



SHIRE OF CARNARVON

AGENDA

ORDINARY COUNCIL MEETING
TUESDAY 2 SEPTEMBER 2025

Shire Council Chambers,
Stuart Street Carnarvon,
West Australia
Phone: (08) 9941 000
Fax: (08) 9941 1099
Website – www.carnarvon.wa.gov.au

The Shire of Carnarvon acknowledges and respects the Yinggarda (Carnarvon) and Baiyungu (Coral Bay) as the traditional custodians of the lands where we live and work. We pay our respects to Elders, past, present and emerging. The Shire of Carnarvon is committed to honouring the traditional custodians' unique cultural and spiritual relationships to the land, waters and seas and their rich contribution to society.

NOTICE OF MEETING

Notice is hereby given

Shire of Carnarvon
Special Council Meeting
will be held
on Tuesday 2 September 2025
at the Shire Council Chambers, Stuart Street
Carnarvon,
commencing at 8.30am.

Amanda Dexter
CHIEF EXECUTIVE OFFICER

DISCLAIMER

No responsibility whatsoever is implied or accepted by the Shire of Carnarvon for any act, omission or statement or intimation occurring during Council/Committee Meetings or during formal/informal conversations with Staff or Councillors. The Shire of Carnarvon disclaims any liability for any loss whatsoever and howsoever caused arising out of reliance by any person or legal entity on any such act, omission or statement or intimation occurring during Council/Committee Meetings or discussions. Any person or legal entity who acts or fails to act in reliance upon any statement does so at that person's or legal entity's own risk.

In particular and without derogating in any way from the broad disclaimer above, in any discussion regarding any planning application or application for a licence, any statement or limitation of approval made by a member or officer of the Shire of Carnarvon during the course of any meeting is not intended to be and is not taken as notice of approval from the Shire of Carnarvon. The Shire of Carnarvon warns that anyone who has an application lodged with the Shire of Carnarvon must obtain and only should rely on WRITTEN CONFIRMATION of the outcome of the application, and any conditions attaching to the decision made by the Shire of Carnarvon in respect of the application.

INFORMATION ON PUBLIC QUESTION TIME

The following information is provided should you wish to ask a question of Council at the Ordinary Meetings held on a monthly basis.

Please note that questions that have not been filled out on the Submission Form will not be accepted.

- The Local Government Act 1995 allows members of the public to ask questions in regard to any issue relating to the Shire.
- A maximum of 15 minutes will be allowed for public question time and the Presiding Member will allow a maximum of three (3) verbal/written questions per person.
- Prior to asking a question, the speaker must state his/her name and address.
- Members of the public are discouraged from asking questions which contain defamatory remarks, offensive language or questioning the competency of staff or Council members.
- The Presiding Member may nominate a member or officer to answer the question and may also determine that any complex questions requiring research be taken on notice and answered in writing.
- No debate or discussion is allowed to take place on any question or answer.
- A summary of each question asked and the response given will be included in the minutes of the meeting –

Local Government (Administration) Regulations 1996 – Pt 2, r.11 – (in part reads -)

11. Minutes, content of (Act s.5.25(1)(f))

The content of minutes of a meeting of a council or a committee is to include –

(e) a summary of each question raised by members of the public at the meeting and a summary of the response to the question.

Responses to questions that are taken on notice will be responded to as soon as possible.

- If you wish to ask a question, please complete the Public Question Time Submission Form at the back of this information sheet. Alternatively, questions can be submitted in writing to the Shire of Carnarvon 3 days prior to the meeting.

