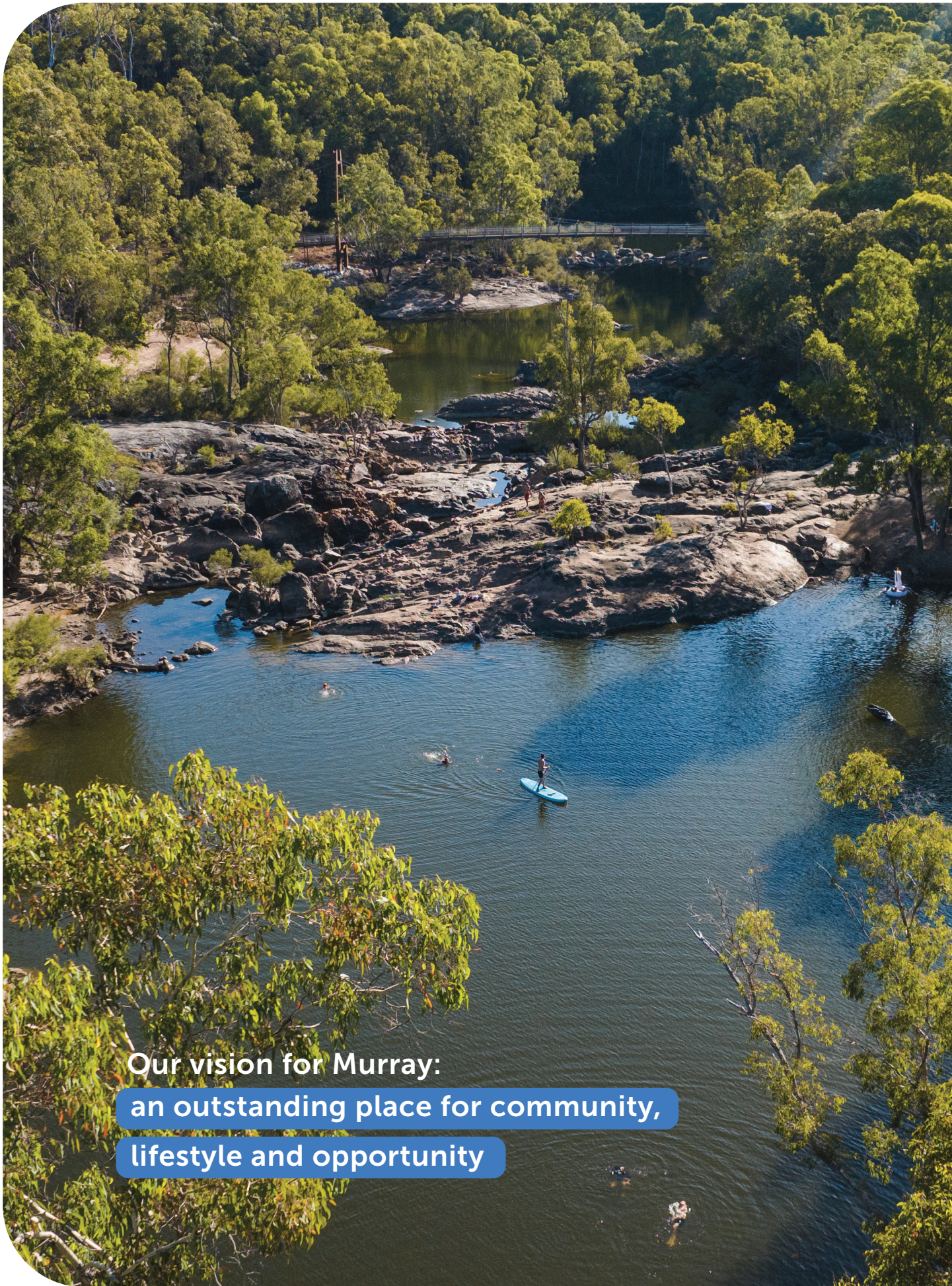




Election 2025 Advocacy Priorities













Our vision for Murray:
an outstanding place for community,
lifestyle and opportunity



Election 2025 advocacy priorities

Table of contents

Overview	4
Murray Snapshot	6
Tier 1 Advocacy Priorities - Transformational Projects	8
 Murray Health	9
 Murray Heritage Railway	12
 Murray Regional Equestrian Centre	18
 Western Deviation	24
Tier 2 Advocacy Priorities - Community Projects	28
 South Yunderup Bridge	29
 Pelicans Park South Yunderup	34
 Edenvale Heritage Precinct	40
 Sir Ross McLarty All-Gender Sporting Changerooms	44
 North Pinjarra Revitalisation Plan	48
 Murray River Pinjarra Foreshore River Platforms	54

Overview

Murray's rapidly growing population, diversifying economy and increasingly popular tourism scene, offers the opportunity to deliver transformational outcomes that will deliver significant value and address Murray's complex socio-economic challenges.

Murray provides a relaxed lifestyle, exciting tourism experiences and is an important economic and social centre within the Peel Region. It is known for its natural beauty and has a growing reputation for adventure and wellbeing.

The Murray River winds through the shire, providing a lifeblood for Australia's 2023 Top Tiny Tourism Town (Dwellingup) and the Peel Region's Secondary Centre (Pinjarra).

State forest covers large parts of the area with magnificent, tall and ancient trees, and an abundance of native fauna and wildflowers. The Peel-Yalgorup wetland system extends over remaining parts of the shire and has international importance.

As a result, Murray has become a popular destination for camping and fishing, canoeing, kayaking and white-water rafting, hiking, mountain biking and horse riding on numerous scenic trails. Add to this a local love of horses, and the area is a premium destination for horse breeding, training, racing, trotting and recreational equine pursuits.

Home to one of the oldest towns in Western Australia (Pinjarra), Murray is the proud custodian of some of the State's finest heritage buildings and precincts, with many infused with a vibrant blend of arts, culture and culinary experiences.

A memorable way to experience the region's rich heritage is by hopping aboard the lovingly preserved steam engines of the Hotham Valley Railway. The nostalgic ride roams the old timber milling route and into the world's only naturally occurring Jarrah Forest.

Murray serves an important role in the region's economy, including employment and essential services. There is a well-established presence of the mining and manufacturing industry, and all tiers of government have invested in the Peel Business Park and Food Innovation Precinct Western Australia to create more jobs for the future.

However, the Murray Region still experiences high levels of socio-economic disadvantage.

While there is a large volume of manufacturing, agriculture and mining jobs, there are far less jobs in business, tourism and other vital services. The lack of diversity renders the economy more vulnerable to

external shocks than metro local governments where growth in some industries can compensate for losses in others.

In addition, Murray has a large commuting population, which further confirms the area doesn't meet resident workers' needs - and this gap is growing.

On average, the Murray population is older in age, experiencing more long-term health conditions, has fewer tertiary qualifications and a lower household income. This disadvantage demands increased support and investments in community infrastructure.

With almost 800km of sealed and unsealed roads, much of the Shire's annual budget is allocated to ongoing maintenance and upgrades. With a large commuting population, and reliance on industrial areas to Murray's economy, addressing the issue is critical.

Compounding these challenges is a projected substantial growth in the Peel Region's population over the next 20 years, and a significant portion being expected to be accommodated within Murray.

As such, we must deliver innovative solutions that will address complex challenges now and into the future.

Through this Advocacy document, we have listed opportunities presented by Murray's unique characteristics that will strengthen our identity, address disadvantage and support catalytic change for the Peel Region.

However, we cannot achieve this alone. We need support from both the State and Federal Governments to realise Murray's potential and deliver important projects under the banners of:

- Tourism
- Health
- Connectivity
- Community
- Jobs.

By advocating to both State and Commonwealth, we are voicing key issues on behalf of the local community in the broader political landscape. This allows us to work alongside other levels of government to deliver critical infrastructure for our community, and region more broadly.



Strategic alignment

Our advocacy efforts align with critical local, regional and State strategies and goals.

Specifically:

Australian Government

- Thrive 2030.

Western Australian Government

- State Planning Strategy 2050
- Perth and Peel @3.5million
- Diversify WA: Future State
- WA Regional Development 2023 Framework.

Peel Development Commission

- Peel Regional Investment Blueprint.

Shire of Murray

- Council Plan 2023-2033
- Pinjarra Revitalisation Strategy 2017
- Murray Economic Development Strategy
- Murray Tourism, Marketing and Communications Plan 2020-2023.



How we advocate

Our advocacy efforts include:

- ✓ Making representations to State and Australian Government Ministers
- ✓ Meeting with local Members of Parliament
- ✓ Engaging with candidates participating in State and/or Federal elections
- ✓ Engage with local and State media
- ✓ Partnering with relevant organisations and agencies
- ✓ Participating in industry advocacy efforts
- ✓ Making submissions to grants and funding opportunities.

Murray snapshot

Area



19,637

Population 2024³



1,787 km²

Land area

8.2%

Population growth since 2016¹

71,000

Population 2051



8,191

Dwellings and homes¹



83 km

Distance to Perth

2%

Aboriginal and/or Torres Strait Islander residents

Economy



\$3.22 billion

Gross Regional Product²



7,449

Number of jobs²



1,136

Number of businesses¹



8,422

Number of employed residents²

¹ Australian Bureau of Statistics

² NIEIR 2022

³ Forecast.id





Largest industries

(by employment)



Manufacturing
24.9%



Retail trade
6.8%



Mining
13.2%



Accommodation and food services
6.4%



Construction
8%



Health care and social assistance
5.9%



Education and training
7.1%



Agriculture, forestry and fishing
4.2%

Western Australian comparisons

	Murray	Perth	Western Australia
SEIFA score (Socio-Economic Indexes for Areas)	963	1,037	959
Median equivalised household income	\$875	\$1,307	\$950
Residents aged 15+ held a tertiary degree	9%	35%	13%
Median age	44	39	44
Proportion of residents with a long-term health condition	37%	30%	-
Proportion of residents experiencing high or very high psychological distress	14.8%	-	10.4%

TIER 1

Advocacy Priorities

Transformational projects



Murray Health



Murray Heritage Railway



Murray Regional Equestrian Centre



Western Deviation



Murray Health

Estimated cost
\$50 million

Timeframe
4 years

The outcome

An integrated, community-based care model that includes short and long-term solutions to reduce the health gap within Murray and improve residents' health, wellbeing and quality of life.

