

# AGENDA



## SHIRE OF MORAWA 20th November

Councillors and Senior Staff are reminded that the next Ordinary Meeting of the Morawa Shire Council will be held in the Morawa Shire Chambers, Winfield Street, Morawa on **Thursday 20th November 2014**

Ordinary Council Meeting

5.30pm



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**John Roberts**  
**Chief Executive Officer**  
**Date: 14th November 2014**



# 20th November 2014

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Ordinary Meeting 18th December, 2014

# **DISCLAIMER**

## **INFORMATION FOR PUBLIC ATTENDING COUNCIL MEETINGS**

**PLEASE NOTE:**

**THE RECOMMENDATIONS CONTAINED IN THIS AGENDA ARE OFFICERS RECOMMENDATIONS ONLY AND SHOULD NOT BE ACTED UPON UNTIL COUNCIL HAS RESOLVED TO ADOPT THOSE RECOMMENDATIONS.**

**THE RESOLUTIONS OF COUNCIL SHOULD BE CONFIRMED BY PERUSING THE MINUTES OF THE COUNCIL MEETING AT WHICH THESE RECOMMENDATIONS WERE CONSIDERED.**

**MEMBERS OF THE PUBLIC SHOULD ALSO NOTE THAT THEY ACT AT THEIR OWN RISK IF THEY ENACT ANY RESOLUTION PRIOR TO RECEIVING AN OFFICIAL WRITTEN NOTIFICATION OF COUNCILS DECISION.**

**JOHN ROBERTS  
CHIEF EXECUTIVE OFFICER**



## COUNCIL MEETING INFORMATION NOTES

1. Your Council generally handles all business at Ordinary or Special Council Meetings.
2. From time to time Council may form a Committee to examine subjects and then report to Council.
3. Generally all meetings are open to the public, however, from time to time Council will be required to deal with personal, legal and other sensitive matters. On those occasions Council will generally close that part of the meeting to the public. Every endeavour will be made to do this as the last item of business of the meeting.
4. Public Question Time. It is a requirement of the Local Government Act 1995 to allow at least fifteen (15) minutes for public question time following the opening and announcements at the beginning of the meeting. Should there be a series of questions the period can be extended at the discretion of the Chairman.

Written notice of each question should be given to the Chief Executive Officer fifteen (15) minutes prior to the commencement of the meeting. A summary of each question and response is included in the Minutes.

When a question is not able to be answered at the Council Meeting a written answer will be provided after the necessary research has been carried out. Council staff will endeavour to provide the answers prior to the next meeting of Council.

5. **Councillors** may from time to time have a financial interest in a matter before Council. Councillors must declare an interest and the extent of the interest in the matter on the Agenda. However, the Councillor can request the meeting to declare the matter **trivial, insignificant** or **in common with a significant number of electors** or **ratepayers**. The Councillor must leave the meeting whilst the matter is discussed and cannot vote unless those present agree as above.

**Members of staff** who have delegated authority from Council to act on certain matters, may from time to time have a financial interest in a matter on the Agenda. The member of staff must declare that interest and generally the Chairman of meeting will advise the Officer if he/she is to leave the meeting.

6. Agendas including an Information Bulletin are delivered to Councillors within the requirements of the Local Government Act 1995, ie seventy-two (72) hours prior to the advertised commencement of the meeting. Whilst late items are generally not considered there is provision on the Agenda for items of an urgent nature to be considered.

Should an elector wish to have a matter placed on the Agenda the relevant information should be forwarded to the Chief Executive Officer in time to allow the matter to be fully researched by staff. An Agenda item including a recommendation will then be submitted to Council for consideration. The Agenda closes the Monday week prior to the Council Meeting (ie ten (10) days prior to the meeting).

The Information Bulletin produced as part of the Agenda includes items of interest and information, which does not require a decision of Council.

7. Agendas for Ordinary Meetings are available in the Morawa Shire offices seventy two (72) hours prior to the meeting and the public are invited to secure a copy.
8. Agenda items submitted to Council will include a recommendation for Council consideration. Electors should not interpret and/or act on the recommendations until after they have been considered by Council. Please note the Disclaimer in the Agenda.
9. Public Question Time – Statutory Provisions – Local Government Act 1995.
  1. Time is to be allocated for questions to be raised by members of the public and responded to at:
    - (a) Every ordinary meeting of a council; and
    - (b) Such other meetings of councils or committees as may be prescribed

Procedures and the minimum time to be allocated for the asking of and responding to questions raised by members of the public at council or committee meetings are to be in accordance with regulations.

9A. Question Time for the Public at Certain Meeting - s5.24 (1) (b)

Local Government (Administration) Regulations 1996

- Reg 5 For the purpose of section 5.24(1)(b), the meetings at which time is to be allocated for questions to be raised by members of the public and responded to are:
- (a) every special meeting of a council; and
  - (b) every meeting of a committee to which the local government has delegated a power or duty.

Minimum Question Time for the Public – s5.24 (2)

- Reg 6 (1) The minimum time to be allocated for the asking of and responding to questions raised by members of the public at ordinary meetings of councils and meetings referred to in regulation 5 is fifteen (15) minutes.
- (2) Once all the questions raised by members of the public have been asked and responded to at a meeting referred to in sub regulation (1), nothing in these regulations prevents the unused part of the minimum question time period from being used for other matters.

Procedures for Question Time for the Public – s5.24 (2)

Local Government (Administration) Regulations 1996

- Reg 7 (1) Procedures for the asking of and responding to questions raised by members of the public at a meeting referred to in regulation 6 (1) are to be determined:
- (a) by the person presiding at the meeting; or
  - (b) in the case where the majority of members of the council or committee present at the meeting disagree with the person presiding, by the majority of members,
- having regard to the requirements of sub regulations (2) and (3).
- (2) The time allocated to the asking and responding to questions raised by members of the public at a meeting referred to in regulation 6(1) is to precede the discussion of any matter that requires a decision to be made by the council or the committee, as the case may be.
- (3) Each member of the public who wishes to ask a question at a meeting referred to in regulation 6(1) is to be given an equal and fair opportunity to ask the question and receive a response.
- (4) Nothing in sub regulation (3) requires:
- (a) A council to answer a question that does not relate to a matter affecting the local government;
  - (b) A council at a special meeting to answer a question that does not relate to the purpose of the meeting; or
  - (c) A committee to answer a question that does not relate to a function of the committee.

10. Public Inspection of Unconfirmed Minutes (Reg 13)

A copy of the unconfirmed Minutes of Ordinary and Special Meetings will be available for public inspection in the Morawa Shire Offices within ten (10) working days after the Meeting.

**DECLARATION OF  
FINANCIAL INTEREST FORM**

TO: THE CHIEF EXECUTIVE OFFICER

AS REQUIRED BY SECTION 5.65 OF THE LOCAL GOVERNMENT ACT 1995,

I HEREBY DISCLOSE MY INTEREST IN THE FOLLOWING MATTERS OF

THE AGENDA PAPERS FOR THE COUNCIL MEETING DATED \_\_\_\_\_

AGENDA ITEM No.	SUBJECT	NATURE OF INTEREST	MINUTE No.

DISCLOSING PERSON'S NAME: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

**NOTES:**

- For the purpose of the financial interest provisions you will be treated as having a financial Interest in a matter if either you, or a person with whom you are closely associated, have a Direct or indirect financial interest or a proximity interest in the matter.  
**NB: it is important to note that under the Act you are deemed to have a financial interest in a matter if a person with you are closely associated has financial interest or proximity interest. It is not necessary that there be a financial effect on you.**
- This notice must be given to the Chief Executive Officer prior to the meeting.
- It is the responsibility of the individual Councillor or Committee Member to disclose a Financial interest. If in doubt, seek appropriate advice.
- A person who has disclosed an interest must not preside at the part of the meeting relating to The matter, or participate in, be present during any discussion or decision-making procedure relating to the matter unless allowed to do so under Section 5.68 or 5.69 of the Local Government Act 1995.

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**OFFICE USE ONLY:**

- PARTICULARS OF DECLARATION GIVEN TO MEETING
- PARTICULARS RECORDED IN MINUTES
- PARTICULARS RECORDED IN REGISTER.

CHIEF EXECUTIVE OFFICER \_\_\_\_\_ DATED \_\_\_\_\_

**SHIRE OF MORAWA**  
**REQUEST FOR WORKS AND SERVICES**

REPORT ON REQUESTS FOR WORKS AND SERVICES REQUIRING  
ATTENTION BY THE CHIEF EXECUTIVE OFFICER OR DELEGATED TO  
OTHER STAFF BY THE CHIEF EXECUTIVE OFFICER FOR ACTION.

*To the Chief Executive Officer,  
I submit the following for consideration at the \_\_\_\_\_ meeting held*

*On \_\_\_\_\_ Council  
Date*

\_\_\_\_\_  
*Chief Executive Officer*

\_\_\_\_\_  
*Received Date*

**Filed On:** \_\_\_\_\_  
**Date**

<b>Item No:</b>	<b>Subject Matter</b>	<b>CEO Action</b>
<b>1.</b>		
<b>2.</b>		
<b>3.</b>		
<b>4.</b>		
<b>5.</b>		
<b>6.</b>		

**Councillors Name/Signature** \_\_\_\_\_

**Date:** \_\_\_\_\_

<b>OFFICE USE ONLY</b>	<b>TICK</b>
1. <i>Given to Chief Executive Officer</i>	
2. <i>Placed on Status/Information Report</i>	
3. <i>Action Recorded on Report</i>	

## **1     Declaration of Opening**

The Shire President to declare that the meeting open at 5.30 pm

### **1.1   Recording of Those Present**

Cr K J Chappel	President
Cr D S Carslake	Deputy President
Cr D B Collins	
Cr D J Coaker	
Cr D S Agar	
Cr M J Thornton	
Cr K P Stokes	

Mr J Roberts	Chief Executive Officer
Mr P Buist	Principal Works Manager
Ms W Gledhill	Manager of Accounting and Finance

### **1.2   Recording of Apologies**

### **1.3   Recording Leave of Absence Previously Approved**

### **1.4   Welcoming of Visitors to the Meeting**

### **1.5   Announcements by the Presiding Member without Discussion**

## **2     Public Question Time**

### **2.1   Response to previous public questions taken on notice**

### **2.2   Public question time**

## **3     Declaration of Interest**

Members are to declare financial, proximity and indirect interests.

**4      Confirmation of Minutes of Previous Meeting**

**4.1      Confirmation of Minutes**

16th October 2014 – Ordinary Council Meeting

**5      Public Statements, Petitions, Presentations and Approved Deputations**

**6      Method of Dealing with Agenda Business**

**7      Reports**

**7.1      Reports from Committees**

Nil

**7.2      Reports from the Chief Executive Officer**



<i>Date of Meeting:</i>	<b>20 November 2014</b>
<i>Item No:</i>	<b>7.2.1</b>
<i>Subject:</i>	<b>Status Report – August 2014</b>
<i>Date &amp; Author:</i>	<b>10 November 2014 John Roberts</b>
<i>Responsible Officer:</i>	<b>Chief Executive Officer</b>
<i>Applicant/Proponent:</i>	<b>Chief Executive Officer John Roberts</b>
<i>File Number:</i>	<b>Various</b>
<i>Previous minute/s &amp;</i>	
<i>Reference:</i>	<b>16 October 2014 (Last Update to Council)</b>

### **SUMMARY**

The Status Report provides an update on the progress of matters that have come before Council where a decision was made.

### **DECLARATION OF INTEREST**

The author has no interest to declare in this report.

### **ATTACHMENTS**

Shire of Morawa October 2014 Status Report.

### **BACKGROUND INFORMATION**

The Status Report provides an update on the progress of matters that have come before Council where a decision was made.

### **OFFICER'S COMMENT**

As per the Status Report

### **COMMUNITY CONSULTATION**

As per the Status Report

**COUNCILLOR CONSULTATION**

As per the Status Report

**STATUTORY ENVIRONMENT**

*Shire of Morawa Meeting Procedures Local Law 2012* (Standing Orders).

**POLICY IMPLICATIONS**

Not Applicable

**FINANCIAL IMPLICATIONS**

Not Applicable

**STRATEGIC IMPLICATIONS**

Not Applicable

**RISK MANAGEMENT**

Not Applicable

**VOTING REQUIREMENT:**

Simple Majority

**OFFICER'S RECOMMENDATION**

Council accepts the Shire of Morawa Status Report for October 2014.

MEETING	ITEM	ACTION REQUIRED	RESPONSE	OFFICER	TIME FRAME
Mar-08	8.1.2	Sinosteel Midwest Corporation Ltd – Entry Statement Project (Gateway Project)	<ul style="list-style-type: none"> <li>DPI has offered assistance to ensure that Ministerial Directions in relation to the Rail Siding development are met. Council has agreed to undertake an internal design review to establish suitable on ground structures going forward. CYDO has been commissioned to manage this project with initial community meeting held. Review process will incorporate the main town entry statements and a new northern entry statement along the realigned Mingenew – Morawa Road. Preliminary designs were rejected by Council at September 2010 Meeting. Public tender process initiated to seek alternate design proposals has been suspended. Shire is seeking preliminary design proposals on an array of various concepts for further Council consideration. Visiting artists from Geraldton toured site on 15<sup>th</sup> March 2011. Preliminary concept designs rejected by Council. Council Working Group established and met to identify a way forward to further the concept design process. Landscape adviser identified and visitation to site occurred on 29<sup>th</sup> November 2011 with a following submission. TPG have provided a proposal to provide a scoping design role under the Morawa Super Town Project.</li> <li>Council sub-committee and SMC representative met with principal consultants in Perth on 27<sup>th</sup> February 2012. Initial design proposal received and on site meeting held on 7<sup>th</sup> May 2012. Further design received for Council consideration.</li> </ul>	CEO / CYDO	Dec-13

			<ul style="list-style-type: none"> <li>• Informal discussion held between ACEO and Scott Whitehead (SMC) – June 2013? Topics included: <ul style="list-style-type: none"> <li>○ Gateway project;</li> <li>○ Future fund;</li> <li>○ Radio tower</li> </ul> </li> <li>• Options now required to address status of this project: <ul style="list-style-type: none"> <li>○ CEO (Sean Fletcher) met with Scott Whitehead on 20 December 2013 and had a further meeting with SMC Legal Advisor Stuart Griffiths on 22 January 2014;</li> <li>○ Discussions highlighted that SMC is willing to allocate \$100,000 to the project or this level of funding to another town based project;</li> <li>○ Council informed of status at the Briefing Forum on 11 February 2014.</li> </ul> </li> <li>• The former CEO suggested to Council at the February Council meeting that perhaps it was time to revisit the Gateway Project. Council suggested that this should be done at the Briefing Forum regarding the Old Morawa Hospital. Some preliminary discussion was had on 20 March 2014.</li> <li>• SP, CEO &amp; Stuart Griffiths (SMC) met on 17 July 2014 to discuss the Gateway Project and the future fund.. SMC stated that the \$100,000 allocation was not tied to the Gateway Project. It was suggested it could be used for community benefit infrastructure such as a childrens' playground.</li> <li>• CEO has had discussions with Paul Bremen of UHY Haines Norton regarding the most appropriate method of protecting the funds, particularly in the event of a future amalgamation. Paul is obtaining legal advice from McLeods Lawyers. Sinosteel are funding all costs associated with setting up the Trust Deed.</li> </ul>		
Oct-09	8.1.2	Morawa Sports Ground Amenities Upgrade	Hand basin in Ladies Changeroom is affected by distance from the hot water system – pressure issue. A quote has been received to improve the pressure. The quote of \$44k is prohibitive. This not a problem during the winter months as watering of the grounds not required (watering reduces water pressure).	CEO	Oct-13
Feb-10	8.2.2	Morawa Perenjori Trail Master Plan	<ul style="list-style-type: none"> <li>• Initiate action to source grant funds to assist with development of Morawa Perenjori Trail Master Plan. R4R grant application lodged with the MWDC has been unsuccessful. Further grant funding options are being pursued. Approval for part funding for the Bush trial project has been received (\$65,000). Further funding for other projects is being sought from Lotteries West. A report was prepared for the August 2013 meeting for Council's consideration. Outcome was to defer project until Council's</li> </ul>	CEO	Dec-12

			<p>contribution could be budgeted.</p> <ul style="list-style-type: none"> <li>• Second application seeking \$65,000 was submitted in February 2013. There has been a delay due to State Elections in assessment of the application. Notification on the outcome of this application is expected January 2014;</li> <li>• <b>Notified 5 March 2014 that the above application was unsuccessful;</b></li> <li>• <b>The DCEO suggested on 20 March 2014 that perhaps there was an opportunity to combine the approved funding to the Gateway project. See Gateway Project comments.</b></li> <li>• <b>No further action at this time.</b></li> </ul>		
Jul-10	8.1.3	Heavy Industrial Land 10781 Stage 2	<ul style="list-style-type: none"> <li>• Commence with heavy industrial land subdivision stage 2 at Lot 10781 Morawa – Yalgoo Road in accordance with Council resolution. Awaiting resolution of future access to 'Club Road' which will impact on the final lots to be made available. LandCorp has confirmed its interest and intent to develop the site into a new Industrial Estate for Morawa. Joint stakeholder meeting scheduled for 7<sup>th</sup> February 2011. One landholder has indicated a preference to returning the block to the Shire and another landholder has expressed an interest in developing the site. The latter has received Council approval to a proposed land development plan, but has not met timeframe requirements as required under contractual agreement. LandCorp land development application also received and adopted as a preferred plan by Council. WAPC currently considering subdivision application.</li> <li>• Stage 1 – Clearing: <ul style="list-style-type: none"> <li>◦ Landcorp Board met in October 2013 regarding the high cost of this project and has approved Stage 1 of a three stage program. (This will include Club Rd, clearing of the access roads and land to the subdivision). Work started 3 March 2014 and is completed;</li> </ul> </li> <li>• <b>Stage 2 – Headworks:</b> <ul style="list-style-type: none"> <li>◦ <b>Will be funded by Landcorp. Approval to finalise funding will not occur until November 2014</b></li> </ul> </li> <li>• <b>Stage 3 – Installation of Roadways:</b> <ul style="list-style-type: none"> <li>◦ <b>Funded by Landcorp with work to be done by Shire. Discussions have been held to explore the possibility of utilising surplus funds from the Town Centre projects when projects are complete in January 2015.</b></li> </ul> </li> </ul>	DCEO	Dec-12

Jul-10	Urgent Business	Club Road Access	<ul style="list-style-type: none"> <li>A cost estimate has been received to construct a new thoroughfare to the east of 'Club Road'. WNR has also issued advice offering a 5 year lease to the Shire of Morawa for continued access to 'Club Road'. During the lease term, it is proposed that both parties agree to work together as a means of jointly resolving future access or otherwise to Club Road at the completion of the 5 year term. Club road has now been included as part of the Industrial subdivision process.</li> <li>Department of Environment and Regulation permits approved end of December 2013.</li> <li>Landcorp has recommended local contractor to assist with the clearing. This work ties in with Stage 1 of Heavy Industrial Land</li> </ul> <p><u>Note: The progress on this project is now subject to the Industrial Sub-division outcomes. See previous item.</u></p>	CEO	Dec-13
Dec-10	8.3.4	Karara Mining Ltd Regional Community Trust	<ul style="list-style-type: none"> <li>Enter into discussions and negotiate a Regional Community Trust for Morawa, Perenjori, Three Springs and Mingenew with Karara Mining Ltd.</li> </ul>	CEO	Feb-13
Jun-11	8.2.1	Climate Change Risk Assessment & Adaptation Action Plan	<ul style="list-style-type: none"> <li>Implement adaptation action plan strategies rated 'extreme' and 'high' as budgetary and human resources permit.</li> <li><b>Consideration required to start funding actions in 2014/15</b></li> </ul>	CEO	Jun-13
Apr-13	8.2.2	Regional Mobile Tower Coverage	<ul style="list-style-type: none"> <li>DRD confirmed on 26 February 2014 that the \$1M from the CLGF-R component was approved by Cabinet and issued the FAA at the same time. Minister Redman made this announcement on 7 March 2014.</li> <li>In the interim, the CEO advised DRD (Meegan Babe – Project Officer) on 6 March 2014 that the project commencement date and access to funding is subject to endorsement by the MWDC Board re MWIP funding, which in turn is still subject to final approval by Cabinet.</li> <li>The MWDC Board met on 28 February 2014 to discuss the project. CEO asked for feedback on 6 March 2014 regarding the outcome of the meeting.</li> <li>The CEO and Project Officer also made a submission to the Commonwealth Government's \$100M Mobile Coverage Programme and have listed Merkanooka and Morawa East High as areas requiring a base station. The President based on comments made by some councillors at the Council meeting on 20 February 2014 suggested they contact the CEO on other potential locations. The CEO also asked for this information in the Councillor update issued on 28 February 2014 including whether Merkanooka North and Canna/Gutha North East was suitable;</li> </ul>	CEO	Jun-30

			<ul style="list-style-type: none"> <li>• In an email to councillors on 19 March 2014, the author advised that the MWDC Board did not support the project. In short, the letter from the MWDC stated that funding from the Mid West Investment Plan to the seven sites is not supported (worth about \$2.2M) as: <ul style="list-style-type: none"> <li>◦ The MWDC is continuing to work with the State Government regarding the implementation of RMCP Round 2 and that three of the seven sites have been included on the initial draft list of priority sites for the Mid West (Arrino, Latham and Yandanooka);</li> <li>◦ Suggests the shires fund the other four towers themselves (for Morawa this means funding both towers – Merkanooka and Morawa East).</li> </ul> </li> <li>• The letter was also sent to the participating member shire presidents.</li> <li>• As discussed at a session with councillors on 20 March 2014: <ul style="list-style-type: none"> <li>◦ In Morawa's case, there is not the capacity to fund the two towers (the expected cost is in the order of \$2M). As a result, it is highly doubtful that this project will now proceed and leaves the recently awarded \$1M from the County Local Government Fund (CLGF) Regional component to this project at a loose end;</li> <li>◦ Reallocate the \$1M CLGF – Regional component funding to another Morawa project that is regional in nature. In essence, the Shire of Morawa is entitled to the total allocation of this funding to a regional project due to the other shires already benefitting from earlier allocations out of the CLGF – Regional component;</li> <li>◦ The Shire President advised that she has spoken to Shane Love MLA on 19 March 2014 to advocate further on this matter re the MWDC and funding from the MWIP. The author also then provided supporting information to Mr Love;</li> <li>◦ In response, councillors suggested that the \$1M CLGF – R was allocated to the Morawa Airport project. The Shire President indicated that the other shires will need to agree.</li> </ul> </li> <li>• On 1 April 2014 Megan from DRD contacted the author regarding whether the funds will be spent this financial year or next financial year. The author commented that the funds will be spent next financial year. Accordingly, Megan advised that the funds will be available from 1 July 2014 once the Shire needs this funding.</li> <li>• The CEO has advised the other CEOs that they need to meet to discuss the possibility of reallocating the \$1M CLGF – R funds to a Morawa project that is of regional benefit. He has</li> </ul>		
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			<p>also had the opportunity to have preliminary discussions with the CEOs of Three Springs and Mingenew and mention that the upgrade of the Morawa Airport meets the funding requirements.</p> <ul style="list-style-type: none"> <li>• Letter of Support received from the Shire of Mingenew 29 April 2014.</li> <li>• <b>Business Plan completed and will be presented to November Council meeting.</b></li> </ul> <p><b>Note:</b> The 2013/14 Budget contained an additional \$250,000 for electrical works</p>		
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### Council Resolutions for Actioning or Attention Completed

	Chief Executive Officer				
Feb 2014	7.2.6.1	Strategic Plan Update and Progress Report	<p>Put forward for 2014/15 Budget consideration the requirements of Regulation 17 regarding risk management:</p> <ul style="list-style-type: none"> <li>▪ CEO attended LGMA briefing session on 28 February 2014 regarding the requirements of Regulation 17;</li> <li>▪ Quote received from LGIS to undertake this project on a group basis: Mingenew, Carnamah, Coorow, Morawa and Perenjori.</li> <li>▪ Cost will be \$5,856.</li> <li>▪ <b>Project has been completed. Report to Council in October 2014.</b></li> </ul>	CEO	Completed
Feb 2014	7.2.6.2	Management of Morawa Community Care Units	This matter is now handled by the Morawa Community Aged Care Committee.	CEO	Completed
Mar 2014	12.1.1	Proposal to Reallocate Solar Thermal Feasibility Funding (\$500,000)	<ul style="list-style-type: none"> <li>• Letter requesting transfer of \$500,000 to the upgrade of the Morawa Airport issued 2 April 2014;</li> <li>• This matter replaces the previous item on this matter (Western Power – September 2007)</li> <li>• <b>Business Plan completed and will be presented to November Council meeting.</b></li> </ul>	CEO	In Progress
	Deputy Chief Executive Officer				
Apr 2014	7.2.5.1	Agreement to Perform Works Level Crossing Upgrade Brookfield Rail – Shire of Morawa	<ul style="list-style-type: none"> <li>• Document executed 17 April 2014.</li> <li>• Document re-executed 30 April 2014 and sent registered post 5 May 2014</li> </ul>	DCEO	Completed



	<b>Manager Accounting &amp; Finance</b>				
	Nil			MAF	
	<b>Project Officer</b>				
	7.2.4.2	Morawa Freight Heavy haulage Road main Road Acquisition of Portion of Lot 454 Winfield Street Morawa	Also refer Status Update 8.2.1 April 13.	PO	In Progress
Apr 2014	7.2.4.1	Proposed Amendment No. 3 to Local Planning Scheme No. 2 (Omnibus Scheme Amendment)	<ul style="list-style-type: none"> <li>Matter was deferred at the April 2014 meeting pending further information;</li> <li>To be presented to the 19 June 2014 OCM</li> <li>Period of advertising seeking submissions closed 7 July 2014. No submissions received.</li> </ul>	PO	In Progress
	<b>Community Youth Development Officer</b>			CYDO	
	Nil				

### Legend

1. Text in red indicates current action.
2. Table items shaded in yellow refer to long outstanding items (generally six months or more).
3. Table items in green refer to matters within the last six months.

<i>Date of Meeting:</i>	<b>20th November 2014</b>
<i>Item No:</i>	<b>7.2.4.1</b>
<i>Subject:</i>	<b>Morawa Civic Square Feature Element</b>
<i>Date &amp; Author:</i>	<b>6 November 2014, John Elliot (Project Officer)</b>
<i>Applicant/ Proponent:</i>	<b>Shire of Morawa</b>
<i>File Number:</i>	<b>ADM 0619</b>
<i>Previous Minute/s and Reference:</i>	<b>Shire of Morawa Council Meeting Minutes June 2014, October 17 2013, September 2012, September 2013, October 2013 and June 2014</b>

### **SUMMARY**

The purpose of this report is for Council to approve Little Rhino Designs as the successful quotation for provision of services to construct the Morawa Civic Square Feature Element.

### **DECLARATION OF INTEREST**

Author of report has no declaration of interest.

### **ATTACHMENTS**

Attachment 1- Emerge Assessment Report  
Attachment 2 – Quotation from Little Rhino Designs  
Attachment 3 – Quotation from Jon Tarry  
Attachment 4 – Quotation from Tony Jones  
Attachment 5 – Quotation Documentation

### **BACKGROUND INFORMATION**

On 6<sup>th</sup> July 2011, Morawa was identified as one of nine towns to be named as a Super Town under the State Government Royalties for Regions Regional Centres Development Plan initiative.

Morawa was chosen as a Super Town because of its growth potential. The Super Towns vision is to have balanced communities with lifestyle options and access to services. They will have affordable, quality housing and a diverse range of lifestyle and job opportunities. It will have flow on benefits to neighbouring towns, communities, and regional cities. As a Super Town, Morawa will offer more choices for people wanting to live in regional areas and provide an attractive alternative to living in the metropolitan area.

The total project is anticipated to include the following five stages:-

1. Creation of the Civic Square and Pedestrian Crossing
2. Construction of the Parallel Freight Alignment
3. Upgrade of Central Portion of Winfield Street
4. Upgrade remaining extent of Winfield Street
5. Prater Street streetscaping works

At the meeting of the Council on the 25<sup>th</sup> September 2012 in relation to the Morawa Town Centre Project it was resolved that:

1. Council endorse the Morawa SuperTown Town Centre Revitalisation concept design plan Stages (1 & 2) as detailed in the outcome report.

Funding of \$5,326,000 has been received to complete stages 1 & 2. Project consultants have completed detailed design drawings for the *Creation of the Civic Square (including the Central Feature Element) and Pedestrian Crossing* (Stage 1) and *Construction of the Parallel Freight Alignment* (Stage 2).

Emerge Associates (Landscape Architects) have been engaged by the Shire of Morawa to provide design plans, completion of tender/quotation and project manage the construction of the Civic Square, including the Civic Square Feature Element.

As part of this process Emurge Associates completed a quotation brief, requested quotations and assessment for the provision of the Morawa Civic Square Feature Element in accordance with the design which was endorsed by Council on the 17<sup>th</sup> October 2013.

### **OFFICER'S COMMENT**

Emerge Associates (Landscape Architects) have completed quotation documentation based on the detailed central feature design elements endorsed by Council on the 17 October 2013.

The quotation process conformed to regulatory requirements under the Local Government Act, 1995, the Local Government (Functions and General) Regulations 1996 and the Shire of Morawa Purchasing Policy 3.5 *Goods valued at over \$50,000 but less than \$100,000*.

There were three quotations received which have been scrutinised and weighted by Emurge Associates and a detailed quotation report submitted for Council consideration. The Table below summarises the assessment scores and ranking.

Schedules	Jon Tarry	Little Rhino Designs	Tony Jones	Scoring Methodology
Relevant Experience	16	30	29	Ranked with high points attributed to contractors who have worked on similar projects, track record, regional projects, and with Emurge
Capacity and Availability	29	30	28	Ranked with high point attributed to providing current availability, insurances and indicative program to undertake works
Fee	18.5	19.5	19.5	Percentage relative to Build & Installation cost received and budget
Concept Presentation	10.5	13	15	Ranked for providing preliminary ideas and/or imagery, and relative to endorsed form
<b>Total</b>	<b>74</b>	<b>92.5</b>	<b>91.5</b>	

The report supports the quotation received from Little Rhino Designs which also had the highest percentage scores regarding capacity, availability and relevant experience.

The proposed design provided under Jon Tarry's submission varied considerably in design and height from the design approved by Council on the 17 October 2013, while Little Rhino

Designs and Tony Jones have advised that the design, height and clock element approved by Council would be followed consistently.

Little Rhino Designs provided a rural/wildflower theme for laser cutting associated with the ribbon feature and Tony Jones incorporated a southern sky constellation design.

All three quotes submitted provided a quotation price of \$95,000 (excluding GST) to complete the project.

Emerge Associates quotation report and completion of the quotation process has been provided in accordance with the legislative requirements and as such Shire officers have noted the advice in the provided report and would recommend Council resolve to accept the Little Rhino Designs quotation and associated price of \$95,000 (excluding GST).

### **COMMUNITY CONSULTATION**

The Shire of Morawa in collaboration with the project consultants has completed a range of public consultation including public meetings, surveys and workshops to gain community and business input during the inception and design phases. The consultants have also conducted meetings with key landowners potentially impacted by the construction of the Civic Square project including the Central Feature Element on the 19th and 20th March 2013. This level of engagement is considered sufficient to alleviate any perceived concerns of inadequate community consultation.

### **COUNCILLOR CONSULTATION**

Shire of Morawa Councillors have been involved in a range of presentation and workshops associated with the development and design of the Civic Square project including the Central Feature Element.

### **STATUTORY ENVIRONMENT**

The proposal and process conforms to the Local Government Act 1995, the Local Government (Functions and General) Regulations 1996 and the Shire of Morawa Purchasing Policy 3.5 *Goods valued at over \$50,000 but less than \$100,000*.

The Civic Square Feature element and Civic Square project is required to comply with the Shire of Morawa Town Planning Scheme No 2 and associated Shire of Morawa policies.

### **POLICY IMPLICATIONS**

Nil

### **FINANCIAL IMPLICATIONS**

Landcorp and Emerge Associates have advised that the quoted price is integrated under the current project budget.

	Total Amount (GST Exc)	Spend 2012/13 (GST Exc)	Spend 2013/14 (GST Exc)	2014/15 (GST Exc)	2015/16 (GST Exc)

Stage 1 (Civic Element/Artwork – Expression of Interest to be initiated)	\$100,000.00			\$100,000.00	
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The project would be fully funded under the current funding arrangements.

### **STRATEGIC IMPLICATIONS**

The Shire of Morawa Corporate Business Plan 2012-2016 endorsed by Council incorporates the following project:

#### **Project 26 Main Street Project**

*“The Main Street of Morawa will be revitalised to provide new opportunities for community interaction and an increased level of retail and commercial services.”*

The construction of the Civic Square, incorporating the central feature element is a key component identified under project 26 and will meet a key objective of this project.

The Morawa SuperTown Growth and Implementation Plan 2012 endorsed by the Western Australian Government and Shire of Morawa identify the construction of the Civic Square including the central feature element as a significant project.

The Shire of Morawa Strategic Community Plan – Plan for the Future has the following adopted strategy objective:-3.5.2

*“Improved and well maintained community, recreational and civic infrastructure.”*

### **RISK MANAGEMENT**

The quotation process accords with the Local Government Act 1995, the Local Government (Functions and General) Regulations 1996 and Shire of Morawa Procurement procedures and policies.

The Morawa SuperTown Financial Assistance Agreement states that the Shire of Morawa bears the sole risk for any project cost overruns. This risk has been largely mitigated through the negotiation of a fixed price contract for construction of the Civic Square Central Feature Element and associated works.

Past civil Shire of Morawa projects have been able to be completed within the allocated budgets.

### **VOTING REQUIREMENT:**

Absolute majority.

**OFFICER'S RECOMMENDATION**

- 1. In accordance with Regulation 11A of the Local Government (Functions and General) Regulations 1996 and Section 3.5 of the Shire of Morawa Policy and Procedure Manual Council approve Little Rhino Designs as the successful quotation for provision of services to construct the SuperTown Civic Square Central Feature Element to be located in Morawa.**
- 2. In accordance with Regulation 11A of the Local Government (Functions and General) Regulations 1996 and Section 3.5 of the Shire of Morawa Policy and Procedure Manual Little Rhino Designs total fixed price of \$95,000 (GST Exclusive) is approved by Council as the successful price for construction of the SuperTown Civic Square Central Feature Element to be located in Morawa.**

# Attachment 1

14<sup>th</sup> October 2014

Shire of Morawa  
Winfield Street  
Morawa WA 6623

Attention: CEO Shire of Morawa  
C/O Mr John Elliot  
Project Officer



PERTH  
Suite 4, 26 Railway Road  
Subiaco. Perth  
Western Australia 6008

P +61 8 9380 4988  
F +61 8 9380 9636  
www.emergeassociates.com.au

Blue Tang (WA) Pty Ltd as trustee for The  
Reef Unit Trust ABN 44656153170 and  
Emerge Environmental Services Pty Ltd  
ABN 57144772510 trading as Emerge Associates

Dear John,

## RE: MORAWA CENTRAL ART FEATURE SUBMISSION ASSESSMENT

Please find below the analysis and recommendation for the submissions for the Morawa Central Art Feature which closed at 12.00pm on Tuesday October 7<sup>th</sup> at the offices of Emerge Associates.

### 1.0 CONFIRMATION

The request for submissions was collected by four interested parties. Three responses were received prior to the nominated closing time, one artist declined due to current workload.

### 2.0 QUOTATION PRICES

We confirm that the following quotations have been received, shown in alphabetical order,

Summary of Prices*	Jon Tarry	Little Rhino Designs	Tony Jones
Estimated Build Cost	\$65,000	\$63,500	\$65,000
Profit & Attendance	\$25,000	\$21,600	\$20,000
Travel & Disbursements	\$5,000	\$9,900	\$10,000
<b>TOTAL - Central Structure</b>	<b>\$95,000</b>	<b>\$95,000</b>	<b>\$95,000</b>
GST	\$9,500	\$9,500	\$9,500
Total Price (incl. GST)	\$104,500	\$104,500	\$104,500

\*All quotation prices excluded footings and traffic management

### 3.0 SUBMISSION ASSESSMENT MATRIX

In assessing the Tenders the following matrix weighting was utilised:

Relevant Experience	30%
Capacity & Availability	30%
Fee	25%
Concept Presentation	15%

Schedules	Jon Tarry	Little Rhino Designs	Tony Jones	Scoring Methodology
Relevant Experience	16	30	29	Ranked with high points attributed to contractors who have worked on similar projects, track record, regional projects, and with Emerge
Capacity and Availability	29	30	28	Ranked with high point attributed to providing current availability, insurances and indicative program to undertake works
Fee	18.5	19.5	19.5	Percentage relative to Build & Installation cost received and budget
Concept Presentation	10.5	13	15	Ranked for providing preliminary ideas and/or imagery, and relative to endorsed form
<b>Total</b>	<b>74</b>	<b>92.5</b>	<b>91.5</b>	

#### **4.0 SUBMISSION RECOMMENDATION**

Based on the documentation provided and subsequent clarifications, it is Emerge Associates recommendation that the contract be awarded to Little Rhino Designs, on the lump sum of \$104,500 including GST.

Should you have any further queries in regard to any of the above, please do not hesitate to contact the undersigned on 9380 4988.

Kind Regards

**Emerge Associates**

A handwritten signature in black ink, appearing to read 'Peter Trend', with a stylized flourish underneath.

**Peter Trend**

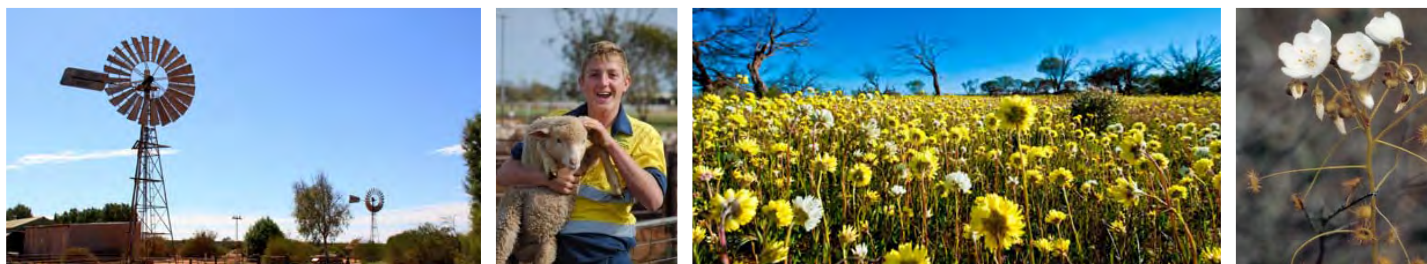
LANDSCAPE ARCHITECT

U:\CURRENT PROJECTS\MORAWA TOWN CENTRE\WAIMO-02 ADMIN\MO-02 CONTRACT DOCS\ART - CENTRAL STRUCTURE\IMTC-01 ART SUBMISSION ASSESSMENT LETTER 13.10.14.DOCX





## Morawa Town centre



## Clock Tower - Public Artwork



Open Spaces Productions Pty Ltd  
ATF The Hirst-Masia Family Trust  
T/AS Little Rhino Designs  
251 Canning Hwy  
East Fremantle WA 6158  
ABN: 15 588 606 033  
M: 0412 741 191  
E: [info@littlerhino.com](mailto:info@littlerhino.com)

6th October 2014

To the Artwork Selection Committee,

Please find enclosed an Expression of Interest for the Morowa Clock Tower Public Art Project. I'm submitting as an individual artist:

I hold General Public & products Liability Insurance, through my individual Artsource Max Membership. This covers me for Public Liability \$20m; Products Liability \$20m; Professional Liability \$5m and workers and directors compensation.

Kind Regards,

A handwritten signature in black ink, consisting of a stylized 'J' followed by a horizontal stroke and a vertical stroke, resembling the letter 'H'.

Jason Hirst, Little Rhino Designs

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# PREVIOUS EXPERIENCE IN PUBLIC ART PROJECTS

Jason has a proven record of delivering successful public artworks that are meaningful, have depths and layers to the themes. He has an extensive experience with designing for external environments using a range of low maintenance materials. Having run his own business for many years he's developed skills in design, concept development, project management, client liaison, community consultation, fabricating artworks and handling large budgets for public art projects and private commissions. One of his strengths is his hands-on approach across a wide range of materials, which maintains creative integrity and quality control throughout each project.

Over the years, Jason has developed all relevant skills required to design, manage and produce exciting public art projects. He's designed numerous sculptures for schools, public parks, hospitals, community centre and other high traffic areas. His preferred mediums for his artworks are steel, aluminium and stainless steel in suitable fabrication and finishes. He then seamlessly integrates elements of design such as contemporary graphics, conceptual imagery and colour trending using etched aluminium, Novaplas, perforated metal and Digiglass to add extra layers of meaning and interpretation. Many of the artworks are large enough to command a striking presence from a distance, as well as present more detailed surface embellishment on closer inspection. Jason is also experienced creating functional artwork such as seating, handrails, wayfinding, shading etc.

He is proficient in use of the following materials:

- Aluminium, Steel, Corten for sculptures
- Stainless steel for 2D/3D artwork
- Aluminium – engraved/etched 2D/3D artwork
- Perforated metal – ability to create designs within the perforations
- Novaplas printed panels – ability to produce graphic artwork on a large scale
- Digiglass – ability to design artwork suitable for window treatment

These materials are durable and easy to maintain which makes them the perfect choice against natural deterioration and vandalism in high traffic areas. The works are always site specific and often include some integration with the landscaping or built environment. Often because of their scale and weight, these projects involve careful consideration of all aspects of logistics in terms of engineering, building schedules, transport and installation.