SPECIAL MEETINGS OF COUNCIL

Members of the public are welcome to attend a Special Meeting of Council if open, and ask questions of the Council within the allotted public question time *subject to the questions being asked only relating to the purpose of the Special Meeting (s5.23 of the Act and regulation 12 (4) of the Local Government (Administration) Regulations 1996, the Department of Local Government and Communities Guide to Meetings and Governance Bulletin April 2014 and Guideline No. 3 Managing Public Question Time.)*

INDEX

1	ATTENDANCE, APOLOGIES & APPROVED LEAVE OF ABSENCE	5
2	DECLARATIONS OF INTEREST	5
3	PUBLIC QUESTION TIME	5
3.1	PUBLIC QUESTION TIME	5
4	DEPARTMENTAL REPORTS	6
4.1	GOVERNANCE	6
4.1.1	Request for State Government to Reallocate \$4.5 million from the One Mile Jetty Project to the Tramway Bridge.....	6
4.2	INFRASTRUCTURE SERVICES.....	11
4.2.1	Regional Road Group - Future Year Work Programs.....	11
5	MATTERS FOR WHICH MEETING TO BE CLOSED TO MEMBERS OF THE PUBLIC.....	17
5.1	Award of RFQ 13/2025 Tramway Bridge Reinstatement and Refurbishment Design and Construction Stage One	17
5.2	Allocation of the Regional Precincts and Partnerships Program (RPPP) Funding Package.....	17
6	CLOSURE	18

1 ATTENDANCE, APOLOGIES & APPROVED LEAVE OF ABSENCE

(The Local Government Act 1995 Section 2.25 provides that a Council may, by resolution, grant leave of absence to a member for Ordinary Council Meetings. The leave cannot be granted retrospectively and an apology for non-attendance at a meeting is not an application for leave of absence.)

2 DECLARATIONS OF INTEREST

(Elected Members and Officers are reminded of the requirements of Section 5.65 of the Local Government Act 1995, to disclose any interest during the meeting or when the matter is to be discussed.)

3 PUBLIC QUESTION TIME

(In accordance with Section 5.24 of the Local Government Act 1995, a 15 minute public question time is made available to allow members of the public the opportunity of questioning Council on matters concerning them. All questions are to be provided on the Public Question Time Submission Form.)

3.1 PUBLIC QUESTION TIME

4 DEPARTMENTAL REPORTS

4.1 GOVERNANCE

4.1.1 REQUEST FOR STATE GOVERNMENT TO REALLOCATE \$4.5 MILLION FROM THE ONE MILE JETTY PROJECT TO THE TRAMWAY BRIDGE

File No:	TBC
Location/Address:	N/A
Name of Applicant:	Shire of Carnarvon
Name of Owner:	N/A
Author(s):	Amanda Leighton, Acting CEO
Authoriser:	Amanda Leighton, Acting CEO
Declaration of Interest:	Nil
Voting Requirement:	Simple Majority
Previous Report:	Nil
Schedules:	Nil

Authority/Discretion:

<input checked="" type="checkbox"/>	Advocacy	When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.
<input type="checkbox"/>	Executive	The substantial direction setting and oversight role of the Council. E.g., adopting plans and reports, accepting tenders, directing operations, setting and amending budgets
<input type="checkbox"/>	Legislative	Includes adopting local laws, town planning schemes and policies.
<input type="checkbox"/>	Information	Includes items provided to Council for information purposes only that do not require a decision of Council (i.e. – for noting).
<input type="checkbox"/>	Quasi-judicial	When Council determines an application / matter that directly affects a person's right and interest. The judicial character arises from the obligations to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licenses, applications for other permits / licenses

Summary of Report

This report presents Council with an urgent opportunity to advocate for the redirection of up to \$4.5 million in State funding - less any amounts already committed or required for withdrawal costs from the One Mile Jetty project(OMJ) - towards the restoration of the Tramway Bridge.

The OMJ funds, while significant, cannot deliver a meaningful outcome at the jetty – only 200 metres of the 1.6 kilometre structure could be rebuilt, creating an incomplete and unsustainable asset that would impose ongoing maintenance costs on the Shire without meeting community aspirations.

