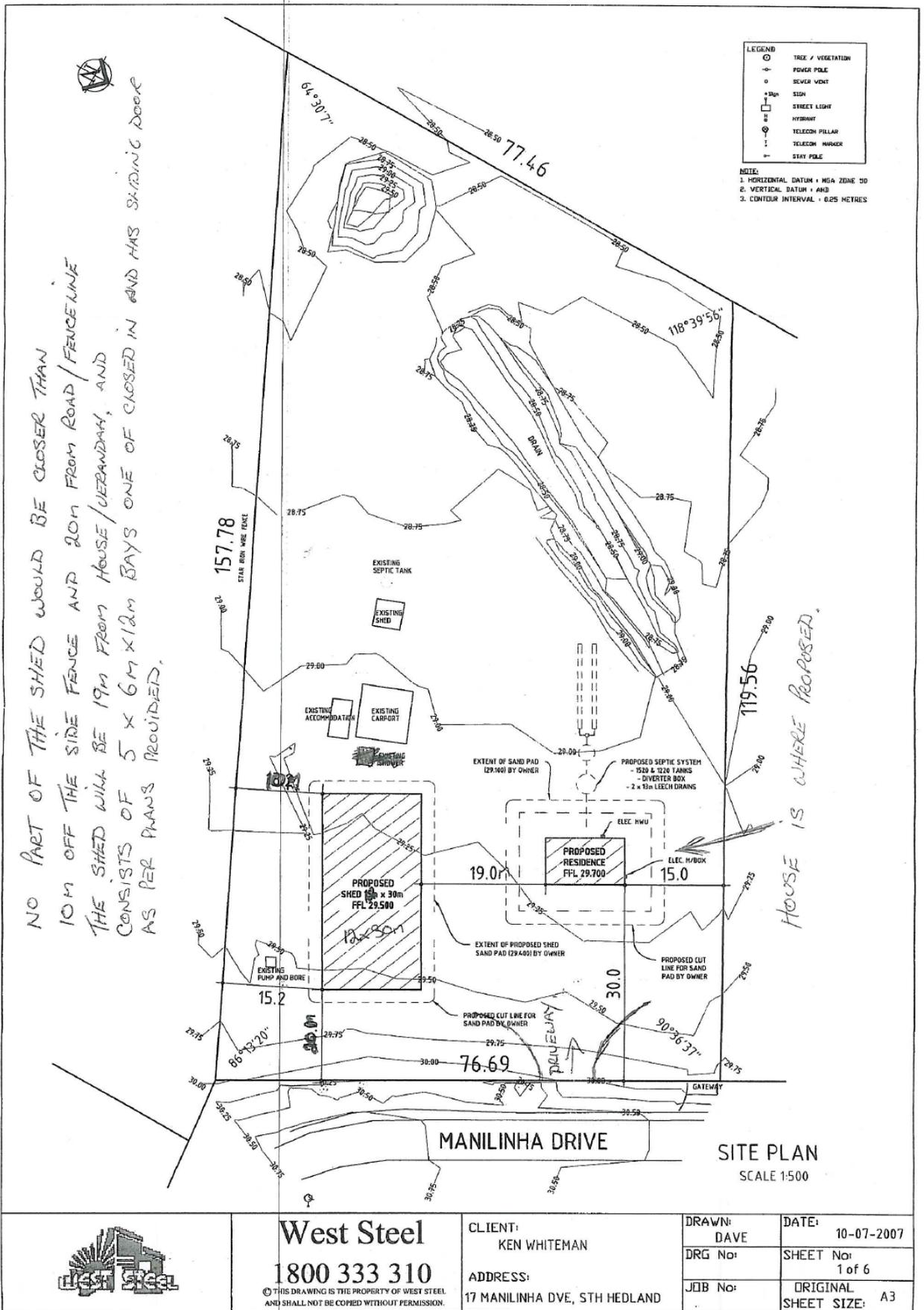
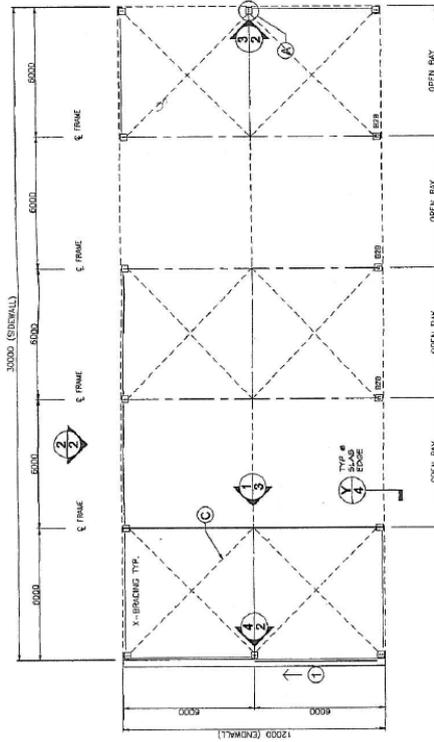


ATTACHMENT 1 TO AGENDA ITEM 11.2.2.5





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1 FOUNDATION PLAN  
SCALE: 1 : 200

R20: indicates Back to Back Column Section

STEEL BUILDING BY	SHEDS GALORE
FOR	07 5540 7875
AT	KEN WHITEMAN 6-8 MANILINHA DRIVE TURNER RIVER
DRAWN	FDHS
CHECKED	JH
DATE	18/3/2009
JOB NO.	OXFD10714
SHEET	1 OF 6



**ACAME** 245 Princess Highway  
 ABN 28 002 465 077 Milton NSW 2538  
 Consulting Civil Structural  
 & Mechanical Engineers  
 10/100-10/100 Street, Turner River NSW 2537  
 Telephone: 02 4833 2222  
 Fax: 02 4833 2223  
 Registered Civil & Structural Engineer  
 Registered Civil & Structural Engineer

Registered Professional Engineer 349317  
 Mr John Raymond Hart  
 MESAUT CPEng - (Civil/Structural) NPER  
 Signed on this date 18/3/09  
 Date 18/3/09  
 Registered Professional Engineer  
 National Professional Engineers Register



*11.2.2.6 Twelve Mile – Various Developments (File No.: 130269G, 130603G, 130583G, 130267G, 130579G, 130580G, 130581G, 803185G, 129010G & 129011G)*

**Officer** Luke Cervi  
Planning Officer

**Date of Report** 13 May 2009

Application Numbers

2008/249, 2008/250, 2008/251, 2008/252, 2008/254, 2008/431,  
2008/432, 2008/434, 2008/355, 2009/67.01

Disclosure of Interest by Officer Nil

Summary

This item seeks to update Council on a number of current issues and potential future development of the locality generally known as 'Twelve Mile'. The report also recommends lobbying State Land Services (SLS) as well as formalizing an existing access point to the Great Northern Highway.

Background

Council staff has had discussions with a number of stakeholders in regard to current and proposed development of land in the 'Twelve Mile' area. Below is a summary of issues with any action currently required by Council.

*Existing Rural Residential Area*

Council currently has eight planning applications for those lots abutting Twelve Mile Road (Speedway Road) which are held under lease from the Crown. When the leases were originally entered into the land was zoned Rural however, this has been amended to Rural Residential by Council. SLS (acting on behalf of the Crown) inspected the land and identified a number of properties being utilised in a manner inconsistent with the leases (The leases limit the use of the land to the "Stabling and Paddocking of Horses"). As a number of these applications would breach the leases, they have been held in abeyance until the issue can be resolved.

The planning scheme supports dwellings on Rural Residential land and a number of the lessees are seeking to live on the lots. From most recent discussions with SLS, it appears they are considering altering the purpose of these leases. Whilst this may provide the ability for people to build, it does not provide the security and certainty required by the lessees. This would be provided if the land was freehold.

It is recommended that Council request SLS release the land for freehold purchase.

*Twelve Mile Road (Speedway Road) and Drovers Rest Road*

Twelve Mile Road is of gravel construction and is maintained by Council whereas the nearby Drovers Rest Road is an unconstructed Road. In the event of Lot 126 (a privately owned area which is greater than 200 ha in size) being developed for Rural Residential purposes, it is likely that these roads will need to be upgraded. Furthermore, Main Roads have identified that the Twelve Mile Road and Great Northern Highway intersection will need to be upgraded to a sealed standard for a minimum distance of 100m from the edge of the Great Northern Highway seal in the event of traffic flows increasing significantly on existing levels. This could occur in the event of the existing Rural Residential lots being developed with houses.

At this time no action is required by Council however, any future upgrade of the Twelve Mile Road and Great Northern Highway intersection is likely to require allocation of Council funds.

*Lot 126 Great Northern Highway*

The Land Owner of Lot 126 has proposed a scheme amendment which proposes to rezone the land from Rural to Rural Residential. The amendment documentation for this proposal is currently incomplete. The proposal poses a number of issues that have yet to be adequately addressed and as a result a detailed further information letter was sent (see Attachment 3). In summary the major issues are as follows:

1. Potential flooding of the site
2. Lack of consideration of impacts/interrelation with surrounding lands.
3. Lot size and yield (including the demand for the development in relation to the overall market for similar developments).

A Development Plan has been requested in accordance with the Scheme that includes Lot 126 (subject site) to the east, the existing rural residential area (Twelve Mile) to the west, the Goldsworthy Railway to the north and Great Northern Highway to the south. The extent of the area to be covered by the development plan has been increased beyond that of the site so as to consider the impacts on the land that under the current proposal would be 'leap frogged' and how it should be developed in the event of the amendment gaining support. This increases the development plan area from 201.94ha (being the size of Lot 126) to approximately 452ha.

At this point the proposal would, if approved, provide for 121 additional Rural Residential lots which is approximately double the number of existing Rural Residential Zoned lots (South Hedland Rural Estate, Redbank, Turner River and Twelve Mile). The original concept discussed with Council involved 67 lots.

Section 6.8.4 of the Planning Scheme states:

*“Lots connected to reticulated water and located in the Rural Residential zone shall be no less than 1 hectare and lots not connected to reticulated water and located within the Rural Residential zone shall be no less than 2 hectares.”*

Based on 6.8.4, and the applicant's advice that they intend to provide reticulated water, a maximum yield of 201 lots is permitted by the scheme for Lot 126.

The potential subdivision of the currently undeveloped Rural Residential land adjoining the South Hedland Rural Estate (approximately 93ha) should also be considered. The owners of this land have also been discussing its subdivision with Council staff.

This information is for Council information only and no action is required from Council at this time.

#### *Lot 2 Great Northern Highway (Bullbuck)*

Council previously considered an application for an additional house at the site at its meeting of the 10<sup>th</sup> December 2008. The application was refused however the resolution included:

*“That Council advise the applicant that it may be willing to consider this application for the construction of an additional house at Lot 2 Forrest Location, subject to the new proposal being a replacement for an existing approved dwelling, which will not result in an increase in the number of total dwellings”.*

A new application was subsequently submitted and approved under Delegated Authority. A condition of this approval was:

*“Provide the Town with written advice demonstrating that the developer/owners have liaised with Main Roads Western Australia with regard to the construction and location of the crossover from Great Northern Highway.”*

The owners have obtained Conditional Approval from Main Roads for the existing access, which includes amongst others the following conditions:

You must obtain written approval from the Town of Port Hedland confirming that they agree to the use of this access point.

You must provide documentary evidence of your right to access the land between the road reserve and your property.

Main Roads have agreed that the existing access for Bullbuck has been utilised by current and previous owners for many years without concern. The approved access point is off Drivers Rest Road which is not fully constructed and there are concerns about Road Trains utilising this road as it traverses the Twelve Mile Rural Residential area before linking to the Great Northern Highway. As such, it was considered desirable to maintain the existing access which traverses some Unallocated Crown Land (UCL) before linking directly to the Great Northern Highway. Access across the UCL will require the consent of SLS and can be achieved in a number of ways. They are as follows:

1. Create an easement in favour of Lot 2.
2. The land be purchased and amalgamated with Lot 2.
3. A Road Reserve be created over the access.

The Road Reserve should not be supported by Council as they would become the responsible authority for the road and therefore maintenance. The road currently only serves Lot 2 and due to the use of the road by Road Trains, access to the road should be limited. It is therefore recommended that Council write to SLS and support the formalisation of the access by either option 1 or 2.

Please Note: Lot 2 and the UCL fall within the area required to be included in the development plan associated with the proposed development of Lot 126.

#### Consultation

Council officers have previously met with Main Roads, SLS, lessees, landowners and consultants acting on behalf of the applicants to discuss these matters.

#### Statutory Implications

The lands issues such as converting land to freehold and creating legal right of access may have significant implications but are dealt with under legislation controlled by the Department of Planning and Infrastructure.

There are no significant statutory implications for Council.

### Policy Implications

The supporting of the existing access to Lot 2 could have some impacts on Council policy 9/005 – Crossovers. It has therefore been included in the recommendation that the support of the access be subject to meeting with Council's Engineering requirements.

### Strategic Planning Implications

The following sections of the Plan for the Future are considered relevant to this proposal:

#### Key Result Area 1 – Infrastructure

Goal 1 – Roads, Footpaths and Drainage

Strategy 4 – Progressively implement the recommendations from road safety audits that have been completed.

#### Key Result Area 4 – Economic Development

Goal Number 4 – Land Development Projects

Strategy 2 – Work with the DPI to identify additional crown land that can be released for development in a timely manner.

In addition, the following are of strategic importance:

1. If the access point for Lot 2 is not supported it would create a undesirable situation in which Road Trains travel along roads abutting existing Rural Residential zoned land. This issue and impacts would need to be fully considered when considering the proposed Rural Residential rezoning.
2. Infrastructure and services availability and expectations Vs costs associated with delivery.
3. Impacts on other Rural Residential settlements (South Hedland Rural Estate, Redbank and Turner River).

### Budget Implications

There are no budget implications at this stage.

### Officer's Comment

Twelve Mile is in the midst of a potential development boom that could change the character and function of the locality and also impact on the development and function of the Town's other Rural Residential areas. However, the recommendations of this report are relatively minor and are consistent with the planning direction set for the locality until now. The more significant issues will be reported to Council at a later date when all required information associated with the Scheme Amendment is received.