Overview

Statistics show, people living in Murray have more long-term health conditions – such as arthritis, heart disease and lung conditions – when compared to Greater Perth.

Sadly, 37 per cent of Murray residents have a long-term health condition, compared to 30 per cent in Greater Perth. Additionally, 83 per cent of adults are overweight (vs 66 per cent in WA), 23 per cent have high blood pressure (vs 17 per cent in WA) and 14.8 per cent have high or very high psychological distress (vs 10.4 per cent in WA).

Adding to the burden of disease is a higher prevalence of a number of lifestyle risk factors, including 40.2 per cent of adults consuming more than two standard drinks on any day, 29 per cent eating fast food weekly and 45.1 per cent undertaking insufficient physical activity.

With Murray's expected rapid population growth – comprising a higher proportion of older residents than Perth – now is the time to identify a suitable long-term solution that will ensure future generations can access the care they need, when they need it.

As such, the Shire established a Steering Committee to undertake a health and social needs analysis and identify a long-term solution to health care service provision in Murray. The Murray Health Futures Steering Committee includes representatives from the Shire, South Metropolitan Health Service, WA Primary Health Alliance and Peel Development Commission.

The Murray Health Futures Committee has completed a thorough Health and Social Needs Analysis. The 62-page report was the culmination of significant research that provides independent, robust data about current and future needs for health services in Murray.

During the project, the Shire invited the community to have a say on health services. Sadly, only 35.3% of respondents could always get access to health care when needed. They also identified the following as desirable outcomes that would help them get better access health care services:

74% More available appointments

53.4% Evening or weekend appointments

50% Lower out of pocket costs

34.8% Services closer to where I live

31.4% Multiple services in the same location

The Shire's task now is to take the findings of the report and develop a business case that details the required strategies and infrastructure to address the issue. The Shire estimates \$50 million will be required to deliver a health hub in Murray, to provide a central location for a range of health services.





Project benefits

- ✓ Ease pressure on Peel Health Campus
- ✓ Improved access to health care services
- ✓ Increased appointment availability
- ✓ Preventative health programs reduce long-term health issues.

Potential funding strategy

Federal election commitment

Up to

\$50 million

State election commitment

Up to

\$50 million

Cost breakdown

Description		Delivered by	Cost
1	Construction of a Health Hub in Pinjarra	Contract	\$50 million
Estimated Total Costs			\$50 million



Murray Heritage Railway

Cost
\$60.49 million

Timeframe
4 years

The outcome

World-class heritage railway experiences that significantly contribute to the State and Peel Region's tourism sector and broader economy.

Overview

Murray's locality, rich heritage and natural charm offer an advantage that present unique tourism prospects. The area is home to one of the oldest train stations in Western Australia, making Murray the perfect setting for nostalgic railway heritage experiences.

An extensive engagement process involving the Shire of Murray, Hotham Valley Railway, Alcoa Australia, Arc Infrastructure, Public Transport Authority, Main Roads WA, the local community, together with funding support from Tourism WA and the Peel Development Commission enabled development of a shared vision to maximise railway heritage opportunities in Murray.

From this vision, the Murray Heritage Railway Project was established. The project will revitalise existing landmark sites and heritage assets within Murray to stimulate visitation, create jobs and attract significant new investment.

The project comprises two major components – the Pinjarra Heritage Railway Precinct and Pinjarra to Dwellingup Rail Link. Together, components will deliver the redevelopment of the historic railway station into a precinct with attractions for tourists and community amenities, and the re-establishment of journeys between Pinjarra and Dwellingup on the Hotham Valley Tourist Railway.

Pinjarra Heritage Railway Precinct

A key historic site, Pinjarra Railway Station is the perfect location to create a nationally iconic tourism product. Once the epi-centre of the historic town of Pinjarra, the station played an important role in early settlement of the State.

Through the Pinjarra Heritage Railway Precinct Master Plan, the Pinjarra Railway Station Precinct will be revived as a thriving regional culture, arts and heritage destination.

Inclusive of a heritage railway museum, visitor centre and café, event spaces, destination play space and community facilities, the precinct will celebrate and pay respect to the past whilst enabling contemporary activities, legacies and stories to be created.

New life will be breathed in to heritage railway barracks, 13 heritage carriages and three carriages from the old Australind (already secured by the Shire of Murray) when they are lovingly converted into short-stay accommodation and food and beverage experiences.

Pinjarra to Dwellingup Rail Link

Reconnecting the former Pinjarra to Dwellingup Heritage Rail Link will allow Pinjarra to become a must-see national destination, and will connect Australia's 2023 Top Tiny Tourism Town (Dwellingup) with WA's capital city, Perth.

The vision is to enable product offerings that rival the likes of the Puffing Billy in Victoria.

On-board steam and diesel locomotives, visitors will meander ancient forests as they take in the stunning views of the Darling Scarp and world's only naturally occurring Jarrah forest. Added to the experience will be premium food and beverage offerings ranging from fine-dining to premium picnic hampers. Guided tours will provide further opportunities for explorers to immerse themselves in the area's natural beauty and rich history.





Project benefits

- ✓ Forecasted \$47.4 million in direct and indirect output during construction
- ✓ Forecasted \$134.1 million value added economic and social impacts
- ✓ Forecasted \$71.1 million increased tourism expenditure
- ✓ 176,000 visits and 7,300 accommodation nights annually
- ✓ 160 direct and indirect jobs created (post construction) and economic activation of tourism industries
- ✓ Net Present Value of approximately \$75.8 million will result in a Cost Benefit Ratio of 2.30
- ✓ World-class heritage railway experiences providing Regional and State Tourism asset, anticipated to rival Victoria's Puffing Billy
- ✓ Provide diversified and quality short-stay accommodation options to increase overnight stay in the Peel Region
- ✓ Preservation, celebration and enhancement of important State heritage assets
- ✓ Rail network efficiency enabling direct rail connection between the Perth and Bunbury metro areas via the Australind through to Australia's 2023 Top Tiny Tourism Town (Dwellingup)
- ✓ Fostering and enhancing volunteerism and social capital.

Potential funding strategy

Pinjarra Heritage Railway Precinct
State election commitment

\$28.64 million

Pinjarra to Dwellingup Rail Link
Federal election commitment

\$31.85 million

Cost breakdown

Pinjarra Heritage Railway Precinct

Description	Delivered by	Cost
1 Precinct		
Entry Statement	Contract	\$500,000
Railway Themed Destination Play with Picnic and BBQs	Contract	\$635,000
Station Refurbished with Visitor Centre and Museum	Contract	\$2,025,000
RV Amenities	Contract	\$735,000
Rail Carriage Cottage Bespoke Accommodation	Contract	\$1,945,000
Rail Carriage Refurbishment	Contract	\$2,425,000
Heritage Trainmen Barrack Refurbishment	Contract	\$1,965,000
Engine Shed and Heritage Carriage Shed Refurbishment	Contract	\$1,400,000
		\$11,630,000
2 External Works		
External Works and Landscaping	Contract	\$2,284,000
External Services	Contract	\$4,272,000
		\$6,557,600
3 On-costs		
Contingency/Design/Escalation	Contract	\$8,313,045
Regional Loading		\$2,139,760
		\$10,452,805
Gross Precinct Cost		\$28,640,405

Operational costs: Maintenance costs are estimated to be \$282,744 per annum, calculated as 1% of the total construction cost. Shire of Murray will absorb the Precinct's ongoing maintenance cost.



Pinjarra to Dwellingup Rail Link

Description	Delivered by	Cost
1 Construction Costs		
Bridges and Structures	Contract	\$1,504,702
Level Crossings	Contract	\$143,179
Track Materials	Contract	\$3,474,915
Track Construction	Contract	\$1,836,502
Turnouts	Contract	\$324,743
Signalling and Communications	Contract	\$562,538
Track Refurbishment	Contract	\$1,750,000
Locomotive and Carriage Refurbishment	Contract	\$1,645,000
Pedestrian Bridge	Contract	\$2,500,000
Buildings and Structures	Contract	\$1,780,000
		\$15,521,579
2 On-costs		
Contractor Preliminaries	Contract	\$4,531,051
Civil Works		\$5,542,226
		\$10,073,277
3 Other		
Design Fees	Contract	\$1,195,671
Contingency/Escalation	Contract	\$5,061,655
		\$6,257,326
Gross Rail Link Cost		\$31,852,182

Operational expenditure: Maintenance costs are estimated to be \$318,621 per annum, calculated as 1% of total construction costs. The Hotham Valley Tourist Railway will absorb the cost of ongoing track maintenance, funded by the increased patronage of the service.

Additional resources and expertise will be required to develop and achieve:

- The necessary rail safety and management accreditation for the expanded rail services.
- Recruitment and training of volunteers to ensure operations align with accreditation requirements.

The project will require the contracting of additional Hotham Valley Tourist Railway resources and expertise for an initial two-year period at a cost of \$732,000 (\$366,000 per annum).

