

28 July 2022

Town of Port Hedland  
PO Box 31  
Port Hedland WA 6721



**PROPOSED WORKFORCE ACCOMMODATION  
LOT 9008 GREAT NORTHERN HWY PORT HEDLAND AIRPORT**

Enclosed with this application are:

- Proposed design drawings:
  - Site Plan
  - Floor Plan
  - Roof Plan
  - Elevations
  - Sections
  - 3d Perspective
- Feature / Contour Plan
- Social Impact Assessment
- Transport Impact Statement





## **1 INTRODUCTION**

The MGM Group (MGM) is a bulk haulage transport group providing limestone quarrying and supply that operates throughout Western Australia. With a workforce of some 300 employees and a core fleet of 20 trucks and some 250 trailer configurations, MGM provides services to mining companies that require bulk haulage, ship loading, rail loading, storage and stockpile management. MGM also operates a range of inhouse quarry facilities.

MGM has been continuously operating a bulk haulage business in Port Hedland since 2015, operating out of a depot in Wedgefield with all management and support functions (including maintenance and administration). MGM services a number of Pilbara mine site operations from Port Hedland, currently with around 60 quad combinations and nearly 300 staff. Of these, 56 staff, or nearly 20%, are local residents.

### **1.1 PROPOSED DEVELOPMENT**

MGM is developing the MGM Lodge Project for the sole purpose of providing accommodation in Port Hedland for its existing and future workforce.

The development comprises of:

- 222 ensuited single occupant units
- Laundries
- Dining and drinking hall with alfresco area
- Village administration office and shop
- Fitness and Recreation facility
- Undercover BBQ / outdoor recreational area
- Parking for light vehicles
- Bus pick up / drop off and bus parking area
- Loading Area
- Waste Storage and Collection Area
- On site sewage treatment

### **1.2 APPROVAL TIMEFRAME**

This development application seeks approval for a 10-year time-limited approval. The proposed approval timeframe will allow MGM to establish a more consistent accommodation arrangement for their personnel and as such focus its resources in establishing better integration to the social fabric of the local community.

**grounded.**

## 2 PROPOSED DEVELOPMENT

The site is situated within the Town of Port Hedland's Highway Precinct development area.



The site will have a proposed sub-lease area of approximately 5.1ha of Lot 9008 which is currently leased to the Port Hedland International Airport (PHIA). MGM Lodge will enter into a sub-lease agreement with PHIA.

The proposed MGM Lodge directly abuts the southern boundary of Great Northern Highway. It is situated north of the primary Airport runway and east of the Airport terminal. The proposed development is located adjacent to Port Haven Village an existing operational workforce accommodation site.

The site is zoned 'Special Use Zone 1' (SU1) under the Town of Port Hedland Local Planning Scheme No. 7 (LPS 7). The proposed land use is defined as 'Workforce Accommodation' which is an 'A' use within S1 whereby the Town has discretion to approve the application.

The following local planning policies and design guidelines are applicable to this site.

- LPP05 – Workforce Accommodation;
- LPP06 – Social Impact Assessment;
- LPP10 – Highway Precinct Design Guidelines; and
- State Planning Policy 7.0 – Design of the Built Environment





## 2.1 LPP05 – WORKFORCE ACCOMMODATION

The following notes summarises the design approach to meeting LPP05 objectives:

1. To integrate workforce accommodation into the surrounding local environment through physical design and management measures which promote social cohesion.

*Refer to Social Impact Assessment and Management Plan.*

2. To ensure the application of design standards to workforce accommodation are commensurate with the development lifespan and location.

*The design addressed applicable elements within High Design Standards within LPP05. Refer to 2.1.1 Design Summary below.*

3. To encourage workforce accommodation to be located close to urban settings and commercial centres that ensures reciprocal benefits for the local community and local business from an integrated workforce accommodation facility.

*Refer to Social Impact Assessment and Management Plan.*

4. To support high-quality, adaptive and sustainable design of workforce accommodation that responds to regional climatic conditions, provides a high level of amenity for occupants and promotes articulated frontages that avoid sterile streetscapes.

*Refer to 2.1.1 Design Summary below.*

5. To facilitate workforce accommodation that is demonstrated to meet the temporary needs of a specific industry or project and allow decision makers to apply discretion regarding the duration (term) of approval, acknowledging it as a temporary and transitional use.

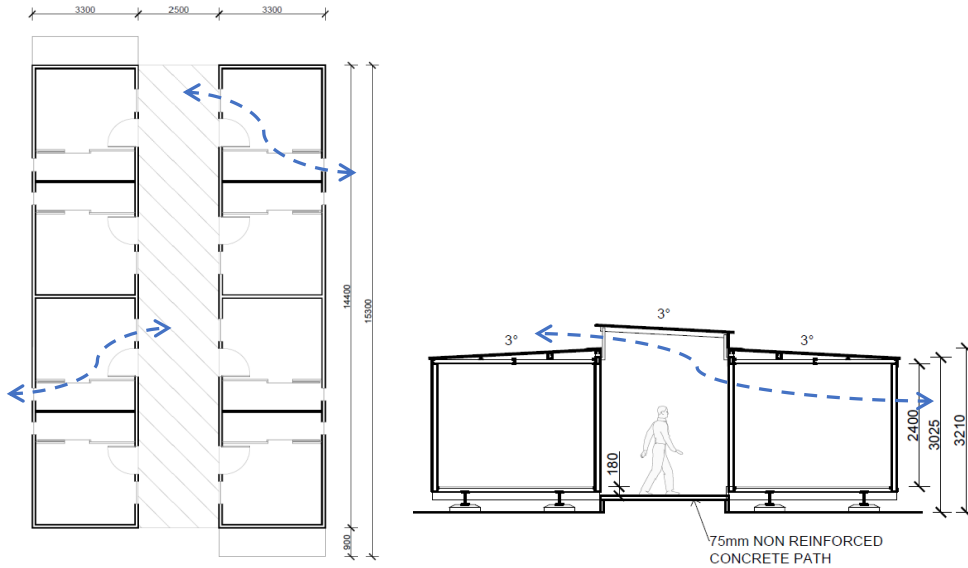
*Refer to Social Impact Assessment and Management Plan.*

### 2.1.1 DESIGN SUMMARY

The proposed development seeks to provide a balance between a livable and safe accommodation facility whilst utilising a robust and efficient construction methodology to address the environment.

- Various undercover areas for arrival and departure;
- Series of courtyards between central facility buildings (dining, admin / shop, fitness / recreation);
- Series of courtyards punctuating the accommodation units;
- Units facing a communal undercover area to minimise heat gain whilst maintaining access to ambient natural light and natural ventilation; and
- Separation between light vehicles and buses / delivery / maintenance trucks.

**grounded.**



**2.1.2 WASTE MANAGEMENT**



The proposed development will be managed by a cleaning and catering contractor. The waste collection and disposal will be part of the scope of the contractor. There is an area allocated within the development for large bins with access for waste truck collection.

**2.1.3 SERVICES INFRASTRUCTURE**

- Power            The development will connect to new transformer specifically for this development similar to the other sub leases within the lot
- Water            Existing water connection to be connected
- Sewerage        An on-site sewage treatment system proposed for the development

**2.1.4 TRAFFIC IMPACT STATEMENT**

Please refer to Traffic Impact Statement for the proposed development.





## **2.2 LPP06 – SOCIAL IMPACT ASSESSMENT**

Please refer to Social Impact Assessment report in response to LPP06 policy objectives.

## **2.3 HIGHWAY PRECINCT DESIGN GUIDELINES**

The design guidelines are address as follow:

### **2.3.1 STORMWATER & DRAINAGE MANAGEMENT**

A feature and contour survey was carried for the site to confirm existing ground levels in relation to the AS 1 in 100 year flood event.

A Stormwater Management design is included providing:

- Calculations of all catchment areas and flows to demonstrate on-site storage for the 1:5 year Storm Event
- Site levels and grades to ensure no surface ponding / standing water
- Drainage infrastructure, pits, pipes and swales to ensure flow drains towards open drains.

### **2.3.2 BUILDING SETBACK**

- The development complies with the 15m front setback from Great Northern Highway.
- 10m landscape zone along Great Northern Highway and access road is provided
- The proposed access to the site exist with the alignment of the road to be verified during detailed design

### **2.3.3 BUILDING HEIGHT & SITE COVERAGE**

- No building is more than 8m in height.

### **2.3.4 BUILDING ENTRIES AND ADDRESS**

- One crossovers along the access road is proposed with all parking contained on site.
- Parking area will be sealed and provided with shade tree (1 per 4 bays).
- Main entrance to the development is clearly visible from access road, signalled by the covered areas (doubles up as focus point and protection for pedestrians)
- The development consists of a series of buildings that are configured to create interconnected courtyards.

### **2.3.5 BOUNDARY FENCING**

- Black PVC Coated Chain Wire Fencing

### **2.3.6 EXTERNAL AND INTERNAL LIGHTING**

- External lighting to comply with relevant Australian Standards
- External lighting to have shields to avoid light spill
- Sensor / automated lighting at all entries and exits, and walkways
- Lighting to provide uniform spread to reduce contrast between shadow and illuminated areas
- Lighting fixtures to be located to illuminate pedestrian routes, entrainment areas or other areas requiring visibility
- Lighting is protected against vandalism (or uses vandal resistant materials)

**grounded.****2.3.7 LANDSCAPING**

- Refer to proposed landscape design layout

**2.3.8 LANDSCAPE IRRIGATION & WATER USE**

- Sewage disposal area proposed along the rear section of the site away from all buildings

**2.4 STATE PLANNING POLICY 7.0 DESIGN OF THE BUILT ENVIRONMENT**

The following notes addresses the Design Principles listed in SSP 7.0:

**Design Principle 1 Context and Character** - *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place*



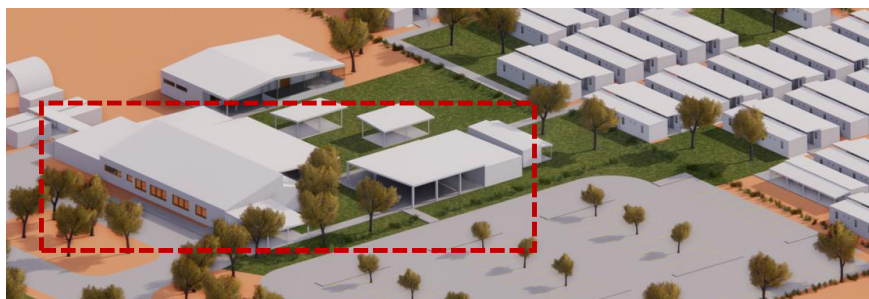
The area has two other accommodation facilities on both sides on the proposed development. This project's brief was to create a place that all employees can identify with as they arrive from the airport (quick shuttle), check in, start and finish their workdays and preparing to head off on break.

The main facility areas are designed with taller building envelopes. The main dining building (6.2m high) and fitness building (4.8m high) create a street presence whilst being efficient with cyclone structural design requirements.

From a buildability perspective and availability of skilled labour, the accommodation units are prefabricated modules. The design focused on in situ construction for the dining building and fitness centre whilst complying with the height limit for the site (8m due to its proximity to the airport).

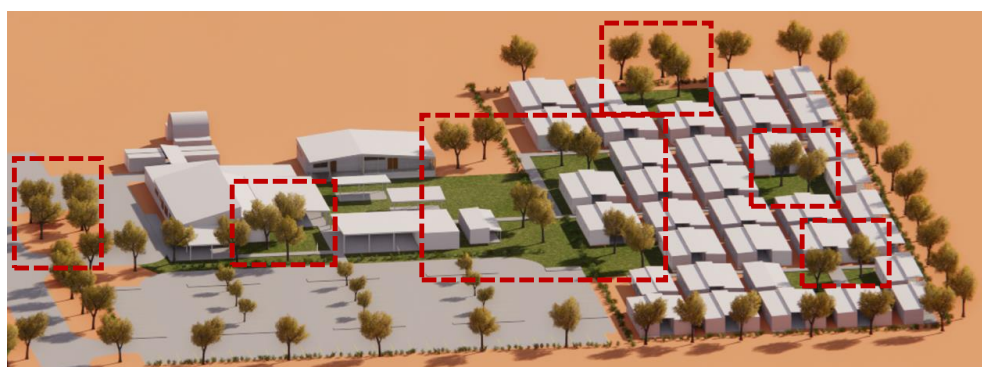


**grounded.**



**Design Principle 2 Landscape Quality** - *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*

The landscape design strategy is to create a series of courtyards linked by a network of shrubs / trees. The existing land is a cleared site and therefore no vegetation exist.



**Design Principle 3 Built Form and Scale** - *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area*

The central facilities area consist of the following:

- Dining building with alfresco
- Series of external covered areas
- Fitness building
- Administration building / shop
- Bus waiting area

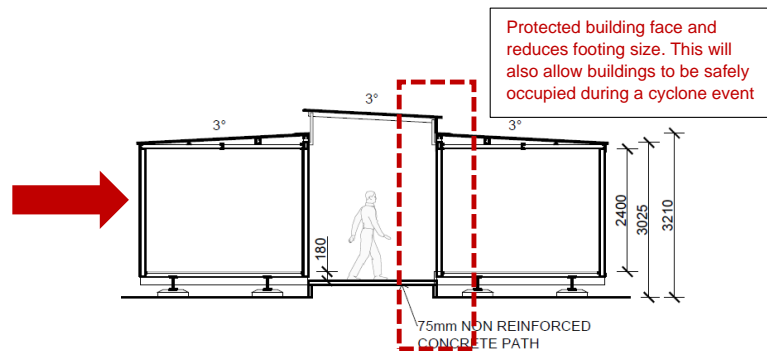
This collection of buildings and shared functions for the occupants provided the opportunity for a variance in height, footprint and permeability. The result is a protected yet open series of spaces for occupants to congregate.

**grounded.**

**Design Principle 4 Functionality and Build Quality** - Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.

Port Hedland is a harsh environment for the building fabric. The various buildings on site protects each other and creates sheltered courtyards.

The accommodation units are configured to have 2 buildings facing each other with an interconnecting roof. This arrangement protects the adjacent buildings from strong wind forces and provide a robust structural configuration

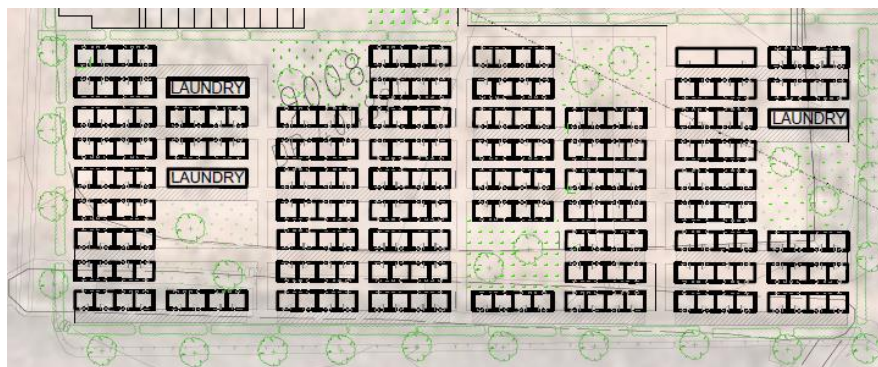


The buildings are proposed to have metal cladding which provides a durable factory finish

Accommodation villages similar to this are typically maintained by contracted third party to ensure ongoing functionality and safety. This means that the development will not be left in disrepair.

**Design Principle 5 Sustainability** - Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes

The accommodation buildings typical configuration provides shading to reduce heat gain.





**grounded.**

The treated effluent can be dispersed via shallow bed leech drains below lawn areas. Subject to detailed design and approvals, a sustainable sports field can be created.

**Design Principle 6 Amenity** - *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy*

Following facilities are proposed for the comfort of the occupants:

- Communal dining and drinking area with high ceilings and clerestory windows
- Large alfresco area
- Series of external covered areas for BBQ / gatherings
- Fitness and Recreation building
- Communal laundry facility



**Design Principle 7 Legibility** - *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

**Design Principle 8 Safety** - *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use*

The footpath network links the central facilities to a main thoroughfare which leads occupants to their accommodation unit.

The permeability of the layout provides passive surveillance throughout the development. The ends of each accommodation block is equipped with lighting and connection for CCTV.





**grounded.**

**Design Principle 10 Aesthetics** - Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses



The key design element of the project is the collection of courtyards and buildings with different functions. This layout provides many areas for various groups to congregate as well as protect occupants and buildings from the harsh environment.

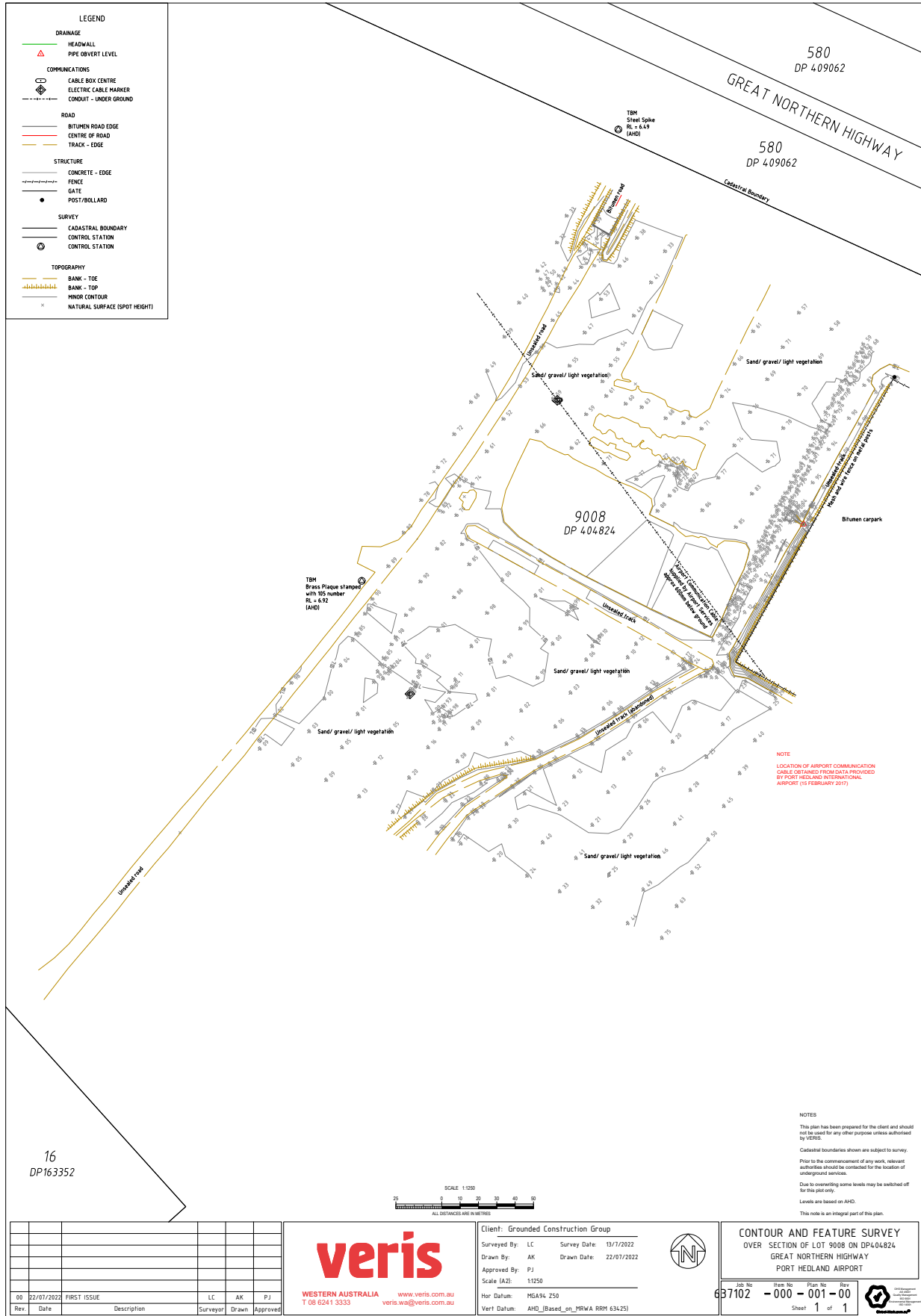
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### **3 SUMMARY**

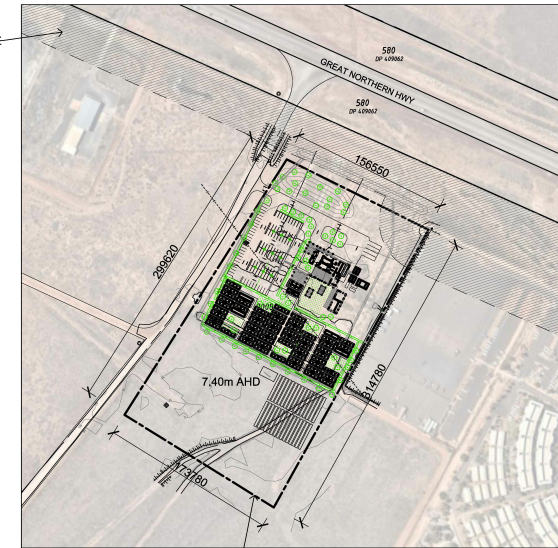
The proposed development will enable MGM, a WA owned business to provide a safe and inclusive place for their workforce. We envisage that this place will allow the team to thrive and establish a good culture that has ample opportunity to a positive contributor to the local community.

The proposed development is consistent with 'Special Use Zone 2' (SU1) objectives and would generate positive social and economic impact to the local community. Please reach out to us for any further clarification or information. We look forward to obtaining approval for the development and progress with the design and delivery of the project.