Redirecting this money to the Tramway Bridge will achieve far greater impact: restoring a heritage landmark, reconnecting the CBD with the OMJ Heritage Precinct, enhancing tourism and liveability, and protecting community safety. With co-funding already committed from LotteryWest and the Commonwealth's rPPP

program, the State's contribution will enable Stage 2 works on the most badly damaged section and bring the \$6.5 million project within reach.

Council's support is essential to secure this redirection. Without it, Carnarvon risks losing a once-only opportunity to restore an irreplaceable community asset, while the current funds deliver little more than a symbolic gesture at the OMJ.

Background

In 2021, the State Government allocated \$4.5 million to support works on the One Mile Jetty (OMJ). Soon after, Cyclone Seroja inflicted catastrophic damage, and subsequent engineering assessments confirmed the OMJ's poor condition. The Department of Transport, in collaboration with the Gascoyne Development Commission and Carnarvon Heritage Group, examined the options. These assessments made it clear, the \$4.5 million allocation could only deliver a partial rebuild of approximately 200 metres of the 1.6 kilometre structure, an outcome that would be symbolic rather than sustainable.

The symbolic outcome would not deliver the fishing or tourism experience that the community associates with the OMJ, nor would it justify the State's investment. Worse, any new structure would become the Shire's responsibility, with an estimated \$200,000 in annual maintenance costs – a liability the Shire cannot sustain.

At the same time, the Tramway Bridge – another landmark of Carnarvon's historic infrastructure – has deteriorated to the point of closure. The bridge is not just a heritage-listed icon; it is a critical connector, linking the CBD with Babbage Island and the OMJ Heritage Precinct across the Fascine. It also provides the only direct link to Babbage Island during flooding events, ensuring access for residents, emergency services, and essential supplies. Without the bridge, the island can become isolated, posing significant risks to community safety and resilience. Its loss has cut a safe pedestrian and cycling route, weakened tourism and visitation to the precinct, and left a gap in the community's accessibility network.

Unlike the OMJ rebuild, the Tramway Bridge project is shovel-ready. The Shire has already invested in detailed inspections, preliminary design and geotechnical investigations to support the progress of the Bridge's reinstatement. Stage 2 of construction can proceed once full funding is secured. Existing contributions from LotteryWest and the Commonwealth (rPPP) have laid the groundwork, but complementary State investment is required to complete the picture.

The indicative budget for full restoration is \$6.5 million. Redirecting up to \$4.5 million of the OMJ allocation will enable Stage 2 works on the most badly damaged section of the bridge and bring Carnarvon within reach of fully restoring the bridge.

This is not about turning our back on the One Mile Jetty. Council can continue to honour its cultural and emotional significance while recognising that, today, the best return on investment – for both Carnarvon and the State – is to restore the Tramway Bridge. This redirection protects heritage, reconnects the town, and delivers a sustainable outcome the community can use and value immediately.

Stakeholder and Public Consultation

Gascoyne Development Commission
Department of Transport

Statutory Environment

Local Government Act 1995 – section 2.7 and 5.56: Council is responsible for providing for the good governance of the district and for planning for the future needs of the community.

Heritage Act 2018 (WA) - Provides for the recognition, protection and conservation of places of cultural heritage significance.

State Government funding approvals – Any reallocation of funds requires the approval of the Minister for Transport and Cabinet, consistent with the conditions of the original funding allocation.

Relevant Plans and Policy

CPM-008 – Community Engagement Policy

- Commits the Shire to open and transparent consultation with the community.
- Important as the agenda item notes the cultural significance of both OMJ and the Tramway Bridge, and that consultation will occur if funds are redirected.

CPM-020 – Asset Management Policy

- Requires Council to prioritise sustainable asset renewal and to avoid creating new liabilities the Shire cannot afford.
- Central to the argument: a partial jetty rebuild creates an unsustainable liability, while restoring the Tramway Bridge renews an existing, high-value community asset.