Total project cost

Description	Cost (excl. GST)
Pinjarra Heritage Railway Precinct	\$28,640,405
Pinjarra-Dwellingup Rail Link	\$31,852,182
Gross Project Capital Cost	\$60,492,587





Murray Regional Equestrian Centre

Cost
\$10.85 million

Timeframe
2 years

The outcome

Secure the Murray Regional Equestrian Centre's reputation as one of the top equestrian centres in Western Australia through the construction of new clubrooms and a covered arena. In turn, providing a high-quality venue that supports the equestrian needs of the Peel Region and beyond, drawing visitors from throughout the State and providing a central point for equestrian recreation in Western Australia.



Overview

The equine industry is very important to the Peel Region with substantial economic impact. With a local love of horses, rapid population growth, continued availability of land and existing equine facilities, Murray has become a key location driving growth in this increasingly popular sector.

Murray Regional Equestrian Centre (MREC) is located in the heart of Murray. Thanks to an active community of volunteers and continual upgrades to grounds, MREC has been ranked as the top Equestrian Centre in the Peel Region.

MREC is a key regional sporting facility that predominantly caters for non-racing equine activities and equestrian events. The facilities are managed by the Murray Equestrian Association through a lease agreement with the Shire of Murray.

The redevelopment of the MREC is a project that the Shire of Murray has been investigating and planning for over ten years.

In 2012, a Masterplan was completed and recommended a staged implementation, dependent upon funding opportunities. Stages 1 and 2 have been complete, which included new polocrosse fields, cross country course, large sand arena, installation of approximately 100 horse stalls, a wash down area, improved drainage, and user group storage.

Currently, eight equestrian disciplines operate at MREC. The grounds can also be hired for equestrian events of all sizes and disciplines.

To reflect current user needs and future aspirations, the Shire of Murray is now planning Stage 3, which includes the construction of a covered multipurpose equestrian arena and new clubrooms.

In addition, there will be new connecting roads and pathways, an upgrade of the electrical supply from single phase to three phase, and the addition of more water tanks on the site and a storm water harvesting system from the covered arena will support reduction on reliance on volunteers to manually water the arena's prior to use, providing a more sustainable approach.



Covered multipurpose equestrian arena

The MREC will incorporate the region's only multipurpose covered arena, making it one of the most versatile equestrian facilities in Western Australia.

Features will include:

- Covered arena with transparent panels to ensure dispersed natural light during daylight hours. Arena (80m x 40m)
- Lighting system for evening use
- Built in irrigation system for the arena surface
- Ground surface suitable for use by multiple equestrian disciplines
- Permanent seating along the east and west sides of the arena
- Bucking shoots to support events
- Secure railing.



Clubhouse

A contemporary sport-centric clubhouse will support the operations and development of Murray Equestrian Association and the eight resident equestrian clubs, and the wider equestrian community. It will be fully accessible and located adjacent to the covered multipurpose arena and will support the activities of the clubs and support further development of events at the venue.

Features will include:

- Club room with large function/meeting area with viewing to the covered arena
- Kitchen
- Food and beverage servery to both the indoor function room and the external viewing platform for the arena
- Club storage x 4
- Storage room for the function/meeting space
- Office and small committee meeting room
- Event management office
- Public toilets, including universal access toilet
- Cleaners room
- Covered veranda overlooking the arena.

This project will improve amenity for the equestrian community through the creation of multipurpose spaces that will encourage greater use of the precinct, thereby improving the sustainability of the existing equestrian disciplines based at the precinct and enabling access for additional users.

This project strategically aligns with the Shire's Plan for the Future and the Peel Region's Strategies for Regional Development.





Project benefits

- ✓ Forecasted \$18.58m in direct and indirect output during construction
- ✓ Forecasted \$5.92m value added to the economy
- ✓ 22 jobs per annum of the life of the construction
- ✓ NPV (net present value) of approximately \$73.4 million will result in a Cost Benefit Ratio of 6.73
- ✓ Expand event tourism in Murray
- ✓ Increased volunteerism opportunities
- ✓ Increased club capacity and long-term viability
- ✓ Improved equine recreation experience
- ✓ Increased participation in and attraction of high-level competition and events
- ✓ Stimulation of further investment in equine facilities
- ✓ Growth of the Peel Region's equestrian sector and compatible commercial and service enterprises such as veterinary clinics and stock feed supplies
- ✓ Provision of a community events venue that has capacity to increase participation in community life leading to increased community wellbeing.

Potential funding strategy

	Shire of Murray	Federal election request	State election commitment	Total
Full project	\$1.27 million	\$5 million	\$4.58 million	\$10.85 million
Stage one only (undercover arena)	\$800k	\$4 million	\$3 million	\$7.8 million
Stage two (clubrooms)	\$200k	\$3 million	\$1.5 million	\$4.7 million

Cost breakdown

Full project

	Description	Delivered by	Cost
1	Site Preparation	Contract	\$288,750
2	Undercover Arena Structure	Contract	\$1,822,750
	Fire Protection System	Contract	\$450,000
3	Clubroom	Contract	\$1,582,675
4	Paths, Walls and Fencing	Contract	\$1,590,790
5	Drainage and Water Supply	Contract	\$545,000
6	Landscaping and Improvements	Contract	\$145,200
7	Electrical Upgrades	Contract	\$1,534,530

Total Direct Costs	Contract	\$7,959,695
Contract Preliminaries		\$796,655
Project Delivery		\$725,000
Contingency		\$876,000
Escalation		\$498,000
Estimated Total Costs		\$10,855,350

Conceptual designs







Western Deviation

Cost
\$30.04 million

Timeframe
2-4 years

The outcome

The Western Deviation is the missing piece of the Pinjarra Heavy Haulage Deviation puzzle. It will link heavy trucks from Pinjarra Road and the Pinjarra Industrial Area onto the Heavy Haulage route. This will then allow important development within the town centre and of George Street and Pinjarra Road, which is critical for Pinjarra's future economic prosperity.

Overview

Pinjarra is the Peel Region's Secondary Centre and serves an important role in the region's economy, including employment and essential services.

With the town's population and industrial growth continuing to climb, Pinjarra has reached a critical point whereby action is needed to ensure industry can thrive, while the lifestyle and character of one of WA's oldest towns is preserved.

Over the last two decades, the renewal of the town centre and industry expansion has seen increases in local and heavy vehicle movements through Pinjarra, and it continues to grow.

In 2009, the South Western Highway through Pinjarra carried nearly 10,000 vehicles per day (VPD). In February 2022, traffic recorded at the intersection of South Western Highway and Pinjarra Road (traffic light signals) averaged 15,852 vehicles per day during weekdays.

This puts a major strain on Pinjarra town centre, impacts safety and causes a vast amount of ongoing maintenance. Add to this the fact that Pinjarra's population is expected to grow from 5,000 to 16,000 by 2036, and the need for a comprehensive solution is all the more apparent.

For many years, the Shire has sought to address this growing problem. This has included a three-phase project comprising deviation and traffic route links.

Main Roads WA recently realigned Greenlands Road, which built the initial phase of a deviation around Pinjarra. The Pinjarra Heavy Haulage Deviation is also being coordinated by Main Roads WA and will provide an alternative route for heavy vehicles to travel around Pinjarra town centre, linking South Western Highway to Pinjarra-Williams Road. This will complete phase 2.

The final piece of the puzzle is the Western Deviation. This will link heavy trucks from Pinjarra Road and the Pinjarra Industrial Area onto the Heavy Haulage route. It will formalise a complete ring road around Pinjarra, which will in turn ensure connectivity for local and

State industry while enabling the town centre's main streetscape to become more pedestrian friendly, vibrant and attractive.

The Shire is in the design phase for the southern portion of the Western Deviation to initially link the Pinjarra Industrial Area to Greenlands Road only, this is a small part of the greater project and will align to the ultimate Western Deviation. This third phase will provide the full connectivity from Pinjarra Road to Greenlands Road.

Without the construction of the Western Deviation the downgrade of Pinjarra Road and other State roads within the Pinjarra town centre can't be progressed as the links through the town centre need to be maintained.

The Western Deviation, once constructed in parallel with the Pinjarra Heavy Haulage Deviation, will form part of the overarching Main Roads transport network. This will enable the downgrading of the Main Roads transport network within the Pinjarra Town Centre.

The re-direction of traffic enabled by the Western Deviation serves as a precursor to the planned Pinjarra Road enhancements, which will help to stimulate the development and intensification of commercial and retail land uses within the town centre. This in turn will generate a range of transport benefits and provide direct freight access to the Pinjarra Industrial Area, which is expected to expand significantly over the coming years.

The combined effect of the project will support the continued generation of local employment opportunities within Murray, increasing the region's contribution to Gross State Product and playing a critical role in attracting new residents to the area. At capacity the industrial area will attract a minimum of 2,717 direct full-time equivalent jobs.



Project benefits

- ✓ Provide alternative route for heavy vehicles
- ✓ Improve safety for pedestrians and local drivers
- ✓ Reduce congestion in Pinjarra
- ✓ Improve accessibility to Pinjarra Industrial Area
- ✓ Downgrade of Pinjarra Road and development of an activated town centre.

