ORDINARY COUNCIL MEETING

25 October 2022

Attachment Booklet – October 2022

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ATTACHMENT: CC01

Accounts for Payment – September 2022

Attachment 1
Accounts for Payment – September 2022

Shire of Irwin

List of Accounts paid September 2022 for presentation to the Council Meeting 25 October 2022

MUNICIPAL/(TRUST) PAYMENTS

EFT/CHQ #	DATE	DESCRIPTION	PAYMENTS
EFT29211	01/09/2022	65THIRTY EVENTS & ENTERTAINMENT	DEPOSIT - AUDIO VISUAL EQUIPMENT HIRE FOR FORESHORE SPRINT	-9,105.25
EFT29212	01/09/2022	AMPAC DEBT RECOVERY (WA) PTY LTD	RATES DEBT RECOVERY	-76.45
EFT29213	01/09/2022	AMY CHADBOURNE	COMMUNICATIONS AND MEDIA CONSULTING SERVICES	-3,195.00
EFT29214	01/09/2022	APV VALUERS & ASSET MANAGEMENT	LAND, BUILDING AND OTHER INFRASTRUCTURE ASSET REVALUATIONS	-14,476.00
EFT29215	01/09/2022	AUSTRALIA POST	POSTAGE AND FREIGHT CHARGES	-283.78
EFT29216	01/09/2022	BEILBY DOWNING TEAL	RECRUITMENT SERVICES	-6,600.00
EFT29217	01/09/2022	BLACKWOODS	SUPPLY OF SAND BAGS	-934.73
EFT29218	01/09/2022	DELIVERING OUTCOMES	WHS CONSULTANCY SERVICES	-7,963.04
EFT29219	01/09/2022	DONGARA BODY BUILDERS	SUPPLY AND FIT BRAKE CONTROLLER TO 521IR AND POWER CABLE TO MOWER TRAILER	-2,798.60
EFT29220	01/09/2022	RIVERBEND FOODWORKS DONGARA	MONTHLY CONSUMABLES	-159.14
EFT29221	01/09/2022	FARAH BOKSMATI	REIMBURSEMENT	-127.70
EFT29222	01/09/2022	GRATITUDE CONSULTING PTY LTD	FINANCIAL CONSULTANCY	-6,582.71
EFT29223	01/09/2022	GREENFIELD TECHNICAL SERVICES	23/24 RRG FUNDING SUBMISSIONS	-8,360.00
EFT29224	01/09/2022	GLOBAL SPILL & SAFETY	ROAD SIGNAGE	-163.70
EFT29225	01/09/2022	HERSEY'S SAFETY	PROTECTIVE EQUIPMENT	-295.40
EFT29226	01/09/2022	RENTOKIL INITIAL PTY LTD	SANITARY DISPOSAL & HAND SANITISER UNITS	-8,879.63
EFT29227	01/09/2022	IVEY CONTRACTING	INSTALL GUIDE POSTS ON BOOKARA, BELAURA, FANE AND PIGGERY LANE	-6,677.00
EFT29228	01/09/2022	SHANE DENNIS IVERS	TRAVEL POLICY	-900.00
EFT29229	01/09/2022	JODEY EDWARDS	CLEANING OF UNIT 23 THE VILLAGE	-130.00
EFT29230	01/09/2022	LOCAL HEALTH AUTHORITIES ANALYTICAL COMMITTEE	2022/23 ANALYTICAL SERVICES	-901.06
EFT29231	01/09/2022	MEX MAINTENANCE SOFTWARE	TRAINING	-4,125.00
EFT29232	01/09/2022	N-COM PTY LTD	RELOCATION OF 3 ANTENNAE'S FURTHER UP THE TV MAST TO IMPROVE TV RECEPTION TO THE COMMUNITY	-7,684.60
EFT29233	01/09/2022	CLEANPAK TOTAL SOLUTIONS	CLEANING SUPPLIES	-158.84
EFT29234	01/09/2022	PAUL MCGUIGAN	REIMBURSEMENT	-3,448.70
EFT29235	01/09/2022	PEMCO DIESEL	REPAIRS TO NISSAN PRIME MOVER	-1,222.62
EFT29236	01/09/2022	R & J TRUST-PEARCE PAINTING & DECORATING	REPAINT DEPOT STOREROOM	-800.00
EFT29237	01/09/2022	ROAD RUNNER MECHANICAL SERVICES	SERVICE AND REPAIRS ON ISUZU TRUCK	-713.08
EFT29238	01/09/2022	SPRAYLINE SPRAYING EQUIPMENT	PARTS FOR SPRAY UNIT	-146.01
EFT29239	01/09/2022	STEWART & HEATON CLOTHING CO	BUSHFIRE VOLUNTEER PPC & PPE	-1,502.72
EFT29240	01/09/2022	SUMMIT FERTILIZERS	CHEMICALS AND FERTILIZER	-1,537.80
EFT29241	01/09/2022	DONGARA IGA	MONTHLY CONSUMABLES	-921.19
EFT29242	01/09/2022	T-QUIP	PARTS FOR SWEEPER/MOWER	-2,793.20
EFT29243	01/09/2022	TYREPOWER LIMITED	SUPPLY AND FIT TYRES ON HOLDEN COLORADO	-691.05
EFT29244	01/09/2022	WA PLANNING & LOGISTICS PTY LTD	CONTRACT PLANNING SERVICES	-15,185.50
EFT29245	12/09/2022	LENIP P/L TRADING AS ASPHALT IN A BAG	ASPHALT	-1,787.50
EFT29246	12/09/2022	AMPAC DEBT RECOVERY (WA) PTY LTD	RATES DEBT RECOVERY	-143.00
EFT29247	12/09/2022	AUSTRALIAN PHONE COMPANY PTY LTD	VOIP PHONE CHARGES - MEDICAL CENTRE	-222.73
EFT29248	12/09/2022	ASSETIC - BRIGHTLY SOFTWARE AUSTRALIA	ASSETIC (MYDATA) SUBSCRIPTION	-7,493.20
EFT29249	12/09/2022	BLACKWOODS	PROTECTIVE EQUIPMENT	-92.27
EFT29250	12/09/2022	BLUESTEEL ENTERPRISES PTY LTD	PART FOR FIRE TENDER HINO	-359.69
EFT29251	12/09/2022	CAROLINE ANNE WEINMAN	REFUND	-802.48
EFT29252	12/09/2022	CENTRAL REGIONAL TAFE	TRAINING	-990.00
EFT29253	12/09/2022	CENTRAL WEST CONCRETE PTY LTD	METAL DUST	-33.00
EFT29254	12/09/2022	MID WEST CHAMBER OF COMMERCE AND INDUSTRY	ADVERTISING ON DONGARA INFORMATION SIGN	-880.00
EFT29255	12/09/2022	CIVIC WORKFORCE MANAGEMENT	PROFESSIONAL HR ADVICE AND SUPPORT	-2,600.01
EFT29256	12/09/2022	DONGARA BAKERY	CATERING	-401.00
EFT29257	12/09/2022	DONGARA FREIGHT	FREIGHT CHARGES	-344.85
EFT29258	12/09/2022	DELL AUSTRALIA PTY LTD	IT EQUIPMENT AND CONSUMABLES	-6,578.00
EFT29259	12/09/2022	DONGARA HOLIDAY HOMES	RENTAL CHARGES	-2,400.00
EFT29260	12/09/2022	DONGARA BODY BUILDERS	INSTALL NEW SPRAY UNIT TO ISUZU TRUCK INCLUDING HARD WIRING	-1,947.00
EFT29261	12/09/2022	DONGARA DRILLING & ELECTRICAL	ELECTRICAL REPAIRS AT SHIRE FACILITIES, ABLUTIONS AND INFRASTRUCTURE	-992.36
EFT29262	12/09/2022	TYREPOWER DONGARA	SUPPLY AND FIT TYRES ON TORO MOWER AND BATTERY FOR KUBOTA GENERATOR	-1,036.58
EFT29263	12/09/2022	DONGARA TREE SERVICES	REMOVE TREE THAT HAD FALLEN OVER BOARDWALK	-1,650.00
EFT29264	12/09/2022	DONGARA LOCAL RAG	ADVERTISING	-284.00
EFT29265	12/09/2022	DONGARA MIDWEST WASTE	SERVICE OF TANKS AT COASTAL NODES	-4,620.00
EFT29266	12/09/2022	EASY AUTO CARE	REPAIRS TO HOLDEN COLORADO	-129.65
EFT29267	12/09/2022	FIRST HEALTH SERVICES	MEDICAL PRACTISE MANAGEMENT SUPPORT SERVICES	-13,154.16
EFT29268	12/09/2022	FIVESTAR BUSINESS SOLUTIONS & INNOVATION	PRINTER CHARGES - ADMIN AND REC CENTRE	-816.07
EFT29269	12/09/2022	FIVE GUMS FAMILY MEDICAL PRACTICE	MEDICAL	-642.00
EFT29270	12/09/2022	CITY OF GREATER GERALDTON	MERU WASTE DISPOSAL	-19,317.00
EFT29271	12/09/2022	REFUEL AUSTRALIA	FUEL CARD PURCHASES	-1,073.94
EFT29272	12/09/2022	GHD PTY LTD	BLENHEIM ROAD BLACK SPOT PROJECT - CONSULTANCY SERVICES	-3,223.90
EFT29273	12/09/2022	GLASS'S INFORMATION SERVICES PTY LTD	ANNUAL SUBSCRIPTION 22/23	-3,872.00
EFT29274	12/09/2022	GLASS CO WA	REPLACEMENT OF SHOWER SCREEN IN UNIT 13 THE VILLAGE	-443.65
EFT29275	12/09/2022	GRA PARTNERS PTY LTD	GOVERNMENT ENGAGEMENT SUPPORT	-5,500.00
EFT29276	12/09/2022	INCITE SECURITY	QUARTERLY MONITORING SERVICE FEE	-430.50
EFT29277	12/09/2022	INTEGRITY COACH LINES (AUST) PTY LTD	BUS TICKET SALES	-698.70
EFT29278	12/09/2022	JB HI-FI GROUP PTY LTD	IT EQUIPMENT AND CONSUMABLES	-11,068.88

Shire of Irwin

List of Accounts paid September 2022 for presentation to the Council Meeting 25 October 2022

MUNICIPAL/(TRUST) PAYMENTS

EFT/CHQ #	DATE	DESCRIPTION	PAYMENTS
EFT29279	12/09/2022	K2 AUDIO-VISUAL PTY LTD	COMM BOX PURCHASE FOR CHAMBERS	-9,691.00
EFT29280	12/09/2022	BRYAN HENDRICK KLEINSMAN	REPAIRS TO TRANSFER STATION ACCESS ROADS	-726.00
EFT29281	12/09/2022	LOCK, STOCK & FARRELL	PADLOCKS FOR AIRSTRIP	-99.50
EFT29282	12/09/2022	NODE 1 PTY LTD	NBN FIBRE CONNECTION FEE	-911.70
EFT29283	12/09/2022	MCLEODS BARRISTERS & SOLICITORS	LEGAL ADVICE	-1,214.38
EFT29284	12/09/2022	MIDWEST SOLAR AND WATER	PLUMBING REPAIRS AT THE VILLAGE, SHIRE FACILITIES, & ABLUTIONS	-707.90
EFT29285	12/09/2022	NATALIE ANNE M'LEANE	REIMBURSEMENT	-138.95
EFT29286	12/09/2022	NORDIC BUILDERS	HENRY RD COMMUNAL AREA - RETAINING WALL	-10,659.00
EFT29287	12/09/2022	SEASIDE SIGNS	NEW STICKERS FOR COST REVISIONS ON SIGNAGE AT TRANSFER STATION	-121.00
EFT29288	12/09/2022	SPRAYLINE SPRAYING EQUIPMENT	CUSTOM BUILT SPRAY UNIT	-32,911.44
EFT29289	12/09/2022	VIRTUAL GRAFFITI AUSTRALIA PTY LTD	FORTIAP FOR IMPLEMENTING SECURE WIFI AND IMPROVE COVERAGE	-10,665.00
EFT29290	12/09/2022	AFGRI EQUIPMENT PTY LTD	PARTS FOR MOWER	-449.83
EFT29291	12/09/2022	WELL DONE INTERNATIONAL	CALL CENTRE CHARGES	-1,308.23
EFT29292	12/09/2022	WESTRAC EQUIPMENT	PARTS FOR GRADER	-2,488.43
EFT29293	12/09/2022	ON HOLD ON LINE	MONTHLY ON HOLD MESSAGE	-231.00
EFT29294	12/09/2022	WAYNE LESLEY MURDOCH	TRAINING	-1,980.00
EFT29295	12/09/2022	WINC AUSTRALIA PTY LTD	PRINTER CHARGES - DEPOT	-245.04
EFT29296	19/09/2022	BEILBY DOWNING TEAL	RECRUITMENT SERVICES	-6,600.00
EFT29297	19/09/2022	BLACKWOODS	WORKSHOP CONSUMABLES	-188.01
EFT29298	19/09/2022	BRAND MECHANICAL SERVICES	SERVICE OF MOWERS/TRACTORS	-1,484.92
EFT29299	19/09/2022	DELTA CLEANING SERVICES	CLEANING CONTRACT	-35,221.54
EFT29300	19/09/2022	TYREPOWER DONGARA	SUPPLY AND FIT TYRES ON FORD RANGER	-607.07
EFT29301	19/09/2022	EASY AUTO CARE	SERVICE OF FORD RANGER	-385.20
EFT29302	19/09/2022	ALL DECOR	REPLACEMENT BLINDS TO UNIT 33 THE VILLAGE	-945.00
EFT29303	19/09/2022	CITY OF GREATER GERALDTON	MERU WASTE DISPOSAL	-4,965.60
EFT29304	19/09/2022	REFUEL AUSTRALIA	DIESEL FUEL PURCHASE S	-30,556.92
EFT29305	19/09/2022	GRATITUDE CONSULTING PTY LTD	FINANCIAL CONSULTANCY	-1,608.75
EFT29306	19/09/2022	GLOBAL SPILL & SAFETY	SIGNAGE FOR THE VILLAGE	-46.56
EFT29307	19/09/2022	INTREPID SOLUTIONS AUSTRALIA PTY LTD	SOLARWINDS HYBRID CLOUD OBSERVABILITY WITH TICKETING SYSTEM	-9,919.25
EFT29308	19/09/2022	JAMES HALL	REPLACEMENT OF CHINAMAN CAPS AT THE VILLAGE	-1,479.49
EFT29309	19/09/2022	LG BEST PRACTICES	OUTSOURCED SERVICES -PAYROLL	-5,907.00
EFT29310	19/09/2022	MANDALAY TECHNOLOGIES PTY LTD	UPDATE FEES IN MANDALAY SYSTEM FOR SYSTEM	-440.00
EFT29311	19/09/2022	MCLEODS BARRISTERS & SOLICITORS	LEGAL ADVICE	-828.68
EFT29312	19/09/2022	MITCHELL & BROWN	OVEN FOR UNIT 18 THE VILLAGE	-740.00
EFT29313	19/09/2022	NAJA BUSINESS CONSULTING SERVICES	PROPERTY EVALUATION & OPTIMISATION MATRIX	-8,976.00
EFT29314	19/09/2022	RAMSAY CONSTRUCTIONS PTY LTD	EHO CONTRACT SERVICES	-12,545.50
EFT29315	29/09/2022	ALLY JOAN HIPPER	REIMBURSEMENT	-750.75
EFT29316	29/09/2022	AMY CHADBOURNE	COMMUNICATIONS AND MEDIA CONSULTANCY SERVICES	-5,625.00
EFT29317	29/09/2022	CONSTRUCTION TRAINING FUND	CONSTRUCTION TRAINING FUND RECONCILIATION AUGUST 2022	-1,941.18
EFT29318	29/09/2022	DEPARTMENT OF MINES INDUSTRY REGULATION AND SAFETY	BUILDING SERVICES LEVY RECONCILIATION AUGUST 2022	-1,737.37
EFT29319	29/09/2022	DELTA CLEANING SERVICES	EXTRA CLEANING FOR FORESHORE SPRINT	-459.80
EFT29320	29/09/2022	DONGARA BOBCAT & CONTRACTING SERVICES	BACK FILL AND STABILISATION OF AREA IN FRONT OF SHELTER SHEDS ON FORESHORE AND EXTENSION OF WALK TRAILS AT END OF CLARKSON ST	-11,000.00
EFT29321	29/09/2022	DONGARA BODY BUILDERS	MONTHLY SERVICE OF HEAVY PLANT AND TRAILERS AND REPAIRS TO SWEEPER	-3,009.60
EFT29322	29/09/2022	DONGARA DRILLING & ELECTRICAL	ELECTRICAL REPAIRS AT SHIRE FACILITIES, ABLUTIONS AND INFRASTRUCTURE	-712.97
EFT29323	29/09/2022	TYREPOWER DONGARA	BATTERY FOR CAT DOZER	-514.00
EFT29324	29/09/2022	DONGARA POLICE LEGACY GOLF DAY	SUNDRY DONATION	-500.00
EFT29325	29/09/2022	EASY AUTO CARE	SERVICE OF HOLDEN COLORADO AND TOYOTA PRADO	-1,243.80
EFT29326	29/09/2022	DONGARA TOWN BUSHFIRE BRIGADE	GREEN WASTE BURN AT TRANSFER STATION	-1,000.00
EFT29327	29/09/2022	GANESHAN NADARAJAH	REIMBURSEMENT	-281.99
EFT29328	29/09/2022	CITY OF GREATER GERALDTON	MERU WASTE DISPOSAL	-4,471.20
EFT29329	29/09/2022	GHD PTY LTD	REVIEW OF PROPOSED SUBDIVISION	-4,688.20
EFT29330	29/09/2022	HEATHER MARGARET CHAPLIN	REFUND	-50.00
EFT29331	29/09/2022	IRWIN BUSH FIRE BRIGADE	REIMBURSEMENT FOR INVOICE PAID FOR BORE DRILLING FOR IRWIN BORE AT IRWIN FIRE SHED AND GREEN WASTE BURN AT TRANSFER STATION	-6,000.00
EFT29332	29/09/2022	IRWIN SHIRE - RATES	PAYROLL DEDUCTIONS	-3,015.00
EFT29333	29/09/2022	IT VISION AUSTRALIA PTY LTD	ANNUAL LICENSE FEES 2022/23	-52,467.29
EFT29334	29/09/2022	LG BEST PRACTICES	OUTSOURCED SERVICES - PAYROLL	-3,885.75
EFT29335	29/09/2022	SHIRE OF IRWIN - LOTTO FUND	PAYROLL DEDUCTIONS	-241.50
EFT29336	29/09/2022	MEDELECT BIOMEDICAL SERVICES	PROGRAMMED PREVENTATIVE MAINTENANCE OF MEDICAL GAS EQUIPMENT AND STERILISER FOR MEDICAL CENTRE	-2,843.50
EFT29337	29/09/2022	MITCHELL AND BROWN COMMUNICATIONS	INSTALLATION OF COMM BOX IN COUNCIL CHAMBERS	-819.56
EFT29338	29/09/2022	MODULAR WA	REFUND	-1,000.00
EFT29339	29/09/2022	MIDWEST SOLAR AND WATER	PLUMBING REPAIRS AT THE VILLAGE, SHIRE FACILITIES, & ABLUTIONS	-3,028.95
EFT29340	29/09/2022	ONSHORE CABINETS AND FURNITURE	REPAIRS AND RECONFIGURE OF KITCHEN TO INSTALL FREESTANDING OVEN IN UNIT 18 THE VILLAGE	-4,243.00
EFT29341	29/09/2022	TRADEWIND BUILDING SERVICES	REFUND	-1,000.00
EFT29342	29/09/2022	THURKLE'S EARTHMOVING & MAINTENANCE	PUSH UP GRAVEL FOR WORKS ON PIGGERY LANE	-22,715.00
EFT29343	29/09/2022	WA RETURN RECYCLE RENEW LIMITED	240LT BINS AND LIDS FOR TRANSFER STATION	-269.28
EFT29344	29/09/2022	WESTERN MULGA	VERGE MAINTENANCE	-26,400.00
EFT29345	29/09/2022	SYNERGY	ELECTRICITY CHARGES	-41,837.42
EFT29346	29/09/2022	YOUNG MOTORS PTY LTD	SERVICE OF HOLDEN COLORADO	-402.00

Shire of Irwin

List of Accounts paid September 2022 for presentation to the Council Meeting 25 October 2022

MUNICIPAL/(TRUST) PAYMENTS

EFT/CHQ #	DATE		DESCRIPTION	PAYMENTS
32120	27/09/2022	DEPARTMENT OF TRANSPORT	SHIRE OF IRWIN NUMBER PLATES	-600.00
32121	27/09/2022	SHIRE OF IRWIN	CONTAINER DEPOSIT SCHEME	-9,221.80
DD21781.1	01/09/2022	TELSTRA AUSTRALIA	SATELLITE PHONE CHARGES AND FALLOVER SIM - MEDICAL CENTRE	-345.33
DD21796.1	27/09/2022	TELSTRA AUSTRALIA	FREE WIFI DATA CHARGES	-80.00
DD21800.1	30/09/2022	TELSTRA AUSTRALIA	VARIOUS MOBILE & DATA CHARGES	-2,456.99
DD21785.1	05/09/2022	WA TREASURY CORPORATION	LOAN 97 - GOLF CLUB TORO MOWER	-4,288.14
DD21787.1	07/09/2022	WA TREASURY CORPORATION	LOAN 93 - RECREATION CENTRE	-20,727.35
SOL 09/22	16/09/2022	SHINE TECH SOLAR	SOLAR REPAYMENT SEPTEMBER 2022	-1,947.66
CR 050922	05/09/2022	NAB BUSINESS VISA	NAB BUSINESS VISA TRANSACTIONS INCLUDING CATERING FOR SUBSCRIPTION YEARLY FEES, IT CONSUMABLES, LICENCES AND EQUIPMENT, PARKING EXPENSES, MEETING ROOM HIRE, WILDFLOWER TOUR, REGISTRATION FOR CEO BREAKFAST, VET TREATMENT - POUND DOGS AND REC CENTRE EXPENSES	-3,571.27
DD21789.1	12/09/2022	SIMON TIMOTHY CAMPBELL	RENTAL CHARGES	-1,300.00
DD21791.1	26/09/2022	SIMON TIMOTHY CAMPBELL	RENTAL CHARGES	-1,300.00
DD21798.1	30/09/2022	CLEARMATCH ORIGINATE PTY LTD	INSURANCE PREMIUM REPAYMENT - FORTH INSTALMENT	-36,837.96
DD21793.1	15/09/2022	N-ABLE PTY LTD	N-ABLE MONTHLY IT CHARGES	-443.00
29876326	02/09/2022	SHERIFF'S OFFICE PERTH	LODGEMENT FEE FOR REGISTERING 1 UNPAID INFRINGEMENT	-81.00
29876336	02/09/2022	SHERIFF'S OFFICE PERTH	LODGEMENT FEE FOR REGISTERING 1 UNPAID INFRINGEMENT	-81.00
34754/22PB	14/09/2022	DEPARTMENT OF MINES, INDUSTRY REGULATION & SAFETY	BONDS ADMINISTRATION - BOND	-260.00
DD21814.1	13/09/2022	AMP INVESTMENT LINKED PERSONAL SUPERANNUATION PLAN	SUPERANNUATION	-196.91
DD21814.2	13/09/2022	ASGARD SUPERANNUATION	SUPERANNUATION	-269.09
DD21814.3	13/09/2022	AWARE SUPER PTY LTD	SUPERANNUATION	-15,850.23
DD21814.4	13/09/2022	AUSTRALIAN SUPER	SUPERANNUATION	-2,647.58
DD21814.5	13/09/2022	HOSTPLUS	SUPERANNUATION	-981.23
DD21814.6	13/09/2022	MLC SUPER FUND	SUPERANNUATION	-283.24
DD21814.7	13/09/2022	THE M & L OLSEN SUPERANNUATION FUND	SUPERANNUATION	-195.64
DD21814.8	13/09/2022	AMP CORPORATE SUPER - SIGNATURE SUPER	SUPERANNUATION	-171.84
DD21814.9	13/09/2022	EQUIPSUPER SUPERANNUATION FUND	SUPERANNUATION	-147.36
DD21815.1	27/09/2022	AMP INVESTMENT LINKED PERSONAL SUPERANNUATION PLAN	SUPERANNUATION	-201.10
DD21815.2	27/09/2022	ASGARD SUPERANNUATION	SUPERANNUATION	-269.09
DD21815.3	27/09/2022	AWARE SUPER PTY LTD	SUPERANNUATION	-13,394.84
DD21815.4	27/09/2022	AUSTRALIAN SUPER	SUPERANNUATION	-2,317.38
DD21815.5	27/09/2022	HOSTPLUS	SUPERANNUATION	-870.54
DD21815.6	27/09/2022	MLC SUPER FUND	SUPERANNUATION	-278.50
DD21815.7	27/09/2022	THE M & L OLSEN SUPERANNUATION FUND	SUPERANNUATION	-105.10
DD21815.8	27/09/2022	AMP CORPORATE SUPER - SIGNATURE SUPER	SUPERANNUATION	-149.09
DD21815.9	27/09/2022	EQUIPSUPER SUPERANNUATION FUND	SUPERANNUATION	-147.36
				-743,733.24

Sundry Creditors as at 30/09/2022 **436.60**

The Payments included in the above list of Accounts Paid, have been authorised by the Chief Executive Officer under delegation from Council.