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LOCATION PLAN  
SCALE 1:2000

NOTE: 7.40m AHD - MINIMUM LOT LEVEL (mAHD) ABOVE THE 1% FLOOD LEVEL

LEGEND

- 220 SINGLE OCCUPANT UNITS
- 2 UNIVERSAL ACCESS ROOMS
- 57 LV Parking Bays

UNDERCOVER AREA



GRASSED AREA



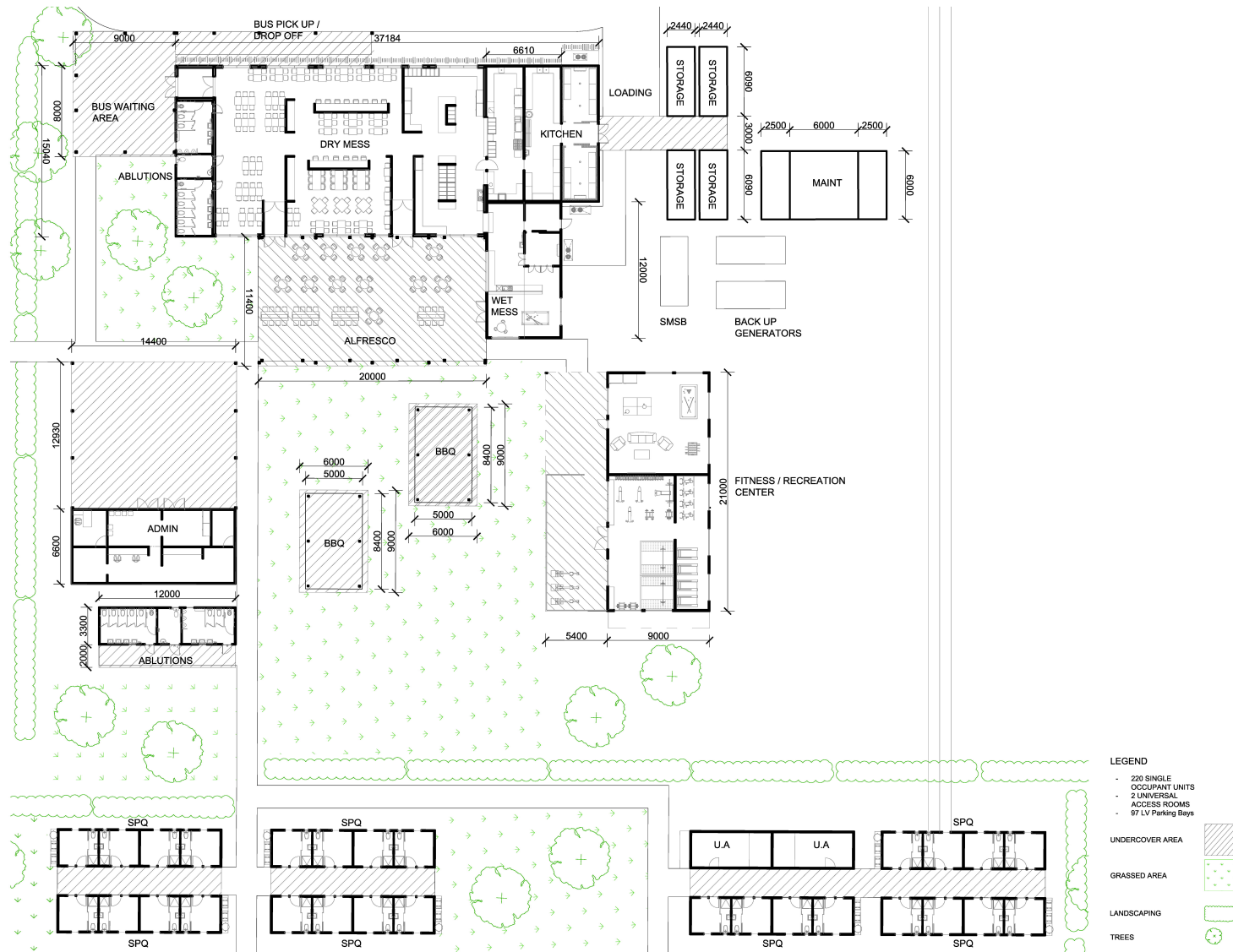
LANDSCAPING



TREES

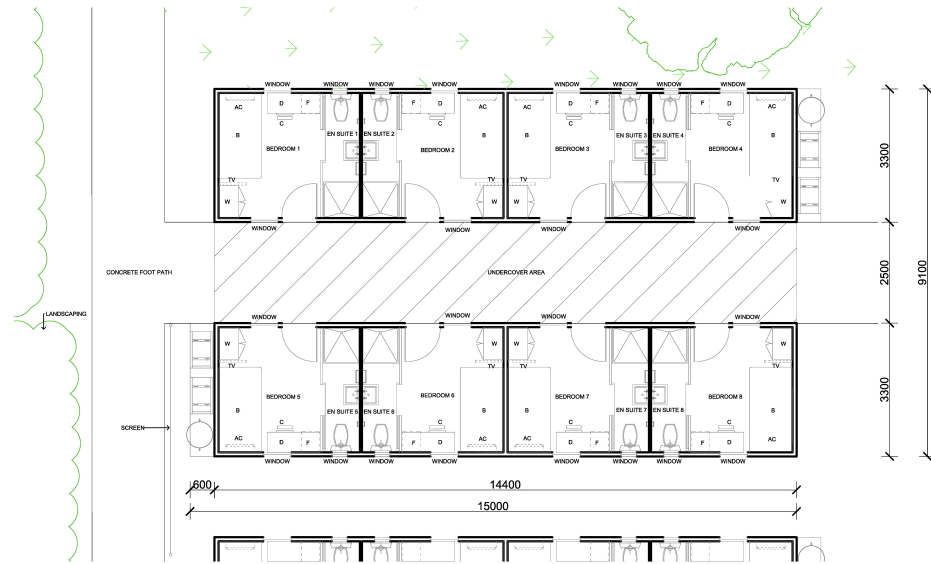


SITE PLAN  
SCALE 1:500

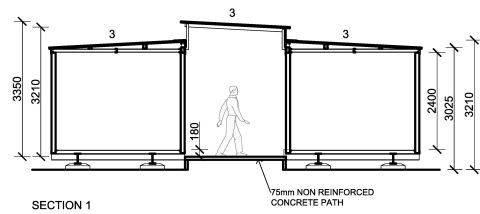


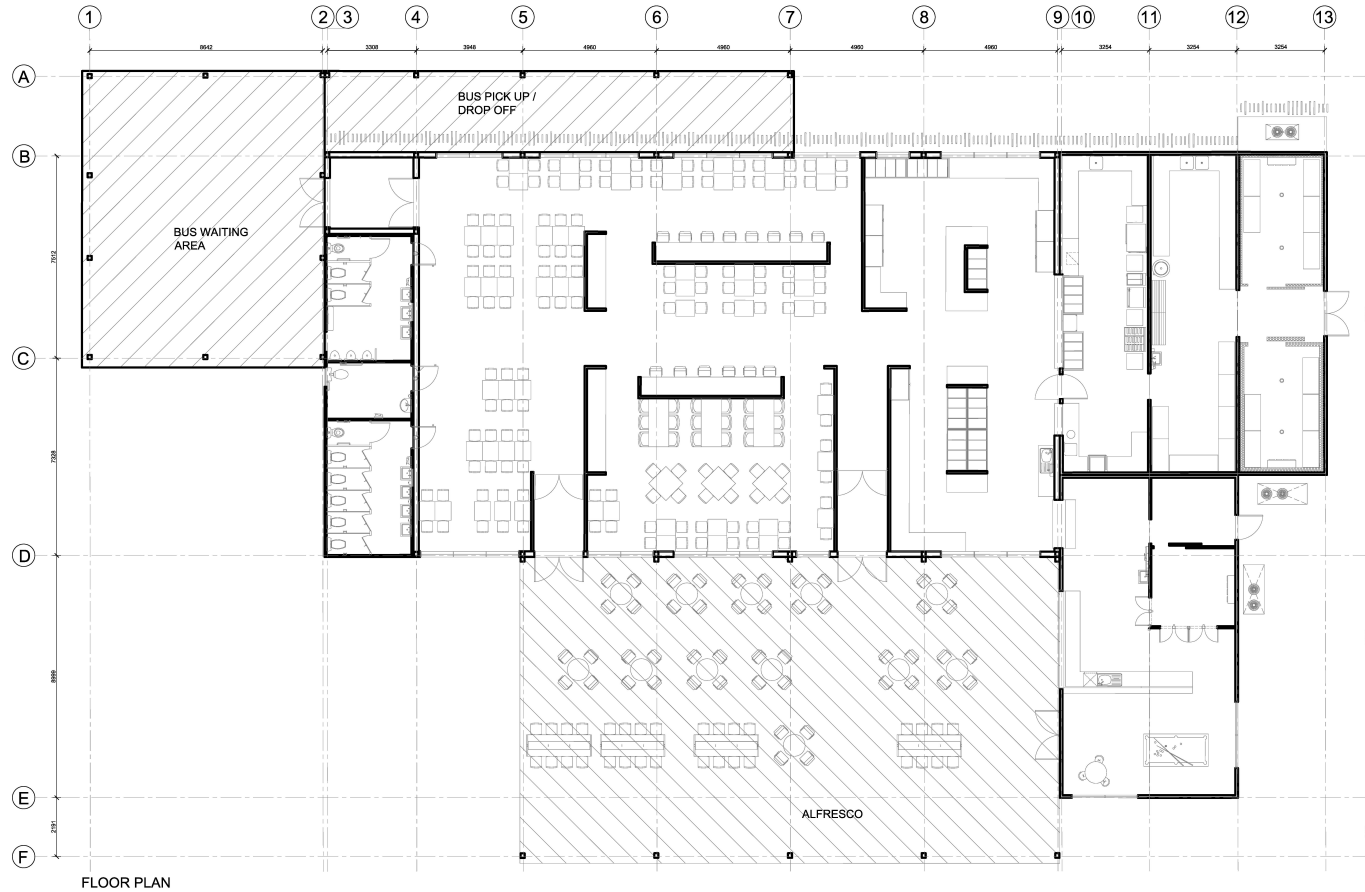




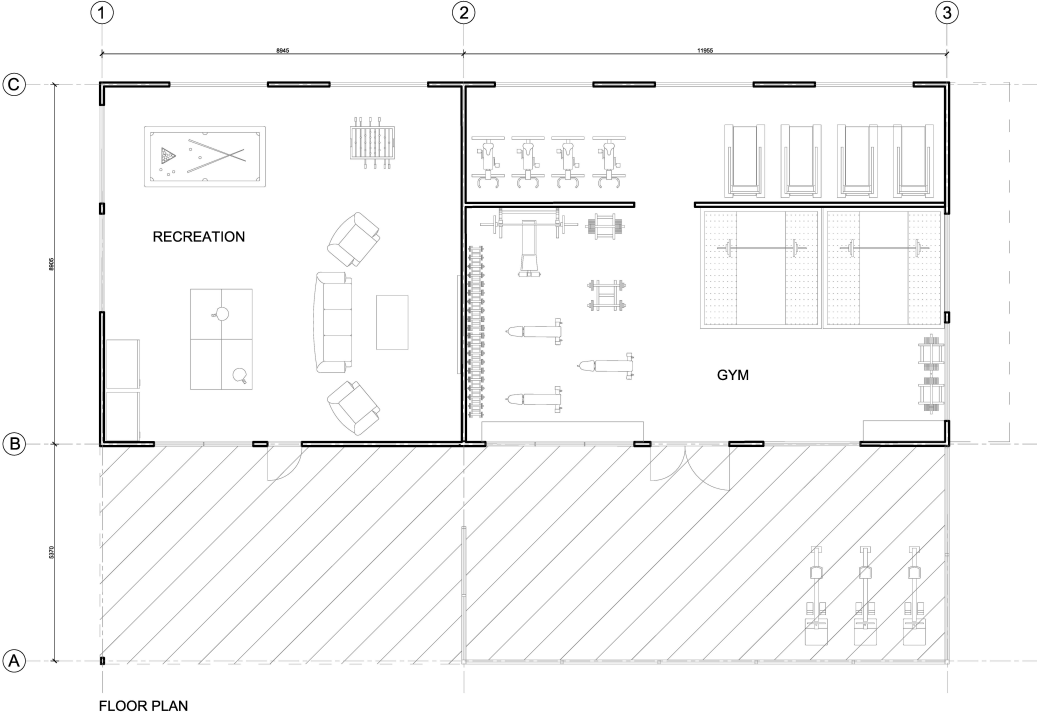


LEGEND  
 W = WARDROBE  
 D = DESK  
 C = CHAIR  
 F = FRIDGE  
 B = BED  
 AC = AIR CONDITIONER

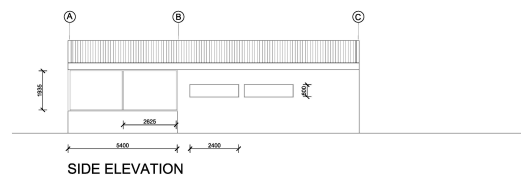
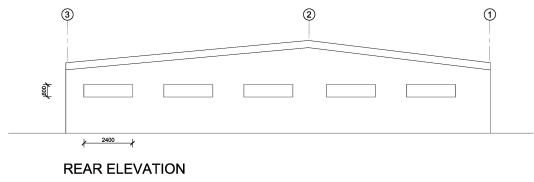
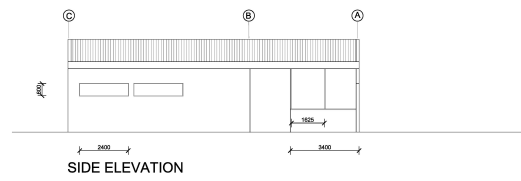
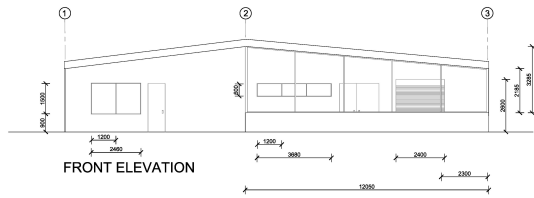






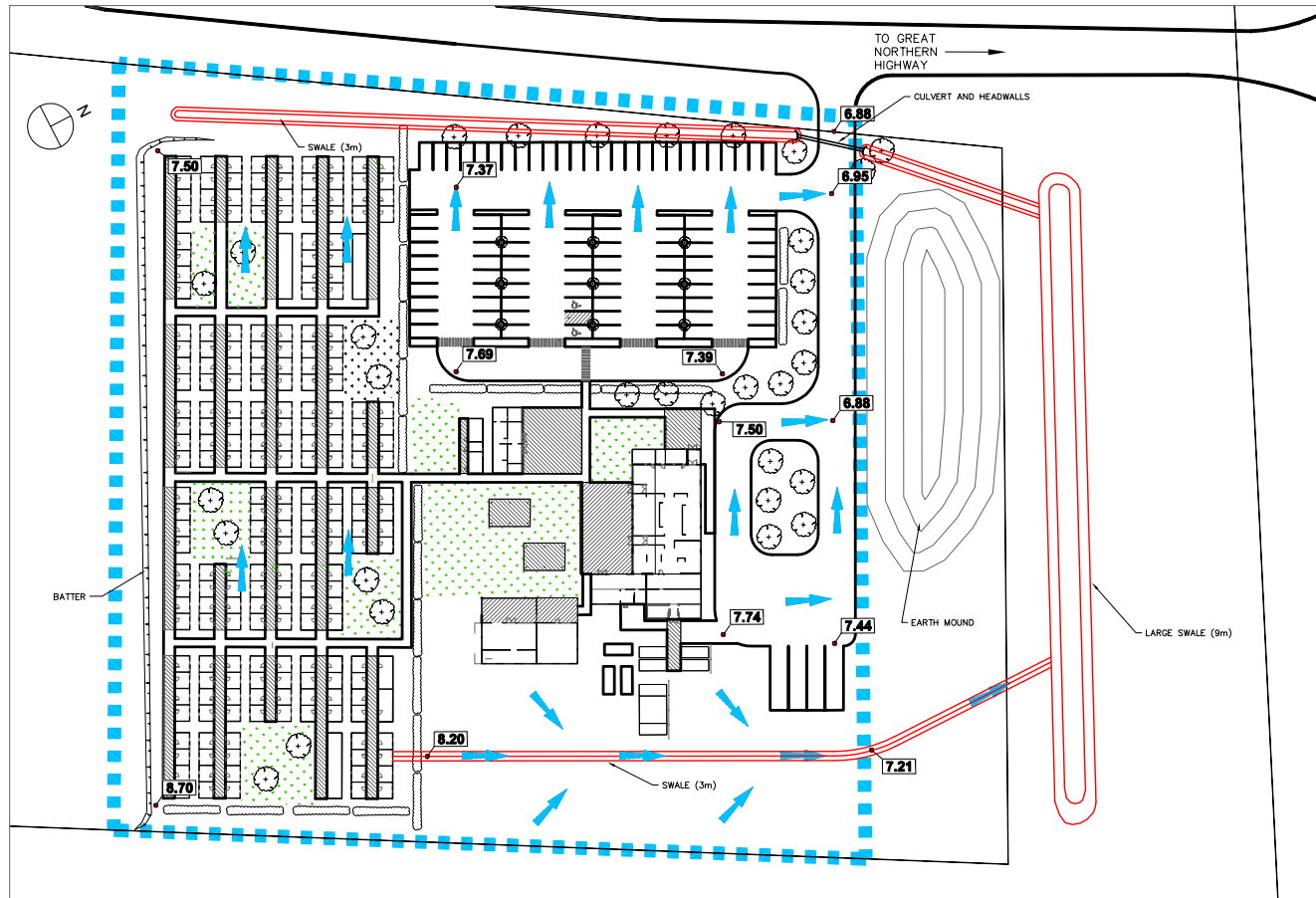












PLAN

DRAINAGE DATA & CALCULATIONS

- LEGEND**
- - - - - CATCHMENT BOUNDARY
  - ➔ CATCHMENT FLOW
  - = = = = = DRAINAGE SWALES

TOTAL CATCHMENT AREA = 24040 m<sup>2</sup>  
 IMPERVIOUS CATCHMENT AREA = 14100 m<sup>2</sup>  
 PERVIOUS CATCHMENT AREA = 9940 m<sup>2</sup>

DESIGN BASED ON 1:5 YEAR 6 MINUTE STORM EVENT.

INFILTRATION RATE 0.2 m/day  
 COEFFICIENT OF RUN-OFF IMPERVIOUS AREAS = 0.85 (BUILDINGS ARE ON PILES)  
 COEFFICIENT OF RUN-OFF PERVIOUS AREAS = 0.5

STORAGE REQUIRED =  $Q = 0.00278 \times C \times I \times A_p \times 1 = 152 \text{ mm/hr (6 Min)}$

TOTAL STORM VOLUME : OI IMPERVIOUS = 182.3 m<sup>3</sup>  
 TOTAL STORM VOLUME : OI PERVIOUS = 75.6 m<sup>3</sup>

INFILTRATION IMPERVIOUS AREAS = 8.8m<sup>3</sup>  
 INFILTRATION PERVIOUS AREAS = 8.28m<sup>3</sup>  
 STORAGE REQUIRED ON SITE = 257.9 - 17.08 = 241m<sup>3</sup>

STORAGE PROVIDED : SWALE CROSS SECTIONAL AREA (3m) = 0.8m<sup>2</sup> X 137m IN LENGTH = 109m<sup>3</sup>  
 SWALE CROSS SECTIONAL AREA (9m) = 2.4m<sup>2</sup> X 140m IN LENGTH = 336m<sup>3</sup>



NOT FOR CONSTRUCTION

REV	DATE	BY	CHKD	DESCRIPTION

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 building tomorrow, together

groundedpave.com.au  
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 PT Headland 4 Adelaide Street, West Perth, WA 6001

LOT 9008 GREAT NORTHERN HWY  
 PORT HEDLAND AIRPORT

STORMWATER MGT				
NO.	NO.	NO.	NO.	NO.
DATE	DATE	DATE	DATE	DATE





# Workers Accommodation Village (Great Northern Highway, Port Hedland)

## TRANSPORT IMPACT STATEMENT

▶ email: [info@flyt.com.au](mailto:info@flyt.com.au)

▶ [twitter.com/flytplan](https://twitter.com/flytplan)

▶ web: [www.flyt.com.au](http://www.flyt.com.au)



PROJECT 81113-752-FLYT-TRS-0002 Rev1				
Revision	Description	Originator	Review	Date
0	Draft	MDR	CXS	27/07/2022
1	Final	MDR	CXS	28/07/2022

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## 1. INTRODUCTION

### 1.1 Development Proposals

This Transport Impact Statement (TIS) has been prepared by Flyt in support of the proposed development of a worker accommodation village on a vacant lot located within the Highway Precinct between Great Northern Highway (to the north) and Port Hedland International Airport site (to the south and west).

The accommodation village would provide worker accommodation immediately to the east of Port Hedland International Airport.

The development proposals are summarised as comprising:

- 222 rooms to accommodate workers
  - 220 standard rooms
  - 2 universal access rooms
- Associated worker accommodation facilities
  - Administration building
  - Dry mess and wet mess building
  - Alfresco seating area
  - Gym and recreation building
  - Undercover and outdoor areas – featuring BBQ facilities
  - Maintenance and storage buildings
- 97 light vehicle parking bays
  - 95 standard light vehicle parking bays
  - 2 universal access parking bays
- Bus parking area – to accommodate parking for up to 4 buses
- Bus pick-up / drop-off embayment – to accommodate 2 buses

The subject development site is located on a vacant lot within the Highway Precinct between Great Northern Highway and Port Hedland International Airport – as shown in Figure 1 and Figure 2.







Figure 1 Location of subject development site within Port Hedland (aerial image source: MetroMap)



Figure 2 Location of subject development site to the east of Porth Hedland International Airport (aerial image source: MetroMap)





## 1.2 Site Context

The subject development site is located immediately to the south of the Great Northern Highway and to the east of the Port Hedland International Airport site – the airport terminal is approximately a 1.5km drive from the subject site via Great Northern Highway.

The subject site is located within the Highway Precinct between two existing workers accommodation villages, BHP Port Hedland Village to the east (650m via Great Northern Highway) and ESS Waypoint Village to the west (450m via Great Northern Highway).

The subject development site is located to the southeast of the intersection of Great Northern Highway and the Highway Precinct Access Road – with vehicle access to the subject site proposed to be off the Highway Precinct Access Road approximately 125m to the south of Great Northern Highway.

The Highway Precinct has been identified by the Town of Port Hedland as a Precinct located between Great Northern Highway and Port Hedland International Airport – which is intended to form a small business park in a manner that is compatible with the *Port Hedland International Airport Master Plan 2018 – 2038*, and the objectives of Local Planning Scheme No. 7.

The *Port Hedland International Airport Master Plan 2018 – 2038* makes the following visionary comments:

*“The Highway Precinct will accommodate businesses that wish to be located at the airport and take advantage of the exposure and/or access to the Great Northern Highway.”*

The Master Plan notes that suitable non-aviation related uses that may be suitable for the Precinct includes ‘short-term accommodation (for example transient workforce accommodation).

Figure 3 shows the location of the Highway Precinct within the context of Port Hedland and surrounds and Figure 4 shows the location of the subject development site within the Highway Precinct.