Potential funding strategy

Federal election commitment

Up to

\$30.04 million

State election commitment

Up to

\$30.04 million

Cost breakdown

Description	Delivered by	Cost
1 Preliminaries and Earthworks		
Preliminaries (Site Establishment/Mobilisation)	Contract	\$175,000
Clearing	Contract	\$235,000
Topsoil Removal/Respreading	Contract	\$465,000
Embankment Foundation	Contract	\$740,000
Earthworks (Cut to Fill and Importation)	Contract	\$6,100,000
Fencing Internal Alignment (Both Sides)	Contract	\$320,000
		\$8,035,000
2 Pavement		
Subgrade Preparation	Contract	\$1,200,000
Sub-Base Preparation (Twin Lift)	Contract	\$2,450,000
Drainage Infrastructure (Culverts)	Contract	\$625,000
Table Drainage and Protection (Rock Armor)	Contract	\$725,000
		\$5,000,000
3 Road Surface		
Bituminous Seal (Two Coat)	Contract	\$1,235,000
Intersection Asphalt Mix	Contract	\$425,000
Kerbing (Internal Intersections)	Contract	\$55,000
Linemarking and Signage	Contract	\$125,000
		\$1,840,000
4 Land Acquisition		
Land	Main Roads	\$75,000
Survey and Fencing	Contract	\$55,000
		\$130,000
5 Greenlands Road Intersection		
Pavement Widening	Contract	\$1,750,000
Relocate Sutters Lane	Contract	\$550,000
Seal and Asphalt Works	Contract	\$375,000
Line Marking and Signage	Contract	\$75,000
Traffic Management	Contract	\$225,000
		\$2,975,000
6 Pinjarra Road Intersection		
Pavement Widening	Contract	\$1,750,000
Traffic Signals	Contract	\$2,100,000
Seal and Asphalt Works	Contract	\$425,000
Line Marking and Signage	Contract	\$85,000
Traffic Management	Contract	\$245,000
		\$4,605,000
Total Direct Costs		Contract \$22,585,000
Design and Survey	15%	\$3,387,750
Contract Preliminaries	1.5%	\$338,775
Project Delivery	5%	\$1,129,250
Contingency/Escalation	11.5%	\$2,597,275
Estimated Total Costs		\$30,038,050

TIER 2

Advocacy Priorities

Community projects



South Yunderup Bridge



Pelicans Park South Yunderup



Edenvale Heritage Precinct



Sir Ross McLarty All-Gender Sporting Changerooms



North Pinjarra Revitalisation Plan



Murray River Pinjarra Foreshore River Platforms



South Yunderup Bridge

Cost
\$11.24 million

Timeframe
2-4 years

The outcome
New traffic bridge and cycleway,
and associated roadworks.

Overview

The South Yunderup Bridge was built in 1975 and consists of precast concrete panels that support a number of inverted concrete U beams. This bridge provides a critical access link to the residents within South Yunderup and is the primary and only access for residents.

A combination of localised conditions, bridge deterioration, increased traffic needs, community expectation and safety standards necessitate the replacement of this bridge structure, the sooner this can be instigated will provide a clear direction for a new bridge structure.

Bridge usage

South Yunderup has experienced significant growth and the types and volume of vehicles using the South Yunderup Bridge continues to climb. This is due to increased development, residential dwellings and tourism.

The recent development of the Pinjarra/South Yunderup intersection enabled the road alignment to the bridge to be improved, unfortunately the narrow nature of the bridge and the declining state has this bridge in a critical condition.

Current traffic counts highlight 6,500 vehicles utilising this bridge on a daily basis, this growth is set to continue and it is expected the vehicle count will increase to 10,000 vehicles per day.

Currently, the bridge is too narrow and creates a pinch point, therefore the approaches to the bridge require speed reduction to minimise conflict. Unfortunately, there has been a number of traffic incidents involved at the bridge location directly related to the narrowness of the bridge.

Bridge condition

In addition to the increased use, the bridge is nearing the end of its useful life. A recent Main Roads Condition Report identified the bridge has deterioration, cracking and corrosion and detailed a schedule of works required to maintain the bridge's structural integrity.

However, undertaking such work will only serve to defer an inevitable bridge replacement. It will also not address the increasing pressure of a growing population and increased traffic flow.

There has been progressive structural works undertaken with the latest in 2019 where Main Roads introduced a new propping system to support the concrete bridge beams. In doing so, the load capacity of the bridge was maintained with this solution and very interim step toward the replacement of the bridge structure.

The Shire is working with Main Roads to support the ultimate replacement of the bridge and this would involve a road realignment to not only improve the safety when crossing the bridge, but to support a bridge widening that would in turn enable a much-needed pedestrian/cycle safe zone.

The priority is to have a forward plan that would see this dilapidated bridge asset replaced with a bridge that is better aligned to future traffic needs.





Project benefits

- ✓ Improved connectivity and road safety
- ✓ Extension of cycle network
- ✓ Job creation during construction.

Potential funding strategy

Election request

\$11.24 million

Cost breakdown

Description	Delivered by	Cost
1 Preliminaries and Earthworks		
Preliminaries (Site Establishment/Mobilisation)	Contract	\$125,000
Clearing	Contract	\$115,000
Topsoil Removal/Respreading	Contract	\$55,000
Embankment	Contract	\$75,000
Earthworks (Cut to Fill and Importation)	Contract	\$150,000
Fencing (Both Sides)	Contract	\$45,000
		\$565,000
2 Road Realignment		
Subgrade Preparation	Shire of Murray	\$225,000
Sub-Base Preparation (Twin Lift)	Shire of Murray	\$335,000
Drainage and Protection (Rock Armor)	Contract	\$125,000
Traffic Management	Contract	\$65,000
Bituminous Seal (Two Coat)	Contract	\$65,000
Asphalt Mix Road and Cycleway	Contract	\$175,000
Kerbing (Internal Intersections)	Contract	\$15,000
Cycleway (Link to Pinjarra Road)	Shire of Murray	\$115,000
Linemarking and Signage	Contract	\$15,000
		\$1,135,000
3 Bridge Construction		
Dismantle and Demolition (Existing Structure)	Contract	\$550,000
Dewatering	Contract	\$165,000
Bridgeworks	Contract	\$5,750,000
Hardscape (Rock Protection)	Contract	\$85,000
Line Marking and Signage	Contract	\$25,000
Guardrail	Contract	\$115,000
Construct Side Track (Temporary Culvert)	Contract	\$100,000
Traffic Management	Contract	\$50,000
		\$6,840,000
4 Land Acquisition		
Land	Main Roads	\$60,000
Survey	Contract	\$15,000
		\$75,000

Total Direct Costs	Contract	\$8,615,000
Design and Survey	12.5%	\$1,076,875
Contract Preliminaries	1.5%	\$129,225
Project Delivery	5%	\$430,750
Contingency/Escalation	11.5%	\$990,725
Estimated Total Costs		\$11,242,575

Structural condition





Pelicans Park South Yunderup

Cost
\$3.03 million

Timeframe
1-2 years

The outcome

A refurbished pedestrian bridge, and new neighbourhood park with formal parking and waterfront infrastructure at Pelicans Park, South Yunderup.



Overview

There is a need to provide quality activation areas to create and develop attractive and liveable communities.

This project provides a balance of infrastructure rehabilitation and improvement to create a neighbourhood public open space for the surrounding communities while supporting a local business hub.

Adjacent to the park is a café business that caters for the local and waterways community, the improvements would help to increase activation to the precinct and enable a more sustainable business model that has not been viable to this point, while creating a community meeting place.

Pedestrian bridge

Adjacent to the Pelicans Park is a pedestrian bridge that warrants improvement to support increased access, the bridge rehabilitation will see the bridge deck and rail be replaced to better suit the future need. The current bridge deck is reaching the end of its useful life and these works will ensure a long-term solution. Independent engineering reports have highlighted these works are required in the short term.

Waterways

The Pelican precinct has tremendous opportunity through the adjacent Murray River, an existing jetty structure supports a variety of boats to access the precinct. It is proposed to add value to this jetty structure to enable additional boat mooring to further support the precinct. In addition, a canoe launch will be incorporated to add another element to the overall waterways experience.

