flooding and the development exclusion zone imposed by air traffic and communication requirements.

Precinct 1 is essentially part of the airport operational area the Draft Airport Master Plan (DAMP), identifies uses that would be complimentary to the airport.

Precinct 2 covers the area of which portion is currently occupied by a number of transient workers accommodation (TWA) developments. The DAMP encourages similar short stay TWA developments in this precinct.

Precinct 3 located to the south of the runways has been identified primarily for industrial related uses, similar to uses generally found in the vicinity of airports.

The lots in this precinct vary in size providing for needs of both small and large industrial developments.

Precinct 4 is affected by possible flooding and the uses that have been recommended for this area are passive low key uses.

Consultation

Prior to the adoption of the Airport Master Plan, the plan will have to be advertised in accordance with clause 5.2 of the Port Hedland Town Planning Scheme No. 5.

Statutory Implications

Town Planning Scheme No. 5, requires that Development Plans be advertised in accordance with the requirements of sub clauses 4.3.3 and 4.3.4.

At its Ordinary Meeting held on 10 March 2010, the Town of Port Hedland Airport Committee was given the following delegated authority to make decisions on behalf of Council:

“vi) Provide direction and advice pertaining to the development of a Master Plan for the Port Hedland International Airport and the development of plans for a new airport terminal.”

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 1: Infrastructure

Goal Number 3: Airport

Strategy 1: Complete the development of the Airport Land development Plan and commence implementation of the key initiative that are identified.

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.

Goal Number 5: Town Planning & Building
Strategy 3: Develop Structure Plans for key precinct areas with particular focus on the Spoilbank Precinct, **Airport** and Pretty Pool.

Budget Implications

During the 2009/2010 financial year Council made provisions for the preparation of the Airport Master Plan.

Officer's Comment

In an overall context the proposed DAMP has identified areas and their uses in such a way that it would complement the existing surrounding uses.

Precinct 1 proposes uses which are relevant to the daily operations of an airport.

The DAMP identifies an area to the east of the airport administration building for airport specific freight / logistics. Through a workshop with the Airport Committee it was requested that a second entrance be provided so as to minimize the potential traffic mix between the freight /logistics operators and passenger traffic entering and exiting the airport terminal area. The inclusion of a second access point to the precinct also provides for direct emergency access to the apron and runways.

With the projected population growth the Airport Committee requested that it be demonstrated that should the need arise dual acceleration and deceleration lanes as well as turning lanes could be accommodated at the existing main entrance to the airport.

Precinct 2 includes the existing TWA facility, the proposal is to allow for similar camps to be constructed in the precinct with a long term goal of encouraging the permanent use of the infrastructure and/or buildings. The Airport Committee recommended a footpath be included to allow for easier and safer access from the airport terminal to the TWA facilities.

Precinct 3 is the largest precinct and includes land which is currently unallocated Crown land. The consultant has provided a number of different lot sizes in order to cater for the various requirements of potential users. It must however be noted that the lot layout is merely an indicative layout and could be changed to suit the needs of Council or developers.

The area has been identified for industrial uses, the Airport Committee has recognised the fact that this area should be retained for “Industry – Light” uses restricting access to the area to semi trailer trucks, whilst still retaining an access link through the Wedgefield Transport Development Zone. The access will serve as a main corridor promoting the connectivity between the two industrial areas.

Precinct 4 has been identified as a flood prone area, and as a result is very limited in the type of uses that can be permitted.

The DAMP identifies the area for passive low key uses i.e. turf and solar farms, wind farms or long term storage facilities. All these and other uses will have to be further investigated prior to any development taking place.

Attachments

Please note the Draft Airport Master Plan has been distributed under separate cover.

**AC201011/010 Airport Committee Decision/Officer's
Recommendation**

Moved: Cr Mayor K Howlett

Seconded: Cr S R Martin

That the Airport Committee:

- a) **Endorses the draft Airport Master Plan, for public consultation;**
- b) **Advertises the draft Airport Master Plan for a period of 28 days in accordance with sub clauses 4.3.3 and 4.3.4 of Town Planning Scheme No. 5; and**
- c) **Reconsider this matter if significant changes are proposed as a result of public consultation, prior to referral to Council for consideration.**

CARRIED 7/0

“3.58. Disposing of property

- (1) *In this section —*
dispose *includes to sell, lease, or otherwise dispose of, whether absolutely or not;*
property *includes the whole or any part of the interest of a local government in property, but does not include money.*
- (2) *Except as stated in this section, a local government can only dispose of property to —*
(a) *the highest bidder at public auction; or*
(b) *the person who at public tender called by the local government makes what is, in the opinion of the local government, the most acceptable tender, whether or not it is the highest tender.*
- (3) *A local government can dispose of property other than under subsection (2) if, before agreeing to dispose of the property —*
(a) *it gives local public notice of the proposed disposition —*
(i) *describing the property concerned; and*
(ii) *giving details of the proposed disposition; and*
(iii) *inviting submissions to be made to the local government before a date to be specified in the notice, being a date not less than 2 weeks after the notice is first given;*
and
(b) *it considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.*
- (4) *The details of a proposed disposition that are required by subsection (3)(a)(ii) include —*
(a) *the names of all other parties concerned; and*
(b) *the consideration to be received by the local government for the disposition; and*
(c) *the market value of the disposition —*
(i) *as ascertained by a valuation carried out not more than 6 months before the proposed disposition; or*
(ii) *as declared by a resolution of the local government on the basis of a valuation carried out more than 6 months before the proposed disposition that the local government believes to be a true indication of the value at the time of the proposed disposition.*

[Section 3.58 amended by No. 49 of 2004 s. 27.] “

Policy Implications

Nil

Strategic Planning Implications

Council's Strategic Plan clearly identifies the need to obtain maximum benefit from the airport land.

Budget Implications

At the valuation of \$15.00 per square metre, the lease of land will generate an income of \$150,000 per hectare per annum.

Officer's Comment

The companies behind this most recent approach to the Town need to access land as soon as possible and have indicated that their access to fill, earthmoving equipment and transportation enable them to deal with the fill requirements of the site.

The site has been valued and surveyed and notional lots identified. There are however, no final designs for the proposed TWA development so it is likely the developers will prefer to survey a site at their own expense once their requirements for buildings, parking, effluent disposal, etc. have been identified.

It is recommended that Council's endorsement be sought for the Town's Acting Chief Executive Officer and Chairman of the Airport Committee to be authorised to negotiate with Mineral Resources Pty Ltd, the terms of a draft lease over a parcel of land within the site identified (see attachment 2) within the following parameters:

- The lease will be for a period not exceeding 10 years
- The rental shall be in accordance with Council's most recent valuation.
- There will be a clearly measurable community benefit equal to, or greater in value than the community benefits proportionally provided by other TWA's developments on nearby land.
- Any costs associated with re-survey to modify the design or size of the lease area must be at the lessee's expense, and any such variation must not restrict access to other potential sites in the future.

As the Airport Committee does not have delegated authority to dispose of property (by lease) in accordance with Section 3.58 of the Local Government Act, it is recommended that the Committee give its recommendation to Council to consider. The Airport Committee is required to seek Council endorsement of the terms of a proposed lease, and to advertise for public comments to be invited and considered, prior to a final decision being made.

Council has in the past called for expressions of interest for the lease of land for small scale TWA developments for locally based contractors without receiving any significant response. It would be appropriate to again test the market to see if any smaller or locally based contracting companies are interested in obtaining adjacent land for such a development.

Attachments

1. Valuation Report

2. Site Description

**AC201011/011 Airport Committee Decision/Officer's
Recommendation**

Moved: Cr Mayor K Howlett

Seconded: Cr S R Martin

That the Airport Committee recommends to Council:

- 1. the Acting CEO and the Chairman of the Airport Committee be authorised to negotiate with Mineral Resources Pty Ltd, the terms of a draft lease of a suitable parcel of land adjacent, to existing Transient Workforce developments on Lot 2444 Great Northern Highway, and any related agreements within the following parameters:**
 - a) the lease will be for a period not exceeding 10 years**
 - b) the rental value shall be in accordance with Council's most recent valuation.**
 - c) there will be a clearly measurable community benefit equal to, or greater in value than the community benefits proportionally provided by other TWA's developments on nearby land; and**
 - d) any costs associated with re-survey to modify the design or size of the lease area must be at the lessee's expense, and any such variation must not restrict access to other potential sites in the future. And;**
- 2. a report on the proposed terms of an agreed draft lease and any associated agreement be presented to Council as soon as possible, and;**
- 3. calls for expressions of interest from small business or locally based contractors seeking to establish Transient Workforce Accommodation developments for not more than 50 persons.**
- 4. notes only the top part of the marked area of the attached site description on page 32.**

CARRIED 7/0

ATTACHMENT 1 TO AGENDA ITEM 10.3

Your Ref: P/Order 98179
Our Ref: 201008047 PM/na

28 September 2010

Town of Port Hedland
PO Box 41
PORT HEDLAND WA 6721



**ATTENTION: Mr Nick Summers
Asset Manager**

**TRANSIENT WORKERS ACCOMMODATION (TWA)
PORTION LOT 2444 GREAT NORTHERN HIGHWAY
PORT HEDLAND WA 6721**

We refer to our valuation report pertaining to notional 1 to 1.5 hectare sites on the above property and recent discussions regarding 2 hectare sites.

We have reviewed our report and note the sites of the transient worker accommodation range from 4027m² to 2.6 hectares and consider it is appropriate to apply the reported rental of \$15 per m² to sites of up to 2 to 2.5 hectares. The rental is net of GST and outgoings and the Lessee will be responsible for providing services and constructing access.

GROUND RENT FOR A 2 HECTARE SITE **\$300,000 pa exclusive of GST and outgoings**

The above forms an extension is to be read in conjunction with the original report.

INDEPENDENT VALUERS OF WESTERN AUSTRALIA

Peter Murphy, AAPI
Certified Practising Valuer
Licensed Valuer 487 (WA)

INDEPENDENT VALUERS OF WESTERN AUSTRALIA
47 RAILWAY PARADE, MOUNT LAWLEY
PO BOX 277 MOUNT LAWLEY WA 6929
TEL (08) 9271 9500 FAX (08) 9271 9555
EMAIL ADMIN@IVWA.COM.AU
INDEPENDENT VALUERS OF WESTERN AUSTRALIA PTY LTD (ACN 104 498 151)



PORTION LOT 2444 GREAT NORTHERN HIGHWAY, PORT HEDLAND 6712

SITE DESCRIPTION

The property has been identified from the aerial photograph below supplied by the Lessor.



The land is of irregular shape and located to the east of the airport terminal between Great Northern Highway and the runway.

10.4 ***Hire Car Leasing Arrangements and Proposed Building Demolition (File No: ...)***

Officer Natalie Octoman
Acting Director Corporate
Services

Date of Report 6 October 2010

Disclosure of Interest by Officer Nil

Summary

This report provides the Airport Committee with an overview on the progress of the leasing arrangements between the Town of Port Hedland and the hire car companies, namely Avis, Hertz, Thrifty and Budget and to consider the proposed demolition of buildings on their current leased sites.

Background

In late 2006, Council resolved to investigate the relocation of the three (3) hire car company lease facilities (Avis, Budget and Hertz) from their current location to an area located near the entrance of the airport.

The purpose of the relocation was to redevelop the area from where their existing yards are located into a secure long-term carpark; and to eliminate the problem of excessive parking of hire car vehicles in the public car parks and overflow areas.

It was originally proposed that four (4) lots of 40x100m blocks be provided for the abovementioned companies as well as a block for Thrifty, as Thrifty already have terminal space but their main operations are based in Wedgefield. Thrifty then provided an expression of interest for land to relocate their operations from Wedgefield to the Airport.

Avis, Budget, Hertz and Thrifty also have eight (8) to ten (10) licensed bays each in the short term carpark. The short-term carpark accommodates around 150 vehicles including these licensed bays. During peak times, there are not enough bays to accommodate for public parking. Therefore, as part of the negotiations, it was recommended that these leases be relinquished, and was subsequently presented to Council at its Ordinary Meeting held on 27 January 2010. At that meeting Council resolved to:

- “i) authorise the Chief Executive Officer or his delegate to relinquish existing leases with Avis, Budget, Hertz and Thrifty car rental companies; and*

- ii) *authorise the Chief Executive Officer or his delegate to enter into negotiations with Avis, Budget, Thrifty and Hertz, into lease agreements by private treaty in accordance with section 3.58(3) of the Local Government Act 1995, with the following terms and conditions:*
 - a) *the lease term being for ten years plus ten year option;*
 - b) *the lease rental being based on the current market value and increased annually by CPI;*
 - c) *the lease being re-valued every five (5) years to market value; and*
- iii) *extend the development of the hire car area for additional hire car operators within six (6) months.”*

As these leases are commercial in nature, the Town's solicitors have been heavily involved in their drafting. Since January, there has been a significant amount of correspondence between the hire car companies and the Town (including the solicitors) in relation to the new leases.

Many of the issues initially identified have been resolved and the few that are remaining are well on their way to being finalised. The key items that remain outstanding include the hire car company's obligations in relation to the previous leased area and the environmental contamination clauses.

Obligations in Relation to the Previous Area

The key obligations for each lessee are to:

- Comply with the obligations under the original lease
- Decommission the fuel facility
- Remove any improvements, buildings and fixtures constructed or located on the Maintenance Area and Car Parking Area
- Restore the Maintenance Area and Car Parking Area to a condition consistent with the original lease
- Provide the Town with an environmental contamination report for the Maintenance Area. If there is contamination present, Avis is required to remediate the area at their cost.

Comments have been received from both Avis and Budget in relation to the requirement to remove the buildings on their particular sites. The comments indicate that they do not own the buildings and therefore they should not be responsible for their demolition.

It is proposed to remove the buildings in any case in order to expand the parking facilities at the airport, and as the buildings are not owned by the car hire companies, it is reasonable that the Town be responsible for their demolition. While the buildings have not been inspected, it is possible that they contain asbestos given their age.

After discussions with Director Engineering Services and based on recent building demolitions, it is anticipated that the demolition of the buildings would cost in the order of up to \$150,000. It is therefore proposed to fund the demolition works through the Airport Reserve, with any remaining funds to be transferred back to the Reserve upon completion, and to remove this particular requirement in the hire car company's leases.