The formalisation of the existing access point to Lot 2 is considered to be a practical and desirable outcome as it facilitates direct access to the Great Northern Highway and assists Road Trains avoid local roads when accessing the site. Main Roads have included conditions in regards to upgrading the access to their specifications. Council consent should also be subject to upgrade of access meeting its engineering requirements.

By requesting SLS make available the existing Rural Residential zoned land for freehold, Council would be supporting the development of this land in accordance with the Planning Scheme and therefore Council's vision. From discussions with lessees it appears the uncertainty of leasehold land would limit their willingness to invest substantial funds into developing the land.

#### Attachments

1. Site Plan
2. Cadastre Plan
3. Lot 126 – Further Information Letter

200809/335 Council Decision/Officer's Recommendation

**Moved:** Cr K A Howlett

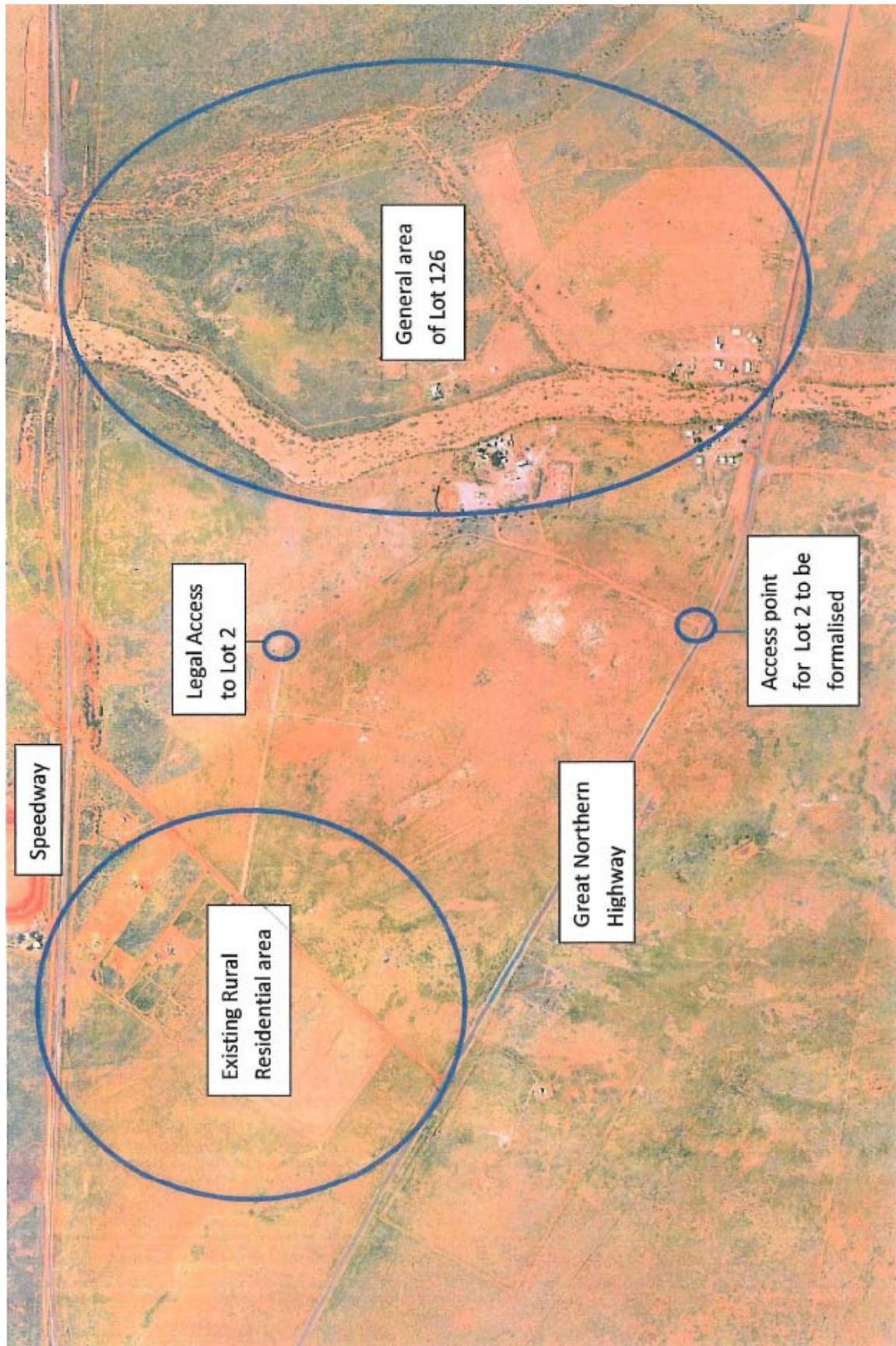
**Seconded:** Cr G D Bussell

That Council:

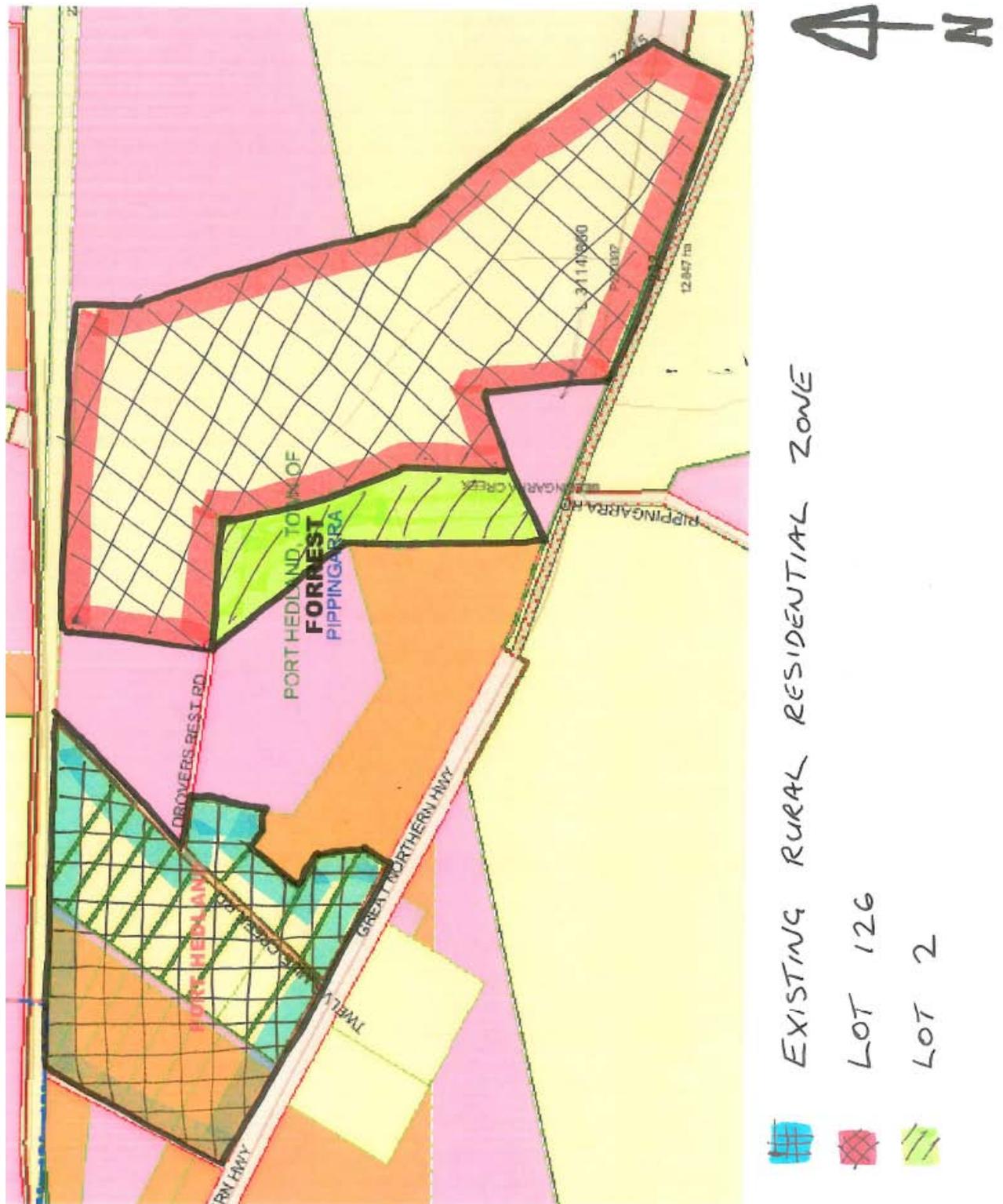
- i) advise Main Roads Western Australia that it supports the location of the existing access to Lot 2 Great Northern Highway at SLK 1618.47 on Great Northern Highway on the left hand side subject to:
  - a) **a copy of the documentary evidence of right to access the land between the road reserve and Lot 2 being provided to the Town of Port Hedland; and**
  - b) **the upgrading of the access to meet with Main Roads Western Australia and Council's engineering requirements; and**
- ii) write to State Land Services and request that:
  - a) **the existing Rural Residential lots in Twelve Mile be made available for freehold tenure; and**
  - b) **legal access to the Great Northern Highway be provided to Lot 2 D097932 be either:**
    - 1) creating an easement over Lot 5241 P214767 in favour of Lot 2 D097932: or,
    - 2) amalgamate Lot 2 D097932 and Lot 5241 P214767

*CARRIED 6/0*

ATTACHMENT 1 TO AGENDA ITEM 11.2.2.6



ATTACHMENT 2 TO AGENDA ITEM 11.2.2.6



## ATTACHMENT 3 TO AGENDA ITEM 11.2.2.6

TOWN OF  
PORT HEDLAND

FILE COPY



Whelans (WA) Pty Ltd  
PO Box 99  
MOUNT HAWTHORN WA 6915

Our Ref: 2008/355  
A129010

Your Ref:

Enquiries: Luke Cervi

Direct Line: 9158 933186

Dear Sir/Madam,

**RE: DRAFT RURAL RESIDENTIAL DEVELOPMENT PLAN**  
**APPLICATION NUMBER: 2008/355**  
**LOCATION: LOT 126, GREAT NORTHERN HIGHWAY, PORT HEDLAND 6721**

With reference to the Draft Rural Residential Development Plan submitted for the above property, received on 22/09/2008, I wish to provide the following comments:

1. In accordance with clause 6.8.5 of the Town of Port Hedland Planning Scheme 5, a development plan is required for the proposed rezoning. The development plan should address the matters identified in Appendix 6 of the Scheme (see attached). The submitted development plan does not adequately address these matters.
2. Impacts on surrounding lands with particular regard to current and potential uses available under the scheme needs further consideration. The development plan area should be increased to include the existing rural residential area (Twelve Mile) to the west, the Goldsworthy railway to the north and the Great Northern Highway to the south as a minimum.
3. Lot Sizes and Layout – The development plan text on this element contradicts itself. Regardless of this, justification for the proposed lot sizes is required. It is noted that the nearby Twelve Mile rural residential development is focused on equine activities and currently consists of lots that are 4ha or larger.

Whilst it is noted that clause 6.8.4 allows for rural residential lots not less than 1ha where reticulated water is available, Appendix 6 includes item (xi) *the demand for the development in relation to the overall market for similar developments*. For support to be provided for any new Rural Residential Zone, Council must be satisfied a need exists and the proposal will meet those needs. The proposed 121 lots would approximately double the number of Rural Residential lots within the Town of Port Hedland.

CIVIC CENTRE, MCGREGOR STREET, PORT HEDLAND  
TELEPHONE: (08) 9158 9300 FACSIMILE: (08) 9173 1766

PO BOX 41, PORT HEDLAND 6721  
EMAIL: council@porthedland.wa.gov.au

4. The extent of flooding of the land is of concern to the Town. The scope of the JDA flood report provided is inadequate for the proposed rezoning. Furthermore, the Draft Rural Residential Development Plan also references' Department of Planning and Infrastructure flood modelling and includes a map (appendix 2). This map was produced in July 2002 (more current than the JDA flood report) and identifies the whole site as being flooded within the 1:100 year flood/storm surge event. Additionally, recommendation 8 of the JDA report states:
  - Where possible, new buildings be located away (more than 100m) from the banks of the creek. During major flood events, flow velocities are significantly greater (and more hazardous) within/near the main creek channel than for overland flow on the floodplain.and:
  - Prior to the location and construction of new buildings, the flood levels in 100 year ARI flood should be estimated over the whole property, by refinement of the methods presented in this report. In particular an additional cross section should be surveyed half way between the two bridges and the railway bridge related to AHD. These sections should then be used to estimate the 100 year flood levels by Manning's formula.
5. When considering 'buildings be located 100m or more from the banks of the creek', in combination with the proposed 20m setback from boundaries, it appears to extremely limit or prevent the development of a number of lots such as 53-61. Flooding may also impact on the ability of lots to provide for effluent disposal.
6. The road reserve providing access to the western portion of the land is known as Drovers Rest Road and is not presently maintained by Council. The road would require full construction to the Town's Engineering requirements as part of any approval.
7. Access to the Great Northern Highway is controlled by Main Roads and any access to the Highway requires their approval. In addition to the direct access proposed, lots 1-20 require indirect access via Drovers Rest Road and Twelve Mile Creek Road. The number of traffic movements the proposal would create is substantial when considering current traffic movements. The Town is currently liaising with Main Roads regarding the intersection and planning applications along Twelve Mile Creek Road and Drovers Rest Road. It is suggested you contact Main Roads regarding new accesses and any potential upgrade of existing access points.
8. In regard to the Endangered and Rare Flora and Fauna, a survey is required to identify the existence and location of such flora and fauna.
9. The land south of the Great Northern Highway is not considered appropriate for Rural Residential development and is unlikely to gain officer support.

10. The vesting of the creeks to Council as Open Space as part of any subdivision is unlikely to be supported as there is minimal recreational benefit available from the land. However, it may accept the vesting for alternate purposes such as drainage. An open space contribution in accordance with Section 153 of the Planning and Development Act 2005 is likely to be pursued as part of any subdivision.

