INVESTMENT PROJECT PROSPECTUS

2026/27

www.gvroc.com

CONTENTS

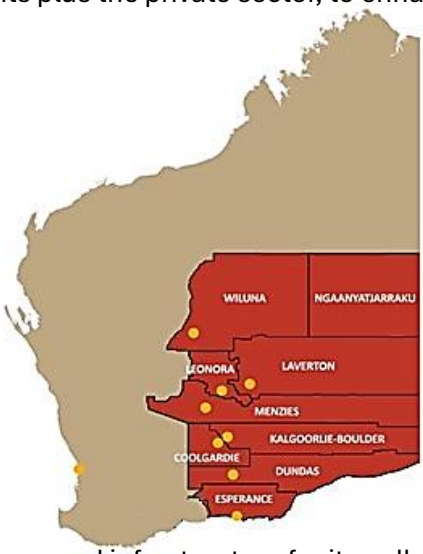
ABOUT US 3
ABOUT THIS PROSPECTUS 3
HOUSING 4
ESPERANCE KEY WORKER ACCOMMODATION PROJECT 8
TRANSPORT 9
KALGOORLIE-BOULDER AIRPORT REDEVELOPMENT 12
ESPERANCE AIRPORT RUNWAY UPGRADES 13
WILUNA AIRPORT RECONSTRUCTION 14
BAYLEY ST COOLGARDIE UPGRADE 16
HEAVY HAULAGE BYPASS AROUND LEONORA 17
NORSEMAN UPGRADE TO ALL ROADS CROSSING PRINSEP STREET/COOLGARDIE ESPERANCE HIGHWAY 18
NEW QUARANTINE STATION ON THE WA BORDER FOR THE GREAT CENTRAL ROAD IN LAVERTON WA 21
COMMUNITY DEVELOPMENT 22
ESPERANCE JAMES STREET CULTURAL PRECINCT 23
101 BROOKMAN STREET KALGOORLIE 24
KALGOORLIE BOULDER – GOLDFIELDS OASIS 25
RESTORING THE LEONORA BARNES THEATRE 27
KAMBALDA YOUTH PRECINCT 28
PROVISION OF DIALYSIS TREATMENT FACILITIES AT LEONORA HOSPITAL 29
RESTORATION OF LAVERTON STATE BATTERY SITE FOR TOURISM 30
LAKE BALLARD VISITOR TOURISM AND SYMPHONY IN THE SCULPTURES ANNUAL EVENT INFRASTRUCTURE 31
MENZIES MULGA STARS – MT OWEN DARK SKY ASTROTOURISM SITE 33
MENZIES OLD POST OFFICE HERITAGE CONSERVATION 34
UTILITIES 35
KALGOORLIE-BOULDER WATER BANK PROJECT (STAGE 1) 36
MENZIES NON-POTABLE WATER SECURITY 38
MENZIES NIAGARA DAM – VALVE REPLACEMENT AND MINOR REPAIRS 39
GVROC CONTACTS 41

ABOUT US

The Goldfields Voluntary Regional Organisation of Councils (GVROC) was formed in 2007, with the overarching principle to develop a strategic alliance of Local Governments in the Goldfields, who contribute and work together to ensure development and retention of infrastructure and community services and undertake joint economic development initiatives, through grant funding with the State and Federal governments plus the private sector, to enhance the region.

It consists of the:

- Shire of Coolgardie
- Shire of Dundas
- Shire of Esperance
- City of Kalgoorlie-Boulder
- Shire of Laverton
- Shire of Leonora
- Shire of Menzies
- Shire of Ngaanyatjarraku
- Shire of Wiluna



The GVROC also look to enhance service delivery and infrastructure for its collective and individual communities and to achieve a sustainable, cost-effective model for sharing of resources.

ABOUT THIS PROSPECTUS

This prospectus contains a showcase of projects which will serve to enhance the economic and social fabric of the Goldfields Esperance Region. The projects detailed in this prospectus have been meticulously selected to align with the GVROC's goals, each chosen for its potential to deliver significant economic and community benefits to the region.

Economic benefits are multifaceted, encompassing job creation, business growth, and infrastructure development. Projects that promise to spur our local economies, attract investment, and create employment opportunities have been given precedence.

The GVROC recognize that economic vitality is a key driver of regional sustainability and growth. Equally important are the community benefits these projects promise. The GVROC understand that economic growth must go hand in hand with social well-being.

Therefore, the projects chosen focus on enhancing community cohesion, liveability and improving access to essential services.

The projects presented in this prospectus require major capital investment from State and/or Federal Government in order to proceed. They fall into the four major themes of housing; transport; utilities; and community development with most of them being shovel ready, awaiting funding.

HOUSING

Western Australia's and the Goldfields Esperance regional housing markets are struggling to respond to a sustained increase in demand and are suffering a housing availability crisis.

The lack of access to appropriate housing options is limiting access to workers, increasing business and living costs, discouraging investment, and constraining business activity across regional WA. While the effects are most notably experienced in regional communities, this acute housing shortage is hindering the social and economic development of the region and WA.

Given similar housing supply challenges nationwide, these challenges are not unique to the Goldfields Esperance region or regional Western Australia and it is clear that multifaceted approaches involving all levels of government, the private and not for profit sectors is required to effectively tackle the current nationwide housing crisis.

Housing stress has reached critical levels in many areas of the region. The local government areas of Wiluna, Menzies and Laverton are all within the top ten worst affected by housing stress in WA as determined by a recent Community Housing Industry Association study.[1]

Strong commodity prices are driving a boom in mining sector activity, post-COVID government stimulus measures have increased consumer confidence and general economic activity, favourable agricultural conditions and global demand have contributed to non-mining sector activity, domestic tourism is on the rise, and the State Government is providing focused investment and stimulus in renewable energy projects.

These factors have all contributed to rapidly increasing demand for housing and land in the region (both residential and industrial demand).

Supply has been unable to meet this demand, due to a range of systemic issues and constraints. As a result, the worsening gap between supply and demand is becoming a major issue for the community, with affordable and appropriate housing becoming more difficult to secure, especially for government and key workers and those on low-to-moderate incomes.

Local governments alone cannot resolve the current housing challenges and the GVROC Local Government members are therefore committed to working in partnership with State and Federal Governments, the private sector and non-government organisations to overcome barriers to regional housing investment and to make housing markets more sustainable.

The GVROC has developed a Housing Strategy plus an Audit and Action Plan that is guiding the individual and collective efforts of members to remove barriers to housing investment and to increase supply, diversity and availability of housing within their towns.

The GVROC members have identified a range of priority project, funding and planning initiatives that will encourage and enable short and long term private, public and not for profit investment in housing supply in the Goldfields Esperance region.

[1] Community Housing Industry Association. 2022. *Quantifying Australia's unmet housing need*. https://cityfutures.ada.unsw.edu.au/social-and-affordable-housing-needs-costs-and-subsidy-gaps-by-region/

If supported, these initiatives will help to underpin the next phase of the Goldfields Esperance region's economic development, supporting sustainable regional population growth, increasing employment opportunities, improving the availability and quality of services, and reducing regional disadvantage.

All GVROC members are working proactively and collaboratively with their local communities to increase housing supply, and they have identified a number of priority housing project opportunities for which they are keen to attract funding, investment and delivery partners.

Each community is unique in its housing demand pressures, supply requirements and potential investment opportunities. However, across the local governments, there is an attractive suite of housing priority project opportunities that have the potential to deliver much needed short and long-term housing solutions.

Current Goldfields Esperance Housing Key Issues and Constraints

- **Land Availability**

Across many GVROC communities there is a lack of available developed and serviced land for residential, industrial and commercial development. In most locations there is existing undeveloped land that would be suitable for residential, commercial or industrial development however, for a variety of reasons this land is currently not being used, or is unable to be used, for the benefit of the community.

Land tenure issues represent a significant constraint to land availability and access across the region. Difficulties in resolving issues including undetermined Native Title and the presence of mining tenements represent a significant constraint to improving land availability.

- **Existing housing stock**

The state of existing housing stock across the region is constraining LGAs' ability to capitalise on current social and economic development opportunities.

A significant proportion of the housing stock in the region is ageing, with properties reaching the end of their useful life and in need of full refurbishment or replacement.