Financial Implications

- **Current OMJ DOT allocation:** \$4.5 million for a partial rebuild of ~200m jetty.
- **Ongoing cost of OMJ rebuild:** Estimated \$200,000 per annum maintenance, unfunded.
- **Tramway Bridge repairs:** Indicative total budget \$6.5 million. Existing Shire, LotteryWest, and rPPP funding already committed. Redirection of the \$4.5 million State allocation would enable Stage 2 works on the most badly damaged section of the bridge and bring the project close to full funding.
- **Shire capacity:** Without redirection, the Shire cannot fund full Tramway Bridge repairs from its own resources.

Failure to secure the reallocation would mean:

- Loss of opportunity to restore and reopen the Tramway Bridge.
- Long-term deterioration and potential demolition of a key heritage asset.
- Diminished return on State investment if funds remain with OMJ partial rebuild.

Risk Assessment

STEP 3 – Risk Tolerance Chart Used to Determine Risk						
Consequence →		Insignificant 1	Minor 2	Major 3	Critical 4	Extreme 5
Likelihood →						
Almost certain	A	High	High	Extreme	Extreme	Extreme
Likely	B	Moderate	High	High	Extreme	Extreme
Possible	C	Low	Moderate	High	Extreme	Extreme
Unlikely	D	Low	Low	Moderate	High	Extreme
Rare	E	Low	Low	Moderate	High	High

Risk Category	Description	Rating	Mitigating Action/s
Financial	Rebuilding a partial jetty imposes an unfunded \$200k p.a. maintenance cost; no Shire budget for Tramway Bridge repair if funds not redirected.	3-B High	Redirect State funds; complement with existing Shire, LotteryWest, and rPPP contributions to deliver Stage 2 of bridge works.

Health & Safety	Tramway Bridge closed due to safety concerns; deterioration creates hazards and removes safe pedestrian/cyclist link across the Fascine.	3-B High	Secure funding for immediate restoration; maintain interim safety restrictions.
Reputation	Spending funds on OMJ partial rebuild risks community backlash and perception of waste. Failure to act on Tramway Bridge seen as neglecting heritage and safety.	3-B High	Advocate for practical, community-backed solution; emphasise heritage and revitalisation outcomes.
Service Disruption	Without repairs, closure of Tramway Bridge disrupts connectivity between CBD and Heritage Precinct.	3-B High	Restore bridge to reinstate essential access.
Compliance	OMJ rebuild creates future compliance risks for maintenance standards.	2-C Moderate	Prioritise an asset the Shire can sustain.
Property	Bridge may become irreparable without investment; OMJ rebuild leaves incomplete and underutilised asset.	3-B High	Redirect funds to preserve key asset with broad community benefit.
Environment	OMJ rebuild retains coastal maintenance obligations; tramway bridge restoration lower impact.	2-C Moderate	Work with DoT approvals; use sustainable materials.
Fraud	Risk of perception that funds wasted if low-value OMJ project proceeds.	2-C Moderate	Redirect transparently to high-impact project.

Community and Strategic Objectives

The proposal aligns with the following desired objectives as expressed in the *Community Strategic Plan 2022-2032*:

OBJECTIVES

In 2040 Carnarvon is a place where:

- *Our equitable community is actively involved in and are responsible for developing innovative, local solutions that transcend our region for a safe and unified 6701*
- *Our infrastructure, housing and amenities are high quality and accessible*
- *Our community acknowledges our history and celebrates our diverse cultures*
- *Our community is engaged, inclusive and supportive*

ADDITIONAL FOCUS AREAS:

- *N/A*

BIG IDEAS FOR THE FUTURE OF CARNARVON:

- *Whitlock Island Development*

Comments

The decision before Council is critical. The \$4.5 million allocated to the One Mile Jetty cannot achieve the outcome the community aspires to, nor provide a sustainable asset for the Shire. A partial 200-metre rebuild is symbolic only: it would fail to deliver the tourism drawcard people expect, it would impose a \$200,000 unfunded annual liability on the Shire, and it risks being widely regarded as a waste of public funds.