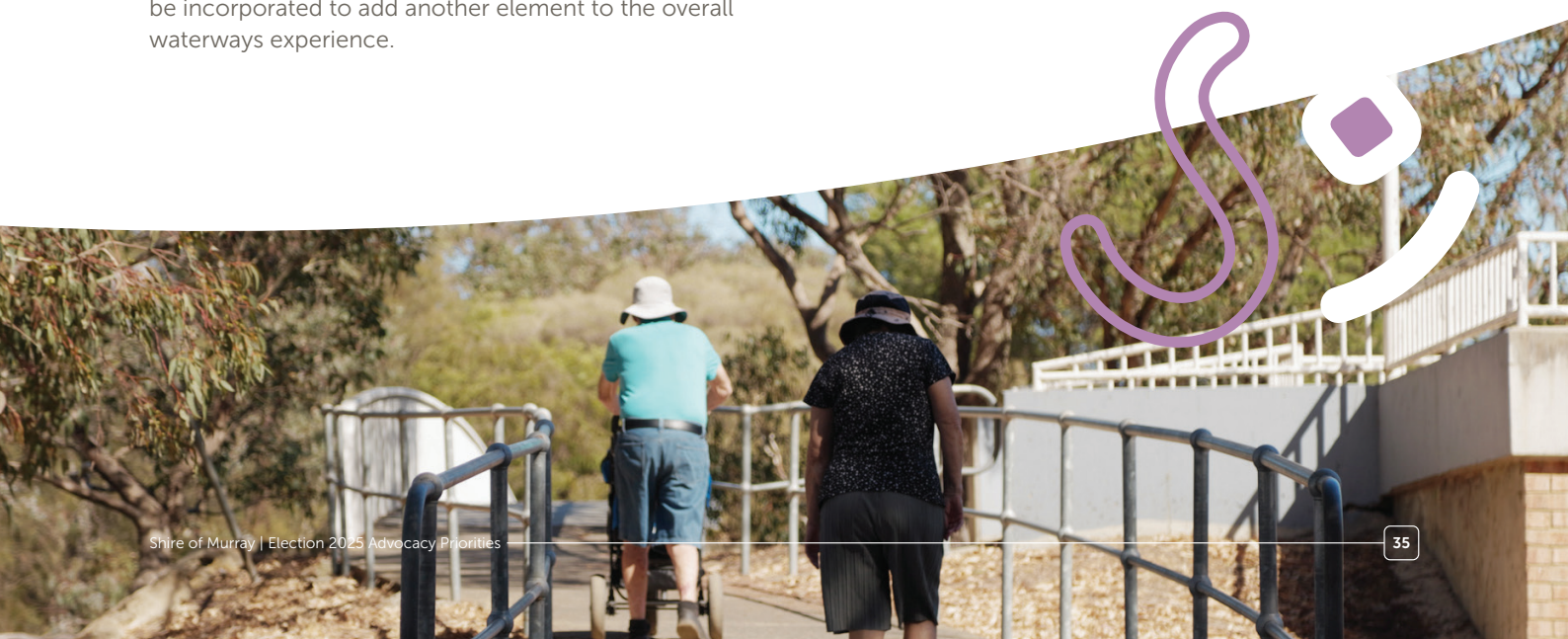
Public open space

The immediate area has limited public space options. This project will introduce new play equipment and allow an exciting new neighbourhood park to be established in South Yunderup. With the following facilities being incorporated:

- New play space, BBQ and picnic areas
- New pathways
- Refurbished toilets
- Upgraded lookout.

Parking area

There is informal parking adjacent to the area and this would be formalised to improve parking options.





Project benefits

- ✓ Improve both walking and waterways activation
- ✓ New and improved community facilities
- ✓ Support local business (Pelicans Café)
- ✓ Improved connectiveness
- ✓ Create a destination space.

Potential funding strategy

Federal election request

\$2.9 million

Shire of Murray (committed)

\$100,300

Cost breakdown

Description	Delivered by	Cost
1 Pedestrian Bridge Rehabilitation		
Design (Structural Engineer)	Consultant	\$150,000
Environmental Approvals (Waterways)	Consultant	\$15,000
Siteworks/Demolition and Site Protection	Contract	\$20,000
Demolition - Bridge Concrete Deck	Contract	\$250,000
Restoration Steel Structure	Contract	\$325,000
New Bridge Deck and Railing	Contract	\$1,025,000
Re-establish Path Network and Surrounds	Contract	\$25,000
		\$1,810,000
2 Play Space		
Landscape Design	Shire of Murray	\$0
Earthworks and Preparation	Contract	\$10,000
Materials and Install (Retaining and Sand/Mulch)	Contract	\$7,500
Siteworks (Path and Landscape)	Contract	\$20,000
Play Space Equipment and Install	Contract	\$95,000
		\$132,500
3 Canoe Launching		
Design	Consultant	\$9,500
Approvals and Licence	Fees and charges	\$1,500
Earthworks Canal Wall	Contract	\$4,500
Rock Batter (Canal Wall)	Contract	\$7,500
Site Works	Contract	\$8,000
Canoe Launching Construction (Floating Structure)	Contract	\$80,000
		\$111,000
4 Jetty Extension (Murray River)		
Design	Consultant	\$17,500
Approvals and Licence	Fees and charges	\$1,500
Siteworks	Contract	\$2,500
Jetty Construction	Contract	\$145,000
		\$166,500
5 Toilet Restoration		
Demolition (Internals)	Contract	\$10,000
Painting and Tiling (Internals)	Contract	\$35,000
New Fittings and Fixtures	Contract	\$15,000
External Wall Restoration	Contract	\$25,000
New Rail and Deck (Lookout - Top of Toilet Block)	Contract	\$45,000
		\$130,000

6 Car Parking and Surrounds

Design	Consultant	\$12,500
Civils	Shire of Murray	\$285,000
<i>Preparation</i>		
<i>Pavement</i>		
<i>Asphalt Seal</i>		
Landscape	Contract	\$12,500

\$310,000

Total Direct Costs	Contract	\$2,660,000
Contract Preliminaries	1.5%	\$39,900
Project Delivery	1%	\$26,600
Contingency/Escalation	11.5%	\$305,900
Estimated Total Costs		\$3,032,400



Shire of Murray | Election 2025 Advocacy Priorities





Edenvale Heritage Precinct

Cost
\$1.15 million

Timeframe
1 year

The outcome

New infrastructure (lighting and ablution facilities) at the Edenvale Heritage Precinct that will allow the location to host both large and small scale events.



Overview

The Edenvale Heritage Precinct is an award-winning cultural attraction in Western Australia.

The precinct is a heritage, arts and cultural landmark, a fun and creative place for people of all backgrounds and a place living its history through its story telling, exhibitions and focus on keeping traditions alive.

The village is a community of people with shared values and as a collective, provide something for everything and enjoy sharing their patch with community and visitors

The village is home to:

- Edenvale Heritage Tearooms
- Nu.Arts Collective at Liveringa Gallery
- Pinjarra Arts Hub
- Roger May Machinery Museum
- Pinjarra Patchwork and Quilters
- Murray District Historical Society.

It plays host to the Pinjarra Festival, which attracts more than 25,000 annually and a number of other regional events.

Within the precinct is a treasure trove of interesting things such as a museum, art gallery and maker retail store, historic archives and beautifully preserved heritage buildings.

Our vision for the precinct is:

A precinct that embraces heritage, culture and the arts. The village is celebrated through interpretive storytelling, exhibitions, events and workshops. It is a place where the community has a strong sense of belonging and visitors can immerse themselves in history and hands on experiences.

The Shire is delivering projects that will continue to enliven and activate the precinct.

To further enhance Edenvale Heritage Precinct's reputation and attract further events, activations and investment, new facilities and lighting are needed. This will also allow St John's Church become a competitive regional wedding venue in Western Australia.

Lighting

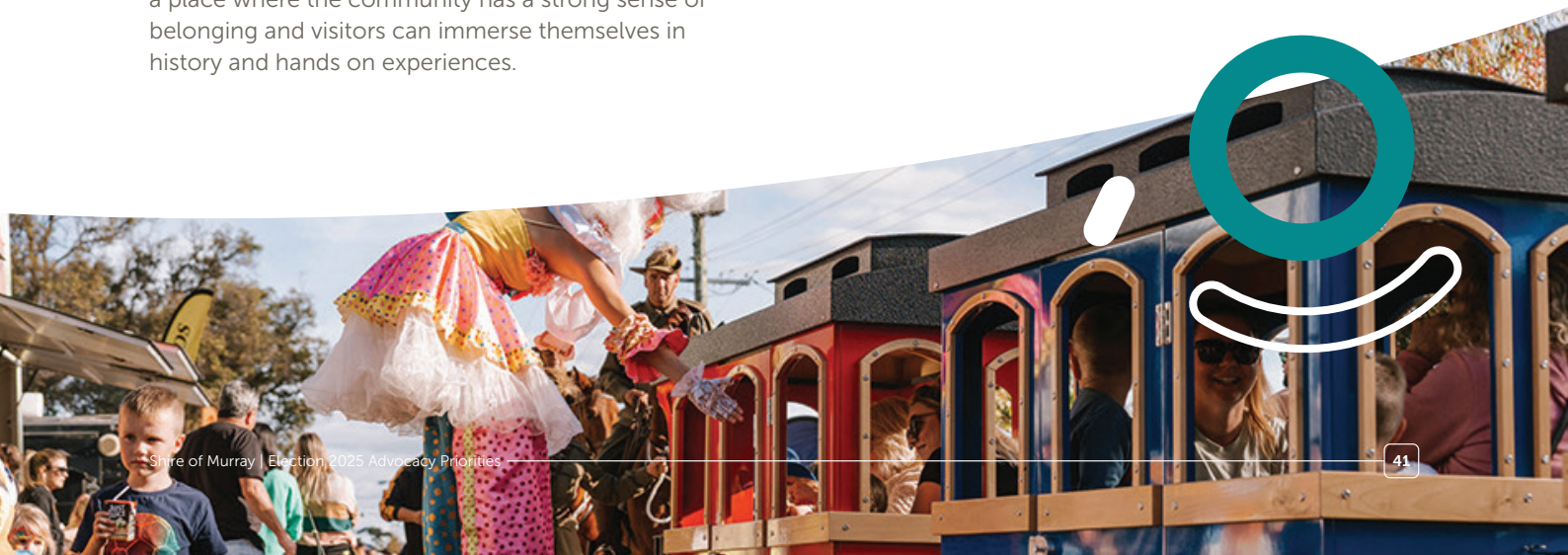
Currently, there are no permanent lights on site. This means event organisers must hire lighting at a cost, which acts as a barrier and leads organisers to choose alternative locations. This impacts both large and small-scale events and activations as unlit events provide risk, impact on amenity and cause a perceived safety risk.

St John's Church ablution facilities

This iconic church was built in 1860. Although now deconsecrated and no longer used as a place of worship, it can be hired for community events and weddings.

The addition of a toilet block within proximity means the space can be further activated and used as a centrepiece for community events.

Combined, the two initiatives will improve hireability, accessibility, amenity and safety. They will allow the Shire of Murray to attract additional events to the area and allows greater flexibility when activating Glebe Land.





Project benefits

- ✓ Economic stimulation of events and tourism industry
- ✓ Improved public facilities
- ✓ Continued improvement of important heritage building
- ✓ Safety and infrastructure improvements.