The above items identify the most significant issues that need to be resolved to ascertain general merit of the proposal. We have also sought to bring your attention to some potential costs that may not have been considered by your client. If the merits of the proposal are supported, more detailed information may be required.

You are requested to please provide further information where identified in the above points or advise whether you intend on proceeding with the proposal and if so to provide all the required information. If no response has been received by 19 April 2009, which is 30 days from the date of this letter, the application will be determined solely on the information currently with the Town of Port Hedland Council.

Should you have any queries pertaining to the above, or require further assistance please contact Luke Cervi on telephone 9158 9386.

Yours faithfully,



Terry Sargent  
**Director Community & Regulatory Services**

20 March 2009

*11.2.2.7 Proposed Closure of Public Access Way and part Road Reserve– John Way, South Hedland (File No.: 804128G & 103460G)*

<b>Officer</b>	Luke Cervi Planning Officer
<b>Date of Report</b>	13 May 2009
<b>Application Number</b>	2009/43
<b>Disclosure of Interest by Officer</b>	Nil

#### Summary

Council has received a request from M & G Pike and W & R Coles to close a Public Access Way that adjoins their property (26 John Way, South Hedland) and also purchase Lot 55 John Way.

#### Background

The applicant's have previously written to the Department of Planning and Infrastructure (DPI) seeking to obtain land that adjoins their property (a Public Access Way and Lot 55 John Way). DPI advised that Lot 55 is a freehold title (which Council records indicate is owned by the Crown) and that the consent of the Council is required to close the Public Access Way (PAW).

Further discussions with DPI have revealed Lot 55 is the PAW and the other land sought is within the John Way Road Reserve.

#### Consultation

Consultation with DPI and Council's Engineering Department has been undertaken.

#### Statutory Implications

The closure of Roads and PAW's is dealt with under Section 58 of the *Land Administration Act 1997* which is administered by State Land Services. Section 9 of the *Land Administration Regulations 1998* identifies the information a Local Government must provide when requesting a road be closed.

The sale of Crown land is dealt with by Part 6 of the *Land Administration Act 1997* which is administered by State Land Services.

### Policy Implications

The land is identified within the Town's Cycle Plan and Land Rationalisation Plan. The closure of the PAW is likely to adversely impact on the implementation of both of these policies.

### Strategic Planning Implications

The following sections of Council's Plan for the Future 2008-2013 are considered relevant to the proposal:

#### Key Result Area 1 – Infrastructure

##### Goal Number 1 – Roads, Footpaths and Drainage

Strategy 1 – Ensure that Council's core community infrastructure assets are being managed appropriately through the implementation of the following Council Five-Year programs:

- Footpath development program
- Resealing Program
- Kerb development/replacement program
- Drainage upgrade program
- Playground upgrade program

#### Key Result Area 3 – Community Development

##### Goal Number 4 – Community Safety & Crime Prevention

Strategy 2 – In conjunction with the Police and other stakeholders, develop initiatives that discourage street drinking, littering, graffiti and other anti-social behavior in public places and implement appropriate actions

### Budget Implications

Should Council wish to close the PAW, the relocation of the overhead power lines would be required. This has not been costed but the cost of this is likely to be substantial.

In addition, it may be possible to upgrade the existing path to meet the specifications of the proposed Cycle Path identified in the Town's Cycle Plan. This may provide a saving on the \$34,200 budgeted for this section of Cycle Path.

### Officer's Comment

#### *Public Access Way*

The PAW contains overhead power lines. State Land Services have advised that it is not permitted to vest land with overhead power lines to an individual/s. To enable the closure the existing power lines would need to be relocated or placed underground.

In addition, the land is adjacent to a drainage reserve that is identified within the Town's Cycle Plan and Land Rationalisation Plan. The Cycle Plan proposes the construction of 180m of In-situ concrete path 2m wide linking Greene Place and Brodie Crescent. It may be possible to upgrade the existing path located within the PAW as opposed to creating a new path in the adjacent drainage reserve. This will be determined as the Cycle Plan is implemented.

The existing path within the PAW is approximately 60m in length and 1.2m wide. As this is approximately 1/3 the length of this section of the Cycle path (and over 1/2 the width), full replacement cost is estimated at \$11,400 (being 1/3 of that budgeted). Assuming that a saving could be made by upgrading the existing path, it would seem beneficial to retain the PAW to enable this to occur.

Furthermore, the draft Land Rationalisation Plan identifies the drainage reserve adjacent to the PAW as site 37 in Appendix 4 - Public Land - South Hedland. The following commentary is provided in the plan:

*"Further investigations required in relation to rationalisation of Water & Drainage Reserves. If determined unnecessary, the parcel could be developed in conjunction with Site No. 68 and No.69 after being rezoned."*

This provides further weight to utilising the PAW as the location of the cycle path.

#### *John Way Road Reserve*

The small section of John Way Road Reserve (approximately 30m<sup>2</sup>) which is being sought by the applicant is no longer required for road purposes. The land to be transferred (road reserve) would result in the applicant's land becoming more regular in shape providing greater opportunity to develop/maximise use of the land in its entirety.

#### *Options*

Council has a number of options for responding to the request, they are as follows:

1. Support the request for closure of the PAW either with or without conditions.
2. Reject the request for closure of the PAW
3. Support the request for closure of part of the John Way Road Reserve.
4. Reject the request for closure of part of the John Way Road Reserve.

It is recommended that Council refuse to support the closure of the PAW but support the closure of part of the John Way Road Reserve.

Attachments

1. Aerial Photo
2. Site Plan

Officer's Recommendation

That Council:

- i) advise the applicant:
  - a) Council does not support the closure of the PAW for the following reasons:
    - 1) the land contains overhead power lines which would need to be relocated or placed underground; and
    - 2) the land contains infrastructure that may be utilised in implementing the Town's Cycle Plan;
  - b) Council does support the closure of part of the John Way Road Reserve; and
- ii) in accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*, request the Department for Planning and Infrastructure – State Land Services close part of the John Way Road Reserve.

200809/... Council Decision

**Moved:** Cr K A Howlett

**Seconded:** Cr A A Gear

That Council:

- i) advise the applicant:
  - a) Council does support the closure of the PAW; and
  - b) Council does support the closure of part of the John Way Road Reserve; and
- ii) in accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*, request the Department for Planning and Infrastructure – State Land Services close part of the John Way Road Reserve.

LOST 2/4

200809/336 Council Decision/Officer's Recommendation

**Moved:** Cr G D Bussell

**Seconded:** Cr S J Coates

That Council:

- i) advise the applicant:
  - a) **Council does not support the closure of the PAW for the following reasons:**
    - 1) the land contains overhead power lines which would need to be relocated or placed underground; and
    - 2) the land contains infrastructure that may be utilised in implementing the Town's Cycle Plan;
  - b) **Council does support the closure of part of the John Way Road Reserve; and**
- ii) in accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*, request the Department for Planning and Infrastructure – State Land Services close part of the John Way Road Reserve.

*CARRIED 4/2*

*NOTE: Cr K A Howlett requested the votes be recorded.*

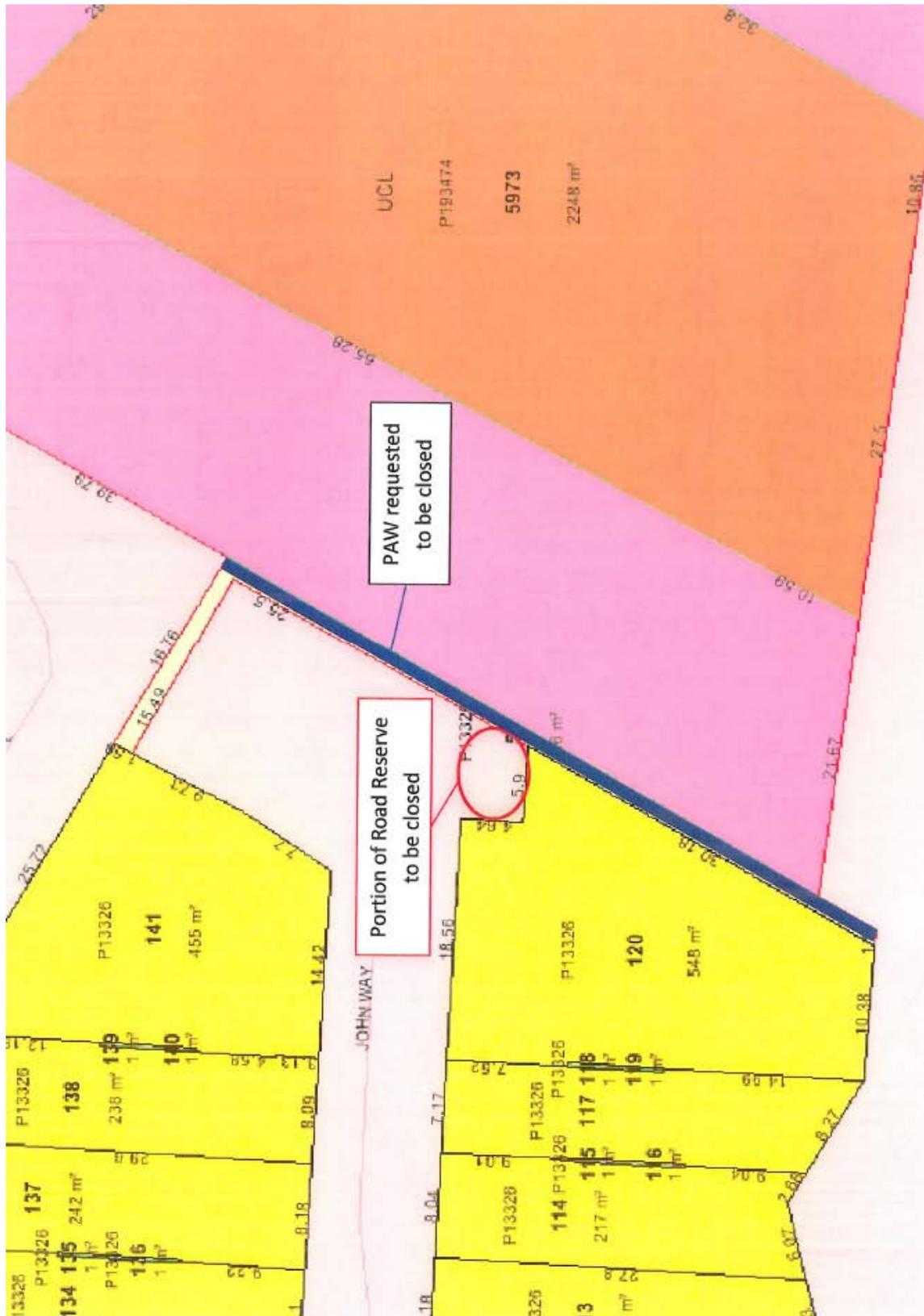
Record of Vote:

FOR	AGAINST
Cr S R Martin	Cr A A Gear
Cr G D Bussell	Cr K A Howlett
Cr S J Coates	
Cr J M Gillingham	

ATTACHMENT 1 TO AGENDA ITEM 11.2.2.7



ATTACHMENT 2 TO AGENDA ITEM 11.2.2.7



**11.2.3 Environmental Health Services***11.2.3.1 Review of Off Road Vehicle Area (File No.: 19/02/0006)*

**Officer** Darryal Eastwell  
Manager Environmental  
Health

**Date of Report** 12 March 2009

**Disclosure of Interest by Officer** Nil

**Summary**

To consider the findings of an investigation into alternative off-road vehicle areas in and around Port and South Hedland.

**Background**

Under Councils "Plan for the Future" one of the strategies is to explore opportunities for the development of an appropriate off-road /recreational driving area that is away from sensitive beach and dune areas.

Apart from the existing gazetted off - road vehicle area known as "Deepwater" in South Hedland and the motocross track no additional areas have been identified in the review.

In August 2000 Council gazetted Lot 2914, Reserve No 38848 as an Off-Road Vehicle/Recreation Area known as Deepwater. A search for alternative areas was undertaken and the officers considered the following during the review:

- Land Tenure.
  - Proximity to urban areas.
  - Possible noise issues.
  - Possible dust issues.
  - Access to the site.
  - Safety of the site.
  - Adjacent service roads
  - Suitability of the site in general
  - Use of the current gazetted area.
- and potential for unmanaged environmental degradation

Based on these criteria the current motocross track and the existing site were the only areas within proximity of the Town's urban zones that were deemed suitable.

### Consultation

An internal section review was completed and two advertisements were placed in consecutive issues of the North West Telegraph requesting comment on the issue.

Members of the public were invited to comment on the suitability of the deep water reserve, the development of appropriate off-road/recreational driving areas away from sensitive beaches and dunes and suggested sites for further additional off-road vehicle use.

Only one response was received. The respondent felt that the Deepwater Reserve was unsafe largely due to buried rubbish on the site and that the area was too far from Port Hedland. It was suggested that tracks could be designated for children to ride to access an area closer to Port Hedland, however no area was specified.

**Statutory Implications** Nil

**Policy Implications** Nil

### Strategic Planning Implications

This item is identified in the plan for the future under:-

Key Result Area 3 – Community development

Goal 2 – Sports & Leisure

Strategy 4 - Explore opportunities for the development of an off road/recreational driving area that is away from sensitive beach and dune areas.

**Budget Implications** Nil

### Officer's Comment

Reserve No 38848 (Deep Water) is still known as the preferred area to ride off road vehicles in Hedland by the local riders. In addition to this reserve the motocross track is also an area that is frequented and used by local riders from Wedgefield, Port and South Hedland. The motocross track is leased directly to a community group and not vested in Town of Port Hedland, so management of this facility is outside of Council's direct control.

It has been well reported that the deep water area is used as a dumping ground for litter, abandoned vehicles and general refuse which have on occasions degraded the amenity of the general area. While regular weekly patrols of the area are undertaken to check on litter issues the area is not supervised by Council staff and it is the responsibility of the users to use the facility in a safe and responsible way.

In recent times, with attention being paid to litter Control, there have been no complaints to Council about the operation of this area.