The lack of available trades and high costs results in a lack of investment and maintenance of existing housing stock further exacerbating the problem.

As a consequence, there a significant number of vacant properties across the region that are unable to be used to provide safe and secure housing. Given the cost of replacing housing and the difficulties in attracting funding for new housing stock, the underutilisation of existing housing stock is highly inefficient for the community.

These challenges are intensified by challenging client groups and a lack of management and investment in State owned housing across the region resulting in poorly maintained and vacant housing.

- **Housing Market Capacity**

The region currently lacks an at-scale not-for-profit provider of affordable housing services that is able to bring significant affordable housing management capability and additional housing investment into the region. In other regions across WA, not-for-profit community housing providers are able to manage and own substantial assets and are able to use their cashflows to

invest in additional affordable housing. There are three providers currently operating in the region – Community Housing Limited, Stellar Living Limited and Goldfields Indigenous Community Organisation (GIHO) – none of which operates at significant scale. As a consequence, there is a heavy reliance on the Department of Communities (DoC) for the delivery of social and affordable housing.

- **Housing and financing constraints**

LGAs and private investors in the Goldfields-Esperance region face significant challenges in its ability to secure financing to fund home purchases and new housing supply. Due to the traditional market volatility experienced across the region, strict lending practices are applied for financing applications. Conservative regulation by the Australian Prudential Regulation Authority and lending policies of the major banks place significant barriers to home finance for borrowers seeking finance.

For GVROC members, while the State Government encourages the LGA's to invest in housing, the WA Treasury Corporation lending rules limit the ability of LGA's to access low-cost government backed debt to finance lending for new GROH housing supply.

While there is consistent demand for State Government employee housing, the current funding model for GROH and WACHS staffing requirements has resulted in a lack of capital funding for direct property investment by government. A lack of available capital investment in these programs by the State Government has resulted in inadequate service delivery, and often leaves LGAs no choice but to manage this issue for their communities. This is evidenced by a number of GVROC LGA's providing accommodation to State Government employees.

- **Market Dynamics**

There are a range of market dynamics at play that prevent the region's housing market from operating efficiently and discourage investment in housing. Due to the isolation of the region, the limited number of suppliers, competition for resources, and a lack of critical scale, the region has traditionally been a high-cost environment. Land development costs largely associated with infrastructure, servicing and civil works charges are also high due to the requirement for fill, competition for heavy machinery, and the high cost of utility provision that is being passed on. Recent supply chain and labour shortages across the housing industry have further increased construction costs across the region.

- **Government Social and GROH housing**

While there is funding available for social housing from DoC's spot purchasing and capital investment programs, but due to the high cost of new housing construction or refurbishment and the value of the end asset being lower than its cost, construction or spot purchasing in the Northern Goldfields towns does not represent value-for-money and thus the funding is often determined to be more effectively spent elsewhere. The pool of funding for these programs is limited and unable to meet overall demand. Overall social housing demand in the Goldfields-Esperance region is comparatively low to other regions, which reduces the quantum of funding being allocated to the region.

Given the uncertainty of long-term housing demand, high construction costs, and historical low capital growth in housing values across the region, the GROH leasing model is largely unviable in most GVROC communities. So, while the State Government has encouraged GVROC LGAs to invest in housing for GROH under the leasing model, two significant challenges exist:

1. the investment metrics do not support the option as being a low-risk option delivering sound financial returns;
2. the current lending policies of WATC limit the ability of local governments to access debt to fund any investment in GROH housing.

GVROC Priority Housing Objectives

To ensure clarity of effort and purpose in GVROC's approach to increase access to land and quality housing within its communities its Action Plan focuses on achieving the following Priority Objectives:

1. Increase utilisation of existing residential land and housing within GVROC communities:
    a. Identify and maintain an understanding of vacant land and housing
    b. Encourage the upgrading and reoccupation of vacant public and private housing stock
    c. Activate vacant residential zoned land within townsites
    d. Encourage appropriate densification (e.g. use of ancillary dwellings and tiny homes)
    e. Encourage the sale of vacant houses and land
2. Increase investment in new housing supply through:
    a. State Government direct investment
    b. Attracting alternative investment through not-for-profit, Indigenous businesses or other ownership arrangements
    c. Private investment by business and individual households
    d. Targeted funding proposals for key cohorts and projects
    e. Direct LGA investment
3. Improve ability to enable development of residential, industrial and commercial land uses:
    a. Efficient and effective process and approval support with State Government
    b. Streamline local approval processes, documentation, specifications
    c. Increase access to expertise and resources to maintain focus and effort
4. Build regional housing market capacity
    a. Increase capacity for LGA investment in housing
    b. Create opportunities for housing aggregation
    c. Enable increased coordination, aggregation and efficiency in housing maintenance services
    d. Establish a pool of builders who can deliver projects in the region

ESPERANCE KEY WORKER ACCOMMODATION PROJECT

Project Value	LGA Commitment	Funding Required
$7.95 Million	**$1.5 Million**	**$6.45 Million**

PROJECT DESCRIPTION/OVERVIEW

The Esperance Key Worker Accommodation Project is designed to help provide a sustainable, long-term solution to the ongoing lack of low cost, key worker accommodation in the Shire of Esperance.

Located in the centre of town the Shire is proposing a 20-unit purpose-built facility on land owned by the Shire with the potential for additional units dependent on funding availability.

The project will support local workforce attraction and retention and enable further economic development in the area.

Esperance is a key regional centre in southern Western Australia. It plays a critical role supporting the agricultural and broader mining industry and has an expanding tourism sector. With a GDP of $1.27 billion per annum and a range of businesses and industry looking to establish themselves and expand in Esperance, access to affordable and diverse housing is critical to the region's growth and sustainability.

The proposed $7.95m key worker accommodation project will provide significant and tangible benefits to the Esperance region during both the construction and operational phases. The accommodation is expected to house 20 households and approximately 30 key workers in affordable housing helping to retain critical skills in the region.

The Shire is open to partnerships with private, non for profit or State government agencies to advance this project

PROJECT BENEFITS

- Ensure business can continue to operate and grow- contributing to the States growth and development
- Address existing housing shortfall which is resulting in heightened needs for social and at-risk services
- Demonstrate to the private sector the viability of infill housing in Esperance
- Improve the diversity of housing options; and
- Support the activation and development of the Esperance town centre.

PROJECT STATUS - Shovel ready – requires funding.

TRANSPORT

The demands on the Local Government transport networks in regional Western Australia, and in particular the Goldfields Region, are continuing to grow, while at the same time Local Government Authorities (LGAs) are experiencing significant increases in the costs to undertake critical transport infrastructure (airport and road maintenance, renewal and new construction) works.

Roads

Given the increasing demand in the Goldfields Esperance Region from all sectors of the resources industry (gold, nickel, lithium, rare earths, iron ore, gravel) as well as the agricultural sector (with an expected record harvest) resulting in record use of the regional road network in the Goldfields Esperance region as well as an increase in the size of heavy vehicle configurations, the GVROC is seeking that the State and Federal Governments need to consider a better and fairer system towards road funding allocations.

Current State and Federal Road funding arrangements do not reflect or fairly recognise the increased demands, needs and costs in the current funding agreements and distribution of funds. This increased demand is placing financial pressure on both GVROC LGAs and Main Roads WA (MRWA) to manage, maintain and upgrade the road networks in the region against other competing local government cost pressures. Another factor contributing to all of this is the availability of road construction contractors, LGA staff, planning and design of road-intersections and materials in the current economic climate.

The current distribution of State and Federal Government funding for roads, particularly to the regional LGA sector in WA, compared to the government revenue raised from taxes and mining royalties that should be allocated back into managing, maintaining, and upgrading the road networks used to provide this government mining revenue is unfair and disproportionate.

The GVROC would like to see across all State and Federal Government Road funding programs with LGAs, consideration of the following:

- An increase in the road funding pool and percentages towards regional road works.
- A change in the methodology and terminology around what is considered for road funding so that rather than just undertaking preservation and maintenance of roads that it also allows for improvements. E.g. many problems with roads that need fixing due to increased usage of road trains or natural disaster events like flooding occur again if just replaced to what was there before, rather than the alternative of using the funding to improve the design so that the works do not fail again and again.
- Provision of assistance to LGAs to increase the capacity and capability to undertake the road works and spend the allocated road funds when distributed.
- An increase in investment decision-making opportunities for local governments through the Regional Road Group.