Potential funding strategy

Federal election request

\$750,000

Shire of Murray (committed)

\$315,000

Cost breakdown

Estimates

Description	Delivered by	Cost
1 Servicing Precinct		
Sewer Upgrade Design	Consultant	\$60,000
Sewer Upgrade	Contract	\$435,000
<i>Preliminaries and Establishment</i>		
<i>Sewer Reticulation</i>		
<i>Provisional Sums</i>		
<i>Contingency</i>		
Power Upgrade Design	Consultant	\$5,000
Power Upgrade	Contract	\$30,000
<i>Western Power</i>		
<i>Contingency</i>		
		\$530,000
2 Lighting		
Lighting Upgrade Design	Consultant	\$10,000
Lighting Upgrade	Contract	\$240,000
<i>Materials and Equipment</i>		
<i>Electrician</i>		
<i>Contingency</i>		
		\$250,000
3 Toilet Facilities		
Design	Consultant	\$25,000
Preparation and Earthworks	Contract	\$15,000
Building Construction	Contract	\$270,000
Site Clean-up	Contract	\$5,000
		\$315,000
Total Direct Costs		Contract \$1,095,000
Contract Preliminaries	1.5%	\$16,425
Project Delivery	1%	\$10,950
Escalation	2.5%	\$27,375
Estimated Total Costs		\$1,149,750



Sir Ross McLarty All-Gender Sporting Changerooms

Cost
\$205,250

Timeframe
2 years

The outcome

Upgraded all-gender changeroom,
toilet and shower facilities.



Overview

The Sir Ross McLarty Sports Precinct is located in the heart of Pinjarra. It is the home ground for Pinjarra Football and Netball Club, which has both men's and women's teams, the Pinjarra Junior Football Club and the Pinjarra Cricket Club.

With the growth of sport, particularly in Women's AFL, there is increasing use of the Sir Ross McLarty Sports Precinct and its existing facilities are inadequate.

This project will provide an additional gender neutral changeroom, inclusive of toilet and shower facilities. It will accommodate an additional team and provide for the significant growth of Women's AFL.

The changeroom underwent some minor works last year to upgrade the existing changeroom facilities to gender neutral. However there is a need to add a second set to accommodate an additional team.

Project benefits

- ✓ Community recreation, health and wellbeing
- ✓ Supports growth of Women's AFL.

Federal election request

\$180,250

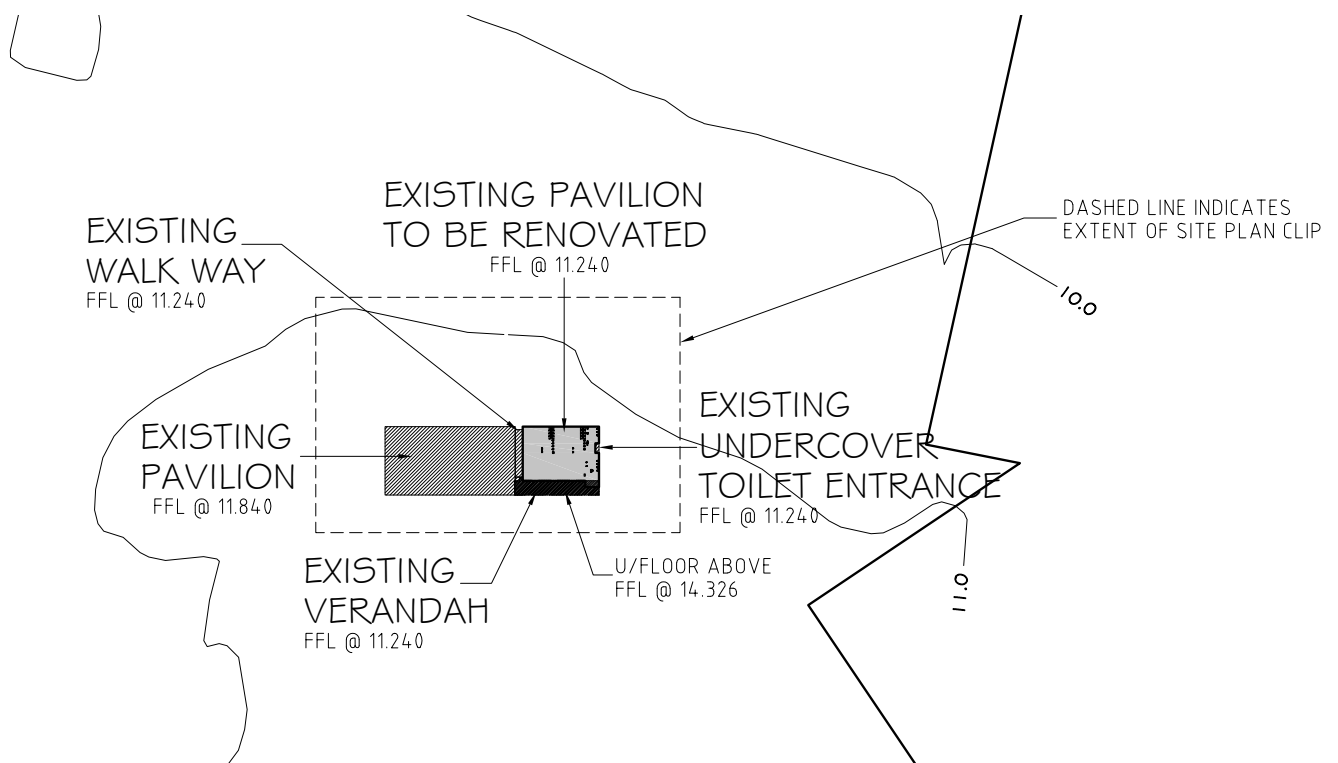
Shire of Murray (committed)

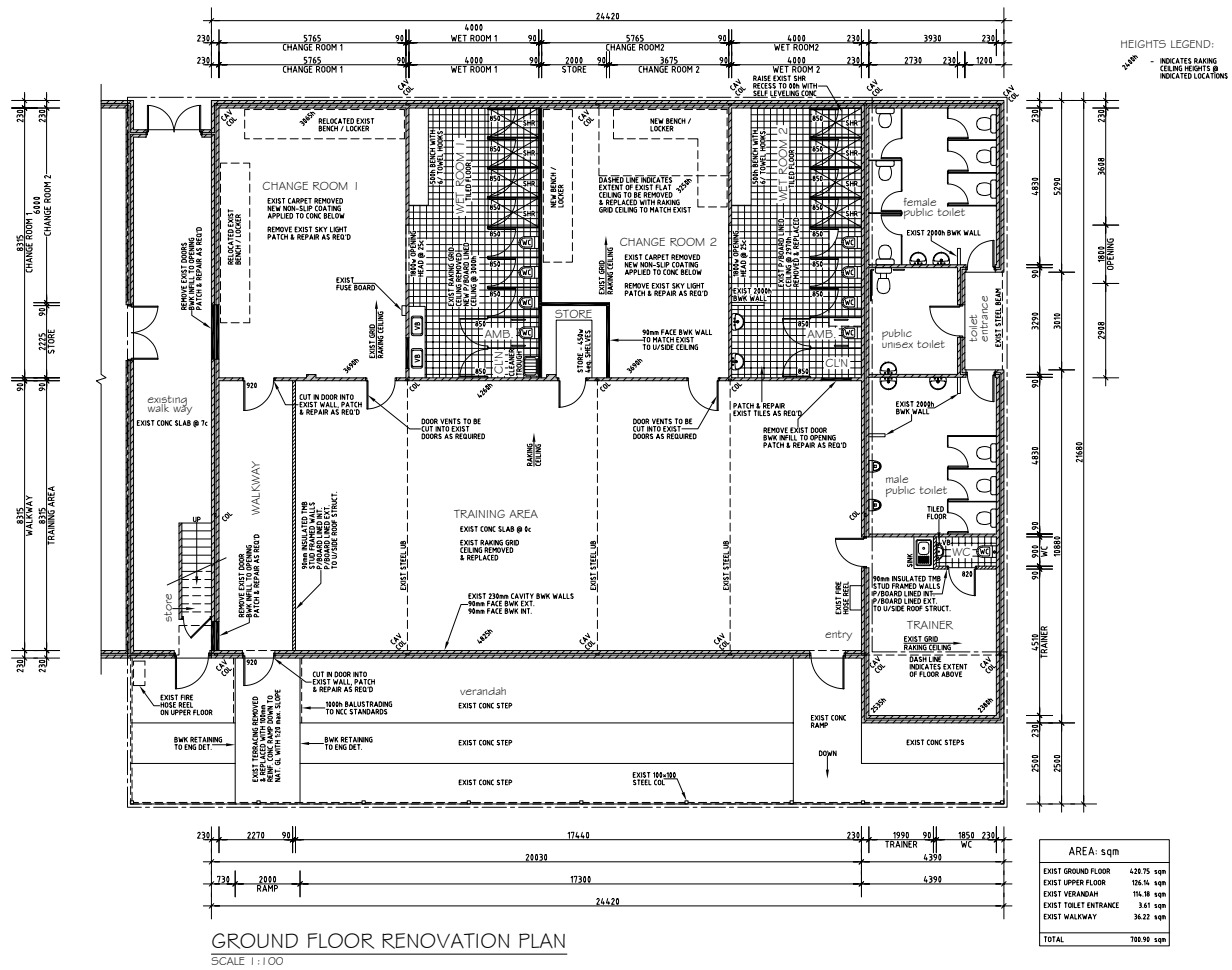
\$25,000

Cost breakdown

	Description	Delivered by	Cost
1	Demolition	Contract	\$17,000
2	Groundworks	Contract	\$7,800
3	Concrete and Formwork	Contract	\$6,000
4	Masonry	Contract	\$17,000
5	Carpentry / Joinery	Contract	\$26,850
6	Plastering	Contract	\$21,200
7	Tiling	Contract	\$43,900
8	Painting	Contract	\$21,650
9	Electrical	Contract	\$10,200
10	Plumbing	Contract	\$33,650
			\$205,250

Conceptual designs







North Pinjarra Revitalisation Plan

Cost
\$996,360

Timeframe
1-2 years

The outcome

A much-improved key neighbourhood park and activation space as the primary recreational precinct for the North Pinjarra community.