14 Oct 2022
DATE

Shane Ivers
Chief Executive Officer

Shire of Irwin

Corporate Credit Card Expenditure - Payment Reference CR 050922

S.Ivers Credit Card Expenses		
Harvey Norman Computers	IT - Monitor & Cords	$ 646.00
Wagner Electronics	CD & DVD Repair Machine - Library Grant	$ 79.40
Retravision	Fridge - Library Grant	$ 286.11
Little Nation	Sensory Cube - Library Grant	$ 129.85
Amazon Marketplace	School Bell - Library Grant	$ 54.95
Bunnings Group Ltd	Media Storage Shelves x 2	$ 375.90
Spotify	Rec Centre Gym Music	$ 11.99
CPP Convention Centre	Parking	$ 18.17
Rural Health West	Membership 2022/23	$ 100.00
New Leaf Connect	Wildflower Tour - CSO	$ 85.00
TryBooking	CEO Breakfast Registration	$ 66.50
Parmelia Hilton	Meeting Room Hire	$ 1,013.98
Batavia Veterinary Services	Treatment - Dogs Afterhours	$ 369.18
CPP Convention Centre	Parking	$ 23.22
NAB	Card Fee	$ 9.00
		$ 3,269.25
D.Chandler Credit Card Expenses		
Links Modular	Program - Rec Centre	$ 205.02
Microsoft	Licence	$ 36.63
Microsoft	Licence	$ 51.37
NAB	Card Fee	$ 9.00
		$ 302.02
TOTAL PAYMENT TO CORPORATE CREDIT CARD ACCOUNT		$ 3,571.27

ATTACHMENT: CC02

Monthly Financial Statements for the Period Ended 30 September 2022

Attachment 1
Monthly Financial Statements for the Period Ended 30 September 2022

SHIRE OF IRWIN

MONTHLY FINANCIAL REPORT
(Containing the Statement of Financial Activity)
For the Period Ended 30 September 2022

LOCAL GOVERNMENT ACT 1995

LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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SHIRE OF IRWIN

KEY TERMS AND DESCRIPTIONS

FOR THE PERIOD ENDED 30 SEPTEMBER 2022

NATURE OR TYPE DESCRIPTIONS

REVENUE

RATES
All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears and service charges.

OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

PROFIT ON ASSET DISPOSAL
Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

FEES AND CHARGEES
Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

SERVICE CHARGES
Service charges imposed under Division 6 of Part 6 of the Local Government Act 1995. Regulation 54 of the Local Government (Financial Management) Regulations 1996 identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

INTEREST EARNINGS
Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

OTHER REVENUE / INCOME
Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

EXPENSES

EMPLOYEE COSTS
All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Loss on the disposal of fixed assets.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation expense raised on all classes of assets.

INTEREST EXPENSES
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, provision for bad debts, member's fees or State taxes. Donations and subsidies made to community groups.

SHIRE OF IRWIN
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 SEPTEMBER 2022

BY NATURE OR TYPE

	Note	Annual Budget	Revised Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)	Var. ▲▼	Significant Var. S
		$	$	$	$	$	%		
Opening Funding Surplus (Deficit)	1	2,256,461	2,367,309	2,367,309	**2,367,309**	0	0%		
Revenue from operating activities									
Rates	6	5,949,556	5,949,556	5,338,448	**5,944,017**	605,569	11%	▲	S
Operating Grants, Subsidies and Contributions	12	822,450	822,450	275,496	**123,010**	(152,486)	(55%)	▼	S
Fees and Charges		2,202,999	2,202,999	1,082,067	**1,191,955**	109,888	10%	▲	S
Service Charges		0	0	0	**0**	0			
Interest Earnings		54,872	54,872	11,985	**33,415**	21,430	179%	▲	S
Other Revenue		276,000	276,000	43,362	**57,003**	13,641	31%	▲	S
Profit on Disposal of Assets	7	119,916	119,916	774	**0**	(774)	(100%)	▼	
Gain FV Valuation of Assets		0	0	0	**0**	0			
		9,425,793	**9,425,793**	**6,752,132**	**7,349,399**				
Expenditure from operating activities									
Employee Costs		(3,164,662)	(3,164,662)	(751,319)	**(865,470)**	(114,151)	(15%)	▼	S
Materials and Contracts		(3,909,830)	(3,909,830)	(966,727)	**(700,071)**	266,656	28%	▲	S
Utility Charges		(477,400)	(477,400)	(118,476)	**(38,240)**	80,236	68%	▲	S
Depreciation on Non-Current Assets		(4,366,569)	(4,366,569)	(1,091,616)	**0**	1,091,616	100%	▲	S
Interest Expenses		(263,044)	(263,044)	(34,236)	**(31,672)**	2,564	7%	▲	
Insurance Expenses		(237,367)	(237,367)	(86,339)	**0**	86,339	100%	▲	S
Other Expenditure		(200,916)	(200,916)	(37,717)	**(14,562)**	23,155	61%	▲	S
Loss on Disposal of Assets	7	0	0	0	**0**	0			
Loss FV Valuation of Assets		0	0	0	**0**	0			
		(12,619,787)	**(12,619,787)**	**(3,086,430)**	**(1,650,015)**				
Operating activities excluded from budget									
Add back Depreciation		4,366,569	4,366,569	1,091,616	**0**	(1,091,616)	(100%)	▼	S
Adjust (Profit)/Loss on Asset Disposal	7	(119,916)	(119,916)	(774)	**0**	774	(100%)	▲	
Movement in Leave Reserve (Added Back)		790	790	195	**1,143**	948	486%	▲	
Movement in Deferred Pensioner Rates/ESL		0	0	0	**0**	0			
Movement in Employee Benefit Provisions		0	0	0	**0**	0			
Rounding Adjustments		0	0	0	**0**	0			
Movement Due to Changes in Accounting Standards		0	0	0	**0**	0			
Loss on Asset Revaluation		0	0	0	**0**	0			
Adjustment in Fixed Assets		0	0	0	**0**	0			
Amount attributable to operating activities		**1,053,448**	**1,053,448**	**4,756,739**	**5,700,527**				
Investing activities									
Non-Operating Grants, Subsidies and Contributions	13	5,391,447	5,391,447	679,749	**0**	(679,749)	(100%)	▼	S
Proceeds from Disposal of Assets	7	312,000	312,000	3,000	**0**	(3,000)	(100%)	▼	
Land Held for Resale	8	0	0	0	**0**	0			
Land and Buildings	8	(412,874)	(412,874)	(103,203)	**(84,739)**	18,464	18%	▲	S
Plant and Equipment	8	(1,683,616)	(1,683,616)	(258,996)	**(34,919)**	224,077	87%	▲	S
Furniture and Equipment	8	(24,000)	(24,000)	0	**(9,555)**	(9,555)		▼	
Infrastructure Assets - Roads	8	(1,475,692)	(1,475,692)	(247,750)	**(176,965)**	70,785	29%	▲	S
Infrastructure Assets - Drainage	8	0	0	0	**0**	0			
Infrastructure Assets - Footpaths	8	0	0	0	**0**	0			
Infrastructure Assets - Public Facilities	8	0	0	0	**0**	0			
Infrastructure Assets - Other	8	(4,855,966)	(4,855,966)	(1,139,973)	**(7,600)**	1,132,373	99%	▲	S
Amount attributable to investing activities		**(2,748,701)**	**(2,748,701)**	**(1,067,173)**	**(313,779)**				
Financing Activities									
Proceeds from New Debentures		0	0	0	**0**	0			
Repayment of Debentures	9	(559,935)	(559,935)	(33,563)	**(34,905)**	(1,342)	(4%)	▼	
Repayment of Lease Financing	9	(17,436)	(17,436)	(4,353)	**(5,205)**	(852)	(20%)	▼	
Advances to Community Groups		0	0	0	**0**	0			
Proceeds from Advances		0	0	0	**0**	0			
Self-Supporting Loan Principal	9	37,931	37,931	2,117	**4,234**	2,117	100%	▲	
Transfer to Restricted Cash - Other		(40,000)	(40,000)	0	**0**	0			
Transfer from Restricted Cash - Other		195,813	195,813	0	**0**	0			
Transfer from Reserves	10	0	0	0	**0**	0			
Transfer to Reserves	10	(176,868)	(176,868)	(1,248)	**(7,236)**	(5,988)	(480%)	▼	
Amount attributable to financing activities		**(560,495)**	**(560,495)**	**(37,047)**	**(43,112)**				
Closing Funding Surplus (Deficit)	1	**713**	**111,561**	**6,019,828**	**7,710,945**				

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data as per the adopted materiality threshold.
Refer to Note 15 for an explanation of the reasons for the variance.
The material variance adopted by Council for the 2022/23 year is $10,000 and 10%.

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

OPERATING ACTIVITIES
NOTE 1
ADJUSTED NET CURRENT ASSETS

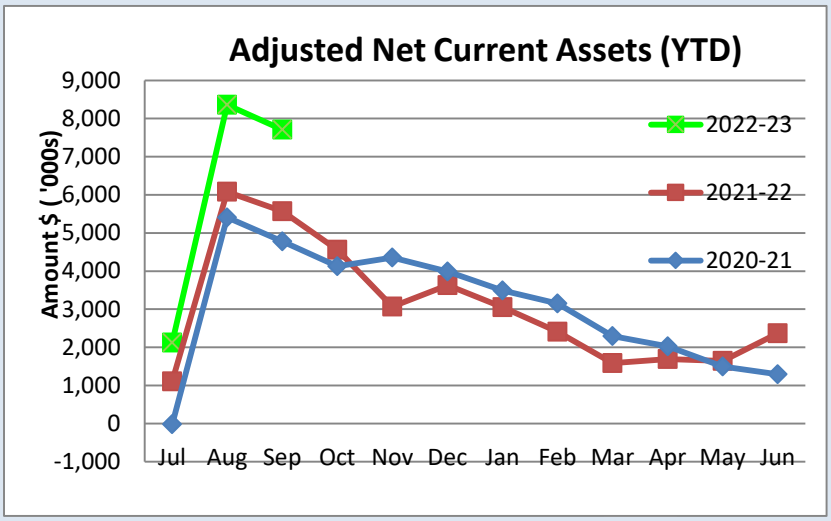
Adjusted Net Current Assets	Note	Last Years Closing 30/06/2022	This Time Last Year 30/09/2021	Year to Date Actual 30/09/2022
		$	$	$
Current Assets				
Cash Unrestricted	2	3,041,745	2,393,552	4,959,299
Cash Restricted - Reserves	2	1,392,831	1,482,037	1,400,067
Cash Restricted - General	2	373,935	362,875	373,935
Cash Restricted - Bonds & Deposits	2	202,689	216,116	205,373
Receivables - Rates	3	307,960	4,225,576	3,917,735
Receivables - Other	3	458,496	286,769	414,311
Inventories	4	28,018	28,018	28,018
		5,805,674	8,994,942	11,298,738
Less: Current Liabilities				
Payables	5	(805,749)	(180,665)	(452,839)
Contract Liabilities	11	(435,973)	(1,077,095)	(933,768)
Financial Liabilities	5	(31,331)	(140,508)	(31,331)
Bonds & Deposits	14	(202,689)	(216,116)	(205,373)
Loan and Lease Liability	9	(17,434)	(410,457)	22,676
Provisions	11	(415,874)	(415,874)	(415,874)
		(1,909,050)	(2,440,715)	(2,016,509)
Less: Cash Reserves	10	(1,392,831)	(1,482,037)	(1,400,067)
Add Back: Component of Leave Liability not Required to be funded		220,017	123,873	221,160
Add Back: Loan and Lease Liability		17,434	410,457	(22,676)
Less : Loan Receivable - clubs/institutions		0	(37,386)	4,234
Less : Restricted Cash General	15	(373,935)	0	(373,935)
Net Current Funding Position		**2,367,309**	**5,569,133**	**7,710,945**

SIGNIFICANT ACCOUNTING POLICIES

Please see Note 1(a) for information on significant accounting polices relating to Net Current Assets.

KEY INFORMATION

The amount of the adjusted net current assets at the end of the period represents the actual surplus (or deficit if the figure is a negative) as presented on the Rate Setting Statement.



This Year YTD Surplus(Deficit)

$7.71 M

Last Year YTD Surplus(Deficit)

$5.57 M

OPERATING ACTIVITIES
NOTE 3
RECEIVABLES

Receivables - Rates & Rubbish	30 June 2022	30 Sep 22
	$	$
Opening Arrears Previous Years	444,976	365,548
Levied this year	6,445,431	6,849,503
Less Collections to date	(6,524,859)	(3,239,728)
Equals Current Outstanding	365,548	3,975,323
Net Rates Collectable	**365,548**	**3,975,323**
% Collected	94.69%	44.90%

Receivables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Receivables - General	16,681	1,602	146	210,140	228,569
Percentage	7%	1%	0%	92%	
Balance per Trial Balance					
Sundry Debtors					228,569
Receivables - Other					185,741
Total Receivables General Outstanding					**414,311**

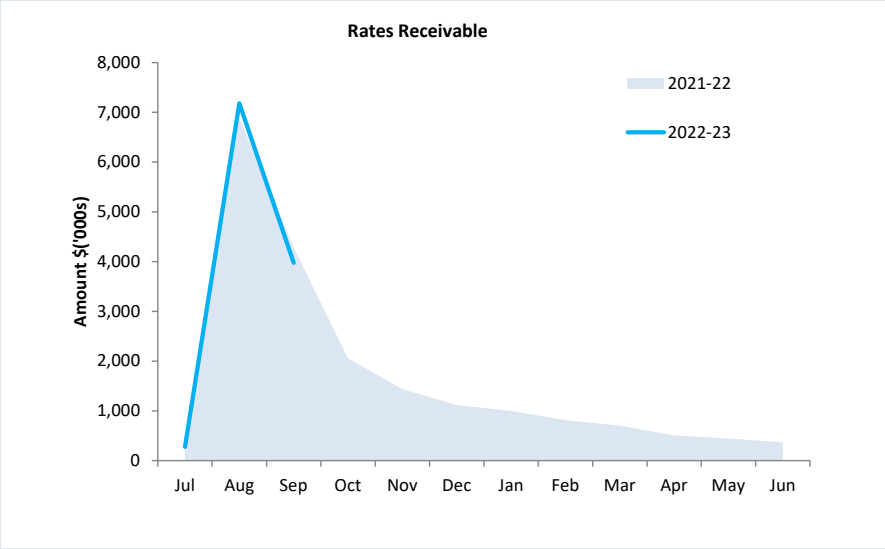
Amounts shown above include GST (where applicable)

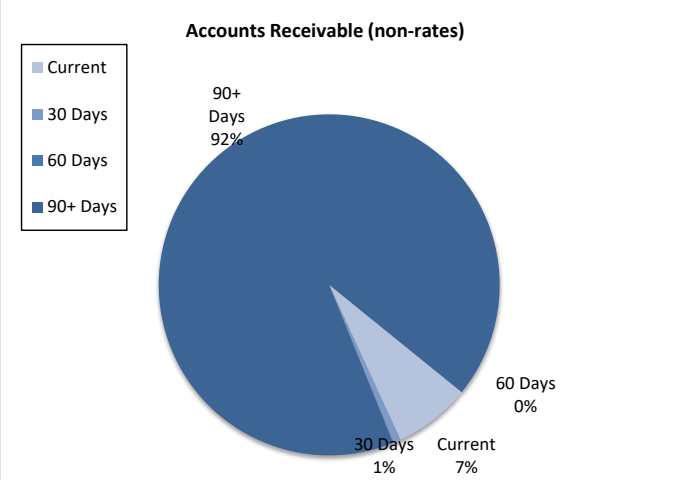
KEY INFORMATION

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

SIGNIFICANT ACCOUNTING POLICIES

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.





Collected	Rates Due
45%	$3,975,323

Debtors Due
$414,311

Over 30 Days
93%

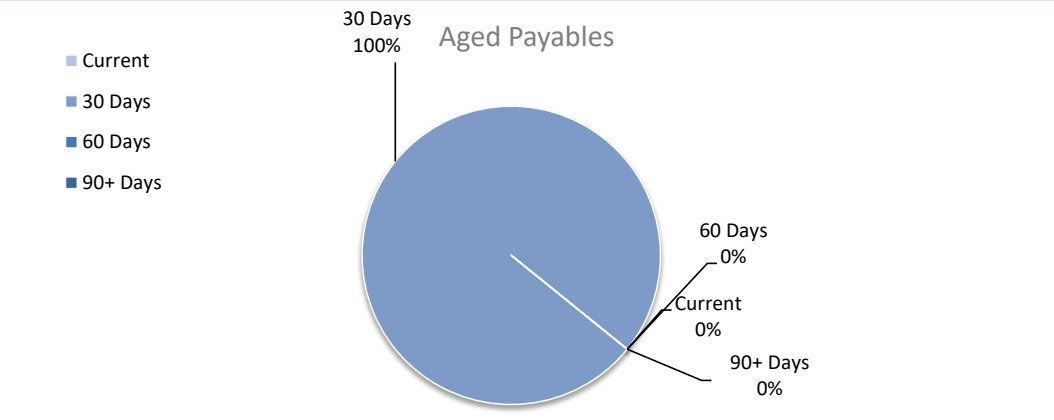
Over 90 Days
92%

OPERATING ACTIVITIES
NOTE 5
Payables

Payables - General	Current	30 Days	60 Days	90+ Days	Total
	$	$	$	$	$
Payables (Sundry Creditors) - General	0	437	0	0	437
Percentage	0%	100%	0%	0%	
Balance per Trial Balance					
Sundry creditors - General					437
Other creditors					393,964
ATO liabilities					58,438
Financial liabilities (Developer Contributions)					31,331
Total Payables General Outstanding					**484,170**
Amounts shown above include GST (where applicable)					

KEY INFORMATION

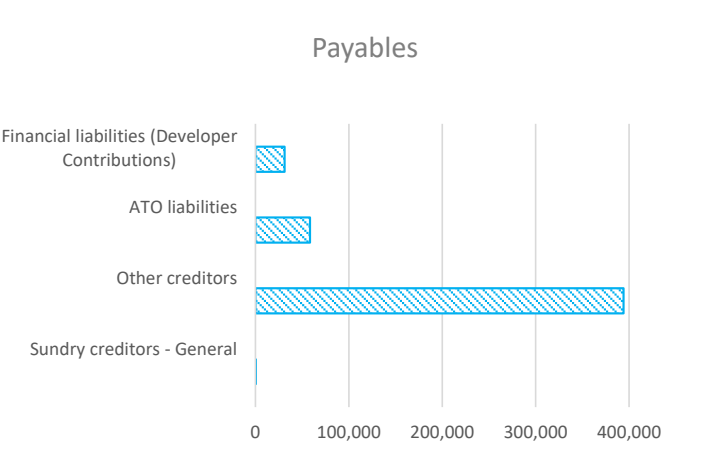
Trade and other payables represent liabilities for goods and services provided to the Shire that are unpaid and arise when the Shire becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

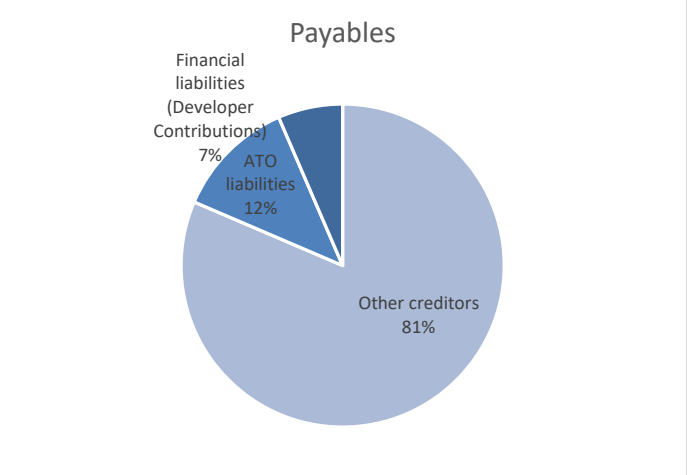


Creditors Due
$484,170

Over 30 Days
100%

Over 90 Days
0%





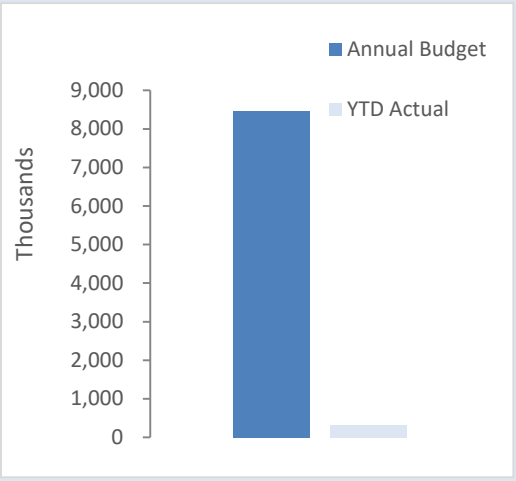
INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital Acquisitions	Adopted Annual Budget	Amended YTD Budget	Amended Annual Budget	YTD Actual Total	YTD Budget Variance
	$	$	$	$	$
Land Held for Resale	0	0	0	**0**	0
Land and Buildings	412,874	103,203	412,874	**84,739**	(18,464)
Plant and Equipment	1,683,616	258,996	1,683,616	**34,919**	(224,077)
Furniture and Equipment	24,000	0	24,000	**9,555**	9,555
Infrastructure Assets - Roads	1,475,692	247,750	1,475,692	**176,965**	(70,785)
Infrastructure Assets - Drainage	0	0	0	**0**	0
Infrastructure Assets - Footpaths	0	0	0	**0**	0
Infrastructure Assets - Public Facilities	0	0	0	**0**	0
Infrastructure Assets - Other	4,855,966	1,139,973	4,855,966	**7,600**	(1,132,373)
Capital Expenditure Totals	8,452,148	1,749,922	8,452,148	**313,779**	(1,436,143)
Capital acquisitions funded by:					
	$	$	$	$	$
Capital Grants and Contributions	5,391,447	679,749	5,391,447	**0**	(679,749)
Borrowings	0	0	0	**0**	0
Other (Disposals & C/Fwd)	312,000	3,000	312,000	**0**	(3,000)
Council contribution - Cash Backed Reserves					
Various Reserves		0	0	**0**	0
Council contribution - operations		**1,067,173**	**2,748,701**	**313,779**	(753,394)
Capital Funding Total		**1,749,922**	**8,452,148**	**313,779**	**(1,436,143)**

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

KEY INFORMATION



Acquisitions	Annual Budget	YTD Actual	% Spent
	$8.45 M	$.31 M	4%

Capital Grant	Annual Budget	YTD Actual	% Received
	$5.39 M	$. M	0%

INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital Expenditure Total
Level of Completion Indicators
0%
20%
40%
60%
80%
100%
Over 100%

Percentage YTD Actual to Annual Budget
Expenditure over budget highlighted in red.

% of Completion	Assets	Account Number	Balance Sheet Category	Job Number	Adopted Annual Budget	Amended Annual Budget	YTD Budget	Total YTD	Variance (Under)/Over
	Level of completion indicator, please see table at the top of this note for further detail.				$	$	$	$	$
	Buildings								
	Housing								
0.17	AGED APPROPRIATE HOUSING - STAGE 2	2574	1311	CJ18	(63,674)	(63,674)	(15,912)	(11,053)	4,859
0.02	BUILDING - THE VILLAGE - RENEWAL	2584	1311	CJ02	(31,000)	(31,000)	(7,749)	(740)	7,009
	Total - Housing				**(94,674)**	**(94,674)**	**(23,661)**	**(11,793)**	**11,868**
	Community Amenities								
0.00	AIR-CONDITIONING - TRANSFER STATION	1944	1311	CJ104	(5,000)	(5,000)	(1,248)	0	1,248
0.00	TRANSFER STATION RAMP RENEWAL	1944	1311	CJ115	(40,000)	(40,000)	(9,999)	0	9,999
	Total - Community Amenities				**(45,000)**	**(45,000)**	**(11,247)**	**0**	**11,247**
	Recreation And Culture								
0.00	BOWLING CLUB ACCESSIBLE ABLUTIONS RENOVATIONS	2834	1311	CJ107	(65,000)	(65,000)	(16,248)	0	16,248
0.00	IRWIN REC CENTRE ROOF UPGRADE - PARTIALLY GRANT FUNDEI	2834	1311	CJ121	(99,000)	(99,000)	(24,750)	0	24,750
0.00	RUSS COTTAGE RETICULATION	3344	1311	CJ114	(5,000)	(5,000)	(1,248)	0	1,248
0.70	DENISON HOUSE - CAPITAL RENEWAL WORKS	3344	1311	C910	(104,200)	(104,200)	(26,049)	(72,945)	(46,896)
	Total - Recreation And Culture				**(273,200)**	**(273,200)**	**(68,295)**	**(72,945)**	**(4,650)**
0.21	**Total - Buildings**				**(412,874)**	**(412,874)**	**(103,203)**	**(84,739)**	**18,464**
	Plant & Equipment								
	Fire Prevention								
0.54	BORE - IRWIN FIRE STATION	0784	1312	F014	(9,300)	(9,300)	0	(5,000)	(5,000)
0.00	CESM VEHICLE CANOPY (CAPITAL)	0784	1312	V863	(10,000)	(10,000)	0	0	0
	Total - Fire Prevention				**(19,300)**	**(19,300)**	**0**	**(5,000)**	**(5,000)**
	Other Law, Order & Public Safety								
0.00	COMMUNITY RANGER VEHICLE - REG 502IR	0884	1312	V502	(40,000)	(40,000)	0	0	0
	Total - Other Law, Order & Public Safety				**(40,000)**	**(40,000)**	**0**	**0**	**0**
	Recreation & Culture								
0.00	TORO Z MASTER MOWER	2844	1312	V868	(36,000)	(36,000)	(9,000)	0	9,000
	Total - Recreation & Culture				**(36,000)**	**(36,000)**	**(9,000)**	**0**	**9,000**
	Transport								
0.00	PRIME-MOVER & TWO TIPPERS	3534	1312	V850	(540,000)	(540,000)	0	0	0
0.00	SPRAY RIG	3534	1312	V857	(28,316)	(28,316)	0	(29,919)	(29,919)
0.00	TRAFFIC ROAD PODS FOR METROCOUNT	3534	1312	V864	(10,000)	(10,000)	(2,499)	0	2,499
0.00	NEW DEPOT POOL VEHICLE	3534	1312	V874	(40,000)	(40,000)	(9,999)	0	9,999
0.00	NEW GRADER	3534	1312	V876	(420,000)	(420,000)	(105,000)	0	105,000
0.00	NEW WHEEL LOADER	3584	1312	V879	(530,000)	(530,000)	(132,498)	0	132,498
	Total - Transport				**(1,568,316)**	**(1,568,316)**	**(249,996)**	**(29,919)**	**220,077**
	Other Property & Services								
0.00	GENERATOR - TELSTRA TOWER	0554	1312	V880	(20,000)	(20,000)	0	0	0
	Total - Other Property & Services				**(20,000)**	**(20,000)**	**0**	**0**	**0**
0.02	**Total - Plant & Equipment**				**(1,683,616)**	**(1,683,616)**	**(258,996)**	**(34,919)**	**224,077**
	Furniture & Equipment								
	Other Property & Services								
0.40	OFFICE / CHAMBERS FURNITURE & EQUIPMENT	0264	1314	CJ96	(24,000)	(24,000)	0	(9,555)	(9,555)
	Total - Other Property & Services				**(24,000)**	**(24,000)**	**0**	**(9,555)**	**(9,555)**
0.40	**Total - Furniture & Equipment**				**(24,000)**	**(24,000)**	**0**	**(9,555)**	**(9,555)**
	Roads								
	Housing								
0.00	THE VILLAGE - FOOTPATHS, HANDRAILS, KERBS	2586	1317	CJ45	(13,000)	(13,000)	(3,250)	0	3,250
	Total - Housing				**(13,000)**	**(13,000)**	**(3,250)**	**0**	**3,250**
	Transport								
0.00	RURAL ROAD SHOULDER RECONSTRUCTION	6614	1317	CJ110	(165,009)	(165,009)	(41,244)	0	41,244
0.46	RURAL ROAD RESHEETING	6614	1317	CJ97	(86,288)	(86,288)	(21,564)	(40,053)	(18,489)
0.02	R2R - WYE FARM ROAD (SLK 0.00 - 5.78)	6644	1317	CJ109	(228,504)	(228,504)	(34,272)	(3,654)	30,618
1.00	R2R - PIGGERY LANE	6644	1317	CJ76	0	0	0	(4,396)	(4,396)
0.62	R2R - BELAURA PLACE	6644	1317	CJ77	(16,261)	(16,261)	(2,439)	(10,120)	(7,681)
1.08	R2R - PIGGERY LANE: SLK 9.09 TO 10.69	6664	1317	CJ125	(52,206)	(52,206)	(7,830)	(56,404)	(48,574)
0.00	RRG GRANT - ALLANOOKA SPRINGS RD 2021/22 - SLK 15.91 - 33.	6674	1317	CJ98	(157,001)	(157,001)	(23,541)	0	23,541
0.00	RRG GRANT - MOUNT ADAMS ROAD (SLK 12.0 - 22.6)	6674	1317	CJ108	(471,423)	(471,423)	(70,710)	0	70,710
1.00	RRG GRANT - BOOKARA EAST RD 2021/22 - SLK 1.65 - 6.65	6674	1317	CJ100	0	0	0	(57,890)	(57,890)
0.01	BLENHEIM ROAD	6694	1317	CJ24	(286,000)	(286,000)	(42,900)	(2,931)	39,969
	Total - Transport				**(1,462,692)**	**(1,462,692)**	**(244,500)**	**(175,448)**	**69,052**
0.12	**Total - Roads**				**(1,475,692)**	**(1,475,692)**	**(247,750)**	**(175,448)**	**72,302**
	Infrastructure - Other								
	Law, Order & Public Safety								
0.00	WATER TANK, PUMP & BORE @ ALANOOKA	9733	1318	CJ126	(51,495)	(51,495)	(12,873)	0	12,873
0.00	WATER TANK, PUMP & BORE @ MT ADAMS	9733	1318	CJ127	(51,495)	(51,495)	(12,873)	0	12,873
0.00	WATER TANK, PUMP & BORE @ SPRINGFIELD	9733	1318	CJ128	(51,410)	(51,410)	(12,852)	0	12,852
	Total - Law, Order & Public Safety				**(154,400)**	**(154,400)**	**(38,598)**	**0**	**38,598**

INVESTING ACTIVITIES
NOTE 8
CAPITAL ACQUISITIONS

Capital Expenditure Total
Level of Completion Indicators
0%
20%
40%
60%
80%
100%
Over 100%

Percentage YTD Actual to Annual Budget
Expenditure over budget highlighted in red.

