

2025-26 Pre-Budget Submission Australian Government Treasury



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1 About the Kimberley Regional Group

The Kimberley Regional Group (KRG) of local governments is an alliance of the four Shires of the Kimberley in northern Western Australia, being the Shire of Broome, the Shire of Derby West Kimberley, the Shire of Halls Creek and the Shire of Wyndham East Kimberley.

Our Vision is to maintain and enhance the rich diversity and liveability of the Kimberley for its people and the world. Collaboratively the group seeks to drive positive impact across the region through improved social, economic and cultural outcomes.

The Kimberley covers 427.5km², twice the size of Victoria. It is home to over 39,000 people, 40 percent of whom are First Nations People. The Kimberley has three regional centres, Broome, Kununurra and Derby, with the smaller regional towns of Halls Creek, Fitzroy Crossing and Wyndham. There are over eighty remote communities across the region, some of which have populations of up to 600 people. The Kimberley is a key contributor to Australia's wealth with an annual economic output of \$7.033 billion¹. Mining, agricultural production, construction, and tourism are major contributors to the region's diverse economy.

THE KIMBERLEY REGIONAL GROUP

The Kimberley Regional Group (KRG) is an alliance of the four Kimberley Shires; being the Shire of Broome, the Shire of Derby West Kimberley, the Shire of Halls Creek and the Shire of Wyndham East Kimberley.

- » 427.5KM²
- » 39K POPULATION
- » \$6.5BN ECONOMIC OUTPUT
- » > 15.6K JOBS
- » >10K PRIVATE DWELLINGS
- » > 150 ABORIGINAL COMMUNITIES
- » > 40% ABORIGINAL AND TORRES STRAIT ISLANDERS*

* ABS 2022

Working collaboratively, the KRG's vision is to maintain and enhance the Kimberley's rich diversity and livability; focusing on an inclusive community free of disadvantage and placed to effectively engage in economic opportunity whilst respecting the history, heritage and environment.

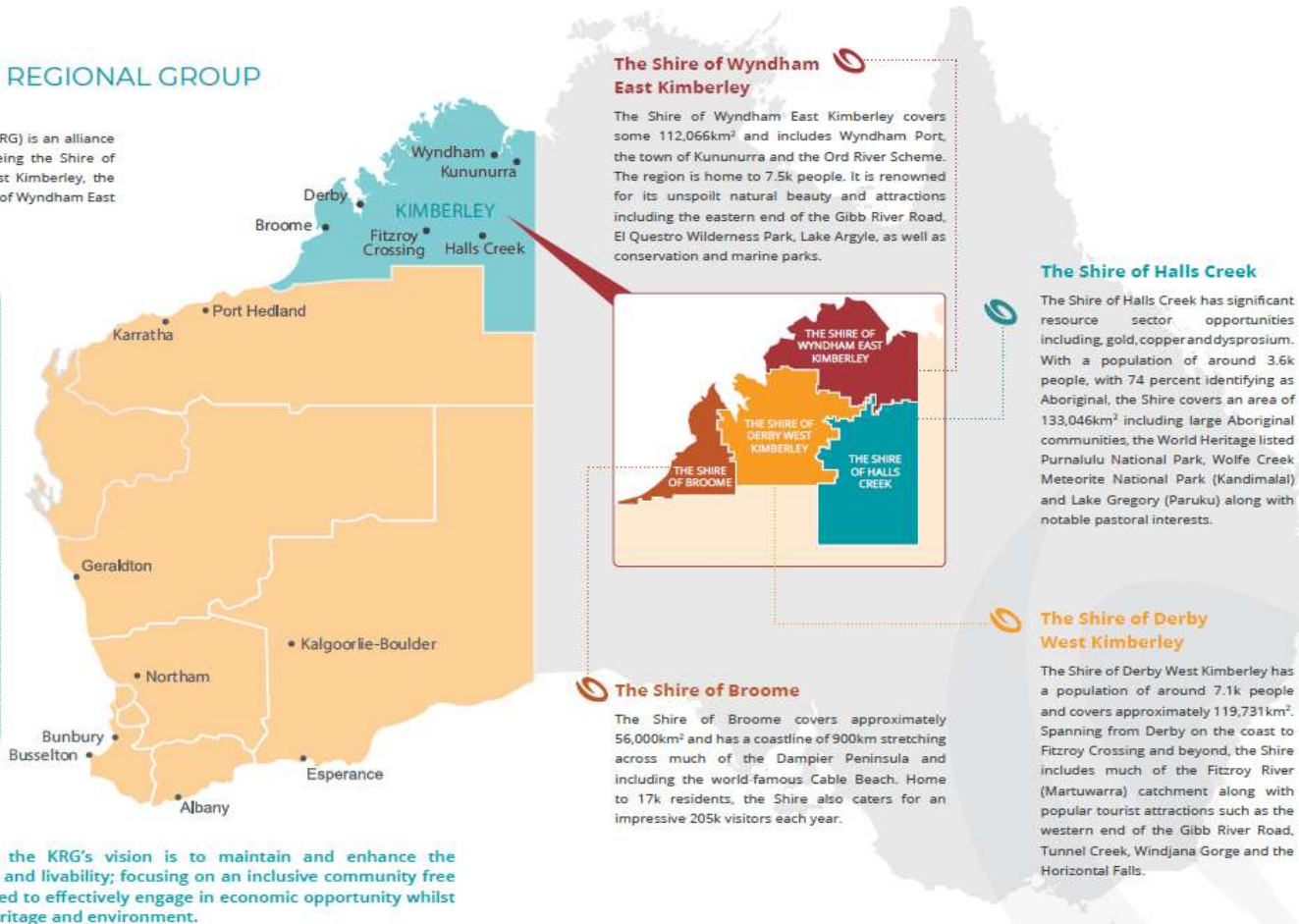


Figure 1 – Location of the Kimberley

¹ <https://app.remplan.com.au/kimberleyregion/economy/summary>

2 Introduction

The Kimberley Regional Group is pleased to make this submission to the 2025/26 Australian Federal Budget. Our submission is based on strong engagement across the Kimberley with our communities, business and industry, Aboriginal community-controlled organisations and non-government agencies.

We seek the right investment and good policy settings for value creation, enabling our region to capitalise on our natural, physical and human assets. This will facilitate growth in the tourism, agriculture and pastoral sectors, mining and extraction industries, and First Nations businesses and cultural industries. It will leverage our infrastructure to capitalise on our close proximity to Asia.

Our recommendations align with and drive the outcomes sought from a number of government policies, strategies and plans. Investments made now will deliver dividends into the future. This includes the National Agreement on Closing the Gap, the Northern Australia Action Plan, Transition to Net Zero, and the Housing Australia Future Fund.

These recommendations build on government, private sector and community sector investment, accelerating the rate and pace of positive change not just for the Kimberley but for the nation. They will drive the Closing the Gap outcomes.

The recommendations we put forward build a vibrant region with a strong economy creating prosperity for all. Our priorities include:

- Local government sustainability
- Regional liveability
- Attracting and retaining a skilled, local workforce and creating local jobs
- Supporting a transition to net zero economy
- Reducing vulnerability to natural disasters through community resilience
- Closing the Gap
- Community safety and crime prevention
- Value creation.

The four Shires have an excellent record of project planning and delivery. As a group we are committed to working in partnership with government, business, industry and the community sector to leverage expertise and investment.



3 Summary of Recommendations

Below is a summary of recommendations for new investment and policy change. Further information on each on recommendation is contained in the body of this submission.

3.1 Local Government Sustainability

That the Australian Government:

- 1. Review the quantum of the Financial Assistance Grant. Consideration be given to increasing the total Financial Assistance Grant pool to at least 1% Commonwealth Tax Revenue to ensure a more sustainable funding pool for Local Governments and restoration of the Financial Assistance Grant funding lost following the 2014-15 to 2016-17 indexation freeze**
- 2. Develop an appropriate indexation methodology to ensure that Financial Assistance Grants keep up with the cost pressures faced by local governments, whilst also providing consistency to the funding to enable local governments to better forward plan and budget**
- 3. Reset the payment cycle' with an additional once-off payment to correct the current practice of bringing payments forward and then implement a standard payment schedule that doesn't change each year.**
- 4. Change the method of distribution of funds to the States from the current method, which is primarily based on population, to one that will enable every local government to provide a similar level of service to their community by considering factors beyond population size.**
- 5. Reconsider the guiding principle of Effort Neutrality in the allocation of funds.**



3.2 Defence of Australia's North West

That the Australian Government invests to upgrade military assets and to increase its military presence in Australia's North West.