By contrast, the Tramway Bridge is an irreplaceable asset at risk of being lost altogether. Once a vital part of Carnarvon's trade and passenger network, it is both a heritage landmark and a modern-day connector between the CBD and the Heritage Precinct. Its closure has severed a critical pedestrian and cycling route,

impacting community safety, accessibility, and visitor experience. Without urgent intervention, the deterioration will continue to the point where restoration is no longer feasible.

The Tramway Bridge project is a shovel-ready project, with preliminary design and scoping already completed at the Shire's expense. With co-funding already secured from LotteryWest and the Commonwealth's rPPP program. A State contribution of up to \$4.5 million — less any amounts already committed or required for withdrawal costs from the One Mile Jetty project — would complete the financial package needed to commence Stage 2 works on the most badly damaged section of the bridge. With an indicative restoration budget of \$6.5 million, this redirection would place the full project within reach and deliver a tangible, sustainable outcome for the community.

Redirecting these funds does not mean abandoning the OMJ. Council can continue to acknowledge its deep cultural and emotional significance while recognising the reality: a partial rebuild does not achieve the community's aspirations and would impose ongoing liabilities. By contrast, investing in the Tramway Bridge preserves and enhances a heritage asset that delivers immediate community and tourism benefits. This decision does not close the door on future OMJ projects – it keeps that conversation alive while ensuring Carnarvon gains a tangible, sustainable, and high-impact outcome today.

The opportunity cost of inaction is high. If the funds remain tied to the OMJ, Carnarvon risks gaining little more than an incomplete structure that carries ongoing liabilities and falls short of community expectations. Redirecting the allocation to the Tramway Bridge, the same money restores a heritage landmark, strengthens the Fascine precinct, activates tourism and heritage, and reconnects neighbourhoods. It represents a far greater return on investment for both the State and the community.

For these reasons, the officer strongly recommends Council's support. This is an opportunity for Council to show leadership, act in the long-term interests of the community, and secure State partnership on a project that strengthens Carnarvon's future.

OFFICER'S RECOMMENDATION

That Council by simple majority under section 3.1 of the Local Government Act:

1. ***Authorises the Shire President and Chief Executive Officer to formally advocate to the State Government and relevant Ministers for approval of this redirection, emphasising the project's shovel-ready status, co-funding already secured, and the urgent need to act before the asset deteriorates further.***
2. ***Commits to engaging openly with the Carnarvon community, the Gascoyne Development Commission, and the Carnarvon Heritage Group to ensure heritage values are respected while delivering practical, immediate outcomes for safety, connectivity, and tourism.***

4.2 INFRASTRUCTURE SERVICES

4.2.1 REGIONAL ROAD GROUP - FUTURE YEAR WORK PROGRAMS

File No:	ADM0046
Location/Address:	n/a
Name of Applicant:	Shire of Carnarvon
Name of Owner:	Shire of Carnarvon
Author(s):	Carolien Claassens, Project Contracts Manager
Authoriser:	Colm Stanley, Executive Manager Infrastructure
Declaration of Interest:	Nil
Voting Requirement:	Simple Majority
Previous Report:	OCM 10/08/24
Schedules:	1. Proposed RRG Works Program - 2025/26 to 2028/29

Authority/Discretion:

<input type="checkbox"/>	Advocacy	When Council advocates on its own behalf or on behalf of its community to another level of government/body/agency.
<input checked="" type="checkbox"/>	Executive	The substantial direction setting and oversight role of the Council. E.g., adopting plans and reports, accepting tenders, directing operations, setting and amending budgets
<input type="checkbox"/>	Legislative	Includes adopting local laws, town planning schemes and policies.
<input type="checkbox"/>	Information	Includes items provided to Council for information purposes only that do not require a decision of Council (i.e. – for noting).
<input type="checkbox"/>	Quasi-judicial	When Council determines an application / matter that directly affects a person's right and interest. The judicial character arises from the obligations to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications, building licenses, applications for other permits / licenses

Summary of Report

Council approval of a three-year Regional Road Group (RRG) Project Grant works program is sought. The proposed works program commences in 2026/2027.