% of Completion	Assets	Account Number	Balance Sheet Category	Job Number	Adopted Annual Budget	Amended Annual Budget	YTD Budget	Total YTD	Variance (Under)/Over
	Level of completion indicator, please see table at the top of this note for further detail.				$	$	$	$	$
	Housing								
0.00	TWO HENRY ROAD - LANDSCAPING	2585	1318	CJ113	(15,000)	(15,000)	(3,750)	0	3,750
	Total - Housing				**(15,000)**	**(15,000)**	**(3,750)**	**0**	**3,750**
	Community Amenities								
0.00	TRANSFER STATION SITE REGENERATION	1964	1318	CJ117	(11,000)	(11,000)	0	0	0
0.00	TRANSFER STATION CONCRETE BUND FOR OIL TANKS	1964	1318	CJ118	(30,000)	(30,000)	0	0	0
	Total - Community Amenities				**(41,000)**	**(41,000)**	**0**	**0**	**0**
	Recreation And Culture								
0.00	SURF BEACH STABILISATION	8054	1318	CJ87	(171,414)	(171,414)	(42,846)	0	42,846
0.00	BOAT RAMP DESIGN	8054	1318	CJ120	(126,402)	(126,402)	(31,599)	0	31,599
0.00	GOLF CLUB ENTRY STATEMENT	2864	1318	CJ123	(18,000)	(18,000)	(4,500)	0	4,500
0.00	DRIVE-IN FENCE REPLACEMENT	2864	1318	CJ102	(10,000)	(10,000)	(2,499)	0	2,499
0.00	TREE PLANTING	2864	1318	CJ49	(20,000)	(20,000)	(4,998)	0	4,998
	Total - Recreation And Culture				**(345,816)**	**(345,816)**	**(86,442)**	**0**	**86,442**
	Transport								
0.00	DRAINAGE, KERBING & FOOTPATH RENEWAL	6794	1318	CJ94	(106,750)	(106,750)	(9,186)	0	9,186
0.00	DEPOT WASHDOWN BAY	6794	1318	CJ95	(100,000)	(100,000)	0	0	0
0.00	SIGNAGE RENEWAL - TOWN & RURAL	6794	1318	CJ111	(8,000)	(8,000)	(1,998)	0	1,998
1.52	TECHNICAL STUDIES - INFRASTRUCTURE RENEWAL	6794	1318	CJ112	(5,000)	(5,000)	0	(7,600)	(7,600)
0.00	MILO CROSSING UPGRADE	6794	1318	CJ124	(4,000,000)	(4,000,000)	(999,999)	0	999,999
	Total - Transport				**(4,219,750)**	**(4,219,750)**	**(1,011,183)**	**(7,600)**	**1,003,583**
	Economic Services								
0.00	KAILIS DRIVE ENTRY STATEMENT	3914	1318	CJ36	(80,000)	(80,000)	0	0	0
	Total - Economic Services				**(80,000)**	**(80,000)**	**0**	**0**	**0**
0.00	**Total - Infrastructure - Other**				**(4,855,966)**	**(4,855,966)**	**(1,139,973)**	**(7,600)**	**1,132,373**
0.04	**Grand Total**				**(8,452,148)**	**(8,452,148)**	**(1,749,922)**	**(312,261)**	**1,437,661**

NOTE 15
EXPLANATION OF SIGNIFICANT VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date budget materially.
The material variance adopted by Council for the 2022/23 year is $10,000 and 10%.

	Var. $	Var. %	Var. ▲▼	Significant Var. S	Timing/ Permanent	Explanation of Variance
Revenue from operating activities						
Operating Grants, Subsidies and Contributions	(152,486)	(55%)	▼	S	Timing	Grant funds to be received after audits completed
Other Revenue	13,641	31%	▲	S	Timing	More Revenue received then budgeted
Expenditure from operating activities						
Utility Charges	80,236	68%	▲	S	Timing	Timing of budget ahead of actual invoices.
Insurance Expenses	86,339	100%	▲	S	Timing	Timing of Instalments
Investing Activities						
Plant and Equipment	224,077	87%	▲	S	Timing	Timing of purchases
Infrastructure Assets - Other	1,132,373	99%	▲	S	Timing	Timing of construction works

ATTACHMENT: CEO -01
Mid West Group Waste Collection and Processing

Midwest Attachment 1
Request for Quotation

Request for Quotation

Request for Quotation:	*Midwest Regional Group Waste Collection and Processing*

Deadline:	*12:00pm,9 June, 2022*

Address for Delivery:	*City of Greater Geraldton eQuotes (Vendorpanel) portal*

RFQ Number:	*2122 10*

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1 Brief

1.1 Contract Requirements in Brief

The City of Greater Geraldton, Shire of Chapman Valley, Shire of Three Springs, Shire of Irwin, Shire of Northampton, Shire of Carnamah, Shire of Perenjori, Shire of Yalgoo, Shire of Mingenew, and Shire of Morawa invite submissions from suitably qualified and experienced Contractors for Waste and Recycling Collection and Processing Services within their respective Local Government boundaries.

The City of Greater Geraldton will be acting in Agency on behalf of each participating Local Government.

1.2 Guarantee

The intent of this Request is to appoint a single Contractor over the Contracts on offer. However, the Principals participating in this Request are their own Autonomous decision making bodies and as such no guarantees, actual or implied, can be provided to the number of Contracts or Contractors that may result through this Request.

1.3 Duration

The Principals participating within this RFQ are exploring seven (7) and ten (10) year Contract durations. The Shire of Carnamah, Irwin, Morawa and Mingenew are exploring seven (7) and ten (10) year Contract durations with the Ten year option being split into an initial period of five (5) Years with a further five (5) year Principal option being available.

The below table highlights the expiration dates of the Principals existing Contracts:

City of Greater Geraldton	August 2022
Shire of Carnamah	September 2022
Shire of Chapman Valley	August 2022
Shire of Irwin	August 2022
Shire of Mingenew	August 2022
Shire of Morawa	February 2023
Shire of Northampton	August 2022

Shire of Perenjori	
Shire of Three Springs	
Shire of Yalgoo	Monthly

1.4 WHS

Each Participant will require the Contractor to undergo site Specific WHS induction processes prior to the commencement of any Work.

1.5 Current Service Outline

The below table highlights the key service areas currently being provided by each Principal to its community. Specifics on each service is located within each of the Principal's contract attached as a separate document to this Request.

	Collection Services	Bin Services	Verge Collection Services	Landfill Services	Transfer Station Services	Recyclable Sorting	Organic Sorting
City of Greater Geraldton	x	x	x			x	x
Shire of Carnamah	x						
Shire of Chapman Valley	x	x	x	x	x		
Shire of Irwin	x						
Shire of Mingenew	x	x			x		

	Collection Services	Bin Services	Verge Collection Services	Landfill Services	Transfer Station Services	Recyclable Sorting	Organic Sorting
Shire of Morawa	x		x				
Shire of Northampton	x	x		x	x		
Shire of Perenjori	x						
Shire of Three Springs	x						
Shire of Yalgoo	x						

1.6 Specifics

The following information is specific to each of the participating Principal's.

1.6.1 City of Greater Geraldton Specifics

The City of Greater Geraldton is ambitious in efforts to increase waste diversion and are exploring the opportunity for an opt in recycling offer inclusive of a roll out plan.

The City of Greater Geraldton, in an effort to meet market demand, would like to provide a transport haulage of recyclable waste in various size transportation loads to other external sites. This would include the plant and equipment as well as personnel.

City of Greater Geraldton will require the Contractor to complete and the City's WSH policies and procedures as a minimum.

The City of Greater Geraldton has amended the following items from the standard Waste Contract:

- Part E Clause 4.3 Exclusivity
- Part E Definitions – Added a definition for AdHoc
- Part E Definitions – Added a definition for Discretionary

1.6.2 Shire of Carnamah

The Shire of Chapman Valley has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's

1.6.3 Shire of Chapman Valley

The Shire of Chapman Valley has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's

1.6.4 Shire of Irwin

The Shire of Irwin is exploring the opportunity for enhanced services to its community. Optional services being sought through this Request include

- Kerbside Recycling Collection Services
- Bin Services (Provision and rollout of new services)
- Technology for enhanced reporting capability

The Shire of Irwin has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's
- Part E, Clause 8.12 Title to Bins, (Note: Bins are privately owned)
- Part E Clause 15.2 Ownership of Bins and Materials, (Note: Bins are privately owned)

1.6.5 Shire of Mingenew

The Shire of Mingenew has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's

The Shire of Mingenew is exploring the opportunity for enhanced services to its community. Optional services being sought through this Request include:

- Kerbside Recycling Collection Services

1.6.6 Shire of Morawa

The Shire of Morawa has a current collection contract until February 2023.

The Shire of Morawa is seeking separate pricing relative to optional services not currently provided. The Shire does not guarantee to take the Contractor up on any of these optional services but retains the right to do so during the term of the Contract if required.

Optional services include:

- Residential and Commercial Recycle Collection Services
- Street and Park Bin Recycling Services
- Front lift Bulk General Waste and Recycling Commercial Services
- Bulk Verge Collection Services
- Alternative Waste Disposal Site

1.6.7 The Shire of Northampton

The Shire of Northampton is exploring the opportunity for enhanced services to its community.

Optional services being sought through this Request include

- Kerbside Recycling Collection Services (inc E-Waste)
- Technology for enhanced reporting capability
- The option to the City of Greater Geraldton Meru Landfill for disposal as required by the Shire of Northampton.

The Shire of Northampton has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's
- Part E, Clause 8.12 Title to Bins, (Note: Bins are privately owned)
- Part E Clause 15.2 Ownership of Bins and Materials, (Note: Bins are privately owned)

1.6.8 The Shire of Perenjori

The Shire of Perenjori is exploring the opportunity for enhanced services to its community.

Optional services being sought through this Request include:

- Kerbside Recycling Collection Services

The Shire of Perenjori has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's

1.6.9 The Shire of Three Springs

The Shire of Three springs will be seeking to explore the following optional services

- Disposal of General Waste

  The option to the City of Greater Geraldton Meru Landfill for disposal as required by the Shire of Three Springs.

- Residential Front lift Bulk Bin Verge Services

  Shire provides 3.0 bulk front lift bins for residents in the town site of Three Springs (as defined by the Shire). These bins are delivered on a Tuesday and picked up the following Tuesday. The Shire does the booking of these bins and keeps the register of

residents that have used the service. A list is provided each week to the Contractor by the Shire of bins to be delivered.

- Front lift Bulk Cardboard Bin
  Provision of one (1) 3.0m3 cardboard only bin to The Shire of Three Springs including hire and servicing of the bin fortnightly.

1.6.10 Shire of Yalgoo

The Shire of Yalgoo currently has75 mixed waste 240L bins approximately 2 tonnes per week equating to approximately 96 tonnes per annum.

Collection services are currently performed on a weekly basis with the current collection day being Thursday. The Principal is open to changing the collection day if it is beneficial to the Mid West Waste group

The Shire of Yalgoo has amended the following items from the standard Waste Contract:

- Schedule 2 KPI's
- Part E, Clause 8.12 Title to Bins, (Note: Bins are privately owned)
- Part E Clause 15.2 Ownership of Bins and Materials, (Note: Bins are privately owned)

The addition of a 6m^3 frontlift service is being considered by the Principal and may be adopted by the Principal at any point throughout the Contract.

Part 2	READ AND KEEP THIS PART

2 Conditions of Responding

2.1 Definitions

Below is a summary of some of the important defined terms used in this Request:

Contractor:	Means the person or persons, corporation or corporations whose Response is accepted by the Principal(s), and includes the executors or administrators, successors and assignments of such person or persons, corporation or corporations.
Deadline:	The Deadline shown on the front cover of this Request for lodgement of your Submission.
General Conditions of Contract:	Means the WALGA preferred supplier panel 'Waste & Energy (PSP007)' Member Contract Conditions (Waste Services).
Offer:	A response to this Request to supply the Requirements, inclusive of the Offer Form and response to Selection Criteria.
Principal(s):	City of Greater Geraldton, Shire of Chapman Valley, Shire of Three Springs, Shire of Irwin, Shire of Northampton, Shire of Carnamah, Shire of Perenjori, Shire of Yalgoo, Shire of Mingenew, Shire of Morawa
Response:	Completed Offer, response to Selection Criteria and Attachments.
Respondent:	A person or organisation who has submitted or intends to submit a Response to this Request for Quotation.
Requirement:	The Goods and/or Services requested by the Principal(s).
Request or RFQ or Request for Quotation:	This document.
RFQ Open Period:	The time between advertising the Request and the Deadline.

2.2 RFQ Documents

This Request for Quote is comprised of the following parts:

- Part 1 – Brief
- Part 2 - Conditions of Responding (in PDF - read and keep this part).
- Part 3 - Specification *(in PDF - read and keep this part).*
- Part 4 - General Conditions of Contract *(in PDF - read and keep this part).*
- Part 5 - Respondent's Offer (in Word - complete and return this part, including all associated schedules).

Separate Documents includes:

a) Attachment A – RFQ 2122 10 Price Schedule (inclusive of all participants)

b) City of Greater Geraldton
   - City of Greater Geraldton Waste Contract
   - City of Greater Geraldton Regional Price Preference Policy
   - City of Greater Geraldton Contractor WHS Prequalification Questionnaire

c) Shire of Carnamah
   - Shire of Carnamah Waste Contract

d) Shire of Chapman Valley
   - Shire of Chapman Valley Waste Contract
   - Shire of Chapman Valley Regional Price Preference Policy

e) Shire of Irwin
   - Shire of Irwin Waste Contract
   - Shire of Irwin Regional Price Preference Policy

f) Shire of Mingenew

   Shire of Irwin Waste Contract

g) Shire of Morawa

   Shire of Irwin Waste Contract

h) Shire of Northampton
   - Shire of Northampton Waste Contract
   - Policy and Delegation Register

i) Shire of Perenjori
   - Shire of Perenjori Waste Contract

j) Shire of Three Springs
   - Shire of Three Springs Waste Contract
   - Regional Price Preference

k) Shire of Yalgoo
   - Shire of Yalgoo Waste Contract

2.3 Contact Persons

Respondents should not rely on any information provided by any person other than the person listed below:

Name:	Ray Bailey
Telephone:	(08) 9956 6904
Email:	tenders@cgg.wa.gov.au

2.4 Requests for Clarification

Requests for clarification must be made using the online queries module through the eQuotes portal and may be the subject of an Addendum to this Request. No requests for information or clarification to the RFQ will be accepted later than five (5) working days prior to the Deadline of this Request.

2.5 Selection Criteria

The Contract may be awarded to a Respondent(s) who best demonstrates the ability to provide quality products and or services at a competitive price. The quoted prices will be assessed together with the compliance, risk, and qualitative criteria to determine the most advantageous outcome to the Principal(s).

2.6 Compliance Criteria

These criteria are detailed within Part 5 of this document and will not be point scored. Each Response will be assessed on a Yes/No basis as to whether the criterion is satisfactorily met. An assessment of "No" against any criterion may eliminate the Submission from consideration.

2.7 Risk Criteria

These criteria are detailed within Part 5 of this document and will not be point scored. Each Response will be assessed to determine its actual or potential impact. A determination that an unacceptable risk exists may eliminate the Submission from consideration.

2.8 Qualitative Criteria

In determining the most advantageous Response, the Evaluation Panel will score each Response progressing through compliance and risk assessment against the Qualitative Criteria as detailed within Part 5 of this document. The extent to which the Respondent demonstrates greater satisfaction of each of these criteria will result in a greater score. The aggregate score of each Response will be used as one of the factors in the final assessment of the Qualitative Criteria and in the overall assessment of value for money. Each criterion is weighted to indicate the relative degree of importance that the Principal(s) places on the technical aspects of the goods or services being purchased.

Note: It is essential that Respondents address each Qualitative Criterion.

Information that you provide addressing each Qualitative Criterion will be point scored by the Evaluation Panel.

Failure to provide the specified information may result in elimination from the evaluation process or a low score.

2.9 Value Considerations

The Weighted Price method is used where price is considered to be crucial to the outcome of the contract. The price is then assessed with quality.

2.10 Lodgement of Response and Delivery Method

The Response must be lodged by the Deadline, as stated on the front cover of this Request.

The Response is to be submitted via the City of Greater Geraldton's eQuotes (Vendorpanel) Portal.

2.11 Rejection of Responses

A Response will be rejected without consideration of its merits in the event that:

a) it is not submitted before the Deadline; or
b) it is not submitted at the place specified in the Request for Quotation.

A Response may be rejected without consideration of its merits in the event that:

a) it fails to comply with any other requirements of the Request for Quote; or
b) the Respondent does not submit an Offer form which has been completed and signed together with all the required Attachments.

No web links or hyperlinks will be considered as part of any submission.

2.12 Acceptance of Responses

Unless otherwise stated in this Request, Responses may be for all or part of the Requirements and may be accepted by the Principal(s) either wholly or in part. The Principal(s) is not bound to accept the lowest Response and may reject any or all Responses submitted.

2.13 Precedence of documents

In the event of there being any conflict or inconsistency between the Terms and Conditions herein and those in the General Conditions of Contract, the Terms and Conditions appearing in this Request will have precedence.

2.14 Alterations

The Respondent must not alter or add to the Request documents unless required by these General Conditions of Responding.

The Principal(s) will issue an addendum to all registered Respondents where matters of significance make it necessary to amend the issued Request for Quote documents before the Deadline.

2.15 Ownership of Responses

All documents, materials, articles and information submitted by the Respondent as part of or in support of a Response shall become upon submission the absolute property of the Principal(s) and will not be returned to the Respondent at the conclusion of the Response process PROVIDED that the Respondent shall be entitled to retain copyright and other intellectual property rights therein, unless otherwise provided by the Contract.

2.16 Canvassing of Officers

If a Respondent, whether personally or by agent, canvasses any of the Principal's Commissioners or Councillors (as the case may be) or Officers with a view to influencing the acceptance of any Respondent, then regardless of such canvassing having any influence on the acceptance of such Submission, the Principals may at its discretion omit the Respondent from consideration.

2.17 Identity of the Respondent

The identity of the Respondent and Contractor is fundamental to the Principal(s). The Respondent shall be the person, persons, corporation or corporations named as the Respondent in Part 5 of this Request. Upon acceptance of the Response, the Respondent will become the Contractor.

2.18 Regional Price Preference

Respondents may be afforded a preference in accordance with Regulation 24(A-G) of the Local Government (Functions and General) Regulations and the Principals Regional Preference Policy.

a) City of Greater Geraldton

   A copy of the City of Greater Geraldton's policy is attached to this Request as a separate document.

b) Shire of Irwin

   A copy of this policy is attached as a separate document.

Part 3 KEEP AND READ THIS PART

3 Specification

3.1 Scope of Work

The City of Greater Geraldton, Shire of Chapman Valley, Shire of Three Springs, Shire of Irwin, Shire of Northampton, Shire of Carnamah, Shire of Perenjori, Shire of Yalgoo, Shire of Mingenew, and Shire of Morawa are seeking to establish a regional collaboration and solution to waste collection and processing in the region. Currently each Local Government manages their own waste contract with varying suppliers. The City of Geraldton serves the function as the alternative disposal site for many of the participating Local Governments and the group expects this to remain.

The region faces a number of challenges and seeks solution through this collaborative exercise. Due to the small population size of some Local Governments, it is common that collection routes will span multiple jurisdictions. Once the collection vehicles reach the transfer station or disposal site there is no clear mechanism for ownership of the waste.

Many of the participants within this RFQ have aspirations to adopt co-mingle recycling and FOGO over the life of the contract. Heat, remote locale and an emerging service all slows the adoption of these services. The group wishes to receive opt in and rollout plans for both co-mingled processing and FOGO at any time throughout the life of the contract.

The collective group is looking for a Contractor led solution to waste in order to minimize costs and enhance services in the region. If this requires adjustments to collection days or service delivery for the purpose of reducing cost, this will be considered.

3.2 Specification and Requirements

Specification and Requirements are as per ‘Waste & Energy (PSP007)’ Member Contract Conditions (Waste Services) and the attachments provided for each of the Principals.

Part 4 READ AND KEEP THIS PART

4 General Conditions of Contract

The General Conditions of Contract will be as per the WALGA 'Waste & Energy (PSP007)' Member Contract Conditions (Waste Services). Each Principal will execute a separate contract with the selected Respondent utilising the "WALGA Procurement Form (Waste Services) / 'Waste & Energy (PSP007)' Member Contract Conditions (Waste Services).

Part 5	**COMPLETE AND RETURN THIS PART**

5 Respondent's Offer

5.1 Offer Form

The Chief Executive Officer City of Greater Geraldton 63 Cathedral Ave Geraldton WA 6530	The Chief Executive Officer Shire of Mingenew 21 Victoria Road, Mingenew WA 6522
The Chief Executive Officer Shire of Northampton Hampton Road, Northampton WA 6535	The Chief Executive Officer Shire of Morawa 26 Winfield Street, Morawa WA 6623
The Chief Executive Officer Shire of Chapman Valley Lot 7 Chapman Valley Road, Nabawa WA 6532	The Chief Executive Officer Shire of Perenjori 56 Fowler Street, Perenjori WA 6620
The Chief Executive Officer Shire of Irwin 11-13 Waldeck Street, Dongara WA 6525	The Chief Executive Officer Shire of Three Springs 132 Railway Road, Three Springs WA 6519
The Chief Executive Officer Shire of Carnamah 33-37 Macpherson Street, Carnamah WA 6517	The Chief Executive Officer Shire of Yalgoo 37 Gibbons Street, YALGOO WA 6635

I/We (Registered Entity Name): _____

of: _____
(REGISTERED STREET ADDRESS)

ABN _____ ACN (if any) _____

In response to Request for Quotation (RFQ) 2122 10 Midwest Regional Group Waste Collection and Processing

I/We agree that I am/We are bound by, and will comply with this Request and its associated schedules, attachments, all in accordance with the Conditions contained in this Request signed and completed.

The responded price is valid up to ninety (90) calendar days from the date of the RFQ closing.

I/We agree that there will be no cost payable by the Principals towards the preparation or submission of this Response irrespective of its outcome.

Part 5 COMPLETE AND RETURN THIS PART

By submitting this Response, I the person named as the authorised person, confirm my understanding that by lodging a Response, in accordance with this Request, I understand no physical signature is required on this Declaration; that by lodging this Response I am automatically providing an electronic signature for this Declaration in accordance with the Electronic Transactions Act 1999 (Cth) and corresponding state and territory Acts.

The consideration is as provided under the schedule of rates of prices in the prescribed format and submitted with this RFQ.