Ranger services regularly patrol this area not only to monitor off road vehicle usage and litter, but also to monitor for dumped and stolen vehicles. Regular patrols of this area have seen a general improvement in the cases of dumped rubbish and abandoned vehicles.

The sand pit area adjacent to the South Hedland Refuse Disposal Site has been considered, but disregarded as it will be some time before land tenure could be secured and due to its proximity to deep water it offers little advantage over the current site.

#### Attachments

Plan showing the location of the gazetted off road vehicle area known as "Deepwater" South Hedland.

#### Officer's Recommendation

That Council:

- i) supports continued Ranger patrols of beaches and sand dune areas to deter off-road vehicles from entering these areas;
- ii) endorses the active promotion of Reserve 38848 as the approved off- road vehicle area;
- iii) endorses continued patrols of reserve 38848 by Rangers to monitor litter, disused materials and abandoned vehicles; and
- iv) authorise the installation of new signage to identify the permitted uses of Reserve 38848 and that littering is prohibited.

200809/337 Council Decision

**Moved:** Cr K A Howlett

**Seconded:** Cr J M Gillingham

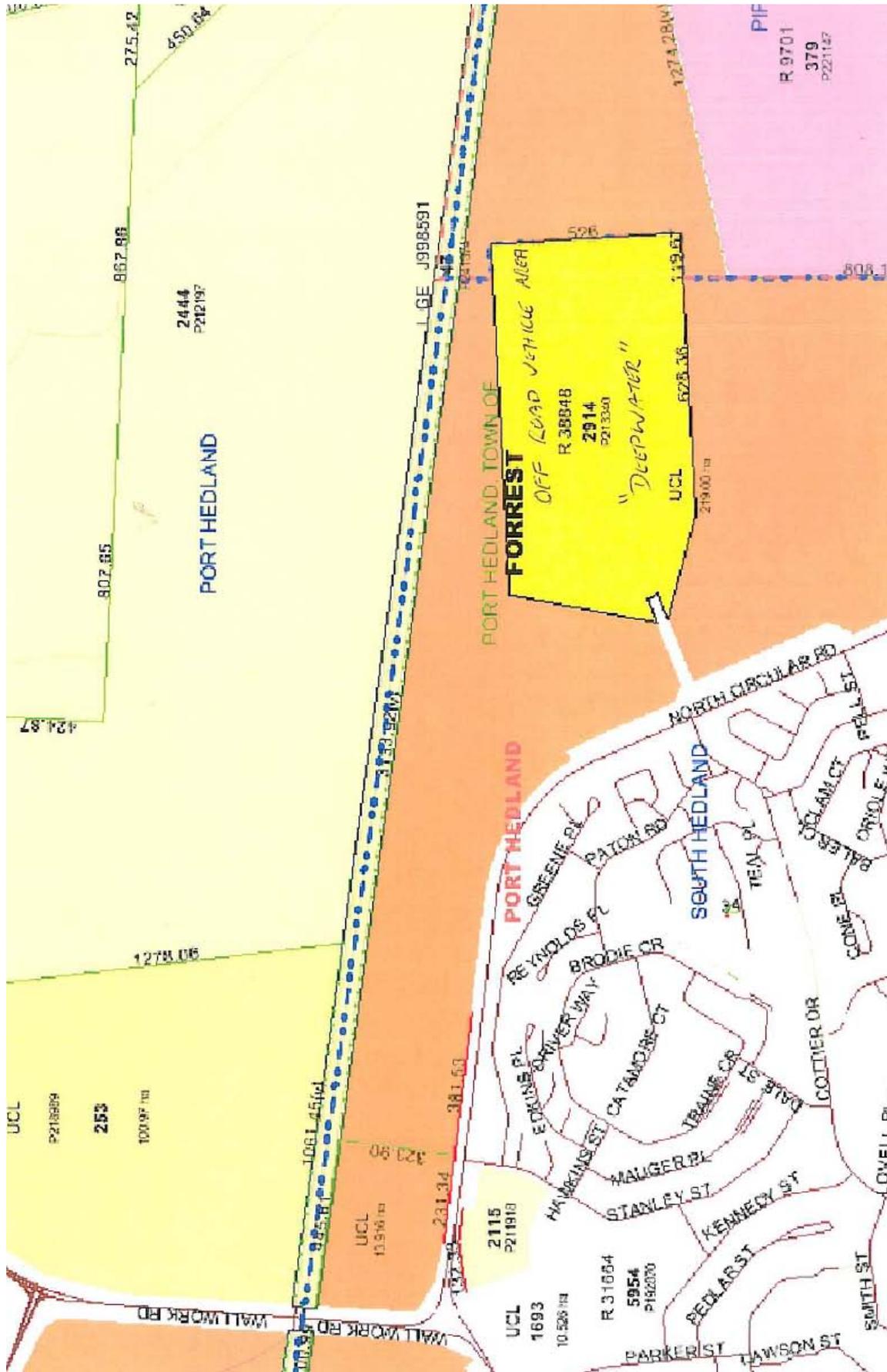
That Council:

- i) supports continued Ranger patrols of beaches and sand dune areas to deter off-road vehicles from entering these areas;
- ii) endorses the active promotion of Reserve 38848 as the approved off- road vehicle area;
- iii) endorses continued patrols of reserve 38848 by Rangers to monitor litter, disused materials and abandoned vehicles;
- iv) authorise the installation of new signage to identify the permitted uses of Reserve 38848 and that littering is prohibited; and
- v) continues to investigate areas in Port Hedland for off-road vehicle activities.

*CARRIED 5/1*

*REASON: Council wishes to continue investigating areas in Port Hedland for off-road vehicle activities, and amended the Officer's Recommendation accordingly by adding Clause v).*

ATTACHMENT TO AGENDA ITEM 11.2.3.1





**11.3 ENGINEERING SERVICES****11.3.1 Director Engineering Services***11.3.1.1 Engineering Services Monthly Report (File No.: 13/04/0001)*

**Officer** Terry Dodds  
Director Engineering  
Services

**Date of Report** 27 May 2009

**Disclosure of Interest by Officer** Nil

**Summary**

Council's Engineering Directorate has provided an update on the projects that they are currently managing.

**Background**

The Engineering Department is currently managing over 60 projects. The attached report is project management focused.

**Consultation**

Engineering Services officers.

**Statutory Implications** Nil

**Policy Implications** Nil

**Strategic Planning Implications**

The projects within the monthly report reflect the priorities of the Town's Plan for the Future 2008-2013.

**Budget Implications**

The projects listed in the Engineering Monthly report have been included in Council's 2008/09 budget.

**Officer's Comment**

Nil.

Attachments

1. Works Schedule
2. Airport PAX numbers
3. Recreation Update

200809/338 Council Decision/Officer's Recommendation

**Moved:** Cr K A Howlett

**Seconded:** Cr A A Gear

That Council receives the Engineering Services monthly report for April 2009.

*CARRIED 6/0*

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

Cyclone Watch/Season

Concept & design development	Procurement/Tender
Approvals/Services/Community Consultation	Construction/works undertaken

Officer	A/c Number	A/c Description	YTD Expenditure 15/5/09	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	COMMENTS
MES	1201441	Footpath Railings	\$9,072 (\$0)													Complete
MES	1201467	Throssell Street - BS	\$431,491 (\$14,967)													Asphalt completed 26 March. Landscaping/signs and median islands programmed after completion of asphalt w/e 27/3/09. <b>Line markings almost completed, contractor back in town late May to finish installing cats eyes.</b>
MES	1201486	Wedgefield Upgrades - R2R Program	\$344,182 (\$809)													Completed.
MRS	1108269	Multi Purpose Sport & Recreation Facility Design	\$420,675 (\$22,719)													Master plan design accepted at Dec OCM. Working Group Meeting held 28th April, community consultation commenced, with forum held 14th May. Consultation results and forum results to be presented to May OCM for endorsement or otherwise.
MES	1201464	Anderson Street Upgrade (West End Greening Stage 1)	\$66,377 (\$66,462)													Completed.
MID/MES	1201475	Port Hedland Footpath Construction	\$379,743 (\$1,510)													Completed.
MES	1201478	Reseals	0													Program to be reviewed since recent contractor price increase. Budget to be confirmed as varies from original submission (Check funding, possible misallocation). 5 year program. Need to review TOPH allocation ASAP. <b>Completed asphalt w/e 3/4/09. Boral in town end of May to do reseal work.</b>
MID/MES	1201444	Shoata Rd MRWA (fully funded by R2R)	\$49,747													Seal remainder of Hamilton to floodway. Depot crews carrying out preparation work (WE 22/8/08). Sealing by period contractors. To be completed prior to wet season. Sept budget review - reallocation of \$100,000 from Quartz Quarry road. <b>Works to be completed end of May by Boral.</b>
MES	1201436	Quartz Quarry road	0													Project on hold pending future realignment of Quartz Quarry road with the construction of a grade separation over FMG's rail network on GNH. Funds to be transferred

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

Concept & design development  
Approvals/Services/Community  
Consultation

Procurement/Tender  
Construction/works undertaken

Cyclone Watch/Season

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																to Shoata road project 1201444 Sept budget review
DES	NEW	TWA project management	0													Design liaison with Hatch completed. Construction supervision commenced.
MID	1105424	Port Hedland Boat Ramp (potable water supply, lighting)	\$1,187 (\$5,800)													The proposed lighting along the boat ramp channel have been approved by PHPA and ordered from the supplier. Installation is still on schedule for end of May. <b>Almost complete - lights have arrived, currently sourcing quotes for installation.</b>
MID/MES	1201453	Hamilton Road RRG	\$105,758													Complete
MES	1204280	Pre Cyclone clean Up White Goods/Green	\$77,612 (\$441)													Advertising and signage - WE 15/8/08. Starting pickup at beginning of Sept. Green waste-Sept/Oct, Whitegoods-May/June. <b>Proposed to commence May 18. Advertising has commenced and flyers have been sent out.</b>
AM	1210475	PAPI	\$104,869 (\$64,113)													Installed, commissioned and in operation and a permanent data Notam issued which will morph into ERSA (En Route Supplement Australia). Works still remaining are technical and include control isolation from the tower, tested connection to the PAL system (Pilot Activated Lighting) and manual control box. Additional works to be carried out by management internally is the amendment of the Aerodrome and other relevant operational and maintenance manuals to eliminate all reference to T-Vasis to be replaced by PAPI. <b>Complete</b>
AM	NEW	CBS security installation	0													Completed.
MID/MES	1009481	Cemetery Upgrade (Entry signage, lintels, kerbing, plot markers)	\$11,759 (\$3,840)													Remainder of project includes installation of plot markers and new concrete lintels (to be done by depot staff). Concrete contractor to complete at end of footpath construction project. <b>Contractor commenced measuring up 2/4/09. EPO liaising with suppliers.</b>
MES	1201483	Nth Circular Rd East	\$56,696													Letter being sent to MRWA requesting carry-over /

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

Officer	A/c Number	A/c Description	YTD Expenditure 15/5/09	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	COMMENTS
		Culverts RRG	(\$0)													additional capital as there are insufficient funds. (Design completed 2005/06: cost escalation). <b>Subject to March Budget Review, we may lose funding from Main Roads due to project not being completed by 30 June. Looking to install culverts and should have enough funds to install one headwall. Seeking quotes on headwalls. Still require additional funding from Main Roads</b>
AM	1210474	Air-conditioning upgrade - Airport	\$4,217													Completed
MID/MES	1111446	Playground Equipment (Colin Matheson & Kevin Scott oval) \$231,844	\$235,752 (\$14,811)													Solar lighting has arrived. Depot staff to install at Kevin Scott oval. <b>Depot staff are currently in the process of installing lights</b>
AM	1210476	Apron Lighting	\$27,272 (\$11,336)													Solar taxiway and runway lighting - application for RADS assistance funding for this project has been submitted. Main apron lighting - Prisma 1C lamps ordered and will be installed on arrival. RADS assistance funding was granted but the project development was not recorded. Savings in this area are expected to be considerable.
AM	1210478	RESA Extension	\$44,796 (\$36,164)													Research has validated that we do not have to extend the RESA's to 240 metres. Only to 90 metres, which requires and extension of 60 metres to the existing 30 metre end of each flight strip. This will result in savings of about \$1,000,000. Depot is to commence carting of fill within two weeks and project should be completed before June 30. <b>Aus Civils to commence work May 20 and complete by June 15.(as per Council resolution)</b>
AM	1210473	Electrical upgrade	\$292,478 (\$21,135)													Completed save for variation re Hedland Riders Lease (Terminal electrical upgrade).
MID/MES	1201490	Sutherland Street Upgrade (PHES) - Nodes	\$328,052 (\$10,249)													Project almost finished. Palms, grass and furniture programmed. <b>Roofs have been installed.</b>
AM	1210465	Solar Lights	\$0 (\$1,364)													Currently in consultation with the Green Solutions Group to supply Avlight solar units as the test bed as per Council

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

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																request. The lamps sourced will give us the best return for dollars spent. Each unit includes a recording card that measures the carbon footprint which will be essential under the proposed emissions trading scheme (ETS)
MID/MES	1201476	South Hedland Footpath Const	\$295,537 (\$253,992)													Footpath contract has been extended to 31st December 2009 as per Jan OCM. Program has been reviewed: Bottlebrush (complete), Pettit (complete), Smith (complete), Stanley (complete), Entalina (complete), Etrema (complete), Pell (complete), <b>Traine(complete)</b> , <b>Huxtable(complete)</b> , <b>Corboys (complete)</b> , <b>Somerset(complete)</b> . Beroona, Steamer,, Barrow, Pedlar, Haig, and Wambiri ongoing
MID	1201481	Walkway/Park Lighting	\$356,690 (\$0)													Works schedule is on track <b>pending receiving 1 more quote from Horizon Power</b> . EPA enquiry process commenced regarding the installation of lighting along the foreshore path between Gratwick pool and All Seasons hotel.
MRS	1108273	SH Sports Precinct Masterplan	0													Allocated to 1108269
MID/P&G	1111265	Reticulation - Survey Pickup	\$13,557 (\$2,452)													Completed Stage I.
DES/MES	1111282	Native Plant Nursery	\$112,186 (\$4,759)													Establish and create removable structure and associated infrastructure. P&G supervisor producing procure plan. Equipment (i.e. potting benches etc), parts ordered - Due by end Jan. Roofing to be installed in March. Ordering seeds and other consumables. Concreting commencing 18/3.
MRS	1108416	Sports Facility Upgrade Program (Sheds - McGregor Street and Marie Marland Reserve)	\$38,711 (\$50,597)													McGregor Street shed installed, Marie Marland commenced 29th April 2009. <b>2 x</b> Quotes being sourced for electrical connections. <b>Awaiting final quote</b> . Dividing walls to be installed following completion. Expected completion date 28th May 2009.
MID	811494	Don Rhodes Mining Museum (lighting, fencing and crackerdust around exhibits)	\$2,242 (\$64,422)													Fencing tender awarded to Boundaries WA, contract documentation being finalised. Horizon Powers review of lighting design is complete and order raised to undertake works. Lighting installation may not be completed by end of