Background

The Gascoyne RRG Policy and Procedure Manual states as follows in relation to the submission of the Shires three-year works program:

"All Local Governments shall develop and supply the RRG with a three-year program. The first year of the program will be the annual funding recommendations to SAC. The two future years will comprise a list of prioritised projects with estimated costs. The future year projects are not commitments and do not require detailed assessment but are intended to provide the source for reserve projects and assist Local Governments to plan for future funding and work commitments. The program will also provide a basis to advocate for future funding under the State Roads Funds for Local Government."

RRG Road Project Grant funding may only be allocated to Shire Roads of Regional Significance defined in the Roads 2040 document as follows:

Functional Category	Road of Regional Significance
Carnarvon Townsite Roads	Carnarvon Road Cornish Street

Functional Category	Road of Regional Significance
	Douglas Street Harbour Road James Street Robinson Street
Mine and Coastal Access	Blowholes Road Quobba-Gnaraloo Road
Northwest Coastal Hwy to Gascoyne Junction	Carnarvon – Mullewa Road Wahroonga – Pimbee Road
Northwest Coastal Hwy to Kennedy Range and Mount Augustus Route	Lyndon – Minnie Creek Road Lyndon – Towera Road Minilya – Lyndon Road
Plantation Roads	Bibbawarra Road North River Road
Coral Bay Roads	Robinson Street Banksia Drive
See if others are included	

The approved RRG project works for 2025/2026 is as follows:

1. Quobba Gnaraloo Road, SLK 50 - 58 – reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavements. Being a continuation of works from 2024/25.
2. Wahroonga Pimbee Road, SLK 66 – 74 – reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavements.

Goodwork Holdings Pty Ltd has been awarded contract RFT 02/2024 Supply of Plant and Operators for Unsealed Road Upgrade Works for the delivery of the RRG project program for a period of three years, which commenced in 2024/2025.

Works on Quobba Gnaraloo is likely to commence in August. Works on Wahroonga Pimbee Road will follow and is planned for completion no later than May/June 2025.

Since 2023/2024 the Shire has nominated two projects per year for the RRG program to maximise value for money and economy of scale.

The three-year program adopted by Council in 2022 focused on the three major unsealed roads in the Shire network i.e. Quobba Gnaraloo Road, Minilya Lyndon Road and Wahroonga Pimbee Road.

That program included a Quobba Gnaraloo Road Project for each year with alternating resheeting/reconstruction projects for Minilya Lyndon and Wahroonga Pimbee Roads for the other RRG project.

The proposed program for years 2026/2027 - 2028/2029 maintains this approach. Details of the proposed three-year RRG work program is provided in **Schedule 1**.

The development need on each of the unsealed roads as identified in the Roads 2040 strategy is to upgrade each to consistent type 3 standards. Type 3 standard is defined as “Road construction from imported material of adequate thickness, shaped and drained.”

Stakeholder and Public Consultation

Main Roads WA

Statutory Environment

Local Government Act 1995 - Section 3.18 Performing executive functions

Relevant Plans and Policy

Gascoyne Regional Road Group Policy and Procedure Manual.

Gascoyne Roads 2040 - Regional Strategies for Significant Local Government Roads

Financial Implications

RRG Road Project Grants funding provides two thirds of the total project budget allocation. The Shire provides the remaining one third of the total project cost.

The RRG Roads Project Grant allocation for Carnarvon in 2025/26 is provided in the table below.