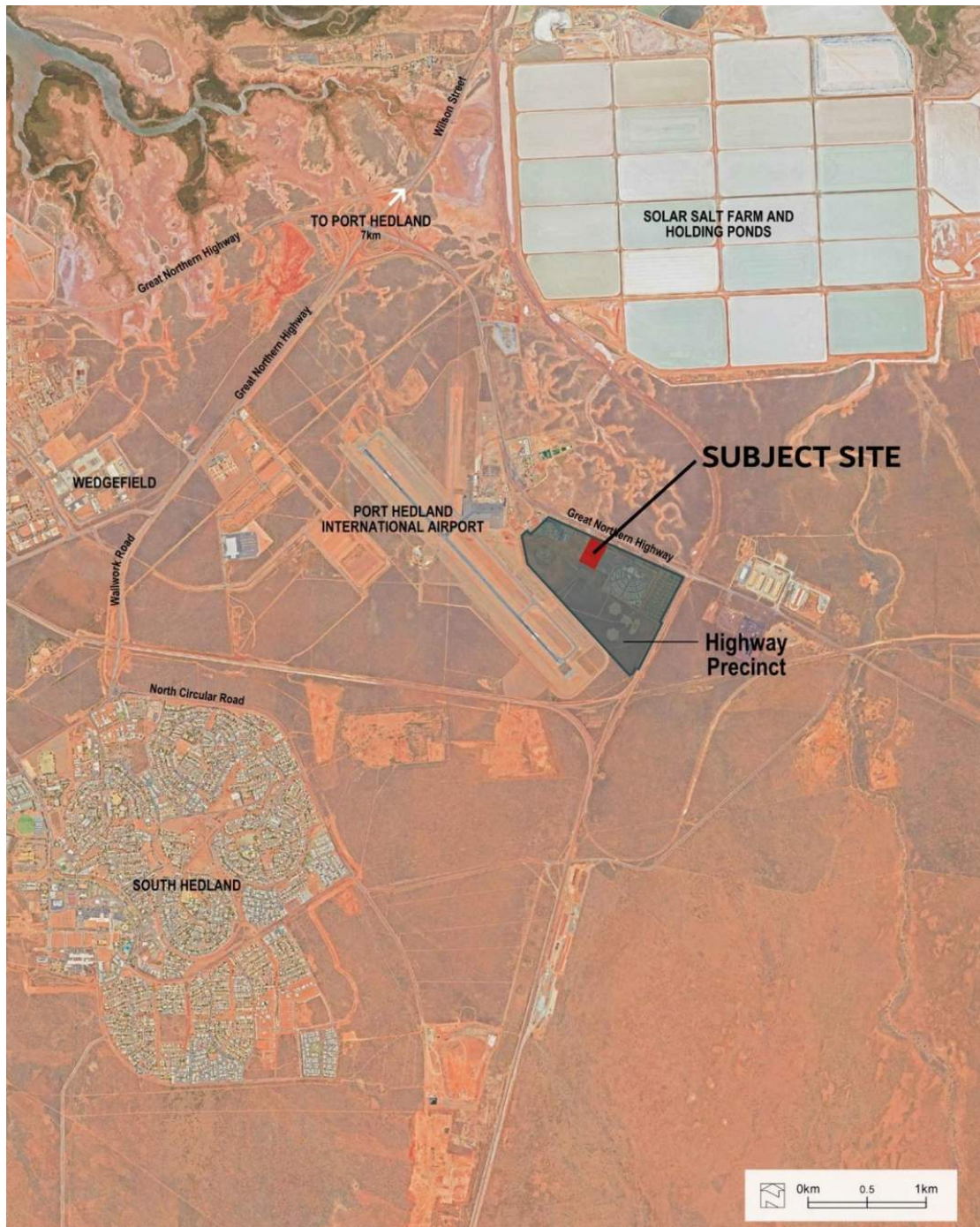


Figure 3 Location of the Highway Precinct within the context of Port Hedland and surrounds (source: Town of Port Hedland, 2020)





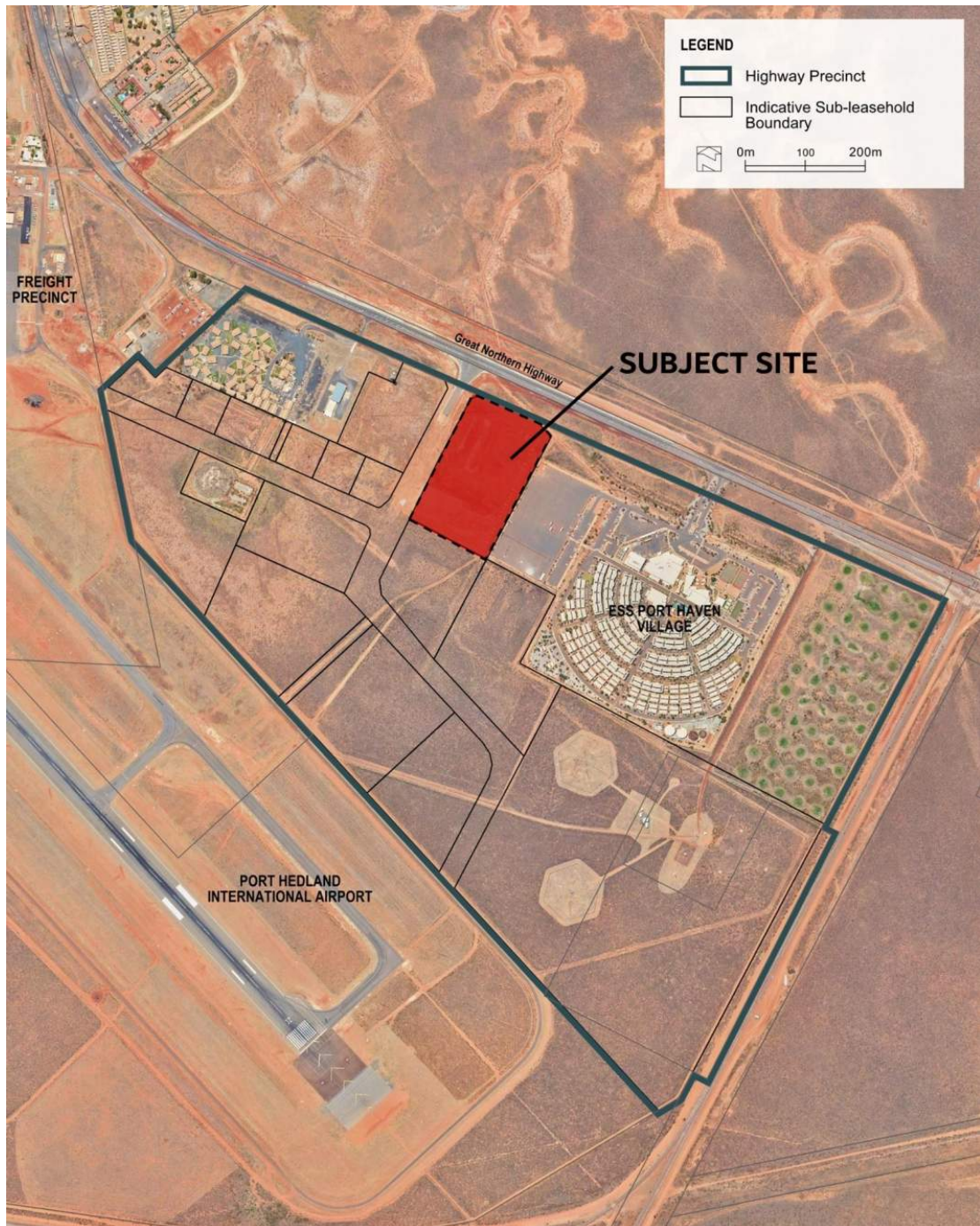


Figure 4 Location of the subject development site within the Highway Precinct (source: Port Hedland, 2020)



### 1.3 Transport Impact Statement

This TIS has been prepared in accordance with the WA Planning Commission’s (WAPC) *Transport Impact Assessment Guidelines – Volume 4 Individual Developments* (2016) and the Town of Port Hedland *Traffic Statements and Assessments Information Sheets 6*. The WAPC Guidelines promote a three level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 5):

- Low impact – less than 10 peak hour trips, no assessment required.
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required.
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

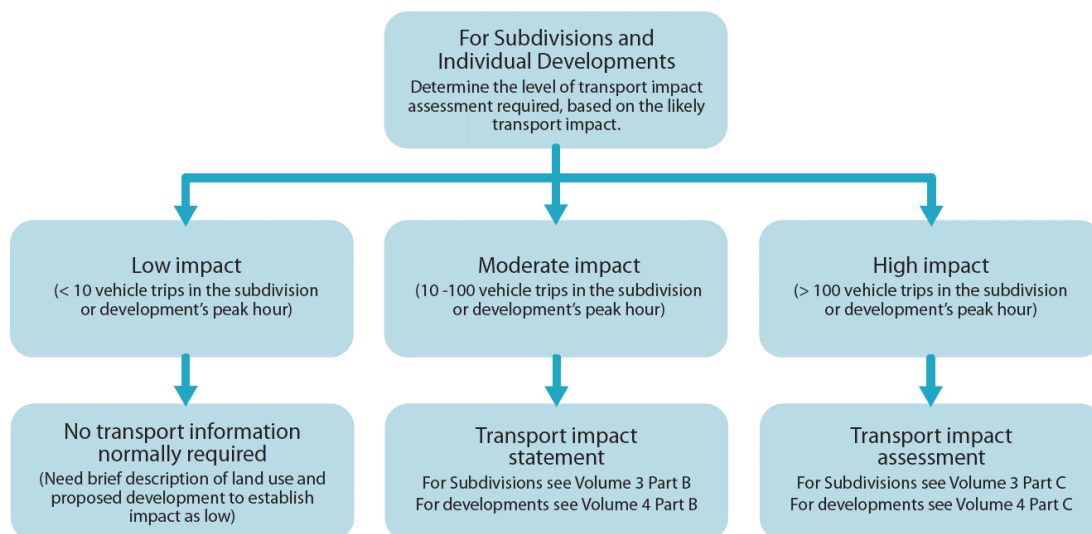


Figure 5 Level of transport impact assessment required (source: WAPC *Transport Impact Assessment Guidelines, 2016*)

As set out in this report, the traffic attributable to the proposed development has been determined to be less than 100 vehicle trips in the operating peak hour, therefore the required level of assessment is a TIS.

### 1.4 Report Structure

The report is structured as required by the *Transport Impact Assessment Guidelines* (WAPC, 2016), with the following sections:

- Proposed development.
- Vehicle access and parking.
- Provision for delivery and service vehicles.
- Traffic volumes.
- Frontage street.
- Public transport access.
- Pedestrian and bicycle access.
- Safety issues.
- Summary and conclusions.



## 2. PROPOSED DEVELOPMENT

The subject development site is located on a vacant lot within the Highway Precinct to the southeast of the intersection of Great Northern Highway and the Highway Precinct Access Road – with vehicle access to the subject site proposed to be off the Highway Precinct Access Road approximately 125m to the south of Great Northern Highway – as shown in Figure 6 and Figure 7.

The proposed development of the subject site includes the following:

- 222 rooms to accommodate workers
  - 220 standard rooms
  - 2 universal access rooms
- Associated worker accommodation facilities
  - Administration building
  - Dry mess and wet mess building
  - Alfresco seating area
  - Gym and recreation building
  - Undercover and outdoor areas – featuring BBQ facilities
  - Maintenance and storage buildings
- 97 light vehicle parking bays
  - 95 standard light vehicle parking bays
  - 2 universal access parking bays
- Bus parking area – to accommodate parking for up to 4 buses
- Bus pick-up / drop-off embayment – to accommodate 2 buses



Figure 6 Detailed location of the subject development site (source: Grounded, 2022)





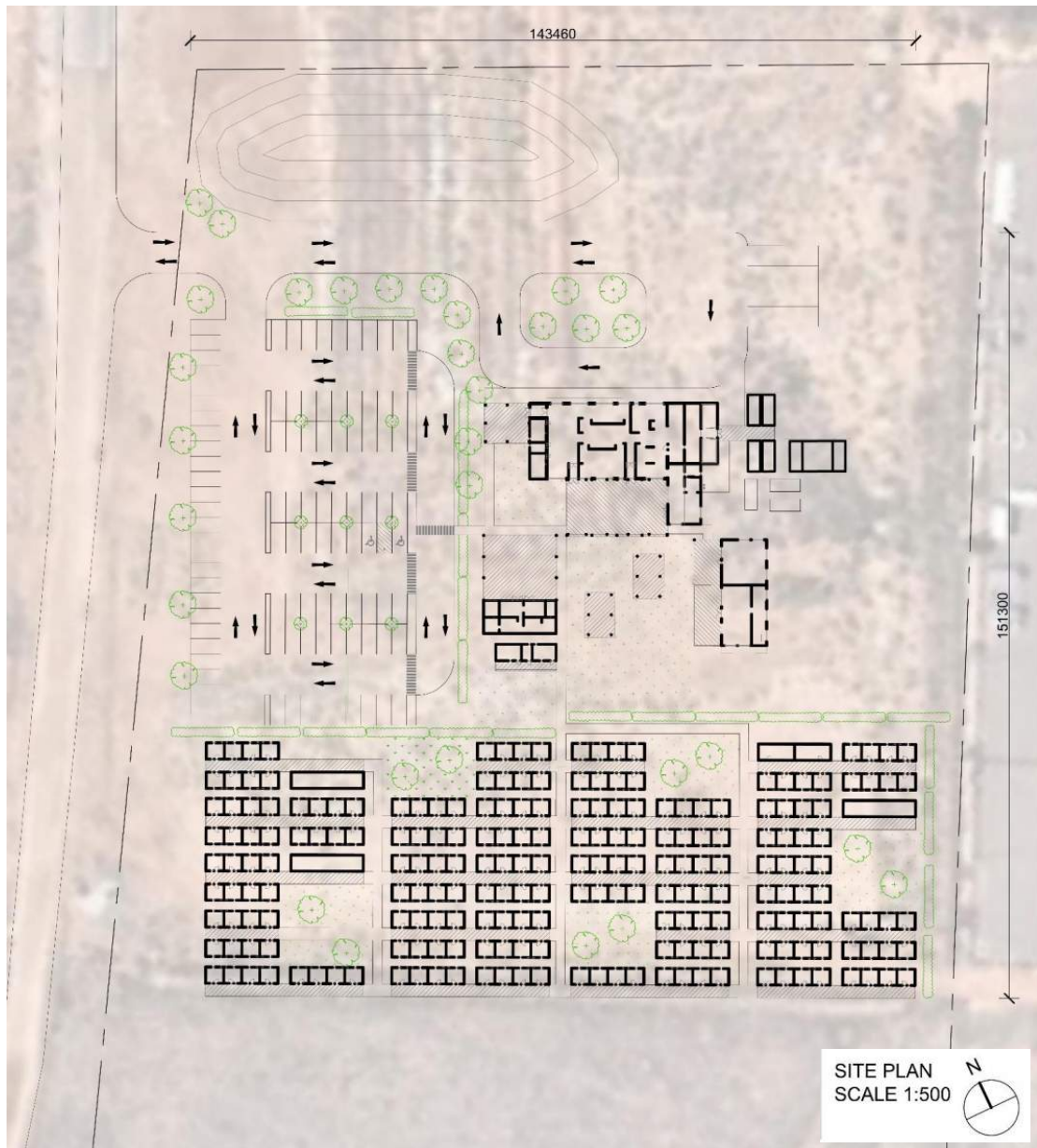


Figure 7 Proposed new development site plan (source: Grounded, 2022)



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### 3. VEHICLE ACCESS AND PARKING

#### 3.1 Vehicle Access

Vehicle access to the proposed development site would be via a new crossover to be established along the sites frontage with the Highway Precinct Access Road – approximately 125m to the south of the intersection of Great Northern Highway and Highway Precinct Access Road.

The proposed crossover can be described as follows:

- Site Entry & Exit provides for both inbound vehicle movements to the site and outbound vehicle movements from the site – the following types of vehicle movements would be accommodated:
  - Inbound – all vehicle movements into the site would enter via the crossover, including all light vehicles, buses and delivery/service vehicles.
  - Outbound – all vehicle movements out from the site would exit the site via the crossover, including all light vehicles, buses and delivery/service vehicles.

The location of the proposed crossovers into the site is shown in Figure 8.

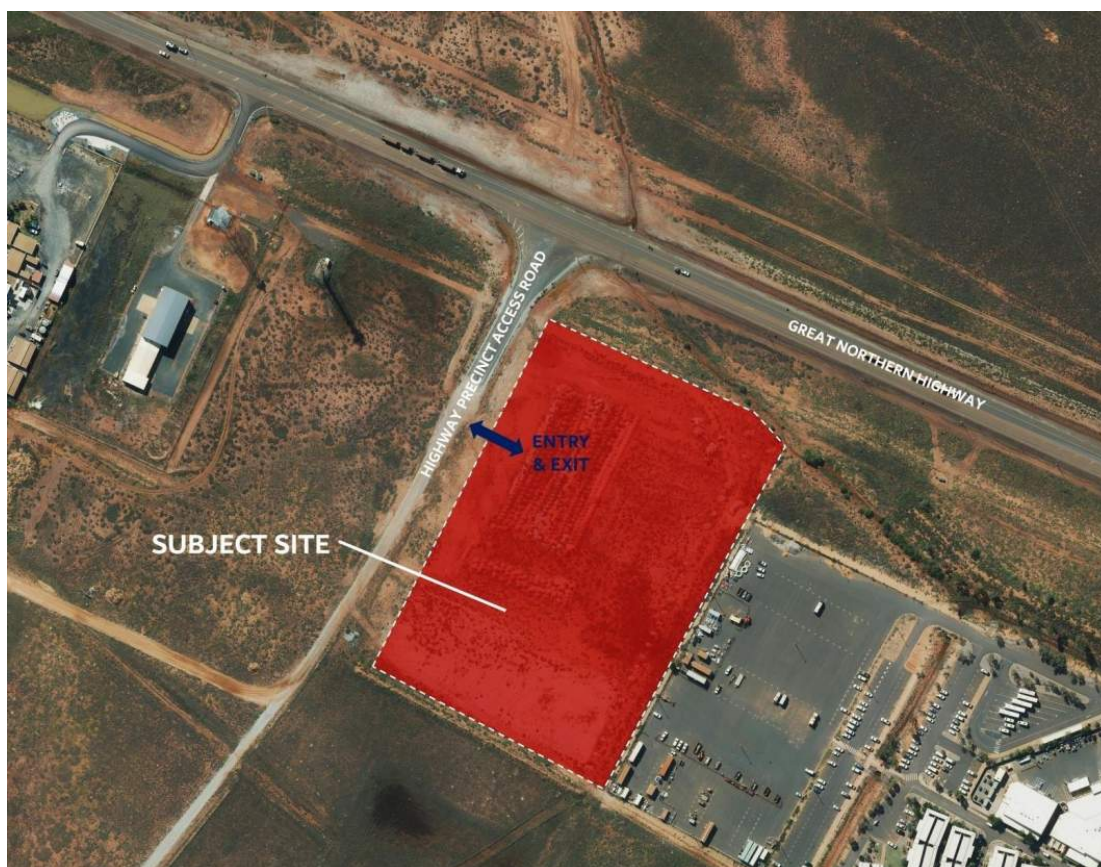


Figure 8 Location of the proposed crossover into the subject site from the Highway Precinct Access Road (aerial image source: MetroMap)



Light Vehicle Access

All light vehicles would enter the site from the Highway Precinct Access Road via the sites entry and exit crossover located in the northwest corner of the site. Light vehicles would then travel via the internal road and turn right into the separate light vehicle parking area located adjacent to the site’s accommodation and administrative/communal facilities.

All light vehicles would exit the site via the internal road back to the sites entry and exit crossover out onto the Highway Precinct Access Road.

Figure 9 provides an overview of the light vehicle movements into and out from the site.

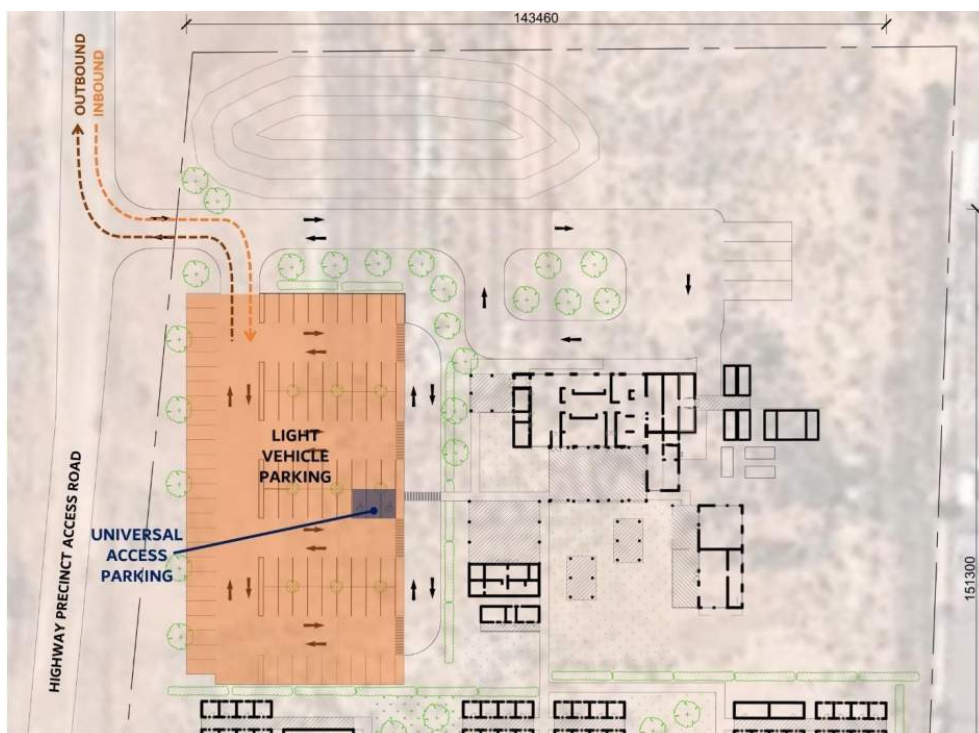


Figure 9 Proposed light vehicle movements into and out from the site (base plan source: Grounded, 2022)



**Bus Access**

All bus movements would enter the site from the Highway Precinct Access Road via the sites entry and exit crossover located in the northwest corner of the site. Upon entering the site buses would either:

1. Park in the on-site bus parking area located at the eastern end of the internal site access road (as shown in Figure 10), or
2. Drive to the bus pick-up / drop off embayment located adjacent to the sites communal mess facilities/arrival undercover area (as shown in Figure 11).

All bus movements would exit the site via a one-way loop road back to the internal site access road and out onto the Highway Precinct Access Road.

If a bus is required to enter the site to drop-off workers at the pick-up / drop-off embayment and then park in the bus parking area and then return to pick-up workers at the pick-up / drop-off embayment – the bus would make the following movement (as shown in Figure 12):

- Bus would enter the site via the sites entry and exit crossover.
- Bus would drive to the pick-up / drop-off embayment.
- Bus would set down to drop off workers.
- Bus would drive to the bus parking area via the one-way loop road and park up.
- Bus would leave the bus parking area and then pull forward to the pick-up / drop-off embayment.
- Bus would exit the site via the one-way loop road back to the internal site access road and out onto the Highway Precinct Access Road.



Figure 10 Proposed bus parking movements into and out from the site (base plan source: Grounded, 2022)





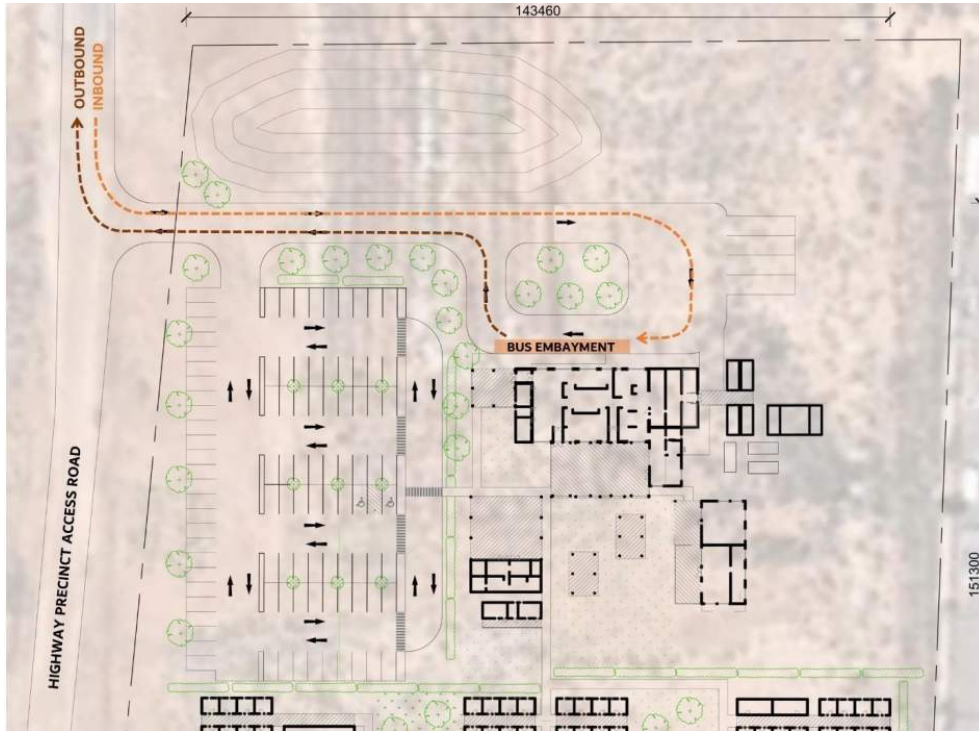


Figure 11 Proposed bus pick-up / drop-off movements into and out from the site (base plan source: Grounded, 2022)

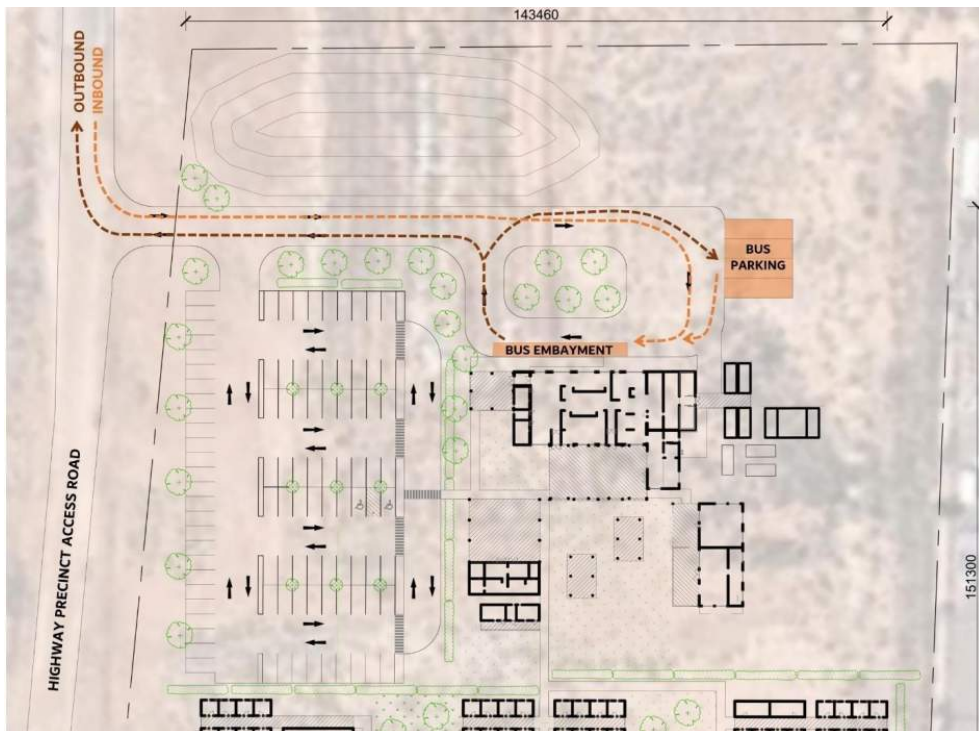


Figure 12 Proposed bus pick-up / drop-off and parking movements into the site (base plan source: Grounded, 2022)



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Delivery and Service Vehicle Access

All site delivery and service vehicle movements would enter the site from the Highway Precinct Access Road via the sites entry and exit crossover located in the northwest corner of the site.