The GVROC would also like to leverage $20m or $30m per annum from the State Government with matching funding from the Commonwealth Government's Roads to Recovery Program into a dedicated Goldfields Regional Road Group Funding Pool, which would be allocated based on a GVROC prioritised list of roads of strategic importance. This would provide all GVROC Local Governments a guaranteed funding stream for their annual road maintenance and upgrade

programmes and ensure that the regions roads do not impede the ability for the region's potential economic growth.

Airports

Airports are particularly vital in vast and remote regions like Western Australia and the Goldfields Esperance Region. They provide essential connectivity for local residents allowing for efficient travel to capital cities and beyond and meet the requirements for the mining sector in the region to allow its fly in fly out workforce.

This connectivity is crucial for accessing healthcare, education, and employment opportunities that might not be available locally. Furthermore, airports support the transport of goods, particularly perishable items, enhancing the efficiency of regional supply chains and opening markets for local producers.

By facilitating tourism, airports also help boost local economies, as visitors bring revenue to hospitality, retail, and service sectors. In emergency situations, such as medical evacuations and disaster relief, the presence of functional airports can be life-saving.

Despite their importance, local governments in regional Western Australia often face significant challenges in funding the upkeep and development of airports. The costs associated with maintaining and upgrading airports are substantial, and the revenue bases of regional councils are typically limited.

Moreover, regional areas sch as the Goldfields Esperance region frequently contend with harsher environmental conditions that can accelerate wear and tear on airport infrastructure. Extreme weather events, such as floods can cause extensive damage, requiring costly repairs and upgrades. The vast distances and low traffic volumes further complicate the economic viability of maintaining the airports at optimal levels.

Addressing these challenges requires coordinated efforts and sustained investment from all levels of government to ensure that regional communities remain connected, prosperous, and resilient.

Rail

Rail throughout the Goldfields Esperance region facilitates the efficient transport of essential supplies such as food, goods, and mining equipment and produce, which are otherwise difficult and costly to deliver over vast distances. It also provides a reliable means of exporting gold, iron ore and other minerals to markets, bolstering the region's economic significance and linking it to global trade networks.

Beyond economic benefits, the existing rail also plays a vital role in connecting isolated communities and fostering regional development along their routes. The rail in the region is not merely a logistical solution but a transformative force that underpins the growth, sustainability, and integration of the Goldfields region into Western Australia's broader economy and society.

Also of note around the rail is the Goldfields Esperance Development Commission (GEDC)'s recent funding of consultants to provide technical services to deliver the Kalgoorlie Rail Realignment Project (KRRP).

The KRRP is a significant infrastructure proposal exploring regional freight, intermodal terminal (IMT) and rail network opportunities that could unlock new economic and industry opportunities in Kalgoorlie-Boulder.

The GEDC is the lead agency for this regionally strategic project, being delivered from the region in partnership with the Australian and State Government. The KRRP is supported with $2.5 million in funding from the Australian and Western Australian Governments.

There have been significant changes, locally and nationally, that are driving this current KRRP, including the opening of new industrial land and industry adjacent to the rail and road corridor in West Kalgoorlie, expansion of existing mining operations, global moves towards decarbonisation and the need to increase supply chain resilience in transportation networks following disruption from natural disasters and emergencies.

The KRRP includes conducting studies and industry engagement to understand the current and forecast freight task across transport modes, supply chain analysis and land use and feasibility assessments to identify and examine potential rail realignment and intermodal terminal options in Kalgoorlie-Boulder.

A detailed business case for a preferred option, will also evaluate costs and benefits, funding and financial models, approval pathways and engineering designs for the infrastructure proposals.

As part of this work the GVROC would also like consideration taken by the State Government to undertake a feasibility study to reopen the railway line from Leonora to Laverton. Reopening this rail would have the benefits of:

- A reduction in the heavy transport of base minerals from Laverton to Malcolm rail head.
- A reduction in possible major road incidents with the current increase in triple road trains, double road trains and quads on the roads in the region.
- A reduction in base minerals being transported from West Musgrave and Nico Resources west of Warburton along the great central to Malcolm rail head.

Additionally, the GVROC would like the State and Federal Government to provide funding towards the rail network to address:

- Potentially increasing rail freight;
- High network costs;
- Potential congestion at the Aurizon Kalgoorlie Yard and Esperance; and
- An upgrade to the rail infrastructure in the Northern Goldfields and Esperance lines to accommodate further resource sector development.

KALGOORLIE-BOULDER AIRPORT REDEVELOPMENT

Project Value	LGA Commitment	Funding Required
$100 Million+	**$TBC**	**$100 Million+**

PROJECT DESCRIPTION/OVERVIEW

The City of Kalgoorlie Boulder (CKB) owns and operates the Kalgoorlie–Boulder Airport, a major strategic regional airport that services a catchment of approximately 60,000 people and supports one of Australia's most economically significant mining and critical minerals regions.

The Kalgoorlie–Boulder Airport terminal is more than 30 years old and requires a major upgrade. Passenger numbers have grown significantly, largely due to the strength of the regional mining economy: the airport is on track to process more than 550,000 passengers in 2025-2026, more than double its original design capacity of 220,000.

However, the CKB is generally ineligible for all State and Federal aviation infrastructure grants due to its passenger numbers and revenue classification. The Airport supports essential mining-sector FIFO travel, and community well-being travel (such as health and education).

PROJECT BENEFITS

- Enhanced airport infrastructure will allow for further increase in passenger numbers, including direct benefit to the mining sector
- Increased regional productivity and national economic performance
- Increased liveability and well-being for Kalgoorlie-Boulder community through enhanced access to metropolitan centres
- Enhanced compliance with regulatory requirements

PROJECT STATUS

- A masterplan has been developed for a multi-staged, $100m+ redevelopment of the Kalgoorlie-Boulder Airport.
- The CKB is seeking Government funding support to upgrade the airport to meet regional economy and regulatory requirements.

ESPERANCE AIRPORT RUNWAY UPGRADES

Project Value	LGA Commitment	Funding Required
$25 Million	**$6 Million**	**$19 Million**

PROJECT DESCRIPTION/OVERVIEW

The Esperance Airport is located 23km north of the Esperance townsite and facilitates the only air passenger service available within almost 400km's. Two independent assessments of the airstrip have deemed that the main runway subgrade and pavement needs to be reconstructed. To ensure this vital service continues, plus the ongoing future growth of the region is catered for, the Shire is seeking to upgrade and lengthen the airstrip.

An upgrade to the main runway has been identified as a priority by the Shire of Esperance. The airport is a key piece of infrastructure within excess of 55,000 RPT passengers per annum.

The airport also incorporates a range of other uses, including:

- 250 RFDS flights per annum
- small water bombers over harvest period and during major fire events
- commercial air operators (agricultural and tourism related)
- Prisoner transfer

In total through 2023 there was 5,311 aircraft movements utilising the Esperance airport, an increase of over 13% on the previous year even with the reduction in use by larger planes due to the degradation of the runway surface.

This highlights the importance of the airport to the region as well as the growth in its use. It is both an important community asset and a significant economic driver in its own right.

The upgrades will enable aircraft up to the size of large air tankers (used for fire response (737 and Hercules) to utilise the airport further supporting the economic and community outcomes provided.

PROJECT BENEFITS

- Futureproof airport for foreseeable future
- Enable Large Air Tankers to operate from Esperance
- Undertake upgrades while ensuring passenger and RFDS services can continue

PROJECT STATUS - Detailed Design work and Business Case being developed – requires funding.

WILUNA AIRPORT RECONSTRUCTION

Project Value	LGA Commitment	Funding Required
$9-12 Million	**$3-4 Million**	**$6-8 Million**

PROJECT DESCRIPTION/OVERVIEW

The Shire has commissioned a number or reports relating to the serviceability of the Wiluna Airport over the past several years. Those reports have identified that although the airport infrastructure is in fair condition, reconstruction of the runway, taxiway and apron areas was overdue. This was identified in a 2016 report prepared by Core Business Australia.

The runway is exhibiting cracking and rutting.

Repairs completed in the recent past have stood up well, although the cracking and rutting is appearing in other places.