Environmental Contamination

The key requirements for each lessee are outlined below:

- The lessee is responsible for all environmental contamination caused as a result of their use of the new location.
- Prior to the commencement of the new lease, the lessee can obtain a benchmark report outlining the level of contamination, if any, on the new site. If they choose not to obtain a report then it is assumed that the new site is uncontaminated.
- If the lessee knows or suspects any environmental contamination on the new site, that they must inform the DEC and the Town.
- The lessee must take all reasonable steps to prevent and remedy environmental contamination both occurring on, in or under the new site and from entering neighbouring land.
- If any environmental contamination occurs, it must be immediately remediate the area to the satisfaction of the Town, and if they fail to do so, then the Town is permitted to remediate the area and on charge the associated costs.
- The lessee must provide the Town with an environmental contamination report no more than 6 months and no less than 1 month prior to the termination or expiry of the lease. If the report demonstrates contamination has occurred, the lessee must remediate the area to the satisfaction of the Town, and if they fail to do so then the Town is permitted to remediate the area and on charge the associated costs.

Comments have been received from Avis, Budget and Hertz in relation to these requirements, particularly in regard to the benchmark reports being sourced and future monitoring possibilities for each of the sites. Legal advice is currently being sought as to whether or not some of the requirements can be removed from the leases on the basis that the *Site Contamination Act* is the key legislation that would require some of these issues to be addressed in any case.

It is anticipated that the site contamination legislation will incorporate all requirements with the exception of the reports that the Town would require. If this is confirmed by the Town's solicitors, it is proposed to remove any clause within the lease that is covered by the legislation.

Consultation

Acting Chief Executive Officer
Director Regulatory Services
Director Engineering Services
George Proos, Vice President & Managing Director, Avis
Russell Chapman, Managing Director, Budget
James Whealing, BradyWhealing, Solicitors acting on behalf of Hertz
McLeod’s Barristers & Solicitors

Statutory Implications

Section 6.8 of the Local Government Act 1995 states (in part):

6.8. Expenditure from municipal fund not included in annual Budget

- (1) A local government is not to incur expenditure from its municipal fund for an additional purpose except where the expenditure —*
 - (a) is incurred in a financial year before the adoption of the annual budget by the local government;*
 - (b) is authorised in advance by resolution*; or*
 - (c) is authorised in advance by the mayor or president in an emergency.*

** Absolute majority required.*

- (1a) In subsection (1) —*
“additional purpose” means a purpose for which no expenditure estimate is included in the local government’s annual budget.

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

It is estimated that the demolition of the buildings would cost in the order of \$150,000. It is proposed to fund the cost of the demolition works from the Airport Reserve, with any unused funds being returned to the Reserve upon completion. Quotes will be sought in the coming weeks in order to determine whether a tender is required to be called for these works.

Officer's Comment

The development of an appropriate lease that satisfies the requirements of both the Town and each of the hire car companies has been a lengthy process.

It is intended that the leases will be reasonably consistent across the total leased area therefore after comments are received from one of the companies, if appropriate; they have been incorporated into each lease and returned to the hire car companies for review.

It is believed that the leases are reasonably close to being finalised and with the proposal for the Town to take responsibility for the demolition of the buildings and to remove some of the environmental contamination clauses that aren't believed to be necessary should result in the leases being finalised within the next month or so.

Attachments

Nil

**AC201011/012 Airport Committee Decision/Officer's
Recommendation**

Moved: Cr S R Martin**Seconded:** Mayor K Howlett**That the Airport Working Committee:**

- 1. notes the current status of the leasing arrangements between the hire car companies (Avis, Budget, Hertz and Thrifty) and the Town of Port Hedland; and**
- 2. request Council to consider the demolition of the buildings on the current sites occupied by the hire car companies in principal, and allocates \$150,000 for the demolition works to be sourced from the Airport Reserve with any unspent funds being returned to the Reserve upon completion; and**
- 3. notes that if the quotes received for the demolition works are in excess of \$100,000 that a tender is required to be called, and consideration of the Airport Working Committee will be sought in accordance with the Town of Port Hedland Airport Committee approved delegations at a subsequent Committee meeting; and**
- 4. notes that if the demolition works and funding are approved in principal, that subsequent demolition permits, advertising and environmental approvals will be sought as per the usual process.**

CARRIED 7/0

10.5 Status of Virgin Blue Leasing Arrangements (File No.: ...)

Officer Natalie Octoman
Acting Director Corporate
Services

Date of Report 18 October 2010

Disclosure of Interest by Officer Nil

Summary

This report provides the Airport Committee with an overview on the progress of the leasing arrangements between the Town of Port Hedland and Virgin Blue in relation to office space at the Airport.

Background

Virgin Blue currently utilise an area of 5.5m x 3.5m as additional office space. This office was created after removing the previous memorabilia room.

Virgin Blue has exclusive use of this office space which houses their IT rack and various office furniture and equipment.

At Its Ordinary Meeting held on Wednesday 25 November 2009, Council resolved to:

- “i) authorise the Chief Executive Officer or his delegate to enter into negotiations with Virgin Blue into a lease agreement in accordance with section 3.58(3) of the Local Government Act 1995, with the following terms and conditions:*
- ii) the lease term being for the earlier of the commencement of the terminal extensions or a two year period;*
- iii) the lease rental being based on the current market value and increased annually by CPI;*
- iv) subject to any submissions being received by Council.”*

Consultation

Airport Manager
Director Corporate Services

Statutory Implications

Section 3.58 of the Local Government Act 1995 states (in part):

“3.58 Disposing of Property

- (3) *A local government can dispose of property other than under subsection (2) if, before agreeing to dispose of the property —*
- (a) *it gives local public notice of the proposed disposition —*
 - (i) *describing the property concerned;*
 - (ii) *giving details of the proposed disposition; and*
 - (iii) *inviting submissions to be made to the local government before a date to be specified in the notice, being a date not less than 2 weeks after the notice is first given; and*
 - (b) *it considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.”*

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

Increased revenue being recognized in account 1210236 Leases and Rentals to the amount of \$8,750 per annum increased by CPI each year.

Officer's Comment

While there was a resolution to enter into a lease arrangement with Virgin Blue on the 25 November 2009, it is unknown as to why the public notice for the lease was not advertised until 1 September 2010, although it is believed that this may have been due to numerous changes in staffing during the period.

The two (2) weeks required to receive submissions from the public closed on the 15th of September 2010. There were no submissions received from the public, therefore a draft lease will be forwarded to Virgin Blue in the coming days.

It is anticipated that this will be a relatively straightforward leasing arrangement, and there are no foreseen issues that may result in lengthy negotiations.

Attachment

Market Valuation

**AC201011/013 Airport Committee Decision/Officer's
Recommendation**

Moved: Cr S R Martin

Seconded: Mayor K Howlett

That the Airport Committee notes the current status of the leasing arrangements between the Virgin Blue and the Town of Port Hedland for the additional office space located in the Port Hedland International Airport Terminal Building.

CARRIED 7/0

ATTACHMENT TO AGENDA ITEM 10.5

AVS Property Valuers
ABN 62 085 158 017

PO Box 752
Karratha, WA, 6714



CERTIFIED PRACTISING VALUERS

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avs@avsproperty.net.au
www.avsproperty.net.au

Your Ref: 05/05/0060
05/05/0061

Our Ref: JC 10009

Matthew Scott – Director of Corporate Services
Lyn McAllister – Asset Management Officer
Town of Port Hedland
PO Box 41
PORT HEDLAND WA 6721

FOR THE ATTENTION OF MATTHEW SCOTT AND LYN MCALLISTER

Dear Matthew and Lyn

RENTAL VALUATION OF NEW LEASED AREA, VIRGIN BLUE GROUP – PORT HEDLAND INTERNATIONAL AIRPORT

In reply to your letter of instructions dated 06th July 2010, you are advised the subject lands have been inspected on the 19th July 2010.

AVS Property Valuers outsourced your request to Mr Jeff Cadd – Locum Valuation Services and wish to advise that the subject property has been inspected on 19th July 2010, please find his detailed report attached.

Thank you for your inquiry and, if you have any other queries, please do not hesitate to contact us.

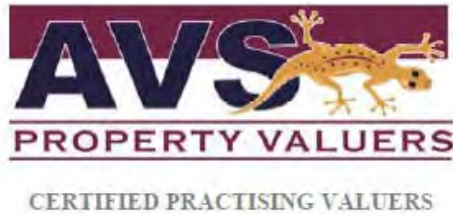
Yours sincerely

Simon J. Lane, AAPI, MRICS
Certified Practising Valuer
Licensed Valuer 44232 WA

14th August 2010

AVS Property Valuers
ABN 62 085 158 017

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Valuation Report

New Leased Area – Virgin Blue Group

Port Hedland International Airport



Prepared by

Jeff Cadd F.A.P.I

Certified Practising Valuer

Licensed Valuer No 044176

Prepared for

Town of Port Hedland

Matthew Scott - Director of Corporate Services

Lyn McAllister - Asset Management Officer

McGregor Street

Port Hedland, WA 6721



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Valuation Instructions

This valuation report has been prepared in accordance with the request dated 6th July 2010 received from Lyn McAllister, Asset Management Officer, Town of Port Hedland which requires advice as to a fair rental value to apply to a newly created office area to be leased to the Virgin Blue Group in the Port Hedland International Airport main terminal building.

Valuer's interest

I confirm that I do not have a pecuniary interest that would conflict with the proper valuation of the above property and furthermore I will ensure that this position is maintained over the duration of my appointment.

Valuation Purpose

The Town of Port Hedland is the current owner and operator of the airport and are preparing a deed to lease the subject office space to the Virgin Blue Group. This consultancy advice will assist Council in negotiating a fair rental to apply to the leased area.

Basis of Valuation

The valuation determined reflects Market Rental Value which is defined as the estimated amount for which a property should rent, as at the relevant date, between a willing lessor and a willing lessee in an arm's length transaction wherein the parties each acted knowledgeably, prudently and without compulsion and having regard to the usual market terms and conditions for leases of similar properties.

Real estate values vary from time to time in response to changing market circumstances and it should, therefore, be noted that this valuation is based on information available at the date of valuation. No warranty can be given as to the maintenance of this value into the future. It is, therefore, recommended that the valuation be reviewed periodically.

This valuation is conducted on the basis that this practice is not engaged to carry out all possible investigation in relation to the property. Certain limitations to investigations have been identified to enable you to instruct further investigations if you consider this appropriate. Neither Australian Valuation Services or Locum Valuation Services are liable for any loss occasioned by a decision not to instruct further investigations.

Date of Valuation

6th August 2010

Property Address

The subject property is located at the Port Hedland International Airport, Great Northern Highway, Redbank, Western Australia.



Legal Description

Land Identification

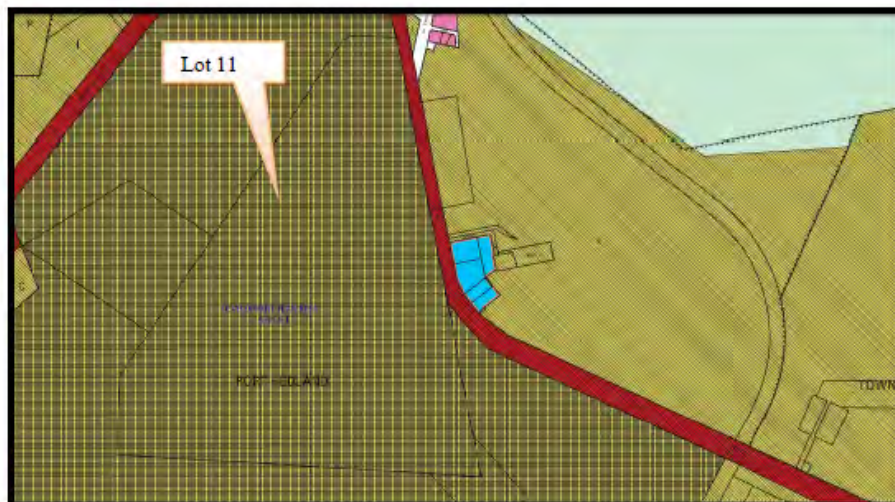
Portion of lot 11 on Deposited Plan 144237 being a portion of the whole of the land contained in Certificate of Title Volume 1657 Folio 119.

Registered Proprietor

Town of Port Hedland

Zoning and Town Planning

Under the Town of Port Hedland Town Planning Scheme No 5, the land is zoned airport and is in a development control area.



Services

The subject land is serviced by water, electricity, telephone and fronts a bitumen sealed road. Currently, the improvements are connected to an onsite septic tank sewer treatment system.

Property Locality and Access

The land is located within the environs of the Port Hedland International Airport on Great Northern Highway (also known as North West Coastal Highway) as shown on the map below. It is about 10 kilometres south east of the Port Hedland CBD.

Port Hedland and South Hedland are located in the Pilbara region of the State's north and is a regional centre some 1640 kilometres from Perth with a population in excess of 13000. The town predominantly serves the mineral, petroleum and salt mining sectors.

The Pilbara region is currently experiencing a boom in the export of natural resources and as such there is continuing growth and development in the towns servicing these growing industries.



PORT HEDLAND INTERNATIONAL AIRPORT



Improvements

An inspection of the property has been personally carried out on 19th July 2010 and the subject office area measured using a tape. The photos below are taken inside the main terminus building which is a brick and iron air conditioned building, modest but well maintained. It provides open general public communal areas, a single baggage carousel, departures hall, passenger security check in facility, arrivals hall, ablution facilities and a number of tenanted areas including airline baggage check-ins, the Airport Bar & Café, hire car hire kiosks and the subject newly created office.

The subject office is located on the northern side of the terminal building in an alcove between the male & female ablution facilities, opposite the security check in facility. Originally used as a tourist information display, the alcove has had a partition wall & personal door installed to create an office measuring 5.0 metres by 3.51 metres realising a NLFS area of 17.55m². Walls in the office are painted face brickwork, floor has lino floor covering, ceiling is 'Stramit' panels with recessed fluorescent lamp diffusers. There is a single air conditioning outlet and a single ceiling fan. There are adequate power points provided for computer equipment etc. The photos below indicate the subject area.