He'll endeavour to work seamlessly and at all stages with all stakeholders of the project specially landscape architects, builders and project representatives to ensure that he provides the Town of Morowa with an artwork that is iconic and unique holistic spatial outcome that will not only be inspiring to residents and visitors of the area but also will act as a major sense of place testament for future generations and community as a whole. The artworks would be designed in his studio, and fabricated by professional fabricators, including sourcing from manufacturers of specialty treatments.

# CURRICULUM VITAE – JASON HIRST

## SKILLS:

Public Artist – Graphic Designer – Project Manager

## QUALIFICATIONS:

2003: Interior Design Degree Curtin University

1995: Art & Design Degree Perth TAFE

## PREVIOUS COMMISSIONED WORK:

- 1996: Scitech Discovery Centre – Flight Exhibition
- 1997: Mandurah Tourism House – Peel Discovery House
- 1997: Fremantle Tourism Bureau – Interior Design
- 2000: City of Subiaco – Australian Zodiac, Awarded 1st Place Public Artwork
- 2001: CALM – Gamthaume Point Broome Shelter Design
- 2002 to 2003: Perth Zoo – Floor Mosaics Public Artwork
- 2003 to 2004: Mirvac Fini Mandurah Seascapes – Public Artwork
- 2005: Chisholm College – Several Public Artworks
- 2006: City of Melville – Public Artwork
- 2006: Geraldton Public Hospital – Public Artwork
- 2007: City of South Perth – Como Beach Public Artwork
- 2007: Cecil Andrews SHS Armadale – Public Artwork
- 2007: EPCAD, Kestrel Real Estate – Public Artwork
- 2008: Australian Sailing Museum – Lobby Floor Mosaic Artwork
- 2008: Kwinana Beach Foreshore – Fish Trap Floor Mosaic Artwork
- 2009: Kingston Primary School – Public Artwork
- 2009: Willagee Library – City of Melville – Mosaic wall artwork
- 2009: Bannister Creek Primary School – Public Artwork
- 2010: Baldivis Primary School – Public Artwork
- 2010: Comet Bay College – Public Artwork
- 2010: Karratha Primary School – Public Artwork
- 2010: Deanmore Primary School – Public Artwork
- 2011: City of Stirling – Public Artwork – Mirrabooka Town Square
- 2011: Point Samson Sculptural Work – Public Artwork
- 2012: Meadow Springs Primary School – Public Artwork
- 2012: Frank Butler Community Centre Roebourne – Entry Statement
- 2012: Dongara District High School – Public Artwork
- 2013: East Dalyellup Primary School – Public Artwork
- 2013: Karratha Leisure Centre – Public Artwork & Entry Statement
- 2013: Aspiri Estate – Entry Statement – Armadale
- 2014: North Yanchep Primary School – Public Artwork
- 2014: Lancelin – Entry Statement
- 2014: City of Stirling – Charles Riley Community Centre – Entry Statement
- 2014: City of Bunbury – Regional Entertainment Centre – Facade Public Artwork.
- 2014: Canning Vale College – Public Artwork
- 2000 to now: multiple private artwork commissions

## CURRENT COMMISSIONED WORK:

- Comet Bay College – Year 7 Building Artwork, Public Artwork – completion 2014
- Sky Apartments Façade Artwork – completion 2015
- Perth New Children Hospital – Rooftop Gardens Public Artwork Trail – completion 2016
- Perth New Children Hospital – Light Public Artwork throughout hospital – completion 2016



# RELEVANT PROJECT DESCRIPTION



## KARRATHA LEISURE CENTRE:

Jason Hirst and Tim Macfarlane Reid completed a series of Public Artworks for the Karratha Leisure Centre. The project is a series of artworks which creates a statement from the entry road, with the theme following right through to all internal spaces of the expansive centre. Consideration was made to safety as it is a high traffic public area, used by every age group. As this is a major cultural centre for the local community, it was important that the Artworks be relevant and accessible to the visitors, while also creating a significant Visual Impact that was new and fresh. Both artists collaborated closely with project architects and builders to integrate artwork seamlessly within the fabric of the buildings as well as within the building schedule organising different installations to accommodate building completion timings.

The artwork ensemble for Karratha Leisure Centre includes:

- Entry Statement to the Centre made out of corten steel and aluminium (concept: Tim MacFarlane- Reid)
- Gymnasium: wall hanging figures made out of aluminium and printed novaplas panels (concept: Jason Hirst – graphic design development: Mark Welsh)
- Free-standing sculptures made out of brushed aluminium (concept: Jason Hirst and Tim MacFarlane-Reid)
- Handrails made out of industrially painted laser-cut aluminium (concept: Jason Hirst)

COMMISSIONER: Town of Roebourne – LOCATION: Karratha Leisure Centre – BUDGET: \$250,000.00  
ARTISTS: Jason Hirst & Tim MacFarlane Reid – GRAPHIC DESIGN: Mark Welsh – BUILDER: PINDAN  
MATERIAL USED: Corten steel, aluminium, printed Novaplas panels, brushed aluminium & laser cut aluminium

## RELEVANT EXPERIENCE WITH EMERGE ASSOCIATES



Commissioner: City of Armadale  
Landscape Architects: Emerge Associates  
Material used: Industrially painted aluminium  
Size of work: 3.6 metres high  
Location: Aspiri Estate Entry Statement  
Budget: \$60,000.00

# STATEMENT OF INTENT

Regarding the Clock Tower Public Artwork for the Town of Morowa, I propose to create inspiring artwork designs that will stand as a contemporary and iconic statement for the town centre. The designs have been developed taking into account the brief, the final location of the artwork, the surroundings, the climate conditions and transportation/installation logistics. I envisage for it to be engaging, captivating and imaginative as well as visually exciting to the local community and visitors to the area.

## Ribbon for the Clock Tower:

As an artist, I have an ongoing interest in creating artworks that reinforce the human connection to its past and cultural background connecting it to the future. Morowa is set in a very historical & cultural environment which provides opportunities for me to develop concepts with layers of metaphor. I would explore aspects of the human experience of the European early settlers and the cultural heritage of the Indigenous local population. I will also draw inspiration from Morawa's unique wildflower diversity and beauty to create artwork that is vibrant, colourful and appealing to all. The artwork will be contemporary in its overall design as well as timeless. Overall I'll look at creating a strong sense of community and place in the artwork concept.

This layering of ideas would be expressed through combining and layering materials, contrasting their qualities and using patterns and textures.

## Connection of artwork to the space:

I'll look at using industrially painted aluminium with the addition of integrated elements of design details and narratives that make some of these concepts more accessible to the general public. I also have an interest in the restorative qualities found in the movement of light. The repetitions of daily light paths cast across laser cut panels, and the shadows created on floor and ground surfaces can heighten a connection to a sense of place within time and space.

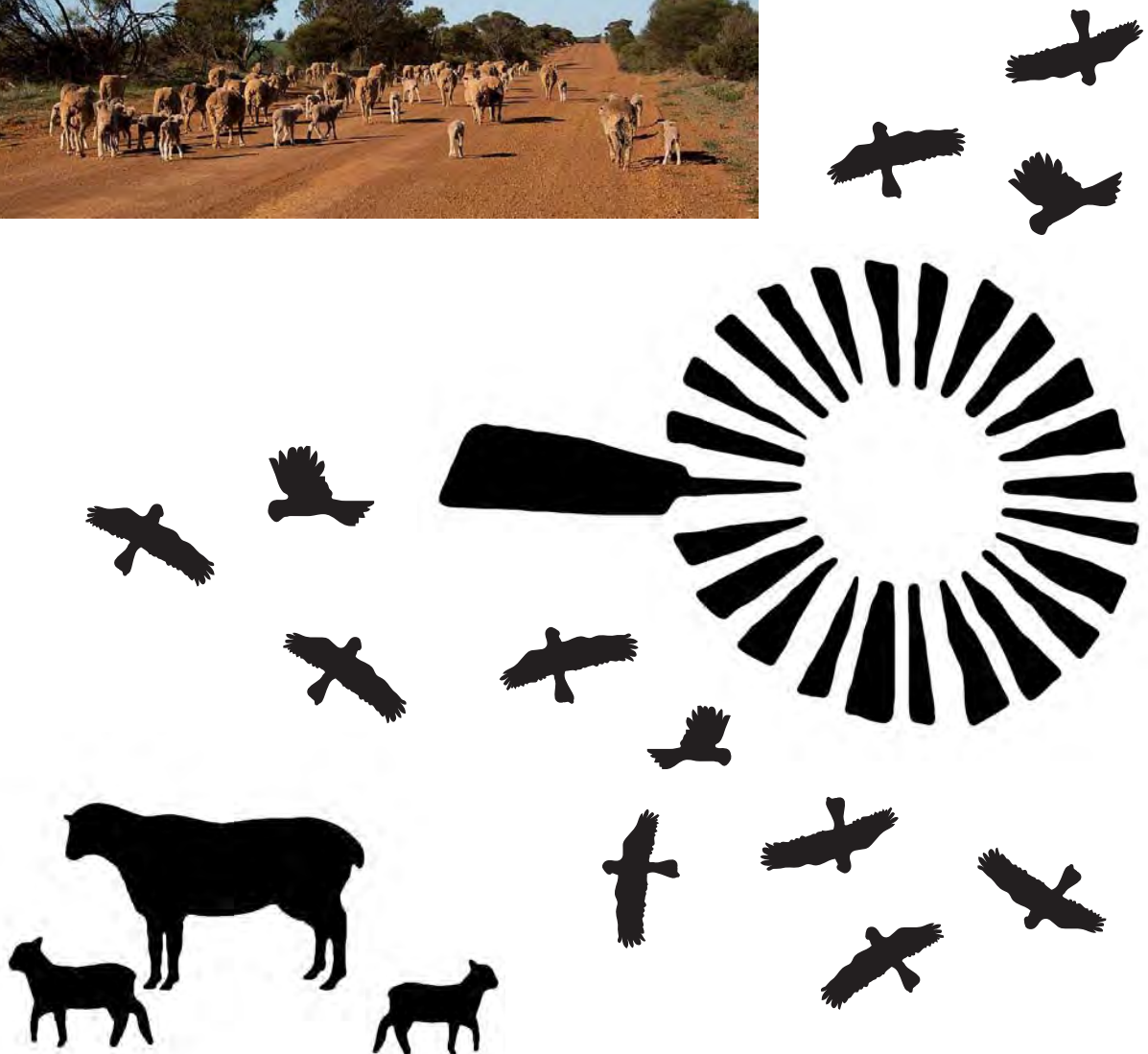
The artwork will be constructed out of aluminium industrially painted with hard wearing Dulux Two Pack paint specially designed for harsh environments. All the materials and finishes I envisage to use are perfect for open and high traffic areas. They are strong, durable, easy to maintain and non-fading.

The artwork designs and installation processes will be submitted to structural engineer Martin Searle to certify that they are structurally sound, contain no sharp edges or entrapment areas and cannot be easily climbed.

Finally, I will work seamlessly and at all stages with the project's stakeholders specially community representatives, landscape architects and builders to ensure that I will provide artwork that is high quality within an agreed budget and deadline.



# STATEMENT OF INTENT

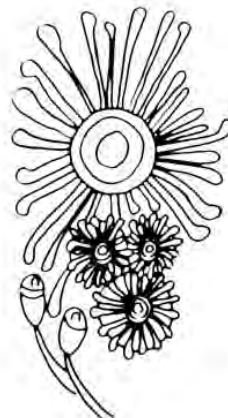


Examples of images that would be developed for the laser cutting into the ribbon.

# STATEMENT OF INTENT

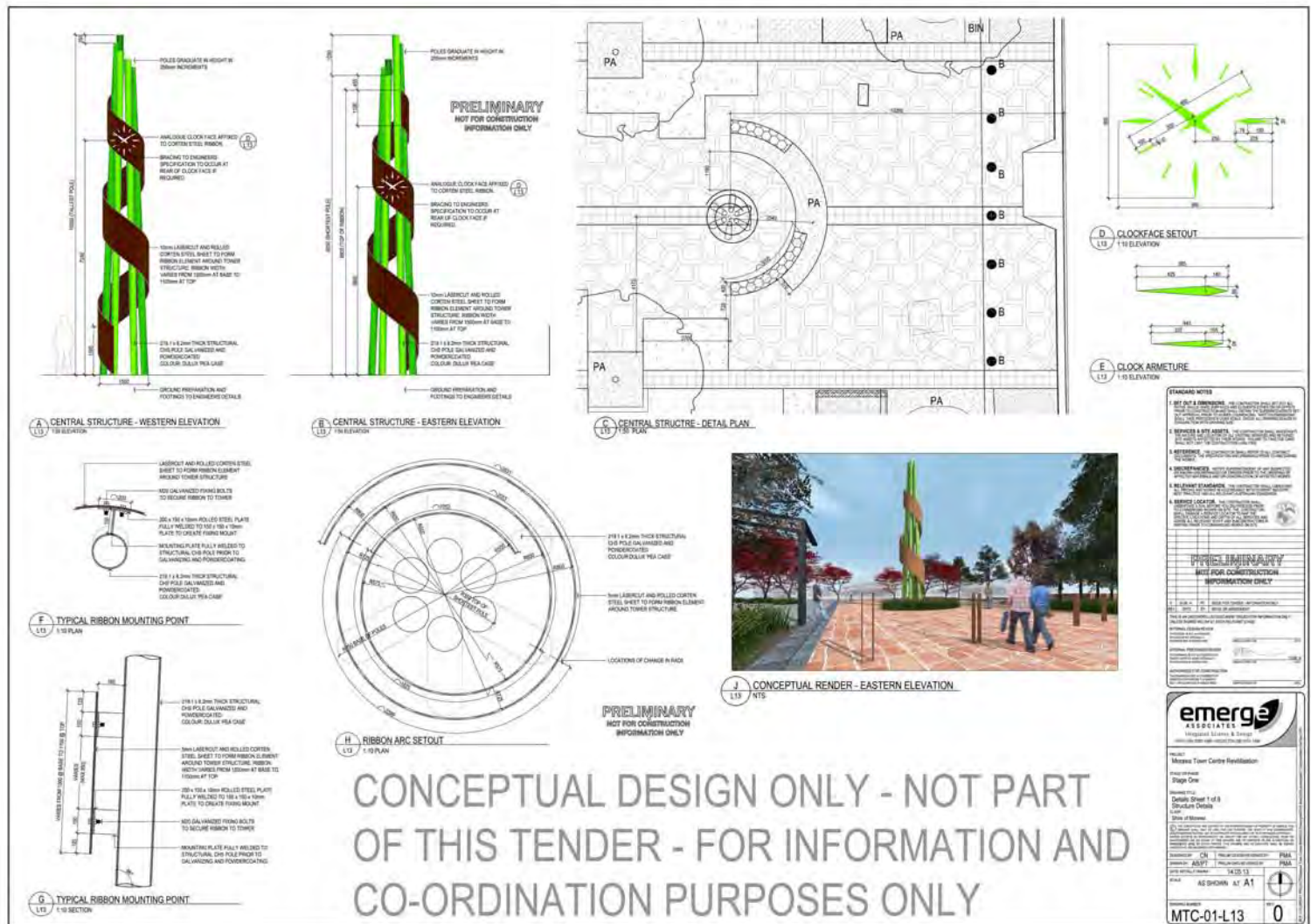


Above image shows how the flower could be cut out of the artwork, we could look at using a similar technique.





## STATEMENT OF INTENT



We'll provide a design that will be based on the structural form that has been endorsed by the council. Our design elements will be displayed on the ribbon.

# STATEMENT OF INTENT



## Reference images:

The images for the ribbon will be developed from suitable themes that echo the beauty and history of Morowa.

# BUDGET & SUPPLIERS

Deliverable	Cost
Design development & artist fees	\$13,600.00
Project management	\$8,000.00
Structural engineer & detailed drawings: Martin Searle - Searle Consulting	\$2,000.00
Structural fabrication: Michael Hartmann - MCH Designs	\$46,000.00
Supply of clocks for tower: Clock Masters Australia Pty Ltd	\$13,000.00
Electrician to install clock	\$2,500.00
Transport to Morowa from Perth: MJ & CM West Transport Services Midland	\$2,600.00
Crane for installation: Freo Cranes Geraldton	\$2,800.00
Installation, labour & travel	\$4,500.00
Grand total (not including GST)	\$95,000.00

Not included in budget:

- Concrete footing
- Martin Searle has recommended that the concrete footing for this artwork would be approximately 2.8 square metres x 1 metre deep.
- Approximate cost of footing in Perth Metropolitan area is \$4K to 5K.
- Power to artwork, the artwork will require 24DC voltage to the clocks. We have not allowed any costs to get power to the artwork.
- Road closure and traffic management has not been included in the above costs.

# TIMEFRAME

Deliverable	Timeframe
Artist selection	October 2014
Commissioning agreement	October 2014
Order clock components (10 weeks)	October 2014
Completion of design documentation	October/November 2014
Structural fabrication (8 weeks)	November 2014
Artwork installation	January 2015
Artwork completion	January 2015

Little Rhino Designs certifies that they are available to undertake this project within the above schedule.





## Attachment 3

### Artwork Commission Morawa Town Centre.

c/- Emerge Associates

suite 4,26 Railway rd

Subiaco

WA 6008

### Submission Jon Tarry Artist

Address

16/12 Cowcher Pl

Belmont

WA 6104

PO BOX 5249

East Victoria Park

WA 6981

7/10/2014

To whom it may concern. How may art activate cultural experience of place and time? We come to know who we are by how we process the present. Artwork in the public domain calls for a particular expressive quality where the work is enlivened through people's interaction. I recently had the honor of working with the Firefighters of Western Australia to build a memorial in Kings Park Botanical Gardens that would endure through the commemoration of the service. The experience of expanding historical work as a way of bringing a story to life through sculptural form requires acute skills. With the Firefighter Memorial I built a work that combined traditional sculptural modeling and casting with digital three-dimensional scanning techniques, in this project I worked closely with the clients resulting in a work of durable cultural quality. I believe I am well placed to deliver a work of outstanding quality for this important project.

.

Yours sincerely

Jon Tarry





Sky Shard Attourney Generals Office Canberra 2010, Jon Tarry.

**Approach:**

With a compelling subject to work with the sculpture really needs to pay reverence to the role Bessie played in this part of the world and retaining values and qualities, which are enjoyed by all today. I see the figure and stance as being one very much a person in action, a person who understood that literally standing for something was very important and passive occupation made a great differences in preserving the River as its enjoyed today.

The site invites a response that expands the boundary of placement and activation. The proximity the Swan River and playground are central to the story of Bessie Richbieth. The figure with Bessie in action holding the umbrella and in winter coat looking back is in itself a powerful statement revealing much of the expression and role Bessie played.

It is possible to explore ways to connect the figure of Bessie to the water; this may be in the form of an extended base area or path with text. Other options expand gesture such as extending the implied shadow of the umbrella. The Umbrella is a crucial part of this story. The shape and structure of the umbrella and coat are echoed in the shade structure and more may be made of these elements.

**Experience:**

With PhD in Architecture and recently taking on the role of artist master planner with Plan E for Rio Tinto Naturescape in Kings Park, which received the Australian Institute Landscape Architects, 2012 Australian Design Award, places Jon Tarry is an inventive and diverse artist. With a record of highly successful work, which challenges convention of how, Artistic ideas are activated in relation to the construction of environments. With forty public art commissions, including recent works for the center of Canberra, titled 'Sky Shard', and 'Cirrus Stratus', clouds sculptures that actually rain as part of the landscape system in the City Link Project Pert. Other public commissions include master planning and community projects at Pretty Pool Port Hedland, titled, 'Eagle Flight Paths' an extensive landscape art project.



Pretty Pool Mangrove Walk, with flight of the sea eagles sculptures 2010.



Pretty Pool Playground sculptures.





Naturescape 2012 Kings Park Botanical Gardens

Jon Tarry has a unique skill set from thirty years of practice that combine a complex Knowledge of traditional modes of production with industrial fabrication. Making is complemented by the ability to adapt ideas to large-scale planning and spatial design Implementation. Although renowned for work in sculpture with works in major collections Jon Has a PhD in Architecture and often works with Australia's and the world's leaders in the field, Including; Donaldson and Warn, 2000 sq. metre of floor for Perth railway station, AP London + Renzo Piano on Valletta Gateway Malta, ARM, AUDRC, Perth Entertainment center, Perth Arena, In MY Beginning is My End.

**Jon Tarry Principle Artist.**

**Research and Expression.**

**Vyonne Walker Artist.**

**Josh Cobb Diamond**

**Fabricators of other elements Denmac Industries, Malaga.**

Firefighters Memorial Grove Kings Park Botanical Gardens 2014.

For the Boys, Bali Memorial Kingsley Football Club, 2003

Ballajura Library Life size figure of child on stilts 1989

Joondalup Courthouse, Solid Timber hand carved figure 1999

Memorial to the Fishers, Fremantle Fishing Boat Harbour with Greg James

Artist - JON TARRY (abbreviated CV)

2012 PhD RMIT Architecture.

2001 Masters of Architecture RMIT Melbourne Australia

1987 Post Graduate Study Akademie fur Kunst Munich. Professor Eduardo Paolozzi.

1980 Bachelor Fine Art Curtin University of Technology.

1978 Diploma Fine Art Claremont School of Art.

Public Commissions selected works:

2013 Screens St Marks, Finbar.

2013 Clouds City Link Perth.

2011 Sky Shard Canberra National Capital

2011 Naturescape Masterplan.

2011 Balancer Abu Dhabi

2011 Flight Paths Pretty Pool Port Hedland

2010 Spring Banksia Grove

2010 Pod East Perth

2010 Underneath the In Between Albany Entertainment Centre

2010 Gateway Victoria Park

2009 Banksia Gove Entry Banksia Grove

2009 Mapping Ashdale College Ashdale

2008 Inversion Central Law Court Perth

2008 Lead Artist Banksia Grove

2008 Pretty Pool Landscape Art Project Pilbara, ERM + Landcorp

2007 Circle of Ore Port Hedland commission EPCAD + BHP

2007 Comets Markers Horizons Comet Bay College, association Matt Dickmann

2006 Skymarkers Perth International Airport

Mobile: 0422747078

[jontarry58@hotmail.com](mailto:jontarry58@hotmail.com)

[www.jontarry.com](http://www.jontarry.com)

Insurance: Jon Tarry (ABN\_25904708070) AI work to Australian Health and Safety Standards. Jon Tarry is Project Leader and has a fully comprehensive building and liability insurance with Artsource Max to the value of \$10,000,000



Jon Tarry

A division of  
Jardine Lloyd Thompson Pty Ltd  
ABN 69 009 098 864

16 Hutt Street  
Adelaide SA 5000  
PO Box 7170  
Hutt Street SA 5000  
[www.localcommunityinsurance.com.au](http://www.localcommunityinsurance.com.au)  
Telephone 1300 853 800  
Facsimile (08) 8235 6448

Our Ref 025390

This certificate provides a summary of the policy cover and is not intended to amend, extend, replace or override the policy terms and conditions contained in the actual policy document.

<b>Insurance Class</b>	General Public and Products Liability
<b>Insured Name</b>	Artsource: the artists foundation of WA Ltd – and including on behalf of Accredited Members.
<b>Interested Party</b>	Any Principal in respect of work carried out by an Accredited Member.
<b>Policy Expiry Date</b>	1 <sup>st</sup> March 2010
<b>Situation</b>	Australia
<b>Interest</b>	Legal liability to third parties for Injury and/or Damage to Property caused by an occurrence in connection with the Insured's business.
<b>Limit of Liability</b>	\$10,000,000
<b>Deductible / Excess</b>	\$250
<b>Insurer</b>	QBE Insurance (Australia) Ltd
<b>Policy Number</b>	60A 210507 PLB
<b>Special Provisions</b>	Policy is issued to artsource: the artists foundation of WA Ltd. Noting <b>Jon Tarry</b> as an Accredited Member.

We accept no responsibility whatsoever for any inadvertent or negligent act, error or omission on our part in preparing these statements or in transmitting this certificate by email or for any loss, damage or expense thereby occasioned to any recipient of this letter.



Chris Esposito  
Account Executive

# Marking Time:

An artwork for the town centre incorporating a working clock, by Jon Tarry for the town of Morawa.

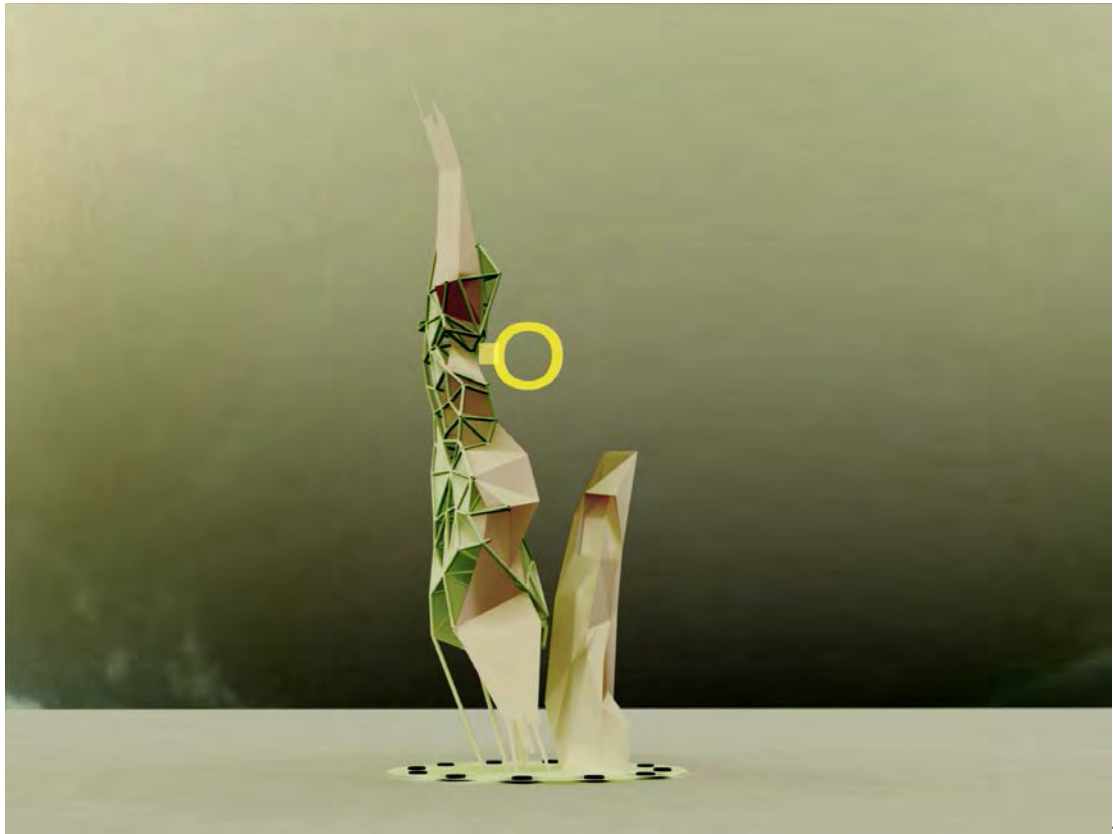
## Concept:

Marking Time and Place. Resonating with the vast sky and below the expanse of the land as seasons rumble a constant shift. Clouds passing, plants in bloom, wildness and cultivated existing in nature's harmony. The forms of the sculpture are derived from these plants and the aspiration to reach skyward. The artwork is in two forms that are intertwined indicating the importance of coexistent habitats. Similar to the biomorphic plant forms, the sculptures twist slightly on their axis, as if moving with the sun, tracking its solar path, marking another measure of time. Mounted half way up the structure and between the two plant pods is a mechanical clock as prescribed with two faces, it appears as time seed waiting to release the next second, minute, hour, from its hands. At the base a circle of simple lights are embedded in the stone, although more recent technology (electric lights) this inscribes an ancient reference of time, effectively though not precisely making this a sundial by day and moon dial by night.

## Material Structure:

The work is 4 metres high, fabricated in welded 5 mm steel plates, as a closed form with rounded edges as 5 mm diameter. The work is highly finished and conceals all mechanical fixings within the main structure. Here in the centre a 200 diameter steel tube provides support and is engineered to hold the work vertical as if balanced on a narrow base. The central steel column provides a pile column foundation, which is embedding into a concrete base and enclosed in concrete to engineer's specifications. This offers an elegant solution with ensured cyclone rating. The clock will be mounted inside custom steel housing for security and durability. The wiring for the clock runs through the main body of the sculpture with an inspection plate provided. Around the base is a greater opportunity to work with the landscape architects to deliver a fully integrated artwork.

I believe that artwork in a public domain, in particular when in a busy town square needs to be a work that is made well and sits within at an approachable human scale, this way people are likely to walk up and linger and discuss its qualities. This is a contemporary work of art and certainly expresses forward-looking vision for Morawa and will generate discussion. After all this is the role of public art, and to be beautiful.









**Budget.**

**Based on 14 week build programme:**

**Sculpture:**

Fabrication of Metal Sculpture substructure: \$40,000

Surface treatment painting of sculpture: \$10,000

Engineering of sculpture. \$5,000

Transport and Installation of sculpture, \$5,000

**Sub total \$60,000**

**Fabrication tubular forms.**

Fabrication of Metal clock housing: \$5,000

Clock: \$5,000

**Sub total \$10,000**

**Installation.**

**Foundation by others**

**Lighting by others**

**Subtotal \$70,000**

Concept development 4 weeks. \$5,000

Concept documentation. 4 weeks. \$10,000

Artwork contracting with view to build 4 weeks. \$10,000

Includes two site visits.

Fees for additional individual site visits \$800 Fees per hour additional work \$180

**Subtotal. \$25,000**

**Total \$95,000 plus gst.**



24/02/2014

Artsource: The Artists Foundation of WA Ltd  
PO Box 999  
FREMANTLE 6959

A division of  
**Jardine Lloyd Thompson Pty Ltd**  
ABN 69 009 098 864

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ADELAIDE SA 5000  
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Fax: +61 8 8235 6448  
Direct +61 8 8235 6480  
Fax +61 8 8235 6448  
Michael.Gordon@jlta.com.au  
www.localcommunityinsurance.com.au

**Certificate of Currency**

**Our Ref ARTSOU-025390**

<b>INSURANCE CLASS</b>	Public & Products Liability
<b>INSURED NAME</b>	Artsource: The Artists Foundation of WA Ltd <b>on behalf of MAX Members</b>
<b>INTERESTED PARTY</b>	Any Principal in respect of work carried out by the MAX Member
<b>POLICY EXPIRY DATE</b>	1 March 2015
<b>SITUATION</b>	Anywhere in Australia
<b>LIMIT OF LIABILITY</b>	Public Liability: \$20,000,000 (any one occurrence) Products Liability: \$20,000,000 (any one occurrence and in the aggregate any period of insurance) Professional Indemnity \$5,000,000 Property in Care Custody/Control: \$100,000
<b>DEDUCTIBLE / EXCESS</b>	\$250
<b>INSURER</b>	QBE Insurance (Australia) Ltd
<b>POLICY NUMBER</b>	AT A210507 PLB



**Quote number 0776/061213**  
December 6, 2013

**Name:** Peter Trend  
**Name of company:** Emerge Associates  
**Email:** [peter.trend@emergeassociates.com.au](mailto:peter.trend@emergeassociates.com.au)  
**Phone:** 08-9380-4988  
**Fax:** 08-9380-4988

Dear Peter  
Thank you for your enquiry. I provide the following options for your consideration. If these Options do not fully meet your needs please contact me further so that we can explore other avenues.

**Option 1,**

For a dial from 65cm to 150 cm  
A53, Slave impulse movement \$4,206.00 each + GST & freight  
@ 2 movements **\$8,412.00 + GST & freight**  
Hands plane black \$500.00 set + GST & freight  
@ 2 sets **\$1,000.00 + GST & freight**  
ETC 12 Master clock **\$1,843.00 + GST & freight**  
**Subtotal \$11,255.00 + GST & freight**

**Option**

GPS4500/SP  
GPS receiver & lightning protection unit **\$2,295.00 + GST & freight**

**Option 2,**

For a dial from 50cm to 60 cm  
A43, Slave impulse movement \$3,780.00 each + GST & freight  
@ 2 movements **\$7560.00 + GST & freight**  
Hands plane black \$360.00 set + GST & freight  
@ 2 sets **\$720.00 + GST & freight**  
ETC 12 Master clock **\$1,843.00 + GST & freight**  
**Subtotal \$10,123.00 + GST & freight**

**Option**

GPS4500/SP  
GPS receiver & lightning protection unit **\$2,295.00 + GST & freight**

**TERMS OF SALE AND PURCHASE**

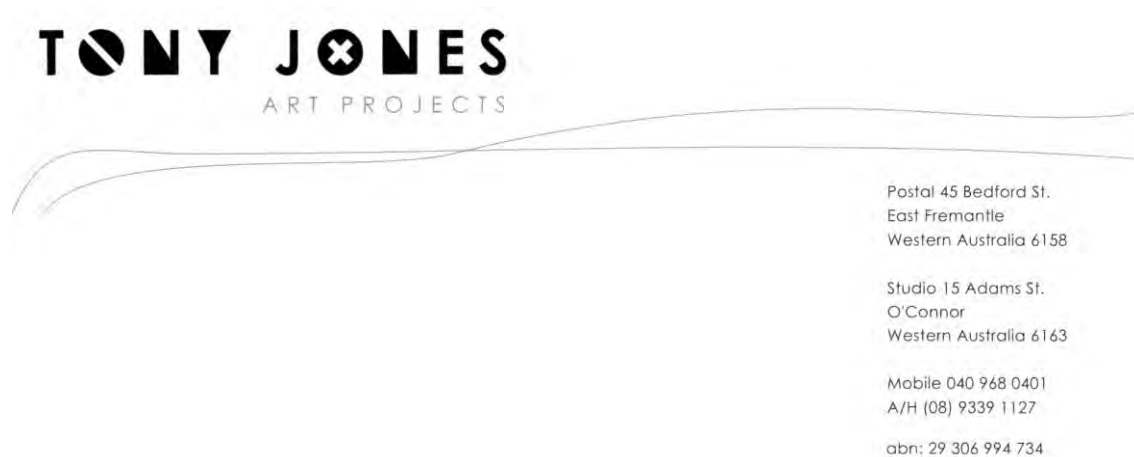
THIS AGREEMENT is made the                      day of                      200 .

BETWEEN:

SIGN:

PRINT NAME

ClockMasters Australia Pty Ltd  
PO Box 220  
SEMAPHORE SA 5019  
Ph: 1300 555 099  
[www.clockmasters.com.au](http://www.clockmasters.com.au)  
email: [clocks@clockmasters.com.au](mailto:clocks@clockmasters.com.au)  
ABN: 39 396 938 173 ACN: 104 247 976  
Page 1 of 3



## **MORAWA PROJECT**

### **H.1. RELEVANT EXPERIENCE**

#### **Past public art works undertaken.**

We are an established team comprised of Tony Jones, Angela McHarrie and Ben Jones.

As a team, we have extensive practical experience of producing sculptures using numerous techniques and of managing similar scaled public art projects. Tony Jones has an extensive portfolio of completed public art projects and as a team we have completed a significant number of projects together over the past four years. Of relevance to this project are the completion of substantial landmark sculptures for the new Fiona Stanley Hospital, the Centro North Plaza in Subiaco, the Perry Lakes Redevelopment in Floreat and an entry statement at Alkimos for LWP.

We have a very comprehensive understanding of public art projects, along with a wide range of skills in conceptual thinking, design and production. We would manage this project in line with stakeholder requirements and previous experience. Following selection, we would agree a work program and proceed through Design Development, including the acquisition of structural engineering advice. Working drawings would be prepared and material and colour samples provided. Fabrication would commence and once engineering and design work was complete the work would be installed in consultation with the client.

#### **Outline of relevant past artworks.**

Title of work: "Fold"

Materials used: Painted Steel and electro polished stainless steel

Size of work: 15 metres tall

Artist's name: Tony, Ben and Buffy Jones, Angela McHarrie

Place of installation: Fiona Stanley Hospital, Murdoch WA

Client BMA

Budget: \$200,000

Title of work: "Trinity"  
Materials used: Aluminium  
Size of work: 12 metres tall  
Artist's name: Tony and Ben Jones  
Place of installation: Marmion Avenue, Alkimos WA  
Client LWP:  
Budget: \$90,000

Title of work: "Cardinal South"  
Materials used: Painted Steel  
Size of work: 12 metres tall  
Artist's name: Tony Jones  
Place of installation: Port Coogee WA  
Client: City of Cockburn  
Budget: \$90,000

Title of work: "Time"  
Materials used: Polished Stainless Steel and Granite  
Size of work: 10 metres tall  
Artist's name: Angela McHarrie  
Place of installation: North One Plaza, Subiaco WA  
Client MRA  
Budget: \$100,000

Title of work; "Flare"  
Materials used: Aluminium  
Size of work: 12 metres tall  
Artist's name: Tony Jones  
Place of installation: Kwinana, WA  
Client: Town of Kwinana  
Budget: \$110,000

Title of work; "Valve Tower"  
Materials used: Painted steel  
Size of work: 9 metres tall  
Artist's name: Tony and Ben Jones, Angela McHarrie  
Place of installation: Mundaring Weir, WA  
Client: Water Corporation  
Budget: \$100,000

Title of work: "Aspire"  
Materials used: Recycled painted steel  
Size of work: 22 metres tall  
Artist's name: Tony Jones  
Place of installation: Perry Lakes (ex stadium), Floreat WA  
Client: Landcorp  
Budget: \$90,000

Title of work: "Tuart Grove"  
Materials used: Polished stainless and rusted steel  
Size of work: 10 metres tall  
Artist's name: Angela McHarrie  
Place of installation: Ellenvale Development, Busselton WA  
Client: Aegis Group  
Budget: \$75,000

Title of work: "Lina"  
Materials used: Painted steel  
Size of work: 12 metres  
Artist's name: Tony Jones  
Place of installation: City of Stirling Council Offices, Sirling WA  
Client: City of Stirling  
Budget: \$90,000

Title of work: "Open Road"  
Materials used: Painted steel  
Size of work: 4 metres tall  
Artist's name: Tony Jones  
Place of installation: Main Road Department Goldfields Office, Kalgoorlie WA  
Client: Main Roads Department  
Budget: \$35,000

### **Track record with regards achieving agreed budget and programme.**

We have an exemplary record of completion of major projects covering a period in excess of twenty years.

All works referred to in this document were delivered on time on budget.

### **Highlight any relevant local experience in regional areas and town centres.**

Many of our works have been for town centres and regional areas.  
We have done works for Carey Park in Bunbury, a major work for the Police complex Geraldton, The Main Roads Department in Boulder, The Courthouse in Busselton, the Ellenvale Development in Busselton plus works at Katanning, Albany and Port Hedland  
We have also done over twenty years of projects with sculpture students in the Midwest including four years at Cuefest and works on stations near Mt Magnet (Wogarno) and Cue (Austin Downs and Nallan), Murchison Settlement (Mt Narryer) (Yuin).

### **Relevant experience with LandCorp (the client) or with Emerge Associates (the landscape architect).**

We have worked with Landcorp most notably on the redevelopment of Perry Lakes providing three major artworks and we are currently working with Landcorp and Emerge on the Claremont on the Park project.  
We have had a continuous association with Emerge for nearly ten years mainly associated with the Brighton /Butler project and now Claremont on the Park.



## H.2. CAPACITY AND AVAILABILITY

### Availability.

We have the capacity and availability to undertake the project as the Claremont on the Park project has a long lead time, existing projects are well underway and no other upcoming projects are immediately pressing.

### Details of current Insurance.

All team members hold the following insurance cover:

Artsource Umbrella Policy as per Certificate of Currency from Local Community Insurance Services, a division of Jardine Lloyd Thompson Pty Ltd.

Insurer	QBE Insurance (Australia) Ltd.
Policy Number	AT A210507 PLB

Public Liability	\$20,000,000
Products Liability	\$20,000,000
Professional Indemnity	\$ 5,000,000
Property in Care	\$ 100,000

### Indicative program to undertake works.

We have contacted potential fabricators for their support to meet the timeline and indications are that it can be met. This is dependent on the contract being awarded in a timely manner so delivery can take place early 2015.

## H.3. FEE

Item	Est Build cost	Profit and Attendance	Travel and disbursements	Total
Central Structure	\$65,000	\$20,000	\$10,000 inc freight cranes etc	\$ 95,000
GST	\$ 6,500	\$ 2,000	\$ 1,000	\$ 9,500
Total	\$71,500	\$22,000	\$11000	\$104,500

## H.4. CONCEPT PRESENTATION

### Concept ideas in relation to the clock tower.

We like and endorse/support the overall form and concept.