Overview

The existing space is in dire need for revitalisation to support activation and a destination for the local community. The existing facilities are tired and the plan proposes to concentrate and bundle activation within a condensed space to maximise utilisation.

The priority is to establish a balance of activation outcomes while providing improved facilities to encourage the community to access the space. This will enhance community wellbeing. These works will provide much needed improvements to re-establish a neighbourhood public open space for the North Pinjarra community.

Multi-use courts

These will replace the old traditional courts and be placed within close proximity to the activation space to enable a multi-focused approach. These courts will provide a variety of activation options including courts and associated fencing and equipment. The old courts are quite isolated, have very little appeal and don't meet community expectations.

Greenspace

A priority is to establish a greenspace that meets community needs and enables a play and kickabout function. The current area had a formal oval that was decommissioned due to lack of sporting teams, therefore this space is primarily utilised for dog play and walking. There are moderate areas that are reticulated but there is a community need to provide a space that is aligned to the activation space and design to suit improved utilisation.

Public open space

An upgrade to the play space was undertaken some years ago and is still current, there is a need to add value to this space to further improve community use and provide passive surveillance of the precinct.

The following facilities being proposed:

- Expand the existing play space, BBQ and picnic areas
- New pathways
- Refurbished toilets.

Parking area

There is large car parking area that is not fit for purpose. The proposal would be to concentrate the parking to the activation zone and progressively rehabilitate the older parking space to a landscaped environment. This will enable improved access to the precinct and create a much needed landscape overhaul to improve visitation and identify this precinct as a focal point.





Project benefits

- ✓ Improve both walking and site activation
- ✓ New and improved community facilities
- ✓ Improved connectiveness
- ✓ Create a destination space.

Potential funding strategy

Federal election request
\$800,000

Shire of Murray (committed)
\$196,360

Cost breakdown

Description	Delivered by	Cost
1 Play Space		
Landscape Design	Shire of Murray	\$0
Earthworks and Preparation	Contract	\$25,000
Materials and Install (Retaining and Sand/Mulch)	Contract	\$12,500
Siteworks (Path and Landscape)	Contract	\$35,000
Play Space Equipment and Install	Contract	\$95,000
		\$167,500
2 Greenspace		
Landscape Design	Contract	\$10,000
Earthworks	Contract	\$15,000
Import Sand Materials	Contract	\$25,000
Landscape	Contract	\$10,000
Reticulation (Amend and Upgrade)	Contract	\$55,000
		\$115,000
3 Multi-Purpose Courts		
Design	Consultant	\$5,000
Preparation and Earthworks	Fees and charges	\$25,000
Pavement	Contract	\$70,000
Surface	Contract	\$22,000
Line Marking and Equipment	Contract	\$17,000
New Fencing	Contract	\$20,000
Decommission Old Courts and Fencing	Shire of Murray	\$20,000
		\$179,000
4 Toilet/Changeroom Restoration		
Demolition (Internals)	Contract	\$20,000
Painting and Tiling (Internals)	Contract	\$45,000
New Fittings and Fixtures	Contract	\$25,000
External Wall Restoration	Contract	\$55,000
Mural (Feature Wall)	Contract	\$25,000
		\$170,000

5 Car Parking and Surrounds

Design	Consultant	\$7,500
Remove Existing Parking and Pavement	Shire of Murray	\$40,000
Civils	Shire of Murray	\$125,000
<i>Preparation</i>		
<i>Pavement</i>		
<i>Asphalt Seal</i>		
Landscape	Contract	\$25,000
Fencing	Contract	\$45,000
		\$242,500

Total Direct Costs	Contract	\$874,000
Contract Preliminaries	1.5%	\$13,110
Project Delivery	1%	\$8,740
Contingency/Escalation	11.5%	\$100,510
Estimated Total Costs		\$996,360

Ideas for improvements







Murray River Pinjarra Foreshore River Platforms

Cost
\$400,140

Timeframe
1-2 years

The outcome

River platforms that enable safe and convenient access to the river at the Murray River Foreshore, Pinjarra.

Overview

The Shire prepared a Murray River Foreshore Masterplan in 2016, which provides a framework for future action in the foreshore area.

The masterplan aims to: Create an attractive, vibrant and sustainable foreshore precinct for Pinjarra which will attract high levels of activity for a range of purposes and encourage people to visit and stay within the town, with the centrepiece being the strategically located Murray River Square.

The masterplan makes provision for the following key features:

- Redevelopment of the Murray River Square to create a vibrant public space in the center of Pinjarra to enable a diverse range of organised and informal public activities and events.
- Informal grass terraced amphitheater and stage area to enable a range of music and other events.
- Integrated landscape with the adjoining Exchange Hotel to maximise potential activation.

- River edge treatment incorporating river platforms to allow safe and accessible interaction with the river and canoe/kayak entry/exist point.
- Upgraded landscaping, picnic areas, paths, river edge management.

Much of the masterplan for the foreshore was implemented in 2020-21 and the adjoining Exchange Hotel site is currently under construction.

The last component of the masterplan is the river platforms and canoe entry/exit points. These will enable people to safely and conveniently access the river water for recreation, swimming, fishing, canoeing/kayaking and will add another level of activation for interest to the precinct.

Project benefits

- ✓ Safe and convenient access to the Murray River
- ✓ Greater activation and the range of recreation activities available at the foreshore
- ✓ Potential support for new local business – canoe/kayak hire.



Federal election request

\$300,000

Shire of Murray (committed)