External view of office

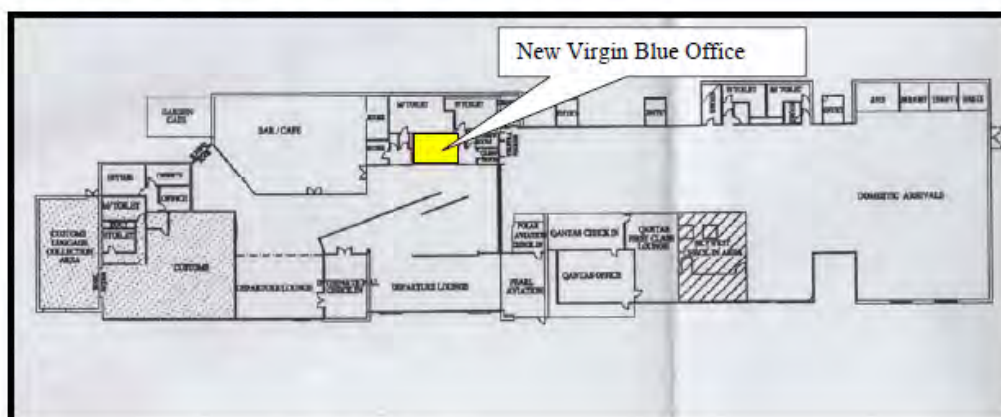


Internal view of office



Ceiling detail

PLAN OF LEASED AREA IN THE TERMINAL BUILDING



Environmental and Contamination Issues

Visual inspection gives no obvious indication of site contamination however this valuation does not constitute an environmental audit. It is recommended an independent environmental audit be commissioned to discover if any contamination exists and, should there be any, quantify the extent of that contamination. We would be happy to amend this valuation to reflect such a detriment should it exist.

Native Title Issues: We are not aware of any anthropological or ethnographic reports made on the subject land which might assist in determining Native Title claims being made in the future.

This valuation has been completed on the assumption no such claims will be made.

Cyclone Region: The subject property is located in an area designated Region 'D' Severe Tropical Cyclones. Buildings are required to be constructed to the appropriate building code.



Lease Details

The Town of Port Hedland (Lessor) have not advised proposed lease details so I am assuming standard lease conditions will apply where a net rental is paid on a per square metre basis with the Lessee responsible for all applicable outgoings and charges and GST.

Valuation Rationale and Comments

During my recent field trip to Port Hedland I inspected the subject property and interviewed the Airport Manager, Mr Bob Couzens in regard to this matter. The subject office is small, has no windows and is located adjoining ablution facilities but provides interim office and storage space for Virgin Blue who commenced operating a service to Port Hedland last year. Mr Couzens was aware of rentals paid for similar space at Kalgoorlie Airport and a telephone call to Mr Darryl Tonkin, Airport Manager, Kalgoorlie Airport, confirmed that Skywest and Qantas had rent reviews on office space at 1 July 2010 with levels now at \$481.58 per m² but for much larger areas in that airport terminal.

The airport rarely has space that is exposed to the open market "for lease" and therefore the next best guide is analysis of commercial rentals paid in South and Port Hedland, especially office space. It is rare that such small areas are leased and therefore I have interpolated a market rent from available evidence. The subject occupation must use public toilet amenities and has no staff kitchen/amenities - these are seen as only slight detriments to the tenancy as there are adequate amenities in the terminal building. Generally, a higher rate per square metre is applicable to small areas such as this. Rental rates around Port and South Hedland are in the order of \$500/m² INC GST for those leases which have had rent reviews in the first half of 2010 but HFN advise tenancies with rent reviews due soon will increase slightly, at least in line with CPI. Rental evidence researched is detailed below.

Rental Evidence

Tenant	Port Hedland Real Estate
Address	Unit 2 and 3 at 2 Wedge Street, Port Hedland
Area of Premises	94m ²
Annual Rental	\$45,454 per annum Plus GST
Review Date & Type	New letting at Market Rent from 24 th April 2010
Outgoings	Tenant pays share of rates and taxes & other variable outgoings
Term and Options	1 year from 24 th April 2010 plus 1 further term of 3 years.
Rental analysis	New letting, indicates \$483.55 NET plus GST
Comments	Located in CBD corner Richardson Street, building is originally 1960s built of timber framed asbestos & iron in construction, wooden floors (polished) but has been extensively renovated about 2 years ago. Tenancy is air conditioned via split systems, has small kitchenette and shares detached ablutions in a building at the rear. Has adequate on site car parking. A relatively small tenancy, similar amenity, CBD location.



Tenant	Momentum Rail
Address	Unit 1 at 2 Wedge Street, Port Hedland
Area of Premises	63m ²
Annual Rental	\$31,500 per annum Inc GST
Review Date & Type	New letting at Market Rent from 1 st July 2009
Outgoings	Tenant pays share of rates and taxes & other variable outgoings
Term and Options	Two years plus 2 year option.
Rental Rates	New letting July 2009, indicates \$454.45 NET plus GST
Comments	Located in CBD corner Richardson Street, building is originally 1960s built of timber framed asbestos & iron in construction, wooden floors (polished) but has been extensively renovated about 2 years ago. Tenancy is air conditioned via split systems, has small kitchenette and shares detached ablutions in a building at the rear. Has adequate on site car parking. A relatively small tenancy, similar amenity, CBD location. Dated rental, set July 2009.
Tenant	SGS Australia Pty Ltd
Address	Unit 2 at 19 Anderson Street, Port Hedland
Area of Premises	Offices of 89m ² plus 83m ² warehouse. Site area of 422m ²
Annual Rental	\$65,250 per annum Net plus GST
Review Date & Type	Set 20 th January 2010 by market review. Annual reviews to market with minimum CPI increase.
Outgoings	Tenant pays all variable outgoings
Term and Options	Two year lease from 21 st January 2008 plus a 2 year option
Rental Rates	Shows all in rate of \$379.36/m ² Net plus GST. HFN advise rent reviewed to \$250/m ² for warehouse and \$500/m ² NET for office area.
Comments	Building is in two sections, front is circa 1960 built brick & iron offices which are ceiled and lined & air conditioned, tiled floor. Rear warehouse is circa 1970s built iron and iron unlined, bare concrete floor, with staff amenities, 3 metre plate height, fluoro lights. Located on busy Anderson Street. Relatively small office area, inferior quality offices, peripheral CBD location on north side of Anderson Street. This company provides inspections and surveys of ships and requires premises close to Port.
Tenant	Vision Stream Pty Ltd
Address	Suite 2 at 20 Wedge Street, Port Hedland
Area of Premises	150m ²
Annual Rental	\$68,181.18 per annum net plus GST
Review Date & Type	New letting from 6 th September 2009 at market rent
Outgoings	Tenant pays all variable outgoings
Term and Options	Leased from 6 th September 2009 for 2 years
Rental Rates	\$454.54m ² per annum Net plus GST.
Comments	This is 1 st floor space in the Hedland First National building corner Wedge and Anderson Street. This is a 1970s built 2 storey office building. Tenancy has been refurbished with repainting, new lino floor coverings, has split system air conditioner in 4 partitioned offices. Also has a reception, storeroom and kitchenette but staff must go downstairs to ablutions on ground floor. No lift, no disabled access. Larger area in CBD located but is 1 st floor space with access issues. Overall inferior. Rent set 2009.



Tenant	Dredco Pty Ltd
Address	Unit 7 at 15 Wedge, Port Hedland
Area of Premises	165m ² ground floor
Annual Rental	\$75,000 per annum Net plus GST
Review Date & Type	New letting from 18 th April 2010, CPI due at 28 th October 2010
Outgoings	Tenant pays all variable outgoings.
Term and Options	6 months lease from 18 th April 2010 one 6 month option.
Rental Rates	Passing rent shows \$454.54 Net plus GST
Comments	Building is circa 1970 built cement brick and iron offices with residential apartments on upper levels. Was originally "Dempster House" and used as government offices for many years until sold and renovated. Subject suite is ground floor conditioned and is comprised of 3 offices with carpet and lino floor coverings, kitchenette & ablutions shared at rear. Includes two car bays at rear of building. Basic office amenity, CBD location, much larger premises.
Tenant	Atlas Iron Limited
Address	Suite 1 at 4 Anderson Street, Port Hedland
Area of Premises	96m ² ground floor
Annual Rental	\$60,000 per annum Net plus GST from 28 September 2009
Review Date & Type	New lease, CPI increase annually.
Outgoings	Tenant pays all variable outgoings.
Term and Options	Two years from 28 th September 2009 plus two year option.
Rental Rates	Passing rental shows \$625/m ² Net plus GST
Comments	This suite is located in the newly refurbished Esplanade Hotel. The suite is totally refurbished and looks like new with tiled floors, four partitioned offices, well appointed kitchenette and staff ablution facilities. Air conditioned and very well presented office space in CBD location. Overall superior. Rent set 2009
Tenant	G.A.C Shipping Group
Address	15A Edgar Street, Port Hedland
Area of Premises	89.33m ²
Annual Rental	\$42,228 per annum Net plus GST set 1st December 2009
Review Date & Type	Annual by CPI
Outgoings	Tenant pays all variable outgoings
Term and Options	3 years from 1 st December 2007 plus a 2 year option
Rental Rates	Rental indicates \$472.72 Net plus GST
Comments	This property comprises two tenancies created by renovation and conversion of an existing timber framed & iron clad house built circa 1940s or possibly older. Nicely renovated but retains character of old building, air conditioned, high ceilings, good amenities, car parking at rear. Located in secondary CBD street.



Valuation

Having inspected the premises and completed my investigations, I consider a fair rental to apply to the subject 17.55 m² (subject to survey) of leased area to be occupied by the Virgin Blue Group is \$500/m² per annum plus GST or \$8750 per annum NET plus GST.

Disclaimer

This consultancy advice has been prepared on specific instructions from the Town of Port Hedland for the purpose of assisting the Town of Port Hedland in negotiating a rental to apply to the new leased area occupied by the Virgin Blue Group in the Port Hedland International Airport. The report is not to be relied upon by any other person or for any other purpose. We accept no liability to third parties nor do we contemplate that this report will be relied upon by third parties. We invite other parties who may come into possession of this report to seek Underwriters written consent to them relying on this report. We reserve the right to withhold our consent or to review the contents of this report in the event that our consent is sought. All rental information contained within this report is considered confidential and should not be divulged to third parties without consent.

A handwritten signature in black ink, appearing to read 'Jeff Cadd', is written over a light blue horizontal line.

JEFF CADD F.A.P.I
CERTIFIED PRACTISING VALUER
LICENSED VALUER 044176 IN WA

6th August 2010



Instructions





Cairn Bevan

Cairn Bevan
Administration Manager
AVS Property Valuers
PO Box 752
Karratha WA 8714
Tel: 08 9143 1919
Fax: 08 9143 1920

From: Lyn McAllister [mailto:AMO@porthedland.wa.gov.au]
Sent: Monday, 21 June 2010 9:47 AM
To: Cairn Bevan
Subject: Market Appraisal

Hi Cairn

The Town of Port Hedland requires a market appraisal on a room at the airport that we lease to Virgin Airlines and also for the Airport Café expansion. These are required for new lease agreements.

Any chance of someone being in the area any time soon?

Kind regards,



Lyn McAllister
Asset Management Officer | Town of Port Hedland | PO Box 41 Port Hedland WA 6721
Ph: (08) 9158 9354 Fax: (08) 9158 9399
Email: amo@porthedland.wa.gov.au
Web: www.porthedland.wa.gov.au

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24/06/2010



Assumptions, Conditions and Limitations

Valuation Subject to Change Premise 1: Real estate values vary from time to time in response to changing market circumstances and it should, therefore, be noted that this valuation is based on information available at the date of valuation. No warranty can be given as to the maintenance of this value for greater than 30 days into the future. If market conditions should change suddenly due to any event or circumstances, I reserve the right to review my valuation. It is, therefore, recommended that the valuation be reviewed periodically.

My Investigation Premise 2: This valuation is conducted on the basis that this practice is not engaged to carry out all possible investigation in relation to the property. Certain limitations to investigations have been identified to enable you to instruct further investigations if you consider this appropriate. AVS Property Valuers and Locum Valuation Services are not liable for any loss occasioned by a decision not to instruct further investigations.

Assumptions Premise 3: Assumptions are a necessary part of this valuation. AVS Property Valuers and Locum Valuation Services adopt assumptions because some matters are not capable of accurate calculation, or fall outside the scope of my expertise, or my instructions. Assumptions adopted by AVS Property Valuers and Locum Valuation Services are formulated on the basis that they could reasonably be expected from a professional and experienced valuer undertaking a similar valuation. However, the risk that any of the assumptions adopted in this document may be incorrect should be taken into account, and AVS Property Valuers and Locum Valuation Services does not warrant or represent that these assumptions are entirely accurate or correct.

Information Supplied by Others Premise 4: This document contains a significant volume of information which is directly derived from other sources without verification by me, including but not limited to tenancy schedules, planning documents and environmental or other expert reports. I confirm that I am not instructed to verify that information. Further, the information is not adopted by AVS Property Valuers and Locum Valuation Services as my own, even where it is used in my calculations. Where the content of this document has been derived, in whole or part, from sources other than AVS Property Valuers and Locum Valuation Services, AVS Property Valuers and Locum Valuation Services does not warrant or represent that such information is accurate or correct.

Future Matters and GST Premise 5: To the extent that this document includes any statement as to a future matter, that statement is provided as an estimate and/or opinion based on information known to AVS Property Valuers and Locum Valuation Services at the date of this document. AVS Property Valuers and Locum Valuation Services do not warrant such statements are accurate or correct. The general nature of the operation of GST is now known, however specific issues continue to arise which impact on market values. This valuation is based on assumptions relating to GST set out in the Valuation Rationale section of this document. If any of the assumptions are found to be incorrect, or if the party on whose instructions this valuation is provided wishes my valuation to be based on different assumptions, this valuation should be referred back to AVS Property Valuers and Locum Valuation Services for comment and, in appropriate cases, amendment.

Site Details Premise 6: A current survey has not been sighted. The valuation is made on the basis that there are no encroachments by or upon the property and this should be confirmed by a current survey report and/or advice from a Registered Surveyor. If any encroachments are noted in a survey report, I should be consulted to reassess any effect on the value stated herein.