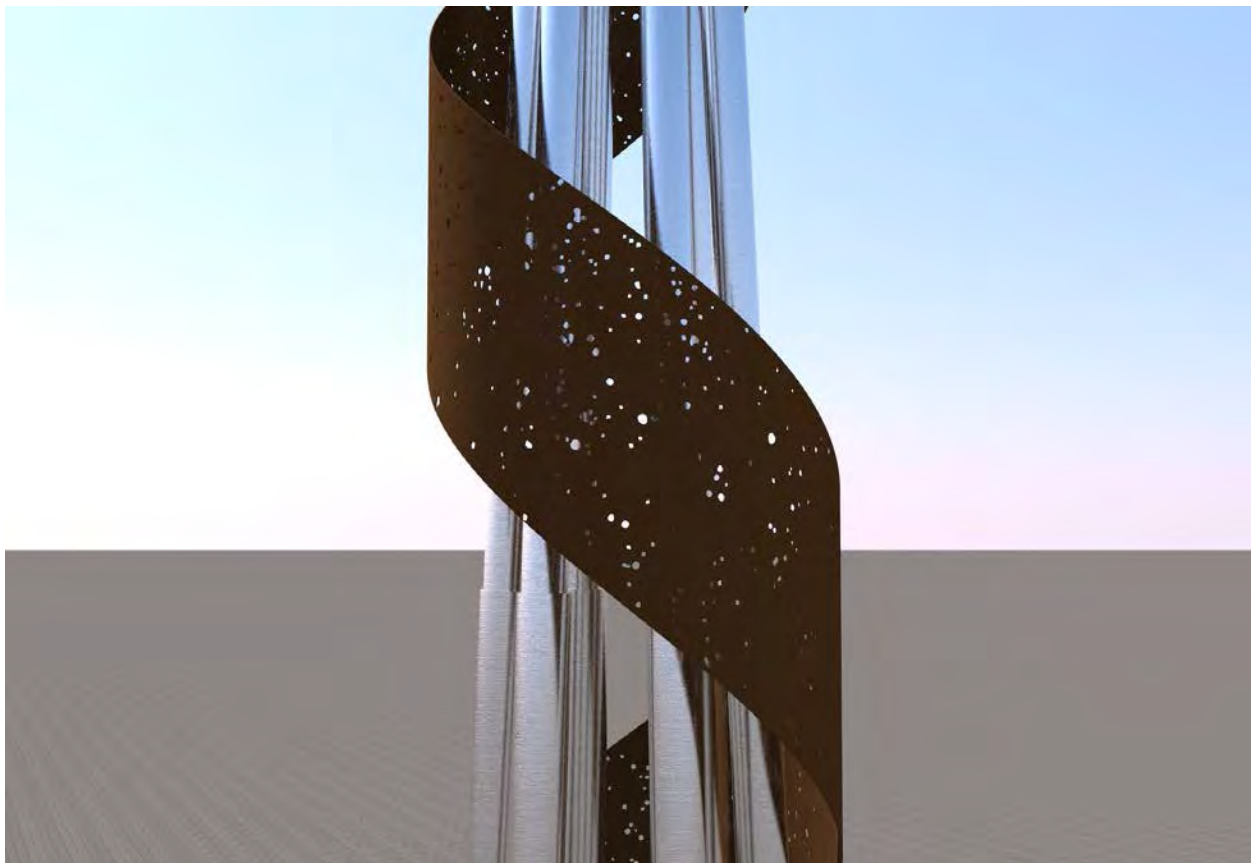
We believe the ribbon could be enlivened with symbolic images/patterning, laser cut and disbursed along a significant portion of the surface, tapering off as it becomes less visible from the ground.

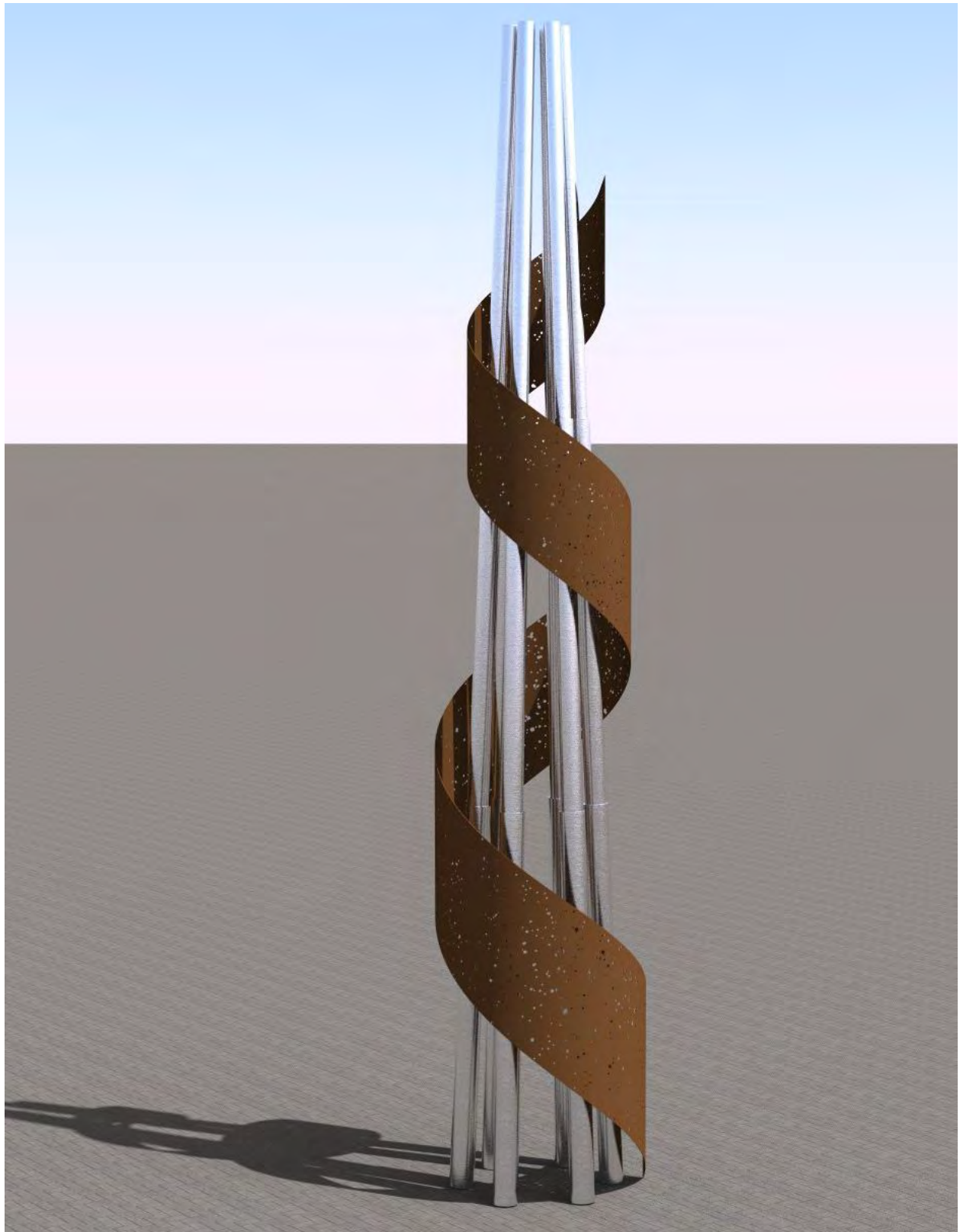
The patterning could reference the night sky which is very special in the Midwest, the southern sky constellation could be cut into the ribbon and lit at night as a complement to the vastness of space.

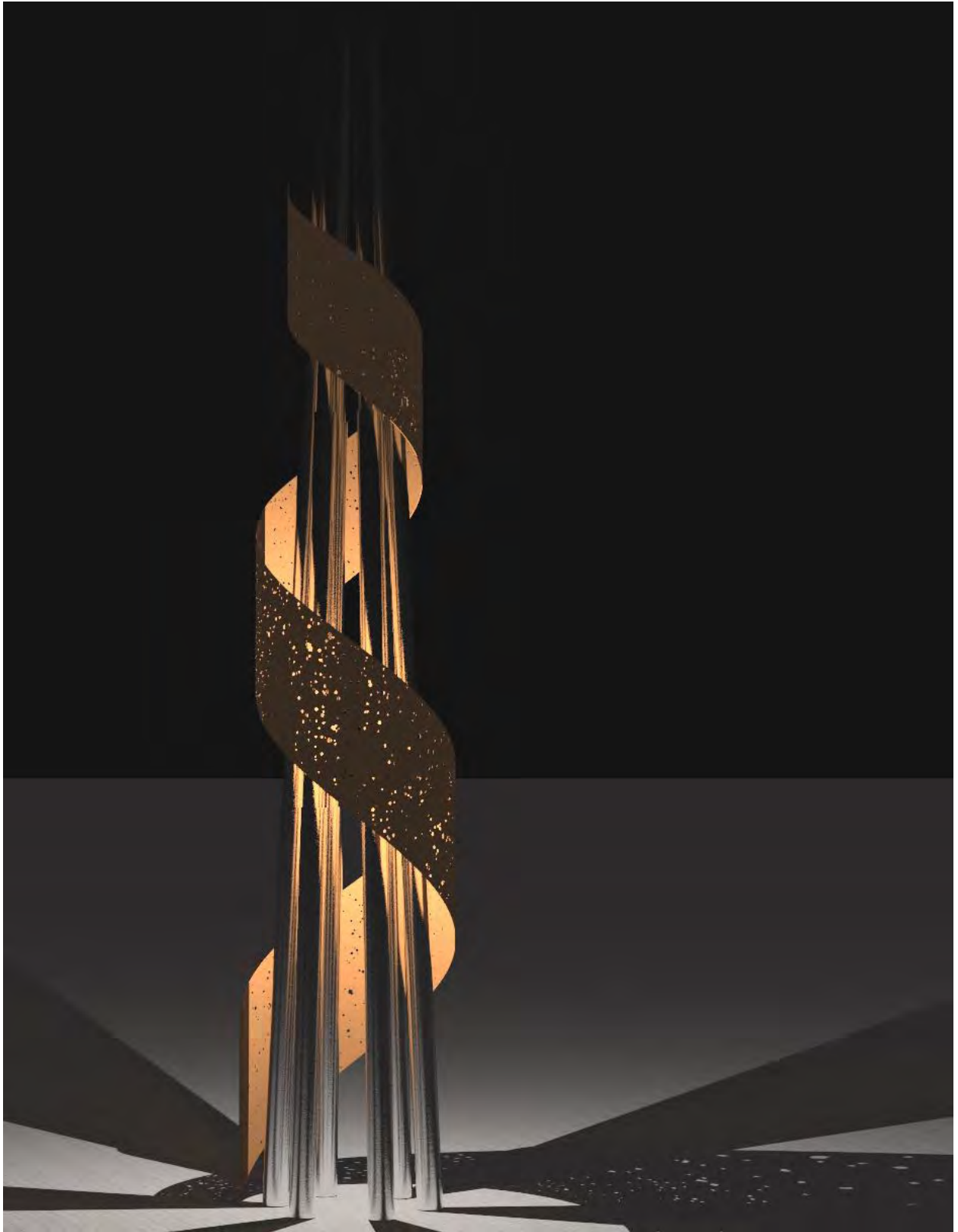
A dramatic night time effect could be achieved with lighting from inside the form.

There are a number of low energy options to achieve neutral or colour changing lighting that could be used make a unique feature of this landmark work.

We favour the use of painted mild steel over corten for the ribbon. Corten in the required thickness is difficult to source economically and the funds could be applied to lighting to greater effect.









**Morawa**  
**Support Images**



## To the Shire of Morawa

It is our intention to honour the overall form of the supplied concept is as provided by Emerge.

We understood our task was to advise on some artistic intervention to take the design a little further as an artwork.

We saw the opportunity to pierce the ribbon with southern sky constellations the Southern Cross being one.


These would make a striking contribution to the work at night and offer another dimension to the plain strip during the day.

Design development would ensure the distribution and spacing would be more resolved in the final work.

We undertook this submission at short notice and the images you have been provided with are the art part of the conceptual advice and must be seen in relation to the Emerge designed structure.

The remaining structure and the inclusion of the clock faces are part of our submission and will be there in the final work if we are selected.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Tony Jones', with a stylized, flowing script.

Tony Jones

Art Projects

0409680401

45 Bedford Street

East Fremantle 6158

October 15 2014













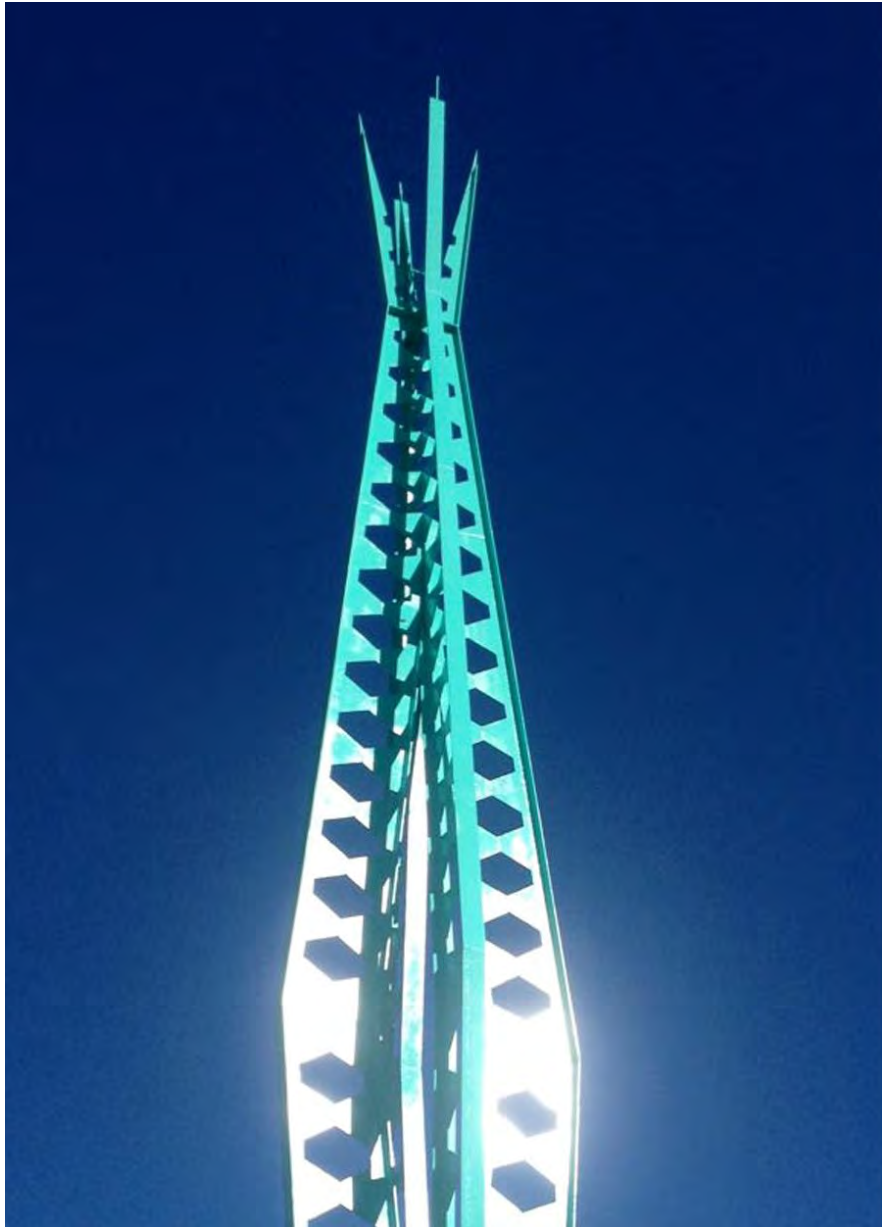
























# MORAWA TOWN CENTRE

MORAWA WESTERN AUSTRALIA

## PUBLIC ART PROCUREMENT AND DELIVERY STRATEGY





This document was produced by  
**Emerge Associates** for LANDCORP  
and The Shire of Morawa

Suite 4, 26 Railway Road,  
Subiaco, WA 6008

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<b>DATE:</b>	SEPTEMBER 2014
<b>PROJECT NO:</b>	MTC
<b>REV NO:</b>	A

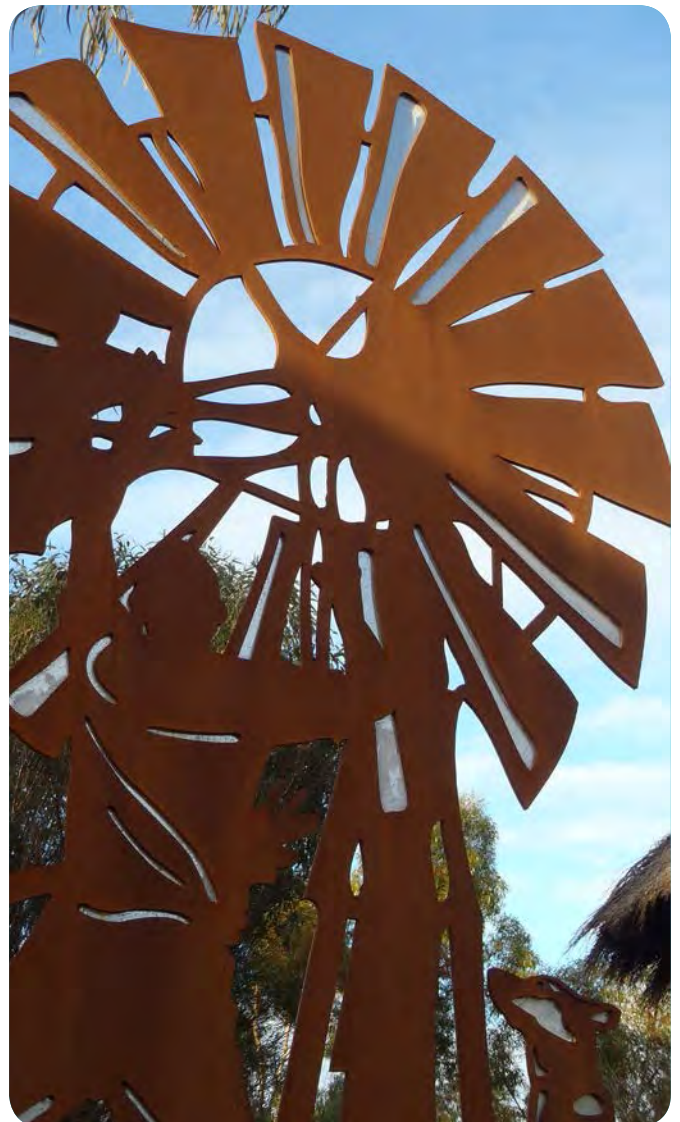


A.

## PURPOSE OF THIS DOCUMENT

The purpose of this document is to outline a workable framework for the development and delivery of Public Art in the form of a Clock Tower for the 'Morawa Town Centre' project being delivered by LandCorp and the Shire of Morawa. This document aims to address the following components:

- Outline the project and its key stakeholder
- Aims and benefits of a Public Art strategy for the project
- Public Art brief.
- Establishing and agreeing a Public Art works budget.
- Identify preliminary risks and mitigation measures.
- Establish the agreed delivery structure options for Public Art, including defining the extent of liaison with external stakeholders, development partners and residents.
- Indicate the Artwork procurement and implementation process.
- Potential theming for incorporation as part of the Public Art.
- Conditions of Contract.



B.

## ABOUT THE PROJECT

The Shire of Morawa is situated in the North Midlands area of Western Australia, approximately 370km North of Perth. Predominantly an agricultural based Shire, Morawa boasts tourism attractions; such as the Spring wildflower season, a rich farming history, and a developing mining industry.

The aim of the Town Square and Main Street Revitalisation project is to attract and retain investment and growth to Morawa. The project will be a visible improvement to the town which will have a flow on benefit to Morawa as a whole respect to overall amenity, liveability, civic function, attracting business investment, tourists and visitors.

Outcomes from community consultation highlighted a desire to create a more pedestrian friendly main street by relocating the current heavy haulage route off Winfield Street without detriment to local business, and to complement this change by establishing a new adjacent Town Square which would encourage community pride and engagement.

The Town Square brief focused a flexible and attractive space to accommodate a range of community events and user groups. The colours and materials used will build upon and reflect the character and vernacular of Morawa. Crucially shade and shelter through structures and salt tolerant tree species will provide appealing places to meet and linger. The works will incorporate other elements such as incidental seating, urban art and play elements, shade and essential infrastructure to encourage place activation events

### B.1 LOCATION

The location of the proposed clock tower is central to the town centre/ civic square which is bounded by Winfield Street to the west, freight road & rail to the East and roadhouse to the south.

### B.2 STAKEHOLDERS

There are a number of stakeholders within the project and its surrounds that may take varying degrees of interest in the public art process and outcomes, these include:

- LandCorp
- The Consultant Team
- The Shire of Morawa
- Local Community groups
- Local residents and businesses

It is anticipated the artist and the project team shall provide information to the stakeholders that may include the proposed design theme, some imagery, and a simple outline of the implementation process for their information. This will engender a degree of engagement from stakeholders into the provision and design of public art which is intended to translate into a smooth approval and delivery process and community acceptance.

### B.3 FORM

During the stakeholder and community consultation process it was identified that there was a desire to establish an iconic landmark withing Morawa's town centre. After much deliberation a clock tower was established as the most suitable element. The Shire Councilors were heavily involved in what form the clock tower was to take, and the final concept design is the result of a council vote. The expectation is that the final clock tower design will be heavily aligned to the provided concept, with additional detail reflecting the town history and theming to be provided through laser cutting and mesh panels to the external ribbon element.

### B.4 LANDSCAPE & IRRIGATION CONTRACT

The landscape and irrigation works have been tendered and let to BCL Group Pty Ltd. Any works relating to the construction of the clock tower will have to occur in liaison with and according to BCL's program and critical path.

Please refer Apprndix A for the project program.

C.

# MASTERPLAN

**SEE APPENDIX A**  
**Drawing MTC-01-L06**

**SEE APPENDIX B**  
**Drawing MTC-01-L13**



D.

## PUBLIC ART AIMS + BENEFITS

The provision of public art to this project is proposed to either fulfil or contribute to the following project aims:

- D.1 To assist in the presentation of the project to the public and its future residents and tourists.
- D.2 Provide reinforcement and reference to Morawa's local character and history.
- D.3 Encourage the utilisation of the square by family groups, the community and travellers.
- D.4 Potentially provide interpretive reference to the Town centre and its surrounds.
- D.5 Facilitate opportunities for play and discovery.
- D.6 To contribute to the project's legibility.

E.

## SCOPE OF WORKS

The Public Artist scope of works includes the following items:

- E.1 Preparation of concept design drawings, text and imagery as suitable to convey the theme, character, content, materials, colour and scale of the art piece.
- E.2 Preparation of preliminary cost estimates (+10%) for the construction and installation of each art piece inclusive of manufacturing, transport, delivery, erection and installation, footings, fixings, plaques and utility services (eg: power and water) as may be necessary.
- E.3 Participate in liaison with the Shire of Morawa, LandCorp and the consultant team in conveying the art work design and its delivery.
- E.4 Undertake all documentation, shop drawings and specifications necessary to fully document the works suitable for approval and subsequent construction.
- E.5 Obtain and meet the cost of all necessary approvals including Client sign off, Development Applications, Building Licenses, Certification, Handover and the like as necessary to obtain full completion and finalisation.
- E.6 Undertake OHS policy compliant site visits as necessary.
- E.7 Undertake and/or coordinate the construction in accordance with the approvals.
- E.8 Undertake and/or coordinate delivery and installation of the art pieces.
- E.9 Provide advice with regards guarantees, warranties, repair, and preventative maintenance needs and processes as may be required for the art piece into the future.

F.

## PUBLIC ART DESIGN GUIDANCE

The project's design ethos is aimed at extending aspects of Morawa's character into the heart of the town. A central artwork clock tower structure will be integrated into the landscape infrastructure as well as a number of smaller pieces of explorative/ playable artwork. Some design aspects that may be considered include:

There will be a focus on providing legibility of theme and an evident story / journey for residents and visitors.

The scale and size of artwork may differ with possibly some pieces to be small and intimate whilst others are to be statement pieces / focal points. Artwork typologies may vary from traditional sculptural instalments to more integrated user-friendly pieces.

There is the potential for Artwork to encompass kinetic attributes to highlight the changing micro-environment and respond to built-form or landscape elements.

The material palette and options available for component artwork pieces across the development may vary dependent on location, access, budget, safety, longevity and robustness.

G.

## PUBLIC ART BUDGET

A budget of \$95,000 +GST has been allocated for the 'Central Feature Structure' by the Shire of Morawa. This figure currently sits within the agreed Landscape Budget for the project.

H.

## PUBLIC ART RISK MITIGATION

A budget of \$95,000 +GST has been allocated for the 'Central Feature Structure' by LandCorp. This figure currently sits within the agreed Landscape Budget for the project.

The client and the project will require that the Public Artist participate fully in the project's Occupational, Health and Safety processes. This will encompass but not be limited to;

- H.1 Attending a site induction conducted by the civil contractor and/or the landscape contractor and/or the building contractor as may be relevant to the proposed location of the art pieces.
- H.2 Attending a risk identification and management workshop and /or receiving the outcomes of this process if it has already been conducted prior to the Artist's appointment.
- H.3 Complying with all OHS requirements at all times on site.
- H.4 Undertaking and providing a risk identification process and a risk mitigation strategy relating specifically to the public art design and its built elements.
- H.5 Undertaking a post installation site review to ensure compliance with relevant standards and that risk mitigation best practice has been achieved.

Note: this may include representatives from the Shire of Morawa and LandCorp

I.

# SELECTION PROCESS

The Artist in Residence selection process is proposed to occur based on the following criteria and assessment weighting.

## H.1. RELEVANT EXPERIENCE (30% weighting)

The tenderer is requested to please:

- Outline past Public Art works undertaken nominating the client and the value of the works.
- Provide an outline and imagery of their relevant past experience highlighting past works, budgets, locations and clients.
- Outline their track record with regards achieving agreed budget and programme.
- Highlight any relevant local experience in regional areas and town centres.
- Highlight any relevant experience with LandCorp (the client) or with Emerge Associates (the landscape architect).

## H.2. CAPACITY AND AVAILABILITY (30% weighting)

The tenderer is requested to please:

- State their current availability with regards existing and upcoming workload, which may include staff, machinery, workshops and the like.
- Outline all relevant and current insurances including public liability, professional indemnity and workers compensation. (Note copies of suitable, relevant and current insurances must be provided prior to and to enable formal engagement)
- Provide an indicative program to undertake works.

## H.3. FEE (25% weighting)

The tenderer is requested to please:

- Nominate their profit and attendance fee as part of a cost plus contract structure.
- Nominate travel and disbursement costs.

ITEM	ESTIMATED BUILD COST	PROFIT & ATTENDANCE	TRAVEL & DISBURSEMENTS	TOTAL
CENTRAL STRUCTURE	\$	\$	\$	\$ 95,000
GST	\$	\$	\$	\$ 9,500
TOTAL	\$	\$	\$	\$ 104,500

## H.4. CONCEPT PRESENTATION (15% weighting)

- The tenderer is requested to present ideas in relation to the clock tower

J.

# PUBLIC ART DELIVERY PROCESS

The following Public Art delivery process is proposed for this project.

No	TASK	POTENTIAL RISK	RESPONSIBILITY	STATUS
1	Agree provisional budgets, operational and delivery parameter, preferred locations and broad approach.	Purchasing policy for select quotations is based on construction works under \$100,000 +gst	Client, Project Manager and Landscape Architect	Complete
2	Agree 3 selected suitable and experienced Artists in accordance with the client's procurement processes.	Suitable selection process to be undertaken	Client, Project Manager and Landscape Architect	Complete
3	Prepare and Issue Public art tender document to the tenderers.		Client, Project Manager and Landscape Architect	Complete
4	Tender assessment and recommendations to the client to be made.		Client, Project Manager and Landscape Architect	
5	Preferred artist to be formally engaged. Provision of artists insurances to be provided.	Artist availability with regards to scope of work.	Artist, Client and Landscape Architect	
6	Landscape Architect and Artist to have initial discussions with stakeholders and landscape contractor in understanding any limitations / their requirements.	Project phasing and timing.	Artist and Landscape Architect.	
7	Presentation of finalised art proposal and how it will work within the project.	Project phasing and timing with regards to budget expenditure	Artist and Landscape Architect.	
8	Agreement on preferred approach, final artwork with client sign off.		Client, project manager and Landscape Architect	
9	Issue preferred art piece design to stakeholders for information and comment.	Stakeholder feedback if different from one another.	Landscape Architect to issue and report outcomes back to client	
10	Issue instruction to commence works to project Artist in Residence.		Client and Landscape Architect	
11	Preparation of shop drawings and a construction budget estimate for client and landscape architect review and approval.	Consider safety, durability, suitability legibility.	Artist	
12	Preparation, submission and receipt of Council building license approval inclusive of approval fees.	Programme and compliance	Artist	
13	Confirmation of receipt of building license approval and any amendments required.	Building license is not granted or is slow in being issued.	Artist to advise Landscape Architect	
14	Consider and plan for art installation works including footings, power, water etc.	Project limitations in terms of retrofitting art work requirements vs installed services.	Artist and Landscape Architect	

15	Fabrication off site to the agreed timeframe.	Materials availability and timeframe.	Artist	
16	Installation coordination (access, cranes, lighting, footings, programme).	Damage rectification	Artist, Landscape contractor	
17	Make good to all edges after artwork installation.	Additional cost.	Landscape contractor	Landscape contractor
18	Practical completion inspection and signoff	Defects list rectification	Client, Artist and Landscape Architect	
19	Defects inspection and rectification management as may be required (12 months after). Handover to Council to occur with handover of POS area.	Defects list rectification	Artist and Landscape Architect	

K.

## CONTRACT PROCESS

Upon becoming the preferred tenderer the selected artist shall be required to:

- K.1 Provide copies of all insurances - Refer Schedule1 of Standard Contract for Design & Commission of Artwork.
- K.2 Enter into a signed contract with The Shire of Morawa
- K.3 Attend a client and site briefing.
- K.4 Attend a site induction with the landscape contractor.
- K.5 In conjunction with the project team, provide a programme regards the design, construction and installation of the art piece.





This document was produced by  
**Emerge Associates** for LANDCORP  
and The Shire of Morawa

Suite 4, 26 Railway Road,  
Subiaco, WA 6008

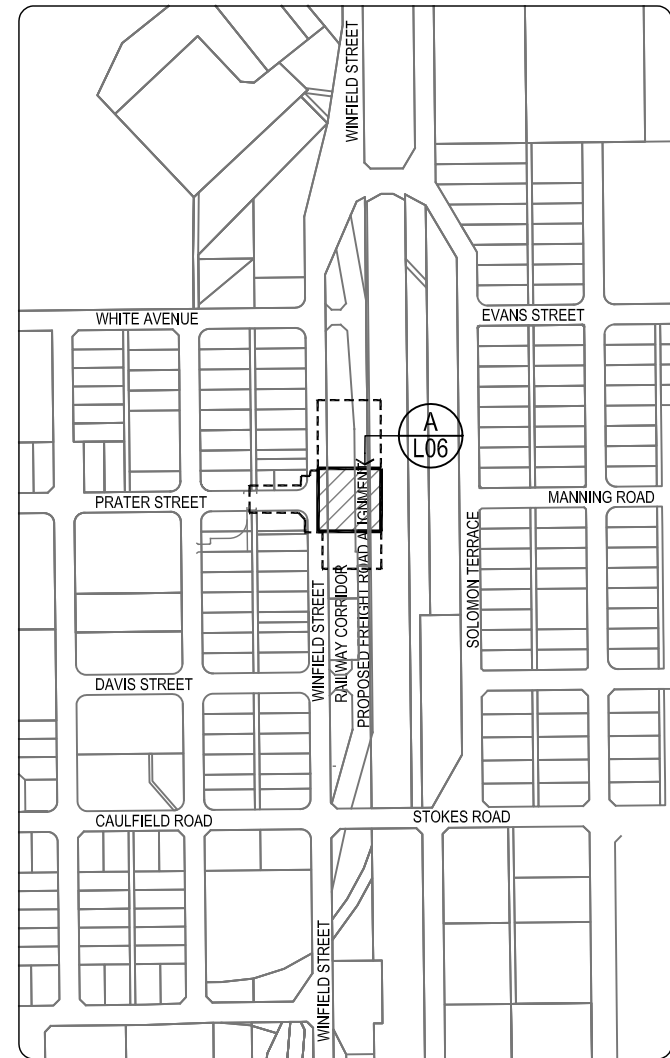
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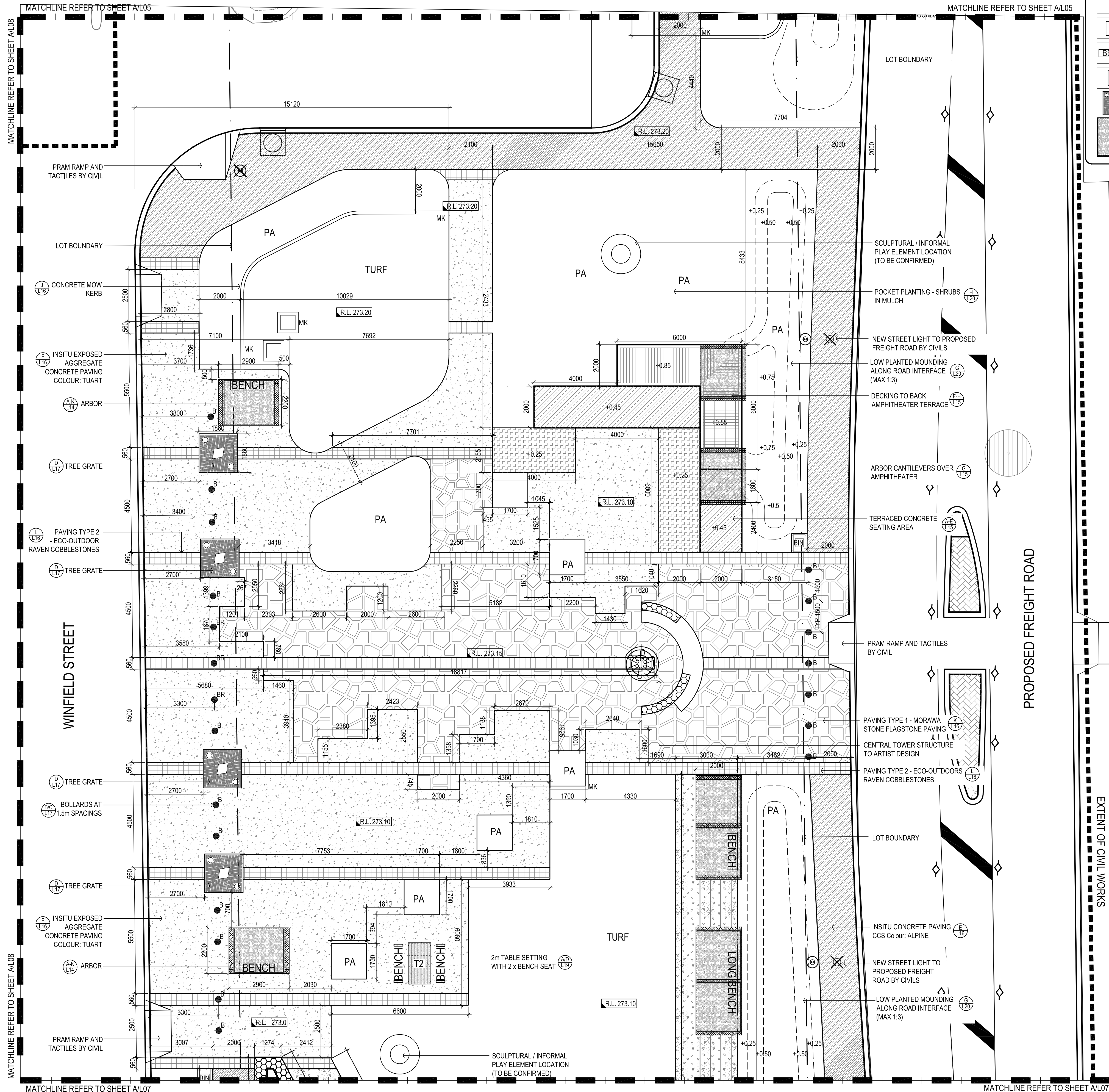
**E.** [admin@emergeassociates.com.au](mailto:admin@emergeassociates.com.au)

**W.** [www.emergeassociates.com.au](http://www.emergeassociates.com.au)





KEY PLAN - SCALE 1:7,500



**SETOUT AND GRADING PLAN**  
1:100 PLAN

FURNITURE LEGEND	
	BOLLARD
	REMOVABLE BOLLARD
	2m TABLE
	BENCH
	RUBBISH BIN
	TREE GRATE
	ARBOR

LEGEND	
	EXTENT OF WORK
	PROPOSED CONTOUR At 0.25m intervals
	PROPOSED SPOT LEVEL
	EXISTING OVERHEAD POWER LINES/ POLE
	EXISTING LIGHT
	PLAIN CONCRETE CCS Colour: Alpine
	EXPOSED AGGREGATE CONCRETE 01 Colour: Holcim Tuat
	EXPOSED AGGREGATE CONCRETE 02 Colour: Holcim Magnolia
	PAVING TYPE 1 Morawa Stone Flagstone Paving
	PAVING TYPE 2 Eco-Outdoor Raven Cobblestones
	TERRACED CONCRETE SEATING 01 CCS Colour: Panther
	TERRACED CONCRETE SEATING 02 CCS Colour: Lychee
	RIGHTWOOD COMPOSITE DECKING
	PAVING BY CIVIL CONTRACTOR
	MORAWA STONE WALL PROPOSED
	CONCRETE MOW KERB
	PLANTING AREA

STANDARD NOTES

- SET OUT & DIMENSIONS.** THE CONTRACTOR SHALL SET OUT ALL PATHS, WALLS, MOUND SURFACES AND ELEMENTS EITHER ON OR OFF SITE PRIOR TO CONSTRUCTION AND SHALL OBTAIN THE SUPERINTENDENT'S SET OUT APPROVAL PRIOR TO WORKS COMMENCING. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALE. CHECK ALL DRAWING SCALES IN CONJUNCTION WITH DRAWING SIZE.
- SERVICES & SITE ASSETS.** THE CONTRACTOR SHALL INVESTIGATE THE NATURE AND LOCATION OF ALL EXISTING SERVICES AND RETAINED SITE ASSETS AFFECTED BY THEIR WORKS. FAILURE TO TAKE DUE CARE SHALL NOT LIMIT THE CONTRACTOR'S LIABILITIES.
- REFERENCE.** THE CONTRACTOR SHALL REFER TO ALL CONTRACT DOCUMENTS, THE SPECIFICATION AND DRAWINGS PRIOR TO AND DURING THE WORKS.
- DISCREPANCIES.** NOTIFY SUPERINTENDENT OF ANY SUSPECTED OR KNOWN DISCREPANCIES OR ERRORS PRIOR TO THE ORDERING OF AFFECTED MATERIALS AND OR CONSTRUCTION OF AFFECTED WORKS.
- RELEVANT STANDARDS.** THE CONTRACTOR SHALL UNDERTAKE ALL PRICING AND WORKS IN ACCORDANCE WITH CURRENT INDUSTRY BEST PRACTICE AND ALL RELEVANT AUSTRALIAN STANDARDS.
- SERVICE LOCATOR.** THE CONTRACTOR SHALL UNDERTAKE A DIAL BEFORE YOU DIG PROCESS PRIOR TO COMMENCING WORKS ON SITE. THE CONTRACTOR SHALL ENGAGE A SERVICE LOCATOR TO MAP THE SPECIFIC LOCATIONS AND DEPTH OF ALL SERVICES AND ADVISE ALL RELEVANT STAFF AND SUBCONTRACTORS IN WRITING PRIOR TO COMMENCING WORKS ON SITE.

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INTERNAL PRETENDER REVIEW			
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EMERGE DIRECTOR		DATE	
		10.06.14	
EMERGE DIRECTOR		DATE	

Integrated Science & Design  
PERTH (08) 9380 4988 • BUSSELTION (08) 9754 7499

PROJECT  
Morawa Town Centre Revitalisation

STAGE OR PHASE  
Stage One

DRAWING TITLE  
Town Square Sheet 2 of 4  
Setout, Finishes and Grading Plan

CLIENT  
Shire of Morawa

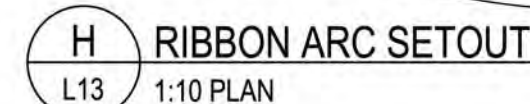
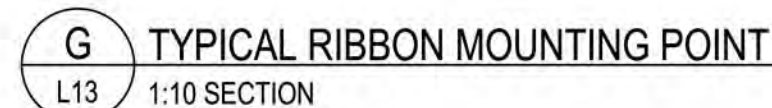
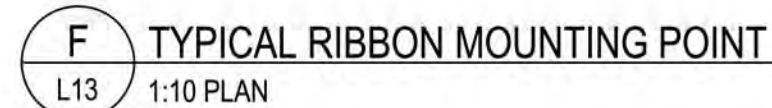
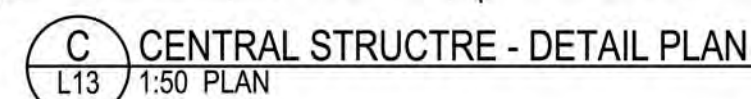
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DRAWN BY AB/PT PRELIM DWG REVIEWED BY PMA  
DATE INITIALLY DRAWN 14.05.13

SCALE 1:100 AT A1

DRAWING NUMBER  
MTC-01-L06

REV 1





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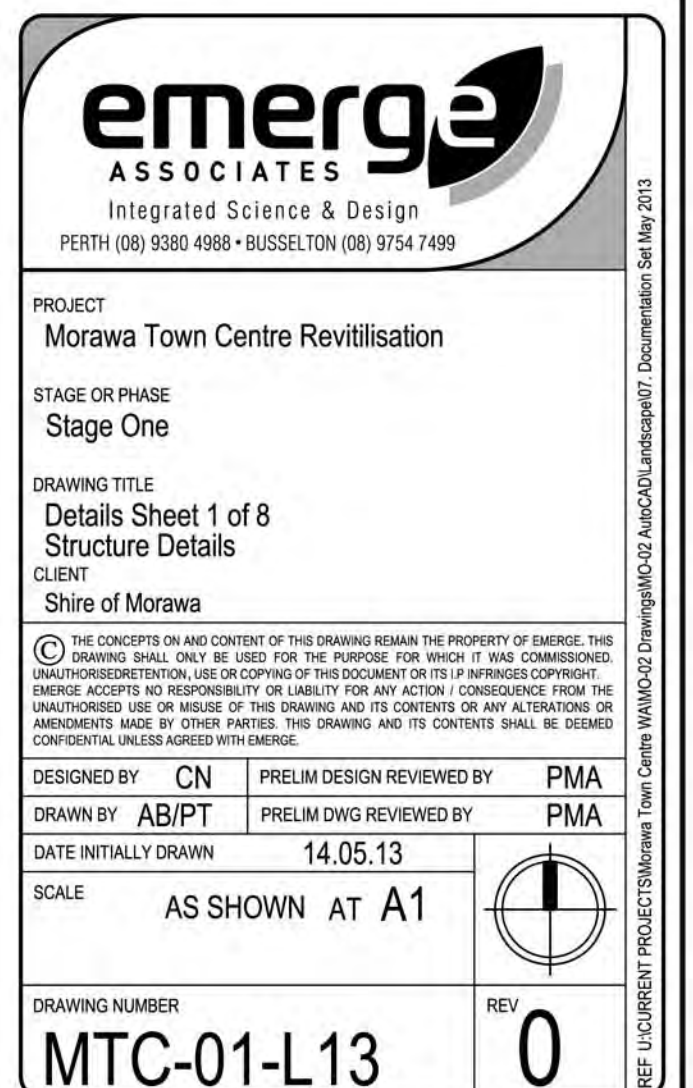
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## STANDARD NOTES

- 1. SET OUT & DIMENSIONS.** THE CONTRACTOR SHALL SET OUT ALL PATHS, WALLS, HARD SURFACES AND ELEMENTS EITHER ON OR OFF SITE BY THE CONSTRUCTION OF THE PROJECT. THE SUPERINTENDENT SHALL NOT APPROVE FOR WORK COMMENCING. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER ALL DRAWING SCALES IN CONNECTION WITH DRAWING SIZE.
- 2. SERVICES & SITE ASSETS.** THE CONTRACTOR SHALL INVESTIGATE THE NATURE AND LOCATION OF ALL EXISTING SERVICES AND RETAINED SITE ASSETS & AFFECTED BY THEIR WORK. FAILURE TO TAKE DUE CARE SHALL NOT LIMIT THE CONTRACTORS LIABILITIES.
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- 4. DISCREPANCIES.** NOTIFY SUPERINTENDENT OF ANY SUSPECTED OR KNOWN DISCREPANCIES OR ERRORS PRIOR TO THE ORDERING OF AFFECTION OF MATERIALS AND IN CONNECTION OF AFFECTED WORKS.
- 5. RELEVANT STANDARDS.** THE CONTRACTOR SHALL UNDERTAKE RELEVANT WORKS IN ACCORDANCE WITH THE FOLLOWING STANDARDS, BEST PRACTICE AND ALL RELEVANT AUSTRALIAN STANDARDS.
- 6. SERVICE LOCATOR.** THE CONTRACTOR SHALL LOCATE ALL SERVICES PRIOR TO COMMENCING WORKS ON SITE. THE CONTRACTOR SHALL ENGAGE A SERVICE LOCATOR TO IDENTIFY ALL SERVICES, LOCATE LOCATIONS AND PROVIDE TO THE CONTRACTOR. ADVISE ALL RELEVANT STAFF AND SUBCONTRACTORS IN WRITING PRIOR TO COMMENCING WORKS.