It is considered that the cracking and rutting is occurring due to ingress of moisture under the seal, heavy aircraft operations, particularly the Dash 8 Q100 (16.5 tonnes Maximum Take-off Weight [MTOW]) and Q300 (18.6 tonnes MTOW) regular passenger service operated by Skippers and a lack of timely maintenance.

As the need for reconstruction was identified at least eight years ago, that scenario now needs serious attention.

There will be a need to construct a new apron area to accommodate parking of design aircraft. The existing apron area is too small to accommodate anything larger than the current Dash 8-300 operations. This would involve a new 23-metre-wide taxiway.

A geotechnical investigation of the sub-grade properties will most likely need to be commissioned.

The opportunity to use waste rock from the nearby mine will continue to be investigated further. In January 2024 it was determined that some rock samples met the particle size distribution required for pavement material.

The improvements will require some lighting upgrades as existing lighting is situated within the graded runway strip which will need to be raised. Aerodrome Management Services suggest that this would be a good opportunity to upgrade to a new Low Intensity Runway Lighting System.

Another hydrology study may also be needed. Although hydrology studies have been completed in the past, they haven't been undertaken for the design now being recommended.

Should require maintenance to the surface of the runway, apron and taxi areas not be undertaken there exists a major consequence that the aerodrome will no longer be able to provide service as an aerodrome such that aircraft will no longer be able to safely operate into, on and from the facility.

The re-development option recommended would cost approximately $9-12 million. It would be expected that external funding of between $6-8 million could be available. This would not include a new terminal building. Submissions for funding have now been completed while others are being finalised.

PROJECT BENEFITS

- Risk that without these works the airport will become unserviceable.
- Handle increased mining aircraft, especially with closure of Mt Keith airstrip
- Continue to accept RFDS aircraft.
- Increased pavement classification to 28-30.

PROJECT STATUS - Several reports have been completed. Hydrology report still needs to be completed and some geotechnical works. Could be ready for tender in 12 months. Most design work done.

BAYLEY ST COOLGARDIE UPGRADE

Project Value	LGA Commitment	Funding Required
$7.5 Million	**$1.5 Million**	**$6 Million**

PROJECT DESCRIPTION/OVERVIEW

Bayley Steet is under the jurisdiction of Main Roads WA. However, due to the wide nature of this main road through Coolgardie and the fact that the external sections of the road and the footpaths are under the control of the Shire of Coolgardie there are multiple facets of input that are required.

In this instance it is proposed that Main Roads WA with additional funding from the State Government fund the major engineering works that are required to upgrade the traveling surface of the road and the impacts on drainage and other underground infrastructure and kerbing etc as these are all affected by the significant road width.

The Shire of Coolgardie is willing to contribute to ensuring that the local infrastructure like the footpaths and other infrastructure, which is also significant is tied in to ensure that the upgrade is long lasting and meets the community expectations.

PROJECT BENEFITS

- Road Surface is in poor state and due to the amount of heavy haulage using the road now the structure of the road needs considerable improvement to take the extra load mass.
- Impacts of such a wide road being a major storm water collection, the storm water infrastructure improvements will greatly lessen impacts on buildings and other infrastructure.
- Improvements to the town centre aesthetics and useability for the residents.
- Improvements made prior to significant damage occurs and major disruption occurs to the mining companies transporting significant ore and commodities on this road and the negative economic impact a non-expected closure would cause.

PROJECT STATUS

Full Engineering Design needs to be prepared and costed as part of the project. WML Consultant Engineers are aware of the project and would be able to proceed with the commencement design if a preliminary budget is approved by the State and or Main Roads WA and a suggested amount for this design work would be $250,000.

HEAVY HAULAGE BYPASS AROUND LEONORA

Project Value	LGA Commitment	Funding Required
$3-4 Million	**$1 Million**	**$2-3 Million**

PROJECT DESCRIPTION/OVERVIEW

The Shire of Leonora is currently undertaking costing and feasibility on sealing the informal heavy haulage bypass around Leonora.

This will include sealing approximately 1.2kms and redesigning 3 intersections to allow for RAV access. The current situation involves super quad road trains weighing over 120 tonnes traveling at 50km/h down the main street of Leonora within meters of pedestrians.

This has been on the Shire's Strategic Community Plan for some time. Preliminary estimates put the project at $3-4m.

PROJECT BENEFITS

- Community Safety by removing quad road trains from the main street of Leonora.

PROJECT STATUS – Funding required.

NORSEMAN UPGRADE TO ALL ROADS CROSSING PRINSEP STREET/COOLGARDIE ESPERANCE HIGHWAY

Project Value	LGA Commitment	Funding Required
$10.3 Million	**$2.3 Million**	**$8 Million**

PROJECT DESCRIPTION/OVERVIEW

The Shire of Dundas is looking to upgrade all the roads crossing Prinsep Street/Coolgardie Esperance Highway in Norseman, part of which is the Main Roads WA's area of responsibility. In addition to the estimated project value of $10.3 million listed above, it is estimated that the Main Roads WA separate project component to asphalt Prinsep Street will be a further $15.2 Million.

The purpose of this project is to enhance Norseman's infrastructure, focusing on sound reduction, road safety, and heavy vehicle management along the 2.9 km corridor as listed below.

1. Sound Reduction

Noise Barriers: Install sound barriers along key residential areas near sensitive facilities such as the Medical Centre, Town Hall, and residential units. These barriers could be constructed with eco-friendly materials and vegetation for aesthetic appeal.

Low Noise Road Surface: Use noise-reducing asphalt on the 2.9 km stretch to decrease traffic noise, especially for heavy vehicles.

Green Buffers: Introduce landscaped buffer zones with trees and shrubs to reduce noise and improve air quality.

2. Safer Road Crossings

Upgraded Crossings: Enhance the ten road crossings with:

- Pedestrian-operated traffic lights at high traffic points like the Ramsay Street roundabout.
- Raised pedestrian crossings to improve visibility and reduce vehicle speeds.

Lighting and Visibility Improvements: Install LED lighting and high-visibility signage at all crossings, particularly near public facilities such as the Medical Centre, St John and Bush Fire Brigade, and Norseman Pensioner Units.

Dedicated Bike Paths: Add separated cycling lanes along the 2.9 km corridor, ensuring safe passage for cyclists.

3. Heavy Vehicle Management

Dedicated Truck Lanes: Designate heavy vehicle lanes or bypass routes to separate truck traffic from local and pedestrian traffic, reducing congestion and improving safety.

Truck Waiting Bays: Create waiting zones for heavy vehicles near the BP and Ampol stations, equipped with amenities to keep trucks off residential roads.

Traffic Flow Optimization: Redesign the Ramsay Street roundabout to accommodate high heavy vehicle volumes, including slip lanes for smoother transitions.

4. Road and Intersection Upgrades

Widening and Strengthening: Expand and reinforce key road sections to handle the high volume of trucks.

Smart Traffic Management: Introduce adaptive traffic signals prioritising heavy vehicles at critical junctions to minimize stoppage time.

Rail Crossing Improvements: Upgrade the rail crossing with automated safety gates, soundproof barriers, and pedestrian-friendly pathways.

5. Community and Active Transport Facilities

Shared Pathways: Build a shared pedestrian and cycling pathway connecting major facilities like the Great Western Hotel, Visitor Centre, and Phoenix Park.

Noise Resilient Public Spaces: Upgrade public areas like Phoenix Park and the Men's Shed with noise mitigation features such as earth mounds and acoustically treated shelters.

6. Environmental Enhancements

Rain Gardens: Install stormwater management systems like rain gardens along the corridor to improve drainage and reduce runoff impacts.

Renewable Energy Features: Use solarpowered streetlights and traffic signals to promote sustainability.

Implementing these projects will significantly improve Norseman's infrastructure, enhance safety, reduce noise pollution, and effectively manage heavy vehicle traffic.

PROJECT BENEFITS

Implementing the proposed upgrades to the 2.9 km corridor along Prinsep Street/Coolgardie Esperance Highway would bring substantial benefits to the Norseman community, visitors, and the transport industry as follows:

- **1. Enhanced Quality of Life for Residents**
  - Noise Reduction: Sound barriers, low-noise road surfaces, and green buffers will create a quieter and more pleasant environment for residents, particularly near sensitive areas like the Medical Centre, Town Hall, and pensioner units.
  - Air Quality Improvement: Vegetation in green buffers will help reduce air pollution from vehicle emissions.
- **2. Improved Road Safety**
  - Safer Crossings: Upgraded pedestrian crossings with raised platforms, improved lighting, and high-visibility signage will reduce accidents and improve accessibility for all, including vulnerable populations.
  - Cyclist and Pedestrian Safety: Dedicated bike paths and shared pathways will encourage active transport, reducing the risk of accidents involving cyclists and pedestrians.