3.3 Housing Opportunities

3.3.1 Fringe Benefits Tax – Housing

That the Australian Government

1. Fully exempt both employer and employee-owned remote area housing from Fringe Benefits Tax.
2. Ensure fair tax treatment regardless of property ownership.
3. Recognise similar value to employees regardless of ownership.
4. Reduce the employer burden of moving into property ownership and becoming landlords.
5. Reduce the administrative burden through consistent exemptions.
6. Review what constitutes a remote area for the purpose of this tax.



3.3.2 Kimberley Housing Pipeline

That the Australian Government invests \$244.6M over the next five years to deliver 311 homes and release 950 residential lots across the Kimberley.

3.4 Community safety and crime prevention

That the Australian Government invests \$48M in a Kimberley Local Government Community Safety and Crime Prevention Package.



3.5 Regional economic development

That the Australian Government invests -

\$500K – Tanami Road Activation Plan

\$70M - Infrastructure and services to activate the sealing of the Tanami Rd

\$70M – Halls Creek Business Park

\$30M - Welcome to WA Centre, Kununurra

\$20M – Halls Creek Old Town Eco-Tourist Park



3.6 Transport

That the Australian Government invests -

\$30M - Fitzroy Crossing Airport and Access Road

\$20M - East Kimberley Regional Airport new arrivals terminal building

\$60M – Halls Creek Airport Upgrade and Aviation Services Expansion

\$2M - Derby Wharf

Precinct Masterplan and Redevelopment

3.7 Community disaster resilience

That the Australian Government invests -
\$21.4M - Broome Recreation and Aquatic Centre
\$50M - Halls Creek Civic, Cultural Centre and Multi-purpose Evacuation Facility
\$35.2M - Fitzroy Crossing Multipurpose Complex and Evacuation Centre



3.8 Community amenity

That the Australian Government invests -
\$42M - Broome Boating Facility
\$3M - Wyndham Playground and Splash Pad
\$4M - Zero Depth Water Splash Pad, Halls Creek
\$21.8M - Broome Regional Resource Recovery Park
\$30M - Halls Creek Recreation Centre and Oval Facilities Upgrade



4 Details on recommendations

The following provides further information on each of the recommendations in this submission.

4.1 Local Government Sustainability

Context

A Financial Assistance Grant (FA Grant) is funding provided by the Australian Federal Government to local governments to support the delivery of essential services and infrastructure. The two components are:

1. General Purpose Component: Distributed to States and Territories based on population, providing flexible funding for Local Governments to use according to their specific requirements; and
2. Identified Local Road Component: Allocations based on historical shares, specifically supporting the maintenance and development of local roads.

As shown in Figure 2, the grant's value has declined over time, as it is now only 0.5% of Commonwealth Tax Revenue (CTR), compared to the original 2% of Federal Governments personal income tax revenue, then 1% CTR. Freezes on grant indexation (2014-2017) further compounded this problem.

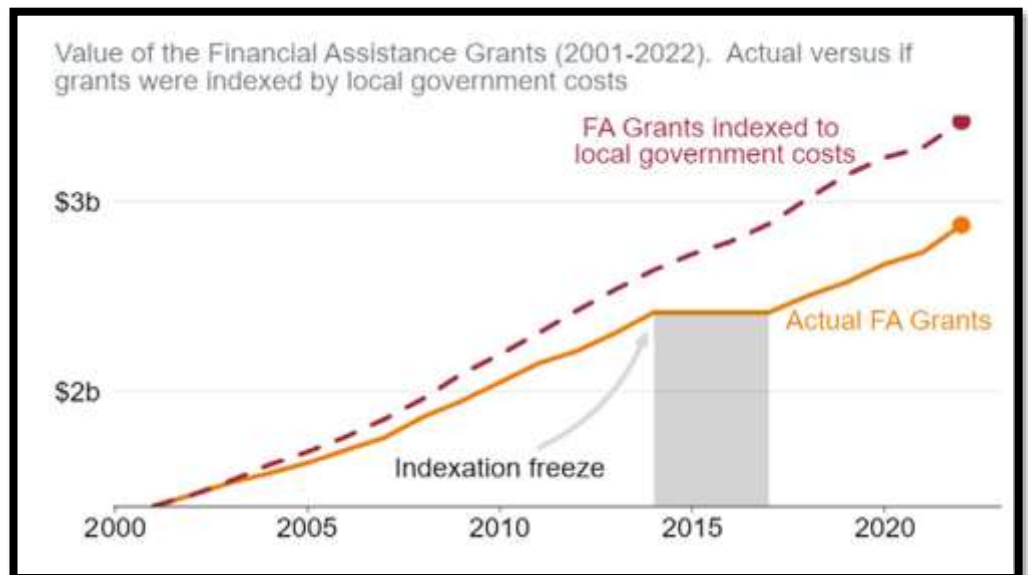


Figure 2 Value of FAGS (2001-2022)

This reduction has negatively impacted local governments, particularly in remote areas, because of the following reasons:

Dependence on Grants: Remote local governments, in particular, rely heavily on FA Grants for revenue as they have limited capacity to raise their own source revenue. For example, grants constitute 67% of revenue for the Shire of Halls Creek, far above the national average of 14%.

High Costs of Service Delivery: Infrastructure and services are significantly more expensive in remote areas to deliver; for example, construction costs in Kununurra are at least 60% higher than in metropolitan Perth, and up to 400% when working remotely from town centres.

An independent report commissioned by the KRG identified Equalisation and Allocation issues with the FA Grants: Funding does not cover assessed needs; in 2023-24, only 64% of funding needs in Western Australia were met. The population-based allocation favours densely populated states, whilst the minimum grant principle diverts funds from higher-need local governments.

Project benefits

Sustainable local governments that can deliver the critical infrastructure and services needed to create vibrant, liveable communities with strong economies.

Recommendations

That the Australian Government:

1. Review the quantum of the Financial Assistance Grant. Consideration be given to increasing the total Financial Assistance Grant pool to at least 1% Commonwealth Tax Revenue to ensure a more sustainable funding pool for local governments and restoration of the Financial Assistance Grant funding lost following the 2014-15 to 2016-17 indexation freeze.
2. Develop an appropriate indexation methodology to ensure that Financial Assistance Grants keep up with the cost pressures faced by Local Governments, whilst also providing consistency to the funding to enable Local Governments to better forward plan and budget
3. Reset the payment cycle' with an additional once-off payment to correct the current practice of bringing payments forward and then implement a standard payment schedule that doesn't change each year.
4. Change the method of distribution of funds to the States from the current method, which is primarily based on population, to one that will enable every Local Government to provide a similar level of service to their community by considering factors beyond population size.
5. Reconsider the guiding principle of Effort Neutrality in the allocation of funds.
6. Review the National Principle relating to Minimum Grant Funding. Consideration should be given to either removing or reducing the 30% requirement or allowing state or territory grant commissions to adjust the minimum grant percentage based on need. For example, a range between 10% and 30% could be established. Reducing or eliminating the 30% minimum would enable a greater allocation of funds to local governments that need it most to achieve horizontal equalisation
7. Strengthen the National Principle for Aboriginal People and Torres Strait Islanders to make it explicit that the needs of Aboriginal people must be recognised in equalisation assessments and to take into account the number of remote Aboriginal communities in a State or Territory when distributing the FA Grant funding.
8. Change the minimum grant principle to be "ensuring a local government's combined General Purpose Grant and Local Road Grant cannot be less than 30% of the amount it would have received if the Grant were calculated on a per capita basis"

4.2 Defence of Australia's North West

The increased arrival of foreign nationals in the Kimberley shows the vulnerability of Australia's north west borders. This is not just a security threat, but poses a major biosecurity risk for the nation. The north-west needs a larger and more visible military presence to maintain the security and integrity of our greatest export industry.

Kimberley Councils are members of the North West Defence Alliance² and key national security assets are located in the region.