Dated this _____ day of _____ 20____

Name of authorised person: _____

Position: _____

Telephone Number: _____

Email Address: _____

Part 4 COMPLETE AND RETURN THIS PART

5.2 Selection Criteria

5.2.1 Compliance Criteria

Please select with a “Yes” or “No” whether you have complied with the following compliance criteria:

Compliance Criteria These items are **Mandatory**, Respondents unable to answer Yes to all items in this table will be excluded from evaluation.	
1. Acknowledgement	
a) Respondents are to provide acknowledgment that your organisation has submitted in accordance with the Conditions of this RFQ including completion of the Offer Form and provision of your pricing submitted in the format required by the Principals.	Yes / No
2. Specification Compliance	
a) Compliance with the Specification contained in the Request.	Yes / No
3. Addenda	
a) Has the Respondent submitted in acknowledgement of all addenda distributed via eQuotes (Vendorpanel) during the RFQ Open Period?	Yes / No
4. Mid West Group Contamination Mechanism	
a) Please provide the Contamination Levy mechanism for the Mid West Group (Part B Item 18). b) Please provide the Gross Contamination Levy mechanism for the Mid West Group (Part B Item 18). c) Please provide the Audit Frequency for the Mid West Group (Part B Item 18).	Yes / No
5. Compaction Rate	
a) Provide your Compaction Rate in respect to the Kerbside Collection Vehicles conducting Kerbside Collection Services. (Part B Item 18).	Yes / No
6. Work Health and Safety	
a) Provide an overview of your safety management.	Yes / No

Part 4 COMPLETE AND RETURN THIS PART	

b) Do you agree to participate in each Participating Principal's induction procedures	
7. Optional Services	
a) Provide relevant details regarding the optional services being sought.	Yes / No

8. City of Geraldton Requirements	
a) Has the Respondent read the City of Greater Geraldton Code of Business Ethics and Contractor Safety Manual and agreed to be bound by these documents whilst performing its obligations under a Contract? *City of Greater Geraldton Code of Business Ethics* *City of Greater Geraldton Contractor Safety Manual* Please note that with the impending Work Health and Safety Legislation in March 2022, a new Contractor Safety Manual will be issued to the successful Contractor once updated.	Yes / No
9. Shire of Northampton Requirements	
a) The Shire of Northampton requires the Contractor to provide its preferred Rise and fall methodology for inclusion into Annexure 3 of the Contract. b) The Shire of Northampton requires the contractor to agree to and follow its policies located in its Policy and Delegation Register (Attached as a separate document specifically: • 2. Finance – Policy 2.1 Local Purchase Policy on page 56 • 4. Staff – Policy • 4.6 Staff – Occupational Safety & Health Policy on page 68; and • 4.7 Fitness for Work – Drug & Alcohol Policy on pages 69-74.	Yes / No

5.2.2 Qualitative Criteria

Before responding to the following Qualitative Criteria, Respondents must note the following:

a) All information relevant to your answers to each criterion are to be contained within your Response;

b) Respondents are to assume that the Evaluation Panel has no previous knowledge of your organisation, its activities or experience;

Part 4 COMPLETE AND RETURN THIS PART

c) Respondents are to provide full details for any claims, statements or examples used to address the Qualitative Criteria; and

d) Respondents are to address each issue outlined within a Qualitative Criterion.

A. Relevant Experience Respondents must address the following information in an attachment and label it **Relevant Experience**:	**Weighting** **20%**
i. Details of similar and or relevant projects in performing Waste and Recycling Collection Services ii. Information of proposed personnel to be allocated to this service, such as the role in the performance of the Contract and their curriculum vitae.	
B. Capability to Provide Service Respondents must address the following information in an attachment and label it **Capability to Provide Service**:	**Weighting** **20%**
i. Schedule of equipment to be utilised ii. Procedure for handling mechanical breakdowns iii. Maintenance programme iv. Provide an outline of collection methodology including how you will address any split loads between Local Government's boundaries and commercial ventures and public collection.	
C. Demonstrated Understanding Respondents should detail the process they intend to use to achieve the Requirements of the Specification in an attachment and label it **Demonstrated Understanding**:	**Weighting** **10%**
i. Demonstrated understanding of the Scope of Work	
D. Price Respondents must complete and return the Price Schedule issued as an attachment to this request. It is to be noted that the price schedule requests pricing for both Regional 7 and 10 year and Individual 7 and 10 year pricing. Regional pricing is to apply on the basis that the Respondent is awarded contracts by all of the City of Greater Geraldton, Shire of Chapman Valley, Shire of Irwin, Shire of Northampton and any other of the participating Local Governments opting in to the Regional agreement.	**Weighting** **50%**

ATTACHMENT: ID01

Delegated and Authorised Actions for September 2022 – Development

Attachment 1
Table of Delegated Actions for September 2022

Records of exercise of delegated powers or duties

Reference	Function	Date of decision	Decision	Description	Person or classes of persons	Address
EMP200	Grant a Building Permit	2 Sep 2022	Granted	Building Permit - Outbuilding	J King & A Davis	Lot 764 (#64) Retreat Boulevard, Port Denison
EMP200	Grant a Building Permit	5 Sep 2022	Granted	Building Permit - Outbuilding	CR Constructions	Lot 111 Loxton Drive, Bookara
EMP200	Grant a Building Permit	14 Sep 2022	Granted	Building Permit - Dwelling with workshop & retaining	S & M Bergen	Lot 804 (#7) Whelan St, Port Denison
EMP200	Grant a Building Permit	12 Sep 2022	Granted	Building Permit - Dwelling	S Price	Lot 38 Rivergum Way, Springfield
EMP200	Grant a Building Permit	6 Sep 2022	Granted	Building Permit - Outbuilding	CR Constructions	Lot 595 (#9) Grey Close, Dongara
EMP200	Grant a Building Permit	27 Sep 2022	Granted	Demolition Permit - Dwelling	Port Denison Landscaping Services	Lot 282 (#17) Tulloch Drive, Dongara
EMP904	Local Planning Scheme No.5	29 Sep 2022	Granted	Development Approval - Holiday Home	Wardong Nominees Pty Ltd	Lot 1 (#7) George Street, Port Denison

ATTACHMENT: ID02

Shared Parking Arrangement – Dongara Hotel Site

Attachment 1
Shared Parking Arrangement – Dongara Hotel Site

Prior to consideration, the Shire President advised Council that Cr Wells has declared an impartiality interest in item ID02-12/20, pursuant to Regulation 11 of the Local Government (Rules of Conduct) Regulations 2007, with the extent of the interest being that her employer transacts with the Dongara Hotel.

Cr Wells remained in the Council Chambers to participate and vote.

INFRASTRUCTURE & DEVELOPMENT	**ID02-12/20**
Subject:	**ID02-12/20 Shared Parking Arrangement – Dongara Hotel Site**
Author:	**B Jeans, Manager Development**
Responsible Officer:	**P Traylen, A/Manager Infrastructure & Development**
File Reference:	**3.00156**
Voting Requirements:	**Simple Majority**

Council Role:

☐ **Advocacy** When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.

☒ **Executive** The substantial direction setting and oversight role of the Council e.g. performance of the Local Government's function under law, administration of Local Laws, adopting plans and reports, accepting tenders, directing operations, setting and amending budgets.

☐ **Legislative** Includes adopting local laws and local planning schemes.

☐ **Review** When Council reviews decisions made by Officers.

☐ **Quasi-judicial** When Council determines an application/matter that directly affects a person's rights and interests. The judicial character arises from the obligation to abide by the principles of natural justice e.g. local planning applications, building permits, other permits/licences (e.g. under Health Act, Dog Act or local laws) and other decisions that may be appealable to the State Administrative Tribunal (SAT).

Report Purpose:
For Council to consider entering into a shared parking arrangement with the landowner of Lot 23 Moreton Terrace, Dongara, known as the Dongara Hotel to secure additional public car parking in the Dongara Town Centre.

Background:
It is clear, and even more pronounced in 2020 due to COVID-19 travel restrictions boosting local travel, that during busy periods the town centre struggles to cope with adequate and safe supply of car parking bays, in particular long bay parking. The supply of appropriately located and sized bays within the town centre is considered essential to support local businesses and encourage visitors into town.

The Shire does not own any vacant land within the core of the town centre that could be developed as a public car parking facility. The Dongara Hotel land (Lot 23 Moreton Terrace) is 1.5 hectares, covering a significant portion of the town centre and is ideally located in the main street core. The Shire has identified the opportunity to utilise existing Dongara Hotel customer car parking bays situated on Lot 23 Moreton Terrace for shared use by the general public.

Officer's Comment:
The subject portion of land on Lot 23 Moreton Terrace is indicated on the marked up aerial plan below and represents an approximate area of 2,000sqm. This proposed area was reduced from the initial investigation to the eastern area of the site abutting the adjacent yellow building commonly known as the Pop Up Shop.



Lot 23 currently provides 47 line marked car parking bays for customers of the Hotel/Motel and approximately (based on desktop review) 30 line marked car parking bays for customers of the Bar/Restaurant (the bays within the red marked subject portion of land).

Provision of car parking

Due to the Dongara Hotel being established in the mid-1800's, it has been difficult to obtain the earlier approvals (other than building approvals) that would indicate provision of car parking bays required by the Shire since that time. Previous Planning Schemes of the last 50 years would have likely set different requirements (if any) for the number of car parking bays to provide and even then there may have been past approvals for the reduced supply of car parking bays on site.

- Local Planning Scheme No.5 provisions

As a baseline, it is most appropriate to consider the car parking requirements from the Shire's current Local Planning Scheme as that would guide future acceptable development. As noted below in the 'Statutory Environment' section of the report, there are no specific car parking requirements for the site. As guidance however we can refer to the land uses of "Hotel" and "Tavern" from the "Town Centre" zone, as Lot 23 falls within the Town Centre precinct. The provisions for these land uses require a minimum car parking ratio of 1 bay per bedroom and 1 bay per 3sqm of Public Area. With the Hotel/Motel providing 28 rooms and the Bar/Restaurant Public Area being approximately 300sqm, this would equate to a minimum of 128 onsite customer car parking bays being required without the discretion of the local government to vary. Whilst there are 77 line marked bays provided on site, there is space onsite for several additional long and short bay parking. It is also noted that the 128 bay calculation is for maximum capacity, which for the site and its uses would be on very rare occasions. It is considered the current onsite car parking supply is sufficient to meet the demand for the existing uses.

- Car parking requirements under review

There has been a slow shift in the planning industry to the traditional method of determining the minimum provision of car parking bays for developments. Traditionally local governments would set their own minimum requirements with car parking ratios for different land uses or precincts within their district. However, as WALGA's recent study into this shows, it is clear that this method and the different ratios across local governments (more so within the urban areas) is no longer the most effective way to determine appropriate car parking for developments.

There are many facets to this WALGA study, however the more relevant aspect to this particular matter is the increasing agreed views amongst local governments and planners that car parking supply for development needs to consider more complex factors. These include factors such as fluid demands for customer parking to the specific land use, the business hours, the types of customers/vehicles attracted to the site and the impact (both positive and negative) of parking demand on nearby surrounding land uses. The more modern approach may be more subjective but it is more reflective of the needs.

Without monitoring and documenting the car parking situation of Lot 23 or the Dongara Town Centre, we do not know the proportion of car parking bays on Lot 23 used exclusively by hotel customers and bays used for public parking. The proposal to secure shared public carparking on site is considered a reasonable outcome as it does not reduce the parking capacity of Lot 23 for their customers and it provides additional parking bays for visitors to the main street.

Land Use Arrangement

Due to the nature of the matter, there is a need to ensure flexibility. As the main street is redeveloped and land uses subsequently change, the arrangement will likely require review to remain relevant and warranted. An approach in the form of a written Land Use Agreement is proposed as it provides the flexibility for both parties with little to no commitment or restriction in the long term. On the contrary this form of arrangement provides little to no security.

Based on the current timing of the matter, a Land Use Agreement is recommended to establish the shared car parking arrangement. The Shire is not required to outlay any significant initial costs such as a reseal and so in the event the arrangement falls through, it could immediately revert back to 'business as usual' with only the ongoing maintenance costs and rates concession up to that date being committed to.

Consultation:
Relevant Shire staff
R, Galluccio for Peermont Holdings Pty Ltd (landowner of site)

Statutory Environment:

Shire of Irwin Local Planning Scheme No.5

The subject land is classified as a "Special Use" zone (SU24), permitting the below uses extracted from Schedule 4:

No.	LOCATION	LAND PARTICULARS	PERMITTED USES	SPECIFIC CONDITIONS
20	Brand Highway, Dongara	Lots 7, 8 and 13	+ Roadhouse + Managers Accommodation + Public Restaurant + Incidental uses to the permitted uses	
21	Brand Highway, Dongara	Lot 15	+ Roadhouse + Managers Accommodation + Public Restaurant + Incidental uses to the permitted uses	
22	Waldeck Street (Corner Brand Highway)	Lot 11	+ Tourist Accommodation + Public Restaurant + Shop + Reception Centre + Public Amusement + Incidental uses to the permitted uses + Residential Building	
23	Waldeck Street (north of Clementina Road)	Lot 12	+ Motel + Public Restaurant + Incidental uses to the permitted uses	
24	Moreton Terrace	Lot 23	+ Hotel + Motel + Tavern + Club Premises + Public Utility + Betting Agency + Telecommunications Infrastructure + Public Restaurant + Incidental uses to the permitted uses	

Clause 5.24 of the Scheme tables the development requirements, including car parking ratios, for a zone and/or land use. Clause 5.24 does not stipulate development requirements for the Special Use zone, noting the local government can apply provisions based on the predominant use in the locality in which the use is located. This section also refers to the application of Clause 5.32 of the Scheme which states the development requirements may be applied by the local government at its discretion.

ZONE	USE	Min Lot Area (m^2)	Min Effect Frontage (m)	Min Boundary Setbacks (m) Front	Rear	Side	Min Car Parking Spaces	Min Landscaping % of Site	Other Requirements
Light Industry and Marine Based Industry	Any Permitted Use	1000	25	11	7.5	As per Building Code of Australia	As determined by the Local Government	Clause 5.13 applies	
Rural Residential	Any Permitted Use (and see Schedule 13)	1ha to 4ha	50	15	7.5	5			
Rural Smallholdings	Any Permitted Use	Area D-15ha	50	15	7.5	5			
		Area G-20ha	50	15	7.5	5			
		Adjacent Irwin Townsite- 10ha	50	15	7.5	5			
General Farming	Any Permitted Use	Based on Locally Accept-able Farm Units and Local Planning Strategy		15	15	5			
Special Use	Any Permitted Use	As required under this Schedule or by the Local Government based on the Predominant use in the locality in which the use is to be located. Clause 5.32 applies							

Policy Implications:
Nil.

Financial/Resource Implications:
The Shire engaged a licensed property valuer to prepare a market valuation report at a cost of $3,000. This report assisted the Shire by determining current land and rental values and was needed to facilitate the process for this type of arrangement for the subject land. The report indicates the subject portion of land (3,000sqm at the time of the valuation) to have a market value of $750,000 and an annual gross rental value of $37,500. That equates to a gross rental value of $12.50 per square metre per annum or $25,000 annual lease value for the revised/proposed 2,000sqm portion of land.

The draft Land Use Agreement sets costs for both parties. The draft proposes that the Shire take on the responsibility for the ongoing maintenance of the 2,000sqm shared parking space at an approximate cost (value) of $1,500 per annum.

The draft Land Use Agreement also makes provision for a Shire contribution to the landowner to account for the loss of exclusivity of the 36 onsite car parking bays. It is proposed that the Shire and landowner contribute 50% each towards the shared use of this land. When taking into account the Shire's annual maintenance contribution of $1,500 per annum, the proposed annual contribution in the draft arrangement would equate to $14,000 per annum.

For comparison, the costs associated with the original 3,000sqm area has been listed below as well as a 1,000sqm area (18 bays only on eastern side).

	3,000sqm area	2,000sqm area (proposed)	1,000sqm area
Annual gross rental value at 50% contribution rate	$18,750	$12,500	$6,250
Annual maintenance	$2,250	$1,500	$750
Final proposed Shire contribution per annum	**$21,000**	**$14,000**	**$7,000**

Strategic Implications:
Strategic Community Plan 2017 - 2027
Strategy 1.1.2 Partner with and advocate on behalf of commerce and industry to improve local infrastructure and services

Attachments:
Attachment Booklet – December 2020
ID02-12/20 Attachment 1: Market Valuation Report
ID02-12/20 Attachment 2: WALGA Draft Parking Guidelines

CONFIDENTIAL Attachment Booklet – December 2020
ID02-12/20 Attachment 3: Dongara Town Centre GHD Plan
ID02-12/20 Attachment 4: Draft Land Use Agreement November 2020

Officer Recommendation:

To allow further clarification from officers, Cr Wells moved to suspend Clause 10.2 of the Shire of Irwin Meeting Procedures Local Law 2016.

COUNCIL DECISION 101220:	
MOVED: Cr Wells	**SECONDED: Cr Leonard**
That Council suspends Clause 10.2 of the Shire of Irwin Meeting Procedures Local Law 2016 at 6.24pm.	
VOTING DETAILS:	**Carried 8/0**

Further clarification on the item was provided by the Chief Executive Officer and Manager Development.

COUNCIL DECISION 111220:	
MOVED: Cr Gillam	**SECONDED: Cr Wells**
That Council reconvenes the meeting under Clause 10.2 of the Shire of Irwin Meeting Procedures Local Law 2016 at 6.31pm.	
VOTING DETAILS:	**Carried 8/0**

OFFICER RECOMMENDATION AND COUNCIL DECISION 121220:	
MOVED: Cr West	**SECONDED: Cr Eva**
That Council authorises the Chief Executive Officer to enter into a land use agreement with the landowner of Lot 23 Moreton Terrace, Dongara for the purpose of finalising 2,000sqm of shared parking arrangement utilising a portion of Lot 23 Moreton Terrace, Dongara, provided that any modification does not materially change the intent from the Draft Land Use Agreement – November 2020, provided as Attachment 4 in Confidential Attachment Booklet – December 2020.	
VOTING DETAILS:	**Carried 8/0**

ATTACHMENT: ID03

MP Rogers Final Report 2013

Attachment 1
Port Denison – boat ramp feasibility study

m p rogers & associates pl ABN 14 062 681 252
consulting engineers specialising in coastal, port and marine projects

Form 001 20/07/12

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Our reference: K1038:MLL/DAB:Letter 13007 Rev 0
Enquiries: Matthew Lee, direct line: 9254 6617

27 June 2013

Ms Coralie Palmer
Shire of Irwin
PMB 21
Dongara WA 6525

Dear Coralie

PORT DENISON – BOAT RAMP FEASIBILITY STUDY

The Shire of Irwin has engaged specialist coastal and port engineers, M P Rogers & Associates (MRA), to conduct a feasibility study into the development of a small craft launching facility in the Port Denison Boat Harbour. The Shire has been assisted in the funding of this project by the Department of Transport under the Recreational Boating Facilities Scheme.

The scope of this investigation, as detailed in the Job Plan submitted by MRA, encompasses the following:

- Review of As-Constructed drawings, surveys and geotechnical information of the existing facility, commissioning of feature survey and site inspection,
- Development of metocean, functional and structural design criteria,
- Preparation of two conceptual designs including drawings and preliminary cost estimates,
- Undertake community consultation including community forum, and
- Liaison with Department of Transport and Shire Officers.

This report details the data used, methodology adopted and findings of the investigation undertaken by MRA.

Following the completion of the initial investigation and public consultation aspect of the project the Shire informed MRA that neither conceptual option presented was to proceed and requested that MRA undertake a variation to their scope of works. The aim of this variation was to assess methods to increase the efficiency and utilisation of the recreational boating facilities with the Port Denison Harbour. Following consultation between MRA, the Shire and the Department of Transport, MRA were requested to consider the following aspects:

- Upgrade of the parking areas and layout with the possible relocation of site facilities,
- Improvement of traffic management during peak periods, and
- Installation of additional signage allowing for the dual use of both launch and retrieval ramps.

This report has been revised to include a brief summary of the public consultation process and present the findings relating to the variation in scope.

We trust that this report is sufficient to meet your present needs, should you have any comments or queries please do not hesitate to contact us.

Yours sincerely

for and on behalf of
m p rogers & associates pl DAB

13007 Rev 0

June 2013

Shire of Irwin

Port Denison Boat Ramp Feasibility Study

Job K1038, Letter Report 13007 Rev 0
Record of Document Revisions

Rev	Purpose of Document	Prepared	Reviewed	Approved	Date
A	Draft for MRA review	M. Lee	P. Doust	D. Bobridge	26/02/2012
B	Issued for community review	M. Lee	P. Doust	D. Bobridge	07/03/2013
0	Revised following public consultation and revision to scope of works	M. Lee	D. Bobridge	D. Bobridge	27/06/2013

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Limitations of this Document

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1. Introduction

The Shire of Irwin (The Shire), with assistance from the Department of Transport's (DoT) Recreational Boating Facilities Scheme (RBFS), has commissioned M P Rogers & Associates (MRA), specialist coastal and port engineers, to conduct a feasibility study into the construction of an additional recreational boat launching facility within the Port Denison Boat Harbour.

Located on the Batavia Coast, approximately 360 km north of Perth, the Port Denison / Dongara region is a popular holiday destination known for its fishing and aquatic activities. The location of the site has been highlighted in Figure 1.1, shown below.



Figure 1.1 – Location Diagram

The two arms of the Port Denison Boat Harbour breakwater were constructed in 1979 and are orientated to provide a sheltered climate from the predominantly south westerly swell for the mooring, launching and retrieval of vessels. Since construction, the boat harbour has served both the commercial and recreational boating needs of the community.

Current infrastructure in the harbour includes:

- Two service jetties – with connections for fuel, power and water,
- 48 pens catering for both recreational and commercial vessels up to 20 m in length,
- A commercial jinker ramp, owned and operated by the Dongara Professional Fisherman's Association,
- A dual lane concrete boat ramp and finger jetty, and
- Numerous onshore facilities.

Observations by the Shire suggest that at present the existing boat ramp and facilities struggle to cope with the demand from the general public during peak periods. This has led to significant congestion in the car park and wash down facility, an area of concern for the Shire. This, coupled with the completion of the Indian Ocean Drive and anticipated increase in tourist activity in the area, has led the Shire to consider further development of the recreational boating facilities in the harbour.

The scope of the investigation by MRA, as detailed in the Job Plan submitted to the Shire, encompasses the following:

- Review of As-Constructed drawings, surveys and geotechnical information of the existing facility, commissioning of feature survey and site inspection,
- Development of metocean, functional and structural design criteria,
- Preparation of two conceptual designs including drawings and preliminary cost estimates,
- Undertake community consultation including community forum, and
- Liaison with Department of Transport and Shire Officers.

The locations of the two sites considered in this investigation are highlighted in the following figure, Figure 1.2. Photographs of the areas of interest taken during the site inspection are included as Figure 1.3.



Figure 1.2 – Site Locations



Figure 1.3 – Site Photography Site One (Left) & Site Two (Right)

This letter report details the data used, methodology adopted and the findings of the investigation undertaken by MRA.

2. Key Documents, Requirements & Recommendations

There are numerous documents that require consideration during this preliminary stage of the project. The key documents are listed below:

- Australian Standard AS 3962: Guidelines for the design of marinas (2001), and
- Guidelines for the Design of Boat Launching Facilities in Western Australia (DoT 2009).

Additionally, numerous documents and papers reflecting best practices in the coastal engineering industry are referenced throughout this report.

The Shire has requested that the facility be designed to comply with the requirements of AS 1428: Design for access and mobility (2009). Due to the functional requirements of vessel launching facilities it would be impractical to incorporate the requirements of this standard into all aspects of the design. However, where the functional requirements of the structure need not be compromised, facilities shall be designed in accordance with AS 1428.

During the detailed design phase of the project, following the determination of construction methodology and materials, additional Australian Standards will be required for the design of individual components.

The primary recommendations and guidelines presented in the key documents are detailed below.

2.1 AS 3962: Guidelines for the design of marinas

This Australian Standard provides advice for the location, alignment, dimensions and levels of boat launching ramps. The relevant recommendations are detailed below:

- Alignment of the ramp into the dominate direction of waves from swell, sea and boat wash,
- Sheltered from waves larger than 0.2m,
- Located as near as possible to the host waterway,
- Land approaches that permit queuing without blocking other traffic systems, and
- Water approaches of sufficient area to allow queuing and low speed manoeuvres without blocking fairways and channels.

The dimensions of the ramp and approach lanes should comply with the following recommendations:

- Land approaches to the ramp should be level perpendicular to the ramp centreline, and uniformly graded parallel to the centreline and extend a minimum of 20 m landward of the head of the ramp,
- A single lane ramp should be a minimum of 4.0 m wide between kerbs or at least 4.5 m wide without kerbs,

- The toe of the ramp should be at least 1 m below chart datum and should extend at least 0.6 m below the lowest predicted water level,
- The gradient of the ramp should be within the range of 1:9 to 1:7 with a preferred gradient of 1:8, and
- The ramp surface is required to provide sufficient traction for the towing vehicle at all tide levels, and sound footing for boat users guiding their craft on and off trailers.

The standard also specifies the number of parking areas required to be provided based on the ramp's location and associated facilities. To comply with the minimum requirements of the standard the facility will require parking as detailed in Table 2.1.

Table 2.1 Parking at Public Boat Launching Ramp

Area Classification	Number of car/trailer spaces for each ramp lane		
	Ramp Only	**With boat holding structures**	With separate rigging and derigging areas
Urban	30 - 40	40 – 50	50 -60
Rural	20 - 30	**30 - 40**	40 – 50

Note:
1) Taken from AS3962: Guidelines for the design of marinas

Recommendations are provided with respect to the required navigation depth. Depth of navigation channels shall be determined based on the following allowances:

- A minimum of 0.5 x the significant wave height (H_S) resulting from wind waves and vessel wake,
- An appropriate allowance where siltation is likely to occur,
- A minimum clearance of 300 mm where seafloor consists of soft material, and
- A minimum clearance of 500 mm where seafloor consists of hard material.

2.2 Guidelines for the design of boat launching facilities

DoT has published a set of guidelines for the design of facilities; this publication provides numerous recommendations as to the functional criteria for the project (DoT 2009). There is some cross correlation with the AS 3962: Guidelines for the design of marinas.