- **3. Streamlined Heavy Vehicle Traffic**
  - Efficient Traffic Flow: Dedicated truck lanes, optimized roundabouts, and truck waiting bays will separate heavy vehicles from local traffic, reducing congestion and improving overall traffic flow.
  - Safety Enhancements for Freightliners: Improved Road surfaces and rail crossings with automated gates will decrease accidents and delays for freight operators.
- **4. Increased Attractiveness for Visitors**
  - Public Space Enhancements: Upgraded parks and community spaces with noise mitigation features will make Norseman more appealing for tourists, improving the experience at destinations like Phoenix Park and the Visitor Centre.
  - Better Connectivity: Shared pathways connecting key sites will make it easier for visitors to explore the town on foot or bike.
- **5. Economic Benefits**
  - Support for Freight and Mining Industries: Improved infrastructure will facilitate smoother operations for mining companies and freightliners, boosting economic activity and reducing delays.
  - Local Job Creation: Construction and maintenance projects will create short-term and long-term job opportunities for locals.
- **6. Sustainability and Environmental Impact**
  - Stormwater Management: Rain gardens will address drainage issues and minimize runoff impacts, protecting local ecosystems.
  - Renewable Energy Use: Solar-powered lighting will reduce energy costs and promote sustainable practices in the community.
- **7. Alignment with Regional Development Goals**
  - Increased Appeal for Funding: The project's focus on safety, sustainability, and active transport aligns with government funding programs, making it a strong candidate for financial support.
  - Enhanced Town Image: Norseman will be seen as a progressive and well-maintained town, encouraging further investments and tourism.
  - Impact on Key Stakeholders
  - Residents: Improved living conditions through noise reduction and safety enhancements.
  - Visitors and Tourists: Better access to attractions and a more welcoming environment.
  - Freight and Mining Operators: Enhanced logistics with reduced travel times and improved infrastructure.
  - Local Businesses: Increased foot traffic and visitor satisfaction may lead to higher economic activity.
  - The proposed improvements will transform Norseman into a safer, more sustainable, and visitor-friendly town, benefiting all who live, work, or travel through the area.

PROJECT STATUS – Awaiting Financial Commitment, before Detailed Design

NEW QUARANTINE STATION ON THE WA BORDER FOR THE GREAT CENTRAL ROAD IN LAVERTON WA

Project Value	LGA Commitment	Funding Required
$10 Million	**$Nil**	**$10 Million**

PROJECT DESCRIPTION/OVERVIEW

A new Quarantine station along the Great Central Road in Laverton WA is urgently required as the great central road and outback highway is developed and sealed with recent funding announced by the State and Federal Governments.

Once the road is sealed it will provide open access into the State and the number of tourists/visitors will increase. With this increase comes the increase in risk for quarantine issues with disease and pests coming into WA damaging our economic prosperity and safety for industry sectors, in particular the local Agriculture sector.

Due to this risk the Shire of Laverton is requesting that the State and Federal Governments urgently look to allocate funding towards the design and establishment of new quarantine facilities at the WA Border along the Great Central Road.

PROJECT BENEFITS

- Prevention and spread of biosecurity hazards, diseases and pests into Western Australia.
- Laverton will capture all transport routes into WA from the Northern Territory and South Australia.

PROJECT STATUS – Requires commitment by State Government, development of a detailed business case and funding allocated.

COMMUNITY DEVELOPMENT

Community development projects are pivotal in attracting and retaining residents to the Goldfields Esperance region. These types of projects help to create vibrant, attractive, and sustainable regional communities that can compete with metropolitan areas in terms of amenities and quality of life.

One of the primary challenges for regional towns in Western Australia and the Goldfields Esperance Region is their often-vast distances from each compared to the Perth metropolitan area – with its full suite of facilities that are not always afforded to the regions. Indeed, the Goldfields Esperance region covers more than a third of Western Australia's land mass, which exacerbates this challenge.

Increasing liveability in the Goldfields Esperance regional towns is crucial for attracting new residents and retaining existing ones. High-quality community facilities and services can make regional living more appealing by offering conveniences and opportunities similar to those found in the metropolitan area. These projects can include modern libraries, sport and recreation complexes, art and cultural centres, and vibrant public spaces, all of which contribute to a well-rounded and fulfilling lifestyle. When residents have access to such amenities, they are more likely to stay in the region, reducing population decline and fostering community stability.

Community development projects also play a significant role in promoting tourism. Well-developed facilities and attractions can draw visitors, generating economic benefits for the region. Tourism infrastructure such as visitor centres, museums, heritage sites, and event spaces can highlight the unique cultural and natural assets of the region, attracting tourists seeking diverse experiences. Improved amenities and services not only enhance the visitor experience but also encourage repeat visits and positive word-of-mouth recommendations.

Residents and visitors alike expect up-to-date facilities and services comparable to those found in capital cities and metropolitan areas.

The development and upgrade of community facilities often requires substantial upfront investment. Regional Local Governments, like those in the GVROC frequently face financial constraints, with local governments operating on limited budgets that are insufficient to cover the high costs of major projects.

Staging these projects over several phases can help manage costs, but significant investment from state and federal governments is typically necessary to initiate and sustain progress. Without this external support, many community development projects would remain unfeasible.

The following GVROC community development projects will assist the local governments in the region to meet their communities' expectations and to allow growth in their towns.

ESPERANCE JAMES STREET CULTURAL PRECINCT

Project Value	LGA Commitment	Funding Required
$30 Million	**$7.5 Million**	**$22.5 Million**

PROJECT DESCRIPTION/OVERVIEW

The James Street Cultural Precinct (JSCP) is a major transformative project that will be developed in the Esperance Central Business District. Located in the heart of the coastal town of Esperance, this site will provide a strategic link between the beautiful foreshore and the vibrant town centre. This project embraces the heritage building that is currently home to our museum, while also providing a much-needed new library and visitors' centre. The precinct will serve as a crucial meeting place and activity hub for both visitors and locals.

As a significant community infrastructure project, the James Street Precinct will offer the Shire of Esperance a central hub for the community and visitors. The redevelopment of this site will include the provision of spaces, such as a library; volunteer centre; tourism information centre; café; function centre; and flexible spaces.

The JSCP was an award-winning project before construction began, having been awarded the outstanding regional project and presidents award by the planning institute of Australia. All aspects of this project respond directly to the community's aspirations, cultural and historical values, unique location, and environmental considerations.

Stage 1 of the precinct development is a new Cultural and Tourism Hub including new interactive museum, library, visitor centre and retail and commercial facilities to create a unique visitor experience in the Esperance town centre. The proposal includes the construction of a new landmark architecturally designed, double storey facility which will offer high-quality and flexible event, community and creative spaces, all overlooking the new Esperance Waterfront, ocean pool and the Esperance Tanker Jetty, and with scenic views of the islands of the Recherché Archipelago, all from the heart of Esperance town centre. The total cost to deliver the full masterplan is estimated at $60 million, with Stage 1, estimated at $30 million (excl. GST). The Shire of Esperance has committed $7.5 million to the project and is seeking the remaining funding from the State and Federal Government.

PROJECT BENEFITS

- Improving both community and visitor experience and access to services
- Holistic integration of tourism, commerce, culture, recreation and municipal service
- Setting a new standard for activation of public space to serve diverse community needs.

PROJECT STATUS – Funding required.

James Street Cultural Precinct

101 BROOKMAN STREET KALGOORLIE

Project Value	LGA Commitment	Funding Required
$30 Million	**$TBC**	**$TBC**

PROJECT DESCRIPTION/OVERVIEW

The City of Kalgoorlie-Boulder is seeking support from the State and Federal Governments to deliver a multi-departmental administration and service delivery hub at 101 Brookman Street.