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			EMERGE DIRECTOR	DATE





<i>Date of Meeting:</i>	<b>20 November 2014</b>
<i>Item No:</i>	<b>7.2.4.2</b>
<i>Subject:</i>	<b>Planning Application– Lot 413 Corner McGlew Street and Valentine Street, Morawa</b>
<i>Date &amp; Author:</i>	<b>12 November 2014, John Elliot (Project Officer)</b>
<i>Applicant/ Proponent:</i>	<b>Shire of Morawa</b>
<i>File Number:</i>	<b>ADM 0048</b>
<i>Previous Minute/s and Reference:</i>	<b>Shire of Morawa Council Meeting May 2013 and August 2013</b>

### **SUMMARY**

The purpose of this report is for Council to consider a planning application from Central West Concrete for the establishment of a shed (12 meters long, 10 meters wide and 5.38 meters in height) on lot 413 Valentine Street Morawa. The lot is currently zoned Industrial under the Shire of Morawa Town Planning Scheme No2.

### **DECLARATION OF INTEREST**

Author of report has no declaration of interest.

### **ATTACHMENTS**

Attachment 1– Planning Application

### **BACKGROUND INFORMATION**

The applicant seeks to construct a zincalume shed (12 meters long, 10 meters wide and 5.38 meters in height) on the northwest section of lot 413 McGlew Streets, Morawa.

The applicant has advised that 3 parking bays will also be provided in accordance with clause 4.3.2(2) of the Shire of Morawa Town Planning Scheme No2.

The lot is 1996m<sup>2</sup> in area and is zoned Industrial under the Council's Town Planning Scheme No2.

A concrete silo, batching plant and storage containers are currently located on the subject land. The storage containers will be removed from their current location to allow for construction of the proposed shed.

The main entry to the site is off Valentine Street which is currently fenced by a galvanised ring lock boundary fence with double lockable entry gates.

### **OFFICER'S COMMENT**

The proposed shed incorporates two rooms, bathroom facilities and a proposed setback from the rear and side boundary of 3 metres.

The Shire of Morawa Town Planning Scheme No 2 refers to the following minimum setback requirements for industrial zoned land:

Zone	MINIMUM SETBACKS FROM BOUNDARIES		
	Front	Rear	Side
Industrial (Note 1)	11m or 22m	7.5m	3.0m

The proposed reduction in rear set back requirements to 3 metre as depicted in the planning application is considered appropriate on the grounds that no building or activities will be impacted upon on the adjacent industrial lots.

The subject land is not connected to the Shire of Morawa reticulated sewer scheme and an on-site effluent disposal system in accordance with Department of Environment guidelines and Shire of Morawa specifications will be required to service the proposed toilet.

It is considered appropriate to include an advice note advising the proponent that a building licence and approval of any proposed wastewater/septic sewerage system is required prior to the commencement of site works and construction of the shed onsite.

### **COMMUNITY CONSULTATION**

No community consultation is required under the Shire of Morawa Town Planning Scheme No 2.

### **COUNCILLOR CONSULTATION**

No previous discussion of the planning application information has been presented to Councillors

### **STATUTORY ENVIRONMENT**

Planning and Development Act 2005  
Shire of Morawa Local Planning Scheme No .2  
Local Government Act 1996

### **POLICY IMPLICATIONS**

No known policy implications.

### **FINANCIAL IMPLICATIONS**

No known financial implications.

### **STRATEGIC IMPLICATIONS**

No known Strategic Implications.

### **RISK MANAGEMENT**

The proposed development generally conforms to the Industrial land use objectives of the Shire of Morawa Town Planning Scheme No 2.

**VOTING REQUIREMENT:**

Simple majority.

**OFFICER'S RECOMMENDATION**

**It is recommended:-**

**Council approve the planning application for a zincalume shed (12 meters long, 10 meters wide and 5.38 meters in height) including 3 parking bays to be located on 2 (Lot 413) McGlew Street, Morawa.**

**and**

**The proponent being advised:**

**of the need to apply for a Building Permit from the Shire of Morawa prior to the commencement of site works and construction of the Shed on the subject land in accordance with the requirements of the Building Code of Australia and the Building Act 2011.**

**of the need to apply for approval for a wastewater/septic sewerage system associated with the development from the Shire of Morawa prior to the commencement of site works and location of the Shed on the subject land.**

## APPENDIX NO. 4 - APPLICATION FOR PLANNING APPROVAL

SHIRE OF MORAWA

LOCAL PLANNING SCHEME NO. 2

DISTRICT SCHEME

OFFICE USE

Application Number: ADM 0048  
Date Received: 20 October 2014  
Notice of Application

Application for Planning Consent

I/We CENTRAL WEST CONCRETE  
(Full Name of Applicant)  
of 37 BAILEY ST, DONCARA P/Coda 6525  
(Address for Correspondence)

hereby apply for planning consent to:

1. Use the land/premises situated at and described as:  
2 MCGLEW ST, MORAWA  
(LOT 413) VOLUME # 2116, FOLIO # 397
2. Erect, alter or carry out development on land described hereunder in accordance with the accompanying plans (3 copies).

The existing use of the land/building is CONCRETE BATCH PLANT

The approximate cost of the proposed development is \$ 28550.00

The estimated time of completion is 30<sup>th</sup> MARCH 2015

The approximate number of persons to be housed/employed when the development is completed is 6

DESCRIPTION OF LAND

LOCALITY

PLAN

House No. 2 Street MCGLEW (indicate distance to nearest intersecting street)

Lot No. 413 Plan or Diagram \_\_\_\_\_ Location MORAWA  
Certificate of Title: Volume 2116 Folio 397  
Dimensions: Site Area 1996 sq. metres Frontage 42.58 metres Depth 41.23 m north

Signature of Applicant \_\_\_\_\_

Date: 16/10/14

Where the applicant is not the owner the owner's signature is required.

Signature of Owner: [Signature]

Date: 16/10/14

THIS FORM IS TO BE SUBMITTED IN DUPLICATE, TOGETHER WITH THREE COPIES OF PLANS, COMPRISING THE INFORMATION SPECIFIED IN THE PARTICULARS REQUIRED WITH APPLICATION ON PAGE 2 HEREOF.

Note: This is not an application for a building licence.

#### PARTICULARS REQUIRED WITH APPLICATIONS

Where an application involves the erection or alteration of a building or a change in levels of a site, the plans accompanying an application for planning consent must, unless otherwise required by the Council.

1. indicate the position and describe the existing buildings and improvements on the site and indicate those which are to be removed;
2. indicate the position and describe the buildings and improvements proposed to be constructed, their appearance, height and proposed used in relation to existing and proposed contours;
3. indicate the position, type and height of all existing trees on the site and indicate those to be retained and those to be removed;
4. indicate the areas to be landscaped and the location and type of shrubs, trees and other treatment proposed;
5. indicate site contours and details of any proposed alteration to the natural contour of the area;
6. indicate car parking areas, their layout and accessways, dimensions and the position of existing and proposed crossovers;
7. indicate site dimensions and be to metric scale.





MIDWEST  
planning • consulting

---

17 October 2014

Shire of Morawa  
PO Box 14  
MORAWA WA  
DONGARA WA 6623

ATTN: Town Planning Services

**PROPOSED SHED FOR EXISTING CONCRETE BATCHING PLANT ON LOT 413  
(NO. 2) MCGLEW STREET, MORAWA (WEST STEEL SHEDS FOR CENTRAL  
WEST CONCRETE)**

The land parcel subject to this application for planning approval appears to be zoned 'Industrial' under the Shire of Morawa's Town Planning Scheme No. 2. The lot area comprises approximately 1996m<sup>2</sup>.

There is an existing concrete batching plant on the site, situated at the southern aspect of the site adjacent to McGlew Street. A shed is proposed to be constructed at the northern aspect of the site with the intention of storing equipment currently unable to be stored within an enclosed, lockable area.

There is a variation sought against the rear setback requirement under the Shire's Scheme for the applicable 'Industrial' zoning. The rear setback required is 7.50m, a setback of 3.00m is proposed. The reduced setback is sought so as to utilise the area available for use within the subject site, whilst maintaining an adequate separation in terms of fire rating.

The site exists with compacted hard stand to the vehicle access point and car parking area. This is consistent with existing surrounding development. Three car parking bays are to be provided in accordance with Appendix No. 8 of the Shire of Morawa Town Planning Scheme No. 2. Noting the requirement and therefore provision of one car parking bay per 100m<sup>2</sup> of floor area.

The dimensions of car parking bays provided are in keeping with the provisions of clause 4.3.2 (2) under the Shire's Town Planning Scheme No. 2.



The proposed development is of zincalume construction and is not anticipated to result in an adverse impact on the streetscape, or the amenity of the area. The shed is to be situated as far to the rear of the site, as viewed from both the primary and secondary street frontages, as physically possible without compromising the setback required for achieving adequate fire separation. The shed appears to be in keeping with existing surrounding development and will improve the visual appearance of the site, given equipment currently being stored in open areas of the site will be stored out of sight. The proposed shed is anticipated to be an improvement to that which exists on site at present.

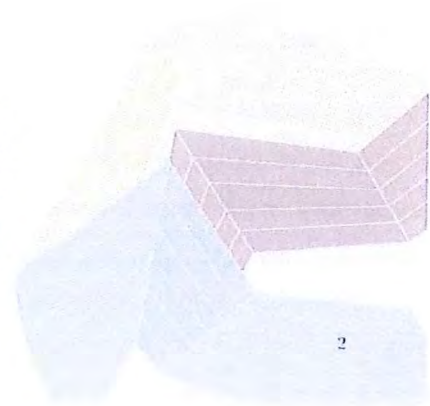
Thank you for your time in considering the above. Should you have any queries, please feel free to contact me via [natalie@midwestplanningconsulting.com.au](mailto:natalie@midwestplanningconsulting.com.au) or 0403 217 808.

Kind regards,

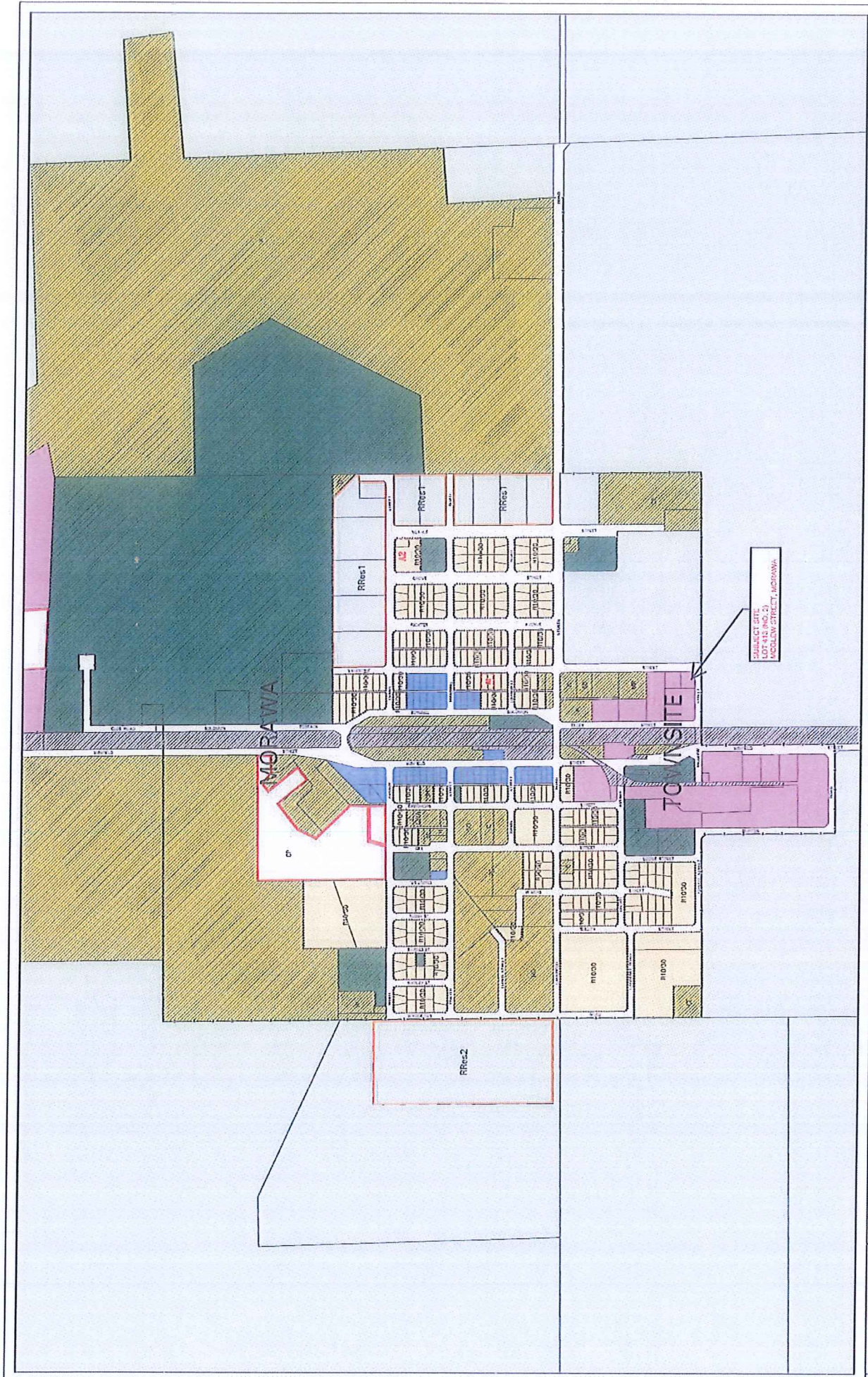
*N. Andersen.*

Natalie Andersen  
PLANNING CONSULTANT

[natalie@midwestplanningconsulting.com.au](mailto:natalie@midwestplanningconsulting.com.au) E  
Monday – Friday | 8am – 3pm H  
PO Box 3080 | Lesmurdie WA 6076 P  
0403 217 808 T  
51 727 712 900 ABN







Prepared by: [Name] and [Name]  
 Date: [Date]  
 Scale: 1:10000  
 Author: [Name]  
 Date: [Date]

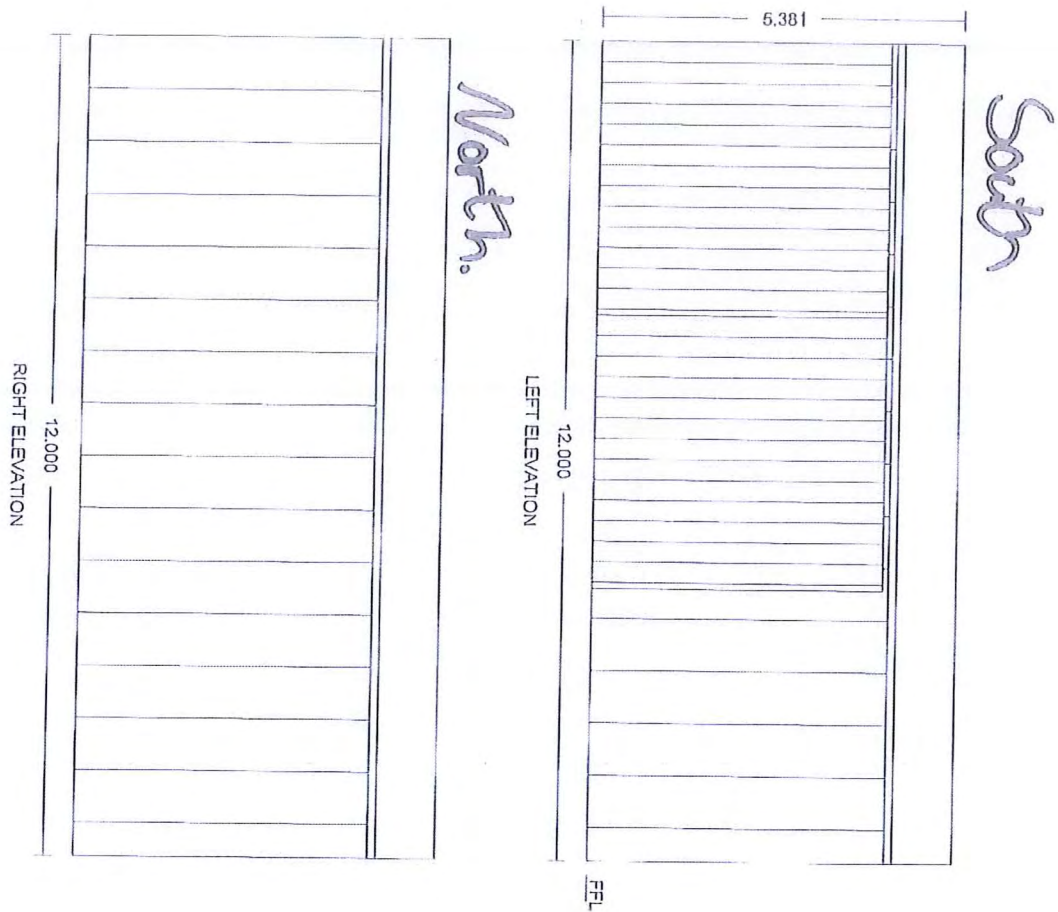
# SHIRE OF MORAWA LOCAL PLANNING SCHEME NO 2 (DISTRICT SCHEME)



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 Date: [Date]  
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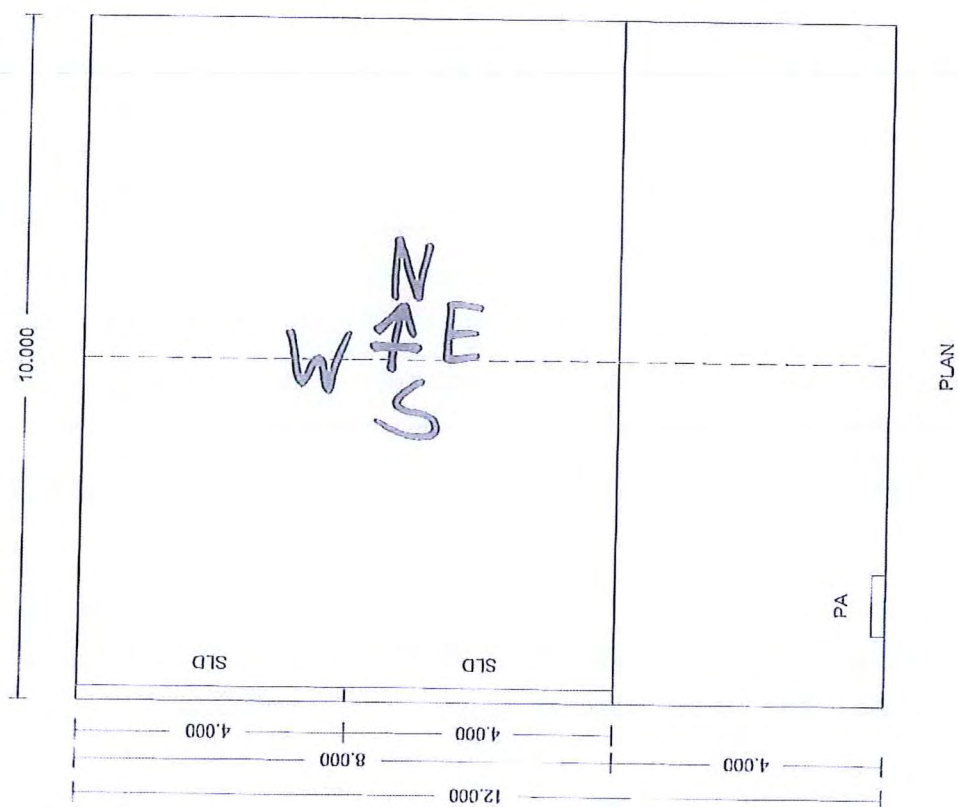
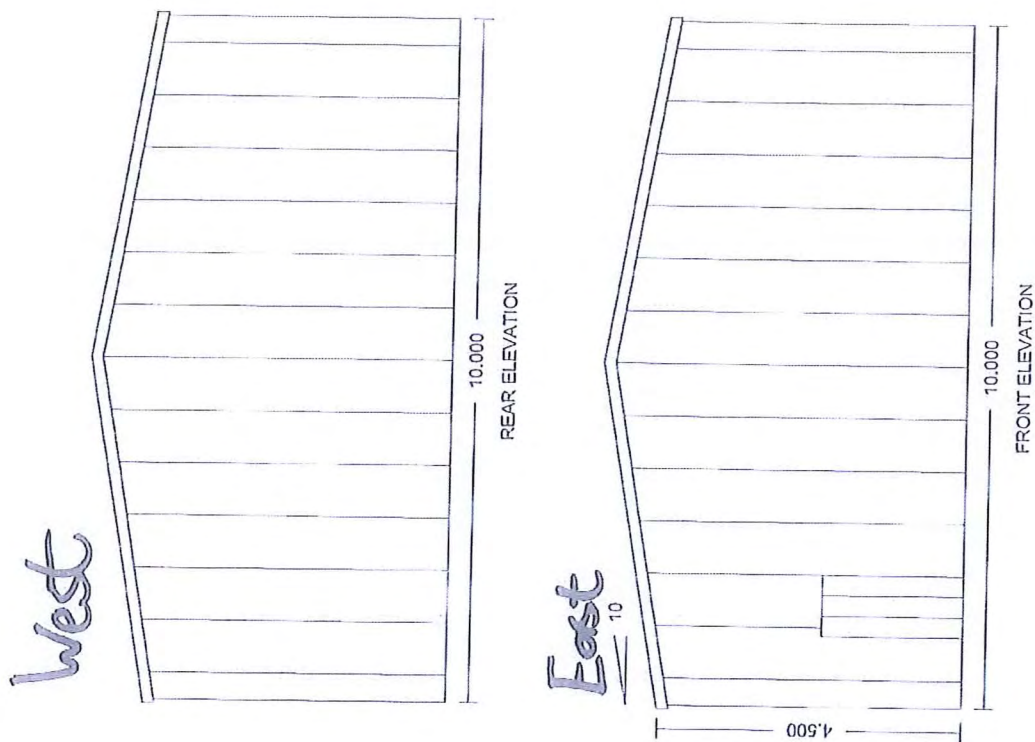






PROPOSED Shed 10.000x12.000x4.500		
At Central West Concrete, Morawa		
For Mark Johnson		
Wall Colour - Zinalume	Roof colour - Zinalume	
Barge Colour - Zinalume		
Job No NAA000281	Quote No NIC000428	Scale 1:100
All Work To Be In Accordance With Accompanying Engineers Details		

WEST STEEL SHEDS  
99239521



<i>Date of Meeting:</i>	<b>20 November 2014</b>
<i>Item No:</i>	<b>7.2.4.3</b>
<i>Subject:</i>	<b>Renewal of Extractive Industry Licence</b>
<i>Date &amp; Author:</i>	<b>11 June 2014, John Elliot (Project Officer)</b>
<i>Applicant/ Proponent:</i>	<b>Shire of Morawa</b>
<i>File Number:</i>	<b>ADM 0293</b>
<i>Previous Minute/s and Reference:</i>	<b>Shire of Morawa Council Meeting Minutes June 2014, December 2009</b>

### **SUMMARY**

The purpose of this report is for Council to consider an application requesting the renewal of an extractive industries licence for Midwest Quarries Pty Ltd in relation to Location 6643 Plan 226766 Yalgoo-Morawa Road Morawa.

The applicant, Midwest Quarries Pty Ltd intends to continue extracting material for road construction and ballast in accordance with the transfer of Extractive Industry Licence granted to Midwest Quarries in June 2014.

The current licence expires on 17<sup>th</sup> December 2014 and the applicant is requesting renewal of the licence for an expected mine life of 10 years.

### **DECLARATION OF INTEREST**

Author of report has no declaration of interest.

### **ATTACHMENTS**

- Attachment 1– Application for extractive industry licence submitted by HTD Surveyors and Planners on behalf of Joseph Hawkins
- Attachment 2 – Site location plan

### **BACKGROUND INFORMATION**

Midwest Quarries Pty Ltd received approval from Council for the transfer of an Extractive Industries Licence held by D & L Tropiano in June 2014. The original licence was issued for a period of five years to extract material for road products and rail ballast from Location 6643 Plan 226766 Yalgoo-Morawa Road Morawa.

The transfer of licence was provided subject to the Midwest Quarries Pty Ltd complying with the following:

- 1. Approval is granted to the transfer of licence from Dominic and Linda Tropiano to Midwest Quarries Pty Ltd to operate an extractive industry from Location 6643*



***Morawa Yalgoo Road, Morawa to extract material for road construction and ballast.***

**2. The above mentioned approval is given subject to the following conditions:-**

- (i) The fee for the licence is set at \$600 for the remaining period of the current licence.**
  - (ii) The licence expires on the 17<sup>th</sup> December 2014.**
  - (iii) Public liability insurance is taken out by the applicant in joint names of the licensee and the Local Government for a sum of not less than \$10,000,000 in respect to any one claim.**
  - (iv) Security to be a bank guarantee of \$20,000 for road restoration and is lodged with Council.**
  - (v) The applicant complies with all the provisions of the Shire of Morawa Extractive Industries Local Law 2008.**
- 3. The applicant will be responsible for any road reinstatement works required, outside normal wear and tear, as assessed by the Principal Works Supervisor of the Shire of Morawa.**
- 4. The applicant is required to transport aggregate from the quarry along the Morawa-Yalgoo Road in a two trailer configuration.**

### **OFFICER'S COMMENT**

The Shire of Morawa Extractive Industries Local Law 2008 states:

#### **“Renewal of Licence**

- 4.1 (1) A licensee who wishes to renew a licence must apply in writing to the local government at least forty-five (45) days prior to the expiry of the licence and must submit with the application for renewal—**
- (a) The fee as so determined by local government from time to time;**
  - (b) A copy of the current licence;**
  - (c) If so determined by local government those things referred to in clauses 2.3 and 2.4 of this local law;**
  - (d) Details of works to date including excavations, rehabilitation, stages reached or other things referred to in the original application.**
- (2) Upon Receipt of an application for renewal the local government may—**
- (a) Refuse the application or**
  - (b) Approve the application on such terms and conditions as it sees fit.**

The applicant has provided relevant information under the Shire of Morawa Extractive Industries Local Law 2008 as detailed above.

As part of the application Midwest Quarries Pty Ltd have advised that the proposed quantity of aggregate material to be extracted from the site is 100, 000 tonne/per annum.

The applicant has also requested consideration of a vehicle configuration incorporating triple trailers from the quarry to Tilly Siding to reduce traffic movements and vehicle weight. Currently only double trailers are permitted along the Yalgoo Morawa Road. The subject road has experienced a number of significant repairs over the past two years and it is considered appropriate to maintain the current two trailer configuration as triple configurations vehicle sizes may result in further damage to road surfaces.

The applicant has also advised that no rehabilitation work has been completed on the subject land due to the whole quarry site remaining active.

Under the current licence requirements a \$20,000 bank guarantee to be lodged with Council for road restoration and public liability insurance of \$10,000,000. It is considered appropriate to maintain these requirements.

Subject to Councils approval of the licence renewal, it is considered appropriate for the applicant to pay the annual licence fee and any associated increases to the extractive industry licence fee as identified in future budgets. The current fee under the 2014/15 budget is \$1,600 per annum.

Renewal of the licence for a period of 10 years would conform to the estimated life of the extractive industry for the proposed site. A licence shall be valid for the expected life of the excavation, as determined by the local government, subject to the payment of the prescribed annual fee.

### **COMMUNITY CONSULTATION**

Nil.

### **COUNCILLOR CONSULTATION**

Nil.

### **STATUTORY ENVIRONMENT**

Planning and Development Regulations 2009  
Shire of Morawa Local Planning Scheme No 2  
Local Government Act 1995  
Shire of Morawa Extractive Industries Local Law 2008 (adopted)

### **POLICY IMPLICATIONS**

Nil.

### **FINANCIAL IMPLICATIONS**

Licence fee of \$1,600 per annum in accordance with the Shire of Morawa 2014/15 budget Fees and Charges plus any future per annum variation to the Shire of Morawa Extractive Industry fees and charges over the 10 year licence period.

### **STRATEGIC IMPLICATIONS**

Nil.

### **RISK MANAGEMENT**

Transfer of licence to comply with Shire of Morawa Extractive Industries Local Law 2008.

### **VOTING REQUIREMENT:**

Simple majority.

### **OFFICER'S RECOMMENDATION**

It is Recommended that:-

1. Approval is granted to renew Midwest Quarries Pty Ltd extractive industry licence to operate an extractive industry from Location 6643 Morawa Yalgoo Road, Morawa to extract material for road construction and ballast.
2. The above mentioned approval is given subject to the following conditions:-
  - (vi) The fee for the licence is \$1600 per annum (plus any future annual variation to the Shire of Morawa Extractive Industry fees and charges).
  - (vii) The licence expires on the 17<sup>th</sup> December 2024.
  - (viii) Public liability insurance is taken out by the applicant in joint names of the licensee and the Local Government for a sum of not less than \$10,000,000 in respect to any one claim.
  - (ix) Security to be a bank guarantee of \$20,000 for road restoration and is lodged with Council.
  - (x) The applicant complies with all the provisions of the Shire of Morawa Extractive Industries Local Law 2008.
3. The applicant will be responsible for any road reinstatement works required, outside normal wear and tear, as assessed by the Principal Works Supervisor of the Shire of Morawa.
4. The applicant is required to transport aggregate from the quarry along the Morawa-Yalgoo Road in a two trailer 'B' Double configuration.
5. The proposed quantity of aggregate material to be extracted from the site is to be no greater than 100,000 tonne/per annum without Council approval.



ABN: 30 982 363 197

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Website: [www.htds.com.au](http://www.htds.com.au)

**Our ref: 480/14**

17<sup>th</sup> October, 2014

Chief Executive Officer  
Shire of Morawa  
PO Box 14  
MORAWA WA 6623

Dear Sir,

Re: APPLICATION TO RENEW AN EXTRACTIVE INDUSTRY LICENCE

Please find attached an application lodged on behalf of Mr Joseph Hawkins to renew an existing extractive industry licence currently held by Midwest Quarries Pty Ltd.

The renewal application is requested for a period of 10 years.

Midwest Quarries Pty Ltd proposes to continue to carry out quarrying operations by locating a track mounted mobile crushing plant on site and crush quarry products on a campaign basis to service the local road construction and ballast markets, for several months per annum.

Support information is detailed below as required under the Shire of Morawa Extractive Industries Local Law 2008.

**Quantity and type of Material extracted from the licenced area to this point of time.**

~ 200, 000 Tonne/pa of Aggregate

**Proposed quantity and type of material to be extracted from the licenced area.**

~ 100, 000 Tonne/pa of Aggregate

**Proposed vehicle configuration (including trailers) and transportation routes to move extracted material from licenced area.**



Currently a double configuration is used from the quarry to the Tilly Siding north of the Morawa Townsite. From there a triple configuration is used to go to the north via Mingenew, this necessitates bringing a single trailer in from the quarry to make up the triple configuration.

This means there is extra traffic movement and weight on the road between the quarry and Tilly Siding along the Morawa – Yalgoo Road in making up a triple configuration.

With this application renewal the applicant is also making a formal request to the Shire to allow for a triple configuration direct from the quarry entrance and south along the Morawa – Yalgoo Road and then to the north via the Mingenew Road which is already an approved triple configuration route.

Please note that the double configuration would still be used to go north from the quarry entrance along the Morawa – Yalgoo Road to Yalgoo and beyond.

### **Rehabilitation works completed on the extractive industry licence area.**

As the entire portion of disturbed site is active there has been no rehabilitation to date.

Please also find attached as part of this application 3 copies of the Excavation Site Plan detailing currently excavated areas. For the foreseeable future all quarrying will remain within the currently disturbed areas.

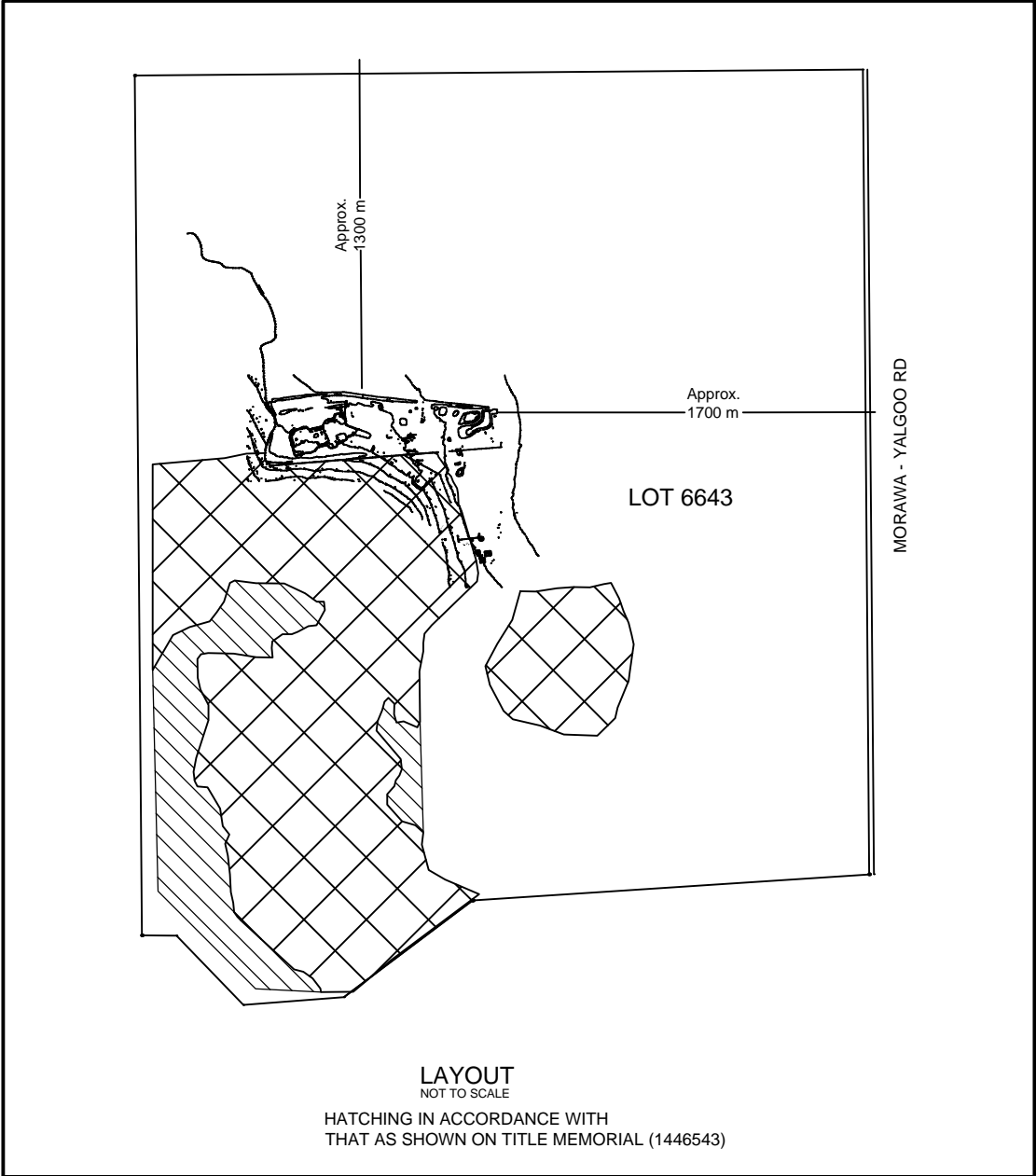
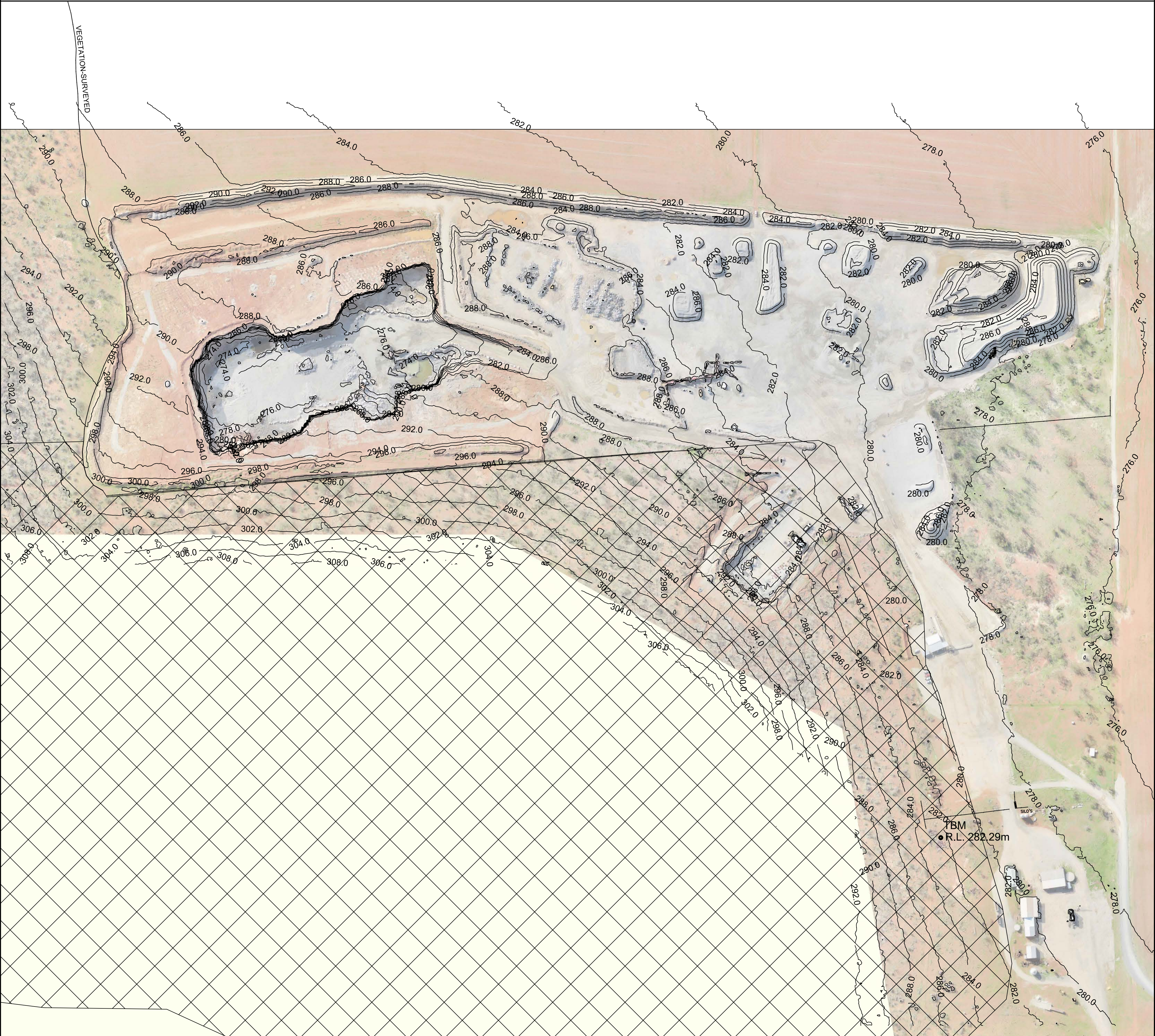
We trust that all information fulfils the Shire's requirements and that a satisfactory outcome can be achieved for our client.