MRWA Contribution	Shire Contribution	Total Project Budget
\$ 1,255,008	\$ 627,504	\$ 1,882,512

For the purposes of future project budget allocations, it has been assumed this allocation will be at least maintained for 2026/2027 and for the following two financial years. Typically, RRG Project funding increases by at least CPI each year.

The scope of Shire of Carnarvon RRG projects through the schedule of rates contract established for their completion can be easily increased or decreased to suit available funding. There is minimal risk of over or underspend of available funding and value for money is maximised.

Risk Assessment

STEP 3 – Risk Tolerance Chart Used to Determine Risk						
Consequence →		Insignificant 1	Minor 2	Major 3	Critical 4	Extreme 5
Likelihood →						
Almost certain	A	High	High	Extreme	Extreme	Extreme
Likely	B	Moderate	High	High	Extreme	Extreme
Possible	C	Low	Moderate	High	Extreme	Extreme
Unlikely	D	Low	Low	Moderate	High	Extreme
Rare	E	Low	Low	Moderate	High	High

Risk Category	Description	Rating	Mitigating Action/s
Financial	Actual RRG Project Funding unknown until approved in each FY.	C2 - Low	RRG Project funding has always increased annually in the past. The nominated project scopes may be amended to suit the final approved allocation.
Health & Safety	Risks associated with road construction works in remote areas (traffic management, worker fatigue, plant operation).	C3 - Moderate	Contractor engaged has WHS systems in place. Shire staff monitor compliance with WHS legislation and contract requirements. Traffic management plans and safe work methods approved prior to commencement.
Reputation	Perceived lack of delivery if projects are delayed or scope reduced due to funding or external factors (e.g. weather).	D2 - Low	Maintain transparent communication with Council, RRG and community. Stage works to show visible progress each FY. Utilise established contractor with proven delivery record.

Service disruption	Road closures or restricted access during construction could inconvenience local residents, pastoralists, and tourism operators.	C2 - Low	Works planned outside peak tourism/harvest periods where possible. Traffic management in place to maintain access. Advance notice provided to stakeholders.
Compliance	Non-compliance with RRG Policy, Roads 2040 standards or Local Government Act obligations.	C2 - Low	Adherence to Gascoyne RRG Policy Manual and Roads 2040 strategy. Governance oversight and Council approval ensure compliance with statutory requirements.
Property	Potential damage to adjoining properties, fencing or pastoral access tracks during construction activities.	D2 - Low	Pre-works inspections, stakeholder consultation and contractor responsibility for reinstatement of damage. Clear lines of communication for complaints resolution.
Environment	Disturbance to native vegetation, erosion, or dust generation from roadworks.	C3 - Moderate	Environmental Management Plans implemented by contractor. Works confined to road reserve. Dust suppression, drainage and erosion controls applied. Compliance with Environmental Protection Act.
Fraud	Risk of misallocation of grant funds or contractor over-charging.	E1 - Low	Use of established schedule of rates as per contracts. Financial oversight by Shire's finance team. Regular acquittal and audit requirements of RRG and MRWA.

Community and Strategic Objectives

The proposal aligns with the following desired objectives as expressed in the *Community Strategic Plan 2022-2032*:

OBJECTIVES

In 2040 Carnarvon is a place where:

- *Our infrastructure, housing and amenities are high quality and accessible*
- *Our community is engaged, inclusive and supportive*

ADDITIONAL FOCUS AREAS:

- N/A

BIG IDEAS FOR THE FUTURE OF CARNARVON:

- N/A

Comments

Funding allocations in the future Works Program are based on the previous allocation for that road project. A CPI increase each year is likely but not able to be determined until the CPI rate for that year is known.

Additional funding is often made available as the financial year progresses. However, this cannot be factored in until the amount available is known.