Property Title Premise 7: I have conducted a brief title search only. I have therefore not perused the original Crown Grant documentation. I have assumed that there are no further easements or encumbrances not disclosed by this brief title search which may affect market value. However, in the event that a comprehensive title search is undertaken which reveals further easements or encumbrances, I should be consulted to reassess any effect on the value stated herein.



Environmental Conditions Premise 8: In the absence of an environmental site assessment relating to the subject property, I have assumed that the site is free of elevated levels of contaminants. My visual inspection of the subject property and immediately surrounding properties revealed no obvious signs of site contamination. Furthermore, I have made no allowance in my valuation for site remediation works. However, it is important to point out that my visual inspection is an inconclusive indicator of the actual condition of the site. I make no representation as to the actual environmental status of the subject property. If a test is undertaken at some time in the future to assess the degree, if any, of contamination of the site and this is found to be positive, I reserve the right to review my valuation herein, should I deem it to be necessary.

Town Planning Premise 9: It is assumed that information provided to me by the relevant Local Authority Town Planning Department is accurate. In the event that a Town Planning Certificate is obtained and the information therein is found to be materially different to the town planning information detailed within this report, I reserve the right to amend the advice provided herein. I was not advised of any road widening or other adverse planning proposals affecting the property.

Valuation Methodology Premise 10: The primary valuation methodology used by AVS Property Valuers and Locum Valuation Services is the direct comparison approach. This methodology uses market derived assumptions, yields and discount rates obtained from analysed transactions. The adopted methodology is considered to provide the best estimate of value that AVS Property Valuers and Locum Valuation Services can produce, but it is an estimate only and not a prediction of sale or guarantee of value. My valuation is fully dependent upon the accuracy of information provided to me and to market derived assumptions obtained from analysed transactions. The most relevant transactions are detailed in this report. I do not represent myself an expert for data, such as economic, demographic or construction costs which has been obtained from external sources.

No Liability to Third Parties Premise 11: This valuation has been prepared on specific instructions dated 6th July 2010 from Lyn McAllister, Asset Management Officer, Town of Port Hedland for the purpose of negotiating a new rental to apply to the Virgin Blue Group in newly leased area in the Port Hedland International Airport. The report is not to be relied upon by any other person or for any other purpose. We accept no liability to third parties nor do we contemplate that this report will be relied upon by third parties. We invite other parties who may come into possession of this report to seek Underwriters written consent to them relying on this report. We reserve the right to withhold our consent or to review the contents of this report in the event that our consent is sought.

Privacy Premise 12: In accordance with the Federal Privacy Act, information supplied is now regarded as private information. Under the Act, information collected for one purpose may only be used for a secondary purpose if that purpose is related and could be reasonably expected. In this context, AVS Property Valuers and Locum Valuation Services are not able to give permission for the information to be published by a third party. All data and analyses produced by AVS Property Valuers and Locum Valuation Services are provided on the condition that it is the responsibility of the receiver of such information to conform with privacy legislation. If you are a business and use personal information or aggregate such and any other information with that obtained from AVS Property Valuers and Locum Valuation Services, it is your responsibility to conform with privacy legislation.

10.6 Information Update of the Tender Evaluation for Tender 10/24 – Supply and Installation of Transportable Dwellings at Port Hedland Airport (File No.: 07/02/0001

Officer Lindsay Piper
Manager Building Services

Date of Report 11 October 2010

Disclosure of Interest by Officer Nil

Summary

The purpose of this report is to provide Council with an update on the progress of this project to enable awarding the tender.

Background

Council at the Ordinary Meeting held on August 2009 after consideration of two (2) alternative locations, elected to approve the location of the proposed housing development at the optional location No 2; that being adjacent to and surrounding the two (2) existing airport residential properties.

On 31 July 2010 and 7 August 2010 the Town of Port Hedland (Town) placed advertisements calling for the supply and installation of transportable dwellings at Lot 2444 Great Northern Highway as per tender documentation and closing 25 August 2010.

The Tender documentation consisted of the Town's Conditions of Tendering Document and project specification detailing the design parameters for each dwelling and associated carport and shed.

The following items were specifically excluded from the Tender, and are to be further considered by Council.

All service connections including:-

- Water
- Sewerage
- Power
- Telephone
- Fencing
- Landscaping
- Crossover and internal Paving
- Clothes Line
- Letter

At the close tenders, 25 August 2010, the Town had received a total of eleven (11) tenders.

Submissions were received from (Alphabetical order);

Alternative Living Pty Ltd
Ausco Modular
Auzcorp Accommodation
BGC Modular
Custom Constructions (2 submissions)
Fleetwood Pty Ltd
Formas Australia Pty Ltd
McGrath Homes
McNally Group Pty Ltd
Nordic Homes
Tate Constructions
Tek Built Pty Ltd

By reference to the Town's request for the submission of conforming and non-conforming Tenders, the following list lists the Tenders in order of conformance;

Note;

The Evaluation Checklist for assessing the Tenders comprised of nine (9) items for which each item was rated as one point.

Each submitted design from the Tenderers was also assessed as a percentage (%) against the Project Specification prepared by the Town

- Nordic Homes - 8 points & 98%
- Custom Constructions (submission 1) – 8 points & 93%
- McGrath Homes (3 submissions) – 8 points & 88%
- Auzcorp Accommodation – 8 points & 88%
- Formas Australia Pty Ltd – 8 points & 85%
- Tek Built Pty Ltd (2 submissions)- 8 points & 75%
- McNally Group Pty Ltd – 7 points & 62%
- Custom Constructions (submission 2) – 7 points & 49%
- Fleetwood Pty Ltd – 6 points & 88%
- Alternative Living Pty Ltd – 6 points & 79%
- Ausco Modular – 5 points & 65%
- BGC Modular – 4 points & 65%
- Tate Constructions – 1 point & 0%

Comparison of Value

By reference to the value of the quotation for submitted Tenders, the following list lists the Tenders that are considered to offer the Town a better asset.

McGrath Homes
Design 1 – (Mawson MK11)
Individual dwelling \$305,023.00
2 or more dwellings \$298,649.00

Design 2 – (Leinster)
Individual dwelling \$305,652.00
2 or more dwellings \$299,282.00

Tek Built Pty Ltd
Design Option 2
Individual dwellings \$318, 285.00
2 or more dwellings \$302,371.00

Nordic Homes
Individual dwellings \$317,320.00
3 or more dwellings \$310,320.00

McGrath Homes
Design 3 – (Cockburn MK11)
Individual dwellings \$321,520.00
2 or more dwellings \$314,844.00

Tek Built Pty Ltd
Design Option 1
Individual dwelling \$347,774.00
2 or more dwellings \$330,385.00

By reference to these values McGrath Homes would offer the better value and flexibility for the proposed Town assets.

Delivery and Site Construction

The delivery timeframe for the supply and delivery has been nominated as being approximately eighteen (18) weeks are the issuance of the relevant Building Licence with an on-site construction program of six (6) weeks per dwelling. Following the delivery of the first dwelling each additional dwelling will be delivery one (1) per week thereafter.

Part 4.0 – Technical Specifications and Section 4.1 – Introduction, of the Town's prepared Conditions of Tendering, that being the main Town document, states in part: "Council is seeking to have supplied and installed new single storey dwellings. The final number accepted will be determined according to the price tendered. It is anticipated that at least three (3) dwellings will be accepted".

Section 4.2 – Location, references to a Feature Survey Plan for the proposed land development indicating two (2) existing developed Lots and nine (9) proposed Lots. Total eleven (11) Lots.

There are no services in place for the proposed development and the existing Lots are supplied with electrical and water services from other parts of the airport parcel of land and buildings.

The land (Lots) for the proposed development is located on an area of land that has a high water table and is subject to flooding. The Eastern boundaries of the subdivision are located adjacent and along to a Council drainage culvert that is in desperate need of a thorough clean out and regular maintenance.

As the land is subject to flooding the proposed Lots will need to be developed so that the proposed dwelling will be affected by flooding and also to ensure that the existing dwelling is not effected by any build up of flood water.

The access road will need to be constructed so that it acts as a flood way and causes any build up of surface waters to flow along its proposed path of travel and discharge into the drainage culvert north of the proposed subdivision.

Consultation

Director Regulatory Services
Manager Environmental Health
Manager Planning
Manager Infrastructure Development
Senior Airport Reporting Officer

Statutory Implications

The proposed development of the land and construction of the dwellings and associated structures are to comply with the provisions of the Town's Planning Scheme No 5, Health Act 1911 and Regulations (as amended), Local Government (Miscellaneous Provisions) Act 1960, Building Code of Australia, Building Regulations 1989 and any of the Statutory Authorities By-laws and Regulations.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications

In the 2009/10 budget Council has allocated \$1,470,000.00 for construction of staff housing at the airport. (Account No: 901424 – Airport Housing). As Town owns the parcel of land, the proposed development of this project involves the purchase and delivery of appropriate dwelling units.

The Town has received tenders for the supply and installation of transportable dwellings (3 or 4 units) and will need to undertake the provision and construction of the nominated exclusions.

Under the Part 4.17 – Exclusions, the following building works and services will need to be undertaken by the Town and or its appointed contractors and the cost borne by the Town.

- Water
- Sewerage
- Power
- Telephone
- Fencing
- Landscaping
- Crossover and internal paving
- Clothes Line
- Letter Box

The development and construction of the access road and associated subdivision drainage system and the Lots civil works will be undertaken by the Town’s Engineering Services under the provision of the budget for the airport taxiway extension.

Three (3) Property Development

For a three (3) property development the overall value of the dwellings and associated property developments will be \$1,299,900.00 which will leave a surplus in the budget of \$170,100.00.

Four (4) Property Development

For a four (4) property development the overall value of the dwellings and associated property developments will be \$1,732,647.00 which will require additional budget funding of \$262,647.00.

Officer’s Comment

By reference to Section 18.1 – Evaluation Criteria of the Town’s Conditions of Tendering Document the following was applied

The relevant criteria are:

Price	30%
Submitted design(s)	35%
Time frame submitted for completion	30%
Local/Western Australia Content	5%
	100%

This section states in part, “The evaluation criteria will assess issues associated with qualitative and quantitative factors of tenders and provide the best value of money for the Town”

And it also states, “Emphasis and preferences will be given to designs showing flair, innovation and imagination particularly in regards to street elevations”.

The tender submitted by McGrath Homes addresses the evaluation criteria and affords the flexibility with its designs to accommodate the Town’s requirements.

In March 2010, Council accepted and approved an Application for proposed "USE NOT LISTED", - "Airport Operations Staff Accommodation" duly prepared and presented to Council by the Town's Manager Planning, being for the approval of construction of three (3) dwellings.

Council's decision 200910/324 was to approve the Manager Planning recommendations and made the approval conditional.

The conditions will be implemented into the development of the Lots and the construction of the dwellings and associated structures to the approval of the Manager Planning.

The Town's Engineering Services be responsible in the design and coordination for the development of the proposed subdivision in accordance with the Town's policies and by-laws.

The existing drainage culvert located east of the proposed subdivision will need to be thoroughly cleaned and more regularly maintained so as to prevent the possibility of the subdivision being inundated with flood waters.

Attachments

1. Feature Survey Plan
2. Property Development Plan
3. Design 1 - Floor Plan and Elevations
4. Design 2 – Floor Plan and Elevations

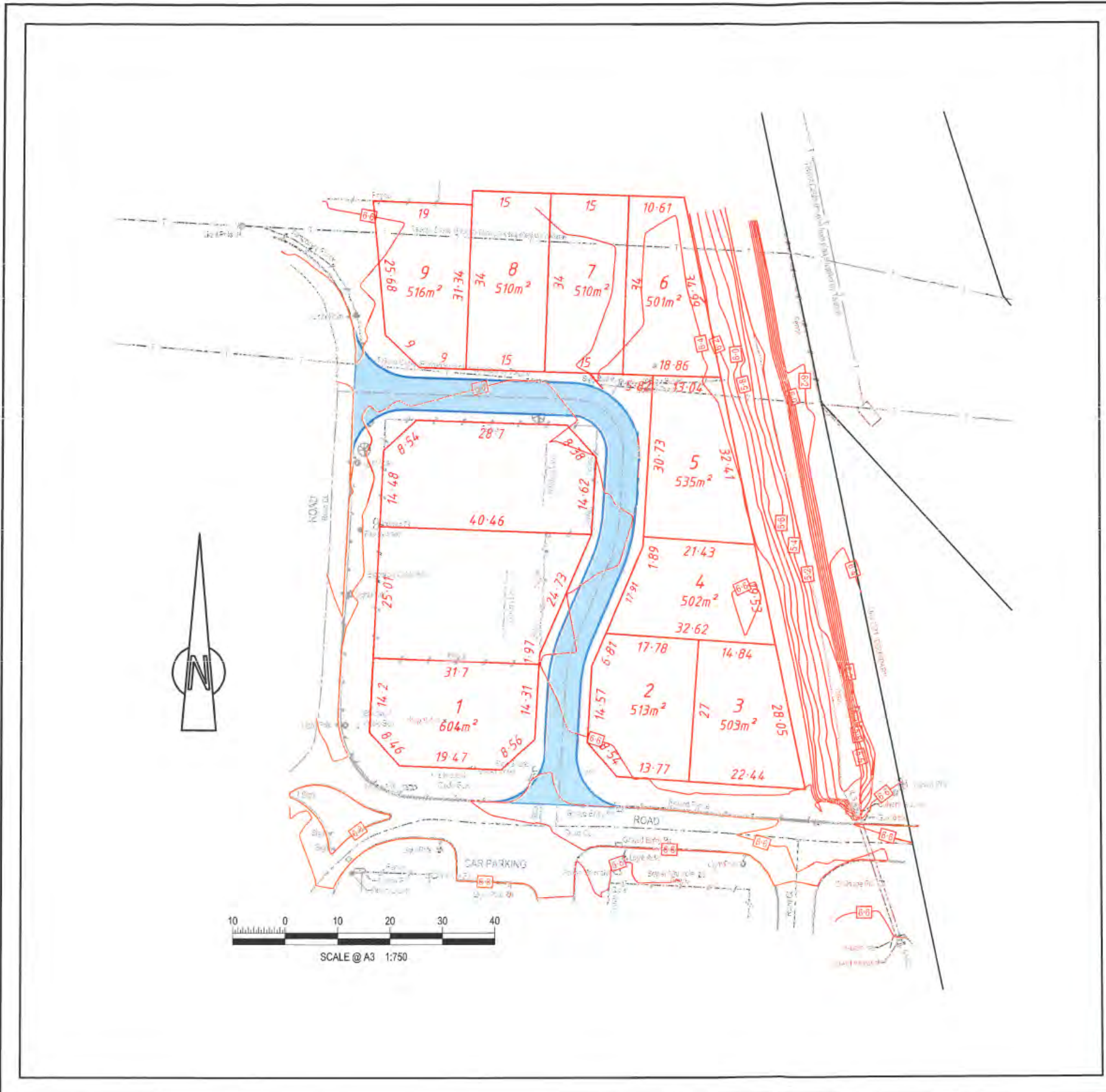
**AC201011/014 Airport Committee Decision/Officer's
Recommendation**

Moved: Mayor K Howlett

Seconded: Cr S R Martin

That the Airport Committee awards Tender 10/24 'Supply and Installation of Transportable Dwellings at the Port Hedland International Airport' to McGrath Homes for the supply and installation of three (3) dwellings (MAWSON MKII) , with the Town undertaken the relevant property developments, inclusive of the nominated Exclusions and Sheds, within the allocated budget of \$1,470,000.