Yours faithfully



JJF (Edrick) Delfos  
Licenced Surveyor  
**Hille Thompson Delfos**

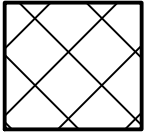




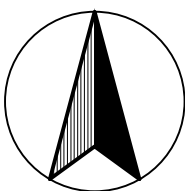
NOTES

15b: WORKS AND EXCAVATION PROGRAM  
Any batters will be in accordance with the MINES SAFETY AND INSPECTION ACT 1994

15c: REHABILITATION AND DECOMMISSIONING PROGRAM  
Rehabilitation will leave any batters in accordance with the MINES SAFETY AND INSPECTION ACT 1994 and comply with the conditions as setout in the ENVIRONMENTAL PROTECTION ACT 1986



AREA TO BE RETAINED AND PROTECTED AS NATIVE VEGETATION



<div><div>004080120</div><div>ALL DISTANCES ARE IN METRES</div></div>			
0	15/05/14	ORIGINAL	WW
REVISIONS			

SURVEYED BY:	CR	13/05/14
DRAWN BY:	WW	15/05/14
CHECKED BY:	WW	15/05/14
APPROVED BY:	ED	20/10/14

AREA FILE:	1986
CONT. INT'VAL	2m
V DATUM:	AHD
H DATUM:	MGA94
FIELD Bk:	UAV

**HTD**  
SURVEYORS & PLANNERS  
HILLE, THOMPSON & DELFOS  
PO Box 820, GERALDTON WA 6531  
PHONE: (08) 9921 3111 FAX: (08) 9921 8072



CLIENT: MIDWEST QUARRIES PTY LTD			
LOT 6643 ON P226766 QUARRY DEVELOPMENT MORAWA YALGOO RD, SHIRE OF MORAWA			
SCALE 1 : 2000 ALL DISTANCES IN METRES	SHEET SIZE A1	DWG No: 48014TS1-1-0	



<b>Date of Meeting:</b>	<b>20 November 2014</b>
<b>Item No:</b>	<b>7.2.6.2</b>
<b>Subject:</b>	<b>Shire of Morawa Business Case Proposal for Morawa Aerodrome Upgrade–submission Department of Local Government and Lands Royalties for Regions Super town funding 2012-Delegated Authority to Chief Executive Officer</b>
<b>Date &amp; Author:</b>	<b>6<sup>th</sup> October 2014 David Williams</b>
<b>Responsible Officer:</b>	<b>Chief Executive Officer</b>
<b>Applicant/Proponent:</b>	<b>Chief Executive Officer</b>

## **SUMMARY**

The purpose of this report is for Council to consider authorising the Chief Executive Officer to be the signatory to sign and submit to the Department of Local Government and Lands the Morawa Business Case Proposal for the Morawa Aerodrome Upgrade. The business case is seeking funding of \$500,000 from the Royalties for Regions Supertown Funds 2012

## **DECLARATION OF INTEREST**

Nil

## **ATTACHMENT**

Shire of Morawa Business Case proposal for the Morawa Aerodrome Upgrade–submission Department of Local Government and Lands, Royalties for Regions Supertown Funds 2012

## **BACKGROUND INFORMATION**

The Shire of Morawa was allocated \$500,000 from the Royalties for Regions Supertown Funds 2012 towards implementing a North Midlands Solar Thermal Project (NMSTPP) feasibility study which did not proceed.

In March of 2014 the then Acting Chief Executive Officer submitted a detailed report to the March Council meeting documenting the history of the project and Council previous resolutions to commence reallocating the funds towards the upgrade of the Morawa Aerodrome.

At the meeting council resolved;

## **COUNCIL RESOLUTION**

*Moved Cr D S Agar*

*Seconded: Cr K P Stokes*

- 1. Council suspends the North Midlands Solar Thermal Power Project (NMSTPP) as a project under the Shire of Morawa Strategic Community Plan 2012 and Corporate*

*Business Plan 2012 - 2014 as it is a medium priority and fails the necessary levels of probity and robustness required of the Shire of Morawa at this point in time. This also means that the Chief Executive Officer is no longer required to:*

*a. Develop a business case regarding the NMSTPP.*

*b. Develop an agreement between the participants in the NMSTPP about the appropriate legal structure.*

*2 .In accordance with the outcome required in Point 1, Council requires the SuperTowns' funding of \$500,000 awarded to the Shire of Morawa for the North Midlands Solar Thermal Feasibility Study (and any interest earned) to be reallocated to the upgrading of the Morawa Airport in accordance with the Corporate Business Plan 2012-2016 - Project 20, which is a high priority project.*

*3. Council authorises the Chief Executive Officer to:*

*a. Write to the Director General of the Department of Regional Development requesting the reallocation of the SuperTowns' funding of \$500,000 from the North Midlands Morawa Solar Feasibility Project to the Upgrade of the Morawa Airport Project including the justification for doing so:*

- i) The upgrade of the Morawa Airport is a high priority project under the Corporate Business Plan 2012 – 2014 and other key plans for the economic development of the Mid West Region;*
- ii) The level of aviation infrastructure required will provide clearly defined community benefits to Morawa and others in the region (e.g. better access to the RFDS, water access point for water bombers)*
- iii) There are concerns regarding the probity and robustness of the NMSTPP; and*
- iv) The reliability of supply to Morawa has improved due to the recent pole upgrades undertaken by Western Power.*

*b. Release to the Director General of the Department of Regional Development the Shire's legal advice provided by CS Legal dated 14 November 2014 regarding Solar Thermal Project Advice.*

**CARRIED**

7/0

The Director General of the Department has approved the reallocation of the funds and a Business case has been prepared seeking approval from the department to utilise the funds towards the Morawa Aerodrome upgrade.



There is now a Project Management procedure in place which provides staff direction for the initiating planning, executing, controlling and closing of projects. The planning process requires the following to occur;

### ***Planning***

1. *Depending on the nature of the project and the advice of the Chief Executive Officer, a Business Case/Project Plan (see **Attachment B**) is developed by the Project Manager/Officer or outsourced.*
2. *The Business Case/Project Plan is then reported to Council who authorises the Chief Executive Officer to sign off on the Business Case/Project Plan.*
3. *The Chief Executive Officer requests the Project Manager/ Officer to develop a report to be provided for Council's consideration.*
4. *Council approve or disapprove the project.*
5. *The Chief Executive Officer delegates to the Project Manager/ Officer to commence execution of the Project.*
6. *The Project Manager Officer creates a folder for the project in W: drive where all project information is stored for corporate record.*

### **OFFICER'S COMMENT**

The Morawa Aerodrome upgrade Business case has been prepared in consultation with Forte Airport Management and includes how and from where funding for the project will be sourced.

#### ***Extract from the Business case***

*The Morawa Aerodrome Upgrade is identified as a flagship key infrastructure project servicing the North Midlands sub-region under the Midwest Revitalisation Plan 2011-2021. The Plan is designed to provide a strategic direction for the Mid West region over the period to 2021.*

*Morawa is also a Super Town and as such the vision is to ensure Morawa has a balanced community, with lifestyle options and access to services and transport options. The Shire of Morawa identified the aerodrome upgrade project as essential priority project to ensure growth was not undermined by lack of suitable air access to the town and its immediate catchment.*

*The Morawa Aerodrome Master Plan, jointly funded by the Shire of Morawa and the Regional Airports Development Scheme (RADS), has established a structured plan for the upgrade of the aerodrome. Stage 1 works recommend lengthening, pavement strengthening and then aggregate sealing the main 15/33 runway to dimensions 1500 metres x 30 metres*

*plus construction of apron and landside facilities suitable for General Aviation charter operations up to Code 3C.*

*This project addresses the recommendations and requires a budget of \$2,600,000 to complete.*

*This Business Case is for an amount of \$500,000 from the SuperTown R4R Solar Thermal project Royalties for Region funding toward the Morawa Aerodrome Upgrade. It is requested the \$500,000 notionally allocated to the Solar Thermal project be reallocated to this project.*

- *The Shire of Morawa will contribute \$200,000.*
- *Other funding to the value of \$1,000,000 from the Royalties for Region CLGF Regional Group funding is also subject to Department of Regional Development acceptance of a revised business case to reallocate these notionally approved funds.*
- *A business case to the value of \$900,000, supported by the Midwest Investment Plan is also, submitted for R4R funding.*

*The benefits of the Project are outlined by the following key objectives;*

- *All weather aircraft operating capability.*
- *Reliable night landing capability.*
- *Facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.*
- *Aerodrome standards acceptable to CASA and commensurate with expectations of a developed 'Super Town' that enables air transport access to and from Morawa as an alternative to surface travel.*
- *Provision of 24 hour access for the Royal Flying Doctor to deliver live saving services.*
- *Economic stimulus to tourism and local business.*

*The case for the aerodrome upgrade has been established following various community and strategic planning studies undertaken. The Shire has acquitted a range of identified preliminary works on the aerodrome infrastructure to position this major project as contract ready.*

*The Shire of Morawa will be responsible for the preparation of the Tender documents and will ensure specific focus is given to the need for tenderers to maximise local industry and labour hire.*

*It requires no specific approvals to commence. Commissioning approvals at project end from the Civil Aviation Safety Authority (CASA) are required and these will form contract obligations.*

The upgrade of the Morawa Aerodrome as detailed in the Midwest Investment plan is a key infrastructure project and without funding will not proceed.

### **COMMUNITY CONSULTATION**

The upgrade of key infrastructure is included in the Shire of Morawa Growth and Implementation Plan and key stakeholders have been consulted regarding the project.

### **COUNCILLOR CONSULTATION**

Council has been consulted on several occasions regarding the project including onsite discussion the Morawa Glider Club and private pilots.

### **STATUTORY ENVIRONMENT**

*Local Government Act 1995*

*The Local Government Act 1995 (Audit) Regulations Regulation 17*

### **POLICY IMPLICATIONS**

Shire of Morawa Risk Management Policy 3.11 and procedures, Project Management Policy and the Project Management Procedure.

### **FINANCIAL IMPLICATIONS**

*The Morawa Aerodrome Upgrade has a project cost of \$2.6 million, which is derived from an estimate that has been independently prepared as a part of the aerodrome master planning process.*

*The project proponents supporting funding are;*

- *Supertown Funding Program (Department of Regional Development and Communities) R4R funding. Subject of this business Case for an amount of \$500,000.*
- *Regional Component (Department of Regional Development and Communities) R4R funding. Subject of a separate Business Case for an amount of \$1,000,000.*

- *Midwest Investment Plan (Midwest Development Commission) R4R funding, Subject of a separate business case for an amount of \$900,000.*
- *Shire of Morawa community reserve funds, which will be cash and in kind amount of \$200,000.*

*Reallocation of Shire of Morawa regional R4R component funding from the Black Spot Mobile Phone Coverage project and reallocation of funding from the Supertown R4R Solar Thermal project, combine to the value of \$1.5 million. Two separate business cases for the re-appropriation of the Shire's notionally preserved project funds toward the Morawa aerodrome upgrade project have been prepared.*

*The Shire of Morawa is confident the Project, under contract project management, can be delivered in 2014/15 financial year subject to early confirmation of \$500,000 release toward this project.*

Further financial implications will include a annual budget allocation for the management of the Aerodrome and cost recovery fees and charges from the users of the aerodrome.

## **STRATEGIC IMPLICATIONS**

The upgrade aerodrome will provide the following strategic outcomes for the region

- all weather aircraft operating capability.
- reliable night landing capabilities (for all users including the Royal Flying Doctor Service).
- facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- aerodrome standards acceptable to CASA and commensurate with expectations of a developed Supertown that enables air transport access to and from Morawa as an alternative to surface travel.
- regional airport standards commensurate with expectations of a developed regional 'Super Town' to enable air transport access to and from Morawa as the alternative to surface travel.

## **RISK MANAGEMENT**

The major risk is without Funding the Shire of Morawa could not deliver the strategic outcomes listed

The business case is a vital component of the project and Council could not proceed without the funds.



Risks Management of the project will be followed as detailed by the Risk Management Policy and procedures in conjunction with the Project Management Policy and the Project Management Procedure

**VOTING REQUIREMENT:**

Simple Majority

**OFFICER'S RECOMMENDATION**

**Council authorises the Chief Executive Officer to be the signatory to sign and submit to the Department of Local Government and Lands the Morawa Business Case Proposal for the Morawa Aerodrome Upgrade seeking funding of \$500,000 from the Royalties for Regions Supertown Funds 2012**



**BUSINESS CASE PROPOSAL**

**FOR**

**MORAWA AERODROME UPGRADE**

**SHIRE OF MORAWA**

**\$500,000**

Royalties for Regions SuperTown Project Fund 2012

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## Glossary of terms

In the context of this document:

**Agency** means a Western Australian State Government agency.

**Applicant** means the organisation or Agency preparing a Business Case Proposal requesting Royalties for Regions funding for a priority project.

**Business Case Proposal** means the information prepared by the Applicant in support of the project.

**Deliverables** means the expected productivity benefits, outputs and outcomes from the project.

**Department** means the Department of Regional Development.

**Industry Participation Plan** means a clear statement of the project proponent's commitment to The Building Local Industry Policy and an indication of how local industry participation will be maximised.

**Innovation** is the implementation of a new or significantly improved product (good or service) process, new marketing method or a new organisational method in business practices, or external relations<sup>1</sup>.

**Leveraged Funding** is the additional cash funding obtained for the Project from other sources.

**Option** means a feasible, alternative delivery mechanism to the Project which was considered by the applicant when preparing the Business Case Proposal.

**Organisation** means an incorporated entity that is not an Agency. An organisation may be a not-for-profit entity or government trading enterprise.

**Project** means the works or services proposed in the Business Case Proposal.

**Project Outcome** means the intended impact that is expected as a result of undertaking the Project.

**Project Output** means the tangible end product(s) of the Project. For example, an infrastructure asset or the services delivered.

**Royalties for Regions** means the Western Australian State Government's Royalties for Regions program.

**Stakeholder** means a party with an interest in or who is affected by the Project.

<sup>1</sup> Organisation for Economic Cooperation and Development and Development Statistical Office of the European Communities (2005 Third Edition) Oslo Manual Guidelines for collecting and interpreting innovation data, 3<sup>rd</sup> edition, OECD and European Commission, Paris



# 1. EXECUTIVE SUMMARY

The Morawa Aerodrome Upgrade is identified as a flagship key infrastructure project servicing the North Midlands sub-region under the Midwest Revitalisation Plan 2011-2021. The Plan is designed to provide a strategic direction for the Mid West region over the period to 2021.

Morawa is also a Super Town and as such the vision is to ensure Morawa has a balanced community, with lifestyle options and access to services and transport options. The Shire of Morawa identified the aerodrome upgrade project as essential priority project to ensure growth was not undermined by lack of suitable air access to the town and its immediate catchment.

The Morawa Aerodrome Master Plan, jointly funded by the Shire of Morawa and the Regional Airports Development Scheme (RADS), has established a structured plan for the upgrade of the aerodrome. Stage 1 works recommend lengthening, pavement strengthening and then aggregate sealing the main 15/33 runway to dimensions 1500 metre x 30 metre plus construction of apron and landside facilities suitable for General Aviation charter operations up to Code 3C.

This project addresses the recommendations and requires a budget of \$2,600,000 to complete.

This Business Case is for an amount of \$500,000 from the SuperTown R4R Solar Thermal project Royalties for Region funding toward the Morawa Aerodrome Upgrade. It is requested the \$500,000 notionally allocated to the Solar Thermal project be reallocated to this project.

- The Shire of Morawa will contribute \$200,000.
- Other funding to the value of \$1,000,000 from the Royalties for Region CLGF Regional Group funding is also subject to Department of Regional Development acceptance of a revised business case to reallocate these notionally approved funds.
- A business case to the value of \$900,000, supported by the Midwest Investment Plan is also, submitted for R4R funding.

The benefits of the Project are outlined by the following key objectives;

- All weather aircraft operating capability.
- Reliable night landing capability.
- Facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- Aerodrome standards acceptable to CASA and commensurate with expectations of a developed 'Super Town' that enables air transport access to and from Morawa as an alternative to surface travel.
- Provision of 24 hour access for the Royal Flying Doctor to deliver live saving services.
- Economic stimulus to tourism and local business.

The case for the aerodrome upgrade has been established following various community and strategic planning studies undertaken. The Shire has acquitted a range of identified preliminary works on the aerodrome infrastructure to position this major project as contract ready.

The Shire of Morawa will be responsible for the preparation of the Tender documents and will ensure specific focus is given to the need for tenderers to maximise local industry and labour hire.

It requires no specific approvals to commence. Commissioning approvals at project end from the Civil Aviation Safety Authority (CASA) are required and these will form contract obligations.

## **2. PROJECT SCOPE AND EVALUATION**

### **2.1. *Project Outcome***

The Project Objectives (desired outcomes) are to provide:

- all weather aircraft operating capability.
- reliable night landing capabilities.
- facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- aerodrome standards acceptable to CASA and commensurate with expectations of a developed Supertown that enables air transport access to and from Morawa as an alternative to surface travel.
- regional airport standards commensurate with expectations of a developed regional 'Super Town' to enable air transport access to and from Morawa as the alternative to surface travel.

### **2.2. *Project Description***

The project description in brief is to:

- Lengthen, strengthen and bituminous seal Morawa aerodrome main 15/33 runway to dimensions 1500 metres x 30 metres.
- Construct a new taxiway and apron area with associated landside terminal facility precinct suitable for general aviation aircraft type.
- Provide mains power airfield and apron lighting.

The project is to be delivered through a local government tender process that will invite contractors to partner with experienced airport consultants to undertake the upgrade works as a design and construct contract.

This procurement method will enable the expedient delivery of the project by avoiding a two stage tendering process. Tender documentation will capture the technical requirements of the brief and will be independently prepared.

The suite of upgrade works, which will suit up to medium capacity charter aircraft operations, are further described as follows;

- Runway 15/33 lengthened by 150 metres to suit Code 3C aircraft performance requirements, resulting in an ultimate runway length of 1500 metres.
- Full pavement reconstruction using quality base course materials to attain runway strength suitable for medium size turbo-propeller aircraft type.

- Runway that is bituminous spray sealed with a multi-coat aggregate and sand emulsion finish.
- Runway day visual markings provided to include line markings and runway strip delineation by cones/gables.
- Mains power runway and apron lighting installed to CASA registered/certified aerodrome standards.
- Provision of a sealed general aviation taxiway and apron parking area developed clear of the obstacle limitation surfaces.
- Installation of a prefabricated general aviation terminal with ablution facilities.
- A vehicle parking and drop off area.

### **2.3. Background**

The Shire of Morawa has been working toward the upgrade of the Morawa aerodrome upgraded since 2006. It is a significant regional project that on completion will enhance the development of the town and services to the region. The project is in an advanced stage of planning and preparation.

Morawa Shire supports a diverse range of resource activity within its catchment and has received significant investment and support through the State Governments' Super Town initiatives.

One of the Super Town key drivers is to ensure Morawa has an accessible and safe airport to allow essential goods and services to be made available to the community and secure the FIFO activity of the resource sector. The upgrade work identified through the aerodrome master planning process and comprising this scope of work will, on completion, ensure Morawa's growth is not constrained, rather enhanced with air transport options available.

The upgrade to the runway will allow larger aircraft to service the Morawa district, which will particularly benefit the region's mining operators and associated contractors.

In addition, the all weather standard runway will provide certainty to the RFDS which has a significant level of use serving the surrounding districts and the immediate community.

As a regional community with modern health services, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the runway will offer greater confidence to the residents knowing they will have safe access to the RFDS.

The Shire of Morawa has previously explored the following opportunities, albeit unsuccessfully, to upgrade Morawa aerodrome:

- WA Department of Transport Regional Airport Development Scheme. An application for funding toward the project costs was submitted in round two 2012-2013 year under this scheme. It was rejected pending first completion of an aerodrome master plan, which is now available.
- An application was submitted to the Commonwealth Department of Infrastructure and Transport Regional Aviation Access Program (RAAP) - Remote Airstrip Upgrade Funding Component in round one 2011 year. The submission for inclusion in this program was unsuccessful.

- A Royalty for Regions application aligned with the above two grant applications was also unsuccessful without leveraged funding being secured..
- The Shire of Morawa is (and has always) committed to a significant contribution toward the project.

In the interim the Shire has undertaken the following preparatory aerodrome works valued at over \$200,000 to enable small charter aircraft operations from the runway, albeit under 'dry to depth' conditions by day.

- Boundary fencing installed to limit wildlife onto the property and a new controlled surface access route into the aerodrome.
- Improvement works to the runway, such as surface re-sheeting, obstacle clearing of approaches and transitional surfaces, runway strip marking and approach surveys with aerodrome manual documentation that has allowed publication of the aerodrome's particulars into the public domain.
- Ongoing compliance inspection and reporting to aerodrome registration requirements established by the Civil Aviation Safety Authority (CASA).
- Purchase and placement of solar light fittings to enable night emergency landings by the Royal Flying Doctor Service (RFDS) aircraft.

There are no impediments, legal, licensing or otherwise to the conduct of the works. Clause 2.12 'Project Timeframe and Key Milestones' outlines how the project will be construction ready by February 2015 and completed this financial year.

The current funding strategy to achieve the Shire's objective to upgrade the Morawa aerodrome in 2014/15 financial year is outlined at Clause 2.11.

The Morawa Aerodrome Master Plan 2014-2025 is a supporting document.

## **2.4. *Policy and Strategic Framework***

The Shire of Morawa embraces the following Royalties for Regions' initiatives and objectives:

- Building capacity in regional communities;
- Retaining benefits in regional communities;
- Improving services to regional communities;
- Attaining sustainability;
- Expanding opportunity; and
- Growing prosperity.

The Morawa Aerodrome Upgrade project objectives align with the objectives outlined by the following reports.

**'Morawa Super Town Growth and Implementation Plan - 2010'**, extract below;



#### 2.10.4 Airport

- *The existing aerodrome is located on the north-eastern outskirts of the townsite. It is owned and operated by the Shire and has recently been upgraded to achieve the CASA Aerodrome category of Registered.*
- *The airport is accessed through the sports field grounds and has a single lane access to the airstrip. The two airstrips are gravel and there is a bitumen apron to allow planes to turn and park.*
- *Currently the CASA Registration permits landings of up to a 30 seater aircraft and night emergency landings by the Royal Flying Doctor Service (RFDS).*
- *The airport is suited to small aircraft operations only and has in the past been used by the local mining companies. The Shire reports that there continues to be an increase in use of the airfield as mining and mining related activities grow. Morawa has also been identified as a sub-regional location of choice for Royal Flying Doctor and other health needs.*
- *There are plans to seal the airstrip and there are no scheduled passenger services from Morawa. The closest scheduled passenger services are in Geraldton.*

**Key Implications** for aspirational growth to a target of 2500 people, the following implications or issues need to be considered:

- *Given Morawa's status as a SuperTown, air transport is an important enabler that will facilitate improved service delivery and access into and out of the region.*
- *With mining activities being a key economic driver within the region the ability to employ air transport will provide additional incentive for employment and population growth within Morawa townsite.*
- *Access to and from the airport will need to be enhanced should the upgrade include sealing of the runway and improved aerodrome facilities.*

**'Shire of Morawa +10Yr Strategic Community Plan - 2012'**, identified;

Increased funding in transport networks under 'A Diverse Resilient and Innovative Economy';

- *'Secure funding to seal the Morawa airport' and 'how to get there';*
- *'Continue to maintain the airport strips and comply with CASA regulations'.*

**'Midwest Investment Plan 2011-2021'**, identifies

The Morawa Aerodrome Upgrade Project as an objective of the Midwest Investment Plan 2011-2021. The plan is designed to provide a strategic direction for the Mid West region over the next ten years and the upgrade of the Morawa Airport is a flagship key infrastructure and service project for the North Midlands sub-region.

The Morawa Aerodrome Upgrade project criteria identified under the Midwest Investment Plan are:

- *the aerodrome upgrade improves regional infrastructure to facilitate inland development;*
- *development of a diverse and resilient primary industry sector through faster provision of goods and services by plane and allowing a greater variety of aircraft to utilise the aerodrome.*
- *expanding air transport infrastructure to allow for future expansion of mining and associated service activities.*

## 2.5. Key Deliverables

The project specific deliverables are listed in the project estimate at Clause 2.11.1 'Total Budget'. The below table lists the broad category of work elements.

	<b>Outputs</b>	<b>Performance Measure</b>	<b>Performance Measure - Method</b>
1	Runway 15/33 upgraded to Sealed standard	1500m x 30m of sealed runway	Contract constructed to specified standard and tolerance measures
2	Apron and Taxiway constructed	New Taxiway and Apron area	Contract constructed to specified standard and tolerance measures
3	Mains Power Airfield Lights	CASA certified airfield lighting	Contract constructed to specified standard and performance measures
4	General Aviation Passenger facility	Building with ablutions and passenger waiting area for up to 30 persons	Contract constructed to specified standard and quality of finishes

	<b>Outcomes</b>	<b>Performance Measure</b>	<b>Performance Measure method</b>	<b>RfR Outcomes</b>
1	Growth in air transport services	The completed project will enable regular FIFO charter operations	FIFO charters are established and passenger movements quantified.	Building Capacity in the regional community
2	Growth in the local economy	The Project Benefits will extend to and be retained by the wider regional communities that include the adjoining local authorities of Perenjori, Three Springs Mingenew and Mullewa	Project benefits to be quantitatively measured include retained and new benefits evident by;  Growth and sustainability of small business enterprises across the region as a measure of the health of the regional economy.	Retaining Benefits in the regional community
3	Population Growth in Morawa	Through capacity build (population) and benefits retained (business sustainability) as above stated, it can be expected that demand for Community services and Community Infrastructure will increase	Continued Expenditure on Community Projects	Improving Services to the regional community.
4	Regional fixed base Operations	Glider and fixed wing operators provided with unconstrained expansion opportunity	Glider membership increases.  Fixed wing aircraft operations increase	Attaining Sustainability

	Outcomes	Performance Measure	Performance Measure method	RfR Outcomes
5	'All Weather' capable aerodrome with electric airfield lights	Access and usability of the aerodrome	No RFDS night callouts to operate solar lights.  Private investment in aircraft Hangars	Expanding Opportunity
6	Resource Company use of the Aerodrome	Establishment of private sector use of the aerodrome.	Number of FIFO flights	Growing Prosperity

## 2.6. Stakeholder Identification

Extensive consultation has been undertaken with community organisations and companies that has revealed strong support for the Morawa Aerodrome Upgrade Project.

- Community support (particularly for health services) exists for this project as it recognises the completed project will have immediate benefit to RFDS services by assuring their access to an all weather night operations standard aerodrome. An average of 30 RFDS landing a year occur at Morawa aerodrome.
- The development of a new apron/taxiway for GA operators that will enable expansion of the Morawa Gliding Club (MGC) apron area and a dedicated area for glider hangar sites is welcomed. As too the establishment of an apron area that provides appropriate operational separation for fixed wing aircraft type. The MGC have a long established presence at the aerodrome.
- Mutiny Gold Ltd has confirmed it has an operational requirement for Morawa aerodrome with a start up of its Deflector Gold and Copper mine, located to the north east of Morawa, from mid-2015 with a FIFO workforce. Operations will be 6 flights a month with 30 seat type charter aircraft.
- Karara Mining Ltd confirm that Morawa aerodrome is an important strategic contingency aerodrome. The company proposes a major reconstruction/reseal of the pavement areas at Karara airstrip and wish to use Morawa for the FIFO charter service over a 4-6 weeks period during 2015.
- Sinosteel Midwest has commenced mining the Mungada 'Blue Hills' deposits some 15 km east of the Karara Mining operations. Although the company has an agreement for the use of the Karara aerodrome they too are similarly reliant upon Morawa aerodrome for alternate use. Future low level drill activity will occur at the Koolanooka Mine 20 km to the east of Morawa and this will generate occasional aerodrome use by small type charter aircraft.
- Sheffield Resources Ltd has a substantial potash prospective tenement just west of Morawa. Drilling is in progress and this may in the future become a project that gives rise to further resource driven aircraft operational use of Morawa aerodrome.

- Locally established service companies and external suppliers of goods and services to Morawa and its greater catchment, comprising predominantly agriculture and mining, are all beneficiaries of an upgraded aerodrome that provides a reliable option for expedient air transfer of goods and service personnel.

Evidence of support by way of correspondence are provided as 'Supporting Documents', reference Clause 3.4

## **2.7. Critical Assumptions**

As the current gravel runway is not 'all weather' and available for day visual use only it is less than adequate to meet the town's (and indeed region's) current and future needs.

One of the key critical underlying assumptions for this project is that Morawa will experience an increase in population growth; this is supported by the Shire's current growth plans.

The Shire of Morawa has been selected as a Super Town in that it is flagged for considerable and sustainable growth over the forthcoming decades. This growth will be supported by a growing population and increase in facilities and services on offer in Morawa.

Morawa is benefiting from the investment in mining activities within the region and is essentially the commercial heart of many of the key projects in the area. As more people are set to visit Morawa (mining contractors etc.) it is important that they have the option of arriving by air in a safe manner.

Hence, sealing (and extending) the main runway is essential to optimise aerodrome utilisation and provide certainty to resource sector FIFO operations. The benefits of regular charter operations through Morawa extend to, but are not limited to, uptake of accommodation, hire vehicles and health services, all of which support economic growth.

It is expected Morawa will become home to many families associated with the Mining Industry. It can be assumed also others will have the need to travel to work via air charter on many occasions and also given that many of them will have a young family, will need the reassurance of an aerodrome that is RFDS capable.

As there are currently no passenger transfer facilities or suitable apron parking area for the range of fixed wing general aviation aircraft type wishing to use the airport it is essential to construct a new taxiway/apron area with an associated landside terminal facility precinct suitable for use by a range of General Aviation (GA) aircraft type. It is to be developed to be meet CASA MOS Part 139 Aerodrome standards. This will allow mining/resource FIFO workforce movement, the RFDS and private air operators who provide goods and essential services to the regional community and mining companies with appropriate apron parking facilities. The small GA terminal with associated landside access and bus waiting area will facilitate passenger departure/arrival processing and provide shelter and ablutions - an expectation of any FIFO charter operator.

Making the aerodrome RFDS capable will allow the Morawa (and surrounding districts) community access to this important and lifesaving service. It will allow the RFDS operated aircraft a safe and



secure place to land nearby to the town centre and the town's health services. As a regional community, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the airstrip will offer a greater confidence to the residents that if required they will have access to the RFDS.

Also the current airfield lighting comprises basic solar lighting that requires manual activation and call out for RFDS night operations. The local community and hospital rely heavily on the RFDS for emergency patient uplift to city hospitals. Hence, the lighting of the primary runway and apron areas will ensure all hour access by the RFDS aircraft thereby providing the Morawa residential community with 'health' confidence.

## **2.8. *Economic and Financial Analyses***

The Morawa Aerodrome upgrade will benefit the broader economy by allowing a vast array of private aircraft to access the town and region for business and private purposes. The resource sector have advised they require an 'all weather' standard suitable for medium size turbo-propellor aircraft up to 30 seat capacity.

These aircraft will provide FIFO transport for persons employed and servicing the mining and resources industry. Air transported goods, services and workforce will assist industry to grow and indirectly provide support to the local economy.

In addition, the project will assist in providing regional health services. A sealed runway and apron parking area will ensure the RFDS are able to support the community health response requirements. It will also allow for health supplies and medical practitioners to be flown in which allows the community access to emergency services in a timely manner.

Aviation user charges will be implemented to enable a revenue return to be generated once the upgrade is complete. Although unlikely to offset the project capital investment user charges will be a significant boost to the operating costs. This revenue stream will therefore strengthen the Shire's economic sustainability and ultimately offer additional community investment options into the future.

On completion the operating cost of the aerodrome will not alter. Registered or certified aerodromes have compliance obligations necessitating routine aerodrome inspections and reporting procedures. This activity is currently being undertaken and the associated cost met by the Shire of Morawa. Regional aerodromes complying to CASA standards that are not used for Regular Public Transport (RPT) operations typically have very similar upset cost with insurance, labour to inspect and report, engineering service costs and general property (asset) upkeep. The Shire of Morawa has a current maintenance budget allocation of \$60,620 in addition to the \$200,000 contribution. Savings in machine and labour cost that would otherwise be spent on maintaining the gravel runway will be diverted in the operating budget to meet new costs such as electricity for night light operations and passenger terminal cleaning.

A pool of funds will be maintained as an Asset Replacement Reserve for the sole purpose of funding the replacement and upkeep of the Shire's infrastructure.

## **2.9.      *Assessment of Options***

The Shire of Morawa have commissioned a Master Plan for the aerodrome, which is a supporting document. It established a structure plan for future expansion of the aerodrome after evaluating the aviation user demand profile, regulatory standards and the design aircraft type likely to use Morawa aerodrome.

The Morawa Aerodrome Master Plan 2014-2025 evaluated all options for development and determined the ultimate development standard. The initial staged upgrade of Morawa aerodrome, as recommended by the Master Plan, forms the scope of work for this Project.

The implications of not undertaking the Morawa Aerodrome Upgrade Project will be an acceptance that Morawa and the Shire of Morawa are not able to meet Super Town criteria and have to resile from their commitment to the community and the resource sector.

## **2.10.    *Preferred Option***

The specific works outlined as Stage 1 upgrade by the Morawa Aerodrome Master Plan, include bituminous sealing of the runway and installation of electric runway lighting. These are vital improvements to ensure all weather and all hour aircraft operations can occur. This is reinforced with Morawa growing as an important regional town with public hospitals, schools and local based service suppliers establishing to meet the needs of the resource and agriculture sectors.

“All weather” airstrips are those typically constructed with sealed runways and adequate storm water drainage to avoid closure except in extreme storm events. As the closure of aerodromes result in lost productivity for those reliant upon them, such as companies with mobile work forces with FIFO operations, these users are very conscious of aerodrome infrastructure standards.

From an air charter operators perspective the same concern is expressed if rain prevents a landing as any delay or cancellation of a flight accumulates as a scheduling cost problem.

Where an aerodrome belongs to a small regional service centre, such as Morawa, which will potentially be used by the resource sector either directly and indirectly, then its financial contribution to the local economy can be significant further enhancing the case for “all weather” runway status.

The scope of work and budget estimate for the preferred option is detailed at Clause 2.11.1 Project Budget.

## **2.11.    *Funding Strategy***

The Morawa Aerodrome Upgrade has a project cost of \$2.6 million, which is derived from an estimate that has been independently prepared as a part of the aerodrome master planning process.

The project proponents supporting funding are;

- Supertown Funding Program (Department of Regional Development and Communities) R4R funding. Subject of this business Case for an amount of \$500,000.

- Regional Component (Department of Regional Development and Communities) R4R funding. Subject of a separate Business Case for an amount of \$1,000,000.
- Midwest Investment Plan (Midwest Development Commission) R4R funding, Subject of a separate business case for an amount of \$900,000.
- Shire of Morawa community reserve funds, which will be cash and in kind amount of \$200,000.

Reallocation of Shire of Morawa regional R4R component funding from the Black Spot Mobile Phone Coverage project and reallocation of funding from the SuperTown R4R Solar Thermal project, combine to the value of \$1.5 million. Two separate business cases for the re-appropriation of the Shire's notionally preserved project funds toward the Morawa aerodrome upgrade project have been prepared.

The Shire of Morawa is confident the Project, under contract project management, can be delivered in 2014/15 financial year subject to early confirmation of \$500,000 release toward this project.

### **2.11.1. Project Budget**

The below table outlines in summary of the total Project budget. Funding is yet to be secured.

<b>Project Items</b>	<b>Funds under this Agreement (\$)</b>	<b>Leveraged Funding (\$)</b>	<b>Name of Leveraged Sources</b>	<b>Total Funds (\$)</b>
Part Total Project		1,000,000	Country Local Government R4R	1,000,000
Part Total Project	500,000		Super Town R4R	500,000
Part Total Project		900,000	Midwest Investment Plan. R4R	900,000
Part Total Project		200,000	Shire of Morawa	200,000
<b>TOTALS</b>	<b>\$500,000</b>	<b>\$2,100,000</b>		<b>\$2,600,000</b>

The below table is the detailed Project estimate.

<b>MORAWA AERODROME DEVELOPMENT ESTIMATE</b>					
<b>Runway 15/33 Upgraded to 1500 m x 30 Sealed</b>					
<b>GA Apron, Taxiway and Terminal Constructed</b>					
ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
1	PRELIMINARIES/ESTAB/DEMOB	Item			\$150,000
			<b>Total ESTABLISH</b>		<b>\$150,000</b>
2	CLEARING (Approach/Takeoff)	Item			\$2,000
			<b>Total CLEARING</b>		<b>\$2,000</b>
3	FORMATION EARTHWORKS RWY EXTENSION				
	Excavation Runway to Subgrade & Compact Cut to Spoil (150m x 90m) x 0.30 depth	cu. m	4,050	6.10	\$24,705
	Borrow to Fill with suitable Sub-base gravel. (150 x 30) x 0.20 depth = 900 cu. M	cu. m	900	12.40	\$11,160
		Cut	<b>Total EARTHWORKS</b>		<b>\$35,865</b>
4	FORMATION EARTHWORKS GA APRON/TAXIWAY				
	Excavation Taxiway to Subgrade & Compact Cut to Spoil (60m x 23m) x 0.30 depth	cu. m	414	6.10	\$2,525
	Excavation Apron to Subgrade & Compact Cut to Spoil (60m x 100m) x 0.30 depth	cu. m	1,800	12.40	\$22,320
		Cut	<b>Total EARTHWORKS</b>		<b>\$24,845</b>
5	DRAINAGE				
	Open Unlined Drain - cut to shape	lin. Metre	5,000	3.00	\$15,000
			<b>Total DRAINAGE</b>		<b>\$15,000</b>
6	RUNWAY PAVEMENT CONSTRUCTION				
	Cement stabilise existing 200mm thick sandy gravel pavement. 1500m x 30m x 0.20 Sub-base	cu. m	9,000	21.00	\$189,000
	Win, load, cart & spread local sourced gravel	cu. m	9,000	12.40	\$111,600
	Place 200mm thick, water and compact to 98% MMDD making use of wet mix with recycler.	cu. m	9,000	19.50	\$175,500
			<b>Total PAVEMENTS</b>		<b>\$287,100</b>
7	TAXIWAY & APRON PAVEMENT CONSTRUCTION				
	Cement stabilise 200mm thick sub-base gravel pavement. Area and Volume as per Item 4	cu. m	2,214	21.00	\$46,494
	Win, load, cart & spread local sourced gravel	cu. m	2,214	12.40	\$27,454
	Place 200mm thick, water and compact to 98% MMDD making use of wet mix with recycler.	cu. m	2,214	19.50	\$43,173
			<b>Total PAVEMENTS</b>		<b>\$70,627</b>
8	AIRCRAFT PAVEMENT BITUMINOUS TREATMENT				
	Rwy 1500m x 30m = 45,000 sq.m				
	Twy 60m x 15m = 900 sq.m				
	Apron 60m x 100m = 6,000 sq.m				
	Prime base course	sq. m	51,900	1.90	\$98,610
	10 mm Seal		51,900	4.75	\$246,525
	7 mm Seal		51,900	3.90	\$202,410
	Emulsion sand seal		51,900	3.35	\$173,865
			<b>Total BITUMEN</b>		<b>\$721,410</b>



9	DAY MARKING AIDS				
	Set out and paint pavement markings	Item			\$30,000
	Cones and gables	Item			\$2,000
			<b>Total DAY MARKING</b>		<b>\$32,000</b>
10	RUNWAY LIGHTING				
	Install runway,taxiway,apron lights,IWI plus PAL	Item			\$355,000
	Flight Test	Item			\$6,000
			<b>Total RWY LIGHTS</b>		<b>\$361,000</b>
11	FENCING				
	Install apron/building line fence	metre	200	25.00	\$5,000
			<b>Total FENCES</b>		<b>\$5,000</b>
12	TERMINAL				
	Supply pre-fabricated Building & Ablutions	Item			\$250,000
	Building Installation, Earthworks Power Connect				
	External works to include paving, landscaping, water supply and power.	Item			\$75,000
			<b>Total TERMINAL</b>		<b>\$325,000</b>
13	SUNDRIES				
	Takeoff Survey	Item			\$15,000
	Materials laboratory & testing				\$25,000
	Re-design GPS NPA	Item			\$5,000
	Survey & PSM's	Item			\$15,000
			<b>Total SUNDRIES</b>		<b>\$60,000</b>
			<b>Sub Total</b>		<b>\$2,089,847</b>
14	CONTINGENCY				
	Allow 10% on overall project sum contingency		CONTINGENCY		\$208,985
15	DESIGN & DOCUMENTATION				
	Allow 10% on overall project sum Detailed design		DESIGN		\$208,985
16	PROJECT MANAGEMENT	Item			
	Allow 5% on overall project sum		PROJECT MGT		\$104,492
			<b>Total</b>		<b>\$2,612,309</b>
			<b>BUDGET SAY</b>		<b>\$2.6M</b>

### 2.11.2. Royalties for Regions Funding Amount

Main Activity	2014/2015 \$	2015/2016 \$	2016/2017 \$	Total 2014 to 2017 \$
Part of Project (% complete)	500,000	Nil	Nil	500,000
<b>Total</b>	<b>500,000</b>			<b>500,000</b>

## 2.12. Project Timeframe and Key Milestones

The Shire will engage a consultant to prepare a Design and Construct tender. This project delivery method negates the need to undertake a two stage tender process, which would typically mean three months effort to prepare design and documentation by a consultant followed by tender for contract construction.

The intended project delivery method will fast track implementation and ensure expenditure of funding occurs in the current 2014/15 financial year.

The Shire of Morawa will prepare and issue an EOI to contractors to undertake the project works by year 2014 end. A shortlist of contractors will then be invited early 2015 to price a more detailed scope that involves full design and construction and commissioning of the project work.