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

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																financial year due to HP constraints. Delay caused by budget uncertainty and fencing costs/tender. Awaiting feedback from contractor re start date
MID	1208443	Light Vehicle Replacement	\$223,900 (\$0)													All vehicles have now been replaced. Old vehicles to be sold by public auction in May.
MID/MES	1201473	Drainage Construction	\$67,536 (\$3,564)													Surveyors to be commissioned to prepare plans for Port Hedland LIA in order to design future drainage construction works.
MID/MES	1201491	Schillaman Street Drainage	\$295,214 (\$7,291)													Completed.
MID	1201487	Street Lighting Upgrades	\$337,474 (\$856,661)													Koombana and Daylesford lighting is complete. Upgrades for Steamer and Captains programmed. (Additional funding received from CLGF of \$270,000. Quotes requested for Scadden, Koolama, Dulverton, Kabbarli, Dongara. See "New projects" below). <b>Original project scope is on track for completion by end of financial year.</b>
MRS	1106430	GAC upgrades	\$0 (\$3,075)													Items included in the upgrade identified, including signage (ordered), emergency buzzer installation (quotes requested), lockers (order placed) . Date altered due to increased budget allowance for GAC. <b>Quotes being sourced for filter upgrade.</b>
MRS	1107430	SHAC upgrades	\$6,081 (\$24,596)													Items included in the upgrade identified, including changetables (purchased and installed), locker purchases (ordered) and filters (order to be placed).
MID	1204289	Gt. Northern Hwy - Street Lighting (Main Roads project with Council contribution)	0													Revised quote from Horizon Power is 150% of original quote. Seeking clarification from HP for cost increase. Budget allocations from Council and MRWA unlikely to be adequate. Investigating options.
MID/PDO	1111448	Kevin Scott Oval Reservoir Flushing System	\$4,809 (\$0)													3 conforming tenders and 1 late tender received. Due to 'design' element of tender requirements each tender is very different and requires further assessment, including feedback from Water Corporation. Staff are continuing to

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

Concept & design development  
 Approvals/Services/Community Consultation

Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

Officer	A/c Number	A/c Description	YTD Expenditure 15/5/09	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	COMMENTS
																liaise with tenderers and Water Corporation to achieve the best outcomes for the project. Flow rate investigations of current system required to assess tenders. To be presented to Council May OCM for approval.
MRS/MES	1111437	Recreation Reserve Development	\$4,863 (\$4,215)													Non-conforming tenders received in Dec have meant change in project delivery. A revised construction program will be initiated, with tenders to be split into separate design and construct. Design tender to be called in March 09 for presentation to May OCM. Construction to commence 09/10.
MCED/MRS	1104411	JD Hardie upgrade (capital purchases only. Building being undertaken by MCED)	\$74,041 (\$278,495)													All works completed, including kerbing. Linemarking to be completed. Estimated to occur in May 2009. Will request transfer of funds through to C&ED following completion.
MID/MES	1201443	McGregor Street RRG (Condon street to Cooke Point road)	\$50,526													Program includes the extension of asphalt 2m towards skate carpark and asphalt overlay of McGregor street from Clarke street to Cooke Point road. Construction work to be undertaken by Council's period contractors (Pioneer as per Wedgefield upgrades). RRG approved funding alterations - \$39,000 to be reallocated to Hamilton road RRG. Commencing 28/3/09
MID/MES	1201455	Anderson Street RRG	\$185,232 (\$0)													Frewer to Howe - drainage & asphalt overlay. Works undertaken by Council staff and period contractors (Pioneer as per Wedgefield upgrades). Pioneer unavailable, BGC to do work. Commencing 28/3/09
MES	1110278	Sportsground Surface Repairs	\$42,620 (\$0)													Marie Marland, Kevin Scott and MacGregor St ovals' surface: Project complete.
MID/MES	NEW	Throssell St Asphalt overlay (funky red)	0													3 stages - repair of interface between concrete & road, profiling end & side connections, asphalt overlay. MES obtaining quotes form Pioneer. Start 26-28th March.
AM	NEW	Departure Lounge Modifications	0													Move walls / fix departure lounge to be done on hourly rates - design tech to do the drawings. DES / MAO meet with third Airline to discuss. Response unfavourable, will proceed with plan A. Builder assisting with PMP/Schedule/estimate.
MID/MES	1203440	Floodwater Pump	\$3,483													Request for quote documentation was assessed by an

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

Concept & design development  
 Approvals/Services/Community Consultation

Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

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		Upgrade - Elec Shelter	(\$0)													independent electrical contractor to ensure all project requirements are met. Project being split into 'Design' and separate 'Construction' component. Risk that electrical contractors would view 'project risk' too high without separate design and construction components (AKA Colin Matteson Oval problem)
MES	NEW	Cooke Pt Dve Drainage (footpath area)	0													Have acquired Dial Before You Dig info. Work commenced on 04.02.09 (delayed due to rain). Completed.
MID/MES	1004410	Septage Ponds (construct new septage ponds at SH Landfill)	\$330,921 (\$89,767)													Construction will now be undertaken under contract since the resignation of Council's Construction Supervisor. Designs to be reviewed: commenced 23 March. <b>Ahead of schedule, due to complete in May. Orders placed for concrete and plumber. Aus Civils to complete works as per council resolution.</b>
MID/MES	1111436	Bore Installations	\$4,823 (\$2,182)													Bore installation investigations have resulted in price estimates ranging from \$139,000 to \$1,250,000 per bore (project is for 2 bores). The project will be rescoped so that the first stage is for investigation works only to determine the depth, quality and quantity of groundwater. Once complete we will be able to tender for bore installations and expect to receive more realistic/accurate prices. Saline content could be too high. <b>Agenda item to be presented at May OCM regarding this project</b>
AM	NEW	Café Modifications	0													Café modifications. To be programmed after alterations to scope OCM Jan. Possibility that cafe may move due to extension of terminal, so project put on hold
MID/MES	1201458	Throssell Street Streetscape	\$155,376 (\$28,648)													Trees have been delivered. Shrubs have been ordered, lawn to be ordered shortly. Works still on schedule with path stencilling and artificial turf in medians to be completed in April/ May. Banner poles can't be designed to 'fold down' due to wind loadings. Water meters to be ordered and installed.
MID/MES	1201438	West End Greening Stage 2	\$21,537 (\$134,786)													Plants have been delivered and are currently in storage in Depot nursery. Works commenced clearing site for planting. Site being established. Planting to commence May 18, using TAFE students and casual staff.

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

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MID/MES	1111435	Stairway to the Moon	\$38,337 (\$14,395)													Staff waiting on clarification of Heritage Survey requirements regarding authorised consultative parties. Final project costings including heritage survey, dune rehabilitation, car parking and project management not previously costed in project have resulted in additional \$202,045 required. Grant applications have been submitted to Coastwest and Royalties for Regions - Pilbara Regional Grant Scheme. Project can't proceed until funding secured, as funding won't apply if project has commenced. <b>Heritage survey to be conducted May 15 by MPL.</b>
MRS/DES	1109455	Colin Matheson clubrooms	\$5,445 (\$10,925)													DSR awarded funding to ToPH on 30th March. Tender for Design and Construction <b>called May 09, for presentation to June OCM.</b> Information included in tender will ne geotechnical information (received 10th March) and site survey (to be undertaken week of 6th April). Will be C/F due to Funding dates
MRS	1109450	Colin Matheson Oval Upgrade	\$22,000													Funds reallocated
MID/MES	1201450	Boulevard Tree Planting	\$1,154 (\$36,300)													Trees to be delivered end of May. Project on schedule. Quotes being sought for contractors to install trees.
MRS/MID/MES	1201440	Cycleway development	\$340 (\$0)													Project will commence 2009/10. Item presented to April OCM regarding tender for design for Port to South Hedland, and scope for the upcoming year.
MID/MES	1105410	Finucane Island Boat Ramp (widen ramp, increase gradient, reduce silt)	\$200,256 (\$198,321)													Construction scheduled to commence 20th April (tides are low 24th). Media release and signage to be prepared to advise of boat ramp closure (approximately 10 days). Procurement finalised 11/3/09. Project management delivery plan complete 11/3/09. <b>Construction has been completed</b>
MRS	1108420	Recreation Facility Upgrade (Diamond 1 Backnet and Hawks clubrooms)	\$22,873 (\$80,046)													Clubrooms - SRO and BMO liaising to ensure completion by <b>June 09.</b> Quotes received for installation, building to arrive end of May 2009. Backnet - <b>order placed.</b>
MID/MES	1004410	Recycling Shed at SH Landfill	0													Tender rejected at January OCM. Tender to be re-advertised as per Council resolution mid to end April.

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
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																Tender closing on 13th May, to be presented at May OCM. Project will be carried forward to 2009/10 due to tender delays. 3 tenders received, to be presented May OCM.
MID/MES	1105426	Turtle Boardwalk	\$7,500 (\$65,000)													Revised project scope approved and project delivery handed over to PDC at February OCM.
MRS	1107432	Pools Electrical Upgrades	\$83,533 (\$24,250)													Earthing at GAC and SHAC completed. GAC having temporary light installed to determine suitability for increasing LUX to a sufficient standard. <b>Orders placed for final works at GAC.</b>
MID/MES	1201437	Hedditch - Forrest Circle Rd	\$3,171 (\$0)													Design investigation on schedule with consultant scope redefined and investigation of existing stormwater data required to undertake drain crossing requirements.
MID/MES	1201433	SH link roads	0													Budget included in Hedditch link as per Sept budget review.
MID/MES	1201435	Cottier (Blackspot)	0													Project requirements to be clarified in comparison to future SHNL projects that may impact on drainage requirements on Cottier. This project is likely to be carried forward <b>or possibility of funds reallocated pending Council and MRWA approval (TBA).</b>
MID/MES	1201434	Cottier/Kennedy (Blackspot)	0													Budget reallocated to 1201435
DCRS/MID/MES	1201461	Town Entry Statement (landscaping component)	\$37,280 (\$205,424)													Designs completed and presented to Council April briefing session. Clearing and earthworks complete. Trees scheduled for delivery end April. <b>Artist advised sculpture not being installed until end of June. All other works (e.g. planting) are ready to go and can proceed as soon as structure has been installed. Need to contact Water Corp re installation of water meter.</b>
AM	1210477	Grading of Drains	0													Programmed.

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

Officer	A/c Number	A/c Description	YTD Expenditure 15/5/09	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	COMMENTS
MID	1111439	Marquee Park Development	\$39,049 (\$3,864)													Detailed design preparation ongoing as scheduled. Update presented to Council March briefing. Doubt over project as scope now in question due to green belt and subdivision approval alteration by council. Proceeding at this stage.
MES	1201457	Yandeyarra Road	\$3,883 (\$5,650)													Formation & floodway improvements along full length of road to be undertaken by Council staff after cyclone season. <b>Complete</b>
MES	1201489	Hillside/ Woodstock Road - RRG	\$7,841 (\$18,182)													Formation & floodway improvements along full length of road to be undertaken by Council staff after cyclone season.
MID/DES	1111446	Shadesails - Pulley system (\$110,000)	\$0 (\$4,891)													Confirmation received that design submitted is as required in the scope. Sourcing quotes for installation. Order placed for pulleys. <b>Pulley systems have arrived, installation currently pending suitable weather conditions (contractor has advised it is currently too windy to be able to install them safely)</b>
DES/DCRS	NEW	Airport Housing	0													In consultation with the Green Solutions Group re renewable energy sources and others.
MRS/MES	1109451	McGregor Street Oval Upgrade	\$0 (\$39,896)													Results of geotechnical report noted at April OCM. ROSS Planning completing project, <b>due late June 2009</b>
MID	1201488	R2R Program - Wedgefield Upgrades and Shoata	\$0 (\$1,038)													Programmed as per Council's 5 year plan - \$200,000 for Wedgefield upgrades (1201486) and \$139,000 for Shoata road (1201444). September budget review to reallocate funds to these accounts.
	NEW	Pinnacles Road Widening	0													Completed.
MID	NEW	Old Port Hedland Cemetery Verge Landscaping	0													Works proceeding as scheduled. Finalising quotes and availability of materials and contractors. Majority of works to be undertaken in-house by Parks & Gardens staff, and additional works to be performed by awarded contractors. <b>Works will be commencing around 18th May to install</b>