The Shire of Derby West Kimberley has key military assets including Curtin Airbase with a 3.1km runway and 42% (by value) of resource production in the Kimberley. Derby port, at the mouth of Yampi Sound and close to the Curtin Airbase, services the aquaculture industry and islands and Yampi Sound are the ports of Cockatoo Island and Koolan Island. The ports of Koolan Island and Cockatoo Island are deep water ports. They are protected from cyclones and can service large capacity shipping and service the iron ore mining and export sector.

Halls Creek has a globally significant source of high-tech metals used in defence infrastructure and key national mobility links including the Tanami Road.

Broome has an international airport and key port facility and is a key source of key minerals such as titanium as well as oil and a major tight wet gas resource and the base for major offshore industries. The North-West Mobile Force (Norforce) Kimberley Squadron is headquartered in Broome with troops and facilities across the region. These units are part of a high priority team responsible for Army reconnaissance and surveillance in remote areas.

The Shire of Wyndham East Kimberley has a major regional airport, export centre for the mining and agricultural sector and the regional port of Wyndham.

The vast north-west of the Australian continent covers one million km². It fronts the Indian Ocean, with 35 other countries and nearly 3 billion people. Two-thirds of the world's seaborne trade in oil, 50 per cent of the world's seaborne container traffic and one-third of the world's seaborne bulk cargo pass through this. The sea-route from the Indonesian archipelago through Australia's north-west Maritime Jurisdiction is heavily trafficked, carrying over 900 million tonnes of our exports north each year. But the area is sparsely populated, with only a few dozen defence personnel.

Benefits

- Stronger border protection
- Reduced threats to Australian strategic assets
- Reduced biosecurity risks

Recommendation

That the Australian Government invests to upgrade military assets and to increase its military presence in Australia's North West.

² <https://northwestdefencealliance.com.au/>

4.3 Housing Opportunities

4.3.1 Fringe Benefits Tax Housing

Context

Staff turnover is historically high in the Kimberley, between 25-40% per annum, and home ownership has been seen as a solution to retain staff. Employers and employees in the Kimberley have access to specific Fringe Benefits Tax (FBT) concessions and exemptions related to remote housing which apply equally as an additional benefit to a total reward package or if salary sacrificed. Providing housing assistance is necessary as employees tend to move for work, there is insufficient residential accommodation, and it is an industry norm.

The way the FBT is currently structured, the employee will benefit most (and the overall cost of employment kept to a minimum) if provided with remote accommodation by the employer, with likelihood of a full FBT exemption available. It is not designed to incentivise employees to acquire their own housing in remote areas.

Home ownership across the Kimberley is a smaller part of the housing mix than in most parts of Western Australia, with about half the homes provided through nonmarket mechanisms. This is shown in Figure 3³.

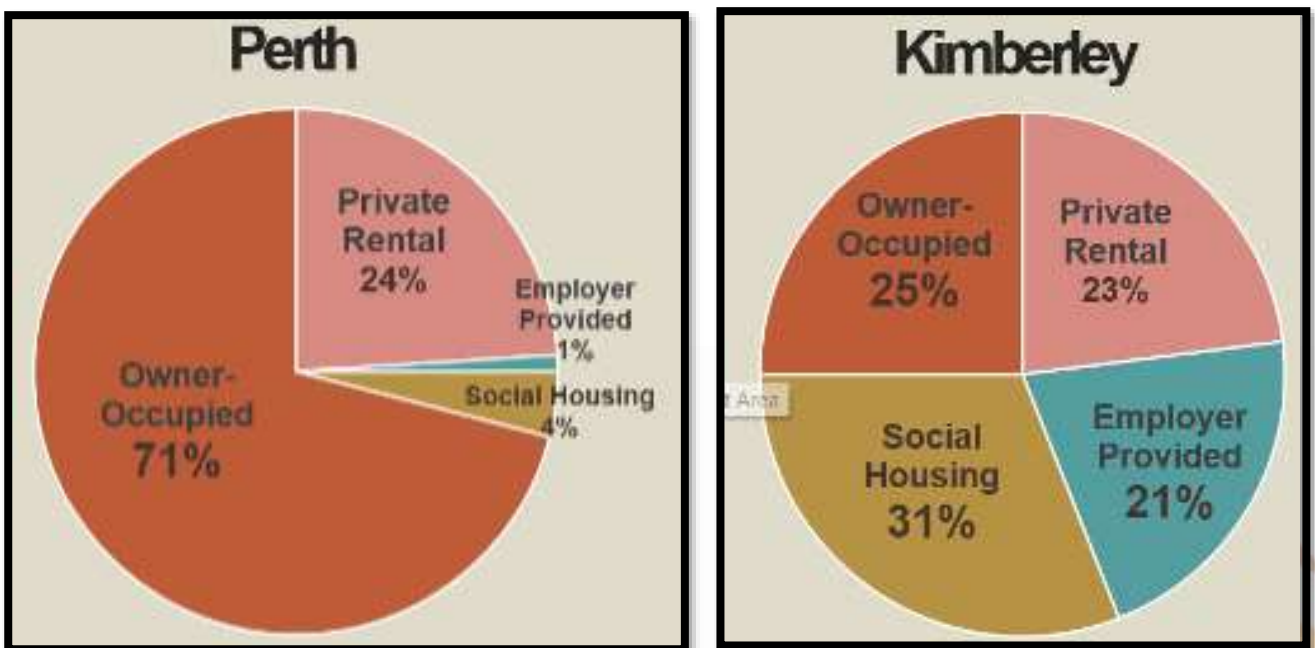


Figure 3 Comparison between Perth and Kimberley housing tenure

³ Kimberley Land and Housing Snapshot, 2023, Kimberley Development Commission

Issues with the FBT legislation

The Kimberley Regional Group has identified six issues with FBT as it relates to housing:

1. Administrative Burden

Employers face complex rules and extensive recordkeeping to qualify for FBT exemptions and concessions on remote area accommodation.

2. Valuation of Benefits

The taxable value of housing benefits is typically based on market rental value, which may exceed the actual benefit perceived by the employee. This leads to higher FBT liabilities for employers in regional areas, disproportionate to the benefit's value to employees.

3. Inconsistent Exemptions for Similar Benefits

While remote area housing benefits can be fully exempt, remote area housing loans and rent only receive a 50% reduction in taxable value. The 50% reduction is applied differently between remote area mortgage interest and remote area rent. The benefit's treatment depends on whether the property is owned or leased by the employer. Employees receive greater benefits when the employer owns or leases the property, creating inequity based on property ownership.

4. Incentives

The way the FBT is currently structured, the employee will benefit most (and the overall cost of employment kept to a minimum) if provided with remote accommodation by the employer, with likelihood of a full FBT exemption available. It is not designed to incentivise employees to acquire their own housing in remote areas. If the employer provides incentives to employees to acquire housing in remote areas by way of mortgage interest or a housing loan and the necessary conditions are met, only a 50% reduction of the taxable value is available to the employer.

5. Eligibility Criteria

The criteria for what constitutes a "remote area" is strict, complex and outdated resulting in different outcomes for similar employers and employees.

6. Equity

The FBT outcomes vary significantly comparing situations where the landlord enters into a lease with a local government contrasted with where an employee enters into a lease directly with a landlord. The former circumstance allows a complete exemption from FBT for free or discount housing to employees as opposed to a 50% reduction for the latter arrangement. Ultimately this would increase the cost for local government to deploy key staff to the region if those local governments do not have the capacity to provide employer owned or leased housing to these employees. Kimberley housing is characterised by skyrocketing demand, especially for rentals with as yet no response on the supply side. The lack of homes has increased medium weekly rent for a home in the Kimberley significantly above the Western Australian median price, with rentals over \$1000 a week in Broome.

Benefits

- Increased private investment into home ownership increasing housing supply in the Kimberley.

Recommendation

That the Federal Government

1. Fully exempt both employer and employee-owned remote area housing from Fringe Benefits Tax.
2. Ensure fair tax treatment regardless of property ownership.
3. Recognise similar value to employees regardless of ownership.
4. Reduce the employer burden of moving into property ownership and becoming landlords.
5. Reduce the administrative burden through consistent exemptions.
6. Review what constitutes a remote area for the purpose of this tax.