The relevant criteria detailed in the document are listed below:

- Ramps to be constructed of concrete, graded at a 1:8 slope, with a toe depth at a minimum of 0.6 m below LAT with 1 to 1.5 m being preferable.

- Be supported by a compacted rubble base which is wholly contained at the sides by a revetment designed to be stable under a 20 year recurrence storm wave. The ramp toe shall have a designed stabilising revetment with a top sufficiently smooth to allow trailer wheels to cross it.

- Have an intercepting drain across the top of the ramp to divert drainage from the approach pavements into a pollution trap or infiltration basin.

The recommendations for boat holding structures are set out below:

- Should have sufficient length for at least three vessels to lie in line at each ramp,

- Have a deck at least 1200 mm wide between kerbs or chafers,

- Have a deck level at about 0.5 m above Mean Higher High Water (MHHW),

- Have chafers every 2 m along each face extending from 0.3 m above Lowest Astronomical Tide (LAT) to 1 m above MHHW, and

- Have ladders every third chafer on each side extending from LAT to deck level.

The associated approach roads and parking area should:

- Be at least 500 mm above the Highest Astronomical Tide (HAT),

- Approach ramp with suitable vertical curve as described in AS 3962,

- Have a marked approach slot for each ramp lane, where a backing trailer can be aligned before reversing. Ideally this will be 30 m long with painted lines to guide the reversing driver, and

- Have at least the trailer parking capacity nominated in AS 3962, with at least 50% paved.

Additional recommendations include:

- Stormwater is captured and pollutant traps are used to limit runoff back into adjacent waterways,

- An overflow trailer parking area is identified to accommodate peak, or future increases in demand,

- Unsealed or overflow trailer parking areas are landscaped to guide orderly parking in busy periods, and

- The addition of future ramp lanes is considered in the design.

2.3 Summary

From inspection of both sites and analysis of additional data relevant to the sites it is anticipated that the majority of the above requirements can be complied with. Compliance with these requirements shall be detailed further in the following sections of this report.

3. Environmental Design Considerations

This section details the environmental design consideration for the conceptual development and includes an assessment of:

- Water Levels,
- Wind Velocity,
- Wave Conditions,
- Bathymetry and Topography, and
- Geotechnical Conditions.

Further details of these factors are provided in the following section.

3.1 Project Datum

The following datums have been adopted for this project:

- Vertical: Australian Height Datum (AHD), which is approximately 0.76 m above Chart Datum at Port Denison, and
- Horizontal: Map Grid of Australia 94 (MGA 94).

3.2 Design Water Levels

The water level at the site fluctuates on a varying time scale based on astronomical, meteorological and hydrological effects. These factors have been considered in the determination of the design water level for the development.

Key astronomical tidal levels have been taken from the Geraldton Submergence Curve (DoT 696-58-02), see Appendix 1. Geraldton was selected as an appropriate site from which to source this information as it is the closest location of continuous, reliable water level data in the region. There is a difference of approximately 0.21 m between Chart Datum in Geraldton and Dongara and therefore the tidal levels have been modified to reflect this. The tidal levels presented in the following table, Table 3.1, have been modified and are accurate for the Port Denison Boat Harbour.

Table 3.1 Key Tidal Levels

Tidal Plane	Prefix	RL (mAHD)	RL (mCD)
Highest Astronomical Tide	HAT	0.65	1.41
Mean Higher High Water	MHHW	0.27	1.03
Mean Sea Level	MSL	0.02	0.78
Mean Lower Low Water	MLLW	-0.22	0.54
Lowest Astronomical Tide	LAT	-0.55	0.21

Whilst tides can be accurately predicted there is the potential for water levels to exceed the predicted levels due to meteorological and hydrological events. These are referred to as extreme events and are measured in terms of their Average Recurrence Interval (ARI).

An analysis of extreme water level events has been conducted by MRA based on information sourced from the Geraldton Tide Gauge. The data collected spans an interval of more than 25 years, 1986 to 2012, which allows for accurate prediction of the 50 year ARI event. The results of this analysis are detailed in the following figure, Figure 3.1. As before the data has been altered to correctly represent the level of Chart Datum at Port Denison, the resulting levels can be seen in Table 3.2.

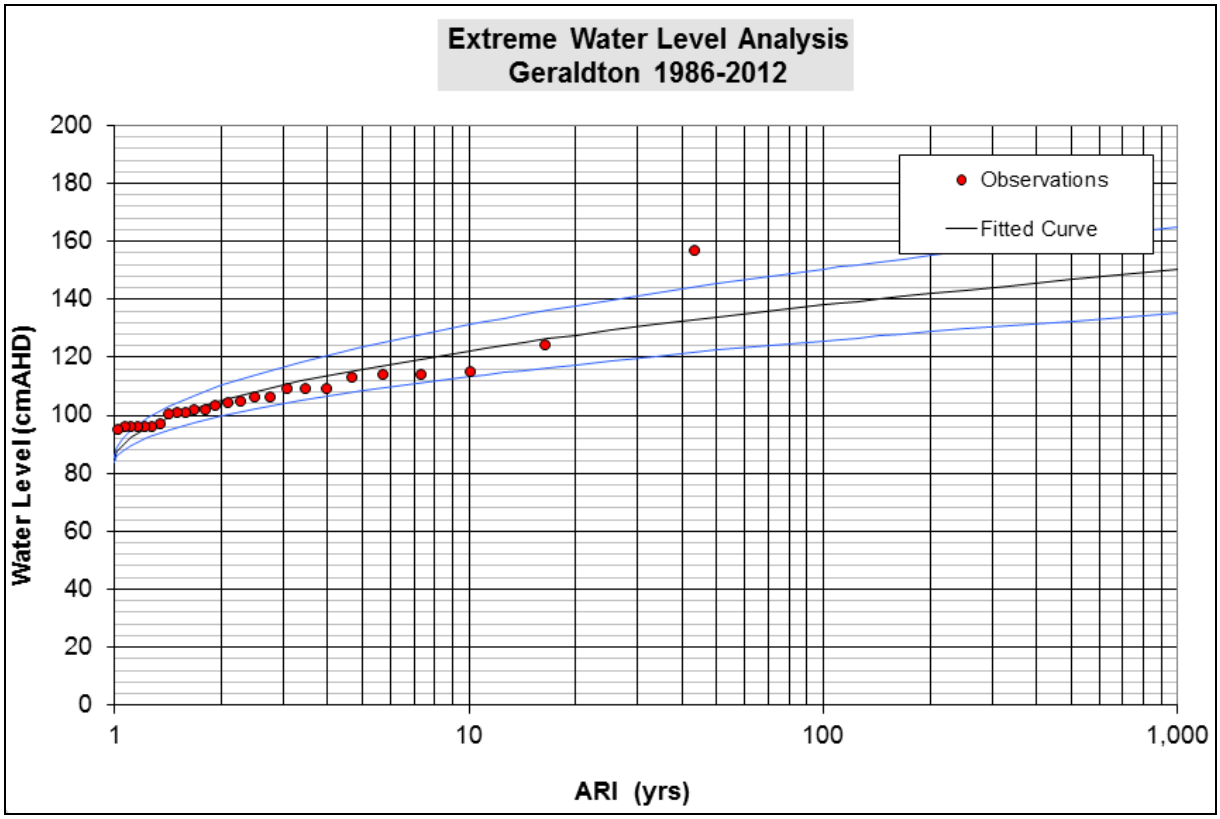


Figure 3.1 – Extreme Water Level Analysis

Table 3.2 Port Denison Extreme Water Levels

Average Recurrence Interval	RL (mAHD)	RL (mCD)
1 Year	0.85	1.61
20 Years	1.27	2.03
50 Years	1.34	2.10

An additional allowance for sea level rise has been included in the determination of the design water level. The magnitude of this allowance is dependent on the design life of the facility. It is anticipated that a design life of 25 years will be appropriate. This is the typical design life associated with small craft facilities.

AS 4997: Guidelines for the design of maritime structures (2005) recommends an allowance of 0.1 m for sea level rise over a 25 year period. Following the publication of AS 4997 additional research was conducted by DoT (DoT 2010) which provides guidance in the appropriate allowance for sea level rise in Western Australia. A plot showing the recommended allowance is provided in the following figure and shall be adopted for this project.

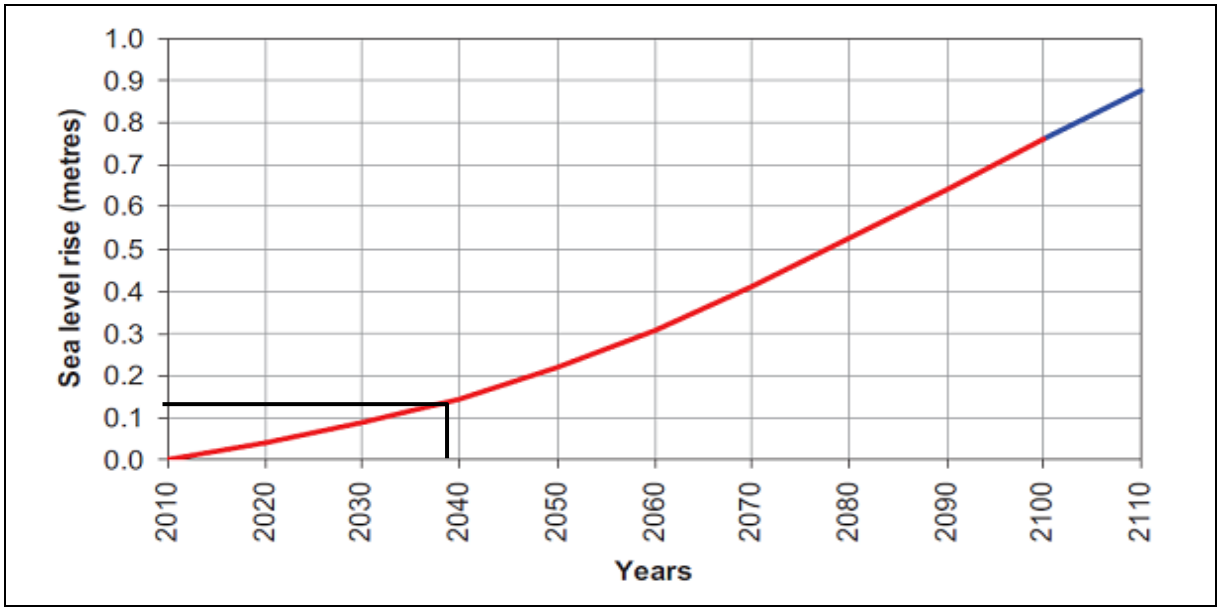


Figure 3.2 – Recommendations for sea level rise in WA

Based on this figure an allowance of 0.15 m shall be included in the design water level to account for sea level rise until the year 2038.

3.3 Design Wind Velocity

Determination of the local wind velocity has been undertaken in accordance with AS/NZS 1170.2: Structural design actions – Wind Actions (2011). Information regarding the regional wind velocity, relevant reduction factors and the site wind speed is presented in the following table. Due to the response of floating structures the site wind velocity has been modified to reflect the 30 second gust as opposed to the 3 second gust provided by the Australian Standards. This has been conducted using the methodology outlined in DNV (1989) and confirmed with the methodology presented in AS 4997.

Table 3.3 Design Wind Velocity

Parameter	1 Year ARI	20 year ARI	50 year ARI
Region	B	B	B
Regional Wind Velocity (3 second gust)	26 ms^{-1}	38 ms^{-1}	44 ms^{-1}
Direction Multiplier	1	1	1
Terrain Height Multiplier	0.99	0.91	0.91
Shielding Multiplier	1	1	1
Topographical Multiplier	1	1	1
Site Wind Velocity (3 second gust)	25.8 ms^{-1}	34.6 ms^{-1}	40.0 ms^{-1}
Site Wind Velocity (30 second gust)	23 ms^{-1}	31 ms^{-1}	36 ms^{-1}

Note:

1) Information taken from AS NZS 1170.2
2) 30 second gust determined in accordance with DNV (1989)

The wind roses presented in Figure 3.3 provide information on the predominate direction of the wind in the local area. The data presented represents the annual 9am and 3pm measurements for Geraldton.

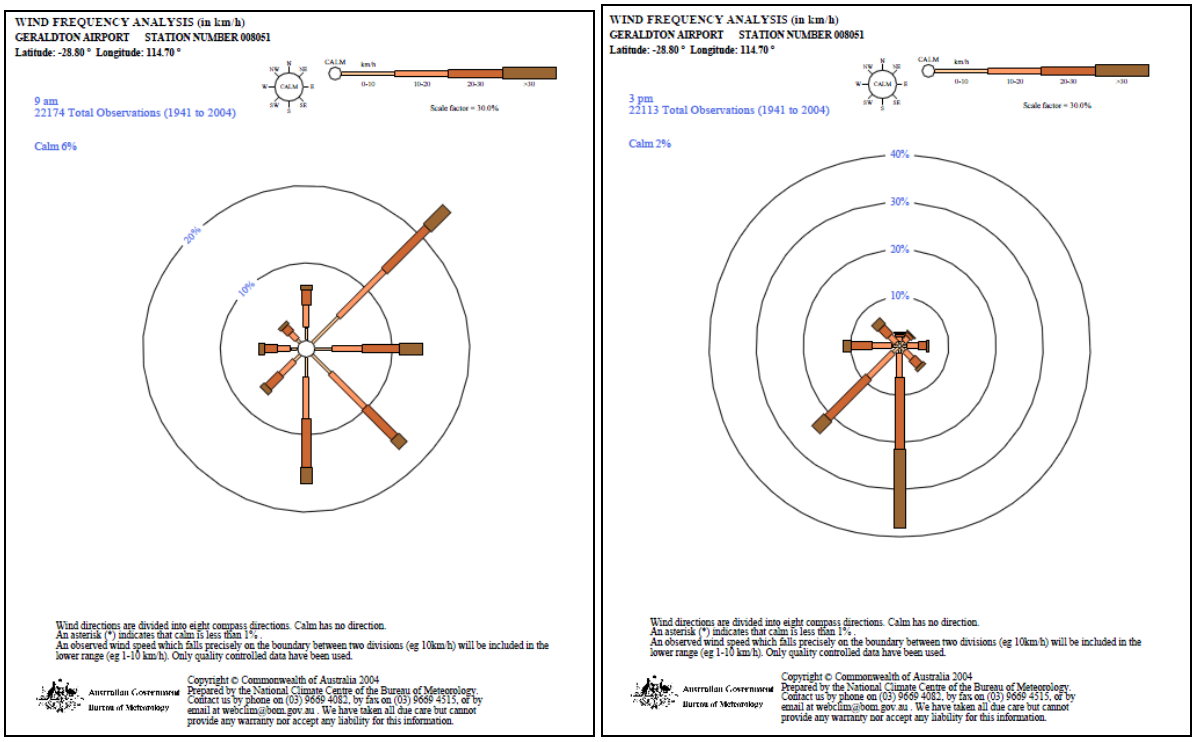


Figure 3.3 – Wind Roses (BoM)

3.4 Design Wave Conditions

The wave climate surrounding Port Denison consists of a combination of sea and swell. Swell is generated in the Indian and Southern Ocean with a predominant direction from the WSW to SSW. This has been confirmed by the analysis of numerous aerial photographs of the site and surrounding region. The orientation of the breakwater entrance was designed to minimise the impact of this swell on the wave conditions within the harbour.

Determination of the local sea has been undertaken by completing a hindcast and of both the wave conditions due to the fetch within the marina and a northerly fetch from the marina entrance. The northerly direction was selected owing to the fact that the marina entrance will provided significantly less protection from waves propagating from this direction.

3.4.1 Sea

An analysis of the wave conditions in the harbour has been conducted utilising the methods presented by Wilson (1965) as revised by Goda (2003). The wind velocities forcing the wave generation have been taken from Table 3.3. The wave conditions presented represent the results of the hindcast from within the harbour and the penetrating wave resulting from a northerly hindcast diffracted through the harbour entrance. For further information regarding the analysis of the sea conditions refer to Appendix 2. The tables presented below, Table 3.4 and 3.5, detail the wave conditions at each of the two sites.

Table 3.4 Hindcast Wave Conditions (Site One)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.32 m	3.8 seconds
20 Years	0.44 m	4.3 seconds
50 Years	0.50 m	4.6 seconds

Table 3.5 Hindcast Wave Conditions (Site Two)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.53 m	3.8 seconds
20 Years	0.75 m	4.3 seconds
50 Years	0.88 m	4.6 seconds

3.4.2 Swell

As previously discussed the predominate direction of swell is from the WSW to SSW of the site. The marina entrance is orientated to ensure that minimal energy associated with these waves is transmitted into the harbour.

From examination of hydrographical charts of the surrounding area (Chart Reference: AS 752) it can be seen that there are several areas of offshore reef which serve to attenuate wave energy. This is complemented by Leander Point Reef which is located on the ocean side of the western breakwater.

Due to the energy removed from the incoming swell by these obstacles and the depth limited breaking across the shallow area of reef, transmission of wave energy through or over the breakwater is likely to be negligible.

The penetration of swell through the harbour entrance has been assessed and, due to the orientation of the entrance and the predominant direction of the swell, is likely to have a minor effect on the wave conditions within the harbour.

Based on the information reviewed we do not believe that the swell will adversely affect the wave conditions at either of the conceptual sites.

3.5 Survey & Hydrographical Data

Information relating to the bathymetry of the marina and immediate surrounds has been taken from navigational chart AUS 752, which details the Port Denison / Dongara coastline, and a DoT hydrographical survey of the harbour. The hydrographical survey was conducted in October 2012 and has been attached for information as Appendix 3. Due to the sheltered nature of the harbour and the

lack of sediment feed it is believed that there would have been minimal sedimentation since the survey was undertaken.

To complement this information MRA commissioned Quantum Surveys to carry out a higher resolution feature survey of the areas of interest. This survey, attached as Appendix 4, provides details of the topography, gradients and features in the areas of interest out to a depth of approximately -1.2 mAHD.

Following receipt of the survey the extent of the investigation at Site Two, the south western corner of the harbour, was extended. This means that whilst the survey provides valuable information the calculation of fill and dredge volumes have required extrapolation of known data. This limits the accuracy of the calculations. Following a decision regarding which option to pursue further survey information may be warranted in this area.

From analysis of the available information it can be seen that the majority of the marina has sufficient navigable depth to allow for operation of all trailerable vessels at all tidal states. There is, however, an area immediately in front of both proposed sites where dredging may be required to ensure navigable depth in accordance with Australian Standards.

An estimate of the quantity of dredging required has been made. This is shown on the attached concept drawings. However, due to the extrapolated data, this may warrant revision during the detailed design phase of the works.

3.6 Geotechnical Information

An understanding of the underlying geotechnical properties is necessary prior to commencing detailed design of either conceptual plan. Geotechnical information will allow for confirmation of the assumed construction methodology, assumptions made in the assessment of dredging material, piling conditions and ramp foundations.

From review of the design drawings of the existing jetty structure it is clear that a geotechnical study was conducted by GHD in March 2000. Attempts to obtain a copy of this information from DoT are ongoing.

At the time of writing this report geotechnical information was available for Site One only. This information is in the form of pile driving records from the installation of piles associated with the jetty in close proximity to the existing boat ramp which was constructed in 2001. These records show a layer of softer material, approximately 4 m thick but varying up to 9 m in one location, overlying a layer of stiffer material.

This softer material may necessitate construction at Site One taking place in the dry to enable sufficient compaction of the underlying material thereby minimising issues such as settlement. However, further investigation of this may be required during the detailed design phase of the project.

No information as to the geotechnical conditions at Site Two has been made available for this study. An investigation would be recommended prior to detailed design.

The survey commissioned by MRA for this investigation highlighted several areas of rock / reef outcropping. This may be beneficial for founding of the ramp however; depending upon the strength

of the rock, piling works associated with the installation of the finger jetties may be adversely affected. Should this rock outcropping extend into the proposed navigational channel then the costs associated with dredging may increase substantially.

4. Conceptual Design

4.1 Design Life & Annual Probability of Exceedance

Design life is defined as the period for which a structure, or structural element, remains fit for use in its intended purpose with appropriate maintenance. At the end of the design life the structure should have adequate strength to resist the ultimate loads and be serviceable but may have reached a stage where further deterioration will result in inadequate structural capacity. The design life of maritime structures is dependent on the type of facility and the intended function.

An appropriate design life for the facility has been determined in accordance with AS 4997. As a small craft facility it is deemed appropriate to design for a 25 year design life.

The annual probability of exceedance for the design events is determined using the following structure categories:

- Function Category 1
- Importance Level 1

Based on these structure categories and the intended design life, the annual probability of exceedance for the design events are provided in the following table.

Table 4.1 Annual Probability of Exceedance for Design Events

Design Event	Ultimate Limit State	Serviceability Limit State
Wave	1/50	1/1
Wind	1/100	1/25
Earthquake	1/100	1/25

Notes:
1. Wave design event from AS4997-2005.
2. Wind and Earthquake design event from AS1170.0-2002.

4.2 Design Levels & Ramp Dimensions

All ramp dimensions, gradients and levels shall, at a minimum, conform to the requirements of Australian Standards and DoT Guidelines. The specific levels adopted for each design are detailed in the relevant sections.

Navigable Depth

The requirements for navigation have been determined in accordance with AS 3962. This requires an allowance for the following:

- Vessel Draft: 0.9 m

- Wave Allowance: 0.4 m
- Siltation Allowance: 0.1 m
- Under Keel Clearance: 0.3 m
- Total Allowance: 1.7 m

The depths listed above are required below LAT. Therefore, a navigable depth of -2.25 mAHD will be required to allow for safe navigation of all trailerable vessels at all tidal states.

This depth represents a minimum depth required as the under keel clearance specified is for soft material (sand/silt). Should the base of the channel be hard material (rock/stiff clay) then this clearance should be increased to 0.5 m.

This navigable depth is required for access to each ramp.

4.3 Land Reclamation & Rock Revetment

Both conceptual designs require an area of land be reclaimed to provide sufficient area for parking and vehicle circulation within the facility. The reclaimed land and ramp shall be wholly contained within a rock revetment. DoT Guidelines require that the revetment be stable under a 20 year ARI wave. As the revetment will contain both the reclaimed land and ramp it is considered more appropriate to design for the 50 year ARI wave in accordance with AS 4997. This is representative of a small craft facility with a low degree of hazard to life and property.

Based on the preliminary environmental climate determined in the preceding section an appropriate rock size for both the armour and filter layer has been calculated. The sizing of both the armour and filter layer has been calculated according to the method outlined in The Rock Manual (CIRIA:CUR:CETMEF 2007) and based on Limestone material. Due to the variation in wave conditions at each site the dimensions and weights calculated shall be provided in the appropriate section.

It should be noted that calculation of detailed rock grading specifications will be required during the detailed design phase of the project.

4.4 Finger Jetty

A finger jetty has been included in both conceptual plans as this assists in the efficient launching and retrieval of vessels, reducing congestion around the ramp. As discussed with Shire representatives the finger jetty shall be floating as this provides the easiest access to moored vessels due to its variable height matching fluctuations in the water level.

Australian Standards require that the finger jetty have sufficient length to enable the mooring of three vessels per side. This length shall be taken from the toe of the ramp to ensure that moored vessels do not hinder the launching and retrieval of vessels.

The gangway shall be designed to allow for assisted disable access in accordance with AS 3962. This, whilst not providing the handrails and kerbs required by AS 1428, will allow disabled people to use the facility. As such the slope of the gangway shall not exceed 1:8 at any tidal state.

The finger jetties and gangway shall be connected to the shore via a concrete abutment block located between the ramps. The pontoons making up the floating jetty shall be secured to the seafloor via piles. The location of the piles have been estimated on the conceptual drawings however the final locations, pile dimensions and embedment lengths will require determination during the detailed design phase of the project.

4.5 Onshore Facilities

The Shire has identified the need for several facilities to be incorporated into the conceptual design, these include:

- Fish cleaning stations,
- Ramp and safety signage,
- Toilets and shower facilities,
- Vessel wash down bay, and
- Shade structure / BBQ area.

A number of facilities are already provided at Site One whilst development of Site Two will require the construction of all facilities required.

Potential facility sites have been identified and highlighted in the conceptual site plans.

4.6 Site One – Conceptual Plan

Conceptual engineering drawings have been prepared for the development of Site One, see Appendix 5. Additional details of the development at Site One are provided in the following section.

4.6.1 Functionality

The requirements of the Australian Standards and DoT Guidelines with regard to the functionality of the facility were detailed earlier in this report. The conceptual design presented for Site One complies with all the requirements with the exception of the local wave conditions, which exceeds 0.2 m during extreme storm events. Failure to meet this functional requirement is a common occurrence and it is anticipated that during daily operation the wave conditions will be in accordance with the recommendations.

This will require management from the Shire to ensure that recreational boat operators are aware that during extreme conditions it may be unsafe to launch or retrieve vessels at the facility. Alternatives include use of the jetty in close proximity to secure vessels until the conditions are more favourable or beaching and securing vessels.

4.6.2 Ramp Levels and Dimensions

The levels, dimensions and gradient adopted for the design of the ramp at Site One are as detailed below:

- Level of Ramp Head & Associated Parking: +1.60 mAHD
- Level of Ramp Toe: -1.76 mAHD
- Width of Ramp: 4.0 m
- Gradient of Ramp: 1 in 8

The level presented for the ramp head and associated parking area is in excess of that required by Australian Standards and DoT Guidelines. This level has been adopted to allow the new ramp and jetty to tie into the existing facility.

4.6.3 Required Works

A preliminary assessment of the works required to deliver the concept, as shown on the drawings provided, has been undertaken.

It is anticipated that the development of Site One may include the following works:

- Removal of existing revetment,
- Construction of a new revetment and reclamation of the area of land between the revetment and existing shoreline,
- Minor dredging works or excavations,
- Construction of dual lane concrete boat ramp, floating finger jetty and concrete abutment,
- Construction of parking area with associated lighting, drainage and signage,
- Construction of pedestrian access ways and minor landscaping,
- Closing existing connections between car park and road, and
- Construction of facility sites including fish cleaning station.

4.6.4 Revetment and Reclamation

As mentioned previously a rock revetment will be required to protect both the foundations of the ramp and area of reclamation required for the development of the site. The dimensions and weights of the rocks required to construct a revetment stable under the 50 year wave conditions has been assessed and are presented in the following table.