CARRIED 7/0



General Notes:
 CONTOUR INTERVAL: 0.2m
 HORIZONTAL DATUM: PHG94
 VERTICAL DATUM: AHD



NOTES:
C.T.:
Area:
 Local Authority: Town of Port Hedland
 This plan was prepared for the Town of Port Hedland and shows an indicative residential development within the residential precinct of the Port Hedland Airport.
 The total number of lots to be created is subject to approval; and all dimensions and areas are subject to field survey and amendment.
 No reliance is to be placed on the information shown on this plan for any financial dealings involving the proposed development.
 Where visible, services shown hereon have been located by field survey. Services that are below ground (e.g. sewer pipes) have been plotted from information obtained through Dial Before You Dig.
 Before any construction, demolition or excavation on this site, all servicing authorities should be contacted for detailed location of services in the area.
 This note forms an integral part of the plan.

REV	DATE	DETAILS	AUTH'D
0	6 Feb 2010	ISSUED TO CLIENT	S.A.G.

	SIGNATURE	DATE
SURVEYED BY: K.THANABALASINGAM	<i>K.Thanabala</i>	14 Jan 2010
PROCESSED BY: K.THANABALASINGAM	<i>K.Thanabala</i>	15 Jan 2010
DRAWN BY: D.T.GROGAN	<i>D.T.Grogan</i>	6 Feb 2010
DESIGNED BY: D.T.GROGAN	<i>D.T.Grogan</i>	6 Feb 2010
CHECKED BY: D.T.GROGAN	<i>D.T.Grogan</i>	6 Feb 2010
APPROVED BY: D.T.GROGAN	<i>D.T.Grogan</i>	6 Feb 2010

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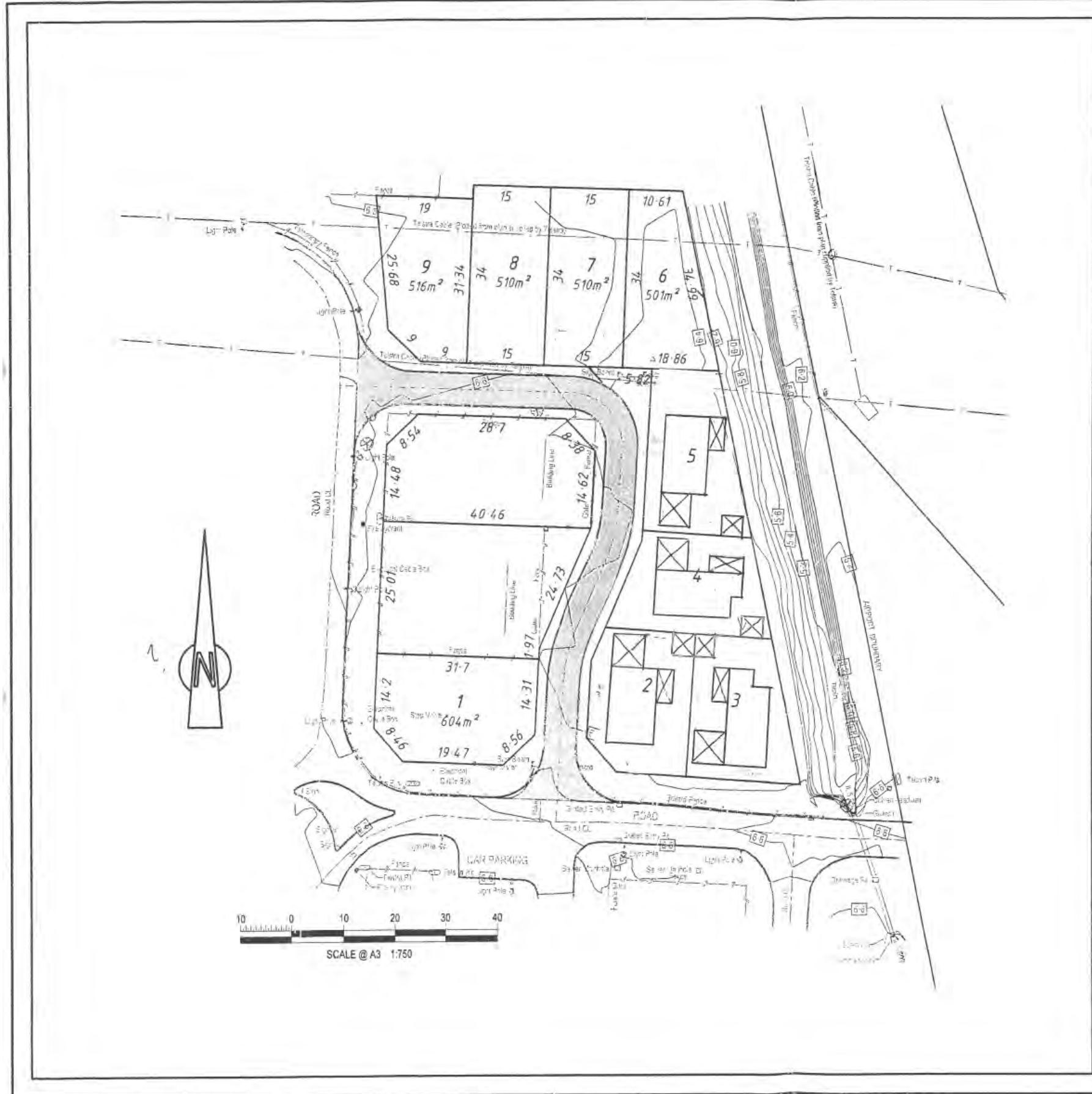
DRAWING No.: 3528 Design	JOB No.: P3528	REV. No. 0
FILE NAME: 3528 Design.DWG	DATE 6 Feb 2010	A3
SCALE: 1:750		

**PROPOSED RESIDENTIAL DEVELOPMENT
 RESIDENTIAL PRECINCT
 PORT HEDLAND AIRPORT**
CLIENT: TOWN OF PORT HEDLAND

MAKJaP PTY LTD
 Consulting Engineers & Surveyors

6/11 Kingsmill Street Port Hedland
 PO Box 384 Port Hedland WA 6721
 Telephone: (08) 9173 1298 Facsimile: (08) 9173 2894
 Email: porthedland@makjap.com.au

OPERATIONAL OFFICES
 Wollseley Australia: Perth - Broome - Darwin - Kunming - Port Hedland International: Sultanate of Oman



General Notes:

CONTOUR INTERVAL: 0.2m
 HORIZONTAL DATUM: PHG84
 VERTICAL DATUM: AHD



NOTES:

C.T.:
 Area:
 Local Authority: Town of Port Hedland

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This note forms an integral part of the plan.

REV	DATE	DETAILS	AUTH'D
0	6 Feb 2010	ISSUED TO CLIENT	D.T.G.

	SIGNATURE	DATE
SURVEYED BY: K.THANABALASINGAM	<i>K. Thanabala</i>	14 Jan 2010
PROCESSED BY: K.THANABALASINGAM	<i>K. Thanabala</i>	15 Jan 2010
DRAWN BY: D.T.GROGAN	<i>D. T. Grogan</i>	6 Feb 2010
DESIGNED BY: D.T.GROGAN	<i>D. T. Grogan</i>	6 Feb 2010
CHECKED BY: D.T.GROGAN	<i>D. T. Grogan</i>	6 Feb 2010
APPROVED BY: D.T.GROGAN	<i>D. T. Grogan</i>	6 Feb 2010

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DRAWING No.: 3528 Design	JOB No.: P3528	REV. No.: 0
FILE NAME: 3528 Design.DWG	DATE: 6 Feb 2010	A3
SCALE: 1:750		

**PROPOSED RESIDENTIAL DEVELOPMENT
 RESIDENTIAL PRECINCT
 PORT HEDLAND AIRPORT**

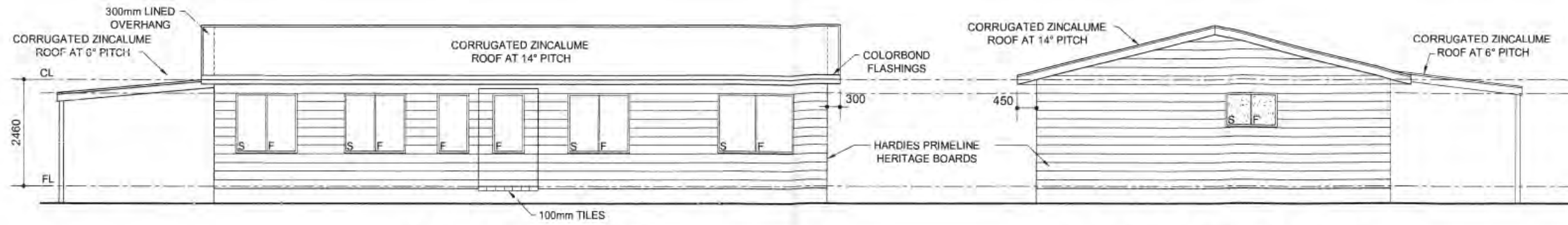
CLIENT: **TOWN OF PORT HEDLAND**

MAKJaP PTY LTD
 Consulting Engineers & Surveyors

6/11 Kingsmill Street Port Hedland
 PO Box 384 Port Hedland WA 6721
 Telephone: (08) 9173 1298 Facsimile: (08) 9173 2894
 Email: porthedland@makjap.com.au

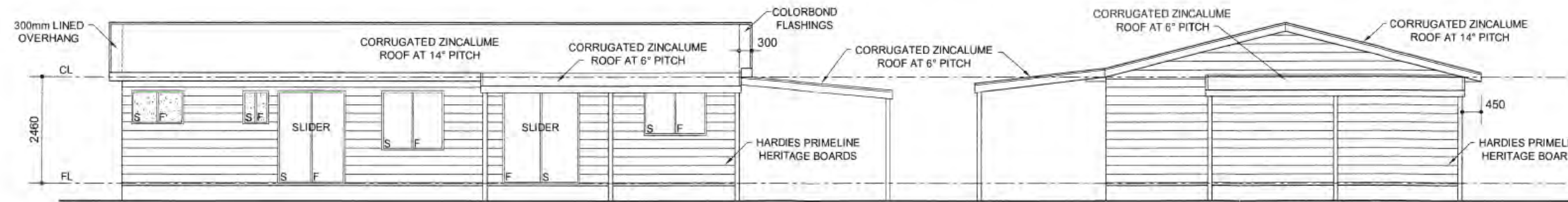
OPERATIONAL OFFICES
 Western Australia: Perth - Broome - Derby - Kununurra - Port Hedland International: Sultanate of Oman

MAWSON MKII



FRONT ELEVATION
SCALE 1:100

RIGHT SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100

LEFT SIDE ELEVATION
SCALE 1:100



31 challenge boulevard, wangara, wa 6065
po box 1229, wangara, wa 6947
telephone: (08) 9302 1131 fax: (08) 9302 1132 country toll free: 1800 62 1131
website: www.mcgrathhomes.com.au e-mail: sales@mcgrathhomes.com.au

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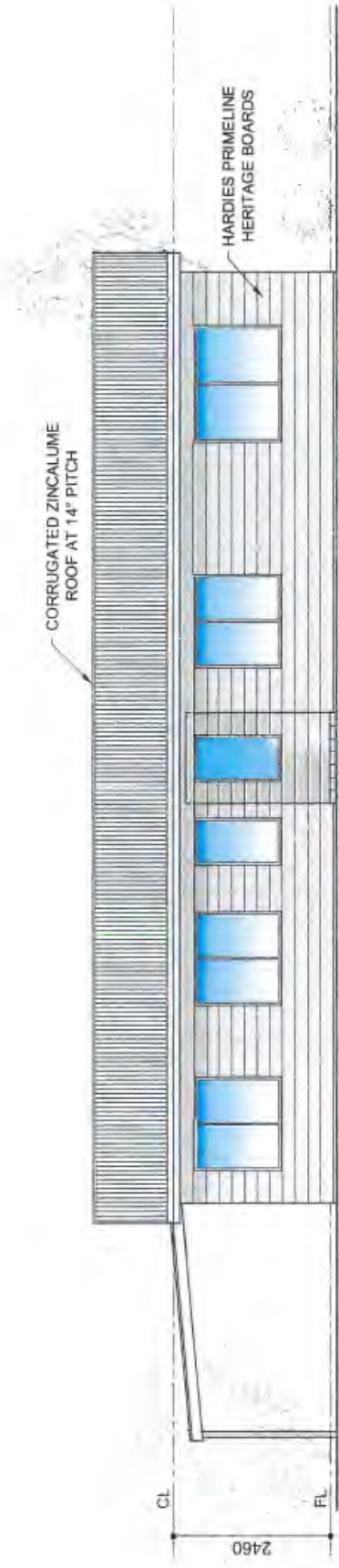
PROPOSED RESIDENCE FOR:

TOWN OF PORT HEDLAND

PORT HEDLAND

date	rev.	description

job no.	
date	23.08.10
drawn	SRD
checked	
sheet no.	2 of 2
rev.	0



FRONT ELEVATION
SCALE 1:100



FLOOR PLAN
SCALE 1:100

AREAS:
HOUSE: 120.96m²
PORCH: 18.0m²
ALFRESCO: 18.0m²
CARPORT: 21.6m²

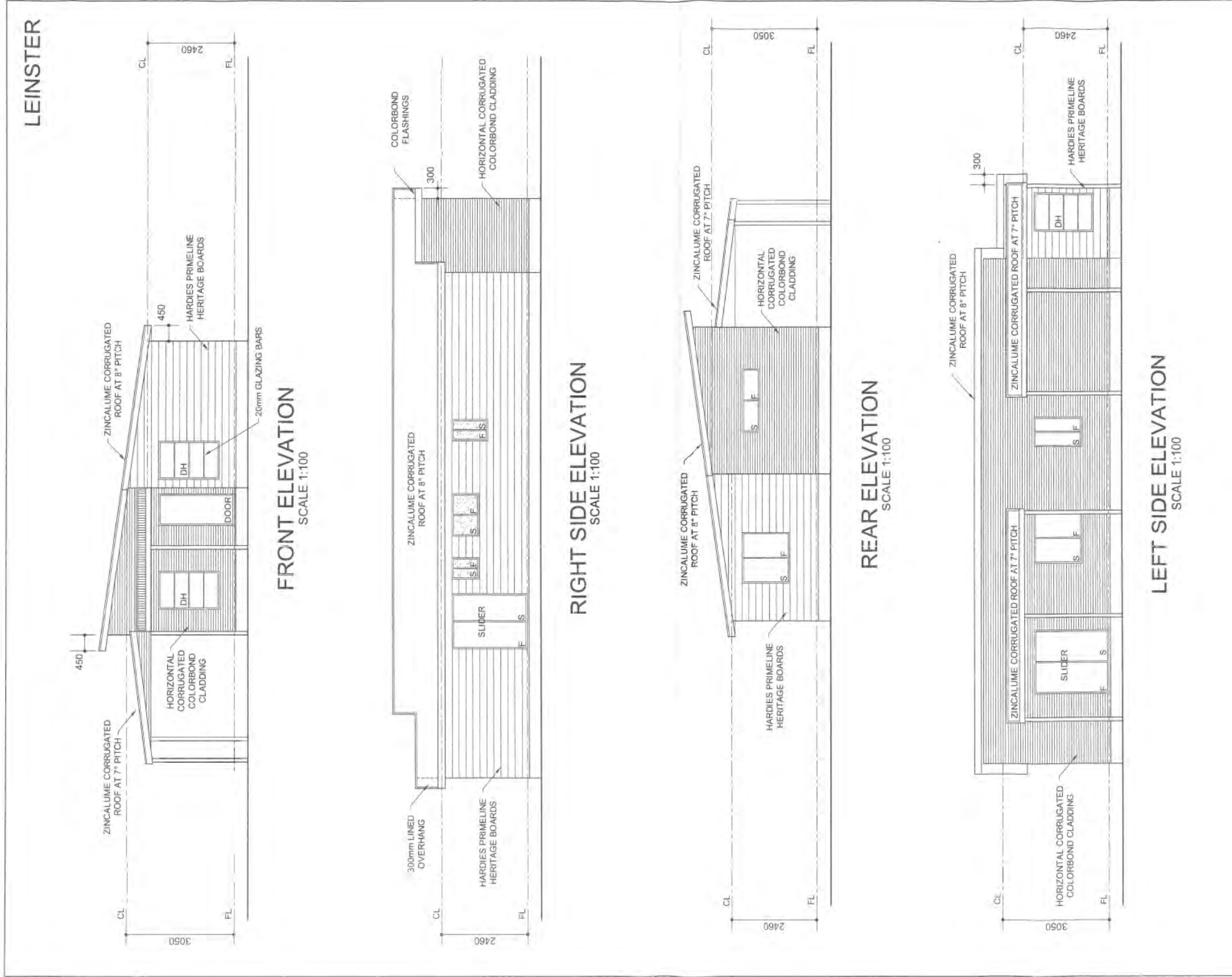
MAWSON MKII FOR
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PORT HEDLAND
07/01/10

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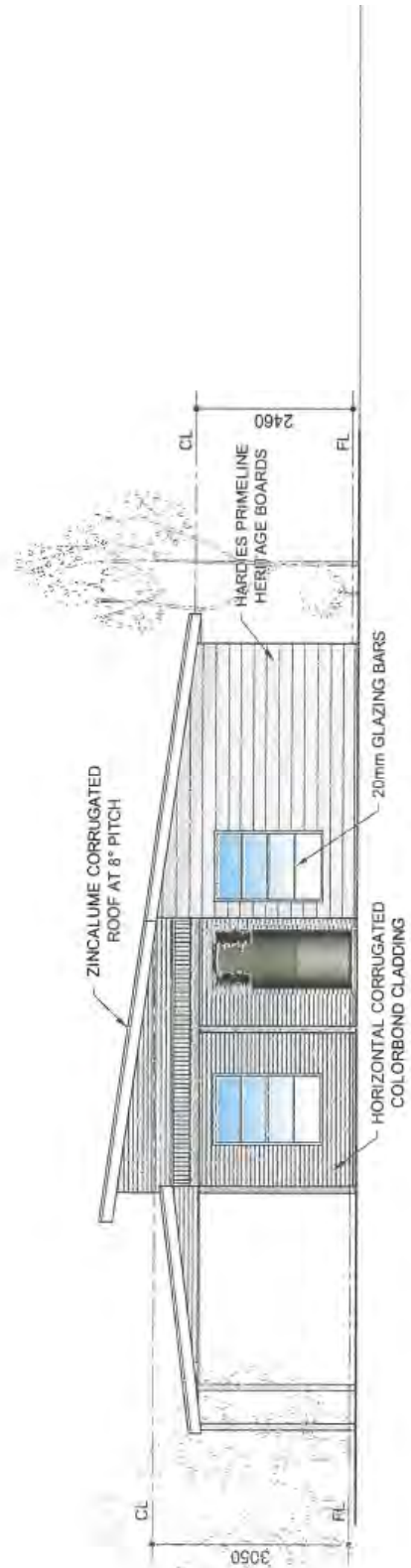
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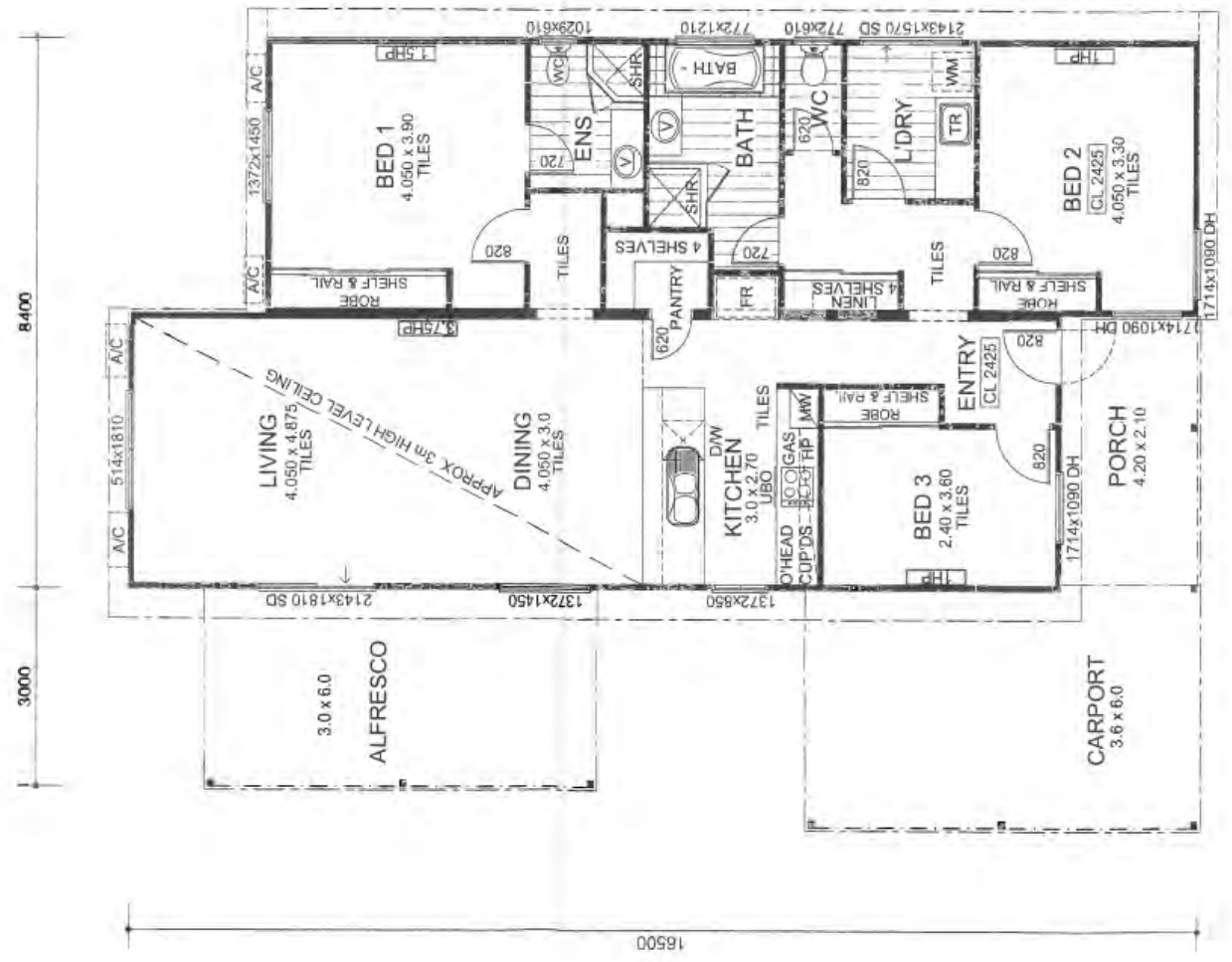


PROPOSED RESIDENCE FOR:		job no.	2 of 2
TOWN OF PORT HEDLAND		date	23.08.10
PORT HEDLAND		drawn	SRD
		checked	
		sheet no.	2
		rev.	0


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FRONT ELEVATION
SCALE 1:100



FLOOR PLAN
SCALE 1:100

AREAS:
HOUSE: 120.96m²
PORCH: 8.82m²
ALFRESCO: 18.0m²
CARPORT: 21.6m²

LEINSTER FOR
TOWN OF PORT HEDLAND
PORT HEDLAND
23/08/2010

CLIENT'S SIGNATURE:



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10.7 Port Hedland International Airport Terminal Expansion Project – Traffic and Car Parking Study Preliminary Report (File No.: 08/02/0018)

Officer Jenella Voitkevich
Manager Infrastructure
Development

Date of Report 18 October 2010

Disclosure of Interest by Officer Nil

Summary

The purpose of this report is to provide the Airport Committee with a preliminary report on the Traffic and Car Parking Study component of the Port Hedland International Airport (PHIA) Terminal Expansion project.

Background

As part of the PHIA Terminal Expansion project a detailed traffic and carparking study will be 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 (refer Monthly Report) and engaged Cardno Eppell Olsen (CEO) to complete the studies. The scope of works to be 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

Consultation

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

Cardno Eppell Olsen carried out a site visit of the PHIA on 6th 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 12th October 2010.

Statutory Implications Nil

Policy Implications Nil

Strategic Planning Implications

Key Result Area 1 - Infrastructure

Goal 2 - Airport

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

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. This is a combination of \$400,000 for the PHIA terminal expansion (investigation and concept design only) and \$25,000 for investigations on paid parking opportunities.

Cardno Eppell Olsen's contract value is \$16,700 (ex gst), lower than the \$25,000 allocated to this component of the project.

Officer's Comment

Cardno Eppell Olsen (CEO) was engaged to undertake the PHIA Terminal Expansion traffic and car parking study on 30th September following a quote request period with various consultants. Their quote submission indicated a 4-6 week period for completion of their scope of works, similar to all other consultants quoting on the project. However, the completion of CEO's scope of works is largely reliant on the delivery of stakeholder consultation and retail/commercial demand studies as these will influence the parking and traffic requirements of the overall development. The overall PHIA Terminal Expansion project (stage 1 – concept design) is scheduled for completion in February which will accommodate funding opportunities and budget consideration for future stages in the 2011/12 budget.

Cardno Eppell Olsen (CEO) carried out an initial site investigation and met with the project team on 6th October 2010. Information has been collated regarding flight details, passenger numbers, current parking layout and parking issues. Traffic counts have been obtained over a 2 week period and the quantity of vehicles in the various parking areas has been surveyed during different times of the day (peak and off-peak) over a week period.

CEO conducted an on-site survey of passengers at the PHIA on 12th October 2010 to determine mode of transport from/to airport, length of stay and behavioral choice reaction to the implementation of car parking pricing.

A report has been provided (attachment 1) summarizing the findings of the data collection, site investigations and surveys.

The following is a summary of the works to be undertaken by CEO within the next 2 weeks:

- A surface travel demand model, relating air passenger demand and car park pricing to the number of vehicles coming into the site and their behaviour within the site (ie. whether they are picked up/dropped off, long stay, shuttle bus etc.) will be developed
- Based upon a future air passenger demand scenario, analysis of the parking demand and main intersection operations at the Great Northern Highway as forecast under different parking pricing scenarios will be undertaken, and recommendations with regards to the future supply of car parking, and pricing strategies made
- Based upon the information gathered about the existing parking layout arrangements, predictions about the usage of different types of car parking and initial feedback from stakeholders regarding the future use of the airport terminal, recommendations with regards to the future parking layout will be made

A report will be presented to the next Airport Committee meeting on 18th November 2010 updating the progress of the Traffic and Car Parking study as well as stakeholder consultation, retail and commercial design studies. These will all inform the preliminary concept designs for the PHIA Terminal Expansion for consideration by the Committee and Council.

Attachments

PHIA Parking Preliminary Report 101018

AC201011/014 Airport Committee Decision

Moved: Cr M Dziombak

Seconded: Cr S R Martin

That Council suspends Standing Orders.

CARRIED 7/0

6:30pm Chairman advised that Standing Orders were suspended.

AC201011/015 Airport Committee Decision

Moved: Cr S R Martin

Seconded: Cr M Dziombak

That Council resumes Standing Orders.

CARRIED 7/0

6:40pm

Chairman advised that Standing Orders were resumed.