The project builds on the momentum of the Kalgoorlie City Centre transformation and aims to activate a strategically located mixed-use precinct within the CBD. Over time, the withdrawal of regionally based senior public servants has weakened local decision-making, reduced service quality, and limited socio-economic outcomes for the community.

The proposed hub will consolidate government departments and agencies into a customer-centric One Stop Shop, improving accessibility, coordination, and responsiveness. By improving on-the-ground service delivery, the development will strengthen regional governance and act as a catalyst for long-term growth.

PROJECT BENEFITS

- Re-establishes regionally based leadership positions to strengthen decision-making.
- Improves accessibility and efficiency of public services through a centralised One Stop Shop model.
- Reduces operating costs through colocation and shared infrastructure.
- Supports economic activation within the Kalgoorlie CBD mixed-use precinct.
- Enhances inter-agency collaboration, communication, and outcome monitoring.
- Generates tangible and intangible socio-economic benefits for the local community.

PROJECT STATUS

- Actively engaging with State and Federal Government departments to determine interest, support, and potential colocation opportunities.
- Preparing to undertake precinct planning and detailed business case development under the Regional Precincts and Partnerships Program framework.

KALGOORLIE BOULDER – GOLDFIELDS OASIS

Project Value	LGA Commitment	Funding Required
$24.5 Million	**$9.25M (comprising $9.25M of Federal Government and State government funding)**	**$15 Million**

PROJECT DESCRIPTION/OVERVIEW

The Goldfields Oasis Recreation Centre is Kalgoorlie-Boulder's primary indoor sport and aquatic centre, and its redevelopment is a long-standing community and regional infrastructure priority for the City of Kalgoorlie-Boulder (CKB).

The Oasis was initially constructed in 1999, and apart from a series of expanded outdoor water play and energy saving initiatives, it has remained consistent with its original development. It is an integral part of Kalgoorlie-Boulder, vital for the liveability and well-being of our community.

While it continues to be a valuable asset, the Oasis no longer fully caters to the expanding needs and expectations of the community, falling short on several critical requirements.

Community consultations led to the development the 2023 Master Plan, which includes a facility audit, lifecycle scheduling, maintenance plans, and urgent repairs. A concept design with cost estimates proposes improvements such as disability access, support for seniors, and increased access for First Nations communities.

Stage one focuses on delivery of a 50-metre outdoor pool, with upgraded outdoor water play, restoring aquatic infrastructure currently unavailable within the CKB that will serve more than 3,100 existing members and accommodate future population growth, including both residential and FIFO workforces.

The City has secured a commitment of $8m from the Federal Government's Priority Community Infrastructure Program to partially fund the 50-metre outdoor lagoon pool, and $1.25m contribution towards the development of the pool from the WA State Government's Community Sporting and Recreation Facilities Fund (CSRFF).

However, the Federal funding (an election commitment) is contingent on project delivery by 30 June 2027. Failure to achieve this milestone would result in the loss of this funding and prevent project delivery. Securing further partnership investment will enable contract finalisation within existing delivery timelines, ensure current funding commitments are realised, and delivery long-term regional outcomes.

The estimated cost for the upgrade and extension of the existing outdoor pool area of the Oasis is $24.5m, the balance of which will need to be sourced through external funding sources.

These costings include:

- the Full development of the 50-metre outdoor lagoon pool.
- Landscaping of all outdoor areas.
- BBQ, shade, seating, viewing, walkways and external seasonal kiosk.
- Consolidation of new and existing plant servicing the indoor and outdoor area to support all water bodies.
- Replacement of current water slides and outdoor water play infrastructure.

PROJECT BENEFITS

- The new space will serve as a modern, community-focused, multi-functional area, enhancing the capacity for a range of water activities, especially during the summer months when temperatures exceed 40 degrees.

PROJECT STATUS

Planning undertaken and awaiting further funding to be sourced.

RESTORING THE LEONORA BARNES THEATRE

Project Value	LGA Commitment	Funding Required
$4 Million	**$1-2 Million**	**$2-3 Million**

PROJECT DESCRIPTION/OVERVIEW

The Barnes Theatre in Leonora, Western Australia, opened in 1901, was once considered the best hall outside of Perth, hosting numerous events, including performances by artists like Slim Dusty. The Barnes Theatre is very important to the community but is not currently in use due to its condition.

In 2021, the Shire of Leonora received a grant of $100,000 to assist with the theatre's restoration. This funding facilitated initial assessments by specialized structural and heritage engineers.

The preliminary report from the engineers for restoring the Barnes Theatre estimates that the restoration will cost $4m, however further work is needed to complete detailed design and business case for the restoration works.

The main reason for the current costings is the need to completely replace the roof back to the original design. This will also require significant structural work to the walls due to the new roof pushing the walls outwards.

PROJECT BENEFITS

- Community will regain a community hall and meeting place for use.

PROJECT STATUS – Detailed Design work and Business Case needs to be developed – requires funding.

KAMBALDA YOUTH PRECINCT

Project Value	LGA Commitment	Funding Required
$300,000	**$75,000**	**$225,000**

PROJECT DESCRIPTION/OVERVIEW

The Shire of Coolgardie has been working with the Kambalda Youth and the local community to facilitate the provision of a Youth Precinct.

The Shire currently holds monthly Kambalda Youth Sport Nights for 8-18 year olds at the Kambalda Community Recreation Facility, which is not sufficient for the requirement of a permanent youth centre nor is it suitable or fit for purpose.

The Council are looking to make a permanent location for the Youth Centre in the old Kambalda Squash Court that is no longer utilised for sporting activities.

This would enable the Kambalda youth to utilise a structure in the town site on a permanent basis, rather than just a monthly event. The squash court building is an existing Shire owned facility so its use as a youth Centre can be monitored and maintained.

The building is available and is only storing defunct equipment currently. The allocation of the space to the project would be Shire's allocation to the project and provided rent free, whilst also proving building maintenance would see Council being a long-term contributor to the Youth Precinct.

The funding requested is for some required upgrades that need to occur to the existing squash court and provide the materials and items to convert the space into an effective youth centre

PROJECT BENEFITS

- A dedicated Youth Precinct /Space that they don't currently have.
- Ability for the Youth to take ownership of the Space and create their own area.
- Close to service provided like the Police, St Johns and Kambalda Ambulance Service and Shire Staff and other Shire Facilities.
- Close for youth to access to the Kambalda residents.
- Shire Community Bus is housed nearby for activities and excursions
- As it's a Shire existing structure there is no requirement for a new facility to be constructed and as such forms part of the Shire's contribution to the project.

PROJECT STATUS – Requires Funding.

.

PROVISION OF DIALYSIS TREATMENT FACILITIES AT LEONORA HOSPITAL

Project Value	LGA Commitment	Funding Required
$100,000	$0	$100,000

PROJECT DESCRIPTION/OVERVIEW

Leonora Hospital currently does not have any Dialysis treatment facilities available.

A number of residents, predominantly Aboriginal, have to travel the 460km round trip to Kalgoorlie for treatment multiple times per week.

The Shire of Leonora would like to see this State and Federal Government provide funding so this situation is rectified, and the community can seek treatment locally in Leonora without having to travel long distances.

PROJECT BENEFITS

- Increased community health and wellbeing.

PROJECT STATUS – Funding required.

RESTORATION OF LAVERTON STATE BATTERY SITE FOR TOURISM

Project Value	LGA Commitment	Funding Required
$2.4 Million	**$1.2 Million**	**$1.2 Million**

PROJECT DESCRIPTION/OVERVIEW

State Batteries in Western Australia were government owned and run ore-crushing facilities for the gold mining industry. Western Australia was the only Australian state to provide batteries to assist gold prospectors and small mines. They existed in almost all of the mineral fields of Western Australia, including one in the Town of Laverton. Laverton's battery dates to 1902 and is believed to cease operations in 1941. The current site is owned by the Western Australia Mint.

The Shire of Laverton would like to restore the facility back to its working times and set this up as a tourism facility. The site has contamination in the tailings areas and needs remediation, which once completed will enhance it as a historical site for the recognition of mining past, present and future. The tourist facility will incorporate recognition of the mining industry, and the Shire will seek input from various local mining companies including gold, nickel and rare earths to both highlight the past and the future of mining in the region

The Shire of Laverton is working with the West Australian Mint to seek for the reserve to be transferred to the Council for tourism purposes. The Shire has been advised by the West Australian Mint that they are reviewing the use of their existing battery sites, including the Laverton site.