Table 4.2 Armour & Filter Rock Dimensions (Site One)

Layer	D_{50} (metres)	M_{50} (tonnes)
Armour	0.59 m	0.4 tonnes
Filter	0.25 m	0.03 tonnes

Note:

1) Detailed rock grading specifications to be determined in detailed design phase.

The proposed area of reclamation will extend over the existing rock revetment on the western side of the ramp. Consideration will be required as to the use of this material. With appropriate sorting and inspection it may be suitable for reuse as armour or filter material. Alternatively, it may be used as fill material.

Based on the conceptual plan presented the new revetment will be approximately 110 m in length and enable the reclamation of approximately 2,450 m^2 of land from the existing harbour. This will require approximately 5,450 m^3 of fill material. It is anticipated that the majority of this shall be imported onto site with a minor amount coming from dredging works and site clearance.

4.6.5 Dredging

Based on analysis of the hydrographical data obtained from DoT there will be a requirement to dredge to achieve a navigable channel in accordance with Australian Standards. It is estimated that approximately 675 m^3 of material will be removed from the area around the ramp.

Whilst no study has been conducted into the nature of the dredge material, with regards to contaminants and potential acid sulphate soils, it is anticipated that the dredge spoils will be used as fill material in the required reclamation.

A study into the nature of the material would be recommended during the detailed design phase of the project.

4.6.6 Construction Cost Estimate

A preliminary construction cost estimate has been prepared for the development of Site One as shown on the conceptual plans.

The estimate has been prepared utilising data gathered by MRA from contractors, recently completed projects and previous experience.

It is anticipated that the development of Site One will cost approximately $1.6 million plus GST. A breakdown of this estimate can be seen in Appendix 6.

4.7 Site Two – Conceptual Plan

Conceptual engineering drawings have been prepared for the development of Site Two, see Appendix 5. Additional details of the development at Site Two are provided in the following section.

4.7.1 Functionality

The requirements of the Australian Standards and DoT Guidelines with regard to the functionality of the facility were detailed earlier in this report. The conceptual design presented for Site Two complies with all the requirements with the exception of the local wave conditions, which exceeds 0.2 m during extreme storm events. Failure to meet this functional requirement is a common occurrence and it is anticipated that during daily operation the wave conditions will be in accordance with the recommendations.

The location of Site Two allows a clear line for penetrating waves driven by a northerly wind. This is highlighted in Appendix 2 which shows the different diffraction ratios for each site. Resolution of the wave penetration issue may require the extension of the western arm of the breakwater to provide an overlap between the two arms at the entrance. Whilst this may significantly improve the local wave conditions it is likely that they will still be in excess of the requirements of Australian Standards.

The failure to comply with the wave conditions specified will require management from the Shire to ensure that recreational boat operators are aware that during extreme conditions it may be unsafe to launch or retrieve vessels at the facility.

4.7.2 Ramp Levels and Dimensions

The levels, dimensions and gradient adopted for the design of the ramp at Site Two are as detailed below:

- Level of Ramp Head & Associated Parking: +1.30 mAHD
- Level of Ramp Toe: -1.76 mAHD
- Width of Ramp: 4.0 m
- Gradient of Ramp: 1 in 8

All levels presented above are in compliance with the Australian Standards and Guidelines.

4.7.3 Required Works

A preliminary assessment of the works required to deliver the concept, as shown on the drawings provided, has been undertaken.

It is anticipated that the development of Site Two may include the following works:

- Construction of a new revetment and reclamation of the area of land between the revetment and existing shoreline,
- Dredging works,

- Construction of two dual lane concrete boat ramp, floating finger jetties and concrete abutments,
- Construction of parking area with associated lighting, drainage and signage,
- Realignment of existing roads,
- Construction of pedestrian access ways and minor landscaping, and
- Construction of facility sites including fish cleaning station, toilets and showers.

4.7.4 Revetment and Reclamation

As mentioned previously a rock revetment will be required to protect both the foundations of the ramp and area of reclamation required for the development of the site. The dimensions and weights of the rocks required to construct a revetment stable under the 50 year wave conditions has been assessed and are presented in the following table.

Table 4.3 Armour & Filter Rock Dimensions (Site Two)

Layer	D_{50} (metres)	M_{50} (tonnes)
Armour	0.68 m	0.7 tonnes
Filter	0.3 m	0.05 tonnes

Note:

1) Detailed rock grading specifications to be determined in detailed design phase.

The proposed area of reclamation will extend from the trunk of the breakwater and tie back into the beach to the east of Fishermans Drive. Based on the conceptual plans presented the new revetment will be approximately 145 m in length and enable the reclamation of approximately 7,240 m^2 of land from the existing harbour. This will require approximately 12,300m^3 of fill material.

It is anticipated that the fill material required for the reclamation will be sourced from a combination of sources including dredge spoils, cut from the site and importation.

Given the areas of rock highlighted in the area of the development it should be noted that should the toe of the revetment be founded on rock it may be necessary to trench a ‘key’ into this rock to ensure the stability of the revetment.

4.7.5 Dredging

Based on analysis of the hydrographical data obtained from DoT there will be a requirement to dredge to achieve a navigable channel in accordance with Australian Standards. It is estimated that approximately 2,675 m^3 of material will be removed from the area around the ramp.

The alignment of the ramp and area of reclamation was based on utilising a gap between the two areas of reef / rock outcropping. The exact extents of this rock should be established prior to further development of this concept as the cost of dredging through rock material may prove prohibitively expensive.

An investigation into the nature of the dredged material would be recommended. This will enable identification of issues such as potential acid sulphate soils or other contaminants.

4.7.6 Construction Cost Estimate

A preliminary construction cost estimate has been prepared for the development of Site Two as shown on the conceptual plans.

The estimate has been prepared utilising data gathered by MRA from contractors, recently completed projects and previous experience.

It is anticipated that the development of Site One will cost approximately $3.7 million plus GST. A breakdown of this estimate can be seen in Appendix 6.

This cost estimate has assumed that 75% of the material to be dredged is sand / soft material and 25% is rock / hard material. As shown in the construction cost estimate the rate for dredging sand is $30/$m^3$ whilst the cost for dredging rock is $160/$m^3$. These prices are based on previous quotations received by MRA and are indicative of current costs. However, due to the mechanics of dredging rock material, this rate would require revision following accurate determination of rock type, properties and volume.

5. Environmental Impacts

Several of the activities associated with construction of the facility have the potential to cause an adverse environmental impact. The activities identified as having the largest potentially negative impact are listed below:

- Piling,
- Dredging, and
- Reclamation.

These activities have the potential to disturb large quantities of sediment affecting the local marine habitat and generate considerable noise and vibrations disturbing marine mammals.

There are numerous measures that can be employed to mitigate their impact. These methods include:

- Installation and maintenance of a silt curtain,
- Marine Mammal Observers, and
- Sediment Contamination / Acid Sulphate Soil investigation.

Additionally there is the potential for environmental incidents in the course of everyday works including fuel spills, dust and airborne materials. It is proposed that the these issues would be addressed in the Contractor's Management Plans and the Technical Specification prepared for Tender.

6. Further Investigations

There are several areas that require further investigations prior to or during the detailed design of the project. These investigations include:

- Additional survey of the proposed Site 2, encompassing the areas omitted in the preliminary survey,
- Investigation into the nature of dredge spoils including contaminants and potential acid sulphate soils,
- Investigation into the extents and properties of rock highlighted at Site Two, and
- Investigation into the geotechnical conditions underlying either development site.

7. Public Consultation

Two public consultation sessions were conducted at the Port Denison Sea Search and Rescue Centre, Point Leander Drive, on 4 April 2013. These sessions were organised by the Shire and combined presentation from both MRA and RPS regarding the development of recreational boating facilities within the Port Denison Boat Harbour and the current foreshore master planning project respectively.

The aim of these sessions was to present the conceptual plans for the development of the Port Denison Boat Harbour allowing the community to understand the process involved in the investigation and the likely scale of the works required to complete the works as presented in the conceptual plans. In addition to this the Shire was able to gauge the feel of the community with regard to the development whilst MRA gained an insight from local knowledge and experience.

Following a brief introduction by Darren Simmons, Shire of Irwin CEO, MRA presented the findings of the feasibility study including:

- An assessment of the local metocean conditions,
- A brief summary of relevant Australian Standards and Guidelines,
- Two conceptual plans for the facility involving either an expansion of the existing site or relocation to the south western corner of the boat harbour,
- Preliminary construction cost estimates, and
- An assessment of the pros and cons associated with each development option.

Copies of MRA's Report (13007 Draft B), which contained a greater level of detail than that presented, and the conceptual plans were available for review at the sessions.

Following the presentation the floor was opened to the community for comment on both the information and options presented. The following comments and queries were received:

- Possible Aboriginal Heritage Site located in proximity to Site Two,
- Possible registered geological fossil site located in proximity to Site Two,
- Currently separate launch and retrieval ramps at the existing facility with traffic generally one way (ie. Boats are either being launched or retrieved). Possibility of investigating signage to allow for the use of both ramps at all times,
- New facility may benefit from two access roads, one for launching and the other for retrieval. This may assist in the smooth flow of traffic within the facility,
- Trailer bays shown on plans may not be large enough to accommodate all vehicles and trailers,
- Possibility of developing alternative locations within the harbour,

- Possibility of encouraging trailer and large vehicle movement into back streets to allow for implementation of the Foreshore Master Plan's 'pedestrian friendly' ideal,

- Need for a comprehensive usage study at the existing location during both normal and peak periods to determine usage and current issues,

- Has an analysis of sediment movement been undertaken and will construction at either location alter the sediment dynamics in the harbour, and

- Consideration of alternative measures to alleviate peak period congestion including:

    - Sharing of the ramp in the north eastern corner of the inlet with professional operators,

    - Possibility of installing swing moorings that can be rented to the public, and

    - Possibility of the concrete jetty to the east of the existing ramp being used for public mooring.

Following the consultation session MRA prepared a letter, 13049 Rev 0, summarising the outcome of the session. This letter has been included as Appendix 7 to this report.

8. Further Considerations

Following the public consultation and further consideration by the Shire it was decided that neither option presented by MRA was to proceed. As per instruction received from the Shire, MRA's scope of work was varied to consider alternative methods of increasing the efficiency and utilisation of the facility. At the Shire's request the following aspects have been considered:

- Upgrade of the parking areas and layout with the possible relocation of site facilities,
- Improvement of traffic management during peak periods, and
- Installation of additional signage allowing for the dual use of both launch and retrieval ramps.

These aspects are covered in the following section of this report.

8.1 Parking Areas

As requested by the Shire, MRA has considered the existing parking area available at the facility. As detailed previously the quantity of parking provided, whilst sufficient to meet local needs, fails to comply with the recommendations of Australian Standards, AS 3962 – Guidelines for the design of marinas, and DoT guidelines. MRA believe that this contributes significantly to congestion during peak periods. Additionally, the ease of access to the facility, gained through the provision of multiple entrances, is believed to contribute to congestion as there is no single, clear traffic circulation route.

The initial conceptual plan provided for the further development of the existing facility considered the question of parking and traffic circulation within the facility. MRA drew the conclusion that, given the layout of the Port Denison Foreshore, additional land would be required to provide for parking in accordance with Australian Standards. It was intended that this land would be obtained through an expansion of the facility to the west in conjunction with an area of reclamation.

Following further consideration and review of previous assumptions, MRA believe that the option of reclamation remains a viable option to allow for the construction of additional parking without impacting on the area currently available along the foreshore for community gathering and recreation.

Based on this MRA, has prepared an alternative conceptual plan, Concept One A, for the development of the existing facility. The additional 2 lanes of boat ramp and associated finger jetty have been removed from the plan which instead focuses of the provision of parking and ease of traffic circulation within the facility. This alternative conceptual plan has been included as Appendix 5 to this report.

The conceptual plan prepared requires the removal of the car parking bays provided in the north eastern corner of the existing facility and includes the following key features:

- Proposed reclamation area: 2,450 m^2
- Required volume of fill: 5,450 m^3
- Additional trailer parking bays: 37

- Additional rigging bays: 4

Based on data gathered by MRA from Contractors, recently completed projects and previous experience it is anticipated that the development as shown will cost approximately $550,000 + GST.

8.2 Traffic Management

Working within the constraints of the existing available area, various methods of traffic management within and around the facility have been considered. As with the initial and revised conceptual plans MRA believe that defining a clear path of traffic circulation with the facility is crucial to the efficiency of operation. To achieve this MRA recommends closing the additional entrances located on Point Leander Drive resulting in a single entry and exit to the facility. This will assist in the creation of a clearly defined traffic circulation route.

From comments received during the public consultation process it is believed that there is a tendency for ramp traffic to be one way during peak periods, ie. dedicated launch and retrieval ramps. This may assist in the smooth operation of the facility however it also results in the under utilisation of the existing infrastructure.

To increase utilisation, whilst maintaining the majority of the benefits, MRA recommends that separate traffic lanes for launch and retrieval be marked onto the existing car park. This, in conjunction with appropriate signage, will indicate the priority direction of the ramp whilst enabling them to be used for both launch and retrieval. Whilst not requiring the reclamation of additional land it is proposed that western end of the car park be paved to provide the required area to allow for the inclusion of these separate approach lanes. This has been detailed on Concept One B, included as Appendix 5. MRA has not prepared a cost estimate for these works.

8.3 Signage

The installation of appropriate signage around the existing boat ramps can assist with the smooth daily operation of the facility and additionally lead to a decrease in the volume of visitor usage during peak periods.

With regard to the daily operation of the facility signage, as discussed above, clearly identifying priority launch and retrieval ramps could assist in the smooth flow of traffic. The wording of the signage should be such that, whilst stipulating the directional priority of the individual ramps, it does not preclude multi-directional use during peak periods when either launch or retrieval demand exceeds the capacity of a single ramp lane. It is anticipated that signage to this effect would be required both on the approach to and at the ramp. Additionally, the installation of signage directing users of the facility to available over flow parking areas may assist in alleviating congestion during peak periods.

In relation to decreasing the volume of visitor usage during peak periods signage can be used to highlight the availability of berthing at the existing concrete jetty located in close proximity to the boat ramp. This is considered to be a feasible, low cost option due to the following factors:

- The sheltered metocean climate within the existing boat harbour allows for safe and convenient mooring,

- The existing concrete jetty located in close proximity to the boat ramps is currently under utilised, and

- Recreational boaters visiting the region are likely to use their vessels for consecutive days during their stay.

By advertising the fact that berths are available the Shire can reduce the demand for both ramp usage and trailer parking at the facility.

8.4 Swing Moorings

As an alternative to, or an extension of, increasing the utilisation of the existing concrete jetty the Shire could increase the on water storage capacity of the harbour through the provision of swing moorings for short term usage. Whilst swing moorings do not represent an efficient use of the available harbour area in terms of vessels per square metre the expansive size of the harbour would allow for the installation of multiple moorings without a significant impact on existing vessel circulation routes.

9. Conclusions

The Shire has commissioned MRA to conduct a feasibility study into the development of one of two sites with the aim of increasing the capacity of the recreation boat launching facilities within the Port Denison Boat Harbour.

From the investigation conducted it is apparent that both sites have the potential to fulfil the requirements of the Shire whilst complying with the majority of functional criteria outlined in Australian Standards and DoT Guidelines. The exception being that both sites fail to comply with the specified wave height of less than 0.2 m during extreme events.

The key factors affecting the development of each site is detailed below:

- Site One:
  - Better wave climate,
  - Existing facilities,
  - Reduced construction works,
  - Existing facility closed during construction,
  - Minimal dredging works, and
  - Reduced capital cost.
- Site Two:
  - Considerably more construction works,
  - Poor wave climate given exposure to northerly sea,
  - Potential geotechnical / dredging issues,
  - Existing facility can remain in service during construction, and
  - Ties into Shire plans for foreshore zone.

The Shire outlined plans for the development of the foreshore zone surrounding the Port Denison Boat Harbour during the site inspection undertaken by MRA. It is understood that this development would tie into the development of Site Two.

Following the public consultation session and additional consideration by the Shire a revision was made to MRA's scope of work. The revised scope included an assessment of methods to increase the efficiency of operation at the recreation boat ramp primarily through the use of signage and improved traffic management. Based on the assessment conducted by MRA, we believe that there is potential to increase the efficiency of operation for minimal cost utilising one or a combination of the methods discussed.

MRA recommends that the Shire consult with the Department of Transport prior to implementing any of the options presented in this investigation.

10. References

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11. Appendices

Appendix 1 **Submergence Curve**

Appendix 2 **Hindcast Information**

Appendix 3 **Hydrographical Survey**

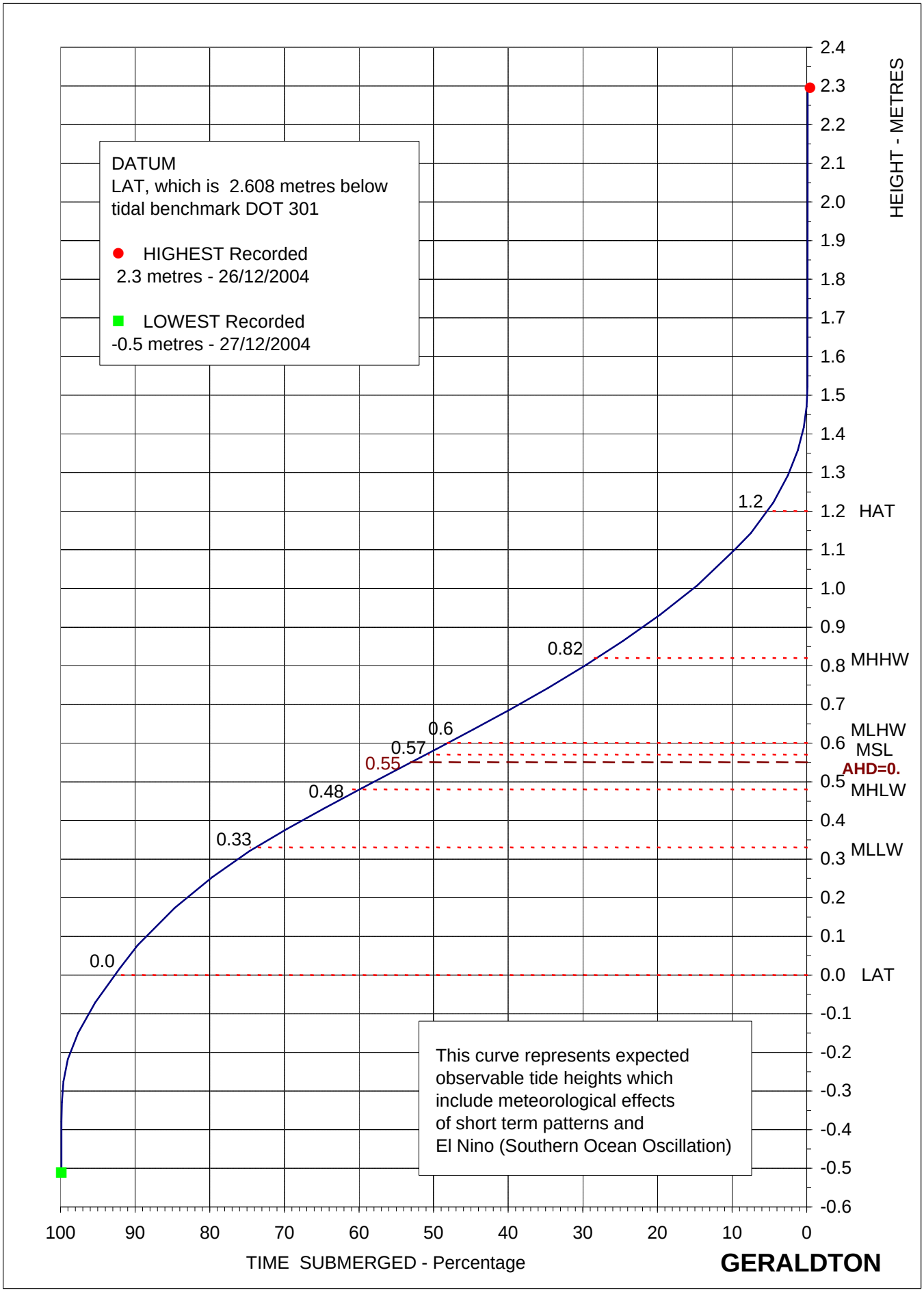
Appendix 4 **Feature Survey**

Appendix 5 **Drawings**

Appendix 6 **Construction Cost Estimate**

Appendix 7 **MRA Letter 13049 Rev 0**

Appendix 1 Submergence Curve



DEPARTMENT FOR PLANNING AND INFRASTRUCTURE - WA

Tides and Waves Section

DOT 696-58-02 30th May 2006

SUBMERGENCE CURVE

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Appendix 2 Hindcast Information

1. Hindcast Wave Determination

1.1 Site One



Figure 1.1 – Hindcast Radials (Site One)

Table 1.1 Hindcast Wave Climate (Site One)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.29 m	1.4 seconds
20 Years	0.40 m	1.6 seconds
50 Years	0.46 m	1.7seconds

1.2 Site Two



Figure 1.2 – Hindcast Radials (Site Two)

Table 1.2 Hindcast Wave Climate (Site Two)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.30 m	1.4 seconds
20 Years	0.42 m	1.6 seconds
50 Years	0.49 m	1.7 seconds

1.3 Harbour Entrance

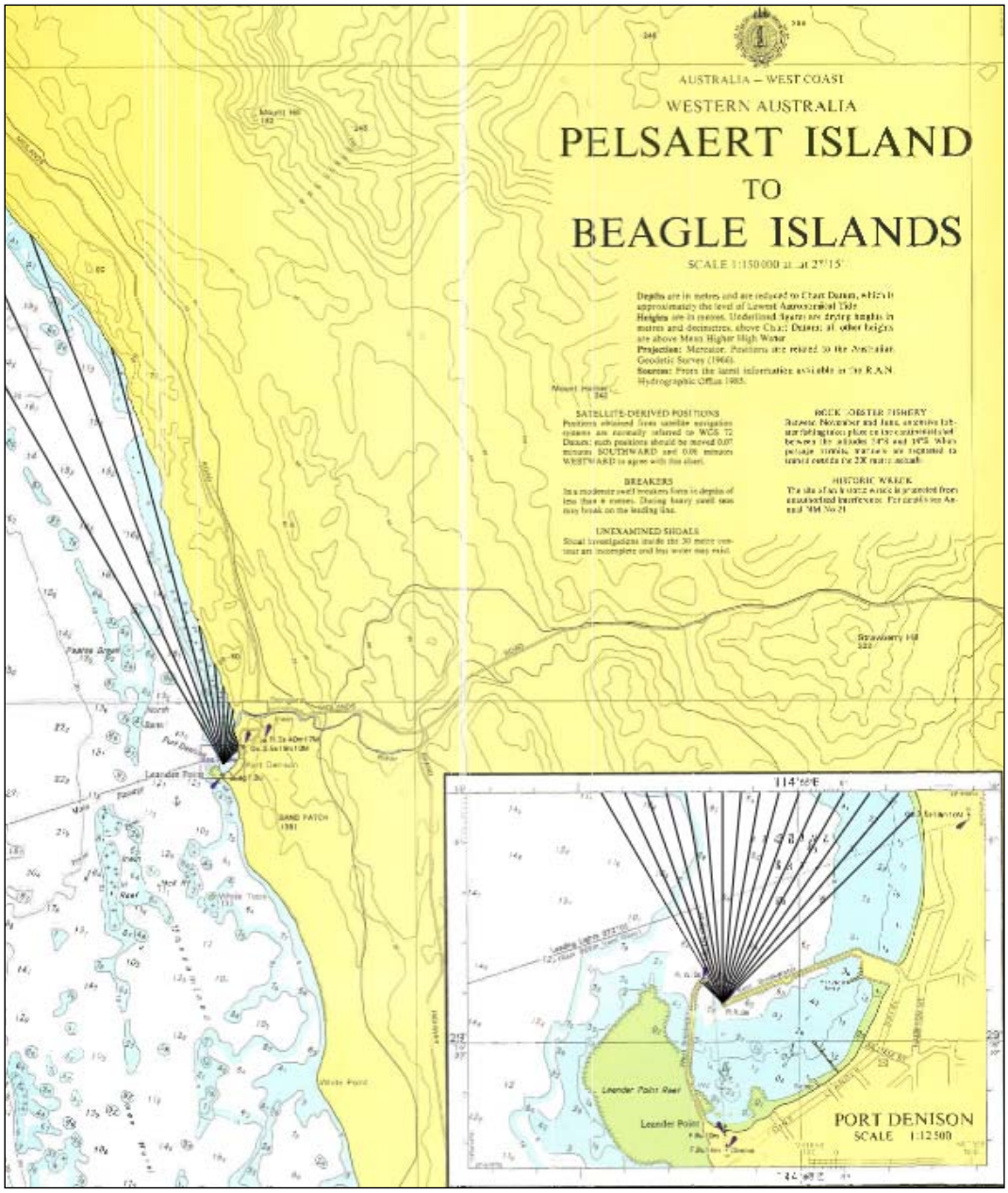


Figure 1.3 – Hindcast Radials (Harbour Entrance)

Table 1.3 Hindcast Wave Climate (Marina Entrance)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	1.25 m	3.8 seconds
20 Years	1.77 m	4.3 seconds
50 Years	2.09 m	4.6 seconds

1.4 Wave Penetration

The penetration of waves into the harbour has been determined in accordance with the methods presented by Goda (2010). Utilising the diffraction diagram presented the penetrating wave height and period have been calculated.