Appointment of a contractor would be envisaged to be early March for work completion by 30 June 2015, subject to notification of funding support.

Early completion of the Morawa Aerodrome Upgrade is very important to ensure resource company expectations for FIFO use can be met.

## 2.13. Risk Analysis

A risk analysis has been undertaken for the project. A key to the table is also provided below.

LIKELIHOOD	CONSEQUENCES				
	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Severe (5)
Almost Certain (1)	Medium	High	High	Extreme	Extreme
Likely (2)	Medium	Medium	High	High	Extreme
Possible (3)	Low	Medium	Medium	High	Extreme
Unlikely (4)	Low	Medium	Medium	Medium	High
Rare (5)	Low	Low	Medium	Medium	High

Risk	Description	Internal (I) or External (E)	Likelihood	Consequences	Risk Level	Mitigation
<b>Project Delivery</b>	Facility upgrades are not completed in allocated project time frame	I	4	2	Medium	Contract procurement and management. Liquidated damages clause included for timely completion. Reduced to <b>Low</b>
<b>Development Cost Risk</b>	Development costs exceed funding	I/E	3	3	Medium	Cost management plan will be developed and implemented. Reduced to <b>Low</b>

<b>Scope Change</b>	Aerodrome Project may require changes to design based on financial allocation.	E	4	2	Medium	Scope and specification will be locked at detailed design phase and any scope changes thereafter will be strictly controlled. Reduced to <b>Low</b>
<b>OHS Risk</b>	Risk that an accident occurs on site during construction of facilities	E	3	5	Extreme	Safety management plans will be required for all subcontractors. Reduced to <b>Low</b>
<b>Funding</b>	Funding not secured	E	3	5	Extreme	Alternative sources of State and Federal funding will be sought. Unchanged at <b>Extreme</b>

## 2.14. Local Content

The Shire of Morawa as a Local Government will ensure its tender documents include appropriate clauses requiring tenderers to maximise local content and opportunity for regional businesses.

## 3. IMPLEMENTATION STRATEGY

### 3.1. Communication Plan

The Morawa Aerodrome upgrade is a project that the Shire of Morawa is very keen to see delivered to its community. It is a project that has the backing of the community and as such each stage of the project will be communicated clearly to the community – in particular those external stakeholders with a direct interest in the project.

Communications will be targeted to the wider community as well as the internal stakeholders. It is expected the Shire of Morawa will communicate the relevant stages of the project e.g. roll out, call for tenders, works underway and project completed by the following promotional channels:

- Regular media releases circulated to the regional media outlets;
- Regular bulletins in Morawa's community publication;
- Advertising on the Shire of Morawa's web site;
- Tenders advertised in accordance with the Shire's procurement policy;

It is also expected that once completed, an official opening will take place. It is likely the Shire of Morawa together with the Morawa community will invite the relevant Government representatives to take part in this event as well as a good contingency of the regional media players.

### 3.2. Project Management and Governance

The Project manager will be a Shire nominated officer who will have technical support from an airport consultant and the LGA consulting team for tender documentation.

The Governance principles to be adopted to ensure the project is developed on time and on budget, as well as to ensure the sustainability and long term viability of the project, are as follows.

The Design and Construct tender phase of this project will be managed by the Shire of Morawa and will be overseen by the Shire's nominated project officer. A suitably qualified and experienced airport consultant will provide support to prepare technical specifications for the Project works. LGA consultant services will be used as required.

Selection of shortlisted contractors and their support team of consultants will also be assisted using an experienced airport consultant and project manager.

The implementation phase will require superintendent services and the Shire will engage an airport consultant to fulfill the role of superintendent representative who will report to the Shire's Project Manager.

The Shire of Morawa is in the process of developing an Asset Management Plan which puts in place good governance principals for the ongoing management and maintenance of Shire owned assets, such as the Aerodrome. The plan will provide clear and achievable processes to ensure the maintenance of the facility is conducted in an ethical and sustainable manner.

The project funds will be managed by the Chief Executive Officer of the Shire of Morawa, who will also oversee and approve of all project budgetary items.

The CEO will also use senior support staff whose experience and expertise will lend itself to this project. As local government employees, they have a sound understanding of the governance necessary to progress projects using government funds.

Regular progress reporting of the project will be provided to Council and the Department of Regional Development as funding partners.

### **3.3.     *Procurement Strategy***

The Design and Construct project delivery method negates the need to undertake a two stage tender process, which would typically mean three months effort to prepare design and documentation by a consultant followed by tender for contract construction.

The intended project deliver method will fast track implementation and ensure expenditure of funding occurs in the current 2014/15 financial year.

The Shire of Morawa will prepare and issue an EOI to contractors to undertake the project works by year 2014 end. A shortlist of contractors will then be invited early 2015 to price a more detailed scope that involves full design and construction and commissioning of the project work.

Appointment of a contractor would be envisaged to be early March for work completion by 30 June 2015, subject to notification of funding support.

Early procurement and execution of contract for the Morawa Aerodrome upgrade works is very important to ensure resource company expectations for FIFO utilisation by mid-2015 are met.



### **3.4.      *Supporting Documents***

1. Morawa Aerodrome Master Plan 2014-2015
2. 'Morawa Super Town Growth and Implementation Plan - 2010'
3. 'Shire of Morawa +10Yr Strategic Community Plan - 2012'
4. 'Midwest Investment Plan 2011-2021'
5. Letters of Support from;  
Mutiny Gold, Karara Mining, Royal Flying Doctor Service, Morawa Gliding Club

## **4. RECOMMENDATION OF PREFERRED OPTION**

Morawa Aerodrome upgrade valued at \$2,600,000 is the recommended project.

This business case is in support of equity funding toward the project from Royalties for Regions to the value of \$500,000.

The project will lead to;

- Investment in the region.
- Retaining aged populations in the country.
- Regional business and industry innovation and support.

The project aligns with the Shire of Morawa's +10 year Strategic Community Plan 2012.

### **4.1.      *Sign-off***

Signed	_____	Signed	_____
Completed by	_____	Approved by	_____
Position	_____	Position	_____
Date	_____	Date	_____

<b>Date of Meeting:</b>	<b>20 November 2014</b>
<b>Item No:</b>	<b>7.2.6.3</b>
<b>Subject:</b>	<b>Shire of Morawa Business Case Proposal for Morawa Aerodrome Upgrade–submission Department of Local Government and Lands Country Local Government Regional Groupings Fund-Delegated Authority to Chief Executive Officer</b>
<b>Date &amp; Author:</b>	<b>6<sup>th</sup> October 2014 David Williams</b>
<b>Responsible Officer:</b>	<b>Chief Executive Officer</b>
<b>Applicant/Proponent:</b>	<b>Chief Executive Officer</b>

### **SUMMARY**

The purpose of this report is for Council to consider authorising the Chief Executive Officer to be the signatory to sign and submit to the Department of Local Government and Lands, the Morawa Business Case Proposal for the Morawa Aerodrome Upgrade. The business case is seeking funding of \$1,000,000 from the Country Local Government Regional Groupings Fund 2012-2013.

### **DECLARATION OF INTEREST**

Nil

### **ATTACHMENT**

Shire of Morawa Business Case Proposal for Morawa Aerodrome Upgrade–submission  
Department of Local Government and Lands Country Local Government Regional Groupings  
Fund

### **BACKGROUND INFORMATION**

The Country Local Government Fund (CLGF) is part of the State Government Royalties for Regions (R4R) Program. Each Western Australian country Local Government is notionally allocated an annual amount which is split between local and regional components. The Department of Regional Development & Lands establishes Guidelines for the allocation of both local and regional components of the CLGF. For the regional component, local governments are required to establish groupings of similarly aligned local governments for the purposes of identifying regionally strategic projects and reaching joint agreement for the distribution of annual regional funds. The regional grouping established for this purpose includes the Shires of Morawa, Mingenew, Perenjori and Three Springs. The total CLGF regional pool available for allocation in 2012/13 for these four local governments is \$1,333,111, which has been constant for the past three years.

At the April 2013 meeting of Council the following was resolved

## COUNCIL RESOLUTION

*Moved: Cr G R North*

*Seconded: Cr D J Coaker*

*That the Morawa Shire Council supports the reallocation of the committed 2012/13 funding from the Country Local Government Fund Regional Component from:-*

- 1. The North Midlands Solar Thermal Power Project (Morawa as lead LG) - \$1M to be reallocated to a region project between the Shires of Morawa, Mingenew, Three Springs and Perenjori to install mobile towers to improve mobile communication in the region.*
- 2. Depot Hill Crossing Project (Mingenew as lead LG) - \$333,111 remains the same.*

**CARRIED**

6/0

The Mobile tower communication project did not commence and the Perenjori, Mingenew and Three Springs Shires have agreed that the funding for \$1,000,000 be allocated to the upgrade of the Morawa Aerodrome.

There is now a Project Management procedure in place which provides staff direction for the initiating planning, executing, controlling and closing of projects. The planning process requires the following to occur;

### ***Planning***

- 1. Depending on the nature of the project and the advice of the Chief Executive Officer, a Business Case/Project Plan (see **Attachment B**) is developed by the Project Manager/Officer or outsourced.*
- 2. The Business Case/Project Plan is then reported to Council who authorises the Chief Executive Officer to sign off on the Business Case/Project Plan.*
- 3. The Chief Executive Officer requests the Project Manager/ Officer to develop a report to be provided for Council's consideration.*
- 4. Council approve or disapprove the project.*
- 5. The Chief Executive Officer delegates to the Project Manager/ Officer to commence execution of the Project.*
- 6. The Project Manager Officer creates a folder for the project in W: drive where all project information is stored for corporate record.*

## **OFFICER'S COMMENT**

The Morawa Aerodrome upgrade Business case has been prepared in consultation with Forte Airport Management and includes how and from where funding for the project will be sourced.

The Executive summary of the Business case describes the project as detailed below;

*The Morawa Aerodrome Upgrade is identified as a flagship key infrastructure project servicing the North Midlands sub-region under the Midwest Revitalisation Plan 2011-2021.*

*The Plan is designed to provide a strategic direction for the Mid West region over the period to 2021.*

*Morawa is also a Super Town and as such the vision is to ensure Morawa has a balanced community, with lifestyle options and access to services and transport options. The Shire of Morawa identified the aerodrome upgrade project as essential priority project to ensure growth was not undermined by lack of suitable air access to the town and its immediate catchment.*

*The Morawa Aerodrome Master Plan, jointly funded by the Shire of Morawa and the Regional Airports Development Scheme (RADS), has established a structured plan for the upgrade of the aerodrome. Stage 1 works recommend lengthening, pavement strengthening and then aggregate sealing the main 15/33 runway to dimensions 1500 metre x 30 metre plus construction of apron and landside facilities suitable for General Aviation charter operations up to Code 3C.*

*This project addresses the recommendations and requires a total budget of \$2,600,000 to complete.*

*This Business Case is for an amount of \$1,000,000 from Royalties for Region CLGF Regional Group funding toward the Morawa Aerodrome Upgrade. It is requested the \$1,000,000 notionally allocated to the Black Spot Mobile Phone Coverage project be reallocated to this project.*

- *The Shire of Morawa will contribute \$200,000.*
- *Other funding to the value of \$500,000 from the Supertown R4R Solar Thermal project is also subject to Department of Regional Development acceptance of a revised business case to reallocate these notionally approved funds.*
- *A business case to the value of \$900,000, supported by the Midwest Investment Plan is also, submitted for R4R funding.*
- *The benefits of the Project are outlined by the following key objectives;*
- *All weather aircraft operating capability.*
- *Reliable night landing capability.*
- *Facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.*



- *Aerodrome standards acceptable to CASA and commensurate with expectations of a developed 'Super Town' that enables air transport access to and from Morawa as an alternative to surface travel.*
- *Provision of 24 hour access for the Royal Flying Doctor to deliver live saving services.*
- *Economic stimulus to tourism and local business.*

*The case for the aerodrome upgrade has been established following various community and strategic planning studies undertaken. The Shire has acquitted a range of identified preliminary works on the aerodrome infrastructure to position this major project as contract ready.*

*It requires no specific approvals to commence. Commissioning approvals at project end from the Civil Aviation Safety Authority (CASA) are required and these will form contract obligations.*

The upgrade of the Morawa Aerodrome as detailed in the Midwest Investment plan is a key infrastructure project and without funding will not proceed.

### **COMMUNITY CONSULTATION**

The upgrade of key infrastructure is included in the Shire of Morawa Growth and Implementation Plan and key stakeholders have been consulted regarding the project .

### **COUNCILLOR CONSULTATION**

Council has been consulted on several occasions regarding the project including onsite discussion the Morawa Glider Club and private pilots

### **STATUTORY ENVIRONMENT**

*Local Government Act 1995*

*The Local Government Act 1995 (Audit) Regulations Regulation 17*

### **POLICY IMPLICATIONS**

Shire of Morawa Risk Management Policy 3.11 and procedures, Project Management Policy and the Project Management Procedure.

### **FINANCIAL IMPLICATIONS**

*This project addresses the recommendations and requires a total budget of \$2,600,000 to complete.*

*This Business Case is for an amount of \$1,000,000 from Royalties for Region CLGF Regional Group funding toward the Morawa Aerodrome Upgrade. It is requested the \$1,000,000 notionally allocated to the Black Spot Mobile Phone Coverage project be reallocated to this project.*

- *The Shire of Morawa will contribute \$200,000.*
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- *A business case to the value of \$900,000, supported by the Midwest Investment Plan is also, submitted for R4R funding.*

Further financial implications will include a annual budget allocation for the management of the Aerodrome and cost recovery fees and charges from the users of the aerodrome.

## **STRATEGIC IMPLICATIONS**

The upgrade aerodrome will provide the following strategic outcomes for the region

- all weather aircraft operating capability.
- reliable night landing capabilities (for all users including the Royal Flying Doctor Service).
- facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- aerodrome standards acceptable to CASA and commensurate with expectations of a developed Supertown that enables air transport access to and from Morawa as an alternative to surface travel.
- regional airport standards commensurate with expectations of a developed regional 'Super Town' to enable air transport access to and from Morawa as the alternative to surface travel.

## **RISK MANAGEMENT**

The major risk is without Funding the Shire of Morawa could not deliver the strategic outcomes listed

The business case is a vital component of the project and Council could not proceed without the funds.

Risks Management of the project will be followed as detailed by the Risk Management Policy and procedures in conjunction with the Project Management Policy and the Project Management Procedure

**VOTING REQUIREMENT:**

Simple Majority

**OFFICER'S RECOMMENDATION**

**Council authorises the Chief Executive Officer to be the signatory to sign and submit to the Department of Local Government and Lands the Shire of Morawa Business Case Proposal for the Morawa Aerodrome Upgrade seeking funding of \$1,000,000 from the Country Local Government Regional Groupings Fund 2012-2013.**



**BUSINESS CASE PROPOSAL**

**FOR**

**MORAWA AERODROME UPGRADE**

**SHIRE OF MORAWA**

**\$1,000,000**

Country Local Government Regional Groupings Fund 2012-2013



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## Glossary of terms

In the context of this document:

**Agency** means a Western Australian State Government agency.

**Applicant** means the Regional Group preparing and submitting a business case proposal requesting Royalties for Regions funding for a regional group project.

**Business case proposal** means the information prepared by the Regional Group in support of the project.

**Deliverables** means the expected productivity benefits, outputs and outcomes from the project.

**Department** means the Department of Regional Development and Lands.

**Innovation** is the implementation of a new or significantly improved product (good or service) process, new marketing method or a new organisational method in business practices, workplace origination or external relations<sup>1</sup>.

**Leveraged Funding** is the additional cash funding obtained for the Project from other sources.

**Local Government** means a regional Western Australian Local Government Authority.

**Option** means a feasible, alternative delivery mechanism to the project which was considered by the local government when preparing the business case proposal.

**Output** means the end product of the project. For example, an infrastructure asset, services delivered etc.

**Project** means the works proposed in the business case.

**Project Outcome** means the achievement that is expected as a result of undertaking the Project; in other words, the intended consequence(s) of the project. For example, the project's linkage to and delivery of the agency's strategic objectives, alignment with the Royalties for Regions objectives etc.

**Recipient** means the Local Government Authority that has been nominated by the Regional Group to act on its behalf to manage and deliver the project.

**Regional Group** means the grouping of Local Government Authorities that has a formal agreement to fund larger scale infrastructure projects which clearly demonstrate wider community benefits across the region. Formal agreements can be in the form of Regional Collaborative Groups (RCG), Regional Transitional Groups (RTG), those local governments who have agreed to amalgamate, regional organisations of councils,

<sup>1</sup> Organisation for Economic Cooperation and Development and Development Statistical Office of the European Communities(2005 Third Edition) Oslo Manual Guidelines for collecting and interpreting innovation data, 3<sup>rd</sup> edition, OECD and European Commission, Paris

strategic alliances or any grouping of local government who wishes to work together for the purposes of delivering a regional significant infrastructure project.

***Royalties for Regions*** means the Western Australian State Government's Royalties for Regions program.

***Stakeholder*** means a party with an interest in or who is affected by the Project.

# 1. EXECUTIVE SUMMARY

The Morawa Aerodrome Upgrade is identified as a flagship key infrastructure project servicing the North Midlands sub-region under the Midwest Revitalisation Plan 2011-2021. The Plan is designed to provide a strategic direction for the Mid West region over the period to 2021.

Morawa is also a Super Town and as such the vision is to ensure Morawa has a balanced community, with lifestyle options and access to services and transport options. The Shire of Morawa identified the aerodrome upgrade project as essential priority project to ensure growth was not undermined by lack of suitable air access to the town and its immediate catchment.

The Morawa Aerodrome Master Plan, jointly funded by the Shire of Morawa and the Regional Airports Development Scheme (RADS), has established a structured plan for the upgrade of the aerodrome. Stage 1 works recommend lengthening, pavement strengthening and then aggregate sealing the main 15/33 runway to dimensions 1500 metre x 30 metre plus construction of apron and landside facilities suitable for General Aviation charter operations up to Code 3C.

This project addresses the recommendations and requires a total budget of \$2,600,000 to complete.

This Business Case is for an amount of \$1,000,000 from Royalties for Region CLGF Regional Group funding toward the Morawa Aerodrome Upgrade. It is requested the \$1,000,000 notionally allocated to the Black Spot Mobile Phone Coverage project be reallocated to this project.

- The Shire of Morawa will contribute \$200,000.
- Other funding to the value of \$500,000 from the Supertown R4R Solar Thermal project is also subject to Department of Regional Development acceptance of a revised business case to reallocate these notionally approved funds.
- A business case to the value of \$900,000, supported by the Midwest Investment Plan is also, submitted for R4R funding.

The benefits of the Project are outlined by the following key objectives;

- All weather aircraft operating capability.
- Reliable night landing capability.
- Facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- Aerodrome standards acceptable to CASA and commensurate with expectations of a developed 'Super Town' that enables air transport access to and from Morawa as an alternative to surface travel.
- Provision of 24 hour access for the Royal Flying Doctor to deliver live saving services.
- Economic stimulus to tourism and local business.



The case for the aerodrome upgrade has been established following various community and strategic planning studies undertaken. The Shire has acquitted a range of identified preliminary works on the aerodrome infrastructure to position this major project as contract ready.

It requires no specific approvals to commence. Commissioning approvals at project end from the Civil Aviation Safety Authority (CASA) are required and these will form contract obligations.

## 2. PROJECT SCOPE AND EVALUATION

### 2.1. *Project Outcome*

The Project Objectives (desired outcomes) are to provide:

- all weather aircraft operating capability.
- reliable night landing capabilities.
- facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- aerodrome standards acceptable to CASA and commensurate with expectations of a developed Supertown that enables air transport access to and from Morawa as an alternative to surface travel.
- regional airport standards commensurate with expectations of a developed regional 'Super Town' to enable air transport access to and from Morawa as the alternative to surface travel.

### 2.2. *Project Description*

The project description in brief is to:

- Lengthen, strengthen and bituminous seal Morawa aerodrome main 15/33 runway to dimensions 1500 metre x 30 metre.
- Construct a new taxiway and apron area with associated landside terminal facility precinct suitable for general aviation aircraft type.
- Provide mains power airfield and apron lighting.

The project is to be delivered through a local government tender process that will invite contractors to partner with experienced airport consultants to undertake the upgrade works as a design and construct contract.

This procurement method will enable the expedient delivery of the project by avoiding a two stage tendering process. Tender documentation will capture the technical requirements of the brief and will be independently prepared.

The suite of upgrade works, which will suit up to medium capacity charter aircraft operations, are further described as follows;

- Runway 15/33 lengthened by 150 metres to suit Code 3C aircraft performance requirements, resulting in an ultimate runway length of 1500 metres.
- Full pavement reconstruction using quality base course materials to attain runway strength suitable for medium size turbo-propeller aircraft type.
- Runway that is bituminous spray sealed with a multi-coat aggregate and sand emulsion finish.
- Runway day visual markings provided to include line markings and runway strip delineation by cones/gables.
- Mains power runway and apron lighting installed to CASA registered/certified aerodrome standards.

- Provision of a sealed general aviation taxiway and apron parking area developed clear of the obstacle limitation surfaces.
- Installation of a prefabricated general aviation terminal with ablution facilities.
- A vehicle parking and drop off area.

### **2.3. *Background***

The Shire of Morawa has been working toward the upgrade of the Morawa aerodrome upgraded since 2006 and is a significant regional project that on completion will enhance the development of the town and services to the region. The project is in an advanced stage of planning and preparation.

Morawa Shire supports a diverse range of resource activity within its catchment and has received significant investment and support through the State Governments' Super Town initiatives.

One of the Super Town key drivers is to ensure Morawa has an accessible and safe airport to allow essential goods and services to be made available to the community and secure the FIFO activity of the resource sector. The upgrade work identified through the aerodrome master planning process and comprising this scope of work will, on completion, ensure Morawa's growth is not constrained, rather enhanced with air transport options available.

The upgrade to the runway will allow larger aircraft to service the Morawa district, which will particularly benefit the region's mining operators and associated contractors.

In addition, the all weather standard runway will provide certainty to the RFDS which has a significant level of use serving the surrounding districts and the immediate community.

As a regional community with modern health services, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the runway will offer greater confidence to the residents knowing they will have safe access to the RFDS.

The Shire of Morawa has previously explored the following opportunities, albeit unsuccessfully, to upgrade Morawa aerodrome:

- WA Department of Transport Regional Airport Development Scheme. An application for funding toward the project costs was submitted in round two 2012-2013 under this scheme. It was rejected pending first completion of an aerodrome master plan, which is now available.
- An application was submitted to the Commonwealth Department of Infrastructure and Transport Regional Aviation Access Program (RAAP) - Remote Airstrip Upgrade Funding Component in Round one 2011-2012. The submission for inclusion in this program was unsuccessful.
- A Royalty for Regions application aligned with the above two grant applications was also unsuccessful without leveraged funding being secured..
- The Shire of Morawa is (and has always) committed to a significant contribution toward the project.

In the interim the Shire has undertaken the following preparatory aerodrome works valued at over \$200,000 to enable small charter aircraft operations from the runway, albeit under 'dry to depth' conditions by day.

- Boundary fencing installed to limit wildlife onto the property and a new controlled surface access route into the aerodrome.
- Improvement works to the runway, such as surface re-sheeting, obstacle clearing of approaches and transitional surfaces, runway strip marking and approach surveys with aerodrome manual documentation that has allowed publication of the aerodrome's particulars into the public domain.
- Ongoing compliance inspection and reporting to aerodrome registration requirements established by the Civil Aviation Safety Authority (CASA).
- Purchase and placement of solar light fittings to enable night emergency landings by the Royal Flying Doctor Service (RFDS) aircraft.

There are no impediments, legal, licensing or otherwise to the conduct of the works. Clause 2.12 'Project Timeframe and Key Milestones' outlines how the project will be construction ready by February 2015 and completed this financial year.

The current funding strategy to achieve the Shire's objective to upgrade the Morawa aerodrome in 2014/15 financial year is outlined at Clause 2.11.

The Morawa Aerodrome Master Plan 2014-2025 is a supporting document.

## **2.4. Policy and Strategic Framework**

The Shire of Morawa embraces the following Royalties for Regions' initiatives and objectives:

- Building capacity in regional communities;
- Retaining benefits in regional communities;
- Improving services to regional communities;
- Attaining sustainability;
- Expanding opportunity; and
- Growing prosperity.

The Morawa Aerodrome Upgrade project objectives align with the objectives outlined by the following reports.

**'Morawa Super Town Growth and Implementation Plan - 2010'**, extract below;

### **2.10.4 Airport**

- *The existing aerodrome is located on the north-eastern outskirts of the Townsite. It is owned and operated by the Shire and has recently been upgraded to achieve the CASA Aerodrome category of Registered.*

- *The airport is accessed through the sports field grounds and has a single lane access to the airstrip. The two airstrips are gravel and there is a bitumen apron to allow planes to turn and park.*
- *Currently the CASA Registration permits landings of up to a 30 seater aircraft and night emergency landings by the Royal Flying Doctor Service (RFDS).*
- *The airport is suited to small aircraft operations only and has in the past been used by the local mining companies. The Shire reports that there continues to be an increase in use of the airfield as mining and mining related activities grow. Morawa has also been identified as a sub-regional location of choice for Royal Flying Doctor and other health needs.*
- *There are plans to seal the airstrip and there are no scheduled passenger services from Morawa. The closest scheduled passenger services are in Geraldton.*

**Key Implications** for aspirational growth to a target of 2500 people, the following implications or issues need to be considered:

- *Given Morawa's status as a SuperTown, air transport is an important enabler that will facilitate improved service delivery and access into and out of the region.*
- *With mining activities being a key economic driver within the region the ability to employ air transport will provide additional incentive for employment and population growth within Morawa townsite.*
- *Access to and from the airport will need to be enhanced should the upgrade include sealing of the runway and improved aerodrome facilities.*

**'Shire of Morawa +10Yr Strategic Community Plan - 2012'**, identified;

Increased funding in transport networks under 'A Diverse Resilient and Innovative Economy';

- *'Secure funding to seal the Morawa airport' and 'how to get there';*
- *'Continue to maintain the airport strips and comply with CASA regulations'.*

**'Midwest Investment Plan 2011-2021'**, identifies

The Morawa Aerodrome Upgrade Project as an objective of the Midwest Investment Plan 2011-2021. The plan is designed to provide a strategic direction for the Mid West region over the next ten years and the upgrade of the Morawa Airport is a flagship key infrastructure and service project for the North Midlands sub-region.

The Morawa Aerodrome Upgrade project criteria identified under the Midwest Investment Plan are:

- *the aerodrome upgrade improves regional infrastructure to facilitate inland development;*
- *development of a diverse and resilient primary industry sector through faster provision of goods and services by plane and allowing a greater variety of aircraft to utilise the aerodrome.*
- *expanding air transport infrastructure to allow for future expansion of mining and associated service activities.*

## 2.5. Key Deliverables

The project specific deliverables are listed in the project estimate at Clause 2.11.1 'Total Budget'. The below table lists the broad category of work elements.

	Outputs	Performance Measure	Performance Measure - Method
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	<b>Outputs</b>	<b>Performance Measure</b>	<b>Performance Measure - Method</b>
1	Runway 15/33 upgraded to Sealed standard	1500m x 30m of sealed runway	Contract constructed to specified standard and tolerance measures
2	Apron and Taxiway constructed	New Taxiway and Apron area	Contract constructed to specified standard and tolerance measures
3	Mains Power Airfield Lights	CASA certified airfield lighting	Contract constructed to specified standard and performance measures
4	General Aviation Passenger facility	Building with ablutions and passenger waiting area for up to 30 persons	Contract constructed to specified standard and quality of finishes

	<b>Outcomes</b>	<b>Performance Measure</b>	<b>Performance Measure method</b>	<b>RfR Outcomes</b>
1	Growth in air transport services	The completed project will enable regular FIFO charter operations	FIFO charters are established and passenger movements quantified.	Building Capacity in the regional community
2	Growth in the local economy	The Project Benefits will extend to and be retained by the wider regional communities that include the adjoining local authorities of Perenjori, Three Springs, Mingenew and Mullewa	Project benefits to be quantitatively measured include retained and new benefits evident by;  Growth and sustainability of small business enterprises across the region as a measure of the health of the regional economy.	Retaining Benefits in the regional community
3	Population Growth in Morawa	Through capacity build (population) and benefits retained (business sustainability) as above stated, it can be expected that demand for Community services and Community Infrastructure will increase	Continued Expenditure on Community Projects	Improving Services to the regional community.
4	Regional fixed base Operations	Glider and fixed wing operators provided with unconstrained expansion opportunity	Glider membership increases.  Fixed wing aircraft operations increase	Attaining Sustainability

	Outcomes	Performance Measure	Performance Measure method	RfR Outcomes
5	'All Weather' capable aerodrome with electric airfield lights	Access and usability of the aerodrome	No RFDS night callouts to operate solar lights.  Private investment in aircraft Hangars	Expanding Opportunity
6	Resource Company use of the Aerodrome	Establishment of private sector use of the aerodrome.	Number of FIFO flights	Growing Prosperity

## 2.6. Stakeholder Identification

Extensive consultation has been undertaken with community organisations and companies that has revealed strong support for the Morawa Aerodrome Upgrade Project.

- Community support (particularly for health services) exists for this project as it recognises the completed project will have immediate benefit to RFDS services by assuring their access to an all weather night operations standard aerodrome. Averages of 30 RDFS landing a year occur at Morawa aerodrome.
- The development of a new apron/taxiway for GA operators that will enable expansion of the Morawa Gliding Club (MGC) apron area and a dedicated area for glider hangar sites is welcomed. As too the establishment of an apron area that provides appropriate operational separation for fixed wing aircraft type. The MGC have a long established presence at the aerodrome.
- Mutiny Gold Ltd has confirmed it has an operational requirement for Morawa aerodrome with a start up of its Deflector Gold and Copper mine, located to the north east of Morawa, from mid-2015 with a FIFO workforce. Operations will be 6 flights a month with 30 seat type charter aircraft.
- Karara Mining Ltd confirm that Morawa aerodrome is an important strategic contingency aerodrome. The company proposes a major reconstruction/reseal of the pavement areas at Karara airstrip and wish to use Morawa for the FIFO charter service over a 4-6 weeks period during 2015.
- Sinosteel Midwest has commenced mining the Mungada 'Blue Hills' deposits some 15 km east of the Karara Mining operations. Although the company has an agreement for the use of the Karara aerodrome they too are similarly reliant upon Morawa aerodrome for alternate use. Future low level drill activity will occur at the Koolanooka Mine 20 km to the east of Morawa and this will generate occasional aerodrome use by small type charter aircraft.
- Sheffield Resources Ltd has a substantial potash prospective tenement just west of Morawa. Drilling is in progress and this may in the future become a project that gives rise to further resource driven aircraft operational use of Morawa aerodrome.

- Locally established service companies and external suppliers of goods and services to Morawa and its greater catchment, comprising predominantly agriculture and mining, are all beneficiaries of an upgraded aerodrome that provides a reliable option for expedient air transfer of goods and service personnel.

Evidence of support by way of correspondence are provided as 'Supporting Documents', reference Clause 3.4

## **2.7. Critical Assumptions**

As the current gravel runway is not 'all weather' and available for day visual use only it is less than adequate to meet the town's (and indeed region's) current and future needs.

One of the key critical underlying assumptions for this project is that Morawa will experience an increase in population growth; this is supported by the Shire's current growth plans.

The Shire of Morawa has been selected as a Super Town in that it is flagged for considerable and sustainable growth over the forthcoming decades. This growth will be supported by a growing population and increase in facilities and services on offer in Morawa.

Morawa is benefiting from the investment in mining activities within the region and is essentially the commercial heart of many of the key projects in the area. As more people are set to visit Morawa (mining contractors etc.) it is important that they have the option of arriving by air in a safe manner.

Hence, sealing (and extending) the main runway is essential to optimise aerodrome utilisation and provide certainty to resource sector FIFO operations. The benefits of regular charter operations through Morawa extend to, but are not limited to, uptake of accommodation, hire vehicles and health services, all of which support economic growth.

It is expected Morawa will become home to many families associated with the Mining Industry. It can be assumed also others will have the need to travel to work via air charter on many occasions and also given that many of them will have a young family, will need the reassurance of an aerodrome that is RFDS capable.

As there are currently no passenger transfer facilities or suitable apron parking area for the range of fixed wing general aviation aircraft type wishing to use the airport it is essential to construct a new taxiway/apron area with an associated landside terminal facility precinct suitable for use by a range of General Aviation (GA) aircraft type. It is to be developed to be meet CASA MOS Part 139 Aerodrome standards. This will allow mining/resource FIFO workforce movement, the RFDS and private air operators who provide goods and essential services to the regional community and mining companies with appropriate apron parking facilities. The small GA terminal with associated landside access and bus waiting area will facilitate passenger departure/arrival processing and provide shelter and ablutions - an expectation of any FIFO charter operator.

Making the aerodrome RFDS capable will allow the Morawa (and surrounding districts) community access to this important and lifesaving service. It will allow the RFDS operated aircraft a safe and

secure place to land nearby to the town centre and the town's health services. As a regional community, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the airstrip will offer a greater confidence to the residents that if required they will have access to the RFDS.

Also the current airfield lighting comprises basic solar lighting that requires manual activation and call out for RFDS night operations. The local community and hospital rely heavily on the RFDS for emergency patient uplift to city hospitals. Hence, the lighting of the primary runway and apron areas will ensure all hour access by the RFDS aircraft thereby providing the Morawa residential community with 'health' confidence.

## **2.8. *Economic and Financial Analyses***

The Morawa Aerodrome upgrade will benefit the broader economy by allowing a vast array of private aircraft to access the town and region for business and private purposes. The resource sector have advised they require an 'all weather' standard suitable for medium size turbo-propellor aircraft up to 30 seat capacity.

These aircraft will provide FIFO transport for persons employed and servicing the mining and resources industry. Air transported goods, services and workforce will assist industry to grow and indirectly provide support to the local economy.

In addition, the project will assist in providing regional health services. A sealed runway and apron parking area will ensure the RFDS are able to support the community health response requirements. It will also allow for health supplies and medical practitioners to be flown in which allows the community access to emergency services in a timely manner.

Aviation user charges will be implemented to enable a revenue return to be generated once the upgrade is complete. Although unlikely to offset the project capital investment user charges will be a significant boost to the operating costs. This revenue stream will therefore strengthen the Shire's economic sustainability and ultimately offer additional community investment options into the future.

On completion the operating cost of the aerodrome will not alter. Registered or certified aerodromes have compliance obligations necessitating routine aerodrome inspections and reporting procedures. This activity is currently being undertaken and the associated cost met by the Shire of Morawa. Regional aerodromes complying to CASA standards that are not used for Regular Public Transport (RPT) operations typically have very similar upset cost with insurance, labour to inspect and report, engineering service costs and general property (asset) upkeep. The Shire of Morawa has a current operating budget allocation of \$60,620 in addition to the \$200,000 contribution. Savings in machine and labour cost that would otherwise be spent on maintaining the gravel runway will be diverted in the operating budget to meet new costs such as electricity for night light operations and passenger terminal cleaning.

A pool of funds will be maintained as an Asset Replacement Reserve for the sole purpose of funding the replacement and upkeep of the Shire's infrastructure. The funds will be allocated as a annuity or sinking

fund from depreciation of the aerodromes value into each year's budget and placed in reserve i.e. each year Council will need to allocate an additional \$64,000 on a current fair value of \$3,200,000

## **2.9.      *Assessment of Options***

The Shire of Morawa have commissioned a Master Plan for the aerodrome, which is a supporting document. It established a structure plan for future expansion of the aerodrome after evaluating the aviation user demand profile, regulatory standards and the design aircraft type likely to use Morawa aerodrome.

The Morawa Aerodrome Master Plan 2014-2025 evaluated all options for development and determined the ultimate development standard. The initial staged upgrade of Morawa aerodrome, as recommended by the Master Plan, forms the scope of work for this Project.

The implications of not undertaking the Morawa Aerodrome Upgrade Project will be an acceptance that Morawa and the Shire of Morawa are not able to meet Super Town criteria and have to resile from their commitment to the community and the resource sector.

## **2.10.    *Preferred Option***

The specific works outlined as Stage 1 upgrade by the Morawa Aerodrome Master Plan, include bituminous sealing of the runway and installation of electric runway lighting. These are vital improvements to ensure all weather and all hour aircraft operations can occur. This is reinforced with Morawa growing as an important regional town with public hospitals, schools and local based service suppliers establishing to meet the needs of the resource and agriculture sectors.

“All weather” airstrips are those typically constructed with sealed runways and adequate storm water drainage to avoid closure except in extreme storm events. As the closure of aerodromes result in lost productivity for those reliant upon them, such as companies with mobile work forces with FIFO operations, these users are very conscious of aerodrome infrastructure standards.

From an air charter operators perspective the same concern is expressed if rain prevents a landing as any delay or cancellation of a flight accumulates as a scheduling cost problem.

Where an aerodrome belongs to a small regional service centre, such as Morawa, which will potentially be used by the resource sector either directly and indirectly, then its financial contribution to the local economy can be significant further enhancing the case for “all weather” runway status.

The scope of work and budget estimate for the preferred option is detailed at Clause 2.11.1 Project Budget.

## **2.11.    *Funding Strategy***

The Morawa Aerodrome Upgrade has a project cost of \$2.6 million, which is derived from an estimate that has been independently prepared as a part of the aerodrome master planning process.

The project proponents supporting funding are;



- Regional Component (Department of Regional Development and Communities) R4R funding. Subject of this Business Case for an amount of \$1,000,000.
- Midwest Investment Plan (Midwest Development Commission) R4R funding, Subject of a separate business case for an amount of \$900,000 of funding assistance.
- Supertown Funding Program (Department of Regional Development and Communities) R4R funding. Subject of a separate business case for an amount of \$500,000.
- Shire of Morawa community reserve funds, which will be cash and in kind amount of \$200,000.

Reallocation of Shire of Morawa regional R4R component funding from the Black Spot Mobile Phone Coverage project and reallocation of funding from the Supertown R4R Solar Thermal project, combine to the value of \$1.5 million. Two separate business cases for the re-appropriation of the Shire's notionally preserved project funds toward the Morawa aerodrome upgrade project have been prepared.

The Shire of Morawa is confident the Project, under contract project management, can be delivered in 2014/15 financial year subject to early confirmation of \$1,000,000 release toward this project.

### **2.11.1. Project Budget**

The below table outlines in summary of the total Project budget.

<b>Project Items</b>	<b>CLGF Funds under this Agreement (\$)</b>	<b>Leveraged Funding (\$)</b>	<b>Name of Leveraged Sources</b>	<b>Total Funds (\$)</b>
Part Total Project	1,000,000		R4R	1,000,000
Part Total Project		500,000	Super Town R4R	500,000
Part Total Project		900,000	Midwest Investment Plan. R4R	900,000
Part Total Project		200,000	Shire of Morawa	200,000
<b>TOTALS</b>	<b>\$1,000,000</b>	<b>\$1,600,000</b>		<b>\$2,600,000</b>

The below table is the detailed Project estimate.

<b>MORAWA AERODROME DEVELOPMENT ESTIMATE</b>					
<b>Runway 15/33 Upgraded to 1500 m x 30 Sealed</b>					
<b>GA Apron, Taxiway and Terminal Constructed</b>					
ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
1	PRELIMINARIES/ESTAB/DEMOB	Item			\$150,000
			<b>Total ESTABLISH</b>		<b>\$150,000</b>
2	CLEARING (Approach/Takeoff)	Item			\$2,000
			<b>Total CLEARING</b>		<b>\$2,000</b>
3	FORMATION EARTHWORKS RWY EXTENSION				
	Excavation Runway to Subgrade & Compact Cut to Spoil (150m x 90m) x 0.30 depth	cu. m	4,050	6.10	\$24,705
	Borrow to Fill with suitable Sub-base gravel. (150 x 30) x 0.20 depth = 900 cu. M	cu. m	900	12.40	\$11,160
		Cut	<b>Total EARTHWORKS</b>		<b>\$35,865</b>
4	FORMATION EARTHWORKS GA APRON/TAXIWAY				
	Excavation Taxiway to Subgrade & Compact Cut to Spoil (60m x 23m) x 0.30 depth	cu. m	414	6.10	\$2,525
	Excavation Apron to Subgrade & Compact Cut to Spoil (60m x 100m) x 0.30 depth	cu. m	1,800	12.40	\$22,320
		Cut	<b>Total EARTHWORKS</b>		<b>\$24,845</b>
5	DRAINAGE				
	Open Unlined Drain - cut to shape	lin. Metre	5,000	3.00	\$15,000
			<b>Total DRAINAGE</b>		<b>\$15,000</b>
6	RUNWAY PAVEMENT CONSTRUCTION				
	Cement stabilise existing 200mm thick sandy gravel pavement. 1500m x 30m x 0.20 Sub-base	cu. m	9,000	21.00	\$189,000
	Win, load, cart & spread local sourced gravel	cu. m	9,000	12.40	\$111,600
	Place 200mm thick, water and compact to 98% MMDD making use of wet mix with recycler.	cu. m	9,000	19.50	\$175,500
			<b>Total PAVEMENTS</b>		<b>\$287,100</b>
7	TAXIWAY & APRON PAVEMENT CONSTRUCTION				
	Cement stabilise 200mm thick sub-base gravel pavement. Area and Volume as per Item 4	cu. m	2,214	21.00	\$46,494
	Win, load, cart & spread local sourced gravel	cu. m	2,214	12.40	\$27,454
	Place 200mm thick, water and compact to 98% MMDD making use of wet mix with recycler.	cu. m	2,214	19.50	\$43,173
			<b>Total PAVEMENTS</b>		<b>\$70,627</b>
8	AIRCRAFT PAVEMENT BITUMINOUS TREATMENT				
	Rwy 1500m x 30m = 45,000 sq.m				
	Twy 60m x 15m = 900 sq.m				
	Apron 60m x 100m = 6,000 sq.m				
	Prime base course	sq. m	51,900	1.90	\$98,610
	10 mm Seal		51,900	4.75	\$246,525
	7 mm Seal		51,900	3.90	\$202,410
	Emulsion sand seal		51,900	3.35	\$173,865
			<b>Total BITUMEN</b>		<b>\$721,410</b>

9	DAY MARKING AIDS				
	Set out and paint pavement markings	Item			\$30,000
	Cones and gables	Item			\$2,000
			<b>Total DAY MARKING</b>		<b>\$32,000</b>
10	RUNWAY LIGHTING				
	Install runway,taxiway,apron lights,IWI plus PAL	Item			\$355,000
	Flight Test	Item			\$6,000
			<b>Total RWY LIGHTS</b>		<b>\$361,000</b>
11	FENCING				
	Install apron/building line fence	metre	200	25.00	\$5,000
			<b>Total FENCES</b>		<b>\$5,000</b>
12	TERMINAL				
	Supply pre-fabricated Building & Ablutions	Item			\$250,000
	Building Installation, Earthworks Power Connect				
	External works to include paving, landscaping, water supply and power.	Item			\$75,000
			<b>Total TERMINAL</b>		<b>\$325,000</b>
13	SUNDRIES				
	Takeoff Survey	Item			\$15,000
	Materials laboratory & testing				\$25,000
	Re-design GPS NPA	Item			\$5,000
	Survey & PSM's	Item			\$15,000
			<b>Total SUNDRIES</b>		<b>\$60,000</b>
			<b>Sub Total</b>		<b>\$2,089,847</b>
14	CONTINGENCY				
	Allow 10% on overall project sum contingency		CONTINGENCY		\$208,985
15	DESIGN & DOCUMENTATION				
	Allow 10% on overall project sum Detailed design		DESIGN		\$208,985
16	PROJECT MANAGEMENT	Item			
	Allow 5% on overall project sum		PROJECT MGT		\$104,492
			<b>Total</b>		<b>\$2,612,309</b>
			<b>BUDGET SAY</b>		<b>\$2.6M</b>

## 2.12. Project Timeframe and Key Milestones

The Shire will engage a consultant to prepare a Design and Construct tender. This project delivery method negates the need to undertake a two stage tender process, which would typically mean three months effort to prepare design and documentation by a consultant followed by tender for contract construction.