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

Concept & design development  
 Approvals/Services/Community Consultation

Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

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																kerbing, plants have been ordered, soil conditioner being ordered 14th/ 15th May	
Additional / Second Stage and Multi Schedule projects including Council resolutions																	
MRS	1107413 1106413	Aquatic Centre Plant and Equipment	\$33,593 (\$87,803)													Funds reinstated in January 2009 after being removed from budget in November 2008. Plant and Equipment being purchased includes aqua run (order placed), shade sails (quotes being sourced for 2 x replacement shades) , diving boards removed, and order placed for replacements. Trolley for GAC ordered.	
MRS	1106413	Pool Blanket															Funds provided as part of the Regional Grants scheme, with notification received on 26th Feb 09. Blanket and required paving ordered. Paving completed. Blankets arrived, however damaged in transit, so is being returned for repairs. Following installation will obtain quotes for pool blanket covers.
MRS	1106413	Auto Cleaners															Funds provided as part of the Regional Grants scheme, with notification received on 26th Feb 09. Order placed (manual and robotic cleaner).
MRS	1104420	JD Hardie Centre Furniture and Equipment	\$17,769 (\$1,096)													Initial \$20,000 provided as part of budget, with additional funds provided as part of the Regional Grants scheme, with notification received on 26th Feb 09. Remainder to be utilised for wireless PA and meeting room furniture. Additional funds from CLGF removed at OCM 22nd April 09	
MRS	1107430	SHAC upgrades	\$6,081 (\$24,596)													Items included in the upgrade identified, including changetables (purchased and installed), locker purchases (ordered) and filters (order to be placed).	
MRS	1107430	SHAC Shade Sail															Funds provided as part of the CLGF - awarded 16th March 2009. Project to be undertaken as part of the SHAC Upgrade. Shade sails - (3 x orders placed, 3 remaining, quotes being sourced) Sourcing quotes for shade over playground.
MRS	1111433	Kevin Scott Oval - Clubroom Floors (and air conditioning?)														Funds provided as part of the CLGF - awarded 16th March 2009. Carpet at KSO to be replaced with tiles. Work commencing Tues 19th May	

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES  
Legend

JUNE 2009  
 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

Officer	A/c Number	A/c Description	YTD Expenditure 15/5/09	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	COMMENTS
																
AM	1213420	Airport Cafe - Refrigeration	0													Understand that this funding has been removed.
MRS	1111437	Recreation Reserve Development														Non-conforming tenders received in Dec have meant change in project delivery. A revised construction program will be initiated, with tenders to be split into separate design and construct. Design tender to be called in March 09 for presentation to May OCM. Construction to commence 09/10.
AM	1210465	Solar Lights (Additional funding)														Council special meeting 16/3 resolved to input additional funding: scope being extended, now formal tender will be required (over \$100K)
MID	1201487	Street Lighting Upgrades 08/09 Stage II (CLGF additional funding)														Additional funding received to fastrack program. Although the full budget will be committed, this stage will be carried forward to 2009/10 due to Horizon Power scheduling. Captains way has been scheduled with HP. Koolama, Dulverton and Dongara quotes have been received and are pending signing of PO.
MID	1201411	Richardson street Parking														New project will be carried forward to 2009/10. Plan to liaise with BHP and Epcad regarding their West End development works to ensure synergy of designs.
MID	1105410	Finucane Island Boat Ramp shade														New project will be carried forward to 2009/10.
AM	1210466	Airport Parking Lighting	0													
MRS	1108269	Multi Purpose Sport & Recreation Facility Design	\$420,675 (\$22,719)													Master plan design accepted at Dec OCM. Working Group Meeting held 28th April, community consultation commenced. Consultation results and forum results to be presented to May OCM for endorsement or otherwise.
MRS/DES	1109455	Colin Matheson clubrooms	\$5,445 (\$10,925)													DSR awarded funding to ToPH on 30th March. Tender for Design and Construction <b>called May 09, for presentation to</b>

FINANCIAL PROGRAMME FOR ENGINEERING SERVICES FOR THE PERIOD 1 JULY 2008 TO 30

22/3/09 DES JUNE 2009

Legend

 Concept & design development  
 Approvals/Services/Community Consultation

 Procurement/Tender  
 Construction/works undertaken

Cyclone Watch/Season

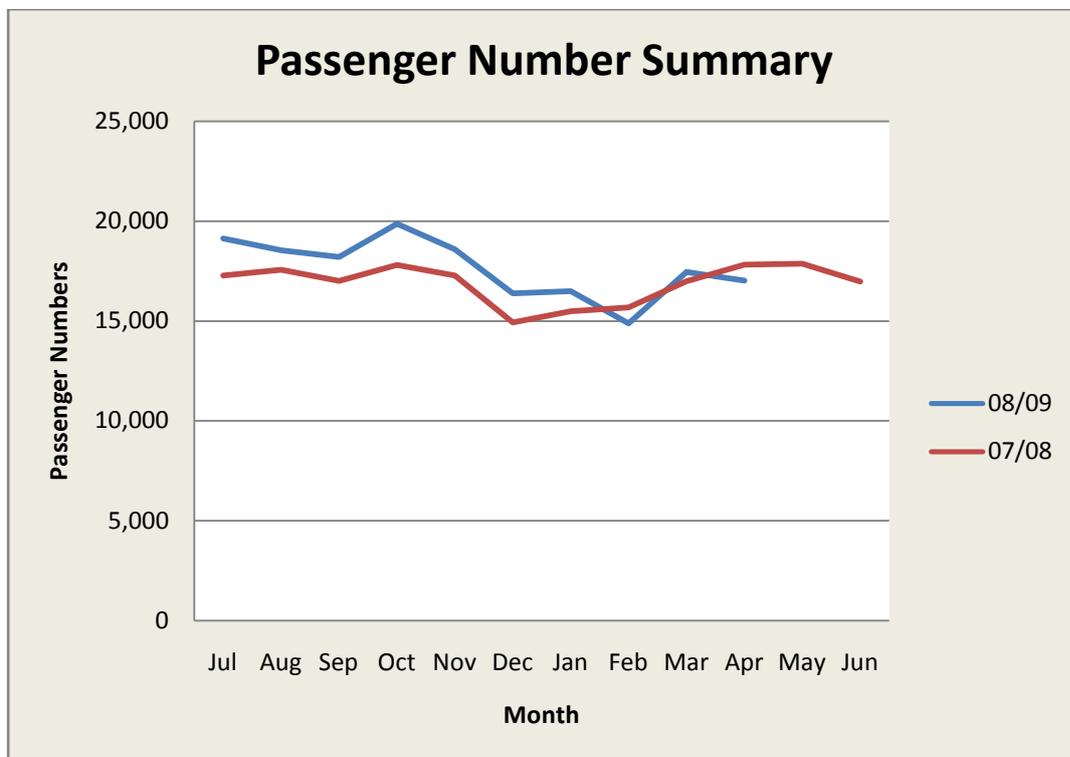
Officer	A/c Number	A/c Description	YTD Expenditure 15/5/09	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	COMMENTS
																<b>June OCM.</b> Information included in tender will ne geotechnical information (received 10th March) and site survey (to be undertaken week of 6th April). Will be C/F due to Funding dates
MRS/MID/ME S	1201440	Cycleway development	\$340 (\$0)													Project will commence 2009/10. Item presented to April OCM regarding tender for design for Port to South Hedland, and scope for the upcoming year.
MRS	1106430	GAC upgrades	\$0 (\$3,075)													Items included in the upgrade identified, including signage (ordered), emergency buzzer installation (quotes requested), lockers (order placed) . Date altered due to increased budget allowance for GAC.
MID	new	Shade at Daylesford and Marapikurrinya Parks													 	New project will be carried forward to 2009/10. Approved at April OCM



ATTACHMENT 2 TO AGENDA ITEM 11.3.1.1

*Port Hedland International Airport*

Monthly Passenger Numbers



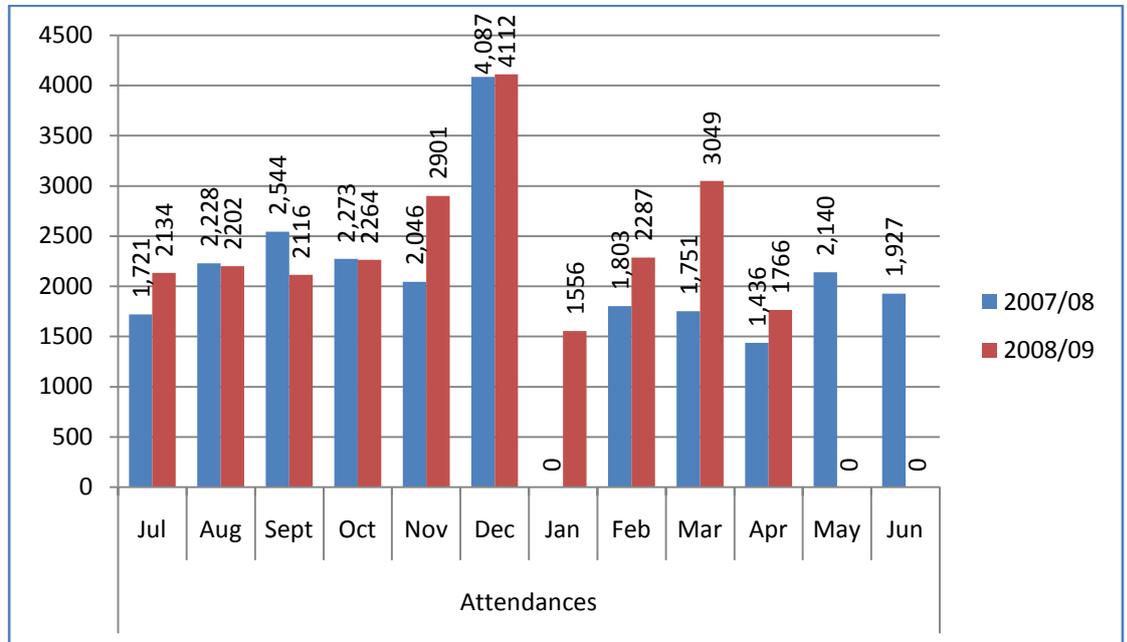
Please note that above graph excludes Skywest passenger numbers for April 09, as these were unavailable at time graph was put together.

ATTACHMENT 3 TO AGENDA ITEM 11.3.1.1

*Recreation Services*

*JD Hardie Centre*

Attendances



*Aquatic Centres*

The monthly reports in full from the YMCA can be obtained by contacting the Manager Recreation Services.

YMCA Update

The YMCA are managing and operating both South Hedland and Gratwick Aquatic Centre’s in comparison to the approved budget (April OCM). The contract is yet to be signed by both parties (minor semantic negotiations occurring).

The Town of Port Hedland has created a reporting structure for the YMCA on a monthly basis. It is anticipated that this report style will commence July 2009.

*South Hedland Aquatic Centre*

## Financials

Month	Actual \$	Budget \$	Variance \$
Income	\$17,735	\$13,344	\$4,391
Expenditure	\$59,358	\$55,256	(\$4,102)
Net	(\$41,623)	(\$41,912)	\$289

Year to Date	Actual \$	Budget \$	Variance \$
Income	\$81,578	\$73,199	\$8,379
Expenditure	\$242,169	\$235,641	(\$6,528)
Net	(\$160,591)	(\$162,442)	\$1,851

## Attendances

Month	Swim	Aqua/Ed	School	Aqua	Program	Misc	Total
Jan	1544	194	0	0	0	2720	4458
Feb	900	302	68	0	14	2049	3333
Mar	1213	411	645	0	6	2946	5221
Apr	1169	93	165	0	0	1591	3018
Total	4488	1000	858	0	20	9485	16030

## Gratwick Aquatic Centre

## Financials

Month	Actual \$	Budget \$	Variance \$
Income	\$20,638	\$18,170	\$2,468
Expenditure	\$64,755	\$61,177	(\$3,578)
Net	(\$44,177)	(\$43,007)	(\$1,101)

Year to Date	Actual \$	Budget \$	Variance \$
Income	\$95,792	\$96,973	(\$1,181)
Expenditure	\$235,410	\$253,389	\$17,979
Net	(\$139,618)	(\$156,416)	(\$16,798)

## Attendances

Month	Swim	Health Club	Aqua/Ed	School	Aqua	Program	Misc	Total
Jan	3,920	485	0	397	85	361	492	5,740
Feb	2,466	517	468	104	68	93	1,089	4,805
Mar	2,739	595	398	1,066	73	926	1,186	6,983
Apr	2,782	751	148	27	49	87	673	4,517
Total	11,907	2,348	1,014	1,594	275	1,467	3,440	22,045

**11.3.2 Infrastructure Development****11.3.2.1 *Tender 08/16: Design and Construction of Two (2) Groundwater Bores at McGregor Street and Kevin Scott Oval (File No.: 21/07/0003)***

**Officer** Lynne Nanini  
Project Development Officer –  
Infrastructure

**Date of Report** 14 May 2009

**Disclosure of Interest by Officer** Nil

**Summary**

This report is to provide Council with information in relation to the Design and Construction of Groundwater Bores at McGregor Street and Kevin Scott Oval.

**Background**

Investigations commenced in 2007/08 on the installation of bores to supplement the existing re-use watering system at Kevin Scott Oval and McGregor Street Oval. The re-use water supply is often insufficient or at a standard that is not acceptable in terms of health and odour.

Separate investigations are progressing with the Water Corporation regarding the standard or re-use water supplied to the tanks at Kevin Scott Oval and McGregor Street Oval.

Supplementing the re-use supply solely with mains water is not sustainable and is not considered a long term solution by the Town of Port Hedland. Therefore, the Town of Port Hedland resolved to investigate an alternative, 'non-mains' watering systems for parks and gardens and to implement a more efficient watering system where feasible.

Tenders were called for the Design and Construction of Groundwater Bores at McGregor Street and Kevin Scott Oval, which closed in December 2008 and resulted in no tenders being received.

Due to the lack of tenders received it was recommended that Council staff liaise with appropriate contractors for the design and/or construction of the two groundwater bores at McGregor Street and Kevin Scott Ovals to ensure that the project outcomes are met. It was hoped that the Town of Port Hedland would find a suitably qualified and experienced Contractor to undertake the project.

### Consultation

Council staff, the Department of Water, the Water Corporation and Kimberley Water.

**Statutory Implications** Nil

**Policy Implications** Nil

### Strategic Planning Implications

Key Result Area 1: Infrastructure

Goal 2: Parks & Gardens

Strategy 5: Investigate alternative, 'non-mains' watering systems for parks and gardens and implement a more efficient watering systems where feasible.

### Budget Implications

A total of \$120,000 has been allocated towards this project (held in account 1111436). Council has allocated \$60,000 towards this project and \$60,000 has been contributed through BHP Billiton's Iron Ore Sustainability Partnership Fund for 2008/09.