4.3.2 Kimberley Housing Pipeline

Context

The Kimberley Housing Pipeline will deliver 311 homes and release 950 residential lots for future housing development over the next five years.

Housing is an enabler and a social determinant of health. Affordable housing is critical in the Kimberley for the attraction and retention of staff, and providing the stability for people to attend education and training and participate in the workforce.

The Kimberley Land and Housing Snapshot, 2023, produced by the Kimberley Development Commission, identifies four structural challenges to functioning housing markets across the Kimberley. These are⁴:

1. **Workforce patterns driving housing market distortions (high rents, low sale prices):**
Very low local labour force participation rate with many employers (government and private) relying on a transitory workforce with little interest in purchasing a home. They rent often with government or employer-provided incentives, or a house provided.
2. **A near total exit of bank finance due to low property values:** Many potential investors face construction costs higher than housing market valuations.
3. **The absence of liquid markets and high level of government and employer-provided housing leading to a thin housing market.**
4. **Real competition among accommodation segments** for social housing, employer-provided housing, and other visitors.

Other pressures on investment included rapidly increasing insurance costs in response to crime and natural disasters across Northern Australia. If government does not invest in and incentivise housing, the volume of homes needed across the Kimberley will not be built. Figure 4 outlines the challenges of the Kimberley housing tenure⁵.

⁴ <https://www.kdc.wa.gov.au/wp-content/uploads/2023/11/Kimberley-Land-and-Housing-Snapshot-Final-Version-Reduce-Size.pdf>

⁵ Kimberley Land and Housing Snapshot, 2023, Kimberley Development Commission

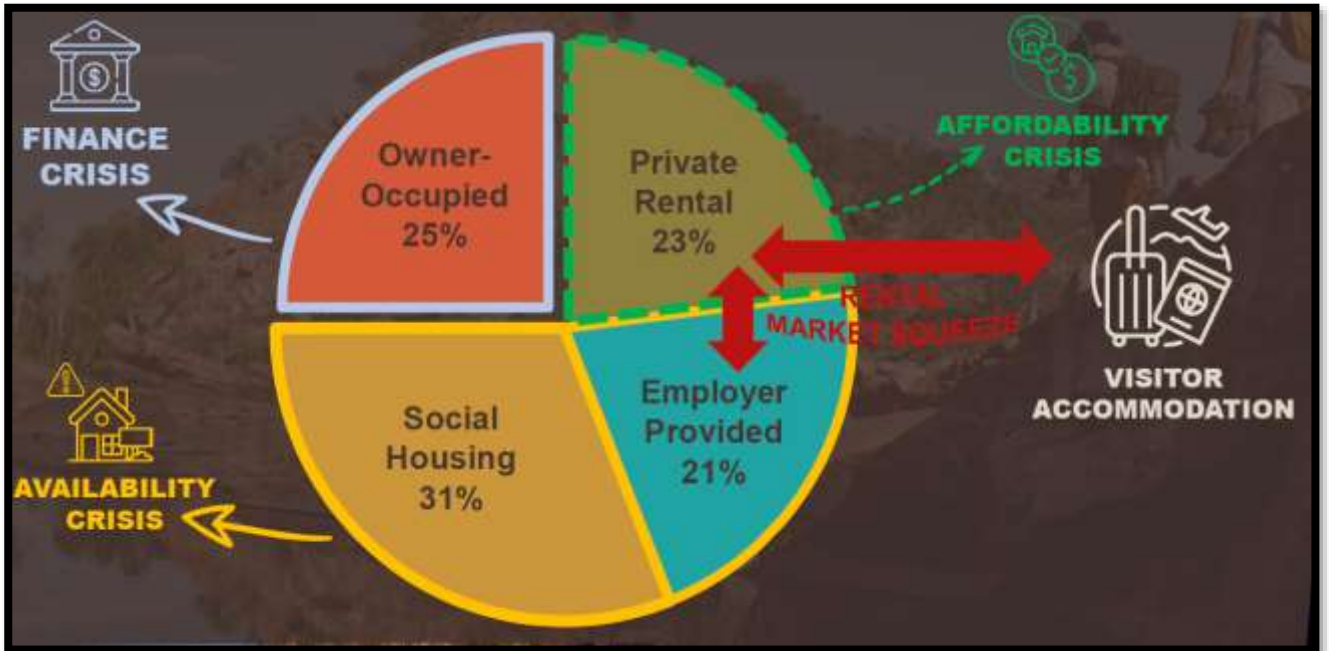


Figure 4 Kimberley Housing Tenure

Dwelling approvals have declined across the Kimberley over the last ten years. Figure 3 shows the trend in dwelling approvals since 2001/02 to 2022/23 indicating a sharp decline in the last ten years, showing that the pipeline of work has decreased. This is outlined in Figure 5⁶.

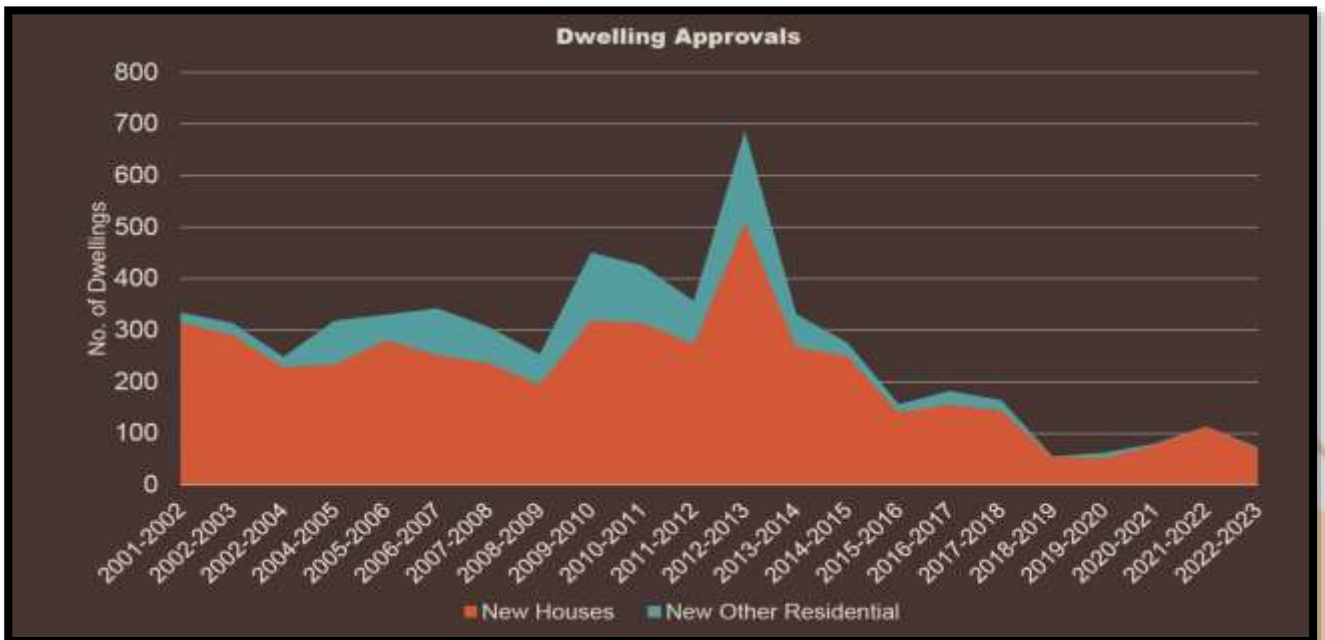


Figure 5 Kimberley Dwelling Approvals 2001 - 2023

⁶ Kimberley Land and Housing Snapshot, 2023, Kimberley Development Commission

Homelessness

The Kimberley has the highest rate of people experiencing homelessness in the State – 286 people per 10,000 inhabitants. 10.6% of Western Australian people experiencing homelessness live in the Kimberley, despite the Kimberley comprising only 1.4% of the State's population⁷. Metropolitan Perth has 56.4% of all people experiencing homeless in WA. 74.5% of WA population lives in the metropolitan area. Of the people experiencing homelessness in the Kimberley the Kimberley has the highest proportion of people living in overcrowded dwellings at 63.2%. This compares to 10.7% of people experiencing homelessness rough sleeping, indicating the chronic lack of homes for people to live in.