**AC201011/016 Airport Committee Decision/Officer's
Recommendation**

Moved: Cr S R Martin

Seconded: Cr M Dziombak

That the Airport Committee acknowledge the status of the Traffic and Car Parking study component of the Port Hedland International Airport Terminal Expansion Project.

CARRIED 7/0

ATTACHMENT TO AGENDA ITEM 10.7

Cardno (WA) Pty Ltd
Trading as Cardno Eppell Olsen
ABN 77 009 119 000

Transportation and Traffic Specialists

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Port Hedland Road Traffic and Car Parking Study - Preliminary Report (DRAFT)

This report summarises the findings of the preliminary data collection phases of the Port Hedland Road Traffic and Car Parking Study. The information collected as part of this exercise will be used to undertake detailed analysis of proposed situations in the future. Topics covered and examined were:

- Internal Road Layout and Circulation;
- Car Parking Supply;
- Existing and Historical Passenger Demand;
- Passenger Activity, Behaviour and Willingness to Pay; and
- Access to the Airport.

Review of Internal Road Layout and Circulation

Cardno undertook a site visit of the Port Hedland International Airport on the 6th 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 line marking– 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 Figure 5 on the following pages); and
- Lack of pedestrian connectivity and shading; there is need for minimize vehicle conflict with pedestrians travelling from the terminal to available car parking.

The following figures 1 to 4 highlight some of the existing features of the current circulation within the airport.

Figure 1 – Entrance Road to the Car Parking Area and Internal Speed Limit



Figure 2 - Pick up drop off area and Pedestrian Crossing



Figure 3 – Entrance to the Short Term Parking and Exit Lane



Figure 4 – Conflict Area with Drivers Exiting the Airport

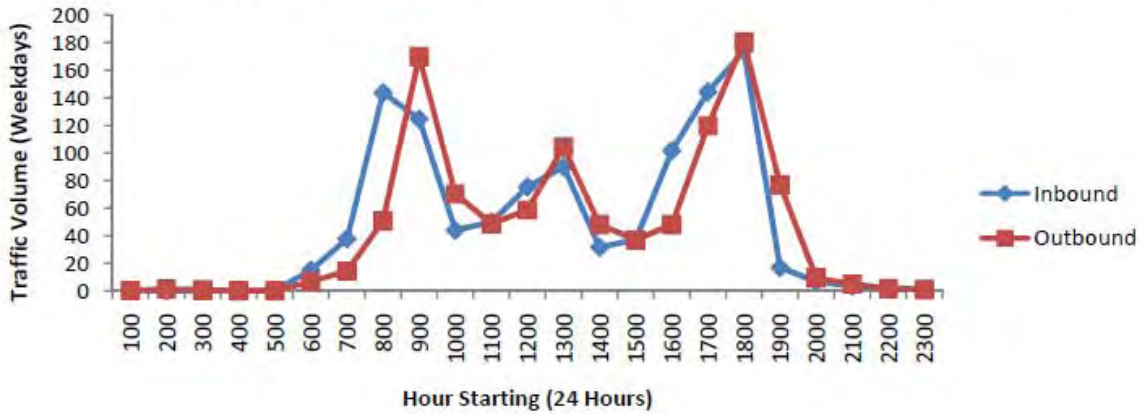




Traffic Volumes

Traffic volumes in and out of the airport are summarised in Figure 5:

Figure 5 – Weekday Traffic Volume In/Out of Port Headland International Airport



(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 fly out demand increases.

Car Parking Supply and Demand

Car parking is provided in a range of locations within the airport. Figure 5 highlights the spatial location of the main car parking locations within the airport:

Figure 6 – Entrance to the Short Term Parking and Exit Lane



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

Table 1 – 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
Total	300

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. There is also additional staff car parking around the sides of the air port terminal.

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	Service /Staff	Total
Monday 10/11/2010	7.50am	8	148	54	39	235	32	516
	1.50pm	0	62	48	37	189	38	374
	5pm	4	129	52	39	198	17	439
	9pm	0	71	55	34	163	7	330
Tuesday 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 10/13/2010	8.15am	9	145	54	43	127	29	407
	1.55pm	1	55	51	39	117	30	293
Thursday 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 10/15/2010	1.50pm	1	85	55	42	157	38	378
	5.15pm	6	164	55	44	184	23	476
Saturday 10/16/2010	8am	9	157	55	44	200	15	480
	3.30pm	0	119	55	43	225	16	458
	8pm	0	111	53	43	222	15	444



Sunday 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

(Source: Town of Port Hedland)

Drop Off / Pick Up Survey

Cardno Eppell Olsen also undertook parking occupancy surveys for the drop off pick up area between 9.00am and 6.00pm on Tuesday the 12th of October, 2010. The observed data is presented on the following pages. It should be noted that the vehicle types are as follows:

- P: Private Vehicle
- PM: Mining Car (Labelled)
- TV: Taxi Van
- TC: Taxi Car
- BM: Mining Bus
- BH: Hotel run Bus

Table 3 – Drop Off / Pick Up Car Parking Occupancy Surveys

Drop Off					Pick Up				
	Type of Vehicle	Arrival Time	Departure Time	No of Person		Type of Vehicle	Arrival Time	Departure Time	No of Person
1	P	10:17	10:17	1	1	TC	9:45	10:00	4
2	PM	10:28	10:28	1	2	TV	9:45	10:00	3
3	P	11:55	11:55	2	3	TV	9:45	10:10	3
4	P	12:01	12:01	2	4	BM	9:45	10:50	23
5	P	12:01	12:01	2	5	BM	10:19	10:20	2
6	P	12:01	12:05	1	6	P	10:20	10:20	3
7	P	12:04	12:04	2	7	P	10:25	10:25	2
8	P	12:07	12:07	1	8	PM	10:25	10:25	2
9	P	12:07	12:07	2	9	TC	10:30	10:30	1
10	P	12:08	12:08	1	10	TC	10:30	10:30	2
11	P	12:10	12:11	2	11	P	10:30	10:30	2
12	TC	12:11	12:11	2	12	P	10:30	10:50	2
13	P	12:14	12:16	2	13	PM	10:30	10:30	2



14	P	12:16	12:16	2	14	PM	10:35	10:35	1
15	P	12:16	12:16	2	15	P	10:35	10:35	1
16	TC	12:17	12:17	1	16	P	10:35	10:35	2
17	P	12:17	12:18	3	17	P	10:35	10:35	1
18	PM	12:18	12:19	2	18	P	10:35	10:35	1
19	P	12:21	12:21	1	19	P	10:35	10:35	1
20	P	12:21	12:21	1	20	PM	10:35	10:35	2
21	P	12:23	12:24	1	21	PM	10:45	10:55	2
22	P	12:24	12:24	1	22	P	10:45	10:55	2
23	P	12:26	12:26	2	23	BM (bhp)	11:30	12:01	0
24	P	12:28	12:29	2	24	BM	11:45	12:55	7
25	P	12:31	12:31	2	25	TC	11:45	12:00	2
26	P	12:32	12:33	2	26	P	12:08	12:49	1
27	PM	12:32	12:33	2	27	P	12:09	12:49	1
28	P	12:37	12:37	2	28	BM	12:10	12:55	1
29	P	12:39	12:39	1	29	TV	12:12	12:14	0
30	P	12:42	12:42	1	30	TC	12:14	12:47	2
31	P	12:42	12:42	1	31	TV	12:17	13:01	5
32	PM	12:42	12:42	1	32	P	12:28	12:49	2
33	P	12:43	13:14	1	33	TC	12:29	13:02	1
34	P	12:45	12:45	1	34	P	12:43	12:43	1
35	P	12:48	12:48	1	35	P	12:49	12:50	2



36	P	12:57	12:58	2	36	P	12:50	12:51	3
37	P	12:57	13:00	1	37	P	12:50	12:53	1
38	PM	13:03	13:03	1	38	P	13:07	13:09	5
39	PM	13:05	13:05	1	39	P	13:08	13:08	1
40	PM	13:11	13:12	2	40	P	13:08	13:09	1
41	P	13:11	13:12	1	41	PM	13:09	13:09	1
42	PM	13:12	13:14	1	42	PM	13:10	13:11	2
43	P	13:13	13:13	1	43	P	13:10	13:14	1
44	P	13:17	13:17	1	44	TV	13:17	13:19	2
45	TV	13:17	13:19	1	45	P	13:22	13:23	3
46	PM	13:34	13:34	1	46	PM	13:22	13:23	2
47	P	13:34	13:35	1	47	TV	13:22	13:53	1
48	TC	13:35	13:37	1	48	P	13:22	13:39	2
49	P	13:37	13:37	1	49	P	13:30	13:44	3
50	PM	13:45	13:47	1	50	PM	13:30	13:47	1
51	PM	16:16	16:17	2	51	PM	13:30	13:48	3
52	P	16:18	16:18	1	52	BM	13:33	13:53	9
53	P	16:18	16:18	1	53	PM	13:40	13:41	2
54	PM	16:28	16:28	1	54	P	13:42	13:54	1
55	PM	16:30	16:30	1	55	P	13:50	13:53	0
56	PM	16:34	16:34	1	56	P	13:50	13:53	4
57	BM	16:35	16:47	3	57	P	13:50	13:56	3
58	P	16:35	16:39	1	58	P	13:53	14:00	4



59	BM	16:40		3	59	P	13:58	14:00	1
60	BM	16:40	16:42	3	60	PM	14:00	14:00	1
61	PM	16:42	16:42	1	61	P	14:00	14:00	1
62	P	16:54	16:55	1	62	PM	14:00	14:03	1
63	P	16:55	16:55	1	63	TV	16:35	16:37	0
64	PM	16:55	16:55	2	64	BM	16:35	16:47	0
65	PM	16:56	16:56	1	65	BM	16:45	16:46	0
66	PM	16:57	16:59	1	66	TC	16:51	16:58	0
67	BM	16:58	17:00	20	67	BM	16:55		
68	PM	17:01	17:02	1	68	BM	16:55		
69	BM	17:01		2	69	TV	16:56	16:58	0
70	PM	17:03	17:03	1	70	TC	17:10	17:19	1
71	PM	17:04	17:05	3	71	TC	17:10		
72	P	17:07	17:10	2	72	BM	17:10		
73	BM	17:07	17:08	5	73	P	17:15	17:16	1
74	BM	17:09	17:11	11					
75	P	17:09	17:09	1					
76	P	17:09	17:09	1					
77	PM	17:10	17:10	1					
78	PM	17:11	17:11	1					
79	BM	17:16	17:16	1					

The average drop off period was 1 minute, whilst the maximum time observed was 31 minutes. The average pick up time was 10 minutes, with the longest observed 65 minutes.



Passenger Purposes, Behaviour and Pricing

In addition to parking occupancy surveys, Cardno Eppell Olsen 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 types of purposes that people were using the airport;
- (2) Understand existing modes to and from the airport; and
- (3) Understand people’s sensitivity to different parking prices.

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

Figure 7 – Purpose of Visiting the Airport

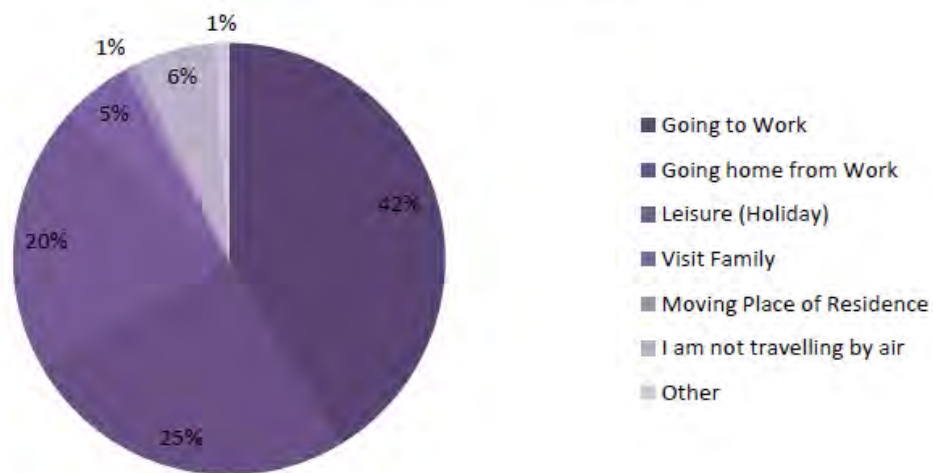


Figure 8 – Existing Usage of Landside Transport to/from Airport

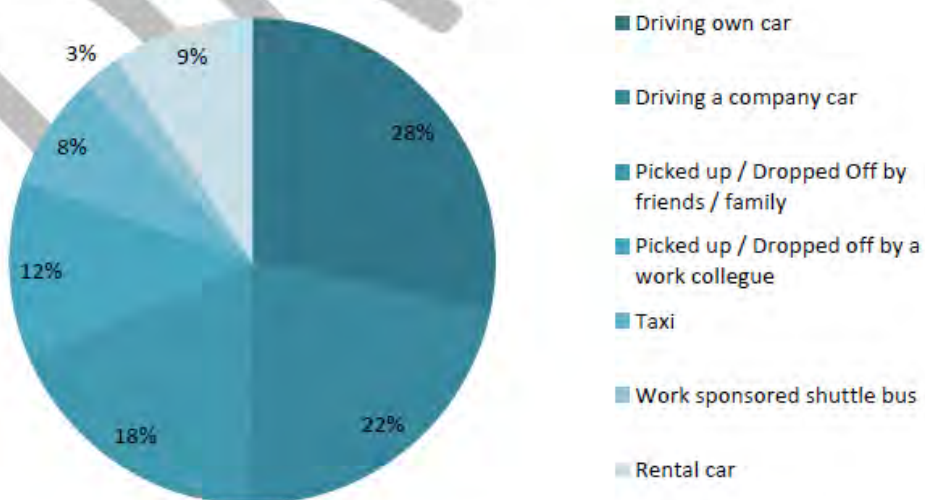
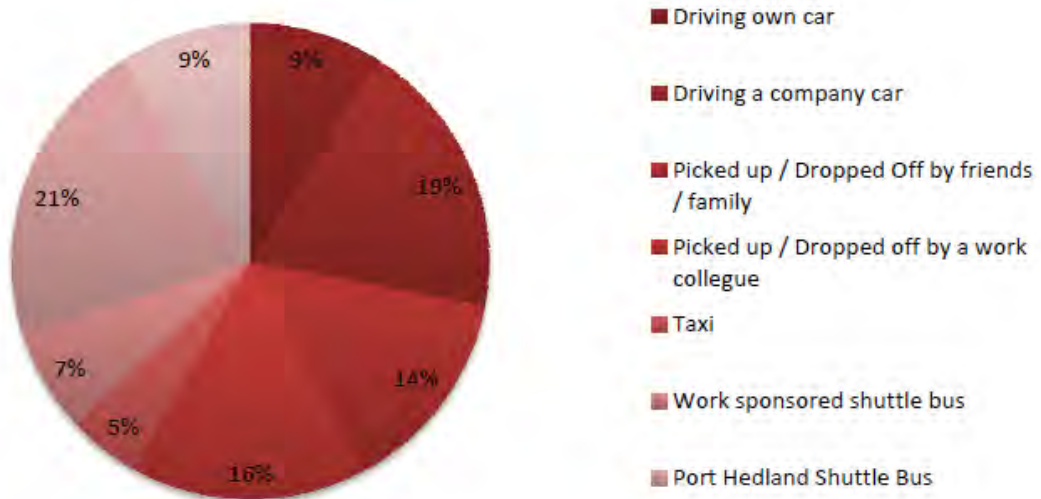