Upon entering the site all delivery and service vehicles would access the on-site loading area located adjacent to the storage areas and the mess kitchen.

All site delivery and service vehicle movements would exit the site via the one-way loop road back to the internal site access road and out onto the Highway Precinct Access Road.

Figure 13 provides an overview of the delivery and service vehicle movements into and out from the site.

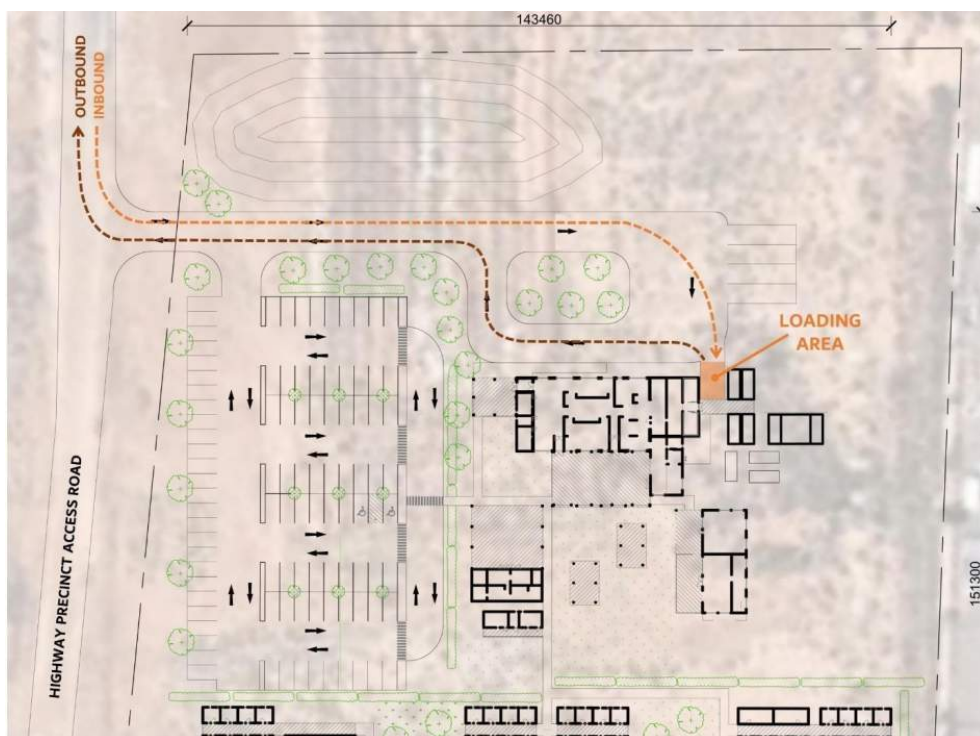


Figure 13 Proposed delivery and service vehicle movement into and out from the site (base plan source: Grounded, 2022)





### 3.2 On-Site Parking

The proposed development of the subject site includes the following on-site parking provision:

- 97 light vehicle parking bays
  - 95 standard light vehicle parking bays
  - 2 universal access parking bays
- Bus parking area – to accommodate parking for up to 4 buses
- Bus pick-up / drop-off embayment – to accommodate 2 buses

The location of the on-site parking is shown in Figure 14.

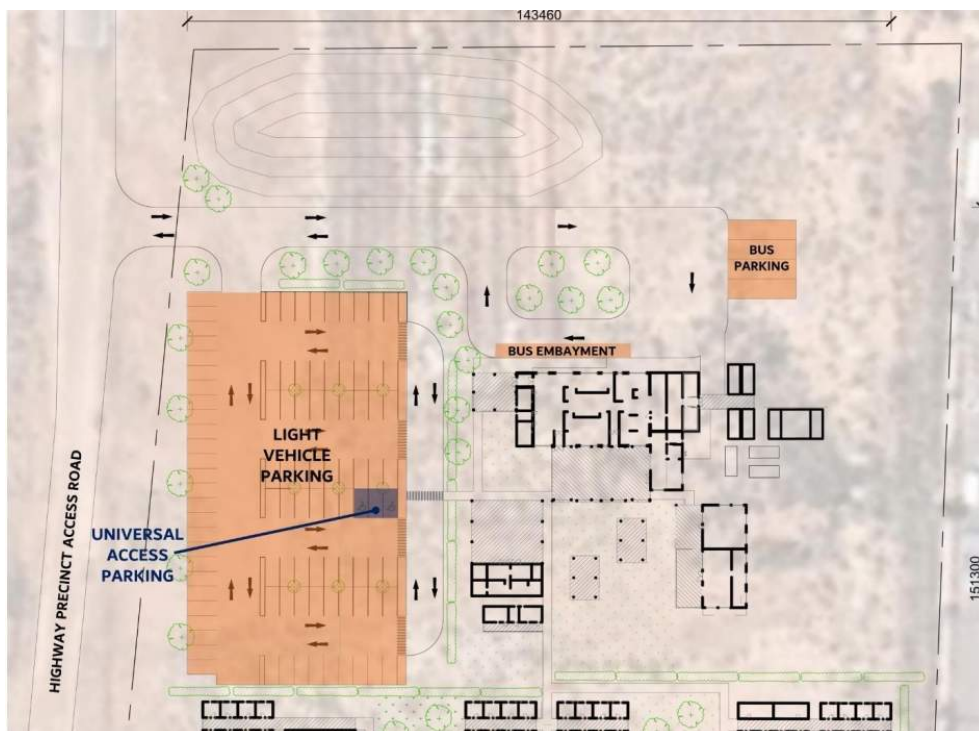


Figure 14 Location of the proposed on-site parking across the site (base plan source: Grounded, 2022)



#### 4. PROVISION FOR DELIVERY AND SERVICE VEHICLES

All site delivery and service vehicle movements would enter the site from the Highway Precinct Access Road via the sites entry and exit crossover located in the northwest corner of the site.

Upon entering the site all delivery and service vehicles would access the on-site loading area located adjacent to the storage areas and the mess kitchen.

All site delivery and service vehicle movements would exit the site via the one-way loop road back to the internal site access road and out onto the Highway Precinct Access Road.

Figure 15 provides an overview of the delivery and service vehicle movements into and out from the site.



Figure 15 Proposed delivery and service vehicle movement into and out from the site (base plan source: Grounded, 2022)



## 5. TRAFFIC VOLUMES

### 5.1 Trip Generation

The proposed development of an accommodation village on a vacant lot within the Highway Precinct to the southeast of the intersection of Great Northern Highway and the Highway Precinct Access Road, would provide worker accommodation immediately to the east of the Port Hedland International Airport site – the airport terminal is approximately a 1.5km drive from the subject site via Great Northern Highway.

The development proposals are summarised as comprising:

- 222 rooms to accommodate workers
  - 220 standard rooms
  - 2 universal access rooms
- Associated worker accommodation facilities
  - Administration building
  - Dry mess and wet mess building
  - Alfresco seating area
  - Gym and recreation building
  - Undercover and outdoor areas – featuring BBQ facilities
  - Maintenance and storage buildings
- 97 light vehicle parking bays
  - 95 standard light vehicle parking bays
  - 2 universal access parking bays
- Bus parking area – to accommodate parking for up to 4 buses
- Bus pick-up / drop-off embayment – to accommodate 2 buses

#### 5.1.1 Site Operational Details

The trip generation for the proposed land use has been determined by applying operational details provided by the proponents of the site – based on the operational requirements of the workers who will be based at the accommodation village. The operational information provided to Flyt includes:

- Total of 220 workers would be based on-site at any one time.
- Workers based on-site would be rostered on one of two shift patterns.
- Workers based on-site would be working 12 hour rolling shifts over a 4 week swing.
- Workers arrive and depart the site at various times of the day dependent upon their travel time to/from the accommodation village to the site they are working at – as such there is no single peak hour where all workers start/finish their 12 hour shift.
- Between 70-80% of workers based on-site would have access to a work vehicle to undertake their duties – work vehicles are swapped between workers finishing and starting their 12 hour shift.
- Between 20-30% of workers based on-site would not require access to a work vehicle – these workers would be either:
  - Transported to/from their place of work by on-site bus.
  - On a rostered day off (RDO) – not requiring access to a work vehicle.
  - Beginning or ending their 4 week swing and being transferred to/from Port Hedland International Airport by on-site bus.



### 5.1.2 Trip Generation Assumptions

Based on the site operational details provided by the proponents of the site – the following trip generation assumptions have been determined:

- If 80% of workers based on-site who have access to a work vehicle were working the 12 hour rolling shift pattern – then of the 220 worked based on-site 176 workers would have access to a work vehicle.
- The 176 workers based on-site with access to a work vehicle would be on separate 12 hour rolling shifts and would swap the work vehicles between each other at the end and start of their shift – as such 88 work vehicles would be required to accommodate this working arrangement.
- The site will have 97 light vehicle parking bays – which could accommodate all 88 work vehicles (in the unlikely event that all vehicles are parking on-site at the same time) – as well as provide 9 additional light vehicle parking bays to accommodate site staff parking (administration staff, kitchen staff, cleaning staff etc).

Based on the trip generation assumptions outlined above, Table 1 provides an overview of the expected peak hour trip generation from the subject site.

Table 1 Peak hour trips generated by the proposed lands uses for the subject site

Site Activity	Trip Generation Assumption	PEAK HOUR		
		IN	OUT	TOTAL
Workers – <u>with</u> access to work vehicle	Changeover of rolling 12hr shift pattern occurs over a 4hr period. Of the 88 work vehicles – 22 vehicles are swapped over during peak hr.	22	22	44
Workers – <u>without</u> access to work vehicle	Worst case scenario all four on-site buses leave and return to the site during the peak hr.	4	4	8
Site Staff	Worst case scenario all 9 site staff arrive or depart the site during the peak hr (for the purposes of this assessment all staff are shown to arrive).	9	~	9
Delivery / Service Vehicles	Worst case scenario that the site receives 2 delivery / service vehicle movements during the peak hour.	2	2	4
<b>TOTAL</b>		<b>37</b>	<b>28</b>	<b>65</b>

As outlined above it is expected that the peak hour vehicle trip generation for the combined proposed activity across the site would be approximately 65 vehicle trips (total inbound and outbound trips).

### 5.2 Traffic Impact

As outlined above it is expected that the proposed land use for the subject site will generate a maximum of 65 vehicle trips during the development peak hour.

As outlined in the *Transport Impact Assessment Guidelines* (WAPC, 2016), a development that is expected to generate between 10-100 vehicle trips in the development peak hour is considered to have only a moderate impact on the transport network and a Transport Impact Statement (TIS) is required to support the Development Application.

No formal technical assessment is required under the WAPC Guidelines (2016) in relation to a proposed development that would only have a moderate impact on the transport network.

However, to provide context as to the limited impact of the proposed development on the road network, traffic data from the Main Roads WA Traffic Map has been reviewed and an overview provided:



- Main Roads WA Traffic Map includes 2021/22 traffic count data for a data collection site along Great Northern Highway approximately 1.5km to the east of the subject site:
  - Great Northern Highway between BHP Port Haven Village and Buttsweld Road
- For the purposes of this high-level assessment, it has been assumed that all traffic from this location travels along Great Northern Highway past the Highway Precinct Access Road intersection.
- Based on the above assumption the Main Roads WA Traffic Map data suggests that the section of Great Northern Highway past the Highway Precinct Access Road intersection has the following existing daily and peak hour traffic volumes (\*):
  - Eastbound – 1,350 daily vehicles / 81 peak hour vehicles
  - Westbound – 1,500 daily vehicles / 119 peak hour vehicles
  - TOTAL – 2,850 daily vehicles / 200 peak hour vehicles
- The Great Northern Highway count data shows that approximately 48% of vehicles along this section of Great Northern Highway are classified as heavy vehicles.

(\*) It should be noted that the traffic data does not include traffic generated by the BHP Port Haven Village site that travels to the west along Great Northern Highway between the site and destinations towards the airport and Port Hedland townsite. With the BHP Port Haven Village being considerably larger than the proposed workers accommodation on the subject site, it is expected that the BHP Port Haven Village generates higher daily and peak hour vehicle movements than would be generated by the proposals for the subject site. As such, it is expected that the traffic volumes along Great Northern Highway past the Highway Precinct Access Road intersection are higher than those traffic volumes outlined above.

- As previously outlined the proposed development will generate a maximum of 65 vehicle trips during the development peak hour, as such the scale of impact of the proposed development is negligible and would have no material impact on the existing road network.





## 6. FRONTAGE STREETS

### 6.1 Road Hierarchy

The subject development site is located immediately to the south of the Great Northern Highway and to the north/east of the Port Hedland International Airport site – the airport terminal is approximately a 1.5km drive from the subject site via Great Northern Highway.

The subject development site is located on a vacant lot within the Highway Precinct to the southeast of the intersection of Great Northern Highway and the Highway Precinct Access Road – with vehicle access to the subject site proposed to be off the Highway Precinct Access Road approximately 125m to the south of Great Northern Highway.

The subject site has frontage to the Highway Precinct Access Road – in the future once the Highway Precinct Access Road is constructed the road is likely to be categorised as an Access Road under Main Roads WA Road Network Hierarchy – an Access Road would be under the control of the Town of Port Hedland and provide direct access to development lots, including the subject site.

Wallwork Road, Powell Road and North Circular Road are all categorised as Regional Distributor roads under Main Roads WA Road Network Hierarchy – with all the roads under the control of the Town of Port Hedland – these roads provide for strategic vehicle access between State controlled road corridor or between significant land uses such as Wedgefield industrial area and South Hedland residential area.

Great Northern Highway and Wilson Street between Great Northern Highway and Port Hedland townsite/the port are categorised as Primary Distributor roads under Main Roads WA Road Network Hierarchy – with these roads are under the control of Main Roads.

Great Northern Highway provides a critical State-wide connection between Perth and the central and northern parts of the State. Wilson Street provides a strategically important connection between Great Northern Highway and the port and port related activities.

The road hierarchy surrounding the subject site is shown in Figure 16.



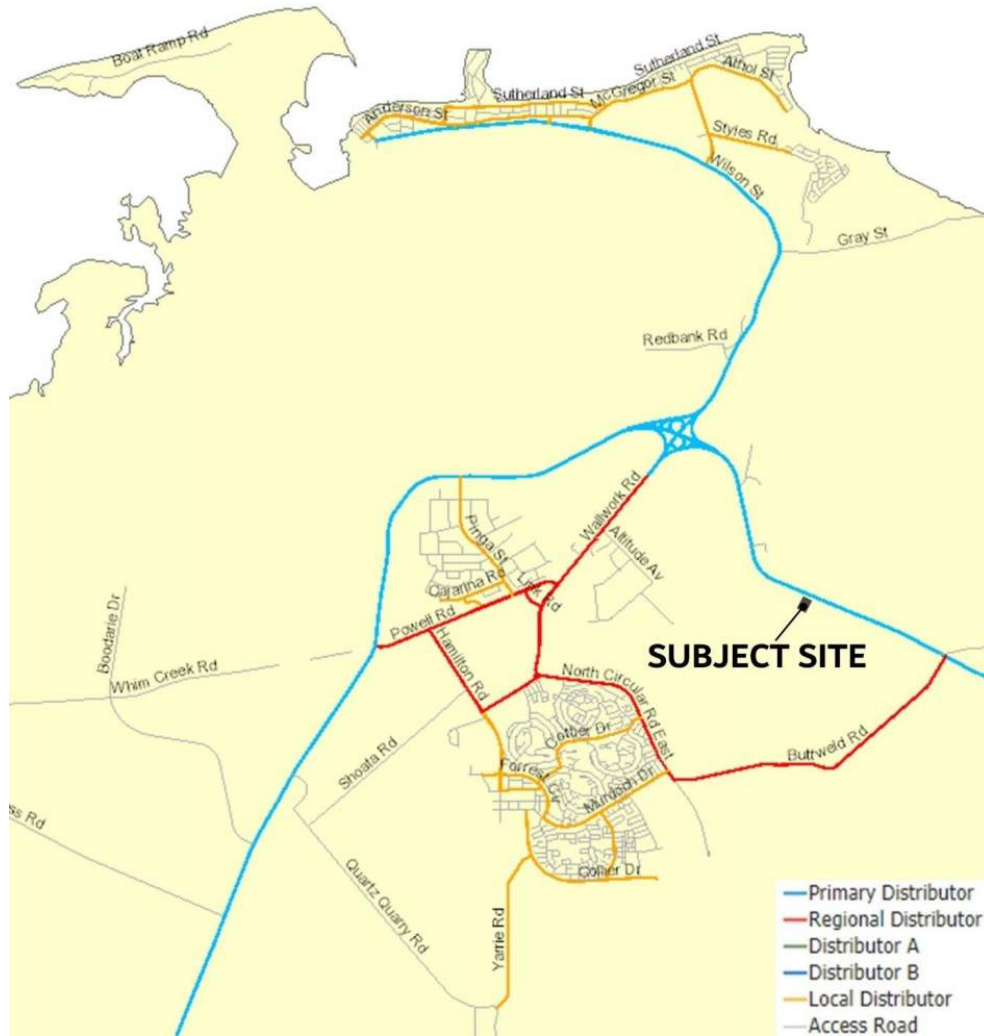


Figure 16 Road hierarchy surrounding the subject site (source: Main Roads WA)



## 6.2 Speed Limits

In the future once the Highway Precinct Access Road is constructed the road is likely to operate with a posted speed limit of 50km/h or 60km/h – access to the subject site would be via a crossover on Highway Precinct Access Road.

Great Northern Highway operates with a 70km/h posted speed limit between Airport Road (the access road to Port Hedland International Airport terminal) and Buttsweld Road. Great Northern Highway to the west of Airport Road operates with an 80km/h posted speed limit and Great Northern Highway to the west of Buttsweld Road operates with a 90km/h posted speed limit.

Wilson Street between Great Northern Highway and Port Hedland townsite is covered by sections of posted speed limit from 90km/h to 60km/h – with the posted speed limit on Wilson Street reducing the closer to the port – with the final section of Wilson Street providing direct access to the port operating with a posted speed limit of 25km/h.

The speed zoning surrounding the subject site is shown in Figure 17.

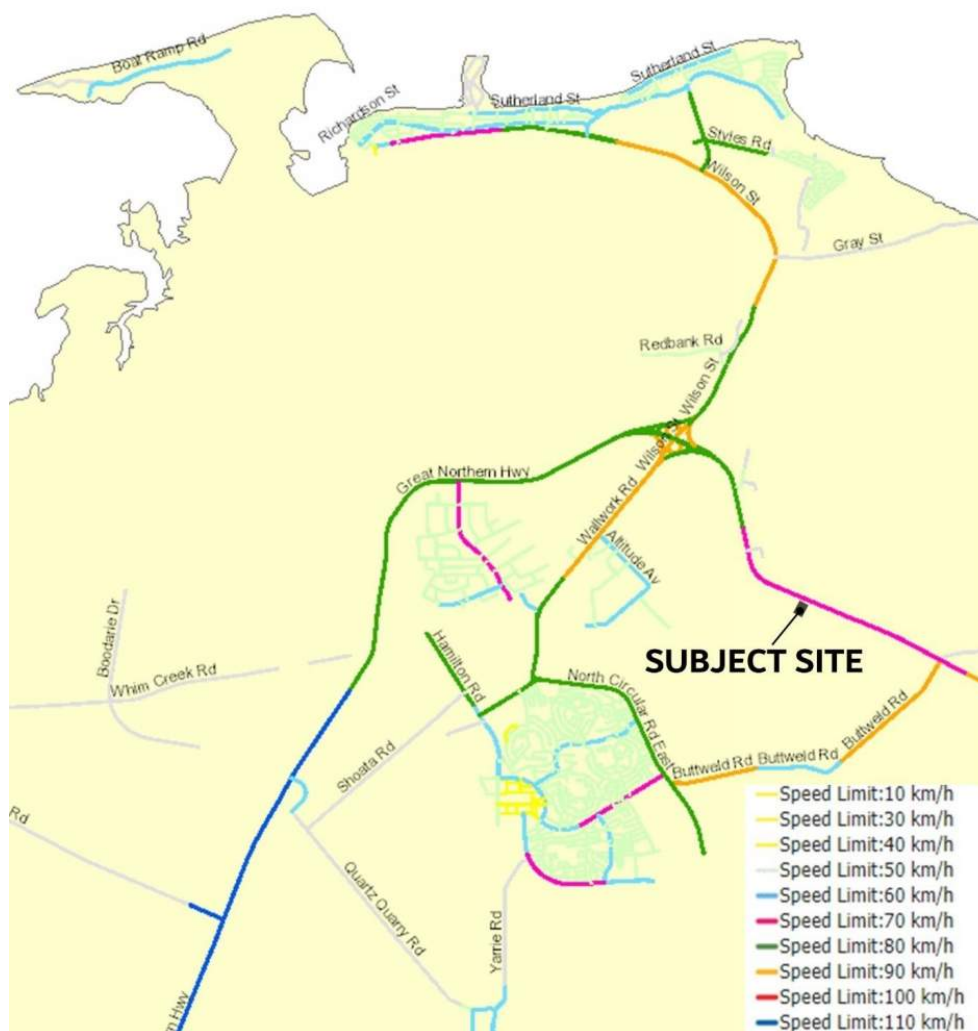
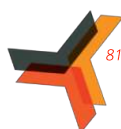


Figure 17 Speed zoning surrounding the subject site (source: Main Roads WA)



## 6.3 Road Layout

### Future Highway Precinct Access Road

Figure 18 shows the existing road environment of the Great Northern Highway and Highway Precinct Access Road intersection – the proposed development site is shown to the left of the Highway Precinct Access Road.

MetroMap aerial images show that the existing stub of the Highway Precinct Access Road has been constructed to a total width of approximately 10.5m – with no line markings currently.