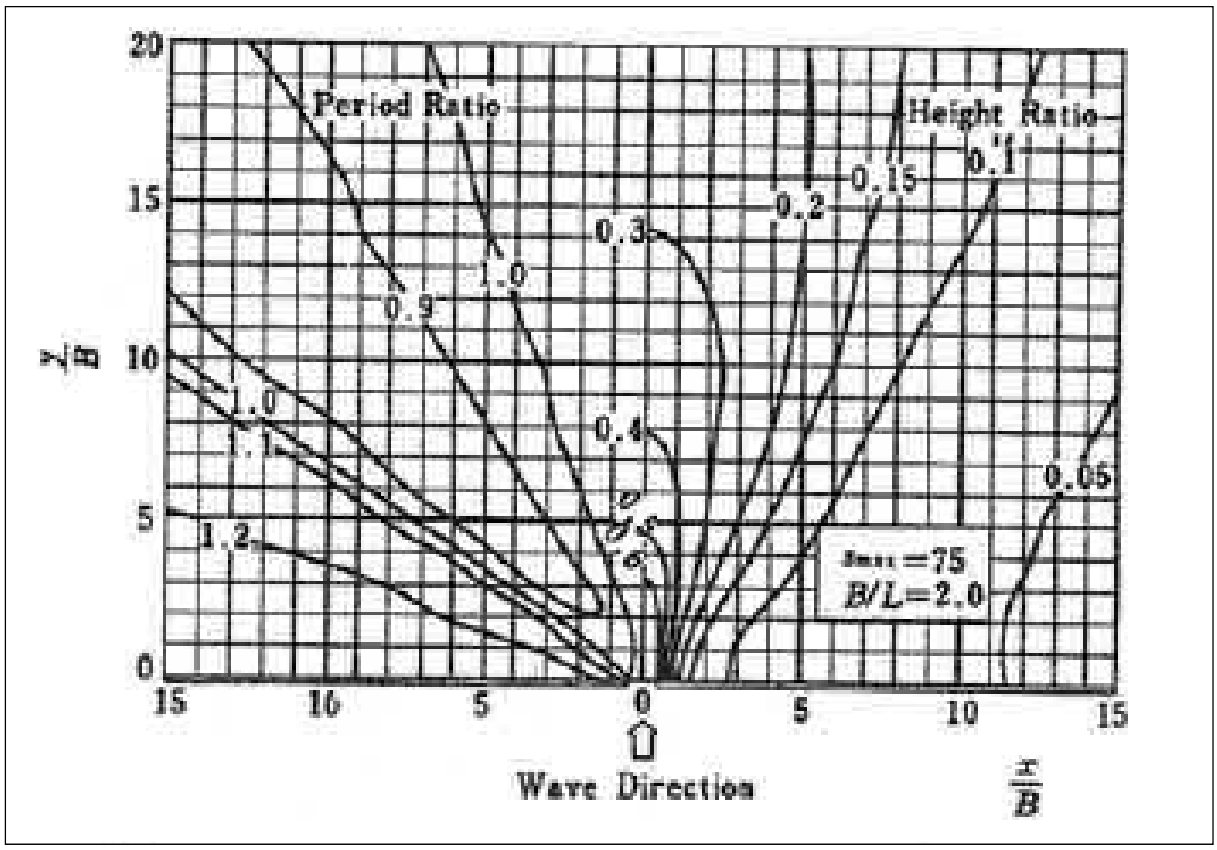


Figure 1.4 – Diffraction Diagram (Goda 2010)

Analysis of this diagram provides an approximate ratio of wave height and period at the proposed sites compared to the marina entrance; these are detailed in the following table.

Table 1.4 Diffraction Ratio

	Wave Height Ratio	Wave Period Ratio
Site One	0.1	1.0
Site Two	0.35	1.0

Appling this ratio provides an estimate of the resulting wave height and period at the proposed sites. This has been calculated for several return intervals with the results shown in the following tables.

Table 1.5 Diffracted Wave Height (Site One)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.13 m	3.8 seconds
20 Years	0.18 m	4.3 seconds
50 Years	0.21 m	4.6 seconds

Table 1.6 Diffracted Wave Height (Site Two)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.44 m	3.8 seconds
20 Years	0.62 m	4.3 seconds
50 Years	0.73 m	4.6 seconds

The resulting sea at the sites can be approximated by summing the energy of the component waves. Using this method the resulting seas at each site are as detailed in the following tables.

Table 1.7 Hindcast Wave Conditions (Site One)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.32 m	3.8 seconds
20 Years	0.44 m	4.3 seconds
50 Years	0.50 m	4.6 seconds

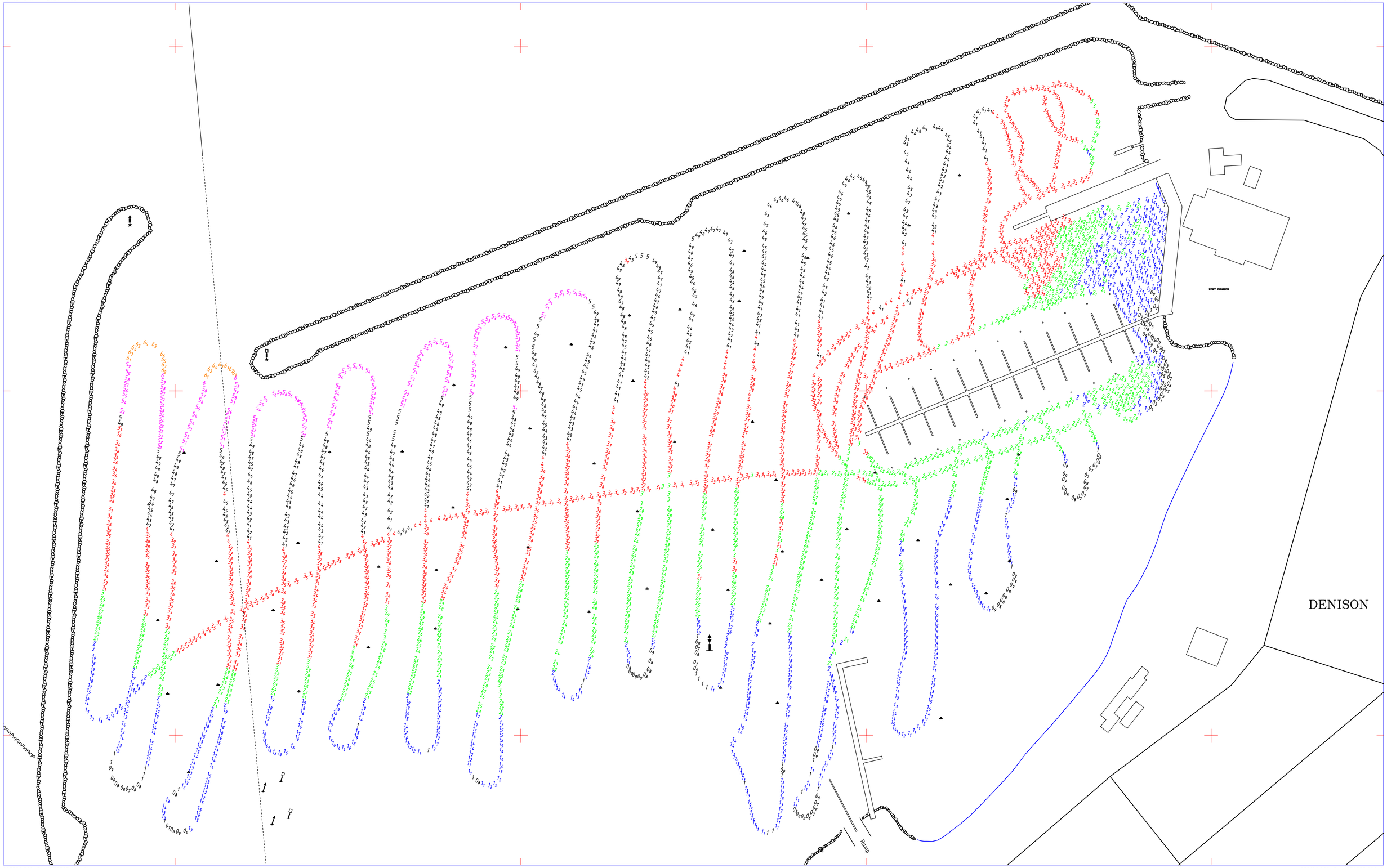
Table 1.8 Hindcast Wave Conditions (Site Two)

Average Recurrence Interval	Significant Wave Height (Hs)	Wave Period (Ts)
5 Years	0.53 m	3.8 seconds
20 Years	0.75 m	4.3 seconds
50 Years	0.88 m	4.6 seconds

Appendix 3 Hydrographical Survey

297300.000mE 6760225.000mN

298100.000mE 6760225.000mN



297300.000mE 6759725.000mN

298100.000mE 6759725.000mN

RECORDS

ARCHIVE	3332O1.DGN 3332TOP.DGN PD-1110-A-S-L.PRO
GRID DETAILS	N/A
IMAGES	N/A
SVY BOOKS	LOG BOOK 949

ORIG SIZE		FILE NO.
A1		

HYDROGRAPHIC SURVEY RECORDS

SURVEYED BY	M.E.BENNETT / L.MAROCCHI
VESSEL	SV PROFILER
SOUNDER	NAVISOUND 420 , 206 KHZ , 9 DEG.
VELOCITY	1520 M/S SET BY BAR CHECK.
HEAVE	TRIMBLE R8 RTK GPS AT 10 KHZ.
POSITION	1 SECOND DGPS POSITION FIX.
TIDE	TRIMBLE R8 RTK GPS LOCATED AT SSM DONGORA 069 RL= 11.834m

NAVIGATION SYSTEM	TRIMBLE R8 RTK GPS		
ACCURACY	HORIZONTAL, S.E.	1.0	METRES
	VERTICAL, S.E.	0.1	METRES

ENGINEERING SURVEY RECORDS

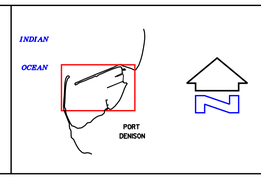
SURVEYED BY			
EQUIPMENT	HORIZONTAL,		
	VERTICAL,		
ACCURACY	HORIZONTAL, S.E.		METRES
	VERTICAL, S.E.		METRES

SOFTWARE

HYDROGRAPHIC	TRIMBLE HYDRO PRO
ENGINEERING	
PROCESSING	TRIMBLE TERRAMODEL

CARTOGRAPHY NOTES

CONTOURS	COLOUR CODED SOUNDINGS 1 METRE INTERVAL.
GENERAL	TOPOGRAPHICAL DETAIL APPROXIMATE ONLY



SCALE 1 : 1000

10 0 100

METRES

DATUM

VERTICAL CHART DATUM WHICH IS 4.899m BELOW TIDAL BENCH MARK BM A099 AND 0.760m BELOW AUSTRALIAN HEIGHT DATUM.

HORIZONTAL MAP GRID OF AUSTRALIA, BASED ON GDA94 ZONE 50

GDA

COMPILED
M.E. BENNETT
L. MAROCCHI 21/10/2011 DATE

CHECKED & APPROVED HYDROGRAPHIC SURVEYOR
M.E. Bennett 21/10/2011 DATE

CHECKED & APPROVED MANAGER SPATIAL INFORMATION
R. Heath 21/10/2011 DATE

Government of Western Australia
Department of Transport
Spatial Information

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PORT DENISON BOAT HARBOUR
HYDROGRAPHIC SURVEY
SOUNDINGS
12 OCTOBER 2011

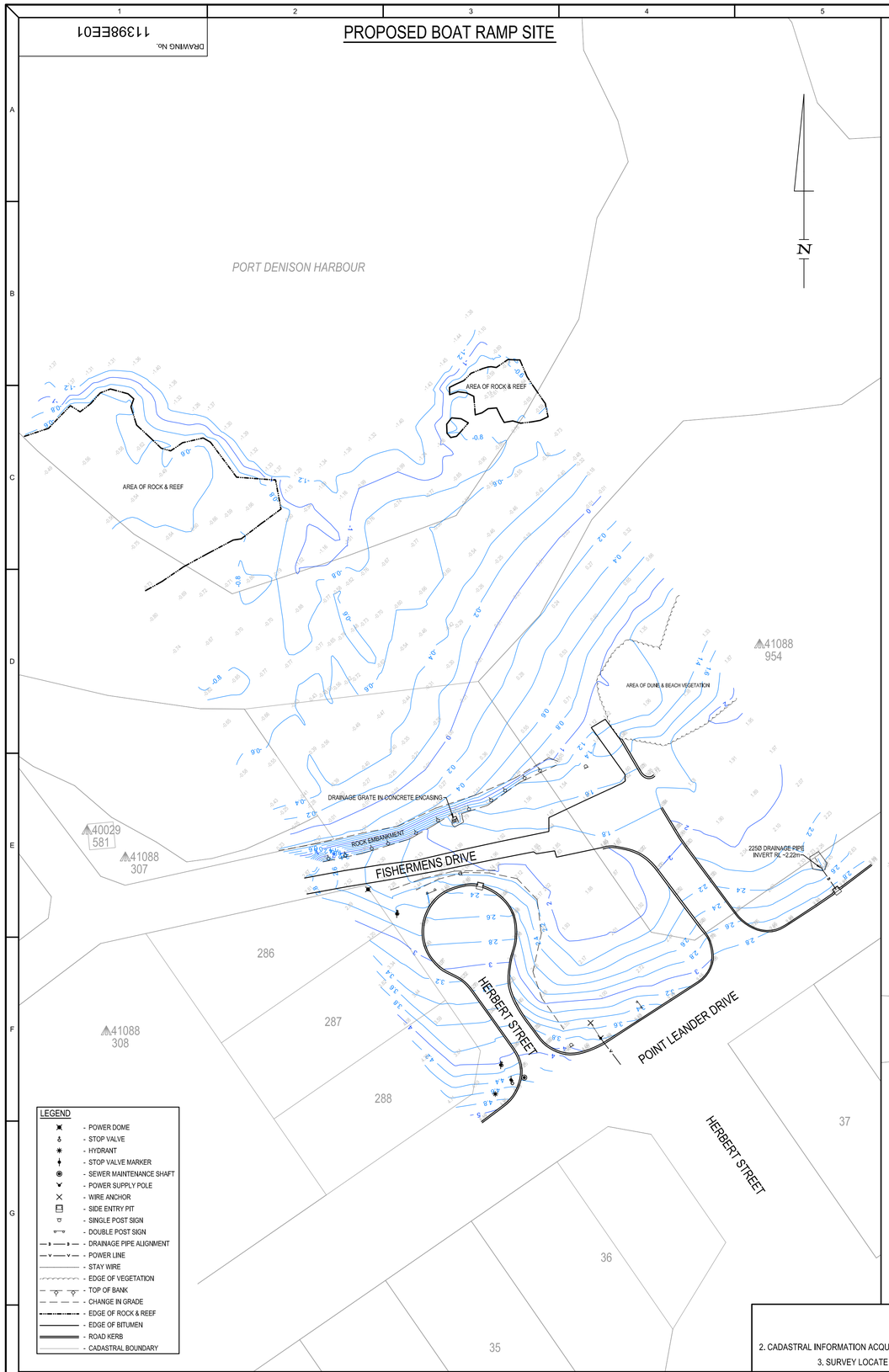
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REVN

Appendix 4 Feature Survey

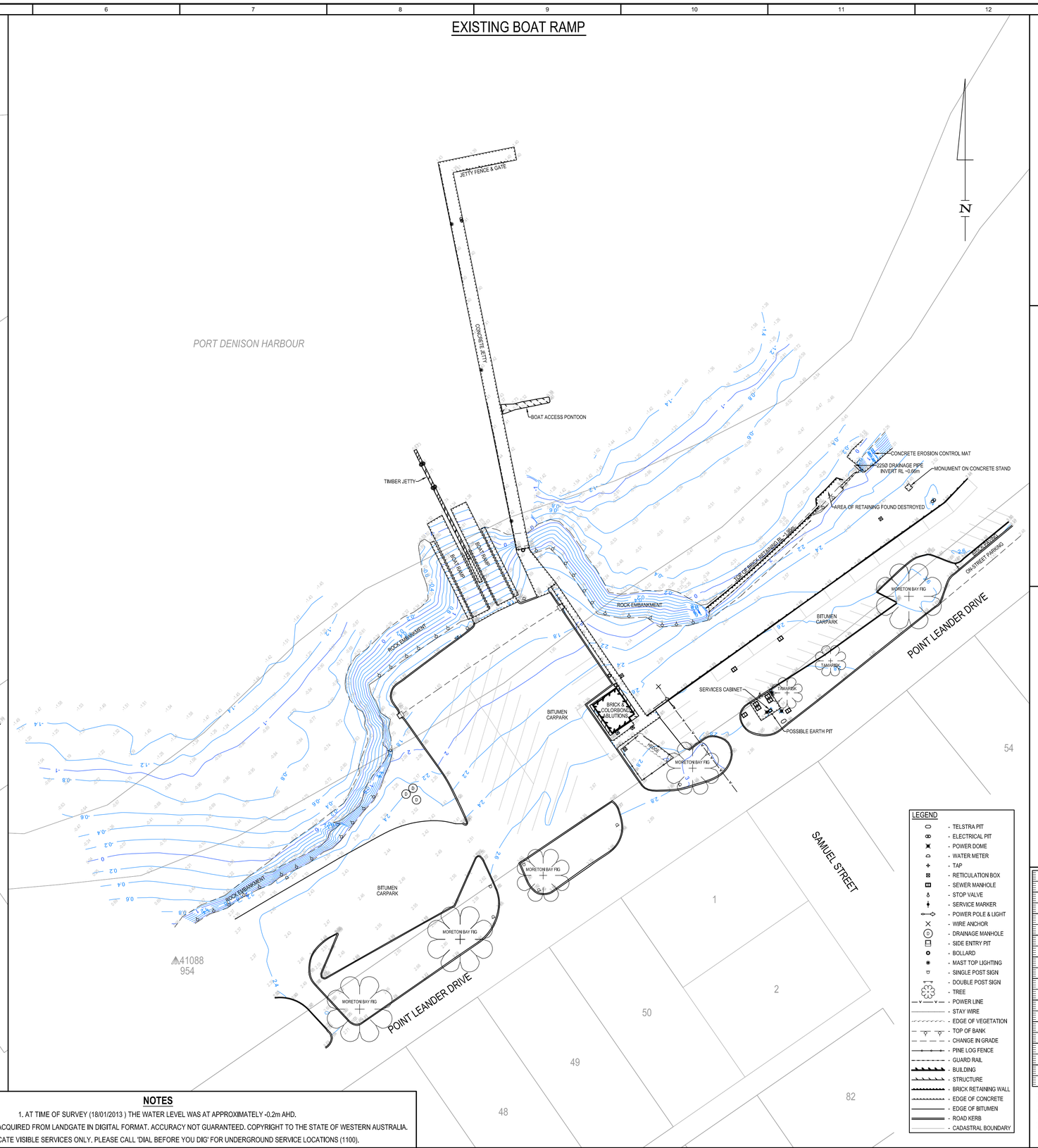
DRAWING No. 11398EE01

PROPOSED BOAT RAMP SITE



LEGEND
- POWER DOME
- STOP VALVE
- HYDRANT
- STOP VALVE MARKER
- SEWER MAINTENANCE SHAFT
- POWER SUPPLY POLE
- WIRE ANCHOR
- SIDE ENTRY PIT
- SINGLE POST SIGN
- DOUBLE POST SIGN
- DRAINAGE PIPE ALIGNMENT
- POWER LINE
- STAY WIRE
- EDGE OF VEGETATION
- TOP OF BANK
- CHANGE IN GRADE
- EDGE OF ROCK & REEF
- EDGE OF BITUMEN
- ROAD KERB
- CADASTRAL BOUNDARY

EXISTING BOAT RAMP



LEGEND
- TELSTRA PIT
- ELECTRICAL PIT
- POWER DOME
- WATER METER
- TAP
- RETICULATION BOX
- SEWER MANHOLE
- STOP VALVE
- SERVICE MARKER
- POWER POLE & LIGHT
- WIRE ANCHOR
- DRAINAGE MANHOLE
- SIDE ENTRY PIT
- BOLLARD
- MAST TOP LIGHTING
- SINGLE POST SIGN
- DOUBLE POST SIGN
- TREE
- POWER LINE
- STAY WIRE
- EDGE OF VEGETATION
- TOP OF BANK
- CHANGE IN GRADE
- PINE LOG FENCE
- GUARD RAIL
- BUILDING
- STRUCTURE
- BRICK RETAINING WALL
- EDGE OF CONCRETE
- EDGE OF BITUMEN
- ROAD KERB
- CADASTRAL BOUNDARY

SCALE 1:500

NOTES

1. AT TIME OF SURVEY (18/01/2013) THE WATER LEVEL WAS AT APPROXIMATELY -0.2m AHD.
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M P ROGERS & ASSOCIATES P/L

PROJECT
PORT DENISON BOAT RAMP UPGRADES

ADDITIONAL INFORMATION
DATUM - SSM DONGARA 69

Quantum SURVEYS PTY LTD
66 Chapman Road, GERALDTON WA 6530
PO Box 695, GERALDTON WA 6531
Email: info@quantumsurveys.com.au
PHONE: (08) 9965 0077
FAX: (08) 9965 0088
LAND • ENGINEERING • MINING

		DATE
SURVEYED	R. HUNT	18/01/2013
COMPUTED	R. HUNT	21/01/2013
DRAWN	S. D'MELLO	22/01/2013
APPROVED	R. HUNT	23/01/2013

TITLE
TOPOGRAPHIC SURVEY EXISTING BOAT RAMP & PROPOSED BOAT RAMP SITE, PORT DENISON

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JOB No.	11398
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VERTICAL DATUM	A.H.D.
FIELD BOOK	ELECTRONIC
LEVEL BOOK	

A1 SHEET

CAD FILE NAME Q:\2011\JOBS\11398\11398EE01.dwg

Appendix 5 Conceptual Drawings

AT CORRECT SCALE THIS IS 100 mm

SHIRE OF IRWIN

PORT DENISON RAMP FEASIBILITY STUDY

DRAWING No.	TITLE
D1038-00-01	DRAWING LIST & LOCALITY PLAN
D1038-01-01	CONCEPT ONE - SITE PLAN
D1038-01-02	CONCEPT ONE - RECLAMATION & TYPICAL SECTIONS
D1038-01-03	CONCEPT ONE A - SITE PLAN
D1038-01-04	CONCEPT ONE B - SITE PLAN
D1038-02-01	CONCEPT TWO - SITE PLAN
D1038-02-02	CONCEPT TWO - RECLAMATION & TYPICAL SECTIONS



LOCALITY PLAN

D10380001A

AT CORRECT SCALE THIS IS 100 mm

GENERAL NOTES

DATUMS

HORIZONTAL: MGA 94

VERTICAL: AHD WHICH IS APPROXIMATELY 0.76m ABOVE CHART DATUM

REV	DATE	APP'D	DESCRIPTION
A	07.02.13	DAB	PRELIMINARY ISSUE

CLIENT: SHIRE OF IRWIN

DESIGNED: M LEE | CHECKED: D. BOBRIDGE | APPROVED:

DRAWN: M LEE | CHECKED:

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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

TITLE: DRAWING LIST & LOCALITY PLAN

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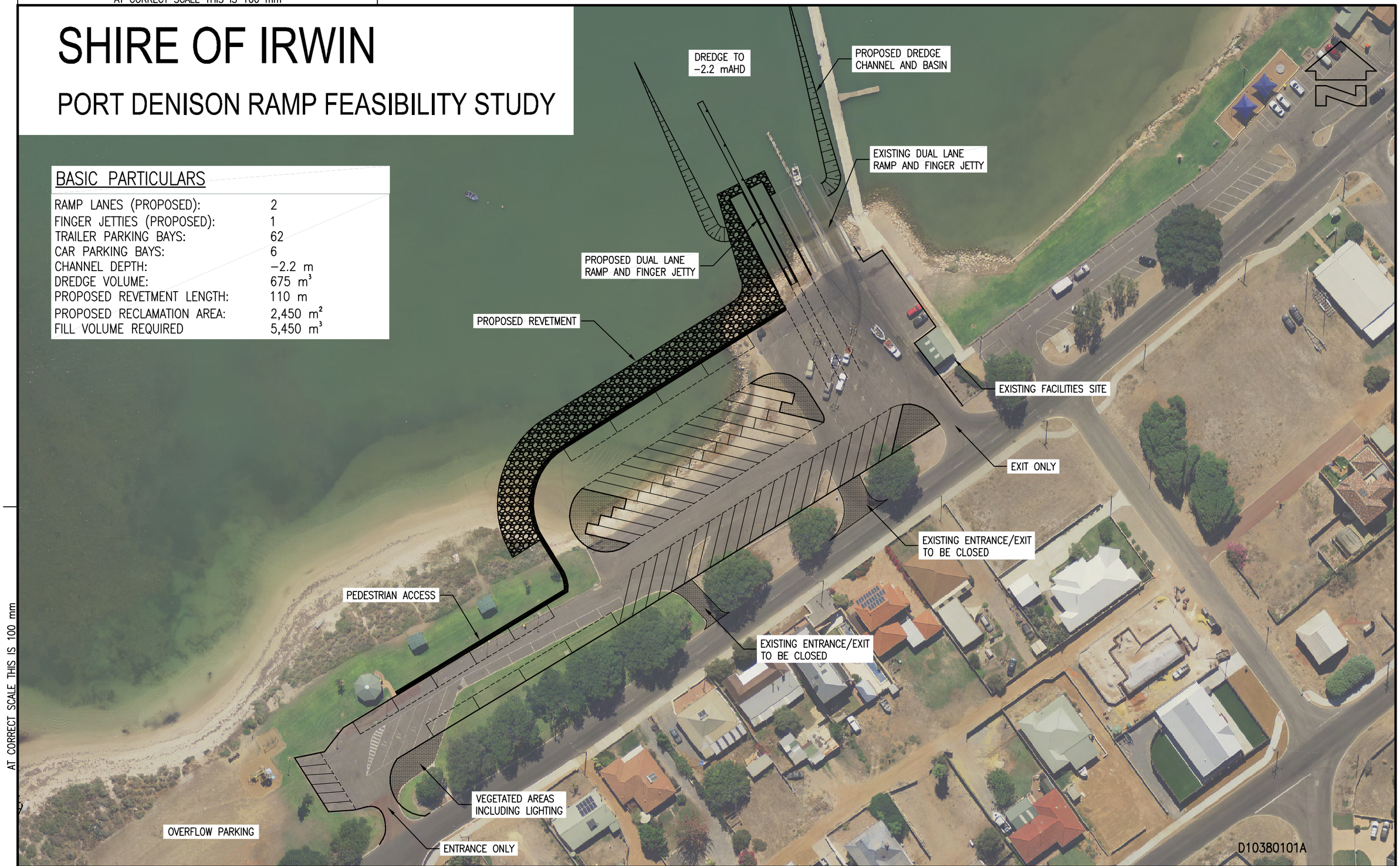
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SHIRE OF IRWIN