Project benefits

Table one is an overview of the Kimberley Housing Pipeline by town. The Pipeline is a co-ordinated package of works across the Kimberley which will:

- Deliver 311 homes, including shovel ready developments
- Deliver 950 residential lots
- Support emissions reduction through renewable technologies and building design
- Leverage expertise and funds
- Deliver economies of scale
- Unlock private investment by de-risking business investment
- Create new jobs, and a pipeline of work for apprentices and trainees
- Support local businesses

Table One – Indicative Kimberley Housing Pipeline by Town

Broome

Proponent	Project	Project Status	Proponent Contribution	Investment sought
Shire of Broome	Sanctuary Village – 91 affordable homes	Shovel ready	\$7.6M	\$25M
Shire of Broome	McMahon Estate – 120 Affordable/Social/Private	Subdivision, headworks and 48 affordable and key worker homes	Brokering Land	\$36.2M
Shire of Broome	14 affordable rentals	Shovel ready	\$3.5M	\$8.6M
Nyamba Buru Yawuru	Birragun Buru Estate Stage 2 – 12 homes	Shovel ready	Land	\$7M
Nyamba Buru Yawuru	Lot 502 Gubinge Road – 650 /750 block land release	Planning and headworks	Land	\$15M
Nyamba Buru Yawuru	Specialist Disability Accommodation –10 affordable homes	Shovel ready	Land	\$6.5M

⁷ Shelter WA (2023) Regional Homelessness Snapshot based on the 2021 Australian Census of Population and Housing

Derby and Fitzroy Crossing

Proponent	Project	Project Status	Proponent Contribution	Investment sought
Shire of Derby West Kimberley	30 Service Worker Units	Planning and construction	Brokering Land	\$25M

Halls Creek

Proponent	Project	Project Status	Proponent Contribution	Investment sought
Shire of Halls Creek	Stage one infill social housing - 30 social homes	Shovel ready	Brokering Land	\$30M
Shire of Halls Creek	9 affordable rentals	Shovel ready	Land	\$8.5M
Shire of Halls Creek	New land release – 80 lots - Social, affordable, for purchase	Planning and Headworks	Brokering Land	\$40M
Kimberley Language Resource Centre	4 affordable rentals	Shovel ready	Land	\$3.6M
Yarliyil Arts Centre	2 affordable rentals	Planning and construction	Land	\$3M
Jungarni Jutiya	3 affordable rentals	Planning and construction	Land	\$3.5M

Kununurra

Proponent	Project	Project Status	Proponent Contribution	Investment sought
Shire of Wyndham East Kimberley - Water Lily Place	16 affordable rentals	Shovel ready	Land	\$8M
Wunan Aboriginal Corporation	Bloodwood Drive 42 affordable homes	Planning and construction	Land	\$24.7M

Recommendation

That the Australian Government invests \$244.6M over the next five years to deliver 311 homes and release 950 residential lots across the Kimberley.

4.4 Community safety and crime prevention

Despite having the lowest population of all Western Australia's regions, the Kimberley has experienced a significant rise in crime over the last ten years, surpassing all other regions including the South West (pop 197,587⁸) which has five times the population of the Kimberley. In 2023, the number of crime offences reported by WA Police in the Kimberley region was 15,864⁹.

This Community Safety and Crime Prevention package is designed to build on and accelerate successful local, State, Federal and community-based initiatives such as the Kimberley Juvenile Justice and Federal Justice Reinvestment Strategies and the findings of the Kimberley Aboriginal Youth Wellbeing Steering Committee.

The package is evidence based, focussing on targeted initiatives that work. The National Crime Prevention Framework, prepared by the Australian Institute of Criminology, states that crime prevention can reduce the long-term costs associated with the criminal justice system and the costs of crime, both economic and social, and can achieve a significant return on investment in terms of savings in justice, welfare, health care, and the protection of social and human capital¹⁰.

The package addresses the criminogenic needs which will reduce offending and reoffending. As such it supports key protective factors that contribute to greater social and community cohesion and sense of place. In line with State and Federal initiatives the package is based on partnerships, leveraging place-based skills, expertise and funding, with a focus on working with the Aboriginal community-controlled sector.

Package overview

- Place based programs to divert young people from the criminal justice system.
- Increased passive and active surveillance such as community safety patrols, CCTVs, and effective, energy efficient LED lighting at known hotspots.
- Support for remote communities to develop and enforce community by-laws.

Project Benefits

- Young people being diverted from the criminal justice system.
- A reduction in crime and disorder problems that are of greatest risk to the community.
- Increased community safety, security, and cohesion, including a reduction in the actual and perceived risk of victimisation.

Recommendation

That the Australian Government invests \$48M in a Kimberley Local Government Community Safety and Crime Prevention Package.

⁸ Population figures extracted from REMPLAN, source: Australian Bureau of Statistics, Regional Population, 2022-23 data accessed 7 January 2025

⁹ WA Police Crime Time Series Data, extracted 7 January 2025

¹⁰ National Crime Prevention Framework, p3 <https://www.aic.gov.au/sites/default/files/2020-05/national-crime-prevention-framework.pdf>

4.5 Regional economic development

4.5.1 Tanami Road Activation Plan

Recent State and Federal investment to seal the Tanami Road, which connects the Great Northern Highway at Halls Creek with the Stuart Highway in the Northern Territory, will deliver significant economic benefits and greater transport and community resilience due to this nationally significant east-west road link.

Project Benefits

The sealing of the road provides an opportunity to facilitate new economic and social benefits for Halls Creek, the surrounding remote Aboriginal communities and the Kimberley at large. Investment to support planning, will facilitate strategic and staged investment in local business development and capital infrastructure. This will ensure local communities benefit from the road's upgrade and create long term opportunities beyond the immediate construction benefits.

Recommendation

That the Australian Government invests \$500K to develop a Tanami Road Activation Plan.

4.5.2 Infrastructure and Services to activate opportunity from the sealing of the Tanami Road

There are three remote Aboriginal Communities south of Halls Creek, Balgo, Miulan and Billiluna, that will be impacted by the sealing of the road, along with the communities of Yiyili and Warmun on the Great Northern Highway. Also, a number of pastoral stations that the road passes through.

Preliminary discussions indicate that the following opportunities and options could be developed from the sealing of the Tanami Road :

- New infrastructure and services to address increased visitor numbers and leverage private investment i.e. new Visitor Centres, accommodation, cafes,
- Indigenous cultural and art tourism.
- Nature based tourism at Wolfe Creek Crater (Kandimalal), Paruku (Lake Gregory) and other parts of the Canning Stock Route.
- Opportunities for the resources sector in line with the Federal Government's "Exploring the Future Program".
- Increased Australian Defence Force training and presence in the region.

Project Benefits

- New business including Aboriginal business
- New jobs in the mining, tourism, construction and automotive industries
- Unlock land for residential housing development in Halls Creek
- Leverage private investment into new industries

Recommendation

That the Australian Government invests \$70M for infrastructure and services to activate the sealing of the Tanami Road.

4.5.3 Halls Creek Business Park

The sealing of the Tanami Road will increase freight traffic between South Australia, the Northern Territory and the Kimberley. The sealing of this road will open up opportunities for mining and exploration and new economic development opportunities on remote Aboriginal communities. The Shire continues to be approached by potential investors seeking to establish businesses across a range of industries.

The Shire of Halls Creek is ideally positioned as a centre to service the freight and logistics industry. The Shire has identified 32 hectares of land for the development of the Business Park. This land can cater to light and mixed-use industry allowing Halls Creek to establish a range of services to support;

- expansion of gold and rare earth mining services.
- current industrial enterprises located within the township.
- new investment from natural growth and the requirement for additional services;
- expansion of ranger activities and airport, transport, commercial, pastoral, resource and horticulture enterprises.
- Tyre shredding and processing, car crushing and recycling
- Asphalt and bitumen processing
- establishment of an eco-waste management facility and sustainability research.
- diversification of the economic base to include cement works, metal fabrication, construction, civil construction; commercial laundry and textile manufacturing.

Project Benefits

- Increase in local jobs
- Increase in small to medium businesses
- Consolidation of Industrial enterprises
- Enhance the CBD through the relocation of industry to a Business Park
- Free up land, currently used in the town centre for residential use

Recommendation

That the Australian Government invests \$70M to develop the Halls Creek Business Park.