Figure 19 is an extract from the Town of Port Hedland’s Design Guidelines for the Highway Precinct (August 2020) – with shows the Highway Precinct Access Road is expected to operate as an undivided single carriageway road.



Figure 18 Existing Great Northern Highway and Highway Precinct Access Road intersection – view south down the stub of the Highway Precinct Access Road (source: Google Streetview)



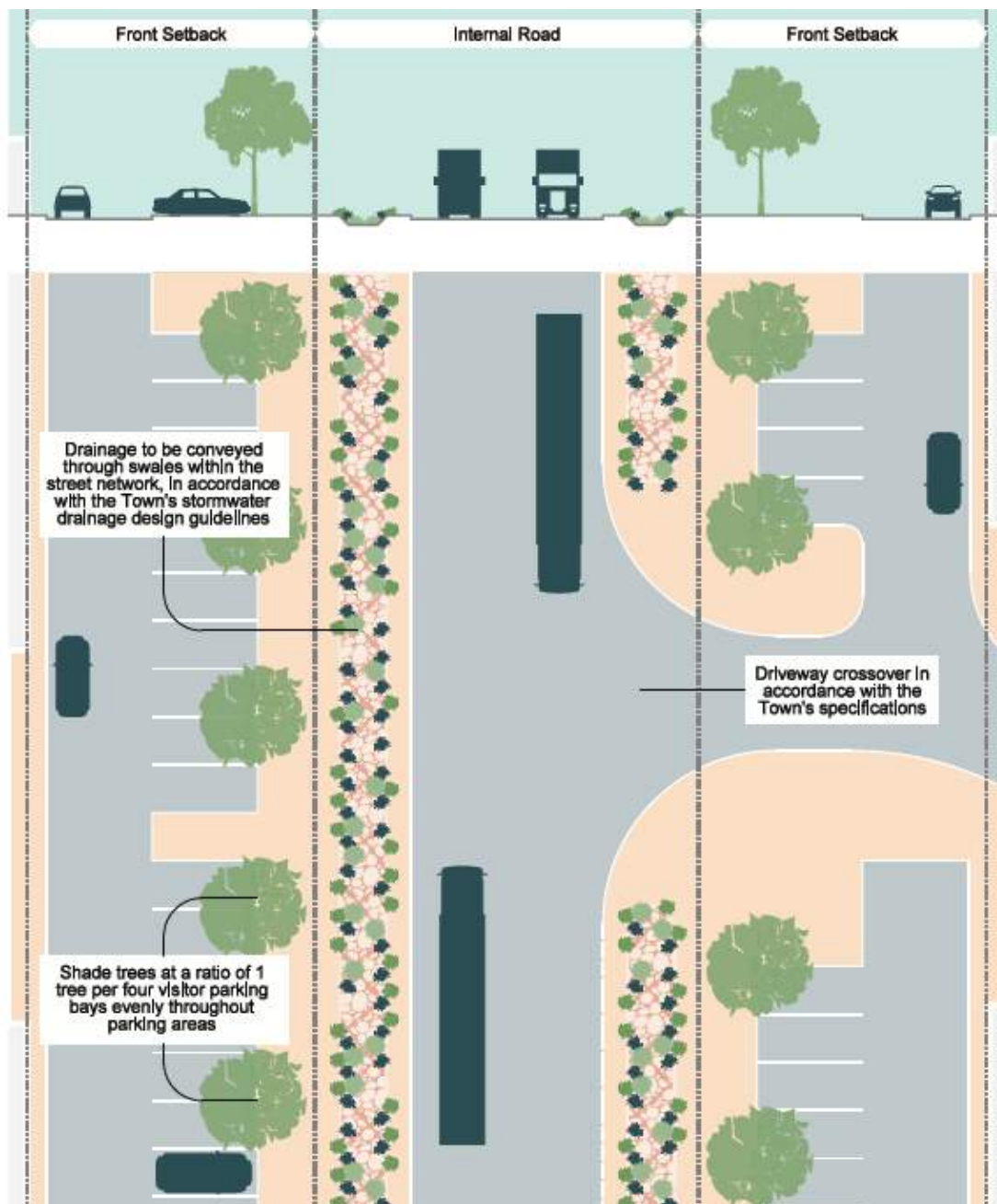


Figure 19 Highway Precinct – Highway Precinct Access Road arrangement and example of indicative parking layout and setbacks (source: Highway Precinct Design Guidelines, Town of Port Hedland, 2020)





Great Northern Highway

Figure 20 and Figure 21 show the existing road environment of Great Northern Highway on approach to the Highway Precinct Access Road intersection.

MetroMap aerial images show that Great Northern Highway is an undivided single carriageway road – with one lane of traffic in each direction and a total width of approximately 7.4m from carriageway edge line to edge line.

On approach to the Highway Precinct Access Road intersection Great Northern Highway widens to a total width of approximately 10.5m to accommodate separate through lane and right turn lane (eastbound).



Figure 20 Existing Great Northern Highway – view of the eastbound approach to the Highway Precinct Access Road intersection (source: Google Streetview)



Figure 21 Existing Great Northern Highway – view of the westbound approach to the Highway Precinct Access Road intersection (source: Google Streetview)



Great Northern Highway and Highway Precinct Access Road Intersection

Figure 22 shows the existing intersection layout of the Great Northern Highway and Highway Precinct Access Road intersection and Figure 23 shows the existing intersection layout of the Great Northern Highway and BHP Port Hedland Village Access Road intersection.

It would be expected that when the Highway Precinct Access Road begins to be used by development traffic to access the Precinct, that the line markings of the Great Northern Highway and Highway Precinct Access Road intersection would mirror those at the Great Northern Highway and BHP Port Hedland Village Access Road intersection.

While both intersections include an eastbound right turn lane on Great Northern Highway into the access roads, the Highway Precinct Access Road intersection does not include a stop line on approach to Great Northern Highway, nor a hatched median to the east of the intersection to make it clear that right turning vehicles from the access road are required to wait until it is clear to turn directly into the eastbound lane on Great Northern Highway.



Figure 22 Existing Great Northern Highway and Highway Precinct Access Road intersection layout (aerial image source: MetroMap)



Figure 23 Existing Great Northern Highway and BHP Port Hedland Village Access Road intersection layout (aerial image source: MetroMap)



## 7. PUBLIC TRANSPORT ACCESS

The subject site is not conveniently located to be accessed by public transport services. However, the nature of the proposed worker accommodation village for the subject site is not reliant on workers or staff to access the site by public transport and is unlikely to be a land use that generates any public transport related trips.

For completeness of assessment, this TIS report outlines the public transport services in Port Hedland.

- Bus Route 870
  - Bus route 870 operates between South Hedland – Port Hedland via Port Hedland Boulevard Shopping Centre, Pretty Pool and Cooke Point.
  - Weekday bus services operate between 8.30am and 5pm – operating 7 services a day.
  - Saturday bus services operate between 9.30am and 3pm – operating 4 services a day.
  - Sundays and public holidays there are no services.
- Bus Route 871 and 872
  - Bus route 871 and 872 operate a clockwise and anticlockwise bus route around South Hedland via Throssell Road, Stanley Street, Paton Road, Brolga Way and Steamer Avenue.
  - Weekday bus services operate between 8am and 6pm – operating 5 services in each direction a day.
  - Saturday bus services operate between 8am and 4pm – operating 3 services in each direction a day.
  - Sundays and public holidays there are no services.

Figure 24 shows the roads across Port Hedland along which public bus routes operate.

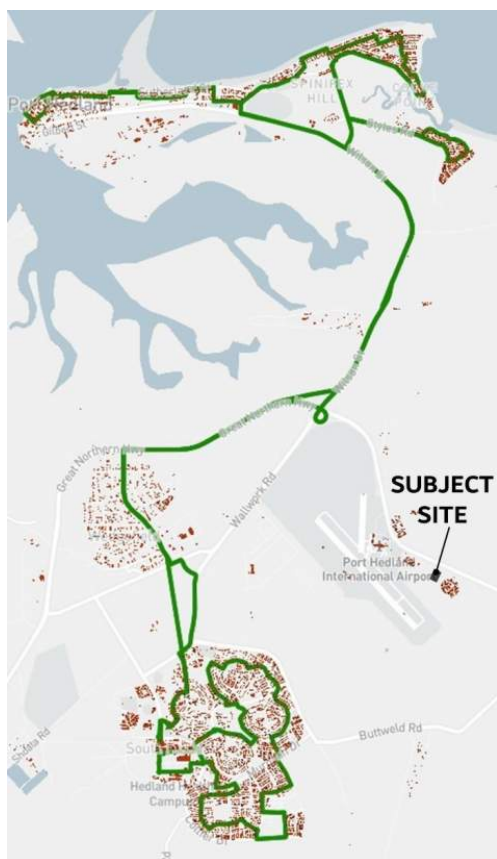


Figure 24 Bus routes network across Port Hedland (source: TransHedland)





Figure 25 shows the sections of the roads across Port Hedland along which public bus route operate and which roads form Bus Route 870 and Bus Route 871/872.

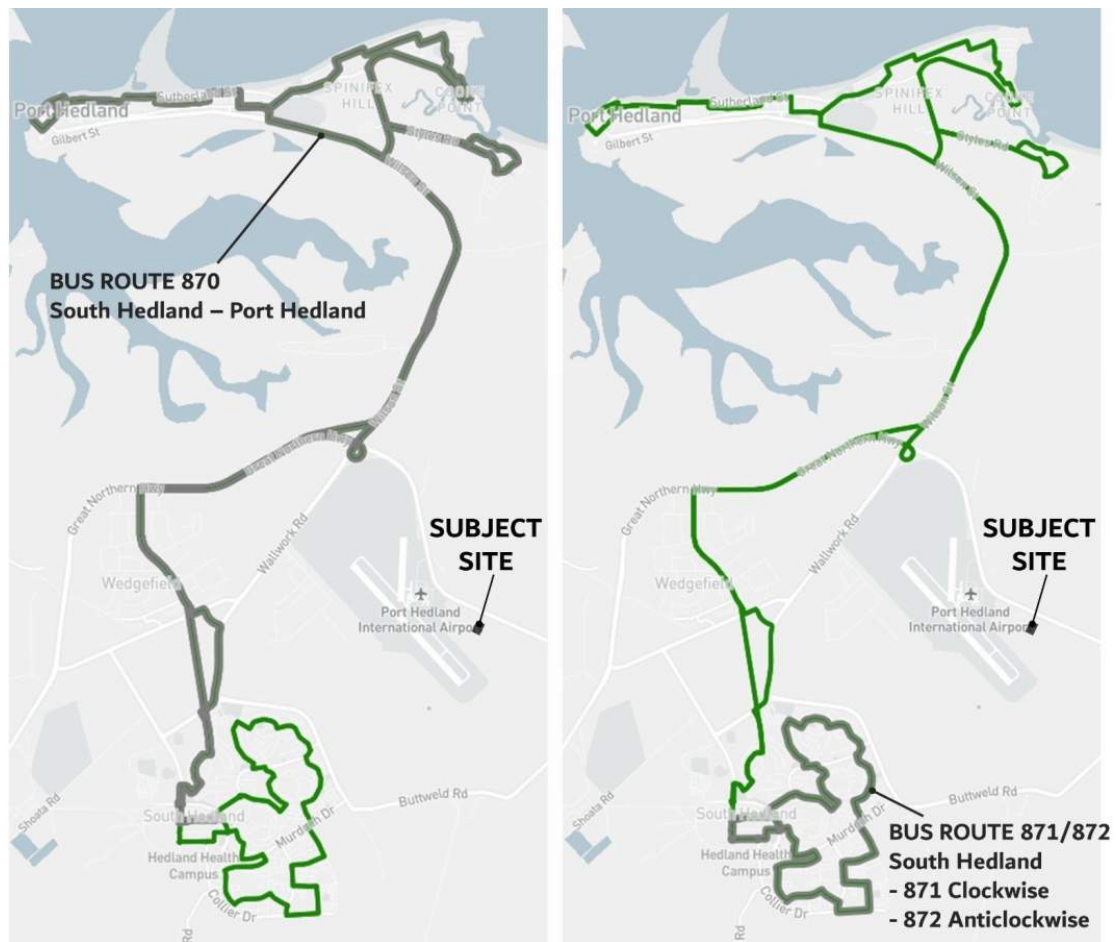


Figure 25 Bus Routes 870 and Bus Route 871/872 across Port Hedland (source: TransHedland)



## 8. PEDESTRIAN AND BICYCLE ACCESS

The nature of the proposed worker accommodation village for the subject site is not reliant on workers or staff to access the site on foot or on bicycle by the local path network and the proposed land use is unlikely to generate significant pedestrian or bicycle trips to/from the site.

There is no local path network within vicinity of the subject site – with no formal pedestrian infrastructure along the Great Northern Highway corridor and the corridor not an environment that is suitable for pedestrian activity.

In addition, the Design Guidelines developed for the Highway Precinct by the Town of Port Hedland (August 2020) do not make any reference to expectations regarding a future path network within the Highway Precinct.

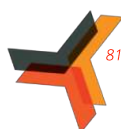
Given the nature of the uses expected to be accommodated within the Highway Precinct, the airport-related activities and other non-aviation related activities (car dealerships, short-term accommodation for FIF workers etc) are unlikely to generate significant pedestrian movements with limited destinations for pedestrian trips in proximity of the Precinct.

The Walk Score walkability assessment tool considers Port Hedland to be a “car-dependent” location where “most errands require a car”. In Figure 26 the Walk Score data is provided for the neighbourhood of Port Hedland, being the closest location in Walk Score to the subject site – in addition an overview is provided for both South Hedland and Wedgefield.

The Walk Score data shows that the neighbourhood of Port Hedland has a lower walk score compared to both South Hedland and Wedgefield – with Port Hedland scoring only 25 out of 100.



Figure 26 Walk Score walkability assessment for Port Hedland, South Hedland and Wedgefield (source: Walk Score)





Separate heatmaps of walking and cycling activity across Port Hedland are shown in Figure 27.

The heatmaps show that there is little local walking or cycling activity in the vicinity of the subject site – with most walking activity restricted to the worker accommodation village sites either side of the subject site (i.e. BHP Port Haven Village and ESS Waypoint Village) – and limited cycling along the Great Northern Highway corridor.

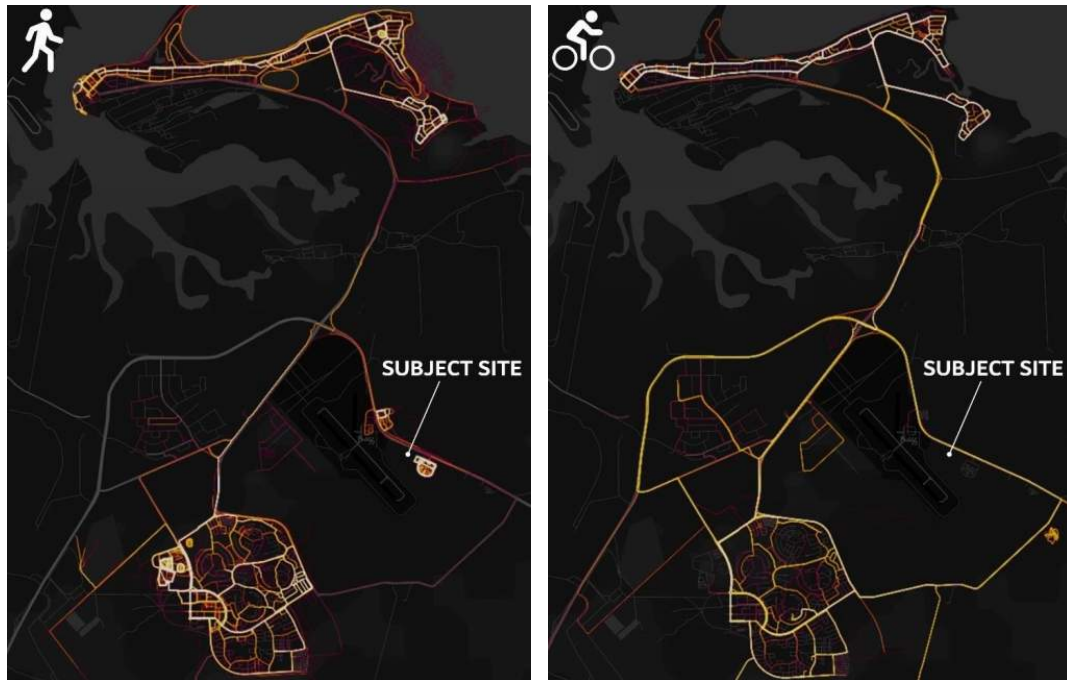


Figure 27 Strava heatmap of walking and cycling activity across Port Hedland (source: Strava)

## 9. SAFETY ISSUES

### 9.1 Crash History

In the five-year period ending October 2019 there were no reported crashes at intersections within vicinity of the subject site – and there were three reported crash mid-block in proximity to the subject site.

Figure 28 shows the locations of reported crashes at intersection during the five-year period ending October 2019 – with each blue dot representing the location of at least one reported crash.

Figure 29 shows the mid-block sections of road corridors with reported mid-block crashes during the five-year period ending October 2019 – with each blue section of road having had at least one reported crash.

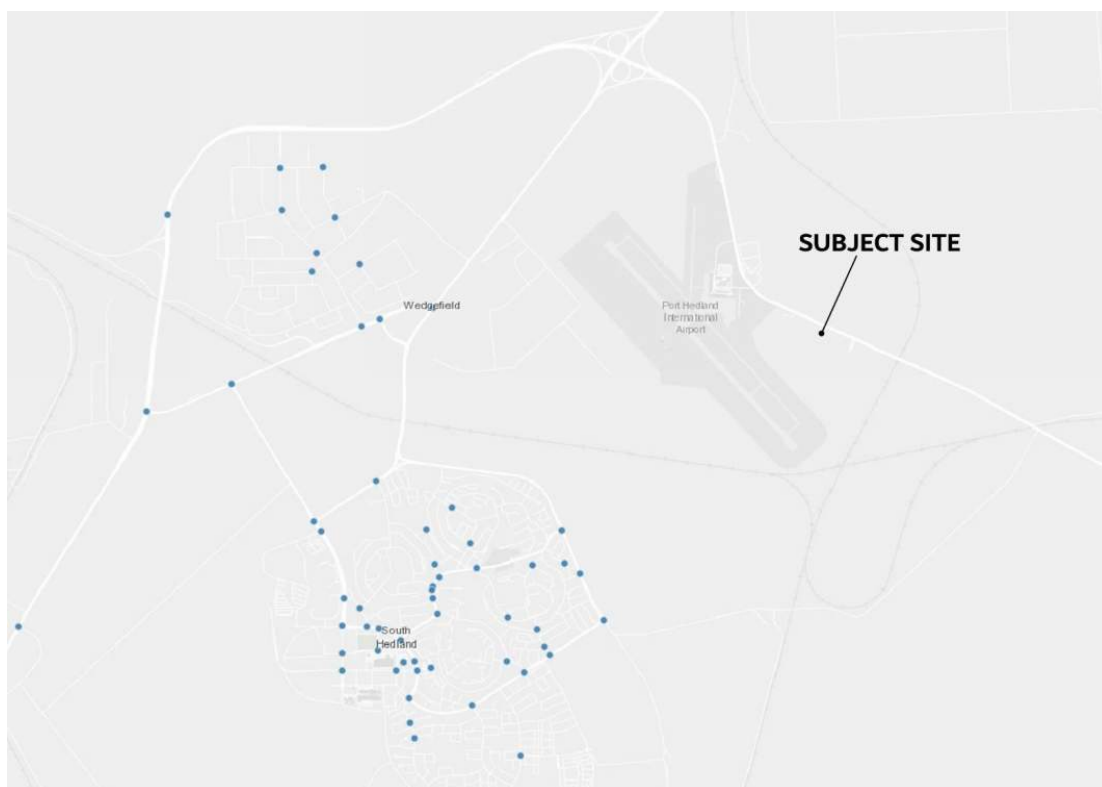


Figure 28 Intersection crash summary for five-year period ending October 2019 (source: Main Roads WA)



Figure 29 shows that during the five-year period ending October 2019 there were three reported mid-block crashes in the vicinity of the subject site – these three crashes were reported on the section of Great Northern Highway between Airport Road and Buttsweld Road.

The data for these three crashes notes that one crash resulted in a fatality, one crash resulted in a hospitalisation and one crash resulted in major property damage only. Two of the crashes involved trucks and two of the crashes involved pedestrians.

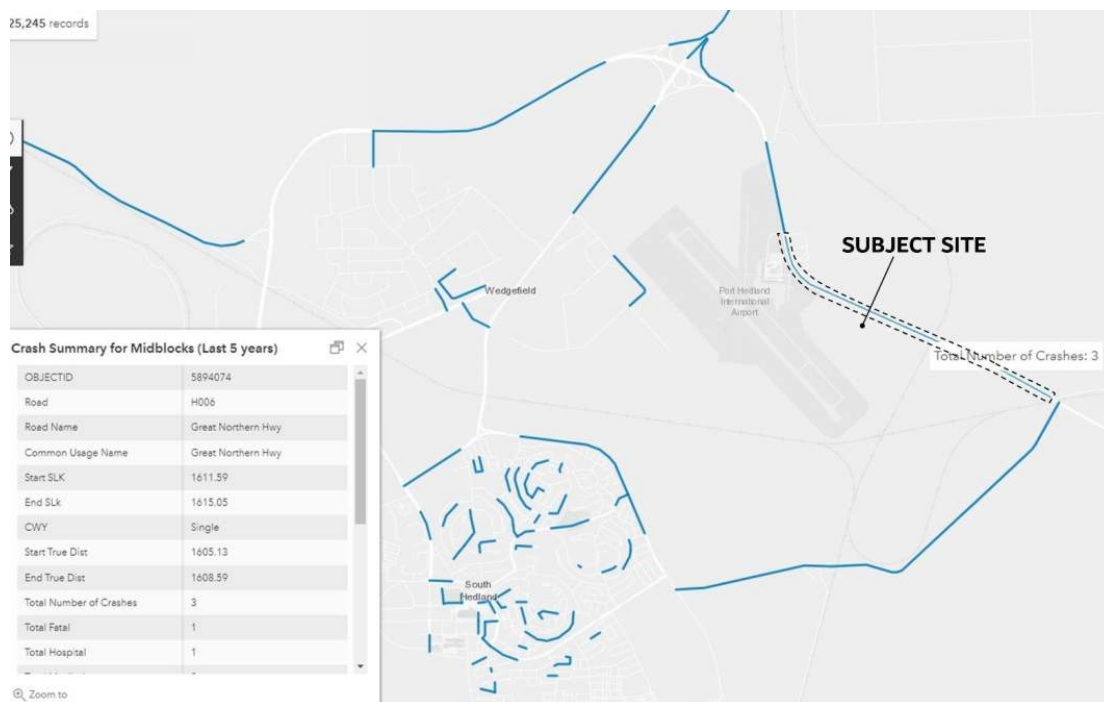


Figure 29 Mid-block crash summary for five-year period ending October 2019 (source: Main Roads WA)

No intersection crashes in vicinity of the subject site and three mid-block crashes in vicinity of the subject site over the five-year period ending October 2019 – suggest that the road network within vicinity of the subject site is generally operating safely with a single major crash in proximity of the subject site over the five-year reporting period.

With two of the crashes involving pedestrians along a road corridor with no formal pedestrian infrastructure and not an environment that is suitable for pedestrian activity.



## 10. SUMMARY AND CONCLUSIONS

### 10.1 Development Proposals

This Transport Impact Statement (TIS) has been prepared by Flyt in support of the proposed development of a worker accommodation village on a vacant lot within the Highway Precinct to the southeast of the intersection of Great Northern Highway and the Highway Precinct Access Road. The proposed development would provide worker accommodation immediately to the east of the Port Hedland International Airport site – the airport terminal is approximately a 1.5km drive from the subject site via Great Northern Highway.