The Shire of Laverton is also seeking initial funding assistance from the State or Federal Governments to help clean up the contaminated areas of the reserve, which it is committed to contribute financially to match any funding from received from government.

PROJECT BENEFITS

- Increased tourism opportunities aligned to the sealing of the outback highway.
- Employment opportunities to run the tourism facility once restored.

PROJECT STATUS – Funding required.

LAKE BALLARD VISITOR TOURISM AND SYMPHONY IN THE SCULPTURES ANNUAL EVENT INFRASTRUCTURE

Project Value	LGA Commitment	Funding Required
$5 Million	**$TBC**	**$5 Million**

PROJECT DESCRIPTION/OVERVIEW

Inside Australia sculptures, Lake Ballard (Shire of Menzies)

Lake Ballard, around 51 km north-west of Menzies on the sealed Menzies–Sandstone Road, is home to Inside Australia – 51 life-sized steel figures by Sir Antony Gormley spread across about 10 square kilometres of salt lake. Commissioned by the Perth International Arts Festival in 2003, the installation is now one of Australia's best-known outback art sites and the Shire's signature visitor attraction.

Visitor facilities at the site have not kept pace with its profile. The free campground relies on long-drop toilets, there is no drinking water, and shade, parking and interpretation are limited.

The Shire is working towards Symphony in the Sculptures, a Perth Symphony Orchestra performance at Lake Ballard on 7–8 May 2027 and aims to establish it as an annual signature event for the Goldfields. The Shire welcomes State, industry and event partners to help deliver the permanent, event-ready infrastructure this requires.

The proposed project scope includes:

- Permanent modular toilet facilities to replace the existing long-drop toilets.
- Formed and drained parking and access for cars, caravans, coaches and event traffic.
- Shade shelters, seating and picnic facilities at the campground and day-use area.
- Interpretation, wayfinding and visitor safety signage, including protection of the fragile lake surface.
- Event-ready power and water (tank storage and service points), a level event staging area and campground improvements.

PROJECT BENEFITS

- Grows regional tourism and encourages visitors to stay longer in the northern Goldfields.
- Establishes Symphony in the Sculptures as a recurring signature event for the region.
- Provides safe, sanitary and accessible facilities at a remote site with high visitor numbers.
- Protects the fragile salt lake environment and the internationally recognised artwork.
- Supports local businesses, the Menzies Caravan Park and the CRC/Visitor Centre, and creates event-related employment.

PROJECT STATUS

- Quotes for improved modular toilets are being obtained by the Shire's Works team (October 2026).
- Planning for the Perth Symphony Orchestra performance on 7–8 May 2027 is under way, including use of the GVROC equipment pool.
- Requires funding.

Inside Australia figure and Snake Hill

The fragile salt lake surface

Lake Ballard under the Milky Way

Lake Ballard after rain

Photos: Shire of Menzies

MENZIES MULGA STARS – MT OWEN DARK SKY ASTROTOURISM SITE

Project Value	LGA Commitment	Funding Required
$2 Million	**$TBC**	**$2 Million**

Mt Owen stargazing pad, Cemetery Road, Menzies (Shire of Menzies)

Stargazing pad and planisphere at night

Dark skies over the Shire of Menzies

Photos: Shire of Menzies

PROJECT DESCRIPTION/OVERVIEW

Menzies Mulga Stars will establish Mt Owen as a dark sky astrotourism destination. The Shire's remoteness, clear air and very low light pollution give visitors outstanding night-sky viewing, and the existing Mt Owen Stargazing Pad is already promoted as one of the Shire's attractions.

The site is currently closed after asbestos was found on it. The project will remediate the site and develop it into a safe, well-equipped stargazing destination that complements Lake Ballard and gives visitors a reason to stay overnight in the Shire.

The Shire has received a private proposal for stargazing capsule eco-accommodation that would complement the site and bring private investment into the project.

The proposed project scope includes:

- Asbestos assessment, removal and site remediation.
- Reinstatement and upgrade of the stargazing pad and viewing platforms.
- Dark-sky compliant lighting (already ordered) and low-impact access, parking and pathways.
- Shelter, seating, toilet and power for telescopes and guided night-sky experiences.
- Interpretive signage on astronomy and night-sky stories, developed with Traditional Owners.
- Enabling infrastructure for the proposed private eco-accommodation.

PROJECT BENEFITS

- Creates a new night-sky tourism product for the Goldfields and the Golden Outback.
- Removes a public health hazard and reopens a closed community asset.
- Attracts private investment in eco-accommodation and encourages overnight stays.
- Diversifies the local economy beyond mining and pastoral activity.

PROJECT STATUS

- Site closed pending asbestos removal; a removal quote is being obtained in liaison with the Shire's Environmental Health Officer and a Kalgoorlie demolition contractor.
- Dark-sky compliant lighting ordered; private eco-accommodation proposal under consideration.
- Requires funding.

MENZIES OLD POST OFFICE HERITAGE CONSERVATION

Project Value	LGA Commitment	Funding Required
$2.5 Million	**$TBC**	**$2.5 Million**

PROJECT DESCRIPTION/OVERVIEW

Menzies Post Office, 1897 (Shire of Menzies Visitor Centre collection)

The former Menzies Post Office, on the corner of Shenton and Brown Streets, is listed on the State Register of Heritage Places. It sits in the heart of the Menzies main street alongside the State-registered Menzies Town Hall (1896–1901) and the former Warden's Quarters (1897) and is a key part of the town's gold-rush era streetscape.

The building is deteriorating and needs intervention to prevent further loss of heritage fabric. Council has asked for options covering full conservation, stabilisation, or a maintained ruin, each with heritage consultant costings, so that it can decide the best long-term outcome for the building.

A heritage consultant has been engaged and an architect referral received. Previous reports on the building are expected to provide enough information to prepare a tender. Lotterywest staged funding is being considered alongside this prospectus listing.

Depending on the option Council selects, the project scope includes:

- Hazardous materials (asbestos) assessment and removal.
- Structural stabilisation of walls, footings and roof.
- Conservation works in line with heritage advice and Heritage Council requirements.
- Services and fit-out for adaptive reuse as a community, visitor or cultural space.

PROJECT BENEFITS

- Protects a State-registered heritage building and the character of the Menzies townsite.
- Strengthens heritage tourism and the town walking trail.
- Creates an opportunity for adaptive reuse as a community or visitor facility.
- Improves public safety on the main street.

PROJECT STATUS

- Heritage consultant engaged; architect referral received.
- Options report (conservation, stabilisation or maintained ruin) to the Special Council Meeting on 26 November 2026.
- Lotterywest staged funding being considered.
- Requires funding.

UTILITIES

Having fit-for-purpose and updated power, water, gas and waste facilities is crucial for the sustainability and well-being of regional communities in the Goldfields Esperance region and Western Australia. Modern utility infrastructure is essential for mitigating environmental impacts, safeguarding public health, and meeting contemporary community needs and expectations.

Water security is essential for economic growth and liveability in the region, especially with the current drying climate and impacts being felt in the region. The GVROC is currently working with the Goldfields Esperance Development Commission to address this issue through the development of a Regional Drought Resilience Plan (RDRP). One of the key areas being look at in the RDRP is the reuse of treated water to irrigate public areas and sport and recreational grounds can lead to long term cost savings, alleviation of the pressure on freshwater supplies, and environmental benefits.

However, providing and maintaining such state-of-the-art infrastructure poses significant financial challenges for regional local governments. Regional local governments often operate with limited budgets and smaller revenue bases compared to their urban counterparts. This financial constraint is exacerbated by the dispersed population and vast geographical areas typical of the Goldfields Esperance region and regional Western Australia, which increase the costs of implementing new utility infrastructure.

Additionally, regional areas like the Goldfields Esperance region, may face higher costs for attracting and retaining skilled personnel to manage and operate these new facilities.

Despite these challenges, it is imperative that updated power, water, gas, waste and water re-use facilities are designed to be efficient and cost-effective. Investing in updated and well-planned utility infrastructure can lead to long-term savings by reducing operational costs, minimizing environmental remediation expenses, and extending the lifespan of current infrastructure. Efficient utility management systems can also attract businesses and residents who value sustainability, contributing to the economic vitality of the region.