4.5.4 Welcome to WA Centre

Tourism is a critical industry in the Kimberley. Tourism contributes to 17.6% of the region's employment, compared to 8.2% for WA. In 2022/23 tourism sales were \$682M with \$404.2M value added¹¹.

In the Northwest, the first town people arrive in when crossing over from the Northern Territory is Kununurra. The new Welcome to WA Centre, being considered for Kununurra, will contribute to Australia's outstanding national and international profile as a destination to visit, live and invest. The creation of a new tourism product in the Kimberley, which capitalises on the comparative and competitive advantage of this region, supports the national tourism agenda by developing, delivering and promoting experiences that showcase the essence of Australia. contributing to the growth and sustainability of the tourism sector. It will increase the length of visitor stays and level of spend.

The Centre will host the Kununurra Visitors Centre, Aboriginal Cultural Centre and Art Gallery, and a Heritage Museum showcasing the East Kimberley's agricultural and diamond mining history. It will also include a café, retail and commercial spaces, and a multi-purpose event/ entertainment space.

¹¹ <https://economy.id.com.au/rda-kimberley/tourism-value>

Project benefits

- Economic growth through increased visitor expenditure, new tourism product and local employment
- Greater cultural awareness through promotion of local Aboriginal culture

Recommendation

That the Australian Government invests \$30M into a Welcome to WA Centre in Kununurra.

4.5.5 Halls Creek Old Town Eco Tourist Park

The Kimberley received 419,000 overnight visitors in 2023, with a total annual spend of over \$187M. With the recent closure of the Halls Creek Caravan Park there is a critical need for a new facility for visitors to stay in Halls Creek. The establishment of an eco-tourist park in Old Halls Creek complete with a caravan park, one- and two-bedroom villas and safari tents will cater to the needs of the growing tourist industry. It will lay the foundation for Aboriginal tourism businesses and support increased visitor numbers and visitor expenditure in Halls Creek.

The Old Halls Creek townsite is only 15km from the current town on the Duncan Road. It was established in 1855 and quickly grew when over 15,000 prospectors flocked to the region when gold was discovered. It began as a booming township made up of canvas tents, but as time went on more substantial buildings were constructed. At its peak the town had a hospital, post office, police station, stores and a hotel. After the gold rush Halls Creek continued as a small centre for commerce and trade. Once the Great Northern Highway was constructed, the decision was made to relocate the town in 1955 as it provided easier and quicker access to the airport and was on less rugged terrain so that town expansion could take place.

Today it is a picturesque area nestled in stunning countryside by the side of the Elvire River. Visitors can see the foundations of the old mine shaft, stone buildings and sections of the old post-office, and can pan for gold. The Cemetery contains the graves of early settlers and a stunning memorial to the Royal Flying Doctor Service (RFDS) as the accident of a stockman in 1917 caused a chain of events that led to the founding of the RFDS. Investment in this initiative will create a substantial new tourism product in the central Kimberley supporting the region as an iconic visitor destination.

Project Benefits

- Sustainable employment for a minimum of 20 community members in eco-tourism, tour guiding and camping with custodians.
- Creation of a minimum of 30 jobs in construction and asset maintenance, hospitality, events management, catering, commercial cookery, maintenance and business administration.
- Increase overnight and weekly stays in Halls Creek by 40 people per day in the dry season from April to September and 20 people per day in the wet season.
- Establishment of innovative infrastructure which embraces and sustains the natural environment.
- Diversity of land use to accommodate broad industry mix and employment outcomes.
- An increase in retail spending and overnight stays in the Shire of Halls Creek.

Recommendation

That the Australian Government invests \$20M into the Halls Creek Old Town Eco Tourist Park.

4.6 Transport

4.6.1 Fitzroy Crossing Airport and Access Road

The Shire of Derby West Kimberley in collaboration with DFES, Bunuba Dawangarri Aboriginal Corporation (BDAC) and the Fitzroy Valley Recovery Working Group have placed the redevelopment of the Fitzroy Crossing Airport and associated Access Road as a significant priority for the Fitzroy Valley. A resilient runway and all-weather safe road connection between the Fitzroy Crossing town and the Fitzroy Crossing Hospital will significantly reduce wait times and increase access during emergency response.

Project Benefits

- Improve emergency access to emergency medical treatment.
- Improve access to the Junjuwa Community.
- Provide direct and safe access to the Fitzroy Valley District High School for the Junjuwa children.
- Provide the opportunity to build the project under the Fitzroy Bridge Alliance as an Economic Legacy and Experience Building project for emerging Aboriginal Fitzroy Valley enterprises.
- Provide an estimated 20 to 25 First Nations workers out of 104 currently working for the Fitzroy Bridge Alliance to participate and collaborate in the construction of the road project.
- Demonstrate a long-held objective of self-reliance by and for First Nations people and the community as a whole.

Recommendation

That the Australian Government invests \$30M towards the Fitzroy Crossing Airport and Access Road.

4.6.2 East Kimberley Regional Airport new arrivals terminal building

The East Kimberley Regional Airport in Kununurra, owned and managed by the Shire of Wyndham East Kimberley, is a key gateway for tourism, agricultural and other industries, and essential health and emergency services due to its strategic location. It is an important facility to connect the community and business sector to specialist services and receives over 88,400 passengers per year (average) with 30 flights per week (average) and is serviced by three carriers.

The current limited capacity of the airport's terminal building results in significant overcrowding, negatively impacting the passenger experience. With the planned runway extension and anticipated increase in flights and passenger numbers from 2025, these issues are expected to intensify. To address this, a second terminal building is proposed to serve as an arrival terminal, allowing the current terminal to function solely as a departure terminal.

Project Benefits

- Enhanced Passenger Experience: Reduces overcrowding and improves the overall comfort and efficiency of passenger processing.
- Capacity for Growth: Accommodates the expected increase in flights and passenger numbers, supporting regional growth.
- Economic Growth: Supports tourism and business travel, contributing to the local economy.
- Operational Efficiency: Separating arrivals and departures will streamline airport operations and enhances security measures

Recommendation

That the Australian Government invests \$20M for a new arrival terminal at the East Kimberley Regional Airport.

4.6.3 Halls Creek Airport Upgrade and Aviation Services Expansion

Due to vast geographic distances, air services across the Kimberley are effectively public transport routes. The role of regional aviation is a form of public transport, similar to the way people in metropolitan regions use trains and buses. It is recognised that many regional airports in Australia are operated at a loss due to the high cost of doing business due to remoteness. Councils fund them because the economic and social value of having air service to their town outweighs the loss incurred in running the airport.

Halls Creek is 360km from the nearest regional centre. The Halls Creek airport, owned by the Shire of Halls Creek, provides access to a range of essential services. It serves a mixture of scheduled passenger services, general aviation, and charter services. This includes the Royal Flying Doctor Service, tourism, mining, agricultural and government services. It performs a critical role in emergency management response and recovery efforts. It is critical for the tourism industry with the airport the based for tours to the UNESCO listed World Heritage Site Purnululu National Park.

The airport receives 10,000 passengers per year with an average of 18 regular passenger transport aircraft movements and 95-100 aircraft movements per week. The passenger profile shows the importance of the Airport to the local community with 45% of flights for general passengers, 45% of for tourism and 20% for Fly-in Fly-Out mining operations, government charters and the Royal Flying Doctor Services. The airport services the remote Aboriginal community of Balgo, along with flights to Kununurra.

Key challenges at the airport include;

- The runway length confines type of planes that can land (up to 19-seater)
- No hangars
- No terminal building – a small, outdoor open departure and arrival area
- Ageing airport infrastructure
- The toilet and access areas are not accessible to people with disabilities.
- Limited opportunities for diversified revenue streams

This project will address current airport challenges through an upgrade of the airport leading to an expansion in aviation services.

Project benefits

- increased plane traffic and revenue
- Increased business ventures
- hangars for tourism and charter operators
- Accessible airport for people of all abilities

Recommendation

That the Australian Government invests \$60M into the Halls Creek Airport Upgrade and Aviation Services Expansion.