OFFICER'S RECOMMENDATION

That Council, by Simple Majority pursuant to Section 3.18 of the Local Government Act, 1995, resolves to:

- a) approve the works program for Regional Road Group (RRG) Project Grant funding commencing in 2026/2027 as presented in Schedule 1 with the final budget allocation to be determined through the 2026/27 budget process; and***
- b) endorse the indicative works program for Regional Road Group (RRG) Project Grant funding for years 2027/2028 and 2028/2029 as provided in Schedule 1.***

PROPOSED REGIONAL ROAD GROUP - WORKS PROGRAM 2025/26; 2026/27; 2027/28 AND 2028/29

Program Year	Road Name	Project Description	INDICATIVE TOTAL STATE CONTRIBUTION**	INDICATIVE TOTAL LGA CONTRIBUTION	INDICATIVE TOTAL PROJECT COST
2025/26	Quobba Gnoraloo	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement SLK 50 - 58	\$717,336	\$358,668	\$1,076,004
	Wahroonga Pimbee	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement SLK 66 - 74	\$537,672	\$268,836	\$806,508
	Total		\$1,255,008	\$627,504	\$1,882,512

** based upon financial information from RRG for 2025/26.

Program Year	Road Name	Project Description	INDICATIVE TOTAL STATE CONTRIBUTION	INDICATIVE TOTAL LGA CONTRIBUTION	INDICATIVE TOTAL PROJECT COST
2026/27 INDICATIVE ONLY	Quobba Gnoraloo	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement SLK 43 - 35	\$717,336	\$358,668	\$1,076,004
	Minilya Lyndon	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement SLK 111 - 120	\$537,672	\$268,836	\$806,508
	Total		\$1,255,008	\$627,504	\$1,882,512

** based upon State contribution from 2024/25

Program Year	Road Name	Project Description	INDICATIVE TOTAL STATE CONTRIBUTION	INDICATIVE TOTAL LGA CONTRIBUTION	INDICATIVE TOTAL PROJECT COST
2027/28 INDICATIVE ONLY	Quobba Gnoraloo	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement SLK 35 - 28	\$717,336	\$358,668	\$1,076,004
	Wahroonga Pimbee	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement SLK 58 - 66	\$537,672	\$268,836	\$806,508
	Total		\$1,255,008	\$627,504	\$1,882,512

Program Year	Road Name	Project Description	INDICATIVE TOTAL STATE CONTRIBUTION	INDICATIVE TOTAL LGA CONTRIBUTION	INDICATIVE TOTAL PROJECT COST
2028/29 INDICATIVE ONLY	Quobba Gnoraloo	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement. SLKs TBC	\$717,336	\$358,668	\$1,076,004
	Minilya Lyndon	Reshape formation and drainage to achieve consistent Type 3 standard and resheet to achieve 7m pavement. SLKs TBC	\$537,672	\$268,836	\$806,508
	Total		\$1,255,008	\$627,504	\$1,882,512

5 MATTERS FOR WHICH MEETING TO BE CLOSED TO MEMBERS OF THE PUBLIC**RECOMMENDATION**

That Council considers the confidential report(s) listed below in a meeting closed to the public in accordance with Section 5.23(2) of the Local Government Act 1995:

5.1 AWARD OF RFQ 13/2025 TRAMWAY BRIDGE REINSTATEMENT AND REFURBISHMENT DESIGN AND CONSTRUCTION STAGE ONE

This matter is considered to be confidential under Section 5.23(2) - (c) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

5.2 ALLOCATION OF THE REGIONAL PRECINCTS AND PARTNERSHIPS PROGRAM (RPPP) FUNDING PACKAGE

This matter is considered to be confidential under Section 5.23(2) - (e) of the Local Government Act, and the Council is satisfied that discussion of this matter in an open meeting would, on balance, be contrary to the public interest as it deals with a matter that if disclosed, would reveal –

- (i) a trade secret; or
- (ii) information that has a commercial value; or
- (iii) information about the business, professional, commercial or financial affairs of a person.

6 CLOSURE