The development proposals are summarised as comprising:

- 222 rooms to accommodate workers
  - 220 standard rooms
  - 2 universal access rooms
- Associated worker accommodation facilities
  - Administration building
  - Dry mess and wet mess building
  - Alfresco seating area
  - Gym and recreation building
  - Undercover and outdoor areas – featuring BBQ facilities
  - Maintenance and storage buildings
- 97 light vehicle parking bays
  - 95 standard light vehicle parking bays
  - 2 universal access parking bays
- Bus parking area – to accommodate parking for up to 4 buses
- Bus pick-up / drop-off embayment – to accommodate 2 buses

### 10.2 Traffic Volumes

Based on the site operational details provided by the proponents of the site – the following trip generation assumptions have been determined:

- If 80% of workers based on-site who have access to a work vehicle were working the 12 hour rolling shift pattern – then of the 220 worked based on-site 176 workers would have access to a work vehicle.
- The 176 workers based on-site with access to a work vehicle would be on separate 12 hour rolling shifts and would swap the work vehicles between each other at the end and start of their shift – as such 88 work vehicles would be required to accommodate this working arrangement.
- The site will have 97 light vehicle parking bays – which could accommodate all 88 work vehicles (in the unlikely event that all vehicles are parking on-site at the same time) – as well as provide 9 additional light vehicle parking bays to accommodate site staff parking (administration staff, kitchen staff, cleaning staff etc).

Based on the trip generation assumptions outlined above it is expected that the peak hour vehicle trip generation for the combined proposed activity across the site would be approximately 65 vehicle trips (total inbound and outbound trips).

As outlined in the *Transport Impact Assessment Guidelines* (WAPC, 2016), a development that is expected to generate between 10-100 vehicle trips in the development peak hour is considered to have only a moderate impact on the transport network and a Transport Impact Statement (TIS) is required to support the Development Application.

No formal technical assessment is required under the WAPC Guidelines (2016) in relation to a proposed development that would only have a moderate impact on the transport network.



However, to provide context as to the limited impact of the proposed development on the existing road network, 2019/20 traffic data from the Main Roads WA Traffic Map has been reviewed.

- Main Roads WA Traffic Map data suggests that the section of Great Northern Highway past the Highway Precinct Access Road intersection has the following existing daily and peak hour traffic volumes (\*):
  - Eastbound – 1,350 daily vehicles / 81 peak hour vehicles
  - Westbound – 1,500 daily vehicles / 119 peak hour vehicles
  - TOTAL – 2,850 daily vehicles / 200 peak hour vehicles

(\*) It should be noted that the traffic data does not include traffic generated by the BHP Port Haven Village site that travels to the west along Great Northern Highway between the site and destinations towards the airport and Port Hedland townsite. With the BHP Port Haven Village being considerably larger than the proposed workers accommodation village on the subject site, it is expected that the BHP Port Haven Village generates higher daily and peak hour vehicle movements than would be generated by the proposals for the subject site. As such, it is expected that the traffic volumes along Great Northern Highway past the Highway Precinct Access Road intersection are higher than those traffic volumes outlined above.

- As previously outlined the proposed development will generate a maximum of 65 vehicle trips during the development peak hour, as such the scale of impact of the proposed development is negligible and would have no material impact on the existing road network.

### 10.3 Vehicle Access and Parking

Vehicle access to the proposed development site would be via a new crossover to be established along the sites frontage with the Highway Precinct Access Road – approximately 125m to the south of the intersection of Great Northern Highway and Highway Precinct Access Road.

The proposed crossover can be described as follows:

- Site Entry & Exit provides for both inbound vehicle movements to the site and outbound vehicle movements from the site – the following types of vehicle movements would be accommodated:
  - Inbound – all vehicle movements into the site would enter via the crossover, including all light vehicles, buses and delivery/service vehicles.
  - Outbound – all vehicle movements out from the site would exit the site via the crossover, including all light vehicles, buses and delivery/service vehicles.

The proposed development of the subject site includes the following on-site parking provision:

- 97 light vehicle parking bays
  - 95 standard light vehicle parking bays
  - 2 universal access parking bays
- Bus parking area – to accommodate parking for up to 4 buses
- Bus pick-up / drop-off embayment – to accommodate 2 buses

### 10.4 Public Transport Access

The subject site is not conveniently located to be accessed by public transport services. However, the nature of the proposed worker accommodation village for the subject site is not reliant on workers or staff to access the site by public transport and is unlikely to be a land use that generates any public transport related trips.



## 10.5 Pedestrian and Bicycle Access

The nature of the proposed worker accommodation village for the subject site is not reliant on workers or staff to access the site on foot or on bicycle – with the proposed land use unlikely to generate significant pedestrian or bicycle trips to/from the site.

There is no local path network within vicinity of the subject site – with no formal pedestrian infrastructure along the Great Northern Highway corridor and the corridor not an environment that is suitable for pedestrian activity.

In addition, the Design Guidelines developed for the Highway Precinct by the Town of Port Hedland (August 2020) do not make any reference to expectations regarding a future path network within the Highway Precinct.



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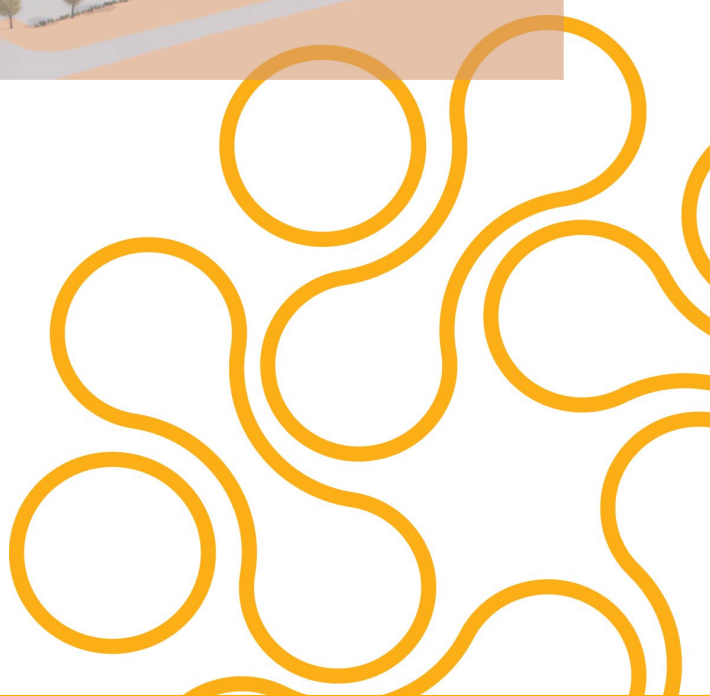
## MGM Group – Transient Workforce Accommodation Facility

### SOCIAL IMPACT ASSESSMENT AND MANAGEMENT PLAN

VERSION: 2



**Circle Advisory Pty Ltd**  
PO Box 5428, Albany WA 6332  
ACN 161 267 250 • ABN 36 161 267 250  
T: +61 (0) 419 835 704  
E: [admin@circleadvisory.com.au](mailto:admin@circleadvisory.com.au)  
[www.circleadvisory.com.au](http://www.circleadvisory.com.au)





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### Executive Summary

The MGM Group (MGM) is developing the MGM Lodge Transient Workforce Accommodation (TWA) project for the purpose of providing accommodation in Hedland for its existing workforce.

The MGM Group (MGM)<sup>1</sup> is a bulk haulage transport group providing haulage solutions throughout the Pilbara, Perth, and South West regions of WA. With a workforce of some 300 employees and a core fleet of 120 trucks and some 560 trailer and dolly configurations, MGM provides services to both public and private companies that require bulk haulage, ship loading, rail loading, storage and stockpile management. MGM also operates a range of inhouse quarry facilities.

Presently, the MGM workforce operating in and around Hedland are housed by a variety of short stay accommodation providers. Like many other long term local and regional businesses supplying goods and services to the local and regional economy, MGM is subject to the cyclical demand nature of resource development, including significant cost pressures on accommodation and other services for its workforce, particularly in times of high mineral resource commodity demand, new resource project demand and operational shutdown periods. The dispersion of its workforce causes a range of challenges for workforce coordination and management.

Thus, MGM is developing the MGM Lodge TWA for the sole purpose of providing accommodation in Hedland for its existing and future workforce.



Figure 1: MGM Lodge Location Map

Located at Lot 9008, Great Northern Highway, Port Hedland, adjacent to the Port Hedland International Airport and between two existing TWA facilities.

When completed, the Lodge will comprise 220 rooms.

The Lodge will have inhouse catering and wet mess facilities, gym and multi-purpose recreational areas for MGM’s local and transitional workforce residents.

In developing the MGM Lodge, MGM have contracted with Grounded Construction Group (GCG), an existing local and regional business, to design and construct the accommodation facility.

Circle Advisory Pty Ltd (Circle) were engaged to undertake a Social Impact Assessment (SIA) and develop a Social Impact Management Plan (SIMP) for the project.

<sup>1</sup> [Home | MGM Bulk \(mgmgroup.com.au\)](http://mgmgroup.com.au)

Circle has developed a combined SIA and SIMP, a Social Impact Assessment and Management Plan (SIAMP) to be commensurate to the scope and nature of the project, consistent with best practice guidelines for assessing and managing the social impacts of projects and to meet the Town of Port Hedland's planning and policy objectives relating to Workforce Accommodation, and the identification and addressing of potential social impacts of specific developments.

The impact assessment was undertaken during the months of August and October 2021 and involved desktop research, the development and provision of project information and direct face to face stakeholder engagement in Hedland (and then phone, teleconference and email discussions) by the author.

The main impacts that were identified through the development of this SIA relate to those arising across the construction and operations phases, with a focus on workforce and community interaction and social integration impacts and MGM's demand for and actual use of procurement of goods, services, and labour from local supply.

Thus, this SIAMP has a strong focus on the avoidance of negative impacts arising from the project, and a focus on the maximisation of positive impacts (opportunities to benefit), bearing in mind MGM's existing social and economic footprint.

The boundaries of the SIA are:

- From a social statistical perspective – the Town of Port Hedland LGA.
- From a time, perspective – the expected 10-year development and operational life of the TWA facility.
- From a geographical impact perspective – the Town of Port Hedland LGA.

Contextual boundaries about the scope of the SIA include that it is focused on the impacts of the MGM Lodge development and not MGM's overall operational impact in Hedland. Similarly, the SIA does not attempt to undertake an assessment of the broader issues associated with TWA and Fly-in, Fly-out (FIFO) as against residential workforces, nor the cumulative impact assessment of all the TWAs around Hedland.

While the general and initial quantitative assessment of the impacts (risks and opportunities) is comparatively low, given the nature of the proposal and the size of MGM's existing workforce, some are potentially **Moderate to Significant** in effect. From a qualitative perspective, impact measures require further determination, are yet to be specifically determined and will rely very much on the quality of MGM's approach to managing its social and economic impacts. An annual, appropriately designed stakeholder opinion survey is recommended.

There is a risk (albeit low) of creating an isolated workforce, but this can easily be resolved through practical measures that are both inward and outward facing, drawing on the strengths of its existing residential workforce and their connections in the Hedland community. The approach does not need to be significantly expensive, nor overly complex.

It is recommended that at the outset, MGM should recognise and acknowledge the Kariyarra people as Traditional Owners of the land on which Hedland is sited.

It is also recommended that MGM's overall approach be to gradually implement, over the life of the facility, a suite of initiatives, strategies, and programs within a single overarching 'MGM Hedland

Plan’ that is based on and designed to respond to the risks and opportunities identified and assessed.

The aim of good social impact management is to avoid or minimise any negative impacts, while maximising the positive, through engaged and inclusive impact management initiatives, that are measurable through simple and understandable quantitative and qualitative Key Performance Indicators.

The social and economic environment in Hedland is dynamic and so the MGM Hedland Plan is designed to be implemented over the life of the MGM Lodge and an adaptive management approach, through regular monitoring, review and stakeholder engagement, should be used to respond to changes that affect the plan’s successful and effective implementation.

The development of the MGM Lodge presents a significant opportunity for MGM to bring their workforce together and create a more cohesive and socially integrated workforce with the Hedland community and increase the safety and the health and wellbeing of its workforce.

MGM is a small but significant transport operator in the region and already makes a solid contribution to the Hedland economy and through the development of the MGM Lodge, could make a greater and more significant and sustainable contribution to the Hedland community and society.

Hedland is a strong regional centre, that is shaped and mirrored by bulk commodity export of mineral resources. It is the largest bulk commodity export harbour in the world. Common Australian perceptions of Hedland’s identity often stem from its reputation from the 1970s and 1980s as a hardworking, harsh climate, outback place, rather than the multi-cultural centre that it is today.

Hedland has a very strong community spirit and ‘can-do’ attitude, and today’s community strength and resilience was born from its history. The town has evolved and changed to a very different place with a significant level of community participation in sports, the arts and culture.

MGM’s management of the impacts of the MGM Lodge TWA proposal is as much about MGM articulating and enhancing what it already does or aspires to do under its Aboriginal and local engagement policies, through making things better for its workforce and its community interaction and focusing on continuous improvement over the life of the MGM Lodge.

MGM Lodge has a real opportunity to do something quite different in terms of the positive management and the health and wellbeing of its workforce and that of the Hedland community, through the creation of a strong and healthy, socially integrated FIFO / local workforce.

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The document is structured as follows:

Section link		Description
1	<b>Project Description</b>	A summary of the Project.
2	<b>Impact Scoping</b>	Sets out the policy and regulatory context, a discussion about SIA practice and the boundaries and methodology applied to this SIA.

Section link		Description
3	<b>Social Baseline</b>	The social baseline, to underpin the overall assumptions about the impact that the development of the MGM Lodge might have in Hedland.
4	<b>Community and stakeholder engagement</b>	The community and stakeholder engagement undertaken for the Project to date and for the future.
5	<b>Impact Analysis</b>	Explores the impacts identified and provides recommendations for impact management, including suggested KPIs and metrics.
6	<b>Social impact management</b>	A summary of the proposed social impact management plan or MGM’s “Hedland Plan”.
7	<b>References and useful information sources</b>	A list of references and useful information sources used throughout the document.
8	<b>Appendix A: Social Impact Management Table</b>	A detailed table setting out the various components of the Hedland Plan, including risk and opportunity rankings as well as suggested measures and KPIs.



### Author's Note

The author would like to acknowledge and thank the stakeholders who have so far contributed to this SIAMP.

Stakeholder contributions and the information gathered during consultations has provided valuable insights that have contributed to developing a thorough understanding of the potential socio-economic risks and opportunities from the Project and so will help inform how they can be managed.

Important aspects of SIA include:

- The subjective nature of potential social, cultural and economic impacts can make it difficult to assess and predict risks and opportunities with accuracy,
- SIA requires interdisciplinary thinking and the contribution of specialists in various fields.
- Stakeholder availability and understanding of a) the project being assessed, and b) the processes for SIA, is critical, as is providing stakeholders the opportunity and time to consider impacts and respond in methods and formats that they are comfortable with.
- SIMP KPIs and metrics, if constructed properly, can provide the baseline for longitudinal measurement of change.
- SIA and SIAMP reports and plans should be accessible and readable by a range of audiences and in the case of Indigenous people and those with non-English speaking backgrounds, appropriate language considerations need to be made.
- SIA and SIAMP reports and plans should be readily able to be used as base reference documents for day to day action planning, rather than left sitting on a library shelf.

Circle has sought to develop this SIA in a manner consistent with the above, the IAIA Guidelines and international best practice applied locally, commensurate with the project assessment being undertaken. We note the following:

- This SIAMP is developed at the local level and, while designed to underpin appropriate social impact management, is not framed within a global sustainability context.
- Recognition and engagement of local Indigenous people is strongly recommended, noting that the land where the project is to be developed, is freehold and so local Indigenous rights in land, i.e., Native Title, do not exist and so FPIC cannot be applied in this instance.
- The level of public participation is at the Consult level of the IAP2 Spectrum<sup>2</sup> and is in accordance with local government processes.
- The recommended approach has an inherent strong shared value and local content characteristic.

The best way to ensure best practice and practical management of social and economic risk is through continued communication with local stakeholders about a project and the active management of their participation in the project.

Consequently, the achievement of MGM's aims would be well supported by the implementation of a Community and Stakeholder Engagement and Communications Strategy, one of the key recommendations of this SIAMP.

The potential social impacts identified in this SIAMP should be able to act as much as predictors of emerging impacts (and issues) to be managed, as they are the foundations of the mitigation and enhancement strategies suggested. That is, as the socio-economic environment changes as it will, MGM should be able to use this knowledge and its local relationships to respond accordingly through an adaptive management approach.

This will allow for ongoing refinement to the approach and will maximise MGM's chances of success.

---

<sup>2</sup> [https://iap2.org.au/wp-content/uploads/2020/01/2018\\_IAP2\\_Spectrum.pdf](https://iap2.org.au/wp-content/uploads/2020/01/2018_IAP2_Spectrum.pdf)

### Abbreviations and Key Concepts

Abbreviation	Definition
ABS	Australian Bureau of Statistics
AOD	Alcohol and Other Drugs
Amenity	<p>Community amenity refers to the liveability of a town or community. Contributing factors include aspects of the built environment, e.g., housing, transport, air and water quality, access to the natural environment, parks and recreational facilities, heritage and social and aesthetic aspects of a community.</p> <p>Amenity can also include the level of access to community services such as medical and dental care, emergency and public safety services, shops, employment, community health infrastructure, cultural, sporting and leisure services infrastructure and organisations.</p> <p>See also: <a href="#">Livability: Urban amenity   Australia State of the Environment Report</a></p>
ATSI	Aboriginal and Torres Strait Islander
CDP	Community Development Program – remote employment and community development program that provides flexible employment and skill development Aboriginal welfare recipients.
Community welfare and wellbeing	<p>Community welfare and wellbeing refers to the wellbeing of individuals, families and the community. Often the terms welfare and wellbeing are often used interchangeably, with positive wellbeing is associated with being comfortable, happy or healthy.</p> <p>The OECD Better Life Index uses a multi-dimensional approach to measure community welfare and wellbeing, including for current wellbeing; income and wealth, jobs and earnings, housing, health, education, work-life balance, environment, social connections, civic engagement, safety and subjective wellbeing; and, for future wellbeing a four capitals approach: natural, human, economic and social capital.</p> <p>See also:</p> <ul style="list-style-type: none"> <li>• <a href="https://www.oecdbetterlifeindex.org/">https://www.oecdbetterlifeindex.org/</a></li> <li>• <a href="https://www.aihw.gov.au/reports/australias-welfare/understanding-welfare-and-wellbeing">https://www.aihw.gov.au/reports/australias-welfare/understanding-welfare-and-wellbeing</a></li> </ul>
FIFO / DIDO	Fly-in / Fly-out, or Drive-in / Drive-out workforces
Hedland	Used throughout as a collective term for the centres of Port and South Hedland, within the Town of Port Hedland LGA, except where otherwise indicated.
IAIA	International Association for Impact Assessment

ICN WA	Industry Capability Network of WA
LGA	Local Government Area – the statistical area for the Town of Port Hedland as defined by the ABS.
LPP	Local Planning Policy
SIA / SIMP	Social Impact Assessment / Social Impact Management Plan
SIAMP	Social Impact Assessment and Management Plan
SLA	Statistical Local Area
Social cohesion	<p>Social cohesion in Australia, according to the Scanlon Monash Index (SMI) of Social Cohesion is measured through the assessment of people’s perceptions in five domains: Sense of Belonging, Sense of Worth, Social justice and equity, Participation (political), and Acceptance (and rejection).</p> <p>The Scanlon Institute adopts a definition of Social Cohesion as: <i>“the willingness of members of society to cooperate with each other in order to survive and prosper”</i>.</p> <p>See also: <a href="https://scanloninstitute.org.au/what-social-cohesion">https://scanloninstitute.org.au/what-social-cohesion</a></p>
Social Impact	<p>The positive and negative things that might happen in a community when a something is planned for and then carried out, e.g., a project, a new public policy, a program – anything that triggers social change in that community.</p> <p>Social impacts can affect people’s way of life, their culture, their community, their political systems, their environment, their health and wellbeing, their personal and property rights, and their fears and aspirations.</p> <p>See also: International Association for Impact Assessment’s (IAIA) <i>“Guide for Assessing and Managing the Social Impacts of Projects”</i>. <a href="#">SIA Guidance Document IAIA.pdf</a></p>
STA	Short Term Accommodation
Town	Town of Port Hedland
TWA	Transient Workforce Accommodation
Workforce Accommodation	As defined in the Town’s <i>Local Planning Policy 05 – Workforce Accommodation (LPP/05)</i> .

## 1. Project Description

### 1.1. MGM Group

MGM is developing the MGM Lodge Project for the sole purpose of providing accommodation in Port Hedland for its existing and future workforce.

MGM has been continuously operating a bulk haulage business in Port Hedland since 2015, operating out of a depot in Wedgefield with all management and support functions (including workshops, QSE, admin, etc.). MGM services several Pilbara mine site operations from Port Hedland, currently with around 78 Super and Ultra quad combinations and nearly 300 staff. Of these, 56 staff, or nearly 20%, are Hedland residents.

MGM workers typically work a 12-hour day (typically 0600 – 1800 with operational variations), on a four-week on / two week off roster, with a Rostered Day Off (RDO) each week on which they currently access the Hedland communities for recreation and relaxation purposes.

Currently, MGM directly spend nearly \$50 million every year with local suppliers (including Aboriginal companies) in Hedland on various goods, services and labour to support and assist their operations, including fuel, spare parts, mechanics, repair works, maintenance works, food stuffs, general supplies and stationery, office furniture and equipment, as well as local service providers for water, power, comms, etc<sup>3</sup>.



Figure 2: MGM Lodge Location Map<sup>4</sup>

Located at Lot 9008, Great Northern Highway, Port Hedland, adjacent to the Port Hedland International Airport and between two existing TWA facilities.

When completed, the Lodge will comprise 220 rooms.

The Lodge will have inhouse catering and wet mess facilities, gym and multi-purpose recreational areas for MGM’s local and transitional workforce residents.

The development of the Lodge would represent a significant capital investment into Hedland, approximately \$9-10 million with further expected direct annual operating cost, over the life of the operational life of the facility of between \$6-7 million.

<sup>3</sup> The Project Description was provided by MGM and Grounded.

<sup>4</sup> Source: Kingsford Smith Business Park Design Guidelines, Town of Port Hedland, 2013, [kingsford-business-park-design-guidelines \(porthedland.wa.gov.au\)](https://www.kingsford-smith-business-park-design-guidelines.porthedland.wa.gov.au).

## 1.2. Construction

MGM has awarded a Design and Construct Early Contractor Involvement contract to Grounded Construction Group<sup>5</sup> (Grounded).

Grounded specialises in infrastructure for remote mining and civil projects Australia wide, including design and construction, installation, refurbishment and relocation of villages and camps. Grounded specialise in the installation of both permanent and temporary modular portable buildings, mining camps, non-process infrastructure, operational facilities and the development of long-term housing.

Grounded have been operating in Port Hedland since 2013 and have some 80 staff.

Grounded operate out of its Port Hedland Facility which has a workshop, warehouse along with plant and equipment storage area within the facility. Grounded has been working in the Pilbara since the company's inception and have to date employed several Hedland locals for the projects completed within the regions. Grounded have relationships with several Aboriginal owned and operated companies within the Pilbara whom the company works, across various work sites. Grounded aim to always include Aboriginal companies in any works conducted throughout the remote regions in WA in which it works.

Once development approval has been obtained, the construction is expected to take approximately 6 months.



**Figure 3: MGM Lodge Concept Design**

Construction of the Lodge is expected to employ some 30 people (at peak) in various construction roles, including carpenters, labourers, operators, electricians, plumbers, supervisory and other staff.