The intended project delivery method will fast track implementation and ensure expenditure of funding occurs in the current 2014/15 financial year.

The Shire of Morawa will prepare and issue an EOI to contractors to undertake the project works by year 2014 end. A shortlist of contractors will then be invited early 2015 to price a more detailed scope that involves full design and construction and commissioning of the project work.

Appointment of a contractor would be envisaged to be early March for work completion by 30 June 2015, subject to notification of funding support.

Early completion of the Morawa Aerodrome Upgrade is very important to ensure resource company expectations for FIFO use can be met.

## 2.13. Risk Analysis

A risk analysis has been undertaken for the project. A key to the table is also provided below.

LIKELIHOOD	CONSEQUENCES				
	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Severe (5)
Almost Certain (1)	Medium	High	High	Extreme	Extreme
Likely (2)	Medium	Medium	High	High	Extreme
Possible (3)	Low	Medium	Medium	High	Extreme
Unlikely (4)	Low	Medium	Medium	Medium	High
Rare (5)	Low	Low	Medium	Medium	High

Risk	Description	Internal (I) or External (E)	Likelihood	Consequences	Risk Level	Mitigation
<b>Project Delivery</b>	Facility upgrades are not completed in allocated project time frame	I	4	2	Medium	Contract procurement and management. Liquidated damages clause included for timely completion. Reduced to <b>Low</b>
<b>Development Cost Risk</b>	Development costs exceed funding	I/E	3	3	Medium	Cost management plan will be developed and implemented. Reduced to <b>Low</b>
<b>Scope Change</b>	Aerodrome Project may require changes to design based on financial allocation.	E	4	2	Medium	Scope and specification will be locked at detailed design phase and any scope changes thereafter will be strictly controlled. Reduced to <b>Low</b>
<b>OHS Risk</b>	Risk that an accident occurs on site during construction of facilities	E	3	5	Extreme	Safety management plans will be required for all subcontractors. Reduced to <b>Low</b>
<b>Funding</b>	Funding not secured	E	3	5	Extreme	Alternative sources of State and Federal funding will be sought. Unchanged at <b>Extreme</b>

### **3. IMPLEMENTATION STRATEGY**

#### **3.1. *Communication Plan***

The Morawa Aerodrome upgrade is a project that the Shire of Morawa is very keen to see delivered to its community. It is a project that has the backing of the community and as such each stage of the project will be communicated clearly to the community – in particular those external stakeholders with a direct interest in the project.

Communications will be targeted to the wider community as well as the internal stakeholders. It is expected the Shire of Morawa will communicate the relevant stages of the project e.g. roll out, call for tenders, works underway and project completed by the following promotional channels:

- Regular media releases circulated to the regional media outlets;
- Regular bulletins in Morawa's community publication;
- Advertising on the Shire of Morawa's web site;
- Tenders advertised in accordance with the Shire's procurement policy;

It is also expected that once completed, an official opening will take place. It is likely the Shire of Morawa together with the Morawa community will invite the relevant Government representatives to take part in this event as well as a good contingency of the regional media players.

#### **3.2. *Procurement Strategy***

The Design and Construct project delivery method negates the need to undertake a two stage tender process, which would typically mean three months effort to prepare design and documentation by a consultant followed by tender for contract construction.

The intended project deliver method will fast track implementation and ensure expenditure of funding occurs in the current 2014/15 financial year.

The Shire of Morawa will prepare and issue an EOI to contractors to undertake the project works by year 2014 end. A shortlist of contractors will then be invited early 2015 to price a more detailed scope that involves full design and construction and commissioning of the project work.

Appointment of a contractor would be envisaged to be early March for work completion by 30 June 2015, subject to notification of funding support.

Early procurement and execution of contract for the Morawa Aerodrome upgrade works is very important to ensure resource company expectations for FIFO utilisation by mid-2015 are met.

#### **3.3. *Governance***

The governance principles to be adopted to ensure the project is developed on time and on budget, as well as to ensure the sustainability and long term viability of the project, are as follows.

The Design and Construct tender phase of this project will be managed by the Shire of Morawa and will be overseen by the Shire's nominated project officer. A suitably qualified and experienced airport



consultant will provide support to prepare technical specifications for the Project works. LGA consultant services will be used as required.

Selection of shortlisted contractors and their support team of consultants will also be assisted using an experienced airport consultant and project manager.

The implementation phase will require superintendent services and the Shire will engage an airport consultant to fulfill the role of superintendent representative who will report to the Shire's Project Manager.

The Shire of Morawa has developed an Asset Management Plan which puts in place good governance principals for the ongoing management and maintenance of Shire owned assets, such as the Aerodrome. The plan will provide clear and achievable processes to ensure the maintenance of the facility is conducted in an ethical and sustainable manner.

The project funds will be managed by the Chief Executive Officer of the Shire of Morawa, who will also oversee and approve of all project budgetary items.

The CEO will also use senior support staff whose experience and expertise will lend itself to this project. As local government employees, they have a sound understanding of the governance necessary to progress projects using government funds.

Regular progress reporting of the project will be provided to Council and the Department of Regional Development as funding partners.

### **3.4. *Supporting Documents***

1. Morawa Aerodrome Master Plan 2014-2015
2. 'Morawa Super Town Growth and Implementation Plan - 2010'
3. 'Shire of Morawa +10Yr Strategic Community Plan - 2012'
4. 'Midwest Investment Plan 2011-2021'
5. Letters of Support from;  
Mutiny Gold, Karara Mining, Royal Flying Doctor Service, Morawa Gliding Club

## **4. RECOMMENDATION OF PREFERRED OPTION**

Morawa Aerodrome upgrade valued at \$2,600,000 is the recommended project.

This business case is in support of equity funding toward the project from Royalties for Regions to the value of \$1,000,000.

The project will lead to;

- Investment in the region.
- Retaining aged populations in the country.
- Regional business and industry innovation and support.

The project aligns with the Shire of Morawa's +10 year Strategic Community Plan 2012.

**4.1.     *Sign-off***

Signed	<hr/>	Signed	<hr/>
Completed by	<hr/>	Approved by	<hr/>
Position	<hr/>	Position	<hr/>
Date	<hr/>	Date	<hr/>

<b>Date of Meeting:</b>	<b>10 November 2014</b>
<b>Item No:</b>	<b>7.2.6.4</b>
<b>Subject:</b>	<b>Shire of Morawa Business Case Proposal for Morawa Aerodrome Upgrade–submission Department of Local Government and Lands Royalties for Regions Midwest Development Commission Midwest Investment Plan Funding 2012-Delegated Authority to Chief Executive Officer</b>
<b>Date &amp; Author:</b>	<b>6<sup>th</sup> October 2014 David Williams</b>
<b>Responsible Officer:</b>	<b>Chief Executive Officer</b>
<b>Applicant/Proponent:</b>	<b>Chief Executive Officer</b>

### **SUMMARY**

The purpose of this report is for Council to consider authorising the Chief Executive Officer to be the signatory to sign and submit to the Department of Local Government and Lands, Midwest Develop Commission, the Morawa Business Case Proposal for the Morawa Aerodrome Upgrade. The business case is seeking funding of \$900,000 from the Royalties for Regions Midwest Investment Plan Funds 2012

### **DECLARATION OF INTEREST**

Nil

### **ATTACHMENT**

Shire of Morawa Business Case proposal for the Morawa Aerodrome Upgrade–submission Department of Local Government and Lands, Royalties for Regions Mid West Development Commission, Regions Mid West Investment Plan Funds 2012

### **BACKGROUND INFORMATION**

Funding in The Department of Local Government and Lands, Royalties for Regions Mid West Development Commission, Regions Mid West Investment Plan Funds 2012 of \$900,000 has been notionally allocated in the Mid West Investment Plan for the upgrade the Morawa Aerodrome.

The Shire of Morawa was invited to submit an expression of interest (EOI) to the Mid West Development Commission board seeking endorsement from the Commission to allocate funds towards the project.

The (EOI) submitted in July 2014 and reviewed by the Commission was successful and Council was invited to submit a business case to the Mid West Development Commission Board for the Morawa aerodrome upgrade.

There is now a Project Management procedure in place which provides staff direction for the initiating planning, executing, controlling and closing of projects. The planning process requires the following to occur;

## ***Planning***

- 1. Depending on the nature of the project and the advice of the Chief Executive Officer, a Business Case/Project Plan (see **Attachment B**) is developed by the Project Manager/Officer or outsourced.*
- 2. The Business Case/Project Plan is then reported to Council who authorises the Chief Executive Officer to sign off on the Business Case/Project Plan.*
- 3. The Chief Executive Officer requests the Project Manager/ Officer to develop a report to be provided for Council's consideration.*
- 4. Council approve or disapprove the project.*
- 5. The Chief Executive Officer delegates to the Project Manager/ Officer to commence execution of the Project.*
- 6. The Project Manager Officer creates a folder for the project in W: drive where all project information is stored for corporate record.*

## **OFFICER'S COMMENT**

The Morawa Aerodrome upgrade Business case has been prepared in consultation with Forte Airport Management and includes how and from where funding for the project will be sourced.

*Extract from the Business case*

*The Executive summary of the Business case describes the project as detailed below;*

*The Morawa Aerodrome Upgrade is identified as a flagship key infrastructure project servicing the North Midlands sub-region under the Midwest Revitalisation Plan 2011-2021.*

*The Plan is designed to provide a strategic direction for the Mid West region over the period to 2021.*

*Morawa is also a Super Town and as such the vision is to ensure Morawa has a balanced community, with lifestyle options and access to services and transport options. The Shire of Morawa identified the aerodrome upgrade project as essential priority project to ensure growth was not undermined by lack of suitable air access to the town and its immediate catchment.*

*The Morawa Aerodrome Master Plan, jointly funded by the Shire of Morawa and the Regional Airports Development Scheme (RADS), has established a structured plan for the upgrade of the aerodrome. Stage 1 works recommend lengthening, pavement strengthening and then aggregate sealing the main 15/33 runway to dimensions 1500 metre x 30 metre plus construction of apron and landside facilities suitable for General Aviation charter operations up to Code 3C.*

*This project addresses the recommendations and requires a budget of \$2.6 million to complete.*

*This Business Case is for an amount of \$900,000 from Royalties for Region to part fund.*

- *The Shire of Morawa will contribute \$200,000.*
- *Other funding to the value of \$1,500,000 is subject to Department of Regional Development acceptance of revised business cases to reallocate amounts previously approved for two other projects, namely;*
- *SuperTown R4R Solar Thermal project valued at \$500,000, and;*
- *Black Spot Mobile Phone Coverage regional R4R project valued at \$1,000,000.*

*The benefits of the Project are outlined by the following key objectives;*

- *All weather aircraft operating capability.*
- *Reliable night landing capability.*
- *Facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.*
- *Aerodrome standards acceptable to CASA and commensurate with expectations of a developed 'Super Town' that enables air transport access to and from Morawa as an alternative to surface travel.*

*The case for the aerodrome upgrade has been established following various community and strategic planning studies undertaken. The Shire has acquitted a range of identified preliminary works on the aerodrome infrastructure to position this major project as contract ready.*

*The Shire of Morawa will be responsible for the preparation of the Tender documents and will ensure specific focus is given to the need for tenderers to maximise local industry and labour hire.*

*It requires no specific approvals to commence. Commissioning approvals at project end from the Civil Aviation Safety Authority (CASA) are required and these will form contract obligations.*

The upgrade of the Morawa Aerodrome as detailed in the Midwest Investment plan is a key infrastructure project and without funding will not proceed.

## **COMMUNITY CONSULTATION**



The upgrade of key infrastructure is included in the Shire of Morawa Growth and Implementation Plan and key stakeholders have been consulted regarding the project.

### **COUNCILLOR CONSULTATION**

Council has been consulted on several occasions regarding the project including on site discussion the Morawa Glider Club and private pilots.

### **STATUTORY ENVIRONMENT**

*Local Government Act 1995*

*The Local Government Act 1995 (Audit) Regulations Regulation 17*

### **POLICY IMPLICATIONS**

Shire of Morawa Risk Management Policy 3.11 and procedures, Project Management Policy and the Project Management Procedure.

### **FINANCIAL IMPLICATIONS**

*The Morawa Aerodrome Upgrade has a project cost of \$2.6 million, which is derived from an estimate that has been independently prepared as a part of the aerodrome master planning process.*

*The project proponents supporting funding are;*

- *Midwest Investment Plan (Midwest Development Commission) R4R funding, for which this Business Case seeks \$900,000 of funding assistance.*
- *SuperTown Funding Program (Department of Regional Development and Communities) R4R funding. Subject of a separate business case for an amount of \$500,000.*
- *Regional Component (Department of Regional Development and Communities) R4R funding. Subject of a separate business case for an amount of \$1,000,000.*
- *Shire of Morawa community reserve funds, which will be cash and in kind amount of \$200,000.*

*Reallocation of Shire of Morawa regional R4R component funding from the Black Spot Mobile Phone Coverage project and reallocation of funding from the SuperTown R4R Solar Thermal project, combine to the value of \$1.5 million. Two separate business cases for the re-appropriation of the Shire's notionally preserved project funds toward the Morawa aerodrome upgrade project have been prepared.*

*The Shire of Morawa is confident the Project, under contract project management, can be delivered in 2014/15 financial year subject to early confirmation of \$900k release toward this project.*

Further financial implications will include an annual budget allocation for the management of the Aerodrome and cost recovery fees and charges from the users of the aerodrome.

### **STRATEGIC IMPLICATIONS**

The upgrade aerodrome will provide the following strategic outcomes for the region

- all weather aircraft operating capability.
- reliable night landing capabilities (for all users including the Royal Flying Doctor Service).
- facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- aerodrome standards acceptable to CASA and commensurate with expectations of a developed SuperTown that enables air transport access to and from Morawa as an alternative to surface travel.
- regional airport standards commensurate with expectations of a developed regional 'SuperTown' to enable air transport access to and from Morawa as the alternative to surface travel.

### **RISK MANAGEMENT**

The major risk is without Funding the Shire of Morawa could not deliver the strategic outcomes listed

The business case is a vital component of the project and Council could not proceed without the funds.

Risks Management of the project will be followed as detailed by the Risk Management Policy and procedures in conjunction with the Project Management Policy and the Project Management Procedure

### **VOTING REQUIREMENT:**

Simple Majority

### **OFFICER'S RECOMMENDATION**

**Council authorises the Chief Executive Officer to be the signatory to sign and submit to the Department of Local Government and Lands, Mid West Development Commission, the Morawa Business Case Proposal seeking funding of \$900,000 for the Morawa Aerodrome Upgrade from the Royalties for Regions Mid West Investment Plan Funds 2012.**



Government of **Western Australia**  
Department of **Regional Development**



# **BUSINESS CASE (2014-15)**

**FOR**

**MORAWA AERODROME UPGRADE**

**SHIRE OF MORAWA**

**\$900,000**

Royalties for Regions Mid West Investment Plan 2011-2012

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## Glossary of terms

In the context of this document:

**Agency** means a Western Australian State Government agency.

**Applicant** means the Organisation or Agency preparing a Business Case requesting Royalties for Regions funding for a project.

**Business Case** means the information prepared by the Applicant demonstrating the merits of the Project and substantiating the case for funding the Project.

**Deliverables** means the expected outputs and outcomes from the project.

**Department** means the Department of Regional Development.

**Industry Participation Plan** means a clear statement of the project proponent's commitment to The Building Local Industry Policy and an indication of how local industry participation will be maximised.

**Innovation** is the implementation of a new or significantly improved product (good or service) process, new marketing method or a new organisational method in business practices, or external relations<sup>1</sup>.

**Leveraged Funding** is the additional cash funding obtained for the Project from other sources.

**Option** means a feasible, alternative delivery mechanism to the Project which was considered by the applicant when preparing the Business Case Proposal.

**Organisation** means an incorporated entity that is not an Agency. An organisation may be a not-for-profit entity, government trading enterprise or local government..

**Project** means the specific activities, works or services proposed in the Business Case for which Royalties for Regions funding is being sought.

**Project Outcome** means the intended impact that is expected as a result of undertaking the Project.

**Project Output** means the tangible end product(s) of the Project. For example, an infrastructure asset or the services delivered.

**Royalties for Regions** means the Western Australian State Government's Royalties for Regions program.

**Stakeholder** means a party with an interest in or who is affected by the Project.

**Sustainability** refers to the financial viability of a project and the means of support to the project beyond the life of Royalties for Regions funding for this project.

<sup>1</sup> Organisation for Economic Cooperation and Development and Development Statistical Office of the European Communities (2005 Third Edition) Oslo Manual Guidelines for collecting and interpreting innovation data, 3<sup>rd</sup> edition, OECD and European Commission, Paris.



# 1. EXECUTIVE SUMMARY

The Morawa Aerodrome Upgrade is identified as a flagship key infrastructure project servicing the North Midlands sub-region under the Midwest Revitalisation Plan 2011-2021. The Plan is designed to provide a strategic direction for the Mid West region over the period to 2021.

Morawa is also a Super Town and as such the vision is to ensure Morawa has a balanced community, with lifestyle options and access to services and transport options. The Shire of Morawa identified the aerodrome upgrade project as essential priority project to ensure growth was not undermined by lack of suitable air access to the town and its immediate catchment.

The Morawa Aerodrome Master Plan, jointly funded by the Shire of Morawa and the Regional Airports Development Scheme (RADS), has established a structured plan for the upgrade of the aerodrome. Stage 1 works recommend lengthening, pavement strengthening and then aggregate sealing the main 15/33 runway to dimensions 1500 metre x 30 metre plus construction of apron and landside facilities suitable for General Aviation charter operations up to Code 3C.

This project addresses the recommendations and requires a budget of \$2.6 million to complete.

This Business Case is for an amount of \$900,000 from Royalties for Region to part fund.

- The Shire of Morawa will contribute \$200,000.
- Other funding to the value of \$1,500,000 is subject to Department of Regional Development acceptance of revised business cases to reallocate amounts previously approved for two other projects, namely;
- Supertown R4R Solar Thermal project valued at \$500,000, and;
- Black Spot Mobile Phone Coverage regional R4R project valued at \$1,000,000.

The benefits of the Project are outlined by the following key objectives;

- All weather aircraft operating capability.
- Reliable night landing capability.
- Facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- Aerodrome standards acceptable to CASA and commensurate with expectations of a developed 'Super Town' that enables air transport access to and from Morawa as an alternative to surface travel.

The case for the aerodrome upgrade has been established following various community and strategic planning studies undertaken. The Shire has acquitted a range of identified preliminary works on the aerodrome infrastructure to position this major project as contract ready.

The Shire of Morawa will be responsible for the preparation of the Tender documents and will ensure specific focus is given to the need for tenderers to maximise local industry and labour hire.

It requires no specific approvals to commence. Commissioning approvals at project end from the Civil Aviation Safety Authority (CASA) are required and these will form contract obligations.

## **2. PROJECT SCOPE AND EVALUATION**

### **2.1. *Project Purpose***

The purpose of the Morawa Aerodrome upgrade project is to deliver;

- all weather aircraft operating capability.
- reliable night landing capability.
- facilities suitable for aircraft charter operations up to Code 3C, as required for mining/resource workforce movement.
- aerodrome standards acceptable to the Civil Aviation Safety Authority (CASA) for certification.
- regional airport standards commensurate with expectations of a developed regional 'Super Town' to enable air transport access to and from Morawa as the alternative to surface travel.

### **2.2. *Royalties for Regions Funding Amount***

An amount of \$900,000 from Royalties for Regions funding is required toward this Midwest Infrastructure Plan priority project.

### **2.3. *Project Description***

The project scope in brief is to:

- Lengthen, strengthen and bituminous seal Morawa aerodrome main 15/33 runway to dimensions 1500 metre x 30 metre.
- Construct a new taxiway and apron area with associated landside terminal facility precinct suitable for general aviation aircraft type.
- Provide mains power airfield and apron lighting.

The project is to be delivered through a local government tender process that will invite contractors to partner with experienced airport consultants to undertake the upgrade works as a design and construct contract.

This procurement method will enable the expedient delivery of the project by avoiding a two stage tendering process. Tender documentation will capture the technical requirements of the brief and will be independently prepared.

The suite of upgrade works, which will suit up to medium capacity charter aircraft operations, are further described as follows;

- Runway 15/33 lengthened by 150 metres to suit Code 3C aircraft performance requirements, resulting in an ultimate runway length of 1500 metres.
- Full pavement reconstruction using quality base course materials to attain runway strength suitable for medium size turbo-propeller aircraft type.
- Runway that is bituminous spray sealed with a multi-coat aggregate and sand emulsion finish.
- Runway day visual markings provided to include line markings and runway strip delineation by cones/gables.

- Mains power runway and apron lighting installed to CASA registered/certified aerodrome standards.
- Provision of a sealed general aviation taxiway and apron parking area developed clear of the obstacle limitation surfaces.
- Installation of a prefabricated general aviation terminal with ablution facilities.
- A vehicle parking and drop off area.

## **2.4. Background**

The Shire of Morawa has been working toward the upgrade of the Morawa aerodrome upgraded since 2006. It is a significant regional project that on completion will enhance the development of the town and services to the region. The project is in an advanced stage of planning and preparation.

Morawa Shire supports a diverse range of resource activity within its catchment and has received significant investment and support through the State Governments' Super Town initiatives.

One of the Super Town key drivers is to ensure Morawa has an accessible and safe airport to allow essential goods and services to be made available to the community and secure the FIFO activity of the resource sector. The upgrade work identified through the aerodrome master planning process and comprising this scope of work will, on completion, ensure Morawa's growth is not constrained, rather enhanced with air transport options available.

The upgrade to the runway will allow larger aircraft to service the Morawa district, which will particularly benefit the region's mining operators and associated contractors.

In addition, the all weather standard runway will provide certainty to the RFDS which has a significant level of use serving the surrounding districts and the immediate community.

As a regional community with modern health services, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the runway will offer greater confidence to the residents knowing they will have safe access to the RFDS.

The Shire of Morawa has previously explored the following opportunities, albeit unsuccessfully, to upgrade Morawa aerodrome:

- WA Department of Transport Regional Airport Development Scheme. An application for funding toward the project costs was submitted in round two 2012-2013 under this scheme. It was rejected pending first completion of an aerodrome master plan, which is now available.
- An application was submitted to the Commonwealth Department of Infrastructure and Transport Regional Aviation Access Program (RAAP) - Remote Airstrip Upgrade Funding Component in Round one 2011. The submission for inclusion in this program was unsuccessful.
- A Royalty for Regions application aligned with the above two grant applications was also unsuccessful without leveraged funding being secured..

- The Shire of Morawa is (and has always) committed to a significant contribution toward the project.

In the interim the Shire has undertaken the following preparatory aerodrome works valued at over \$200,000 to enable small charter aircraft operations from the runway, albeit under 'dry to depth' conditions by day.

- Boundary fencing installed to limit wildlife onto the property and a new controlled surface access route into the aerodrome.
- Improvement works to the runway, such as surface re-sheeting, obstacle clearing of approaches and transitional surfaces, runway strip marking and approach surveys with aerodrome manual documentation that has allowed publication of the aerodrome's particulars into the public domain.
- Ongoing compliance inspection and reporting to aerodrome registration requirements established by the Civil Aviation Safety Authority (CASA).
- Purchase and placement of solar light fittings to enable night emergency landings by the Royal Flying Doctor Service (RFDS) aircraft.

There are no impediments, legal, licensing or otherwise to the conduct of the works. Clause 2.12 'Project Timeframe and Key Milestones' outlines how the project will be construction ready by February 2015 and completed this financial year.

The current funding strategy to achieve the Shire's objective to upgrade the Morawa aerodrome in 2014/15 financial year is outlined at Clause 2.11.

The Morawa Aerodrome Master Plan 2014-2025 is a supporting document.

## ***2.5. Policy and Strategic Framework***

The Shire of Morawa embraces the following Royalties for Regions' initiatives and objectives:

- Building capacity in regional communities;
- Retaining benefits in regional communities;
- Improving services to regional communities;
- Attaining sustainability;
- Expanding opportunity; and
- Growing prosperity.

The Morawa Aerodrome Upgrade project objectives align with the objectives outlined by the following reports.

**'Morawa Super Town Growth and Implementation Plan - 2010'**, extract below;

#### **2.10.4 Airport**

- *The existing aerodrome is located on the north-eastern outskirts of the Townsite. It is owned and operated by the Shire and has recently been upgraded to achieve the CASA Aerodrome category of Registered.*
- *The airport is accessed through the sports field grounds and has a single lane access to the airstrip. The two airstrips are gravel and there is a bitumen apron to allow planes to turn and park.*
- *Currently the CASA Registration permits landings of up to a 30 seater aircraft and night emergency landings by the Royal Flying Doctor Service (RFDS).*
- *The airport is suited to small aircraft operations only and has in the past been used by the local mining companies. The Shire reports that there continues to be an increase in use of the airfield as mining and mining related activities grow. Morawa has also been identified as a sub-regional location of choice for Royal Flying Doctor and other health needs.*
- *There are plans to seal the airstrip and there are no scheduled passenger services from Morawa. The closest scheduled passenger services are in Geraldton.*

**Key Implications** for aspirational growth to a target of 2500 people, the following implications or issues need to be considered:

- *Given Morawa's status as a SuperTown, air transport is an important enabler that will facilitate improved service delivery and access into and out of the region.*
- *With mining activities being a key economic driver within the region the ability to employ air transport will provide additional incentive for employment and population growth within Morawa townsite.*
- *Access to and from the airport will need to be enhanced should the upgrade include sealing of the runway and improved aerodrome facilities.*

**'Shire of Morawa +10Yr Strategic Community Plan - 2012'**, identified;

Increased funding in transport networks under 'A Diverse Resilient and Innovative Economy';

- *'Secure funding to seal the Morawa airport' and 'how to get there';*
- *'Continue to maintain the airport strips and comply with CASA regulations'.*

**'Midwest Investment Plan 2011-2021'**, identifies

The Morawa Aerodrome Upgrade Project as an objective of the Midwest Investment Plan 2011-2021. The plan is designed to provide a strategic direction for the Mid West region over the next ten years and the upgrade of the Morawa Airport is a flagship key infrastructure and service project for the North Midlands sub-region.

The Morawa Aerodrome Upgrade project criteria identified under the Midwest Investment Plan are:

- *the aerodrome upgrade improves regional infrastructure to facilitate inland development;*
- *development of a diverse and resilient primary industry sector through faster provision of goods and services by plane and allowing a greater variety of aircraft to utilise the aerodrome.*
- *expanding air transport infrastructure to allow for future expansion of mining and associated service activities.*

#### **2.5.1. Alignment to the Royalties for Regions Policy Objectives**

##### **Building capacity and retaining benefits in regional communities**

Morawa is currently in a period of growth as fuelled by the resources activity in the area. The upgrade to the runway and apron areas will provide for larger charter aircraft to service the Morawa



district. This will particularly benefit the region's mines as they will be able to use the aerodrome for FIFO passengers. With the efficiency and safety of air transport, particularly for mining contractors, it is essential that the option to use Morawa aerodrome exists.

### **Improving services to regional communities**

Making the aerodrome 'all weather' and RFDS night capable will allow the Morawa (and surrounding districts) community access to this important and lifesaving service. It will allow the RFDS operated aircraft a safe and secure place to land nearby to the town centre and the town's health services. As a regional community, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the movement areas will offer a great confidence to the Shire residents that if required they will have safe access to the RFDS.

In addition the upgrades, particularly runway sealing and night lighting, will establish Morawa aerodrome as the preferred public landing location in the region. Other sites, such as Karara aerodrome are private and not available to the general public. Aircraft operators would be able to transport passengers to and from Morawa as well as supply the Morawa community with goods and services from outside the region.

### **Attaining sustainability; Expanding opportunity; and Growing prosperity**

Morawa has been identified as a Super Town by the West Australian government. That is, it is a town that has significant growth potential. The 'SuperTowns' vision is to have balanced communities, with lifestyle options and access to services. They will have affordable, quality housing and a diverse range of job opportunities. Morawa, as a Super Town, will offer more choices for more people to live in regional areas as an attractive alternative to living in the metropolitan area.

As part of this Super Town growth it is essential for Morawa, some 4 hours drive north of Perth, to have an accessible and safe airport to allow essential goods and services to be made available to the community.

These upgrades are essential to ensure Morawa's growth is not undermined due to limited access to the town by visiting aircraft.

### **2.5.2. Alignment to Related Strategic Imperatives**

The Morawa Aerodrome upgrade project aligns with and will have a positive impact on the Western Australian Regional Development Trust themes (WARDT) as below listed.

- Investment in regional strategic corridors.
- Retaining aged populations in the country.
- Regional business and industry innovation and support.

The Shire of Morawa's +10 year Strategic Community Plan 2012 provides guidance relevant to the above on:

- Council priority-setting and decision-making;

- A framework for the on-going integration of local planning initiatives;
- The importance of informed decision-making with other agencies and organisations, including community and State Government;
- The rationale to pursue grants and other resources to demonstrate how specific projects align with the aspirations of its community and within the strategic direction established by the Plan;
- The networking with potential investors and developers prepared to invest into the community's key priorities to further growth;
- Engaging with local businesses, community groups and residents in various ways to contribute to the Shire's future; and
- Provision of a framework for monitoring progress against our vision, values and aspirations.

## 2.6. *Project Deliverables*

The project specific deliverables are listed in the project estimate at Clause 2.11.1 'Total Budget'. The below table lists the broad category of work elements.

	Outputs	Performance Measure	Performance Measure - Method
1	Runway 15/33 upgraded to Sealed standard	1500m x 30m of sealed runway	Contract constructed to specified standard and tolerance measures
2	Apron and Taxiway constructed	New Taxiway and Apron area	Contract constructed to specified standard and tolerance measures
3	Mains Power Airfield Lights	CASA certified airfield lighting	Contract constructed to specified standard and performance measures
4	General Aviation Passenger facility	Building with ablutions and passenger waiting area for up to 30 persons	Contract constructed to specified standard and quality of finishes

	Outcomes	Performance Measure	Performance Measure method	RfR Outcomes
1	Growth in air transport services	The completed project will enable regular FIFO charter operations	FIFO charters are established and passenger movements quantified.	Building Capacity in the regional community

	Outcomes	Performance Measure	Performance Measure method	RfR Outcomes
2	Growth in the local economy	The Project Benefits will extend to and be retained by the wider regional communities that include the adjoining local authorities of Perenjori, Three Springs and Mullewa	Project benefits to be quantitatively measured include retained and new benefits evident by;  Growth and sustainability of small business enterprises across the region as a measure of the health of the regional economy.	Retaining Benefits in the regional community
3	Population Growth in Morawa	Through capacity build (population) and benefits retained (business sustainability) as above stated, it can be expected that demand for Community services and Community Infrastructure will increase	Continued Expenditure on Community Projects	Improving Services to the regional community.
4	Regional fixed base Operations	Glider and fixed wing operators provided with unconstrained expansion opportunity	Glider membership increases.  Fixed wing aircraft operations increase	Attaining Sustainability
5	'All Weather' capable aerodrome with electric airfield lights	Access and usability of the aerodrome	No RFDS night callouts to operate solar lights.  Private investment in aircraft Hangars	Expanding Opportunity
6	Resource Company use of the Aerodrome	Establishment of private sector use of the aerodrome.	Number of FIFO flights	Growing Prosperity

## 2.7. Stakeholder Engagement

Extensive consultation has been undertaken with community organisations and companies that has revealed strong support for the Morawa Aerodrome Upgrade Project.

- Community support (particularly for health services) exists for this project as it recognises the completed project will have immediate benefit to RFDS services by assuring their access to an all weather night operations standard aerodrome. An average of 30 RDFS landing a year occur at Morawa aerodrome.
- The development of a new apron/taxiway for GA operators that will enable unrestricted expansion of the Morawa Gliding Club (MGC) apron area and a dedicated area for glider hangar sites is

welcomed. As too the establishment of an apron area that provides appropriate operational separation for fixed wing aircraft type. The MGC have a long established presence at the aerodrome.

- Mutiny Gold Ltd has confirmed it has an operational requirement for Morawa aerodrome with a start up of its Deflector Gold and Copper mine, located to the north east of Morawa, from mid-2015 with a FIFO workforce. Operations will be 6 flights a month with 30 seat type charter aircraft.
- Karara Mining Ltd confirm that Morawa aerodrome is an important strategic contingency aerodrome. The company proposes a major reconstruction/reseal of the pavement areas at Karara airstrip and wish to use Morawa for the FIFO charter service over a 4-6 weeks period during 2015.
- Sinosteel Midwest has commenced mining the Mungada 'Blue Hills' deposits some 15 km east of the Karara Mining operations. Although the company has an agreement for the use of the Karara aerodrome they too are similarly reliant upon Morawa aerodrome for alternate use. Future low level drill activity will occur at the Koolanooka Mine 20 km to the east of Morawa and this will generate occasional aerodrome use by small type charter aircraft.
- Sheffield Resources Ltd has a substantial potash prospective tenement just west of Morawa. Drilling is in progress and this may in the future become a project that gives rise to further resource driven aircraft operational use of Morawa aerodrome.
- Locally established service companies and external suppliers of goods and services to Morawa and its greater catchment, comprising predominantly agriculture and mining, are all beneficiaries of an upgraded aerodrome that provides a reliable option for expedient air transfer of goods and service personnel.

Evidence of support by way of correspondence are provided as 'Supporting Documents'

## **2.8. Critical Assumptions**

As the current gravel runway is not 'all weather' and available for day visual use only it is less than adequate to meet the town's (and indeed region's) current and future needs.

One of the key critical underlying assumptions for this project is that Morawa will experience an increase in population growth; this is supported by the Shire's current growth plans.

The Shire of Morawa has been selected as a Super Town in that it is flagged for considerable and sustainable growth over the forthcoming decades. This growth will be supported by a growing population and increase in facilities and services on offer in Morawa.

Morawa is benefiting from the investment in mining activities within the region and is essentially the commercial heart of many of the key projects in the area. As more people are set to visit Morawa (mining contractors etc.) it is important that they have the option of arriving by air in a safe manner.

Hence, sealing (and extending) the main runway is essential to optimise aerodrome utilisation and provide certainty to resource sector FIFO operations. The benefits of regular charter operations through

Morawa extend to, but are not limited to, uptake of accommodation, hire vehicles and health services, all of which support economic growth.

It is expected Morawa will become home to many families associated with the Mining Industry. It can be assumed also others will have the need to travel to work via air charter on many occasions and also given that many of them will have a young family, will need the reassurance of an aerodrome that is RFDS capable.

As there are currently no passenger transfer facilities or suitable apron parking area for the range of fixed wing general aviation aircraft type wishing to use the airport it is essential to construct a new taxiway/apron area with an associated landside terminal facility precinct suitable for use by a range of General Aviation (GA) aircraft type. It is to be developed to be meet CASA MOS Part 139 Aerodrome standards. This will allow mining/resource FIFO workforce movement, the RFDS and private air operators who provide goods and essential services to the regional community and mining companies with appropriate apron parking facilities. The small GA terminal with associated landside access and bus waiting area will facilitate passenger departure/arrival processing and provide shelter and ablutions - an expectation of any FIFO charter operator.

Making the aerodrome RFDS capable will allow the Morawa (and surrounding districts) community access to this important and lifesaving service. It will allow the RFDS operated aircraft a safe and secure place to land nearby to the town centre and the town's health services. As a regional community, Morawa relies heavily on the RFDS for emergency access to health services and patient transfers. The sealing of the airstrip will offer a greater confidence to the residents that if required they will have access to the RFDS.

Also the current airfield lighting comprises basic solar lighting that requires manual activation and call out for RFDS night operations. The local community and hospital rely heavily on the RFDS for emergency patient uplift to city hospitals. Hence, the lighting of the primary runway and apron areas will ensure all hour access by the RFDS aircraft thereby providing the Morawa residential community with 'health' confidence.

## ***2.9. Economic and Financial Analyses***

The Morawa Aerodrome upgrade will benefit the broader economy by allowing a vast array of private aircraft to access the town and region for business and private purposes. The resource sector have advised they require an 'all weather' standard suitable for medium size turbo-propellor aircraft up to 30 seat capacity.

These aircraft will provide FIFO transport for persons employed and servicing the mining and resources industry. Air transported goods, services and workforce will assist industry to grow and indirectly provide support to the local economy.

In addition, the project will assist in providing regional health services. A sealed runway and apron parking area will ensure the RFDS are able to support the community health response requirements. It



will also allow for health supplies and medical practitioners to be flown in which allows the community access to emergency services in a timely manner.

Aviation user charges will be implemented to enable a revenue return to be generated once the upgrade is complete. Although unlikely to offset the project capital investment user charges will be a significant boost to the operating costs. This revenue stream will therefore strengthen the Shire's economic sustainability and ultimately offer additional community investment options into the future.

## **2.10. Assessment of Options**

The Shire of Morawa have commissioned a Master Plan for the aerodrome, which is a supporting document. It established a structure plan for future expansion of the aerodrome after evaluating the aviation user demand profile, regulatory standards and the design aircraft type likely to use Morawa aerodrome.

The Morawa Aerodrome Master Plan 2014-2025 evaluated all options for development and determined the ultimate development standard. The initial staged upgrade of Morawa aerodrome, as recommended by the Master Plan, forms the scope of work for this Project.

The implications of not undertaking the Morawa Aerodrome Upgrade Project will be an acceptance that Morawa and the Shire of Morawa are not able to meet Super Town criteria and have to resile from their commitment to the community and the resource sector.

## **2.11. Funding Strategy**

The Morawa Aerodrome Upgrade has a project cost of \$2.6 million, which is derived from an estimate that has been independently prepared as a part of the aerodrome master planning process.

The project proponents supporting funding are;

- Midwest Investment Plan (Midwest Development Commission) R4R funding, for which this Business Case seeks \$900,000 of funding assistance.
- Supertown Funding Program (Department of Regional Development and Communities) R4R funding. Subject of a separate business case for an amount of \$500,000.
- Regional Component (Department of Regional Development and Communities) R4R funding. Subject of a separate business case for an amount of \$1,000,000.
- Shire of Morawa community reserve funds, which will be cash and in kind amount of \$200,000.

Reallocation of Shire of Morawa regional R4R component funding from the Black Spot Mobile Phone Coverage project and reallocation of funding from the Supertown R4R Solar Thermal project, combine to the value of \$1.5 million. Two separate business cases for the re-appropriation of the Shire's notionally preserved project funds toward the Morawa aerodrome upgrade project have been prepared.

The Shire of Morawa is confident the Project, under contract project management, can be delivered in 2014/15 financial year subject to early confirmation of \$900k release toward this project.

#### **2.11.1. Total Budget**

The below table outlines in summary of the Project budget.

<b>Item of Expenditure</b>	<b>Budget (\$)</b>	<b>Source of Funds</b>	<b>Quality of estimates</b>	<b>Has the Funding been Secured?</b>
Items as per the detailed estimate	2,600,000	Royalties for Regions and the Shire of Morawa	Consultant	No
<b>Total Budget</b>	<b>2,600,000</b>			

The detailed estimate for the Project work is set out as follows.