PORT DENISON RAMP FEASIBILITY STUDY

BASIC PARTICULARS

RAMP LANES (PROPOSED):	2
FINGER JETTIES (PROPOSED):	1
TRAILER PARKING BAYS:	62
CAR PARKING BAYS:	6
CHANNEL DEPTH:	−2.2 m
DREDGE VOLUME:	675 m^3
PROPOSED REVETMENT LENGTH:	110 m
PROPOSED RECLAMATION AREA:	2,450 m^2
FILL VOLUME REQUIRED	5,450 m^3



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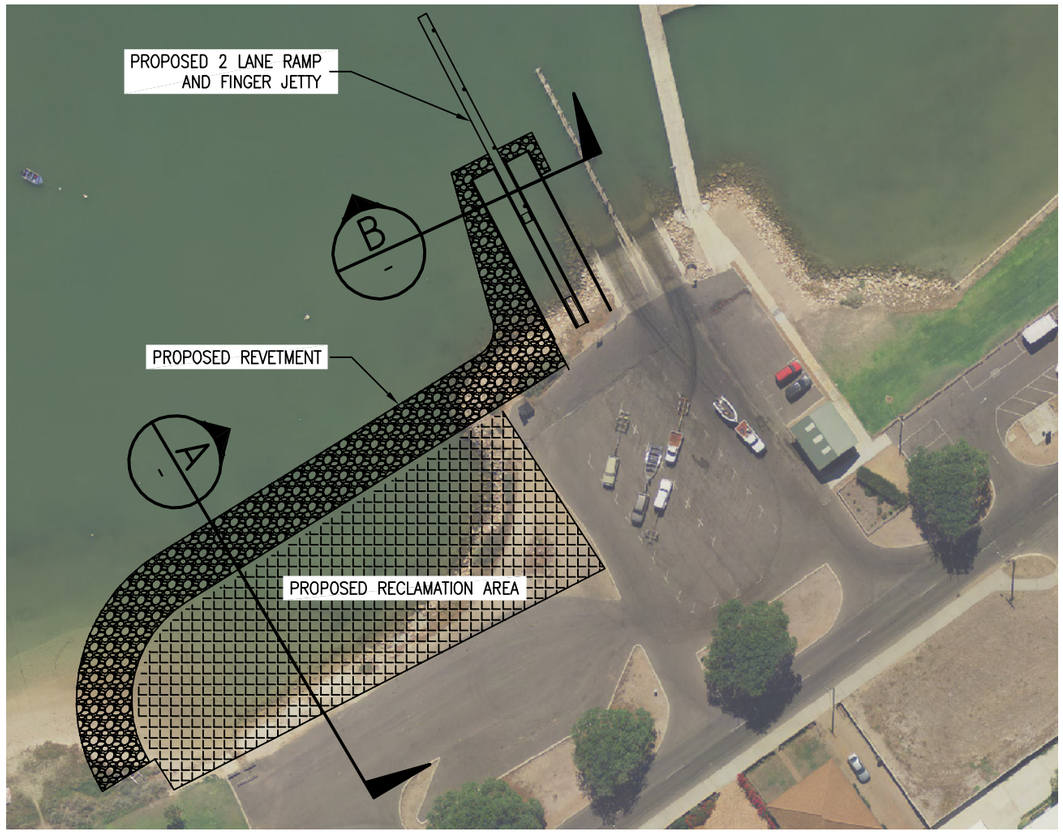
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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

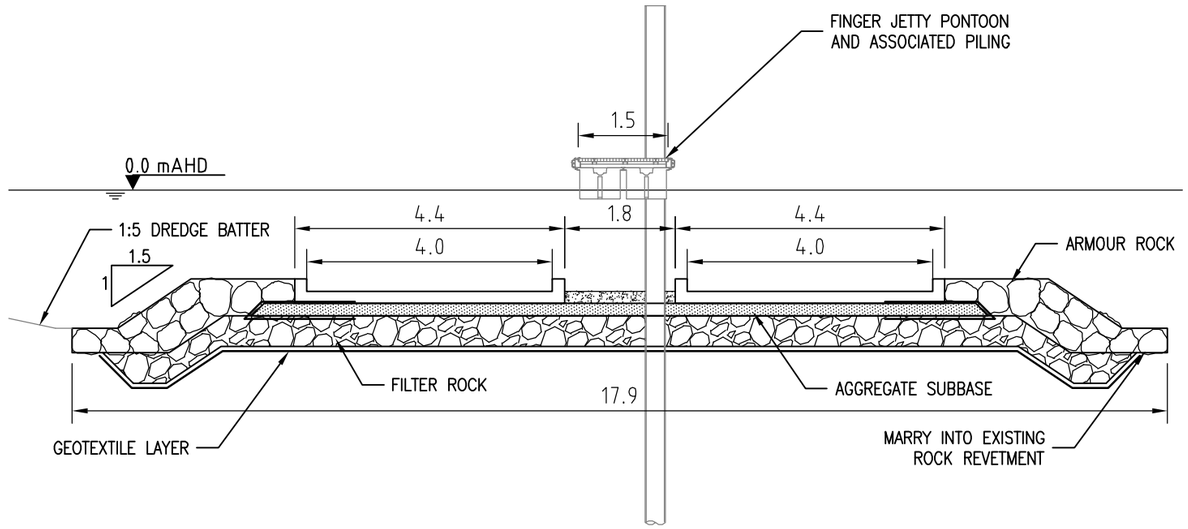
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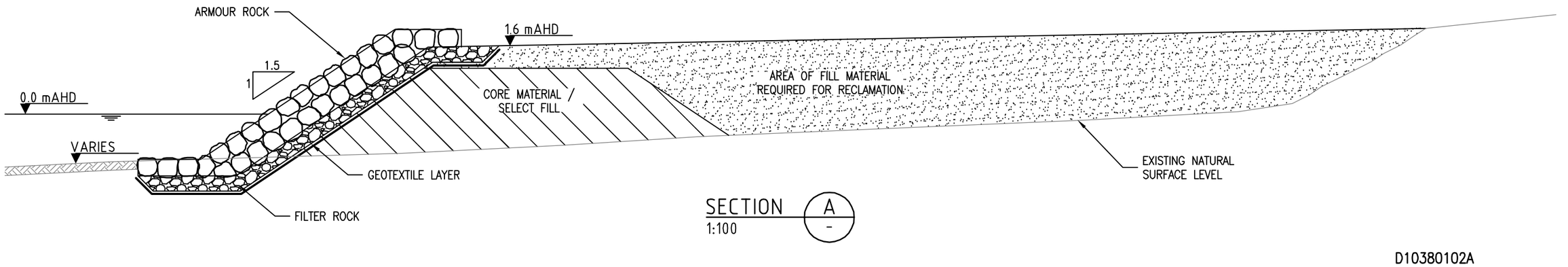
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PROPOSED RECLAMATION
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SECTION B - 1:100



SECTION A - 1:100

D10380102A

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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

TITLE: CONCEPT ONE
RECLAMATION & TYPICAL SECTIONS

SCALE AT A3: VARIES | DRAWING NUMBER: D1038-01-02 | REV: A

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SHIRE OF IRWIN

PORT DENISON RAMP FEASIBILITY STUDY



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M LEE	D BOBRIDGE	
DRAWN	CHECKED	
M LEE		

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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

TITLE: CONCEPT ONE A
SITE PLAN

SCALE AT A3	DRAWING NUMBER	REV
1:1000	D1038-01-03	A

AT CORRECT SCALE THIS IS 100 mm

SHIRE OF IRWIN

PORT DENISON RAMP FEASIBILITY STUDY

WELCOME TO PORT DENISON

PLEASE OBSERVE LAUNCH AND RETRIEVAL LANES FOR RAMP APPROACH

TYPICAL APPROACH SIGNAGE
1:50

WELCOME TO PORT DENISON

PLEASE ALLOW PRIORITY ACCESS TO VEHICLES IN RESPECTIVE RAMP LANES

TYPICAL RAMP SIGNAGE
1:50



SITE PLAN
1:1000

AT CORRECT SCALE THIS IS 100 mm

D10380104A

REV	DATE	APP'D	DESCRIPTION
A	27.06.13	DAB	PRELIMINARY ISSUE

CLIENT: SHIRE OF IRWIN

DESIGNED: M LEE | CHECKED: D BOBRIDGE | APPROVED:

DRAWN: M LEE | CHECKED:

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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

TITLE: CONCEPT ONE B
SITE PLAN

SCALE AT A3: VARIES

DRAWING NUMBER: D1038-01-04

REV: A

AT CORRECT SCALE THIS IS 100 mm

SHIRE OF IRWIN

PORT DENISON RAMP FEASIBILITY STUDY

BASIC PARTICULARS: PROPOSED FACILITY

RAMP LANES (PROPOSED):	4
FINGER JETTIES (PROPOSED):	2
TRAILER PARKING BAYS:	85
CAR PARKING BAYS:	21
CHANNEL WIDTH:	20 m
CHANNEL DEPTH:	−2.2 mAHD
DREDGE VOLUME:	2,675 m^3
PROPOSED REVETMENT LENGTH:	145 m
PROPOSED RECLAMATION AREA:	7,240 m^2
FILL VOLUME REQUIRED:	12,300 m^3



AT CORRECT SCALE THIS IS 100 mm

REV	DATE	APP'D	DESCRIPTION
A	18.02.13	DAB	PRELIMINARY ISSUE

CLIENT: SHIRE OF IRWIN

DESIGNED	CHECKED	APPROVED
M LEE	D BOBRIDGE	
DRAWN	CHECKED	
M LEE		

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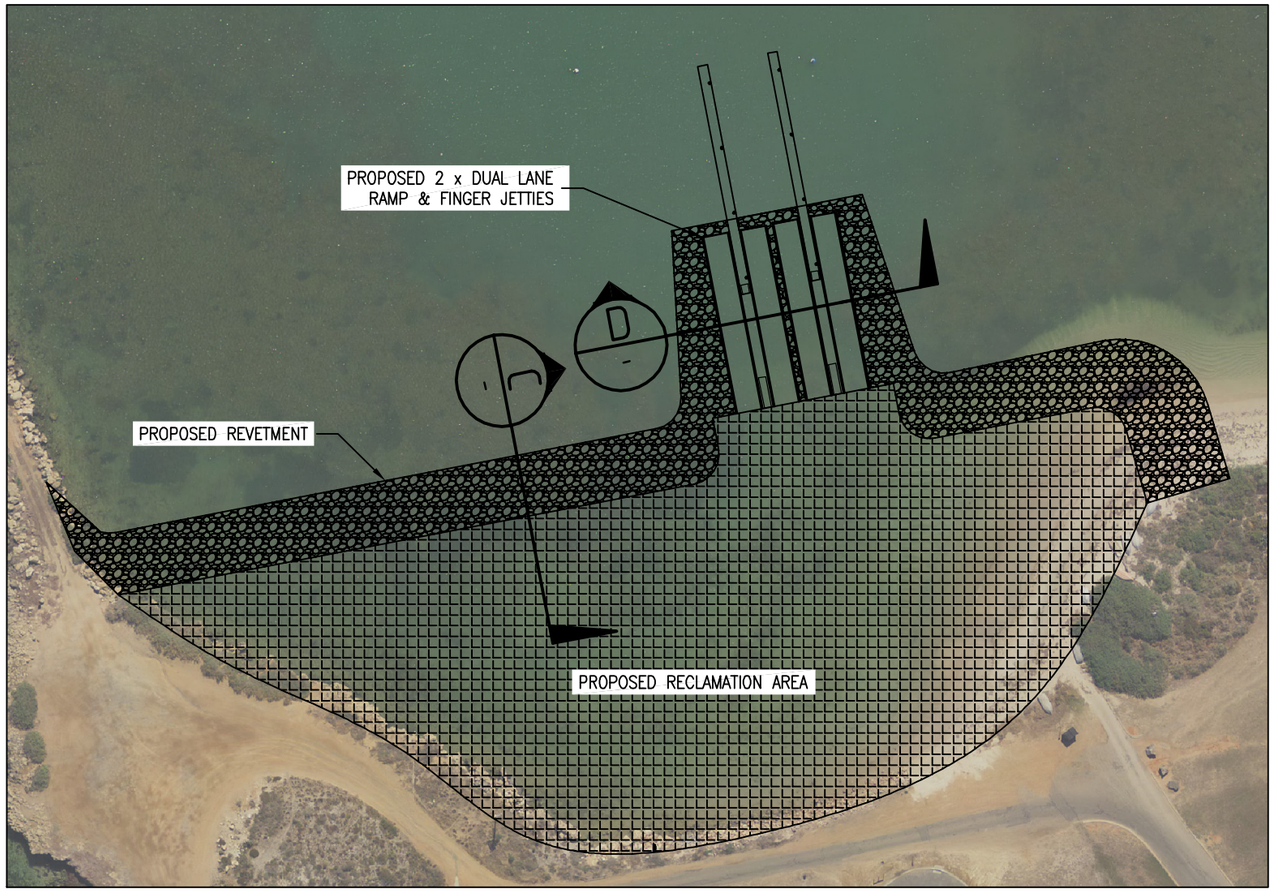
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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

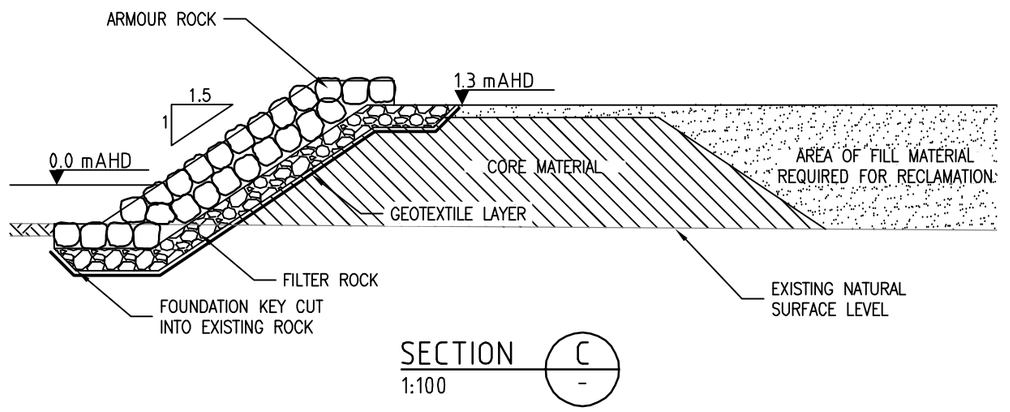
TITLE: CONCEPT TWO SITE PLAN

SCALE AT A3	DRAWING NUMBER	REV
1:1000	D1038-02-01	A

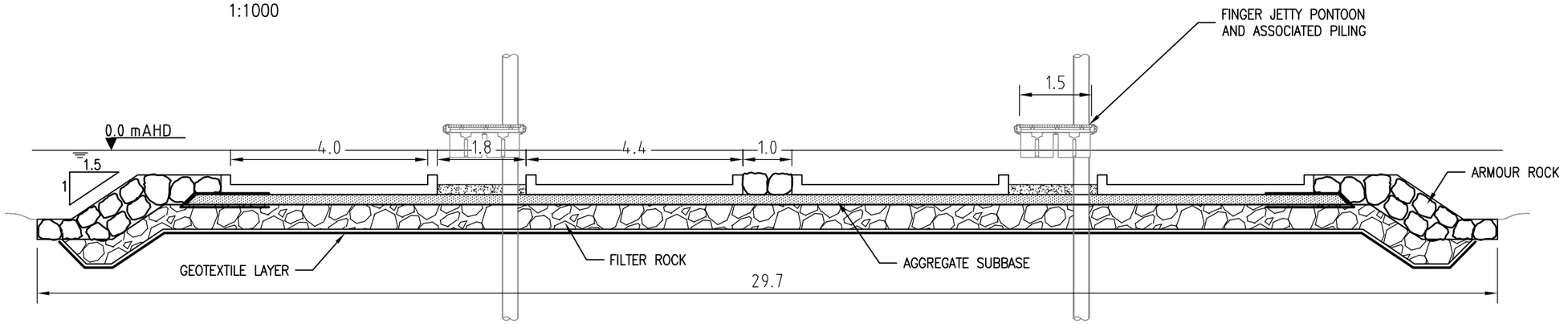
AT CORRECT SCALE THIS IS 100 mm



PROPOSED FACILITY
1:1000



SECTION C
1:100



SECTION D
1:100

D10380202A

AT CORRECT SCALE THIS IS 100 mm

REV	DATE	APP'D	DESCRIPTION
A	07.02.13	DAB	PRELIMINARY ISSUE

CLIENT: SHIRE OF IRWIN

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PROJECT: PORT DENISON RAMP FEASIBILITY STUDY

TITLE: CONCEPT TWO
RECLAMATION & TYPICAL SECTIONS

SCALE AT A3	DRAWING NUMBER	REV
VARIES	D1038-02-02	A

Appendix 6 Construction Cost Estimate

K1038: Shire of Irwin - Port Denison Boat Ramp Upgrade - Conceptual Site One

Item	Activity	Quantity	Units	Unit Rate	Subtotal	Total for Item
1	**Preliminaries**					**$ 125,000**
1.1	Insurances and management plans	1	Item	$ 50,000	$ 50,000	
1.2	Mobilisation and site establishment	1	Item	$ 45,000	$ 45,000	
1.3	Demobilisation and site clean up	1	Item	$ 30,000	$ 30,000	
2	**Reclamation Earthworks**					**$ 318,890**
2.1	Removal of existing seawall	110	m	$ 270	$ 29,700	
2.2	Supply and place Geotextile	1,200	m^2	$ 10	$ 12,000	
2.3	Supply and place Filter Rock	720	tonnes	$ 40	$ 28,800	
2.4	Supply and place Armour Rock	1,350	tonnes	$ 60	$ 81,000	
2.6	Supply, place, compact and grade fill material	4,405	m^3	$ 38	$ 167,390	
3	**Dredging**					**$ 120,250**
3.1	Mobilisation	1	Item	$ 100,000	$ 100,000	
3.2	Dredge navigation channel and place material - Sand	675	m^3	$ 30	$ 20,250	
3	**Dual lane Boat Ramp & Finger Jetty**					**$ 504,800**
3.1	Construct dual lane ramp	1	Item	$ 330,000	$ 330,000	
3.2	Supply and install pontoon piling	4	No.	$ 12,125	$ 48,500	
3.3	Supply and install floating jetty system	1	Item	$ 126,300	$ 126,300	
5	**Circulation roads, parking and services**					**$ 189,805**
5.1	Bitumen parking and circulation roads - including drainage and lighting	2,465	m^2	$ 77	$ 189,805	
6	**Miscellaneous**					**$ 51,500**
6.1	Supply and install gross pollutant trap	1	Item	$ 25,000	$ 25,000	
6.2	Signage and notice boards	2	Item	$ 1,500	$ 3,000	
6.3	Minor landscaping	675	m^2	$ 20	$ 13,500	
6.4	Fish cleaning facility	1	Item	$ 10,000	$ 10,000	
	Subtotal 1				**$ 1,310,245**	**$ 1,310,245**
	Consultancy Fees	**10%**			**$ 131,025**	**$ 131,025**
	Contingencies	**15%**			**$ 196,537**	**$ 196,537**
	Subtotal 2				**$ 1,637,806**	**$ 1,637,806**
	Goods & Services Tax				**$ 163,781**	**$ 163,781**
	Total Estimated Cost				**$ 1,801,587**	**$ 1,801,587**

Notes 1. Cost estimate date: March 2013
2. Cost estimate based on preliminary design only
3. Assume all dredged material suitable for use as fill with no treatment
4. Assume all dredged material to be sand
5. Consultancy Fees include detailed design and further investigations
6. Contingencies due to conceptual design only

K1038: Shire of Irwin - Port Denison Boat Ramp Upgrade - Conceptual Site Two

Item	Activity	Quantity	Units	Unit Rate	Subtotal	Total for Item
1	**Preliminaries**					**$ 260,000**
1.1	Insurances and management plans	1	Item	$ 125,000	$ 125,000	
1.2	Mobilisation and site establishment	1	Item	$ 80,000	$ 80,000	
1.3	Demobilisation and site clean up	1	Item	$ 55,000	$ 55,000	
2	**Reclamation Earthworks**					**$ 465,296**
2.1	Supply and place core material	3,165	tonnes	$ 40	$ 126,600	
2.2	Supply and place geotextile	1,120	m^2	$ 10	$ 11,200	
2.3	Supply and place filter rock	655	tonnes	$ 40	$ 26,200	
2.4	Supply and place armour rock	1,100	tonnes	$ 60	$ 66,000	
2.6	Supply, place, compact and grade fill material	6,192	m^3	$ 38	$ 235,296	
3	**Dredging**					**$ 267,188**
3.1	Mobilisation	1	Item	$ 100,000	$ 100,000	
3.2	Dredge navigation channel - Sand	2,006	m^3	$ 30	$ 60,188	
3.3	Dredge navigation channel - Rock	669	m^3	$ 160	$ 107,000	
4	**Dual Lane Ramp & Finger Jetty**					**$ 927,100**
4.1	Construct dual lane ramp	2	Item	$ 288,750	$ 577,500	
4.2	Supply and install pontoon piling	8	No.	$ 12,125	$ 97,000	
4.3	Supply and install floating jetty system	2	Item	$ 126,300	$ 252,600	
5	**Circulation Roads, Parking and Services**					**$ 839,300**
5.1	Bitumen parking and circulation roads - including drainage and lighting	10,900	m^2	$ 77	$ 839,300	
6	**Miscellaneous**					**$ 162,500**
6.1	Signage and notice boards	2	No.	$ 1,500	$ 3,000	
6.2	Minor landscaping	975	m^2	$ 20	$ 19,500	
6.3	Fish cleaning facility	1	Item	$ 10,000	$ 10,000	
6.4	Supply and install gross pollutant trap	1	Item	$ 25,000	$ 25,000	
6.5	Toilet block - including water tanks and packaged waste system	1	Item	$ 100,000	$ 100,000	
6.6	Supply and install removable bollards	10	No.	$ 500	$ 5,000	
	Subtotal 1				**$ 2,921,384**	**$ 2,921,384**
	Consultancy Fees	**10%**			**$ 292,138**	**$ 292,138**
	Contingencies	**15%**			**$ 438,208**	**$ 438,208**
	Subtotal 2				**$ 3,651,729**	**$ 3,651,729**
	Goods & Services Tax				**$ 365,173**	**$ 365,173**
	Total Estimated Cost				**$ 4,016,902**	**$ 4,016,902**

Notes
1. Cost estimate date: March 2013
2. Cost estimate based on preliminary design only
3. Assume all dredged material suitable for use as fill with no treatment
4. Assume dredged material to be 25% rock and 75% sand
5. Consultancy Fees include detailed design and further investigations
6. Contingencies due to conceptual design only

Appendix 7 MRA Letter 13049 Rev 0

m p rogers & associates pl ABN 14 062 681 252
consulting engineers specialising in coastal, port and marine projects

Form 001 20/07/12

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Our reference: K1038:MLL/DAB:Letter 13049 Rev 0
Enquiries: Matt Lee, direct line: 9254 6617

16 April 2013

Ms Coralie Palmer
Shire of Irwin
PMB 21
Dongara WA 6525

Dear Coralie

PORT DENISON BOAT RAMP FEASIBILITY STUDY – COMMUNITY CONSULTATION

As a component of the works involved with the Port Denison Boat Ramp Feasibility Study M P Rogers & Associates (MRA), with assistance from Shire of Irwin personnel, conducted two community consultation sessions. These sessions were held in conjunction with RPS who are currently working towards the development of a Foreshore Master Plan for Port Denison Foreshore between the Obelisk and Grannies Beach. Both sessions were held at Port Denison Sea Search & Rescue Centre, Point Leander Drive, on 4 April 2013 and were well attended by the local community.

Following an initial introduction by Darren Simmons, Shire of Irwin CEO, Matt Lee (MRA) presented the findings of the feasibility study thus far including:

- An assessment of the local metocean conditions,
- A brief summary of relevant Australian Standards and Guidelines,
- Two conceptual plans for the facility involving either an expansion of the existing site or relocation to the south western corner of the boat harbour,
- Preliminary construction cost estimates, and
- An assessment of the pros and cons associated with each development option.

Copies of MRA's Report (13007 Draft B), which contained a greater level of detail than that presented, and the conceptual plans were available for review at the sessions.

Following the presentation the floor was opened to the community for comment on both the information and options presented. The following comments and queries were received:

- Possible Aboriginal Heritage Site located in proximity to Site Two,
- Possible registered geological fossil site located in proximity to Site Two,
- Currently separate launch and retrieval ramps at the existing facility with traffic generally one way (ie. Boats are either being launched or retrieved). Possibility of investigating signage to allow for the use of both ramps at all times,
- New facility may benefit from two access roads, one for launching and the other for retrieval. This may assist in the smooth flow of traffic within the facility,

- Trailer bays shown on plans may not be large enough to accommodate all vehicles and trailers,
- Possibility of developing alternative locations within the harbour,
- Possibility of encouraging trailer and large vehicle movement into back streets to allow for implementation of the Foreshore Master Plan's 'pedestrian friendly' ideal,
- Need for a comprehensive usage study at the existing location during both normal and peak periods to determine usage and current issues,
- Has an analysis of sediment movement been undertaken and will construction at either location alter the sediment dynamics in the harbour, and
- Consideration of alternative measures to alleviate peak period congestion including:
    - Sharing of the ramp in the north eastern corner of the inlet with professional operators,
    - Possibility of installing swing moorings that can be rented to the public, and
    - Possibility of the concrete jetty to the east of the existing ramp being used for public mooring.

These comments and queries will be included in the report currently being prepared for the Shire along with responses where appropriate.

Whilst MRA were unable to speak to everyone attending the consultation individually the majority of people approached indicated their preference to develop the facility at the existing location. The primary reason was due to the cost of relocation of the facility compared to expansion of the existing site. The option of splitting the facility was suggested by several people and may warrant further consideration.

As per the Shire's request MRA have forwarded a copy of the draft report and conceptual plans to the Department of Transport for comment.

Direction is required from the Shire in regards to the further development of either Concept Plan One or Two. This will allow for minor alterations to the layout of the facility, amendments due to both comments from the Shire and the Department of Transport, a revision of the construction cost estimate and the preparation of a preliminary technical specification.

We look forward to your advice on the above so that we may proceed with the completion of this study.

Yours sincerely

for and on behalf of
m p rogers & associates pl DAB