The Construction works will be mainly under Grounded, as head contractor. The construction trades workforce required for the earthworks, services and installation works will comprise a core of directly employed staff, with the subcontract works being issued out for pricing to various local companies.

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<sup>5</sup> [Grounded Construction Group \(groundedgroup.com.au\)](http://groundedgroup.com.au)



Accommodation of the construction workforce will be in existing residences and existing local short stay accommodation facilities.

Local subcontracts for construction will likely include:

- Electrical works
- Plumbing Works
- Landscaping works
- Concrete supply
- Construction Material suppliers
- Freight

All subcontractor packages will be competitively tendered and local subcontractors will be invited to submit prices.

### 1.3. Operations

The operations of MGM Lodge are expected to commence in second half 2022 and the facility will be operated on a contract basis, on behalf of MGM. Selection of the Lodge operator will be by competitive tender process, so that any local operators can have the opportunity to bid.

It is expected that up to 15 people will be employed in various roles during that time. Typical roles would include facilities management, reception and administration, catering, food, and beverage services, housekeeping and cleaning, grounds keeping and maintenance.

The operations personnel will be housed within the accommodation village, The operations personnel will be housed within the accommodation village, except where staff are Hedland residents.

### 1.4. Alternative accommodation provision and / or project location

Over the past several years, MGM has considered several options to accommodate its workforce in Hedland, including sites within and without the Town boundary, and the use of existing TWAs and Short-Term Accommodation providers.

MGM's clear preference is to have all its workforce in the same place so that its operations can be efficiently managed and that the health and wellbeing of its workforce and its relationships with the Hedland communities can be effectively and more positively managed. MGM's depot is in Wedgefield so a location close to that was considered most desirable.

The existing TWAs that are associated with major mining companies are not available to MGM and those that are, significantly raise rates to capture benefits associated with rising commodity prices and in addition major mining companies also add significantly to the accommodation demand for (and the cost of) the rooms available in the TWAs and STA facilities that are available to MGM.

MGM's final decision was that in consideration of all the above, the best and only alternative was to develop their own TWA facility, and that the chosen location should be consistent with the Town's Transient Workforce Accommodation Strategy (2014), further referenced below.

In 2020 – 2021, MGM assessed sites in the Kingsford Smith Business Park and South Hedland itself and the former was preferred given the expected daily / nightly ~200 light vehicle movements and parking required for up to 100 vehicles. This site would also allow easier access to Wedgefield and South Hedland.

In 2021, MGM lodged a development application with the Town of Port Hedland for this site and after subsequent discussions and negotiations, the Town advised that its preferred site would be on the northern side of the airport in the same location as many of the other TWAs.

This SIA has therefore been revised to consider impacts associated with the new location.

## 2. Impact Scoping

This section covers:

- the policy and regulatory context,
- a discussion about SIA practice,
- the SIA in terms of social, geographical, temporal (time) and contextual boundaries, and
- the methodology applied to this SIA.

**Section 4** provides a summary of the community and stakeholder engagement to date and **Section 5** the analysis of the potential impacts identified.

### 2.1. Policy and Regulatory Framework

The primary regulatory framework<sup>6</sup> that gives rise to this SIAMP are found within the *Town of Port Hedland Local Planning Scheme No. 7* and the Local Planning Policies<sup>7</sup> (LPP) that are prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*.

These include:

- *Local Planning Policy 05 – Workforce Accommodation (LPP/05)*
- *Local Planning Policy 06 – Social Impact Assessment (LPP/06)*

These LPPs arise from the Town's Transient Workforce Accommodation Strategy of October 2014<sup>8</sup> which was designed to manage the development of future TWAs within the Town of Port Hedland, paraphrased below.

The strategy identified that:

- Non-permanent residential workers (FIFO / DIDO) have a significant impact on the housing supply issues experienced within the Town as well as the supply and demand for services and facilities.
- Acknowledged the importance of this workforce section to the economic diversification of the Town.

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<sup>6</sup> It is noted that the MGM Lodge proposal is not a proposal subject to approvals under any other existing legislation, such as a State Agreement ratified by the WA Parliament, the *Mining Act 1978 (WA)*, the *Environmental Protection Act 1986 (WA)* or the *Environment Protection and Biodiversity Conservation Act 1999 (Cth)*.

<sup>7</sup> <https://www.porthedland.wa.gov.au/planning-building-and-environment/planning/planning-policies.aspx>

<sup>8</sup> <https://www.porthedland.wa.gov.au/documents/798/twa-strategy-2014>

- Highlighted the short to medium term imperative to provide adequate levels of transient workforce accommodation to cater for the necessary operational and construction workers.

The Town's policy imperative contemplates:

*"... a balanced and dispersed approach to the siting and location of TWA and the imposition of clear time limits on the operation of these sites to encourage a shift to a more permanent and integrated skilled workforce in the Town."*

The strategy envisages TWA facilities to be located on either land identified at the Port Hedland International Airport or on land located on the periphery of South Hedland. As noted in **section 1.4** the MGM Lodge proposal was originally proposed for the Kingsford Smith Business Park, south of the airport runway and 5km by road from South Hedland, on the corner of Altitude Avenue and Bailey Retreat, off Wallwork Road. The revised location is on the northern side of the Port Hedland International Airport, on the Great Northern Highway, adjacent to other TWA facilities (see **Figure 2: MGM Lodge Location Map**).

#### 2.1.1.1. Workforce Accommodation Policy

The Town's Workforce Accommodation policy objectives can be summarised as:

- Integrating workforce accommodation into the surrounding environment through physical design and management measures which promote social cohesion.
- Ensuring that the application of design standards which are commensurate with the development lifespan and location.
- Encouraging workforce accommodation to be located close to urban settings and commercial centres that ensures reciprocal benefits for the local community and local business from an integrated workforce accommodation facility.
- Supporting high quality, adaptive and sustainable design adapted to the regional climate that provides a high level of amenity to occupants, promotes articulated frontages and avoids sterile streetscapes.

The Town wants to facilitate workforce accommodation that is demonstrated to meet the temporary needs of a specific industry or project and that allows decision makers to apply discretion regarding the duration (term) of approval, acknowledging it as a temporary and transitional use.

The Town's Social Impact Assessment policy objectives include:

- Encouraging early identification and assessment of positive and negative social impacts through the development of a Social Impact Assessment (SIA) and Social Impact Management Plan (SIMP) to mitigate adverse effects and maximise positive social outcomes for the impacted community.
- Outlining the Town's expectations for the key elements of SIA, including genuine engagement with stakeholders.

The Town wishes to support informed decision making through the incorporation of quality, evidence-based information and management measures monitored through key performance indicators.

Key elements for consideration include:

- demand driven – a requirement to demonstrate that additional workforce accommodation is required to accommodate the proponent’s workforce,
- commuting distances – in consideration of appropriate commuting distances and travel times to and from worksites, considering industry standard 12-hour work rosters,
- location suitability – within and without that the considered appropriate travel times between the accommodation and the workplace of 30 mins, resulting in application of ‘basic’ or ‘high’ design standards,
- design standards – the aim of social integration, to the extent practicable, so to contribute to the economic activities and community values of the town, noting that proposals that don’t fit the location suitability provisions, e.g., hybrid accommodation models suiting different workforce configurations will be assessed against the high design standards,
- traffic management – traffic impact assessment in accordance with the *Transport Impact Assessment Guidelines* by the Department of Planning, Lands and Heritage<sup>9</sup>, and
- time limited approval – consideration of the period for which approval is granted potentially linked with the timeframes of a worksite or project, noting that developments designed and constructed in accordance with the high design standards may not have a time-limited approval imposed by the Town.

The Social Impact Assessment policy, LPP/06, discussed below, is triggered in the case of any development proposal for Workforce Accommodation.

#### 2.1.2. *Social Impact Assessment Policy*

In support of its Workforce Accommodation policy objectives, the Town requires that a Social Impact Assessment (SIA) shall be prepared for any development falling within the use class of Workforce Accommodation (LPP/06, s4.2.1).

The primary objectives of the Town’s Social Impact Assessment policy include:

- Encouraging early identification and assessment of positive and negative social impacts through the development of a Social Impact Assessment (SIA) and Social Impact Management Plan (SIMP) to mitigate adverse effects and maximise positive social outcomes for the impacted community.
- Outlining the Town’s expectations for the key elements of SIA, including genuine engagement with stakeholders.

The Town wishes to support informed decision making through the incorporation of quality, evidence-based information and management measures monitored through key performance indicators.

Key phases of an SIA include:

1. Scoping
2. Baseline analysis

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<sup>9</sup> [Transport impact assessment guidelines - Department of Planning, Lands and Heritage \(dplh.wa.gov.au\)](https://www.dplh.wa.gov.au)

3. Community and stakeholder engagement
4. Impact assessment
5. Social Impact Management Plan
6. Monitoring and review

The outcomes of the phases above are to be documented in an SIA Report (this SIAMP document), including an explanation of the methods used for each phase. Consultation with the Town is recommended at each phase to confirm requirements. The resulting SIA Report should be well documented and contain references to data and best-practice guidance.

This SIAMP is structure to follow the SIA phases and the overall expectations of the Town regarding SIA development.

These expectations include:

- That an SIA should consider the full lifecycle of the proposal and should be commensurate with the nature and scale of the development.
- The scope of the SIA should reasonably cover the likely significance of the predicted social impacts arising from the project.
- Engagement about the SIA is to be participatory and inclusive, respectful, meaningful and considerate of the needs of potentially impacted individuals or groups.
- An SIA should be rigorous and based on comprehensive social impact analysis and incorporate the most up to date information on communities affected.
- Impact management measures should be effective and aimed to enhance benefits and mitigate any negative impacts. These should also be adaptive, and monitoring and review mechanisms should be established so that adjustments can be made to ensure ongoing effectiveness.

In effect, the Town requires a formalised SIA process, drawing on international best practice principles for SIA, such as those of the IAIA<sup>10</sup>.

Accordingly, this SIAMP seeks consistency with the IAIA's *"Social Impact Assessment: Guidance for assessing and managing the social impacts of projects"*<sup>11</sup> (the IAIA Guide) and responds to LPP/06.

## 2.2. SIA Practice

The practice of Social Impact Assessment (SIA) can be described as a considered attempt to identify, predict, and manage social issues that might arise from a development. Properly developed, including through the effective and participatory engagement of stakeholders and affected communities, SIA can be used as a tool for both making decisions in a regulatory context, and as the basis for the management of impacts throughout the life of a project.

As the IAIA Guide (and LPP/06) contemplates, the development of an SIA needs to be commensurate with the project being considered and needs to be appropriate for the context. SIA needs to be fit

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<sup>10</sup> International Association for Impact Assessment (IAIA): <C:\IAIA\Pubs\SP2-2 page.PDF>

<sup>11</sup> Vanclay, F., Esteves, A.M., Aucamp, I., & Franks, D. 2015 *Social Impact Assessment: Guidance for assessing and managing the impacts of projects*



for purpose, the right size for the job. The SIA that is developed needs to be the right size and scope for the project that is being assessed.

For example, the size and scope of an SIA for a major mining development will be significantly greater than that done for a TWA, like the MGM Lodge.

### 2.2.1. *What are social impacts?*

Social impacts can be seen as both the positive and negative things that might happen in a community when a something is planned for and then carried out that is likely to cause change in that community.

Social impacts can be caused through the development of a project, a new public policy, a program – anything that triggers social change.

In the context of SIA practice, the MGM Lodge is considered a project.

The IAIA Guide describes social impacts as changes that can affect people’s way of life, their culture, their community, their political systems, their environment, their health and wellbeing, their personal and property rights, and their fears and aspirations<sup>12</sup>.

Social impacts can be intended and unintended, they can be direct or indirect, induced or cumulative, they can be tangible or intangible, or perceived. They can happen in a specific area, or over time and at different times and at different rates, and they can be reversible or irreversible.

Social impacts can have a small or large impact and can have good or bad consequences.

Positive social impacts can come from *opportunities* that become available from a project such as training, employment or business contracts.

Negative social impacts can come from *risks* that might be caused by a project, for example, increased traffic in urban areas causing a rise in traffic accidents.

Not all social impacts that are predicted will happen. It depends on the likelihood of them happening and what plans are put in place to manage them. That is, impact management plans and strategies are put in place to make the best of the good things that might happen, and impact management plans and strategies are put in place to avoid or lessen any bad things that might happen.

### 2.3. **Boundaries and limitations**

SIA also needs to be considered in terms of its social, geographical, temporal (time) and contextual boundaries.

- Social and statistical boundaries can be described as discrete areas within which a population (or community) interacts socially and economically, and which can be measured using census and other information.
- Geographical boundaries, as the name suggests, represents the geographical area within which impacts can be expected to occur.

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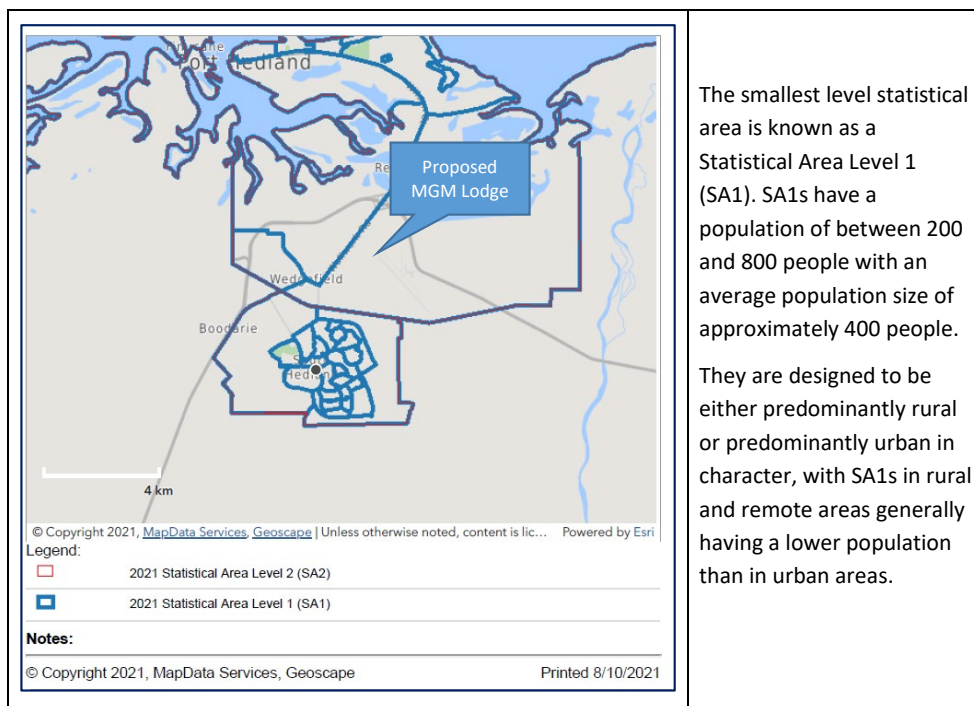
<sup>12</sup> IAIA Guide, “Box 1: What are social impacts?” (p2).

- **Temporal** boundaries relate to time and can include the length of the project being considered and the various stages of the project, e.g., planning, construction, operations and decommissioning.
- **Contextual** boundaries relate to the extent of matters considered in an SIA, i.e., those that while important to the broader social and economic environment, or reasonably within or without the scope of the SIA being developed.

Boundaries for this SIA were discussed with the stakeholder organisations consulted and the Town Executive Team.

2.3.1. *Social and statistical boundaries*

The Australian Bureau of Statistics (ABS), standards, including the Australian Statistical Geography Standard (ASGS)<sup>13</sup> statistical boundaries structures provide a very important and useful basis for putting appropriate boundaries around the areas to be considered from a social impact perspective.



**Figure 4: Port Hedland and South Hedland SA2s**

The next level is Statistical Area Level 2 (SA2). SA2s are described as “medium-sized general-purpose areas built up from whole Statistical Areas Level 1. Their purpose is to represent a community that interacts together socially and economically.”<sup>14</sup> SA2s are the smallest area determined by the ABS

<sup>13</sup> <https://www.abs.gov.au/statistics/standards>

<sup>14</sup>

[https://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/1270.0.55.001~July%202016~Main%20Features~Statistical%20Area%20Level%20\(SA2\)~10014](https://www.abs.gov.au/ausstats/abs@.nsf/Lookup/by%20Subject/1270.0.55.001~July%202016~Main%20Features~Statistical%20Area%20Level%20(SA2)~10014)

for which non-Census and intercensal statistics are made available. SA2s generally have a population range of 3,000 to 25,000.

**2.4. Geographical boundaries**

Consistent with the social and economic statistical boundaries, the geographical areas of impact for the MGM Lodge will be within the Town of Port Hedland LGA and more specifically, the South Hedland SA2.

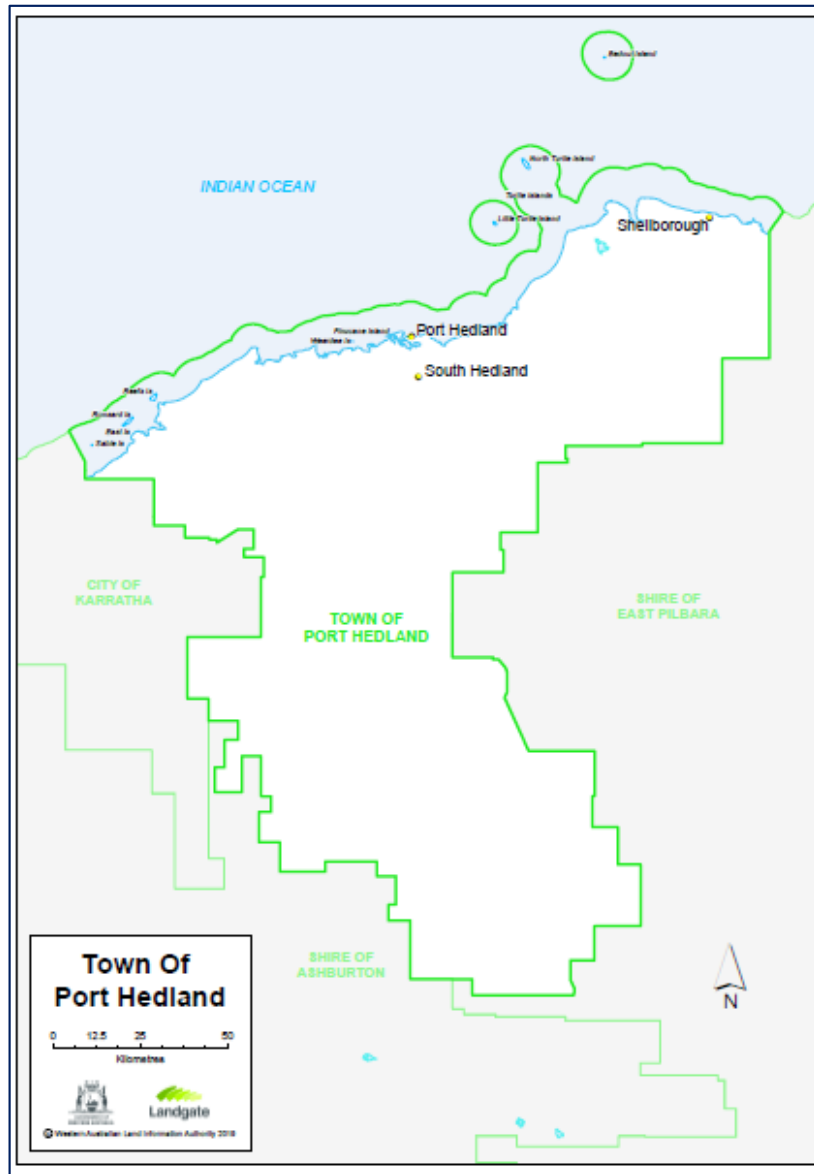


Figure 5: LGA Socioeconomic and geographical boundaries

#### 2.4.1. *Temporal boundaries*

The temporal, or time-related, aspects of the MGM Lodge project, at the time of the development of this ESIAMP was 10-15 years including construction. Assuming that approvals are obtained, the expected construction period is to take 6 months and occur in the first half of 2022. Operations of the facility are due to commence in the second half of 2022 and continue to circa 2035.

#### 2.4.2. *Contextual boundaries*

The contextual boundaries in relation to the MGM Lodge project are primarily related to the overall discourse about the relationship between FIFO workforces, TWA facilities and residential workforces.

It is the clear desire of the Town and of many local stakeholders to see the Hedland permanent resident population and workforce develop alongside industry. TWA and the attractiveness of FIFO for many, works against this aspiration. Equally, in times of high commodity prices (iron ore), peak export volumes and constrained labour markets, absent sufficient housing stock, the local housing market becomes highly constrained and unable to accommodate local residential workforce growth. The same could be said of the local Short-Term Accommodation (STA) market and so there is an important need and purpose for TWA during these times.

Recognising that the above discourse is broad and complex and takes in a wide variety of matters, a contextual boundary for this SIA is that it will **not** assess the impacts of TWA more broadly, on the local housing market and residential workforce development. The impact analysis does discuss the approach that MGM might choose to take to contribute toward the development of a larger local and residential workforce.

There are more than 5000 TWA beds in the immediate Hedland area and the MGM Lodge proposal of 220 beds (maximum) represents about 4.4% of the total. It may be that such a cumulative impact assessment is warranted but not in the context of this proposal's assessment.

### 2.5. **Methodology**

In addition to the approaches described about that have been taken to this SIA, there are three further critical elements related to:

- Impact themes
- Impact assessment and analysis
- Stakeholder and community engagement and consultation

The approaches are described below.

#### 2.5.1. *Impact Themes*

To provide a simple framework within which impacts associated with this project can be identified, discussed and assessed, the following interrelated themes (and sub-themes) were used:

##### **Local Economic Participation:**

- Local and Aboriginal training and employment
- Local and Aboriginal business contracting
- Direct procurement of local goods and services
- Contribution of local rates, fees and charges

- Local housing availability and cost
- Residential workforce
- Overall economic contribution
- Local community and industry understanding and perception of the proponent's business
- Workforce economic contribution to the local economy

#### **Community Health, Wellbeing and Amenity**

- Workforce mental health
- Crime (against property and the person) and public safety
- Social personal and sexual relations
- Alcohol and Other Drugs (AOD)
- Community amenity and social infrastructure
- Community health services

#### **Culture & Society**

- Aboriginal People and Culture and Reconciliation
- Workforce Diversity and Inclusion, Sexual Harassment, Gender and Racial Discrimination
- Social cohesion, integration and identity

Assessing each of the above in the context of the project involved, i.e., its size, scope, nature and associated activities, allows for the early identification of likely SIA issues.

#### *2.5.2. Impact assessment and analysis*

The approach taken to impact assessment and analysis is based on an adaptation of classic risk management theory, to social, cultural and economic impact.

As previously indicated impact means both opportunity and risk:

- **Positive** social impacts can come from *opportunities* that become available from a project such as training, employment or business contracts.
- **Negative** social impacts can come from *risks* that might be caused by a project, for example, increased traffic in urban areas causing a rise in traffic accidents.

Not all social impacts that are predicted will happen. It depends on the likelihood of them happening and what plans are put in place to manage them. Not all risks have a corresponding opportunity and vice versa.

Thus, the approach involves:

**Risk Management** – the likelihood of a risk occurring and the consequences to affected communities if it does.

The confluence of likelihood and consequence provides an initial risk (pre-avoidance / mitigation planning) ranking that can provide guidance to the level of risk management that should be applied. Secondary risk ranking can be predicted based on the implementation of risk management strategies.

**Opportunity Management** – the likelihood of individuals and organisations in an affected community taking advantage of opportunities arising from a project within individual and the community's existing capacity.



The confluence of likelihood and consequence provides an initial opportunity (pre-enhancement planning) ranking that can provide guidance to the form and nature of social investment initiatives that could be applied. Secondary opportunity ranking can be predicted based on the implementation of opportunity management strategies.