<b>MORAWA AERODROME DEVELOPMENT ESTIMATE</b>					
<b>Runway 15/33 Upgraded to 1500 m x 30 Sealed</b>					
<b>GA Apron, Taxiway and Terminal Constructed</b>					
ITEM	DESCRIPTION	UNIT	QTY	RATE	AMOUNT
1	PRELIMINARIES/ESTAB/DEMOB	Item			\$150,000
			<b>Total ESTABLISH</b>		<b>\$150,000</b>
2	CLEARING (Approach/Takeoff)	Item			\$2,000
			<b>Total CLEARING</b>		<b>\$2,000</b>
3	FORMATION EARTHWORKS RWY EXTENSION				
	Excavation Runway to Subgrade & Compact Cut to Spoil (150m x 90m) x 0.30 depth	cu. m	4,050	6.10	\$24,705
	Borrow to Fill with suitable Sub-base gravel. (150 x 30) x 0.20 depth = 900 cu. M	cu. m	900	12.40	\$11,160
		Cut	<b>Total EARTHWORKS</b>		<b>\$35,865</b>
4	FORMATION EARTHWORKS GA APRON/TAXIWAY				
	Excavation Taxiway to Subgrade & Compact Cut to Spoil (60m x 23m) x 0.30 depth	cu. m	414	6.10	\$2,525
	Excavation Apron to Subgrade & Compact Cut to Spoil (60m x 100m) x 0.30 depth	cu. m	1,800	12.40	\$22,320
		Cut	<b>Total EARTHWORKS</b>		<b>\$24,845</b>
5	DRAINAGE				
	Open Unlined Drain - cut to shape	lin. Metre	5,000	3.00	\$15,000
			<b>Total DRAINAGE</b>		<b>\$15,000</b>
6	RUNWAY PAVEMENT CONSTRUCTION				
	Cement stabilise existing 200mm thick sandy gravel pavement. 1500m x 30m x 0.20 Sub-base	cu. m	9,000	21.00	\$189,000
	Win, load, cart & spread local sourced gravel	cu. m	9,000	12.40	\$111,600
	Place 200mm thick, water and compact to 98% MMDD making use of wet mix with recycler.	cu. m	9,000	19.50	\$175,500
			<b>Total PAVEMENTS</b>		<b>\$287,100</b>
7	TAXIWAY & APRON PAVEMENT CONSTRUCTION				
	Cement stabilise 200mm thick sub-base gravel pavement. Area and Volume as per Item 4	cu. m	2,214	21.00	\$46,494
	Win, load, cart & spread local sourced gravel	cu. m	2,214	12.40	\$27,454
	Place 200mm thick, water and compact to 98% MMDD making use of wet mix with recycler.	cu. m	2,214	19.50	\$43,173
			<b>Total PAVEMENTS</b>		<b>\$70,627</b>
8	AIRCRAFT PAVEMENT BITUMINOUS TREATMENT				
	Rwy 1500m x 30m = 45,000 sq.m				
	Twy 60m x 15m = 900 sq.m				
	Apron 60m x 100m = 6,000 sq.m				
	Prime base course	sq. m	51,900	1.90	\$98,610
	10 mm Seal		51,900	4.75	\$246,525
	7 mm Seal		51,900	3.90	\$202,410
	Emulsion sand seal		51,900	3.35	\$173,865
			<b>Total BITUMEN</b>		<b>\$721,410</b>

9	DAY MARKING AIDS				
	Set out and paint pavement markings	Item			\$30,000
	Cones and gables	Item			\$2,000
			<b>Total DAY MARKING</b>		<b>\$32,000</b>
10	RUNWAY LIGHTING				
	Install runway,taxiway,apron lights,IWI plus PAL	Item			\$355,000
	Flight Test	Item			\$6,000
			<b>Total RWY LIGHTS</b>		<b>\$361,000</b>
11	FENCING				
	Install apron/building line fence	metre	200	25.00	\$5,000
			<b>Total FENCES</b>		<b>\$5,000</b>
12	TERMINAL				
	Supply pre-fabricated Building & Ablutions	Item			\$250,000
	Building Installation, Earthworks Power Connect				
	External works to include paving, landscaping, water supply and power.	Item			\$75,000
			<b>Total TERMINAL</b>		<b>\$325,000</b>
13	SUNDRIES				
	Takeoff Survey	Item			\$15,000
	Materials laboratory & testing				\$25,000
	Re-design GPS NPA	Item			\$5,000
	Survey & PSM's	Item			\$15,000
			<b>Total SUNDRIES</b>		<b>\$60,000</b>
			<b>Sub Total</b>		<b>\$2,089,847</b>
14	CONTINGENCY				
	Allow 10% on overall project sum contingency		CONTINGENCY		\$208,985
15	DESIGN & DOCUMENTATION				
	Allow 10% on overall project sum Detailed design		DESIGN		\$208,985
16	PROJECT MANAGEMENT	Item			
	Allow 5% on overall project sum		PROJECT MGT		\$104,492
			<b>Total</b>		<b>\$2,612,309</b>
			<b>BUDGET SAY</b>		<b>\$2.6M</b>

### **2.11.2. Royalties for Regions Funding Amount**

<b>Item of Expenditure</b>	<b>2014/2015 \$</b>	<b>2015/2016 \$</b>	<b>2016/2017 \$</b>	<b>Total 2014 to 2017 \$</b>
Part of Project (% complete)	900,000	Nil	Nil	900,000
<b>Total</b>	<b>900,000</b>			<b>900,000</b>

Note: The draw down is specific to this business case application

### **2.11.3. Sustainability and Ongoing Viability**

The Morawa Aerodrome upgrade project, comprises extending and sealing the main runway, provision of mains power airfield lighting and a general aviation apron parking area with small passenger transfer facility.

On completion the operating cost of the aerodrome will not alter. Registered or certified aerodromes have compliance obligations necessitating routine aerodrome inspections and reporting procedures. This activity is currently being undertaken and the associated cost met by the Shire of Morawa. Regional aerodromes complying to CASA standards that are not used for Regular Public Transport (RPT) operations typically have very similar upset cost with insurance, labour to inspect and report, engineering service costs and general property (asset) upkeep. The Shire of Morawa has a current operating budget allocation of \$60,620 in addition to the \$200,000 contribution. Savings in machine and labour cost that would otherwise be spent on maintaining the gravel runway will be diverted in the operating budget to meet new costs such as electricity for night light operations and passenger terminal cleaning.

A pool of funds will be maintained as an Asset Replacement Reserve for the sole purpose of funding the replacement and upkeep of the Shire's infrastructure. The funds will be allocated as an annuity or sinking fund from depreciation of the aerodromes value into each year's budget and placed in reserve i.e. each year Council will need to allocate an additional \$64,000 on a current fair value of \$3,200,000

## **2.12. Project Timeframe and Key Milestones**

### **Project Timeframe Project Delivery Arrangements**

The Shire will engage a consultant to prepare a Design and Construct tender. This project delivery method negates the need to undertake a two stage tender process, which would typically mean three months effort to prepare design and documentation by a consultant followed by tender for contract construction.

The intended project delivery method will fast track implementation and ensure expenditure of funding occurs in the current 2014/15 financial year.



The Shire of Morawa will prepare and issue an EOI to contractors to undertake the project works by year 2014 end. A shortlist of contractors will then be invited early 2015 to price a more detailed scope that involves full design and construction and commissioning of the project work.

Appointment of a contractor would be envisaged to be early March for work completion by 30 June 2015, subject to notification of funding support.

Early completion of the Morawa Aerodrome Upgrade is very important to ensure resource company expectations for FIFO use can be met.

## 2.13. Risk Analysis

A risk analysis has been undertaken for the project. A key to the table is also provided below.

LIKELIHOOD	CONSEQUENCES				
	Insignificant (1)	Minor (2)	Moderate (3)	Major (4)	Severe (5)
Almost Certain (1)	Medium	High	High	Extreme	Extreme
Likely (2)	Medium	Medium	High	High	Extreme
Possible (3)	Low	Medium	Medium	High	Extreme
Unlikely (4)	Low	Medium	Medium	Medium	High
Rare (5)	Low	Low	Medium	Medium	High

Risk	Description	Internal (I) or External (E)	Likelihood	Consequences	Risk Level	Mitigation
<b>Project Delivery</b>	Facility upgrades are not completed in allocated project time frame	I	4	2	Medium	Contract procurement and management. Liquidated damages clause included for timely completion. Reduced to <b>Low</b>
<b>Development Cost Risk</b>	Development costs exceed funding	I/E	3	3	Medium	Cost management plan will be developed and implemented. Reduced to <b>Low</b>
<b>Scope Change</b>	Aerodrome Project may require changes to design based on financial allocation.	E	4	2	Medium	Scope and specification will be locked at detailed design phase and any scope changes thereafter will be strictly controlled. Reduced to <b>Low</b>
<b>OHS Risk</b>	Risk that an accident occurs on site during construction of facilities	E	3	5	Extreme	Safety management plans will be required for all subcontractors. Reduced to <b>Low</b>
<b>Funding</b>	Funding not secured	E	3	5	Extreme	Alternative sources of State and Federal funding will be sought. Unchanged at <b>Extreme</b>

### **2.14. Local Content**

The Shire of Morawa as a Local Government will ensure its tender documents include appropriate clauses requiring tenderers to maximise local content and opportunity for regional businesses.

### **2.15. Aboriginal Participation**

The Shire of Morawa as a Local Government will ensure its tender documents include appropriate clauses requiring tenderers to maximise opportunity for Aboriginal and Torres Strait Islander people to participate in the Project.

### **2.16. State Funded Infrastructure and Apprenticeship Participation**

This is a Local Government project that is not bound by the State Agency obligations to secure apprenticeship participation. However, the Shire of Morawa will request through the tender process that contractors outline their commitment to employ apprentices.

## **3. IMPLEMENTATION STRATEGY**

### **3.1. Communication Plan**

The Morawa Aerodrome upgrade is a project that the Shire of Morawa is very keen to see delivered to its community. It is a project that has the backing of the community and as such each stage of the project will be communicated clearly to the community – in particular those external stakeholders with a direct interest in the project.

Communications will be targeted to the wider community as well as the internal stakeholders. It is expected the Shire of Morawa will communicate the relevant stages of the project e.g. roll out, call for tenders, works underway and project completed by the following promotional channels:

- Regular media releases circulated to the regional media outlets;
- Regular bulletins in Morawa's community publication;
- Advertising on the Shire of Morawa's web site;
- Tenders advertised in accordance with the Shire's procurement policy;

It is also expected that once completed, an official opening will take place. It is likely the Shire of Morawa together with the Morawa community will invite the relevant Government representatives to take part in this event as well as a good contingency of the regional media players.

### **3.2. Project Management**

The Project manager will be a Shire nominated officer who will have technical support from an airport consultant and the LGA consulting team for tender documentation.

### **3.3. *Project Governance***

The governance principles to be adopted to ensure the project is developed on time and on budget, as well as to ensure the sustainability and long term viability of the project, are as follows.

The Design and Construct tender phase of this project will be managed by the Shire of Morawa and will be overseen by the Shire's nominated project officer. A suitably qualified and experienced airport consultant will provide support to prepare technical specifications for the Project works. LGA consultant services will be used as required.

Selection of shortlisted contractors and their support team of consultants will also be assisted using an experienced airport consultant and project manager.

The implementation phase will require superintendent services and the Shire will engage an airport consultant to fulfill the role of superintendent representative who will report to the Shire's Project Manager.

The Shire of Morawa has developed an Asset Management Plan which puts in place good governance principals for the ongoing management and maintenance of Shire owned assets, such as the Aerodrome. The plan will provide clear and achievable processes to ensure the maintenance of the facility is conducted in an ethical and sustainable manner.

The project funds will be managed by the Chief Executive Officer of the Shire of Morawa, who will also oversee and approve of all project budgetary items.

The CEO will also use senior support staff whose experience and expertise will lend itself to this project. As local government employees, they have a sound understanding of the governance necessary to progress projects using government funds.

Regular progress reporting of the project will be provided to Council and the Department of Regional Development as funding partners.

### **3.4. *Procurement Strategy***

The Design and Construct project delivery method negates the need to undertake a two stage tender process, which would typically mean three months effort to prepare design and documentation by a consultant followed by tender for contract construction.

The intended project deliver method will fast track implementation and ensure expenditure of funding occurs in the current 2014/15 financial year.

The Shire of Morawa will prepare and issue an EOI to contractors to undertake the project works by year 2014 end. A shortlist of contractors will then be invited early 2015 to price a more detailed scope that involves full design and construction and commissioning of the project work.

Appointment of a contractor would be envisaged to be early March for work completion by 30 June 2015, subject to notification of funding support.

Early procurement and execution of contract for the Morawa Aerodrome upgrade works is very important to ensure resource company expectations for FIFO utilisation by mid-2015 are met.

### **3.5. Supporting Documents**

1. Morawa Aerodrome Master Plan 2014-2015
2. 'Morawa Super Town Growth and Implementation Plan - 2010'
3. 'Shire of Morawa +10Yr Strategic Community Plan - 2012'
4. 'Midwest Investment Plan 2011-2021'
5. Letters of Support from;  
Mutiny Gold, Karara Mining, Royal Flying Doctor Service, Morawa Gliding Club

## **4. SIGNING OF BUSINESS CASE**

### **4.1. Sign-off**

I confirm that the information contained in this Business Case is true and correct.

<b>Business Case Author</b>	<b>CEO / DG Signed</b>
Signed _____	_____
Completed by _____	Approved by _____
Position _____	Position _____
Date _____	Date _____

## Attachment 1

### Performance Areas for Measurement to Royalties for Regions Policy Objective Areas

Number	Project Specific Performance Measurement Areas	Link to RfR Policy Objective
1	Community Infrastructure	Building capacity in regional communities
2	Community Learning Initiatives	Building capacity in regional communities
3	Community Awareness Initiatives	Building capacity in regional communities
4	Community Capability Initiatives	Building capacity in regional communities
5	Community Capacity Initiatives	Building capacity in regional communities
6	Crime Prevention Initiatives	Retaining benefits in regional communities
7	Initiatives to Support Body, Mind and Soul	Retaining benefits in regional communities
8	Education and Training Initiatives	Retaining benefits in regional communities
9	Employment Initiatives	Retaining benefits in regional communities
10	Retention Initiatives - Workforce or Population	Retaining benefits in regional communities
11	Retention Initiatives - Services	Retaining benefits in regional communities
12	Cultural Diversity Initiatives	Retaining benefits in regional communities
13	Volunteering Initiatives	Retaining benefits in regional communities
14	Community Communication Initiatives	Retaining benefits in regional communities
15	Service Offering Initiatives	Improving services to regional communities
16	Service Quality Initiatives	Improving services to regional communities
17	Service Flexibility Initiatives	Improving services to regional communities
18	Access to Non-Specialised Service Initiatives	Improving services to regional communities
19	Disability Access Initiatives	Improving services to regional communities
20	Delivery of Government Services and Other Service Initiatives	Attaining sustainability
21	Population Diversity Initiatives (education, culture, age, gender initiatives)	Attaining sustainability
22	Economic Investment Initiatives	Attaining sustainability

Number	Project Specific Performance Measurement Areas	Link to RfR Policy Objective
23	Environmental Initiatives	Attaining sustainability
24	Direct Employment Initiatives	Expanding opportunity
25	Skills Training Initiatives	Expanding opportunity
26	Business Creation Initiatives	Expanding opportunity
27	New Job Creation Initiatives	Expanding opportunity
28	Local Business Support Initiatives Aimed at Economic Development	Growing prosperity
29	Local Infrastructure Initiatives Aimed at Economic Development	Growing prosperity
30	Investment Initiatives	Growing prosperity

General performance areas for measurement that can be used for RfR projects

Number	Performance Measure
1	Contribution to Community Resources or Capacity
2	Contribution to Safer Community
3	Contribution to Improved Health and Well Being
4	Contribution to Availability and Retention of Workforce
5	Contribution to Community Cohesion
6	Impact on Diversity of Services
7	Contribution to Quality of Local Services
8	Impact on Access to Services
9	Contribution to Increased Accessibility for Underrepresented People
10	Contribution to Social Values and Satisfaction
11	Contribution to Economic Development
12	Impact on Labour Force Participation
13	Contribution to Aboriginal Participation
14	Contribution to Community Liveability
15	Financial Self Sustainability
16	Contribution to Local Community Sustainability and Diversity
17	Contribution to Retention of Population



<i>Date of Meeting:</i>	<b>20 November 2014</b>
<i>Item No:</i>	<b>7.2.6.5</b>
<i>Subject:</i>	<b>Mid-West Chamber of Commerce and Industry Morawa Sub Committee Late Night Shopping Road Closure and Assistance</b>
<i>Date &amp; Author:</i>	<b>13 November 2014; David Williams, DCEO</b>
<i>Responsible Officer:</i>	<b>Chief Executive Officer</b>
<i>Applicant/Proponent:</i>	<b>MWCCI Morawa sub committee</b>
<i>File Number:</i>	<b>Adm: 0440</b>
<i>Previous minute/s</i>	
<i>Reference:</i>	

### **SUMMARY**

The Mid-West Chamber of Commerce and Industry Morawa Sub Committee have written to Council; seeking approval and assistance for a late night shopping event and road closure. The event is schedule for 12 December 2014 between the hours of 5:00 pm and 7:30 pm

### **DECLARATION OF INTEREST**

Nil

### **ATTACHMENTS**

Letter of request from the Mid-West Chamber of Commerce and Industry Morawa Sub Committee  
Location Map

### **BACKGROUND INFORMATION**

The local business precinct in Winfield Street Morawa has held a late night shopping event each year for the past three years and has again approached Council seeking support.

### **OFFICER'S COMMENT**

The letter of request is seeking Council approval to have;

- Closure of the Main Street between White Avenue and Caulfield Street and the intersection of Prater and Dreghorn Streets from 5:00 pm to 7:30 pm(Inclusive of the new Davis Street extension)
- Provision and erecting of Road closed or Detour signs at White Avenue, Davis Street (off the new road realignment) and the intersection of Prater and Dreghorn Streets
- Extra bins with liners to be placed in the main street area

- Supply of chairs for public to listen to the band etc.(Stall Holders and community groups to provide their own table and chairs.

The organisers of the event will be required to:

- Seek advice and support from Main Roads WA regarding the road closures,
- Ensure near-by local residents are not affected by the road closures
- Liaise with the local police to ensure pedestrian safety is maintained.

### **COMMUNITY CONSULTATION**

Feed-back received from previous events support the activity, hence the approach from the Mid-West Chamber of Commerce and Industry Morawa Sub Committee to organise the event again this year

### **COUNCILLOR CONSULTATION**

Nil

### **STATUTORY ENVIRONMENT**

Local Government Act 1995

### **POLICY IMPLICATIONS**

Nil

### **FINANCIAL IMPLICATIONS**

Cost to Council will be the setting up and taking down of the signage

### **STRATEGIC IMPLICATIONS**

Nil.

### **RISK MANAGEMENT**

Risks to visitors will be reduced due to the road closures enabling people to move freely from activity to activity during the event

### **VOTING REQUIREMENT:**

Simple Majority

## **OFFICER'S RECOMMENDATION**

It is recommended:-

Council approve the request from The Mid-West Chamber of Commerce and Industry Morawa Sub Committee and to hold a late night shopping event on 12 December 2014 between the hours of 5:00 pm and 7:30 pm

The assistance and approval includes;

- Closure of the Main Street between White Avenue and Caulfield Street and the intersection of Prater and Dreghorn Streets from 5:00 pm to 7:30 pm(Inclusive of the new Davis Street extension)
- Provision and erecting of Road closed or Detour signs at White Avenue, Davis Street (off the new road realignment) and the intersection of Prater and Dreghorn Streets
- Extra bins with liners to be placed in the main street area
- Supply of chairs for public to listen to the band etc. (Stall Holders and community groups to provide their own table and chairs.

Subject to the committee:

- Seeking advice and support from Main Roads WA regarding the road closures,
- Ensuring near-by local residents are not affected by the road closures
- Liaising with the local police to ensure pedestrian safety is maintained.



C/- PO Box 135  
MORAWA WA 6623

Shire of Morawa  
PO Box 14  
MORAWA WA 6623

Attn: Morawa Shire Councillors

Re: Late Night Trading

The MWCCI Morawa Sub Committee is canvassing local businesses to conduct Late Night Trading again this year on Friday, 12<sup>th</sup> December from 5:00pm to 7:30pm. The committee is requesting if the Shire is able to provide the following:

- Closure of the main street between White Avenue and Caulfield Street and the intersection of Prater and Dreghorn Streets from 5:00pm- 7:30pm.
- Provision and erecting of "Road Closed" or "Detour" signs at White Avenue, Caulfield and intersection of Prater and Dreghorn Streets.
- Extra bins with liners to be placed in the main street area.
- Supply of chairs for public to listen to band etc. (Stall holders and community groups to provide their own chairs and tables).

Late Night Trading in 2013 was enjoyed by participants and community members and from the committee point of view was a successful event. We are sure this event will be even better if the main street is able to be closed to traffic enabling people to move freely among stalls, shops and community groups on the evening.

Yours faithfully

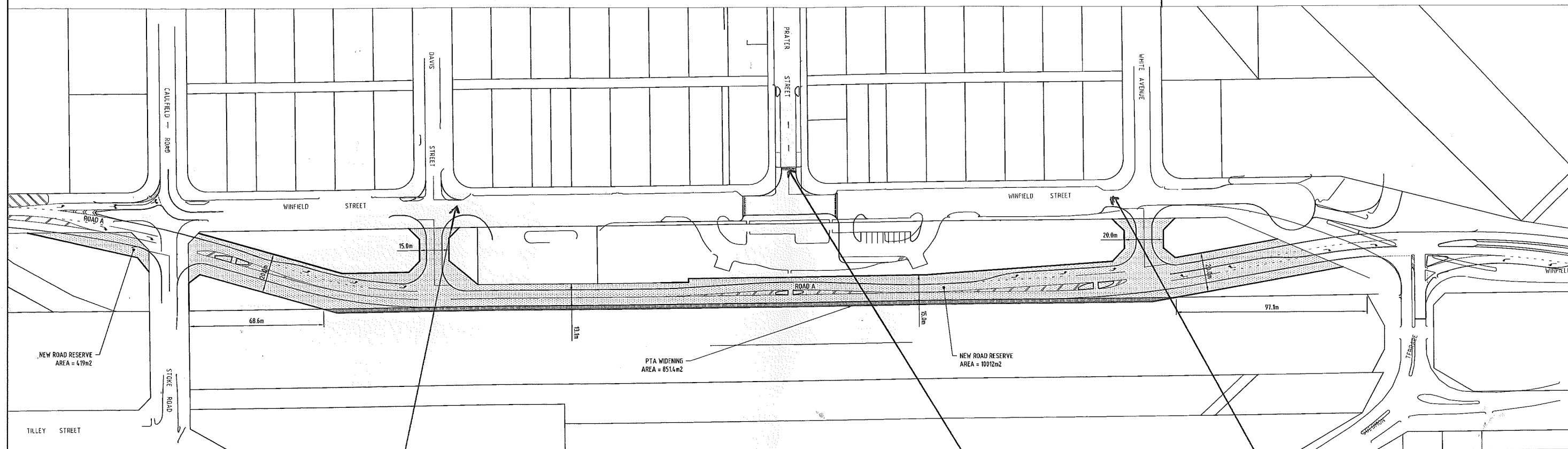
Shirley Katona  
MWCCI Subcommittee



DÉTOUR SIGN

DÉTOUR SIGN

DREGHORN STREET



LEGEND

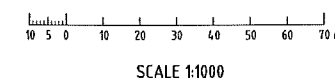


ROAD CLOSED SIGN

ROAD CLOSED SIGN

ROAD CLOSED SIGN

PROPOSED LATE NIGHT TRADING TRAFFIC MANAGEMENT PLAN



PROJECT: MORAWA TOWN CENTRE REVITALISATION MORAWA

R	7-8-2013	WHITE AVE INCREASED TO 20m. NEW AREA REVISED, TRUNCATIONS ADDED.
G	24-5-2013	DIMENSIONS CORRECTED, AREAS REVISED.
F	18-2-2013	PTA AREA PROPOSED.
C	13-2-2013	ALIGNMENT MODIFIED TO SHOW EXTENSION OF DAVIS AND PRATER ROADS.
D	8-2-2013	NEW ALIGNMENT NORTHERLY END.
C	7-2-2013	ROAD A SHIFTED TO ACHIEVE 32.5m CLEARANCE TO RAIL XING.
B	24-1-2013	ROAD RESERVE WIDTH ALTERED.
A	18-1-2013	PRELIMINARY PLOT FOR APPROVAL.
REV	DATE	REVISION

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THIS PLAN, WHEN APPROVED, REVISIONS MAY BE REQUIRED AND SUCH AS APPROVED SHALL BE USED FOR CONSTRUCTION.

Porter  
Consulting Engineers

Level 2 Muburn Court  
50 Kookaburra Road  
10 Pleasant Hill WA  
PO Box 165  
Canning Bridge 6103 WA  
Tel 08 935 9555  
Fax 08 935 9559  
Email office@portereng.com.au  
www.portereng.com.au

CLIENT:

SHIRE OF MORAWA

DRAWING:

ROAD RESERVE LAYOUT

STATUS: FOR APPROVAL

SCALE	1:1000	DRAWING NO.	12-7-88/101	REV NO.	H A1
DATE	AUG 2013				
DESIGN	BJH				
DRAWN	MJV	FILE NAME	S:\ACTIVE PROJECTS\12-41-08\12-08-101.dwg		
CHECK		APPV			

<i>Date of Meeting:</i>	<b>20 November 2014</b>
<i>Item No:</i>	7.2.6.6
<i>Subject:</i>	Support for the Mid West Chamber of Commerce
<i>Date &amp; Author:</i>	<b>13 November 2014 John Roberts</b>
<i>Responsible Officer:</i>	<b>Chief Executive Officer</b>
<i>Applicant/Proponent:</i>	<b>Chief Executive Officer</b>
<i>File Number:</i>	
<i>Previous minute/s &amp;</i>	<i>NIL</i>
<i>Reference:</i>	<b>NIL</b>

### **SUMMARY**

This item seeks Council's consideration for the support of the MWCCI Regional Networks for the 2014/15 financial year.

### **DECLARATION OF INTEREST**

The author has no interest to declare in this report.

### **ATTACHMENTS**

NIL.

### **BACKGROUND INFORMATION**

In July 2013 the MWCCI launched the RNDB program which was developed to establish business relationships between major project proponents and business to maximise the local business and employment opportunities from major projects and to encourage local purchasing with members through Government, major resources and industry projects.

The RNBD program has a focus on:

- Raising awareness of the needs of major project proponents, their timeframes and call for tenders.
- Identify regional and remote specific opportunities for business networking and business development for members
- Support local business development and employment initiatives
  - Provide assistance to local business to win work on major projects
- Hold regular industry briefings



In the North Midlands area MWCCI have provided the structure and staff support for the MWCCI Morawa Sub Committee, regional business after hour's events, conducted procurement workshops and information sessions and general support to the Local Governments in their endeavours to facilitate business development.

The RNBD program had received seed funding from the Mid West Development Commission, Regional Development Australia, Karara Mining and in-kind support from Geraldton Toyota and the African Reef Resort. Unfortunately Karara Mining are not in a position to continue their funding support for this program with this reduction of funding having an impact on the ability for the program to continue and effectively service regional areas. A letter of request from MWCCI has been received seeking contribution from Council to assist with the continued effective delivery of this program.

The Shires of Irwin and City Of Greater Geraldton have both recently committed to providing financial support to the RNBD program.

Currently there are seven Morawa business registered with MWCCI. The RNBD has a program Coordinator – Melanie Davies who regularly communicates with Council's CEO. Recent joint meetings have been held with the CEO – Shire of Morawa, the Chairperson of MWCCI and Melanie Davies to explore opportunities for collaboration and expanding the existing MWCCI Morawa subcommittee to include Morawa. It is evident there is a great deal of common issues and concerns being experienced by businesses in both towns with the opportunity to work together in our planning to address gaps and ensure we are not working in competition with each other.

The opportunity exists to provide funds to MWCCI to continue their support and assistance provided to our organisation and other small business across the Shire of Morawa. The ability for MWCCI to effectively continue servicing outer communities will be reduced with limited funds being available. One key deliverable that would be sought is to progress the collaborative approach and expansion of the MWCCI Morawa sub branch to include the Shire of Morawa. This is a very important first step to progressing business development across both Shires.

### **OFFICER'S COMMENT**

Communications with the MWCCI CEO and staff have demonstrated a very professional and effective organisation. Calls for guidance and assistance from our office have always been responded to well with valuable information and commitment to follow-up occurring. Our capacity is limited within the Shire staff based on resource levels to be able to effectively work on business development at a regional level. MWCCI have the experience, skills, and networks to do this effectively and have demonstrated their commitment to working with outer lying communities. It makes sense to support this organisation in their area of expertise.

### **COMMUNITY CONSULTATION**

Nil

**COUNCILLOR CONSULTATION**

Nil

**STATUTORY ENVIRONMENT**

Not Applicable

**POLICY IMPLICATIONS**

Not Applicable

**FINANCIAL IMPLICATIONS**

A one-off payment of \$2,500

**STRATEGIC IMPLICATIONS**

Not Applicable

**RISK MANAGEMENT**

Not Applicable

**VOTING REQUIREMENT:**

Simple Majority

**OFFICER'S RECOMMENDATION**

That Council:

1. Endorses the contribution of \$2,500 from the 2014/15 budget.

#### **7.2.6 Chief Executive Officer - Other**

<i>Date of Meeting:</i>	<b>20 November 2014</b>
<i>Item No:</i>	<b>7.2.6.1</b>
<i>Subject:</i>	<b>Strategic Plan Update and Progress Report August 2014</b>
<i>Date &amp; Author:</i>	<b>10 November 2014 John Roberts</b>
<i>Responsible Officer:</i>	<b>Chief Executive Officer</b>
<i>Applicant/Proponent:</i>	<b>Chief Executive Officer John Roberts</b>
<i>File Number:</i>	<b>Various</b>
<i>Previous minute/s &amp;</i>	
<i>Reference:</i>	<b>16 October 2014 Council Meeting</b>

#### **SUMMARY**

The Strategic Plan Update and Progress Report provides an update on the progress of matters under the Integrated Planning and Reporting Process including the:

- Shire of Morawa Strategic Community Plan 2012, and
- Corporate Business Plan.

Other updates are also provided regarding the informing strategies including:

- The Long Term Financial Plan;
- The Asset Management Plan; and
- The Workforce Plan.

#### **DECLARATION OF INTEREST**

The author has no interest to declare in this report.

#### **ATTACHMENTS**

- 2014/15 Project Summary Report;
- Shire of Morawa October 2014 *Strategic Plan Update and Progress Report*.

#### **BACKGROUND INFORMATION**

The Strategic Plan Update and Progress Report is provided to Council each month for information. The Strategic Community Plan was adopted 21 June 2012 and a desktop review was undertaken on 12 September 2014 and adopted by Council on 18 September 2014.

Currently, the Strategic Community Plan has 106 actions listed:

Objective	Actions	Projects 2014/15	Programs 2014/15	Comment
1. A diverse, resilient and innovative economy	44	9	3	This objective is divided into 2 sub-objectives with 9 key projects and 3 programs covering 27 of the 44 actions which are due for completion in 2014/15
2. Protect and enhance the natural environment	13	5	0	5 key projects covering 13 strategic actions are required to be completed for 2014/15
3. A community that is friendly, healthy and inclusive	26	5	0	5 key projects covering 17 of the 26 actions are due for completion for 2014/15
4. A connected community with strong leadership	23	3	1	3 key projects and one program area covering 18 actions are due for completion for 2014/15

**Table One: Summary of Strategic Actions**

Accordingly, the progress of the projects and program areas covering the strategic actions for 2014/15 are tracked within the Corporate Business Plan. This is because:

- This plan has the projects or actions the Shire is required to achieve over a four year period to meet the objectives listed in the Strategic Community Plan;
- This approach will also ensure there is a cross link with the Status Report where Council has made a decision regarding the projects listed in the Corporate Business Plan from time to time; and
- The Corporate Business Plan also acknowledges the key operating costs for each program area and the external stakeholders.

### **Informing Strategies**

Other reports that need consideration in terms of their impact on the Strategic Community Plan include the following informing strategies:

#### Long Term Financial Plan

The long term financial plan is due for review this year. A budget allocation has been included in the 2014/15 budget.

#### *Status*

No change - The Long Term Financial Plan requires updating. UHY Haines Norton have provided a quote which has been included in the 2014/15 Budget.

#### Asset Management Plan

To date the review of the Asset Management Plan (AMP) has seen three of the four key areas completed. The final area for completion is that regarding plant and equipment for inclusion.

#### *Status*

No change - The fair value report regarding plant and equipment needs to go to Morrison Low so that the AMP can be updated.

A meeting with Greenfields took place on 9 September 2014 discussing road infrastructure fair values for 2013/14.

Roman II has been updated with local road data.

#### Workforce Plan

The Workforce Plan is monitored by the Department of Local Government and Communities. This required assessment by staff by the end of March 2014.

#### *Status*

The Acting CEO, DCEO and MFA commenced this review on 4 April 2014. A final review is now required. This has not yet been completed.

#### Information Communication and Technology (ICT) Plan

Although the ICT is not a formal requirement, the Department of Local Government and Communities highly recommends that such a plan is developed and implemented and provides the appropriate framework for such a plan on its website.

It should be noted that the Shire of Morawa does not have such a plan.

#### *Status*

Development of such a plan is required in line with the Local Government Audit Regulations - Regulation 17. The CEO will discuss with the Shire's IT contractor.

#### Other Key Informing Strategies

Other key plans that impact on the Strategic Community Plan and the Corporate Business Plan include the Local Planning Scheme and Strategy, the Growth Plan, the Mid West Investment Plan and the North Midlands Economic Plan (proposed Mid West Blue Print). Generally, links are made back from the Corporate Business Plan to the applicable project within this plan.

#### **Risk Management Framework and Compliance Plan**

. The Shire CEO by 31 December 2014 will need to have in place:

- A risk management policy;
- A risk management framework including processes, procedures and reporting;  
and
- A compliance plan

### *Status*

The project commenced on 26 August 2014 with a regional meeting to receive and discuss an LGIS prepared Risk Management Governance Framework which will be the subject of a report to Council at the October OCM. The following day a workshop took place, facilitated by LGIS, involving Shire staff. At this workshop risk profiles for 16 themes were developed. This project will enable the CEO to prepare a report to the audit committee on the appropriateness and effectiveness of the Shire's Risk Management systems and procedures.

### **OFFICER'S COMMENT**

#### **Strategic Community Plan**

Further to the above, the success of the Strategic Community Plan (SCP) is based on the outcomes of the Corporate Business Plan and the key performance measures (KPIs) that will form part of the SCP from March 2014. The key performance measures show the desired trend to be achieved for each objective (Economic, Environment, Social and Governance). The key performance measures were inserted into the SCP at the Council meeting on 20 March 2014.

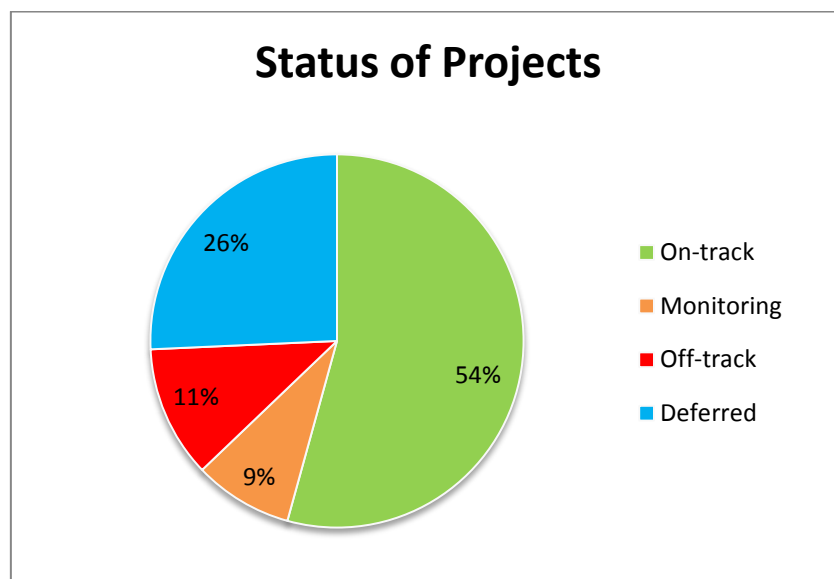
#### **Corporate Business Plan**

The Corporate Business Plan Report is provided to Council each month. Accordingly, a summary report and full copy of the Corporate Business Plan report for October 2014 is attached.

In short, the progress of the Corporate Business Plan is summarised as follows:

#### **Projects**

Under the Corporate Business Plan, there are 35 projects that are monitored:



**Chart 1: Breakdown on Status of Projects for 2014/15**

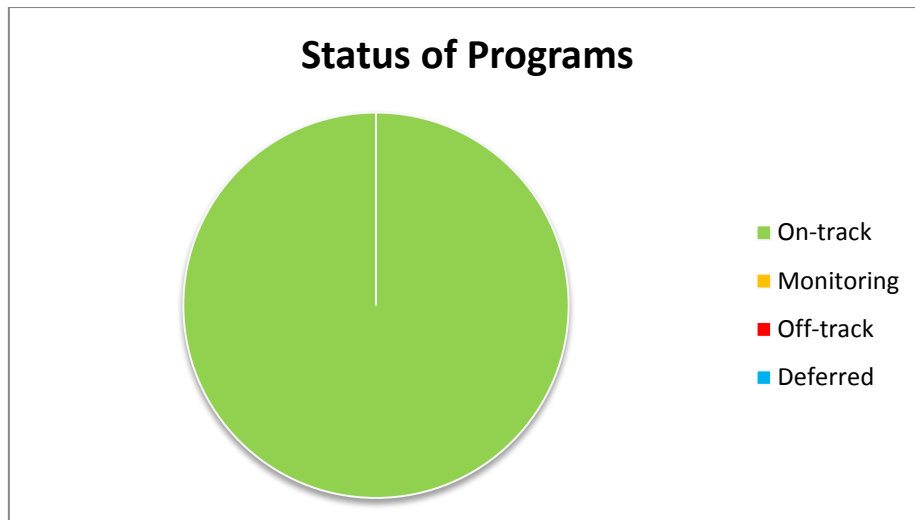
The key things to note regarding Chart 1 - Breakdown on Status of Projects are:



Status Type	Status	Comment
Overall Completion	In terms of overall completion (i.e. the percentage of each project completed divided by the number of projects underway), this is 60.08%.	
On-track	There are 19 (54%) projects on track (1, 2, 3, 4, 10, 12, 13, 14, 18, 19, 20, 21, 26, 27, 29, 31, 32, 33, 34, & 35).	Although The Industry Attraction & Retention project is now on track, the intent of this project will require reassessment (Project 18)
Monitoring	Three (%) projects are at the monitoring level (7, 8, 17, )	The three projects in monitoring mode are subject to initial delays and subsequent changes in circumstance.
Off-track	In total there are four projects off track (5, 9, 15, and 30).	<p>The impacts on these projects include:</p> <ul style="list-style-type: none"> <li>• Staff resourcing in terms of key roles has been a constant issue regarding consistency and progressing of goals i.e. the long term vacancy of the CEO position (Project 9 lacked a project owner and Project 30 – Gateway Project is subject to further discussions with the key funding stakeholder) Discussions took place with Sinosteel on 17 July 2014.</li> <li>• The second key issue has been waiting on the approval of funding or resources for key projects: <ul style="list-style-type: none"> <li>○ Scrapping of Commonwealth funding programs e.g. RADF5 (Project 5 - Town Hall project). The tender specification has been developed.</li> <li>○ MWDC requirement to continually review business cases (Project 15) ;</li> </ul> </li> <li>• Thirdly competing re-allocation of resources undermining the strategic focus e.g. ongoing maintenance of key assets not provided for. However, the Asset Management Plan should improve this over time.</li> </ul>
Deferred	There are nine projects deferred due to fiscal constraints and other resourcing issues or because the priority has changed (6, 11, 16, 17, 22, 23, 24, 25 & 28);	There is no change to the status of these projects following the desktop review of the Strategic Community Plan in August 2014.

### Programs

Under the Corporate Business Plan, there are four key program areas that are monitored:



**Chart 2: Breakdown on Status of Programs for 2014/15**

Chart 2 indicates that all four program areas on track i.e. the Sports Facilities and Programs (5%), Roads Program (1%), Ongoing Health Care Provision (3%) and Governance (2%). The programs on track are subject to key operational or day to day activities and are impacted by seasonal issues. The latter programs generally take time for the costs to come through.

#### **COMMUNITY CONSULTATION**

As per the Strategic Plan Update and Progress Report

#### **COUNCILLOR CONSULTATION**

As per previous reports to Council and the Information and CEO Briefing Sessions (Forums).

#### **STATUTORY ENVIRONMENT**

*Local Government (Administration) Regulations 1996 Part 5 Annual Reports and Planning for the Future - Division 3 – Planning for the Future*

#### **POLICY IMPLICATIONS**

Not Applicable

#### **FINANCIAL IMPLICATIONS**

Nil

### **STRATEGIC IMPLICATIONS**

As per the reporting requirements regarding the Strategic Community Plan and the Corporate Business Plan.

### **RISK MANAGEMENT**

Under the Integrated Planning and Reporting Framework, the Shire of Morawa is required to meet the compliance requirements. By meeting each of the key requirements regarding Integrated Planning and Reporting, the Shire will avoid further scrutiny and action by the Department of Local Government and Communities.

### **VOTING REQUIREMENT:**

Simple Majority

### **OFFICER'S RECOMMENDATION**

Council accepts the Shire of Morawa Strategic Plan Update and Progress Report for October 2014.

- 7.2.6.4 Correspondence
- 7.2.6.5 Information Bulletin

- 8. New Business of an Urgent Nature**
- 9. Applications for Leave of Absence**
- 10. Motions of Which Previous Notice Has Been Given**
- 11. Questions from Members without Notice**
- 12. Meeting Closed**
  - 12.1 Matters for which the meeting may be closed
  - 12.2 Public reading of resolutions that may be made public
- 13. Closure**

**Next Meeting**

Ordinary Meeting 18th December 2014