### Officer's Comment

In March 2009, the Town of Port Hedland advertised in the industry magazine, *Australasian Drilling* seeking interest from suitability qualified and experienced contractors to work with the Council to design and construct 2 bores – 1 at Kevin Scott Oval and 1 at McGregor Street Oval.

From this advertising, 6 submissions of interest were received from Contractors. Whilst most Contractors only submitted their company profile and their interest in further pursuing discussions with the town of Port Hedland, some prices were provided as to the likely cost of designing and constructing the 2 groundwater bores in Port and South Hedland.

The companies that submitted an expression of interest included:

- Diverse Resources Group Pty Ltd
- Mathews Drilling/ bores R Us – JV
- Welldrill
- Aquaterra
- Thinkwater
- Australian Drilling Services

Prices varied from \$140,000 to \$1.25million per the design and construction of each bore. The cost is so high due to the high risk that would be undertaken by the Contractor in entering a contract with the Town of Port Hedland when little investigative work has been undertaken and data confirmed.

Upon further discussions with Vic Hoile (Kimberley Water and formerly of Hugall & Hoile) in relation to obtaining relevant technical advice, it was advised that it could be quite difficult to install a bore in Port Hedland due to the coastal area (potentially high salinity levels in groundwater) and also granite formations.

It was further advised that the water may be very brackish and could require reverse osmosis so that it was suitable for irrigation use.

As a result, it could be very difficult to give a cost of a design and installation of a bore without any idea of depth, diameter, casing and sand screen requirements.

In order to minimise risk of engaging a contractor to design and construct a bore without any real firm initial investigation work undertaken as to whether a successful bore could be installed, it is worthwhile considering an investigative drilling program to establish the aquifer depth and the quality of ground water at both ovals.

These bore holes would then be converted to monitoring bores to satisfy the water monitoring program required by the Department of Water (License requirements).

The production bores could then be designed and constructed around the parameters of the aquifer at the two sites. If the investigative drilling program has been undertaken, the determination of groundwater occurrence within the sands, gravels, weather basements and associated pH and salinity levels could be the factors for the selection of the bore sites.

Furthermore, the data above will determine the bore diameters, pump sizes, telemetry, the efficiency of the systems and the final cost.

As a result of the above information, from a risk management point of view and in keeping with sound project management principles, it is recommended that the Town of Port Hedland engage a suitably qualified Contractor to undertake investigative drilling to ascertain the likelihood of installing a fully operational bore/s for irrigation purposes.

Costs of undertaking such a program will likely to be in the vicinity of \$30,000 per bore – with most costs charged on an hourly, daily rate (e.g., drill depths, mobilisation/demobilisation of rig etc.)

Attachments

Nil

200809/339 Council Decision/Officer's Recommendation

**Moved:** Cr K A Howlett

**Seconded:** Cr J M Gillingham

That Council approve the allocation of funding to engage a suitably qualified contractor to undertake investigative drilling at Kevin Scott Oval and McGregor Street Oval to determine whether a groundwater bore at each of these locations can be installed in the future.

*CARRIED 6/0*

*11.3.2.2 Tender 09-01 Design and Construction of the Kevin Scott Oval Reservoir Flushing System (File No.: 21/07/0005)*

<b>Officer</b>	Lynne Nanini Project Development Officer
<b>Date of Report</b>	14 May 2009
<b>Disclosure of Interest by Officer</b>	Nil

Summary

This report provides a summary of submissions received for Tender 09-01 Design & Construction of the Kevin Scott Oval Reservoir Flushing System for the purpose of informing Council and to seek endorsement in awarding the tender to the most suitable Contractor.

Background

Tenders were called for the design and construction of the Kevin Scott Oval Reservoir Flushing System, which closed on 4th March 2009.

From February 2008, there have been ongoing issues and complaints regarding the re-use reticulation water used at Kevin Scott Oval. Complaints have mainly focused on the quality of the re-use water, particularly in relation to the odour.

As a result of numerous discussions with the various stakeholders it was decided in the short term to irrigate the Kevin Scott Oval using potable water. This system is not considered viable in the medium or long term with the cost of potable water estimated to cost \$2000/week. Currently, this is the way that Council is irrigating the Kevin Scott Oval.

A medium term solution was proposed and Tenders were called which would address these problems, with tenderers being responsible for submitting a design proposal for assessment.

Consultation

- Council staff
- Water Corporation
- Shire of Broome

### Statutory Implications

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

*“3.57. Tenders for providing goods or services*

- (1) A local government is required to invite tenders before it enters into a contract of a prescribed kind under which another person is to supply goods or services.*
- (2) Regulations may make provision about tenders.”*

Other statutory implications:

- Health Act 1984
- Guidelines for Effluent Reuse in Western Australia 2007
- Environmental Protection Act 1986 (Licence conditions)

### Policy Implications

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

### Strategic Planning Implications

#### KEY RESULT AREA 1 - INFRASTRUCTURE

Goal 2 - Parks & Gardens (That Council's parks are recognized by the community as being well maintained, well utilised, safe and accessible)

#### KEY RESULT AREA 5 - ENVIRONMENT

Goal 2, Strategy 2 – Ensure that all available non-potable wastewater is being re-used appropriately on Council reserves and school ovals.

### Budget Implications

The December quarterly budget review adopted an allocation of \$200,000 for the Kevin Scott Oval Reservoir Flushing System to account 1111448.

The funding for this project has been allocated from the Australian Government through its \$250 million Regional & Local Government Infrastructure Program (RLCIP).

### Officer's Comment

Although tender documentation was distributed to thirteen (13) organisations, submissions were only received from 3 companies, with 1 company submitting 2 tenders. A compulsory site meeting was held mid-February.

The Tender was called as a Design and Construct project, whereby the tenderers were required to submit a design proposal to address the issues of the current re-use system.

Due to the technical nature of the project and the different systems proposed, the Town of Port Hedland sought independent, expert technical advice from the Water Corporation, who originally designed the re-use system currently in operation at the Kevin Scott Oval.

The Water Corporation assisted the Town of Port Hedland Engineering staff in examining the Technical Capacity of each of the systems proposed.

Furthermore, the Shire of Broome were consulted on the merits of similar reservoir flushing projects that they have recently constructed in the town of Broome, involving re-use water for recreational irrigation. Discussions were held in relation to each of the systems implemented and included operational and maintenance issues.

The following tenders received are listed below.

Table 1 (note: prices indicated are exclusive of gst):

Tenderer	Total
Earth & Water	\$183,278.70
Water Dynamics – Tender 1	\$152,100.00
Water Dynamics – Tender 2	\$267,900.00
Carr Civil/Connell Wagner	\$251,284.15

Table 2 below indicates the evaluation criteria as per tender documentation:

Table 2:

Item	Assessment Criteria	Loading Factor	Max Score	Max Loaded Score
1	Technical Capacity	6	5	30
2	Organisation and Experience	7	5	35
3	Local Industry Development	2	5	10
4	Price		25	25
	Max Loaded Score			100

Table 3 below indicated the assessment of each tenderer in accordance with the evaluation criteria.

Table 3:

Company	Price	Technical Capacity	Organisation & Experience	Local Industry Development	Total Score
Water Dynamics (Tender 1)	25	27	35	7	80
Earth & Water	20	21	28	7	76
Water Dynamics (Tender 2)	6	27	35	7	75
Carr Civic/Connell Wagner	9	18	24.5	9	60.5

Water Dynamics Tender 1 has received the highest weighting, according to the evaluation criteria. Earth & Water came in second and proposed a gaseous chlorination system to treat the re-use water before irrigation, but concerns were raised in relation to this type of system, ongoing maintenance issues and safety and security of the location of such a system due to the close proximity to Club Hamilton.

Water Dynamics have demonstrated their experience with successfully installing similar reservoir flushing systems in the North West, where they have successfully undertaken 2 re-use flushing systems for the Shire of Broome.

Water Dynamics have also recently worked in Port Hedland for the Water Corporation – undertaking the re-design and installation of the effluent irrigation system for the Marie Marland Oval so that it complied with Health Department regulations.

It is noted that with Tender 1, Water Dynamics are proposing to connect from the towns mains to the irrigation mains, whereby installing a RPZD back flow preventer. It was raised in the tender documentation that this feature is subject to the Water Corporation and Health Department's approval. The delivery of this system is also subject to the suitability of supply and pressure rating of potable water to ensure that there is enough pressure to flush each re-use tank after irrigation.

Should the pressurized town water supply prove to be inadequate to direct operating pressure and the required flow rates/ duty points, then a new 240kl freshwater storage tank will be required.

This will result in an extra \$115,800 being required and the total budget for the project being exceeded by \$67,900. As a result, Council consideration and approval of extra funding being allocated to the project will be required.

Despite a number of unknowns and assumptions made by Water Dynamics based on the information supplied by Water Corporation and the Town of Port Hedland, Water Dynamics have been upfront in its Tender submission advising that there could be variations in relation to extra costs that may arise throughout the project.

In order to manage this risk, if successful Water Dynamics will be instructed to work closely with the Engineering staff and must demonstrate and receive the appropriate approval for any variations deemed as necessary over and above the contract.

It may be worthwhile considering employing a suitably qualified Superintendent's Representative to oversee the construction of the project, due to the technical and mechanical nature of the system. This would require approximately an extra 10% of the project cost but would be considered an effective risk minimization strategy.

Finally, the ongoing maintenance of the system proposed will be minimal and as Water Dynamics design, build and specialize in these systems and have a proven track record, they are considered the recommended Tenderer. Once the system is built, it will be the most cost effective option for the Town of Port Hedland to move forward.

Attachments

Nil

200809/340 Council Decision/Officer's Recommendation

**Moved:** Cr A A Gear

**Seconded:** Cr K A Howlett

That Council:

- i) award Tender 09-01 Kevin Scott Oval Reservoir Flushing System to Water Dynamics for Tender 1 for the value of \$152,100 + gst.;
- ii) note that there may be a requirement to install a 240kl freshwater storage tank as a component of this project at a cost of \$67,900; and
- iii) allocate a total of \$240,000 for this project, being \$200,000 from the Regional and Local Government Infrastructure Program (RLCIP) 2008/09 funding round, and \$40,000 of 2009/10 Council funds with the project funds being used for the water dynamics contract, tank installation (if required) and project management costs.

*CARRIED 6/0*

*11.3.2.3 Tender 09/02: Design and Construction of a Recycling Shed at the South Hedland Landfill (File No.: 31/10/0008)*

<b>Officer</b>	Lynne Nanini Project Development Officer
<b>Date of Report</b>	14 May 2009
<b>Disclosure of Interest by Officer</b>	Nil

Summary

This report is to provide Council with information in relation to the recently advertised Tender 09-02: Design and Construction of a Recycling Shed at the South Hedland Landfill.

Background

Tenders were called for the Design and Construction of a Recycling Shed at the South Hedland Landfill in December 2008. At the January 2009 Council the following motion was passed:

*“That Council:*

- i) rejects all tenders received for Tender 08/15 Design and Construct of the Recycling Shed at the South Hedland Landfill; and*
- ii) retenders for the Design and Construct of the Recycling Shed at the South Hedland Landfill in accordance with section 3.57 of the Local Government Act 1995. ...*

*REASON: In the current economic climate, Council believes it would get a better return for the project by retendering.”*

In line with this resolution, tenders were re-called for the Design and Construction of a Recycling Shed at the South Hedland Landfill. This tender was re-advertised during April both in the North West Telegraph and The West Australian.

The scope of works as prescribed within the tender documentation included, but was not limited to:

- Concept and final design, indicating dimensions (length, width, height and opening clearances), elevations, material selection and location on site.
- The preparation of construction drawings to enable Building Licence approval, including structural engineering certification;

- Provision of documentation for Council building and planning approvals;
- Fabrication and onsite construction of a recycling shed at the South Hedland Landfill, as per Building Licence conditions; and
- The provision of a builder's warranty on the constructed recycling shed at the South Hedland Landfill.

It was also noted that the size of the recycling shed was to be determined by the contract budget of \$190,000 (excluding GST) and tenderers were requested to adhere to this budget in their submission.

Consultation

Council staff.

Statutory Implications

This tender was called in accordance with the Local Government Act (1995):

*“3.57. Tenders for providing goods or services.*

- 1. A local government is required to invited tenders before it enters into a contract of a prescribed kind under which another person is to supply goods and services.*
- 2. Regulations may make provisions about tenders.”*

Policy Implications

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

Strategic Planning Implications

Key Result Area 5: Environment

Goal 1: Waste Management

Strategy 1, 2:

- Progressively develop the South Hedland Landfill Facility in accordance with the Landfill Strategic Plan
- In conjunction with the Pilbara Regional Council, implement the Pilbara Regional Waste Management Strategy with a particular focus on opportunities for the development of sustainable reuse and/or recycling of waste materials.

### Budget Implications

A total of \$190,000 has been allocated towards this project (held in account 1004410).

### Officer's Comment

Although tender documentation was distributed to eleven (11) contractors, submissions were only received from three (3) tenderers;

- Kingsmill Enterprises Pty Ltd;
- Western Australian Building Group; and
- AngWA

As part of the tender documentation, it was noted that the price criterion was allocated a score of 0 due to the contract being a fixed price of \$190,000, excluding GST.

The other non-price assessment component of the assessment process was designed to take into account those aspects of the Tender that did not readily translate into absolute dollar values, but did have a direct bearing on the project outcome and which generated socio-economic benefits.

However, it was noted in Section CT14 that "Tenders submitted that were in excess of the stated budget of \$190,000 (excluding GST) would be deemed non-compliant and would not be considered.