4.6.4 Derby Wharf Precinct Masterplan and Redevelopment

The Shire of Derby West Kimberley has prioritised a masterplan for the Derby Wharf Precinct as a key project recognising the economic, ecological, cultural and recreational benefits for the entire Kimberley. It is envisaged that the subsequent developments will provide for increased tourism opportunities in the region and provide considerable opportunities for First Nations employment and engagement.

Whilst high-quality port facilities across the Kimberley are of vital importance to the future economy of the region, the ageing Derby Port infrastructure is at risk of hampering development. The Derby Port is strategically located to facilitate development of significant onshore and offshore hydrocarbon reserves and to benefit from the growing demand for food and resources in Asia and India.

The Derby Port continues to be, a vital link to the significant international trade which occurs from the Port of Yampi Sound (including Cockatoo and Koolan Islands). Given its strategic location and its ability to handle bulk commodity exports through barging operations and transshipment, the Port is a very likely contender to support economic development in the region.

Whilst it is acknowledged that the primary base in the Kimberley for the support of the Browse Basin exploration will continue to be the Port of Broome, it should be noted however that the Ports of Derby and those in Yampi Sound are also likely to develop greater support capacity for this industry.

Feasibility planning is underway in this area in the private sector. This includes:

- Mt Gibson Iron Ltd continue exporting high grade iron ore from Koolan Island, Port of Derby remains the barge supply base for Yampi Sound and receipt point for Barramundi, and during the response of AGRN 1044 2023 Ex Tropical Cyclone Ellie and Associated Flooding, the Port of Derby was vital to supplying the West and East Kimberley with supplies over a three month period with road infrastructure severely damaged and inaccessible.
- Buru Energy Ltd continues to drill and explore gas reserves across the West Kimberley.
- Tourism facilities and a King Sound interpretive cultural centre.
- Foreshore enhancement.
- Improved boat ramp facilities.
- Parking, road access and land assembly considerations.

Project Benefits

- Improved economic viability and resilience for the communities of Derby and Fitzroy Crossing.
- Showcases Aboriginal cultural and heritage values.
- \$45m private sector Port investment with \$20m confirmed.
- Export of 150,000 - 300,000 LTR ilmenite with a 42-year mine life.

Recommendation

That the Australian Government invests \$2M for the Derby Wharf Precinct and Masterplan.

4.7 Natural disaster resilience

4.7.1 Broome Recreation and Aquatic Centre

Broome and the surrounding communities have increasingly faced severe weather events in the form of cyclones, flooding, heatwaves, and bushfires, highlighting the urgent need for a fit-for-purpose Emergency Evacuation Centre.

The Broome Recreation and Aquatic Centre (BRAC) currently lacks essential amenities, air-conditioned spaces, and separation areas for both short- and long-term disaster support. Expanding BRAC will provide upgraded facilities, including 2,000 m² of air-conditioned and well-ventilated space with multiple breakout rooms to accommodate diverse and vulnerable groups, while also ensuring social and cultural sensitivity. Moreover, the redevelopment will improve and expand sanitation, food, and water facilities, ensuring this shovel-ready project meets safety standards and significantly enhances Broome's capability to support its community during emergencies.

The Broome Recreation and Aquatic Centre (BRAC) is located in the centre of the Broome township and is the hub for all sporting and recreational activities. The BRAC consists of two sports fields, a sports pavilion, eight outdoor tennis courts, four outdoor covered basketball / netball courts, a pump track, an indoor recreation centre, and an 8 lane 25 metre pool and integrated leisure pool and skate park. It is the largest facility of its type in the Kimberley, servicing Shire residents and surrounding communities. It is considered the regional centre for sporting events and carnivals.

The Shire of Broome has prioritised the redevelopment of BRAC as a key community infrastructure project. The redevelopment includes refurbishment of existing facilities and construction of new facilities to achieve the following spaces:

- Appropriate facilities for emergency disaster evacuations
- Gym and group fitness facilities
- Indoor air-conditioned playground
- Three squash courts
- Creche
- Administration facilities
- Main entry, reception and foyer
- Kiosk/cafe
- Changerooms

The aim is to provide a modern, integrated, accessible and functional sporting, aquatic and recreation facility that meets the current and future sport, leisure and social needs of Broome's diverse community and the Kimberley.

The redevelopment was listed as a high priority project in the Shire's Sport and Recreation Plan 2021 – 2031 and was also ranked by the community as the number one infrastructure project in the 2022 Community Scorecard Survey. The Shire has committed \$900,000 to completing detailed designs for the redevelopment and the project is now shovel ready.

Project Benefits

- Leverage Shire investment of \$5.6M
- Enhance the liveability to Broome and make it a place where people choose to live, raise a family, invest.

- Improve social, physical and well-being benefits for the community.
- Increase visitation and improve service delivery to the community.
- Increase BRAC's appeal to youth, First Nations people, families and the broader community.
- Increase revenue opportunities to help offset facility operational costs and improve financial performance and long-term sustainability.
- Ensure Broome has an appropriate centre for evacuations in time of an emergency

Recommendation

That the Australian Government invests \$21.4M for the Broome Recreation and Aquatic Redevelopment.

4.7.2 Halls Creek Civic and Cultural Centre and Multi-purpose Evacuation Facility

There is an increasing prevalence of natural disasters across the Kimberley. When natural disasters damage Country, the harm felt by Aboriginal people can be particularly profound due to the deep connection with land, culture, history and identity. Each wet season sees remote communities south of Halls Creek becoming isolated and results in people being stranded for weeks or months in Halls Creek. The impact of the Fitzroy River flooding in 2023 and the influx of people evacuating into Halls Creek resulted in an increase in severe overcrowding of houses, and social issues including domestic violence. The Fitzroy Crossing floods showed the critical need to develop a suitable evacuation centre in the Shire to ensure the best possible outcomes for the evacuees and the Shire's residents.

The Shire has been working with the Jaru and Gija people on the development of a Cultural Centre. A Cultural Centre is seen as a place moving forward into the future and to support ongoing healing during extremely stressful and traumatising times. It would honour traditional owners and serve to educate local and visiting people about the rich Aboriginal culture and heritage in and around Halls Creek. Also, it will provide direct employment and facilitate new cultural industries.

A new architecturally significant building, encapsulating land and culture, with a birds-eye look and feel. Cultural protocols have been discussed by community. The building would incorporate a new Visitor/Tourism Centre, and Shire offices, and areas for commercial opportunities. Also, it could act as a culturally safe and secure evacuation centre during natural disasters. The Shire has identified appropriate land for the new facility, which will provide ease of access in the centre of town. The Centre would be designed as a multi-purpose facility. It would have:

- New Shire office facilities
- Meeting spaces and separate indoor and outdoor spaces for men, women, Elders and youth business.
- Court Diversion and Cultural Courts facility.
- Tourist information and tourist services and products.
- A café.
- Gija and Jaru language cultural displays and interpretative centre.
- Youth and family support hub
- Micro business support centre
- Facilities required for safe and secure evaluations – i.e. A kitchen, men and women's accessible ablution facilities, and spaces for people to evacuate overnight during a natural disaster.

Project Benefits

- Increased social outcomes, providing for improved emergency management and community resilience.
- Improved community wellbeing and safety.
- New tourism businesses
- Cultural connectivity.
- Improved community capacity.
- Increased opportunities for community services and groups.
- 20 construction jobs and 20 new long term local Jobs

Recommendation

That the Australian Government invest \$50M for a civic, cultural and multipurpose evacuation facility in Halls Creek.

4.7.3 Fitzroy Crossing Multipurpose Complex and Evacuation Centre

The 2023 flooding across the Fitzroy Valley had a devastating impact on local communities. Evacuation centres are in short supply and over 600 people had to be evacuated during the response phase. This resulted in ongoing months of displacement and resulted in negative socio-economic health outcomes.

Sport and recreational activity centres are critical to enable the community to come together, recreate in a safe environment and build social inclusion and resilience.

The Shire is committed to providing its communities and their residents with facilities and services that are commensurate to those of all West Australians; provision of opportunities for emergency safety, recreation, social cohesion, community development and lifespan activities. The further development and proposed upgrades to the existing recreational precinct in Fitzroy Crossing is a pivotal generational project that represents an opportunity to expand Fitzroy Crossing's community and social offerings.

The project is designed to provide the Fitzroy Valley with social infrastructure that improves the quality of life of its residents, supporting social and emotional wellbeing.