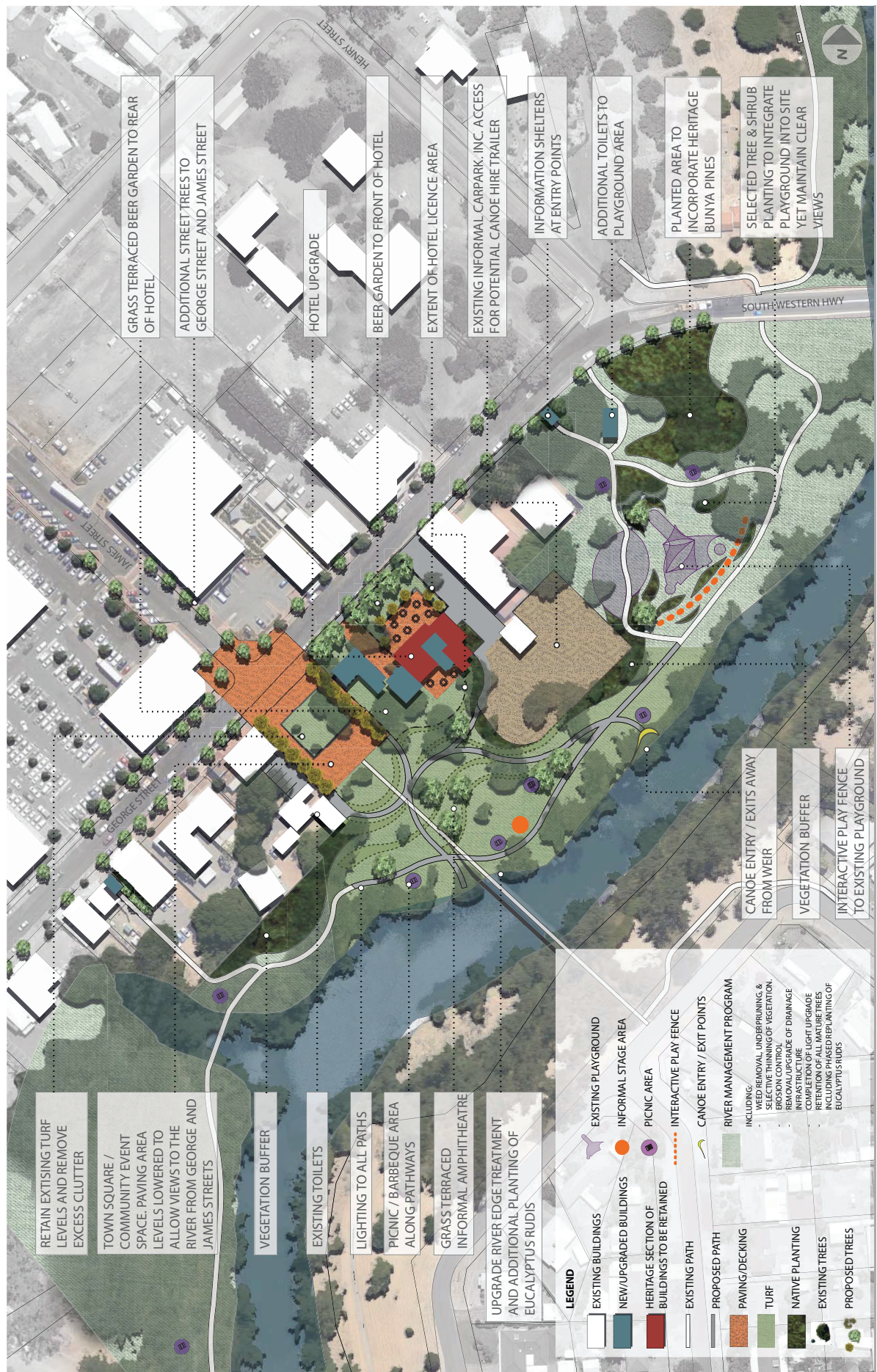
\$100,140

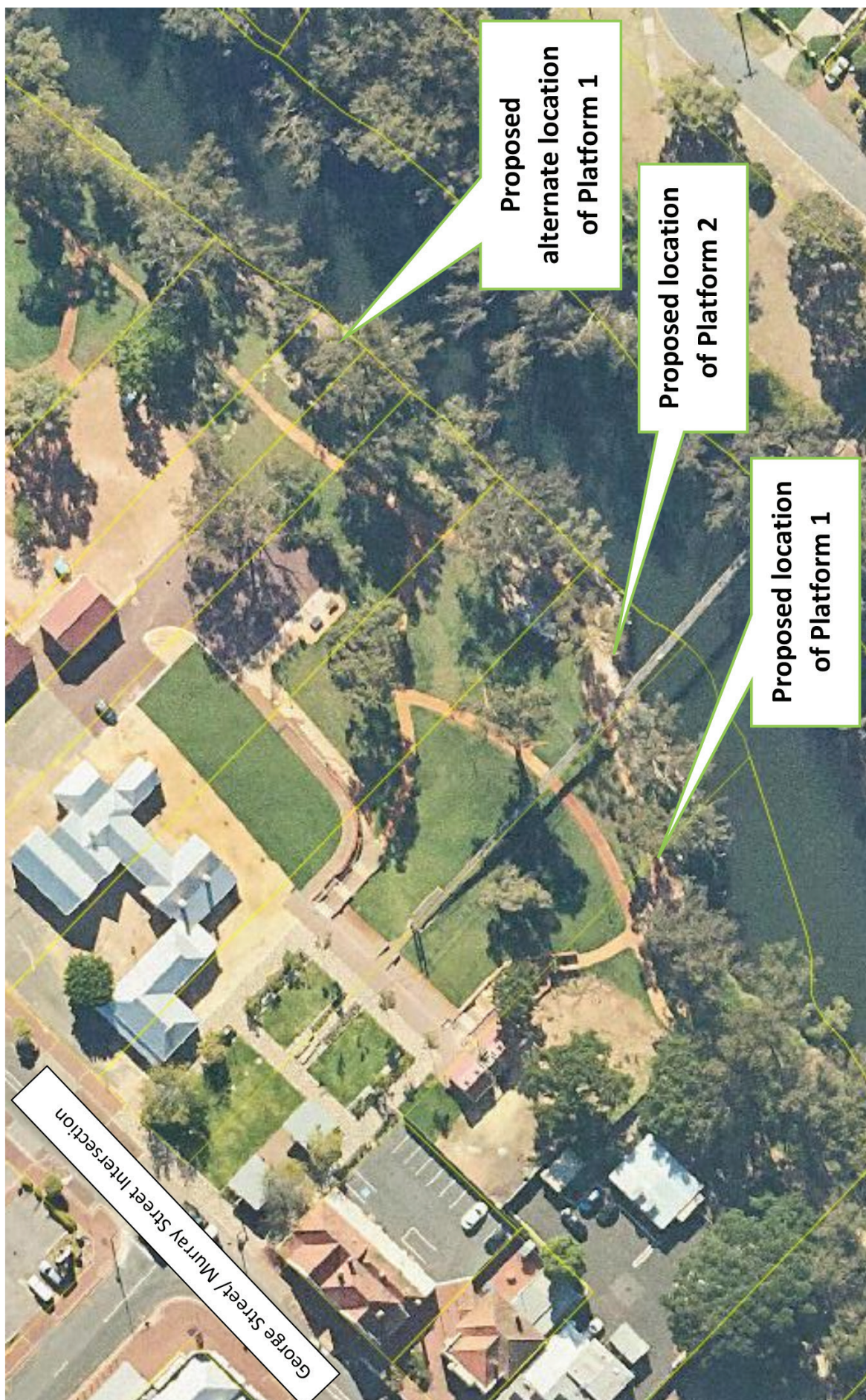
Cost breakdown

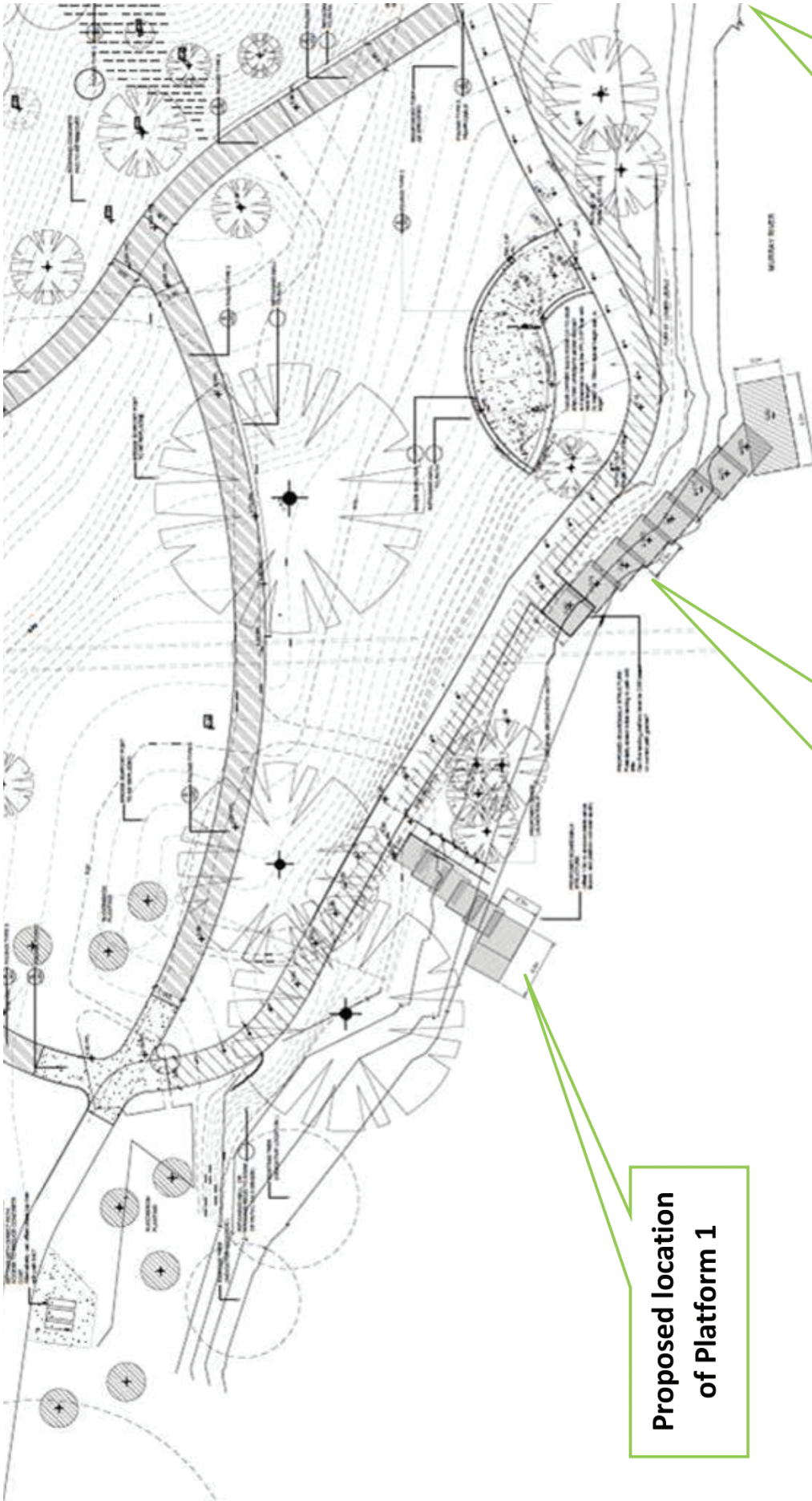
Description	Delivered by	Cost
1 River Platforms, Murray River Foreshore, Pinjarra		
Design and Approvals	Consultant	\$30,000
Site Works	Contract	\$40,000
River Platforms incl. Steel Piles, HDPE Sleeves and Jarrah Decking	Contract	\$250,000
Electrical/Lighting	Contract	\$5,000
Landscaping and Paths	Contract	\$11,000
Community Art	Contract	\$15,000
Total Direct Costs	Contract	\$351,000
Contract Preliminaries	1.5%	\$5,265
Project Delivery	1%	\$3,510
Escalation	11.5%	\$40,365
Estimated Total Costs		\$400,140



Plans



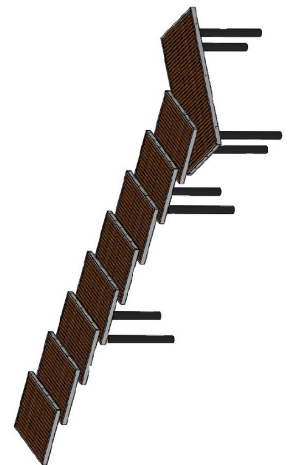




**Proposed
alternate location
of Platform 1**

**Proposed location
of Platform 2**

**Proposed location
of Platform 1**



Administration Office

1915 Pinjarra Road,
Pinjarra WA 6208
PO Box 21, Pinjarra WA 6208

T: 08 9531 7777
E: mailbag@murray.wa.gov.au
murray.wa.gov.au

   @ShireofMurray

Shire of Murray