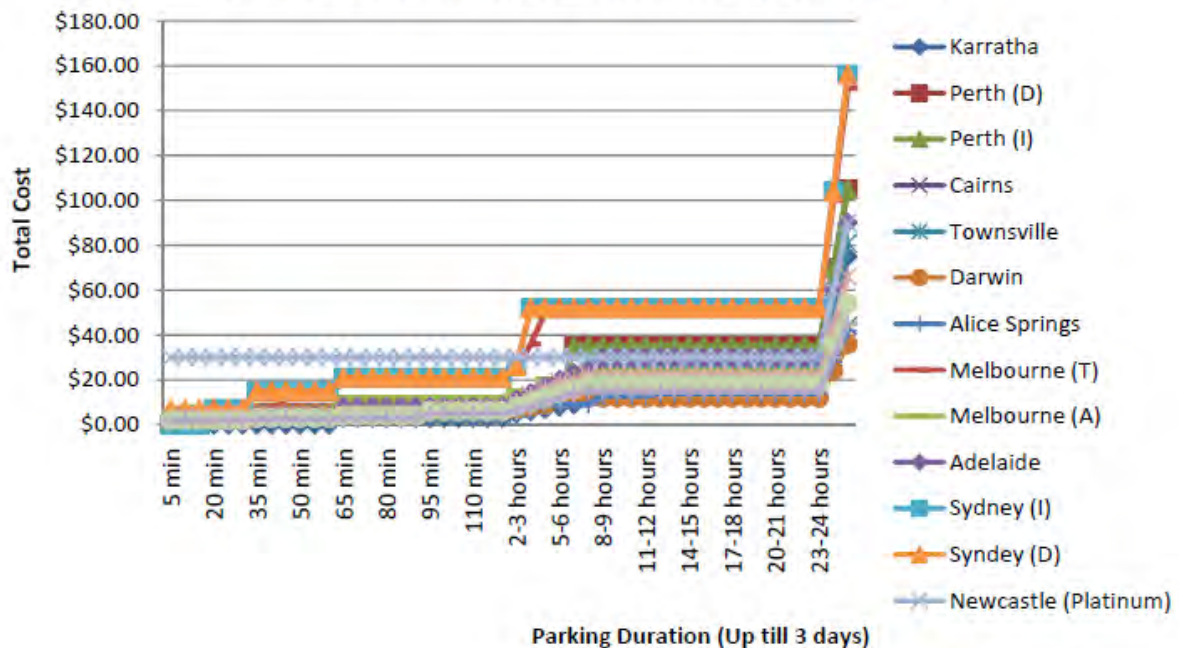
Figure 9 – Stated Preference Usage of Landside Transport to/from Airport under a flat \$10 a day, \$7 per Shuttle Bus Ride

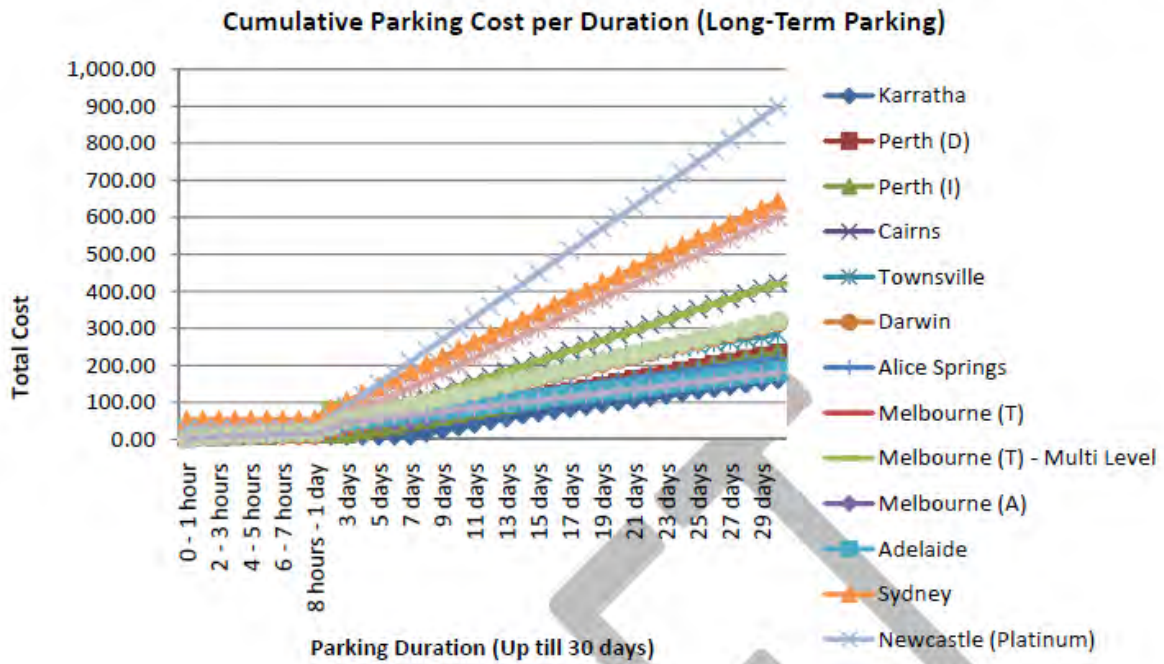


The results suggest that passengers using the car park, particularly those who have access to a company car and reimbursement of parking charges, are fairly inelastic to new pricing schemes.

To get a further understanding of the relationship of car-parking pricing to other airports, a 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.

Cumulative Parking Cost per Duration (Short-Term Parking)

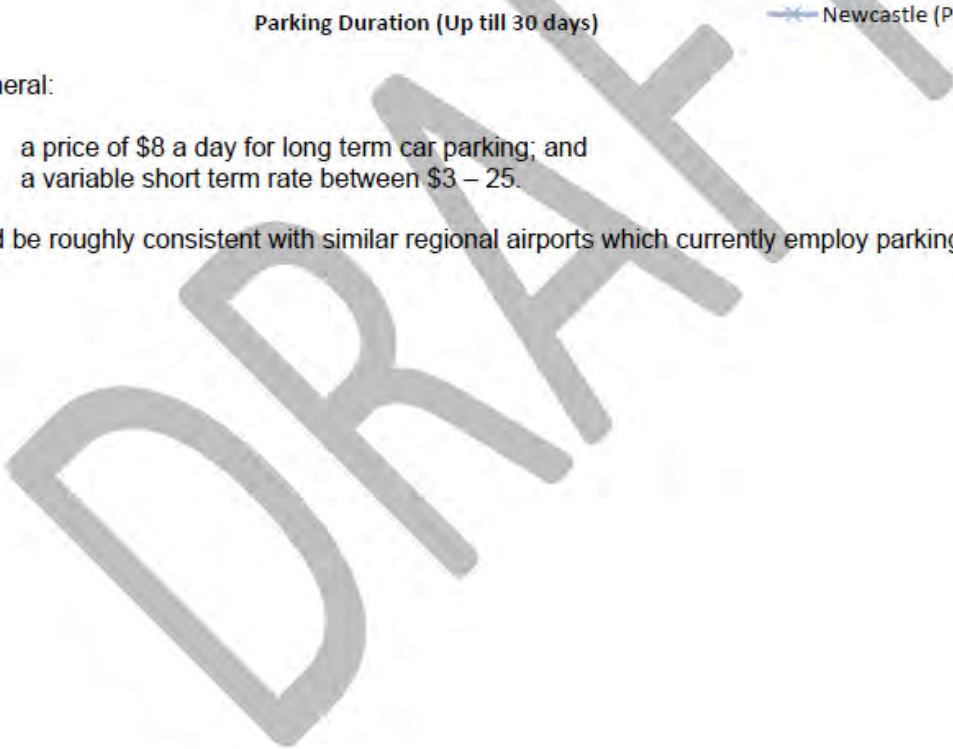




In general:

- a price of \$8 a day for long term car parking; and
- a variable short term rate between \$3 – 25.

Would be roughly consistent with similar regional airports which currently employ parking pricing.





External Road Access

Access to the airport via Great Northern Highway. Great Northern Highway in the vicinity of the access to the airport operates at a 70km/h speed limit. Traffic volumes for this road were sourced from Main Roads Western Australia (MRWA) and are shown below:

Annual Permanent Class Report

Count: Combined Road Name: Great Northern Hwy
 Site No: 50075 Location Description: N of Wallwork Rd
 Date Range: 2009/10 (Data available to 23 Jul 2009)

Vehicle Classification Scheme (AustRoads0-4)														
Class	1	2	3	4	5	6	7	8	9	10	11	12	% Heavy	Vehicles
Monday	11162	395	394	225	40	22	44	15	146	11	129	228		13299
%	84.0	2.9	6.7	1.7	0.3	0.2	0.3	0.1	1.1	0.1	1.0	1.7	13.1	
Tuesday	11201	300	300	228	30	22	38	20	178	13	134	239		13384
%	84.1	2.7	6.4	1.7	0.3	0.2	0.3	0.1	1.3	0.1	1.0	1.8	13.2	
Wednesday	11468	341	382	181	43	18	38	23	137	12	56	238		13003
%	85.1	2.5	6.5	1.4	0.3	0.1	0.3	0.2	1.0	0.1	0.7	1.8	12.4	
Thursday	11833	345	395	230	35	18	39	22	137	16	86	255		13910
%	85.1	2.5	6.4	1.7	0.3	0.1	0.3	0.2	1.0	0.1	0.6	1.8	12.6	
Friday	12146	397	352	187	45	20	35	17	139	17	99	254		14208
%	85.5	2.9	6.0	1.3	0.3	0.1	0.2	0.1	1.0	0.1	0.7	1.8	11.7	
Saturday	6040	387	313	141	23	21	19	10	114	14	132	238		10751
%	84.1	3.5	5.7	1.3	0.2	0.2	0.2	0.1	1.1	0.1	1.2	2.2	12.3	
Sunday	7182	321	444	57	14	11	14	8	77	7	90	210		9413
%	85.1	3.8	5.3	0.7	0.2	0.1	0.2	0.1	0.9	0.1	1.1	2.5	11.1	
Avg Daily Vol	1	2	3	4	5	6	7	8	9	10	11	12	% Heavy	Vehicles
ADT (M-S)	10585	362	775	180	34	19	32	16	133	13	108	237		12494
%	84.7	2.9	6.2	1.4	0.3	0.2	0.3	0.1	1.1	0.1	0.9	1.9	12.4	
AWT (M-F)	11578	306	375	212	40	20	39	19	146	14	107	243		13659
%	84.9	2.7	6.4	1.6	0.3	0.1	0.3	0.1	1.1	0.1	0.8	1.8	12.6	
Weekend	8101	354	529	99	19	16	18	9	96	11	111	224		9682
%	84.5	3.7	5.5	1.0	0.2	0.2	0.2	0.1	1.0	0.1	1.2	2.3	11.9	

% Heavy = Classes 3 - 12

(Source: MRWA)

The intersection of the Great Northern Highway with the Airport Access road is currently configured as a seagull T intersection with a 70m (Excluding taper) right turn pocket. Figures 10 and 11 demonstrate the level of sightlines and signage. In general the terrain is very flat, and the Great Northern Highway straight, and so sightlines are generally satisfactory.

Figure 10 – Facing South along Great Eastern Highway towards Access to Airport



Figure 11– Facing North along Great Eastern Highway towards Access to Airport



The Next Steps

The next part of the study would:

- A surface travel demand model, relating air passenger demand and car park pricing to the number of vehicles coming into the site and their behaviour within the site (IE. Whether they are picked up / dropped off, long stay, shuttle bus etc.) will be developed.
- Based upon a future air passenger demand scenario, analysis of the parking demand and main intersection operations at the Great Northern Highway as forecast under different pricing scenarios will be undertaken, and recommendations with regards to the future supply of car parking, and pricing strategies made.
- Based upon the information gathered about the existing parking layout arrangements and predictions about the usage of different types of car parking, recommendations with regards to the future parking layout will be made.

DRAFT

ITEM 11 LATE ITEMS AS PERMITTED BY CHAIRPERSON/COUNCIL

Nil.

ITEM 12 MOTIONS OF WHICH PREVIOUS NOTICE HAVE BEEN GIVEN

Nil.

ITEM 13 CONFIDENTIAL ITEMS

Nil.

ITEM 14 APPLICATIONS FOR LEAVE OF ABSENCE

AC201011/017 Airport Committee Decision

Moved: Cr S R Martin

Seconded: Mayor K Howlett

That the following Applications for Leave of Absence:

- . **Councillor J M Gillingham from 29 October 2010 to 1 November 2010**
- . **Mr Serge Doumergue from 1 December 2010 to 31 December 2010**

be approved.

CARRIED 7/0

ITEM 15 CLOSURE

15.1 Date of Next Meeting

The next Airport Committee Meeting of Council will be held on Thursday 18 November 2010, commencing at 5:30 pm

15.2 Closure

There being no further business, the Chairman declared the meeting closed at 6:45 pm.

Declaration of Confirmation of Minutes

I certify that these Minutes were confirmed by the Airport Committee at its Meeting of _____ 2010.

CONFIRMATION:

CHAIR

DATE