The renewal and expansion of the Fitzroy Recreational Precinct is designed to cater for the growing needs of the community and to give families and young people the opportunity to access programs and facilities similar to those in less isolated regions. It is proposed that the project will significantly improve the user ability of the facility by providing air conditioning and solar power.

The multipurpose precinct will include:

- Meeting rooms and Community Development Space (incorporating storage for Youth Services and Young Years activity by community groups and the not-for-profit sector).
- Evacuation centre capacity for 250, with full capacity and capability for up to 2 weeks.
- Two indoor multi courts, event space and spectator seating.
- Youth and community hub
- Function/Event Hire
- Administration and Office Space
- Kitchen and canteen space and access.
- Improved site location to assist with drainage and the view of the sporting ground.
- Air conditioning and solar power to the building.
- Improved access and linkages to other buildings on site, supporting improved colocation and sporting precinct outcomes

Project Benefits

- Increased social outcomes, providing for improved emergency management and community resilience.
- Improved community wellbeing and safety.
- Cultural connectivity.
- Improved community capacity.
- Increased opportunities for community services and groups.
- 20 construction jobs and 5 long term local Jobs

Recommendation

That the Australian Government invest \$35.2M for a Multipurpose Complex and Evacuation Centre in Fitzroy Crossing.

4.8 Community amenity

4.8.1 Broome Boating Facility

The Broome Boating Facility is essential to address critical safety and access difficulties, particularly associated with boat launching, retrieval and passenger transfer between vessels and shore. Large tides, strong currents, wind and waves can at times create hazardous conditions at the existing exposed beaches and boat ramps where conditions can change very quickly. The boating facility will include:

- Four ramp lanes and two floating jetties.
- Sheltering arms adjacent to the ramp and a detached offshore breakwater to screen larger waves.
- A boat ramp toe at approximately +0.5m chart datum which will provide close to all tide access for small draft vessels.
- No dredging is required as part of the construction works.
- 160 trailer parking bays provided on-site, meeting the Australian Standard for a regional launching facility.

Preliminary design work has been undertaken to define the marine structure size, shape and cost. Significant consultation has been undertaken along with investigations and studies to understand the local environmental, cultural and heritage considerations. The project is currently seeking full funding and approvals. The business case has been completed by the Department of Transport and construction costs have been estimated at \$77m based on the current design.

Project Benefits

- Safe launching facility for sea rescue desperately needed as volunteer lives are at risk.
- Significantly improved community and visitor safety.
- Improved recreation amenity for attraction and retention of regional population.
- Minimised impacts to environment and culturally sensitive areas.
- \$35 million estimated in economic benefit
- Significant employment generation for 24 month construction period and beyond.

Recommendation

That the Australian Government invests \$42M in the Broome Boating Facility.

4.8.2 Wyndham Playground and Splash Park

The community have identified the Wyndham Playground and Splash Park project as a priority. Initial planning and consultation stages are underway, with stakeholder engagement and site assessments in progress. The Wyndham Playground and Splash Park project aims to create a vibrant recreational space for families and children in the Wyndham area. This inclusive facility will feature modern playground equipment and a splash park, providing a safe and enjoyable environment for children to play and cool off during the hot Kimberley summers.

Project Benefits

- Community Gathering Space: Fosters social interaction and community bonding among residents of all ages.
- Child Development: Promotes physical activity, creativity, and sensory stimulation for children, contributing to their overall well-being.
- Tourism Attraction: Enhances the attractiveness of Wyndham as a family-friendly destination, encouraging tourism and boosting local businesses.
- Health and Safety: Provides a safe and supervised water play area, reducing the risk of water related accidents during the summer months.

Recommendation

That the Australian Government invest \$3M for the Wyndham playground and splash park.

4.8.3 Zero Depth Water Splash Pad, Halls Creek

The Halls Creek Aquatic Centre, located in the centre of town, is a hub for recreational activities for the whole community. The centre provides a safe environment for swimming and water education. Importantly it increases social connectedness and delivers a range of positive health and wellbeing impacts. This includes improved hygiene, reduced rates of infection, and increased levels of physical activity.

The average monthly temperature in Halls Creek is over thirty degrees, with average temperatures during the hot season over 35 degrees. The pool provides an important respite reducing heat stress, in particular for vulnerable members of the community. Halls Creek residents have long asked for a zero depth waterplay facility which could provide a range of interactive spray features, such as a tipping bucket; water cannons; spray tunnels; water umbrellas and the like. Adjacent to the aquatic centre, this facility would be fenced to provide both 'free' public access, facility user access or private use access (for children or adult parties). Primarily, from a safety point of view, the main draw card with splash pads is the unsupervised nature of the parks. Splash pads, unlike shallow swimming pools, are designed as 'zero-depth' pools, which almost totally removes the drowning risk.

Project Benefits

- Community Gathering Space: Fosters social interaction and community bonding among residents of all ages.
- Child Development: Promotes physical activity, creativity, and sensory stimulation for children, contributing to their overall well-being.
- Tourism Attraction: Enhances the attractiveness of Halls Creek as a family-friendly destination, encouraging tourism and boosting local businesses.
- Health and Safety: Provides a safe and supervised water play area, reducing the risk of water related accidents during the summer months.

Recommendation

That the Australian Government invests \$4M for the Halls Creek Zero Depth Water Splash Pad.

4.8.5 Regional Resource Recovery Park Broome

The relocation of Broome's waste management facility, which is approaching the end of operational life, is now time critical. The Shire of Broome aims to establish a facility that has the capacity to service the Broome community and the wider Kimberley for the next 70 years.

The Regional Resource Recovery Park (RRRP) will drive significant improvements in waste management practices and see strong environmental outcomes. The new public-facing Community Recycling Centre (CRC), liquid waste facility (LFW) and Landfill will be in one integrated site. The facilities have been designed to comply with best practice environmental management standards

The project underpins the normalisation of municipal services in remote communities on the Dampier Peninsula and across the region. It also aims to service the industrial sector through the liquid waste treatment facility. After an extensive consultation and site selection process the Shire selected a location 12km northeast of Broome on the Cape Leveque Road. The Shire is now seeking all relevant approvals for the RRRP. Detailed design is complete, and the project is shovel ready.

Project Benefits

- Leverage committed value of \$12.5M
- Designed to comply with best practice environmental management standards
- 100-year serviceable infrastructure
- Supports normalisation of services to Aboriginal communities
- Economic contribution \$124.5 million
- 53 FTE direct construction jobs
- 36 FTE indirect construction jobs
- Cost Benefit Ratio 1.15

Recommendation

That the Australian Government invests \$21.8M for the Broome Regional Resource and Recovery Park.

4.8.6 Halls Creek Recreation Centre and Oval Facilities Upgrade

The Halls Creek Recreation Centre and Oval enables a range of sport and recreation programs to be undertaken which are critical to keep people healthy and to provide activities for young people. The Recreation Centre is a central hub providing opportunities for social, vocational, cultural and community development activities. The Recreation Centre includes outdoor covered basketball courts and a gymnasium. Apart from the gym, which is airconditioned, there are no indoor airconditioned sport or recreation facilities in Halls Creek.

During the footy season the oval is a hive of activity as footy clubs from across the East Kimberley battle it out to be premier. The facilities at the oval for umpires, coaches, players and spectators are old and not fit for purpose.

Sport and recreation are key to build skills, confidence and pride in young people. This project includes:

Recreation Centre upgrade-

- Indoor air-conditioned facilities enabling activities to occur during the day and evening.
- Additional outdoor courts
- Workshop spaces for kids and youth including a gaming area, pool tables, tennis table
- Kickboxing, boxing and aerobics studios
- Updated male and female ablution facilities
- Administration facilities and meeting rooms
- Kiosk/café
- CCTV cameras

Oval upgrade -

- Changerooms for men and for women.
- Umpire and player change rooms
- Spectator ablution facilities
- Washroom for jerseys

Project benefits

- Better health and mental health within the community
- Increased activities that divert people from the criminal justice system.
- Increased attraction and retention of staff
- Greater sense of civic pride
- Greater sense of community and community cohesion.

Recommendation

That the Australian Government invests \$30M for the Halls Creek Recreation Centre and Oval Facilities Upgrade.