Taking the above into consideration the GVROC would like the State and Federal Governments to maintain and upgrade the utilities to the region by:

- Improving the natural gas distribution and pipeline access;
- Increasing electricity generation and distribution including support for the development of alternative power sources, i.e. Renewable Hydrogen, Solar and / or wind:
    - Ensuring energy security on the SWIS;
    - Upgrading electricity supply;
- Improving water supply to address potable water scarcity and cost including:
    - Drought proofing infrastructure, particularly in the Rangelands area of GVROC;
    - possible support for development of a water pipeline from Argyle to Kalgoorlie via inland towns; and/or
    - desalination plant in Esperance and piping though the Goldfields rather than a reliance on water solely from Perth.

KALGOORLIE-BOULDER WATER BANK PROJECT (STAGE 1)

Project Value	LGA Commitment	State Election Commitment Funding
$30 Million	$10 Million	$5 Million
	Required	$15 Million

PROJECT DESCRIPTION/OVERVIEW

The increasing demand for potable and fit-for-purpose industry water across the region requires a collaborative approach and government support. Water security is essential for economic growth and liveability in Kalgoorlie-Boulder, whose sole potable water supply is piped 600km from Perth at a high cost and even higher carbon footprint.

The City of Kalgoorlie-Boulder (CKB) is one of the few local governments in Australia that recycles treated effluent and harvested stormwater for re-use as a non-potable water supply. This water is used to irrigate the CKB's open spaces and community facilities such as schools, and to supply some water on a commercial level for mining and processing operations.

The Kalgoorlie-Boulder Water Bank Project (KBWB) (Stages 0 to 3) has been developed to be delivered in four (4) priority stages:

Completed Stage:

- Stage 0 - comprised of the South Boulder Waste Water Treatment Plant (SB WWTP) Lagoons upgrade, a new pipeline and pump facility, and Old Boulder Lagoons Pump Station upgrade, costing $12 million, was completed between 2020-23 and funded by CKB.

Three (3) Future Stages are planned:

- Stage 1 will comprise of the SB WWTP Enhancement construction works (including Rock Filter upgrade), and construction of a new water recycling dam (Basin 3) at the existing Racecourse Dam site, which will result in improved recycled water treatment infrastructure (enabling a Class B outcome) and additional water basin storage (129ML).
- Stage 2 – Construction of two further dams (Basins 1 and 2) and enhanced recycled water movement from the SB WWTP to the Swan Lakes Dam (pipeline and pump station).
- Stage 3 – Construction of one dam (Basin 4), and evaporative controls on selected dams/basins.

PROJECT BENEFITS

- The availability of non-potable water to service public open space (POS) will reduce hurdles for developers in progressing residential development in Kalgoorlie-Boulder. At present the supply of non-potable water is a major constraint for new development, which is affecting workforce attraction and industry expansion.
- The Stage 1 works will improve CKB's capture of stormwater; enhance the movement of recycled water; and improve the quality of recycled water for community usage; thereby building water resilience and enhancing environmental sustainability.

PROJECT STATUS

CKB has undertaken significant project planning including a full business case and is ready to commence its water infrastructure project.

CKB applied unsuccessfully for two Federal grants in 2022/23 and 2023/24 to complete this project - the Growing Regions Program and the National Water Grid Fund.

In July 2024, CKB lodged another application with the National Water Grid Fund, for rescoped State 1 water bank works. An announcement about this grant outcome has been delayed several times and is now expected in May 2026.

CKB has received an election commitment from the WA State Government of $5m towards water bank works.

As a local government authority, CKB does not require regulatory and/or development approvals to build Basin 3 or conduct the improvements to the WWTP and can immediately commence with procurement of the necessary contractors or plant equipment immediately following approval.

MENZIES NON-POTABLE WATER SECURITY

Project Value	LGA Commitment	Funding Required
$TBC	**$TBC**	**$TBC**

PROJECT DESCRIPTION/OVERVIEW

The Shire is working to secure a reliable non-potable water supply for Menzies. The project involves a new Department of Water and Environmental Regulation (DWER) groundwater licence for the town borefield and the transfer from Water Corporation of five bores, Menzies Dam No. 1 (14 ML) and the associated reserves.

A secure non-potable supply will reduce the use of scheme (potable) water for parks, ovals, road construction and dust suppression, and improve the town's resilience to drought. The project is consistent with the findings of the GVROC Non-potable Water Demand Study, for which the Shire provided feedback on the Menzies draft report in October 2026.

The project value will be confirmed once due diligence on the bores and dam is complete.

The proposed project scope includes:

- Due diligence: pump testing and water quality testing of the bores.
- Bore and pump refurbishment or replacement.
- Storage, pipework, standpipes and metering.
- Works to Menzies Dam No. 1 and associated reserves following transfer.

PROJECT BENEFITS

- Reduces reliance on potable water for parks, roadworks and dust suppression.
- Improves drought resilience for the Menzies community.
- Supports town greening, liveability and community sport.
- Gives the Shire control of a local water source for civil works.

PROJECT STATUS

- New DWER licence application under way.
- Land tenure is being resolved with the Department of Planning, Lands and Heritage.
- Report to Council in December 2026.
- Requires funding.

MENZIES NIAGARA DAM – VALVE REPLACEMENT AND MINOR REPAIRS

Project Value	LGA Commitment	Funding Required
$4 Million	**$TBC**	**$4 Million**

PROJECT DESCRIPTION/OVERVIEW

Niagara Dam, near Kookynie (Shire of Menzies)

Niagara Dam, about 12 km south-east of Kookynie, was built in 1897–98 by the Public Works Department to supply water to miners and prospectors in the Niagara goldfield. Cement for the dam was imported and carted to the site by camel team. The dam is on the State Register of Heritage Places (2003) and classified by the National Trust, and is recognised as one of only a handful of dams of its kind built in Western Australia.

Today the dam and its campground are among the Shire's most popular visitor sites. The dam's flushing (scour) valve needs to be refurbished or replaced, and parts of the structure need repair so that the dam remains safe, functional and able to hold water.

The project will replace the valve and carry out minor heritage-sensitive repairs to the dam structure. It complements the Shire's planned upgrade of the Niagara Dam toilet block, for which an initial quote of $46,166 (incl. GST) has been received.

The proposed project scope includes:

- Engineering assessment and design for the valve and associated pipework.
- Supply and installation of a replacement flushing (scour) valve.
- Minor repairs to the dam wall and spillway in line with heritage requirements.
- Public safety improvements, including barriers and signage.

PROJECT BENEFITS

- Preserves a rare State-registered heritage structure.
- Improves public safety at a well-used visitor and camping site.
- Maintains water storage at the site and supports tourism in the Kookynie area.
- Supports regional touring routes and longer stays in the Shire.

PROJECT STATUS

- GHD contacted to identify who can refurbish or replace the valve; valve details from previous reports being provided.
- An earlier tender for Niagara Dam works was not accepted.
- Requires funding.

Dam wall and outlet tower

Historic valve gear on the dam wall

Weathering of the wall capping

Outlet well and safety fencing

Photos: Shire of Menzies / Niagara Dam Heritage Impact Statement

GVROC CONTACTS

Further details on these projects can be obtained by contacting the relevant Local Government Authority undertaking the project or through the GVROC as per the contacts below:

Shire of Coolgardie
CEO - Sabine Taylor
ceo@coolgardie.wa.gov.au

Shire of Dundas
CEO - Pania Turner
ceo@dundas.wa.gov.au

Shire of Esperance
CEO - Shane Burge
Shane.Burge@Esperance.wa.gov.au

City of Kalgoorlie Boulder
A/CEO – Geoff Glass
Geoff.Glass@ckb.wa.gov.au

Shire of Laverton
A/CEO – Mike Archer
ceo@laverton.wa.gov.au

Shire of Leonora
CEO – Ty Matson
ty.matson@leonora.wa.gov.au

Shire of Menzies
CEO – Anita Nathan
ceo@menzies.wa.gov.au

Shire of Ngaanyatjarraku
CEO – David Mosel
david.mosel@ngaanyatjarraku.wa.gov.au

Shire of Wiluna
CEO – Matt McIntyre
matt.mcintyre@wiluna.wa.gov.au

GVROC
Executive Officer – Andrew Mann
mannadvisory@bigpond.com