The following table summarises the tenders received:

Table 1

Kingsmill Enterprises	\$188,502.60 (excluding GST)	25mx10m shed 4.5m high, gable roof profile Concrete slab suitable for 12t trucks included Four sliding doors (with 2 doors 6x4m high & 2 doors 3x4m high) Allowance for Personal Access door with external grade cladding, lockable
Western Australian Building Group	\$189,570 (excluding GST)	18.5mx12.4m shed 4.6m high, gable roof profile 1x External PA door (lockable) 4xEnd sliding doors (400h x 300w) lockable Concrete slab priced as extra.
AngWA	\$189,173.00 (excluding GST)	42mx12m shed 4.8m high roof profile 1x PA door 4x End sliding doors (450hx300w) Concrete slab priced as extra

Table 2 below indicates the evaluation criteria as per tender documentation:

Table 2:

Item	Assessment Criteria	Loading Factor	Max Score	Max Loaded Score
1	Technical Capacity	2	5	15
2	Organisation and Experience	2	5	15
3	Local Industry Development	2	5	10
4	Price (fixed at \$190k)	0	0	0
5	Storage Capacity	12	5	60
	Max Loaded Score			100

Table 3 below indicated the assessment of each tenderer in accordance with the evaluation criteria.

Table 3:

Company	Technical Capacity	Organisation & Experience	Local Industry Development	Storage Capacity	Loaded Score
AngWA	6	6	10	60	82
WABGr	10	10	5	42	67
Kingsmill Enterprises	n/a	n/a	n/a	n/a	

The tender submitted by Kingsmill Enterprises was considered to be non-conforming as tender schedules were not submitted to enable assessment. This information is an essential legal and practical requirement of all contracts. As per standard contract management doctrine, failure to comply with protocol required the Superintendent to view the contract submission as non-conforming.

The tender submitted by AngWA provided concept drawings of the proposed shed to be constructed at the Landfill. This was one of the Technical Specifications of the Tender as outlined in *Book 2 Conditions of Contract Including Principal's Project Requirements*.

The tender clearly states that proposed structure must be suitable for Region D Category 2 cyclonic conditions, 88m/sec maximum wind gust, 55m/sec and serviceability pursuant to AS1170.2. The Building Code of Australia has defined Port Hedland as being located within an area designated as C4 with regards to wind load classification.

The concept drawings submitted by AngWA indicates that the design of the proposed shed is suitable for wind load C3, and would not be suitable or approved for construction in Port Hedland.

The proposed structure and drawings were discussed with the Town of Port Hedland's Building Services Department whereby it was advised that the drawings submitted in the current form would not be approved without significant strengthening to comply with the C4 classification. On the basis of the design drawings submitted by AngWA, it has been decided not to recommend this tender.

Although not providing the largest storage capacity, WABG complied with all aspects of the Tender specifications, including concept drawings suitably rated for AS1170.2 Regional D, Category 2 as prescribed by the Building Code of Australia

Therefore, WABG is the recommended Tenderer to undertake the design and construction of the recycling shed at the South Hedland Landfill.

**Attachments** Nil

200809/... Council Decision/Officer's Recommendation

**Moved:** Cr K A Howlett **Seconded:** Cr J M Gillingham

That Council awards Tender 09/02 Design and Construct of the Recycling Shed at the South Hedland Landfill to WABG for the submitted price of \$189,570 (excluding GST).

*MOTION WITHDRAWN*

200809/341 Council Decision/

**Moved:** Cr G D Bussell **Seconded:** Cr K A Howlett

That Agenda Item 11.3.2.3 'Tender 09/02: Design and Construction of a Recycling Shed at the South Hedland Landfill' lay on the table pending further clarification of details for building, for consideration by Council at its next Ordinary Meeting.

*CARRIED 6/0*

*REASON: Council sought for Agenda Item 11.3.2.3 to lay on the table, pending further clarification of details of buildings*

7:05pm Councillor G D Bussell left the room.

7:06pm Councillor G D Bussell re-entered the room and assumed his chair.

**11.3.3 Recreation Services****11.3.3.1 Multi-Purpose Recreation Centre – Endorsement of Internal Schematics (File No.: 26/14/0006)**

**Officer** Bec Pianta  
Manager Recreation Services

**Date of Report** 15 May 2009

**Disclosure of Interest by Officer** Nil

**Summary**

Community consultation has occurred with regards to the Multi-Purpose Recreation Centre and Master Plan for the South Hedland Sporting Precinct. This report is for consideration of endorsement of the schematics of the Multi-Purpose Recreation Centre and master plan, to allow for the detailed design and contract documentation development to proceed in a timely manner.

**Background**

At the Ordinary Council Meeting on the 28<sup>th</sup> May 2008, Council resolved to contract Ashton Raggatt and McDougall (ARM) as the principal architects for the creation of the South Hedland Sporting Precinct, including the design of the Multi-Purpose Recreation Centre.

Following the third field trip by ARM, the master plan of the South Hedland Sporting Precinct was presented to Council at its Ordinary Council Meeting on 10 December 2008, where it was resolved that Council:

- “..i) endorses the master plan concept design for the South Hedland Sporting Precinct, with the following modification:
  - a) function centre to be located at the front oval within the precinct area; ...*
- ii) informs Ashton Raggatt and McDougall (arm) of this endorsement, and allows the continuation of this project; and,*
- iii) Re-advise the Architects that Council is seeking a focus on good solar passive design and renewable energy provisions within the building.”*

Following the endorsement of the Master Plan from Council, ARM and Town of Port Hedland staff undertook intense discussions and conferences with regards to functionality, operations and aesthetics of the centre. The ultimate outcome and designs can be viewed in Attachment 1.

To ensure community support and understanding of the project, a period of community consultation has been undertaken, to allow for feedback, concerns, issues and questions to be raised.

Feedback received was predominantly positive, (refer table in Officers Comment), although there was one major query raised that has the potential to impact significantly on the overall master plan of the reserve. The location of the function centre was altered and endorsed at the December 2008 Ordinary Council Meeting, however various stakeholders have questioned its new location, as well as the impact on overall cost for stage 1 of the project (estimated increase of \$1.1 - \$1.5 million, excluding contingency/escalation).

Following endorsement of the internal schematics, it is anticipated that detailed designs and contract documentation will be developed. A final QS report will also be obtained. Internally, a business plan will be developed for the management and operation of the Multi-Purpose Recreation Centre.

#### Consultation

The designs were distributed to all Town of Port Hedland staff for their comments, as well as the Youth and Recreation Facilities Working Group.

Community consultation was also undertaken in the following ways:

- Newspaper advertisement
- Media Releases
- Email correspondence to all community and sporting contacts, with requests to forward
- Community forum
- Hard copy displays

Statutory Implications Nil

Policy Implications Nil

#### Strategic Planning Implications

##### Key result area 3

##### Goal 2 – Sports and Leisure

Progressively implement the recommendations of the Sports Facility Audit with a particular focus on the development of a multi-purpose sports facility at Kevin Scott Reserve...

#### Budget Implications

Nil. The completion of this portion of the project (Architectural Design) has been endorsed by Council at its Ordinary Meeting held in May 2008.

Officers Comment

As part of standard protocol for a project of this magnitude, Council endorsement of internal designs and the overall master plan is required prior to continuation into the next stage.

Feedback received with regards to all aspects of the South Hedland Sporting Precinct can be seen overleaf.

## Master Plan – Main Field

Feedback	Comments
Good collocation of centre with oval	
Good to extend rook over outdoor courts	
Locate the MPRC on the west (central location)	Council decision
The function centre along the first oval will reduce the patronage at the MPRC and therefore revenue potential during games (football for e.g.)	Council decision

## Architectural Design – MPRC

Feedback	Comments
State and Local Government sport/ recreation centres that include squash courts end up converting them due to under usage, high cost and lack of ability for multi-use. Need to ensure a sound business case for squash courts, especially as the private ones in South Hedland have recently closed. The concept of moveable walls for squash courts should be investigated if they are to remain in the design.	Squash courts high priority from previous consultation. Council endorsed. Will investigate removable walls
The distance between the spectator seating and the show court could be reduced to enable spectators to be closer to the game play. Look at bringing the show court closer to the seating	Seating retractable to allow maximum playing space when not us use.
If the spectator seating was retractable it would reduce the required size of the main hall	Seating is retractable. Some permanent to allow for viewing
If Gymnastics is to be accommodated in the main hall more storage is likely to be required to house the gym mats, bars, vaults and beams. Storage could be provided under the spectator seating.	Below spectator seating is the retractable seating. Storage is provided both internally and externally. Gymnastics Assoc. is providing dimensions to ARM
There appears to be a need for more general storage within the building – suggest increased storage for the fitness gymnasium, main hall, crèche, fitness rooms and clubrooms.	Storage has been deemed as adequate, but will reinvestigate
Having the kiosk removed from the reception area will have implications for staffing – may be more staff efficient to collocate the kiosk with the centre reception desk.	Have considered and designed accordingly

It is worth considering relocating the fitness rooms so that they are visible from the foyer (creates a sense of activity/ viability) and can be accessed from the foyer/corridor, rather than through the fitness gymnasium? This could be achieved by moving the well being rooms to the southern end of the fitness rooms	2 x rooms accessible through gym, 2 x rooms accessible through corridors.
It would be good to include some storage for sporting equipment belonging to clubs using the ovals – could be integrated with the clubrooms/ change rooms and should be access from the outside of the building.	Is included.
IT – what audio visual, computer connections, server, printer, internet etc requirements will there be?	Will liaise with IT dept following endorsement of design
Looks fantastic...	
Nice layout... Board room and function room – rather than having a solid wall - use a folding wall to allow for a larger function room if required.	Can be considered. ARM taken on notice
Corridor near plant rooms – remove entrance door widen if possible and provide seating and glass window for observing games below.	Not possible. Plant room houses airconditioning etc, and not accessible by general public
Is kitchen large enough and with enough facilities to support functions?	Will be commercial kitchen
Will the clubroom be a shared facility?	Yes. With other primary users of the reserve
Will a liquor license be approved for all users?	Will likely be similar to current situation: FIC, temporary licences and SHB&TC.
Can the wall between the boardroom and function room be retractable?	This can be considered
Can gymnastics take place in the main hall?	Fixed points will be considered as part of the design
Is the fitness centre necessary? Will people be able to afford the cost of admission?	Is part of feasibility study, and is the revenue raising stream for the centre. A business plan will be conducted to make recommendations on price, with all competition laws met.

## Other

Feedback	Comments
Baseball diamonds opposite configuration – need Southwest or Northeast	ARM to further liaise with State and Local Sporting Associations
Why have two baseball diamonds? Maybe additional softball?	Can be co-use
Include cricket practice nets	Will include
Allow for touch / rugby on second oval	Is included if required
More ovals and playing space is required for oval 2 due to double bookings / overlapping of use	Clever scheduling will be required. Although the same area is being utilised, the playing space has increased significantly, therefore this should not be an issue
Can an international diamond for softball be built?	Potentially, although financial support from the Softball Assoc. may be required (as per Recreation Facilities Audit)
The rear ovals have no dedicated function facility – can we move the function centre to overlook these ovals rather than having two overlooking the first oval?	Council decision
Will user fees increase to cover the costs to construct?	No. Cost of construction will be funded through external means. User fees are determined as part of the budget process.
Will stage 2 and 3 get completed?	This is the intent
Will the FIC move?	Communication has taken place for this to occur in Stage 2, and further discussion will occur

As can be seen in the tables above, the primary concern raised was the location of the proposed function centre (which forms part of stage 2). This issue was raised with ARM, and their recommendation is to remove the function centre from the current location and locate adjacent to the second field. Rationale is as follows:

1. Reduces stage 1 costs due to decreased road size (Ring Road)
2. Removes 'vacant' space around oval prior to construction
3. Provides viewing potential to both reserves and playing spaces

The community consultation session held at the Civic Centre proved a successful exercise: approximately 25 people attended the forum, all of whom are current or potential stakeholders for the new recreation centre. The support for this project has been encouraging; the community seems pleased that recreation is a high priority, and that a facility of this quality is being considered here in Port Hedland.

The internal schematics of the Multi-Purpose Recreation Centre have been considered from both an operational and management perspective, whilst considering aesthetics and functionality. Staff and external recreation professionals have agreed that this design will be effective at meeting all aforementioned goals, and it is therefore recommended that this design be endorsed.

#### Attachments

Design of the Multi-Purpose Recreation Centre

Officer's Recommendation

That Council:

- i) Endorses the internal schematics of the Multi-Purpose Recreation Centre;
- ii) Relocates the proposed function centre within the proximity of the rear ovals;
- iii) Undertakes a business plan for the management and operation of the Multi-Purpose Recreation Centre; and
- iv) Advises the community of the outcome.

200809/342 Council Decision

**Moved:** Cr J M Gillingham      **Seconded:** Cr G D Bussell

That Standing Orders be suspended.

*CARRIED 6/0*

7:07 pm Mayor advised that Standing Orders are suspended.

200809/343 Council Decision

**Moved:** Cr G D Bussell      **Seconded:** Cr J M Gillingham

That Standing Orders be resumed.

*CARRIED 6/0*

7:14 pm Mayor advised that Standing Orders are resumed.

200809/344 Council Decision

**Moved:** Cr G D Bussell      **Seconded:** Cr J M Gillingham

That Council:

- i) Endorses the internal schematics of the Multi-Purpose Recreation Centre;
- ii) reviews the proposed location of the function centre within the proximity of the rear ovals at a later date in conjunction with further community consultation;
- iii) Undertakes a business plan for the management and operation of the Multi-Purpose Recreation Centre; and
- iv) Advises the community of the outcome.
- v) continues to liaise with the Port Hedland Gymnastics Association regarding facility components that are necessary within the Multi-Purpose Recreation Centre: to ensure an appropriate level of access and use of the facility by that group.

*CARRIED 6/0*

*REASON: Council sought to continue to liaise with the Port Hedland Gymnastics Association regarding components that are necessary within the MPRC, which would ensure an appropriate access and use of the facility by that Association.*

7:28 pm Councillor S J Coates left the room.

ATTACHMENT TO AGENDA ITEM 11.3.3.3

**Attachment 1 – Multi Purpose Recreation Centre and Master Plan**



Master Plan – South Hedland Sporting Precinct



Hamilton Road View – Multi Purpose Recreation Centre



Entrance view – Multi Purpose Recreation Centre



Elevated view – Multi Purpose Recreation Centre



Rear view (oval side) – Multi Purpose Recreation Centre



Aerial view – South Hedland Sporting Precinct – Stage 1 (excluding function centre)