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The series of figures below show the impact (risk and opportunity) matrices used and the reference tables that can provide guidance as to the definitions of Likelihood and Consequence, impact ranking and subsequent impact management.

It is important to note that:

- SIA provides a snapshot in time and should be seen as an iterative process that changes over time and so adaptive management should be applied in a dynamic social, cultural and economic environment.
- Appropriate indicators and metrics should be agreed and built into the SIMP such that a baseline is created from which to measure future change.
- Ongoing community and stakeholder engagement is critical to effective impact management.

**Section 5** of this document provides the impact analysis for the MGM Lodge project and **Appendix A: Social Impact Management Table**.

CONSEQUENCES		CIRCLE ADVISORY	Minor - A	Moderate - B	Severe - C	Major - D	Catastrophic - E
		Social & Economic	Low or no negative impacts on the socio-economic environment	Moderate short term negative impacts on the socio-economic environment	Serious medium term negative impacts on the socio-economic environment	Major medium to long term negative impacts on the socio-economic environment	Major and long term, potentially irreversible negative impacts on the socio-economic environment
LIKELIHOOD	Almost Certain - 5	Event is expected to occur in most circumstances	Moderate	High	Extreme	Extreme	Extreme
	Likely - 4	Event will probably occur in most circumstances	Low	Significant	High	Extreme	Extreme
	Possible - 3	Event should occur at some time	Low	Moderate	Significant	High	Extreme
	Unlikely - 2	Event could occur at some time	Low	Low	Moderate	Significant	High
	Rare - 1	Event may occur only in exceptional circumstances	Low	Low	Moderate	Moderate	Significant
RISK SEVERITY LEVEL		RISK MANAGEMENT ACTIONS					
EXTREME		Requires immediate action - highest priority to treat risk - senior level monitoring.					
HIGH		Requires immediate attention - must manage with senior level monitoring.					
SIGNIFICANT		Requires management attention with a degree of priority.					
MODERATE		Requires routine to periodic monitoring.					
LOW		"Business as usual" - should not require much attention but should be reviewed at least annually. Managed by routine policies and procedures.					

Figure 6: Risk matrix

The risk reference tables below provide guidance as to the definitions of Likelihood and Consequence.

SOCIAL RISK		CIRCLE ADVISORY				
CONSEQUENCE reference table		A	B	C	D	E
Category	Minor	Moderate	Severe	Major	Catastrophic	
Social and Economic	<p>Minor or no unapproved disturbance to land or impingement or impairment of land and property.</p> <p>Minor or no disruption to cultural life or damage to cultural heritage sites, places or objects.</p> <p>Minor or no impacts on community health and wellbeing, or amenity and social cohesion.</p> <p>Minor or no negative impacts on local economy and development.</p> <p>Community can easily adapt or cope with the change.</p> <p>Little or no stakeholder concern.</p>	<p>Short term disruption, disturbance to land or impingement or impairment of land and property.</p> <p>Moderate short term disruption to cultural life and / or minimal damage to cultural heritage sites, places or objects that can be avoided or mitigated.</p> <p>Moderate short term potential impacts on community health and wellbeing, or amenity and social cohesion and that are easily manageable.</p> <p>Moderate short term impacts on the local economy and its development that can be easily absorbed.</p> <p>Community has the capacity to adapt or cope with the change, but needs some support.</p> <p>Stakeholder concern that can be managed through good communication.</p>	<p>Severe medium term disturbance to land or impingement or impairment of land and property.</p> <p>Severe medium term disruption to cultural life and / or serious damage to cultural heritage sites, places or objects, i.e. that cannot be easily avoided or mitigated.</p> <p>Severe medium term negative impacts to community health and wellbeing or amenity and social cohesion and that are not easily manageable.</p> <p>Severe medium term negative impacts to the local economy and its development that are not easily absorbed.</p> <p>Community has some capacity to adapt and cope with changes, but requires a moderate amount of support.</p> <p>Serious stakeholder concern that cannot be easily managed through good communication.</p>	<p>Major unapproved disturbance to land or impingement or impairment of land and property.</p> <p>Major, medium to long term disruption to cultural life and / or irreversible damage to cultural heritage sites, places or objects that cannot be avoided or mitigated.</p> <p>Major, medium to long term negative impacts to community health and wellbeing or amenity and social cohesion that cannot be managed.</p> <p>Major, medium to long term negative impacts to the local economy and its development that cannot be absorbed in the medium to long term.</p> <p>Community has some capacity to adapt and cope with the changes - requires significant support.</p> <p>Significant and major concern from broader stakeholders and the community, prolonged community annoyance.</p>	<p>Major long term unapproved disturbance to land or impingement or impairment of land and property.</p> <p>Major long term disruption to cultural life and / or major, irreversible damage to cultural heritage sites, places or objects.</p> <p>Significant long term negative impacts to community health and wellbeing, or amenity and social cohesion.</p> <p>Significant long term negative impacts to the local economy and its development that cannot be reversed.</p> <p>Community has no capacity to adapt and cope with the changes even with significant support.</p> <p>Significant and major stakeholder concern and community outrage.</p>	
LIKELIHOOD reference table		Level	Descriptor	Description		
	5	Almost certain	The risk has occurred recently and is likely to occur again. It is an expected occurrence on this type of development project in similar regions.			
	4	Likely	The risk has a history of occurrence for this type of development project or is difficult to control due to external influences of the region.			
	3	Possible	The risk occurs on an irregular basis, but has occurred on this type of development project, in this type of region.			
	2	Unlikely	The risk would be an uncommon occurrence and would occur in remote circumstances. It has occasionally occurred on this type of development project.			
	1	Rare	The risk may occur only in exceptional circumstances and is not likely to occur in this location.			

Figure 7: Risk reference table

		CIRCLE ADVISORY	Insignificant - A	Small - B	Medium - C	Large - D	Major - E
CONSEQUENCE	Social & Economic	Limited or no local benefit accrual. Very few jobs and very little contracts. Very little economic contribution. Few or no positive impacts on community health and wellbeing, amenity or social cohesion.	Benefit accrual only to those with existing skill and capacity. Small number of jobs and few small scale contracts. Minor contribution to the local economy. Minor positive impacts on community health and wellbeing, amenity or social cohesion.	Benefit accrual to all those with existing capacity who choose to participate. Jobs to most of those who want them. A number of contracts let locally. A solid contribution to the local economy. Positive and material impacts on community health and wellbeing, amenity or social cohesion.	Broad benefit accrual across the community. Significant number of local people employed. Significant number of contracts let locally. Significant contribution to the local economy. Significantly positive impacts on community health and wellbeing, amenity or social cohesion.	Significant scale positive change in the community through opportunities directly and indirectly associated with the project. Many local people employed in the long term. Many long term contracts let locally. Large scale positive impacts on community health and wellbeing, amenity or social cohesion. Significant legacy benefit.	
		A	B	C	D	E	
LIKELIHOOD	Almost Certain - 5 Local community will achieve through existing capacity.	Low	Moderate	Significant	High	Transformational	
	Likely - 4 It is likely that the local community can readily pursue and achieve through existing capacity.	Low	Moderate	Significant	High	Transformational	
	Possible - 3 It is possible that the local community could pursue and achieve through existing capacity.	Low	Moderate	Significant	High	Transformational	
	Unlikely - 2 It is unlikely that the local community can pursue and achieve through existing capacity.	Low	Low	Moderate	Significant	High	
	Highly Unlikely - 1 It is highly unlikely that the community could achieve the opportunity through existing capacity.	Low	Low	Moderate	Significant	High	
OPPORTUNITY IMPACT LEVEL	OPPORTUNITY MANAGEMENT ACTIONS						
TRANSFORMATIONAL	Requires significant commitment, community capacity development and change leadership at the highest levels of the organisation over the life of the project. Suits major, long term projects with a high impact / proximity to local community.						
HIGH	Requires a committed, focused and planned approach in a close and cooperative working relationship with the community and a high level of investment in capacity development.						
SIGNIFICANT	Requires a committed, focused and planned approach in a close and cooperative working relationship with the community and a significant level of investment in capacity development.						
MODERATE	Positive social and economic outcomes are likely achievable through a reasonable level of commitment and planning and moderate level of investment in capacity development.						
LOW	"Business as usual" - should be achievable through implementing existing policies and procedures, would occur within existing market forces, but should be reviewed within regular project schedules.						

Figure 8: Opportunity matrix

OPPORTUNITY Reference Table		CIRCLE ADVISORY			
Category	A	B	C	D	E
	Insignificant	Small	Medium	Large	Major
Social and Economic	Limited or no local benefit accrual.  Very few jobs and very little contracts.  Very little economic contribution.  Few or no positive impacts on community health and wellbeing, amenity or social cohesion.	Benefit accrual only to those with existing skill and capacity.  Small number of jobs and few small scale contracts.  Minor contribution to the local economy.  Minor positive impacts on community health and wellbeing, amenity or social cohesion.	Benefit accrual to all those with existing capacity who choose to participate.  Jobs to most of those who want them.  A number of contracts let locally.  A solid contribution to the local economy.  Positive and material impacts on community health and wellbeing, amenity or social cohesion.	Broad benefit accrual across the community.  Significant number of local people employed.  Significant number of contracts let locally.  Significant contribution to the local economy.  Significantly positive impacts on community health and wellbeing, amenity or social cohesion.	Significant scale positive change in the community through opportunities directly and indirectly associated with the project.  Many local people employed in the long term.  Many long term contracts let locally.  Large scale positive impacts on community health and wellbeing, amenity or social cohesion.  Significant legacy benefit.

LIKELIHOOD Reference Table		
Level	Descriptor	Description
5	Almost Certain	The local community (or individuals) will almost certainly be able to pursue the opportunity and achieve it through its existing capacity.
4	Likely	It is likely that the local community (or individuals) will be able to pursue and achieve the opportunity through its existing capacity.
3	Possible	It is possible that the local community (or individuals) will be able to pursue and achieve the opportunity through its existing capacity.
2	Unlikely	It is unlikely that the local community (or individuals) will be able to pursue and achieve the opportunity through its existing capacity.
1	Highly Unlikely	It is highly unlikely that the community (or individuals) will be able to pursue and achieve the opportunity through its existing capacity.

Figure 9: Opportunity reference table



### 3. Social Baseline

Further to the impact boundaries and limitations set out in **section 2.3** above, relevant social and economic baseline information is included here.

The statistical information and observations are largely drawn from the ABS 2016 Census, intercensal data where this is available and primary data from other sources, including the stakeholder organisations consulted.

It is noted that the 2021 Census data is now being released from the ABS; however, the save for the changes in housing demand noted below, there have not been any further significant change that warrants a major overhaul of the social baseline, in the context of this project.

The information presented is intended to illuminate important elements that underpin the impact assessment and management suggestions set out in **section 5**.

#### 3.1. Population and demographics<sup>15</sup>.

The Town of Port Hedland Local Government Area (LGA) population at the 2016 Census was 14,469 people, 9471 of whom (~65%) were resident in South Hedland. The 2021 Census population was 15,684.

The population is 53.4% male and 46.6% female, and the median age is 31 years.

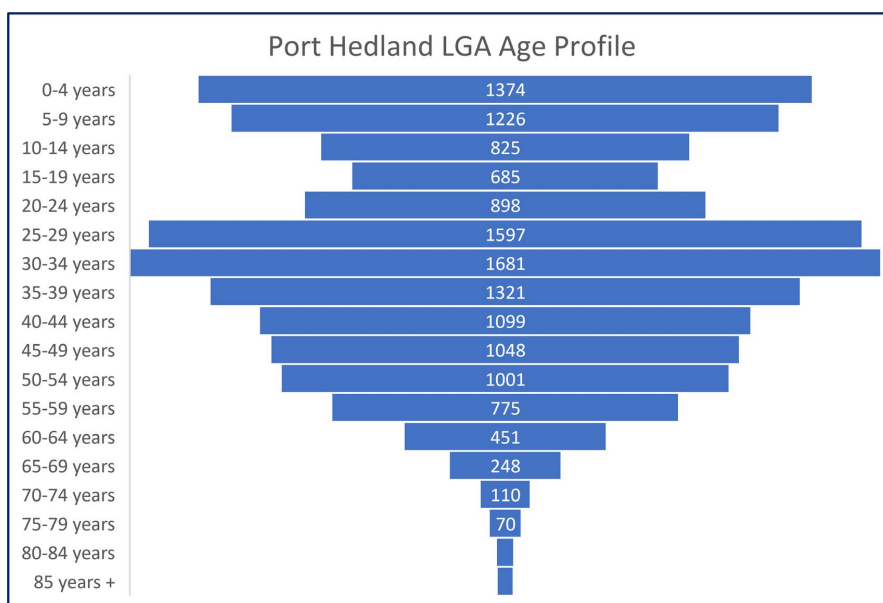


Figure 10: Port Hedland LGA Age Profile

<sup>15</sup> [file:///E:/Projects/MGM%20Lodge/Baseline/ABS%20Info/2016%20Census%20QuickStats\\_%20Port%20Hedland%20\(T\).html](file:///E:/Projects/MGM%20Lodge/Baseline/ABS%20Info/2016%20Census%20QuickStats_%20Port%20Hedland%20(T).html)

A significant proportion of the population is under the age of 14, i.e., 23.7%, contrasted with the whole of WA of 19.3%. The median age of 31 offers evidence of a younger population profile, consistent with the higher ATSI population and the nature of the resource sector-based workforce.

Using the 2016 statistics, 2412 people (or 16.7%) identified as Aboriginal and / or Torres Strait Islander (ATSI), in comparison to 3.1% for Western Australia. The median age of ATSI people is 26<sup>16</sup>.

Aboriginal language groups in the Town of Port Hedland LGA are shown in the Figure 6 below.

In terms of ancestry, most people (63.8%) reported being of Australian, English, Irish, Scottish or Australian Aboriginal descent.

The most common countries of birth apart from Australia (63.1%) included New Zealand (5.6%), the Philippines (2.5%), England (2.2%), South Africa (1.3%) and India (1.0%). Nearly 36% of the people in Hedland were born overseas. Most people only speak English at home (70.4%), however other languages spoken at home included Malay (1.7%), Tagalog (1.3%), Filipino (0.9%), Nyangumarta (0.7%) and Afrikaans (0.7%).

As is typical in northern Australia, a significant proportion of the population is of ATSI descent. Hedland is located on Kariyarra country and the whole LGA lies with in Kariyarra, Ngarla and Nyamal country (see Fig. 6 below).



Figure 11: The Town of Port Hedland LGA is in Kariyarra, Ngarla and Nyamal country<sup>17</sup>

<sup>16</sup> [https://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/IQSLGA57280](https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/IQSLGA57280)

<sup>17</sup> <https://aiatsis.gov.au/explore/map-indigenous-australia>

The chart below shows the number of residents vs visitors in Hedland on the Census night in 2016.

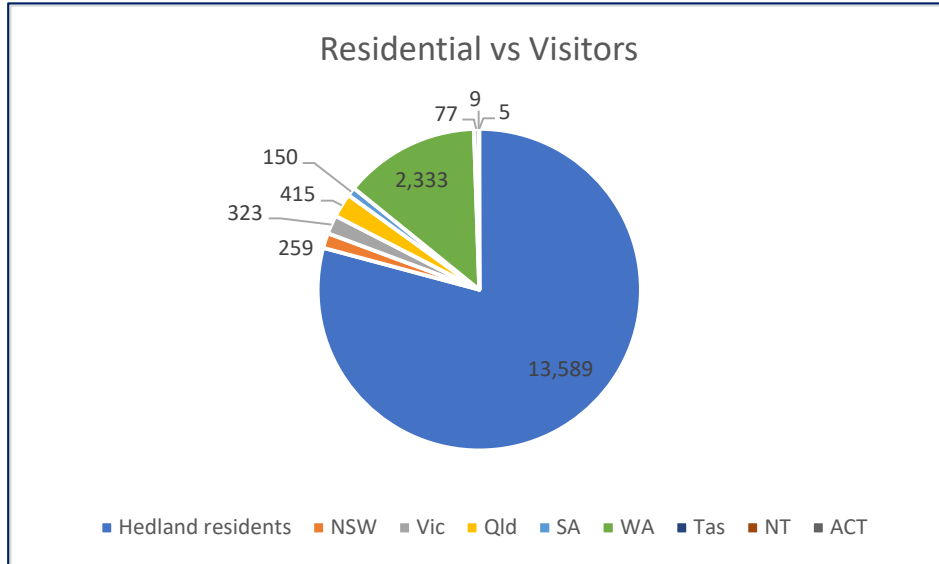


Figure 12: Residents vs visitors

There were approximately 3570 visitors (assuming mostly FIFO workers) in Hedland on Census night.

### 3.2. Educational attainment

Levels of educational achievement are shown in Figure 7 below:

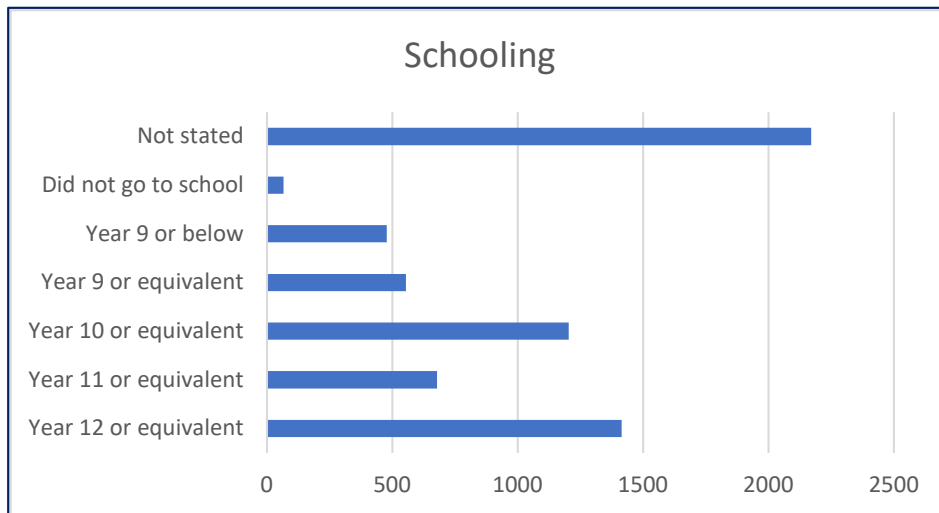
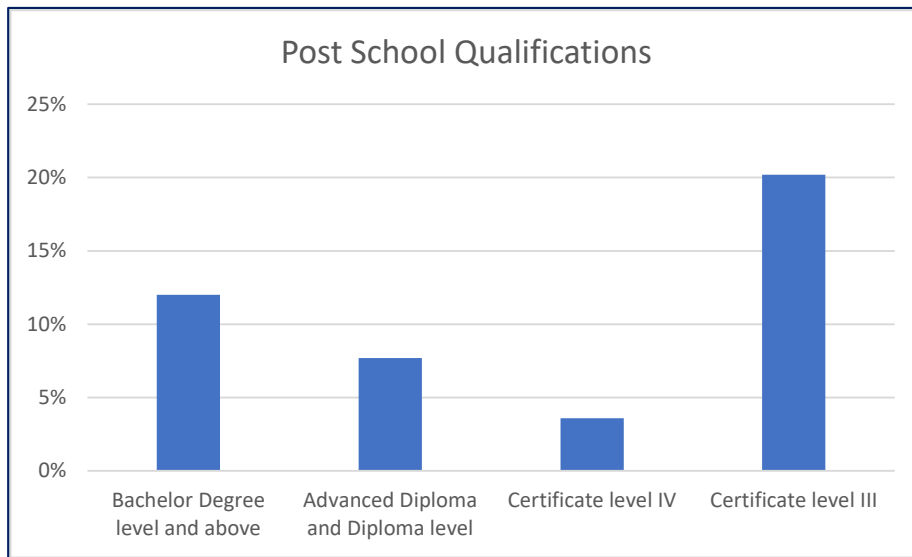


Figure 13: School completion

More than 2000 respondents did not state their level of educational attainment.

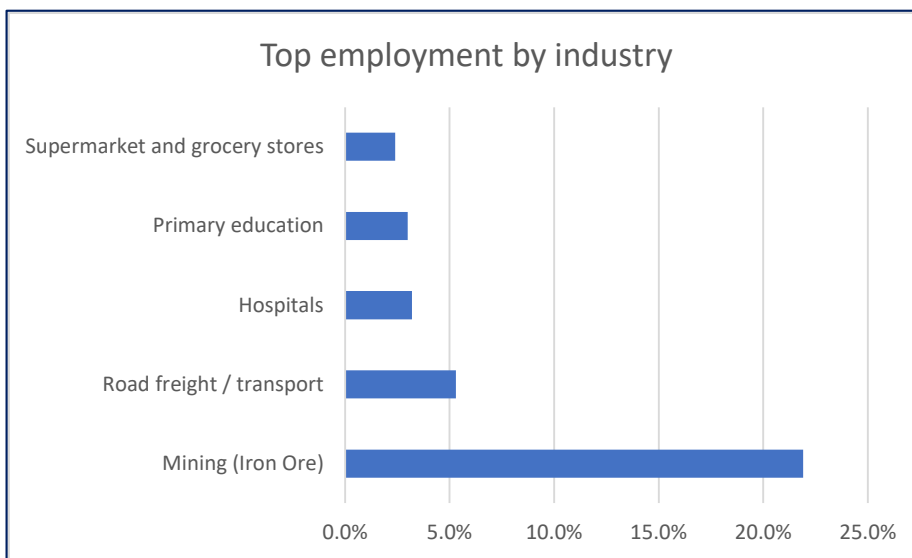


**Figure 14: Post school qualifications**

While the reported bachelor’s degree level of post school qualifications attained of 12% is considerably lower than WA (20.5%), the Certificate level III at 20.2% (typically trades) is significantly higher than WA (14%).

We assume that this is reflective of the nature of industry employment and occupational profile in the area as shown below.

**3.3. Occupation and industry**



**Figure 15: Top employment by industry**

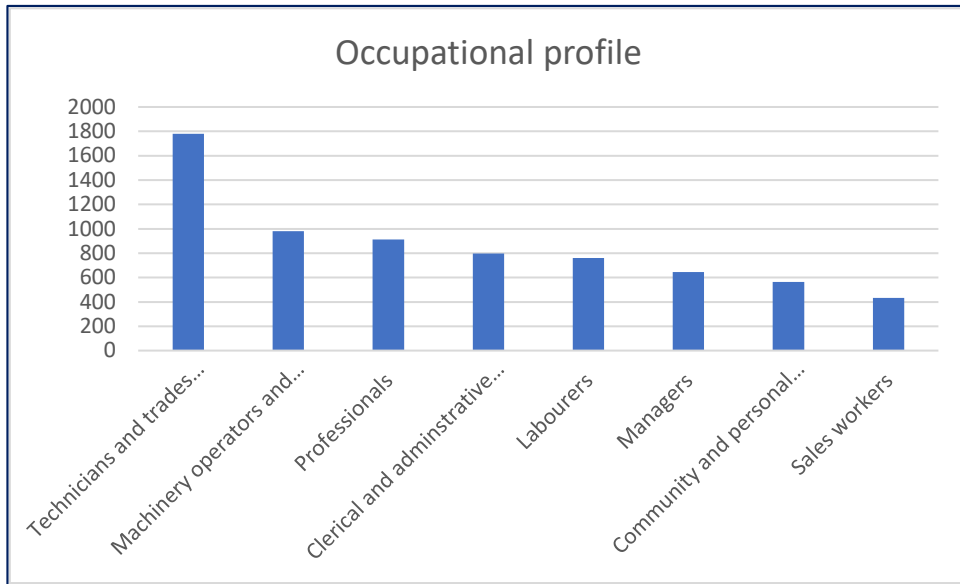


Figure 16: Occupational profile

3.4. Income

Table 11 below shows the median weekly incomes in the Port Hedland LGA in 2016.

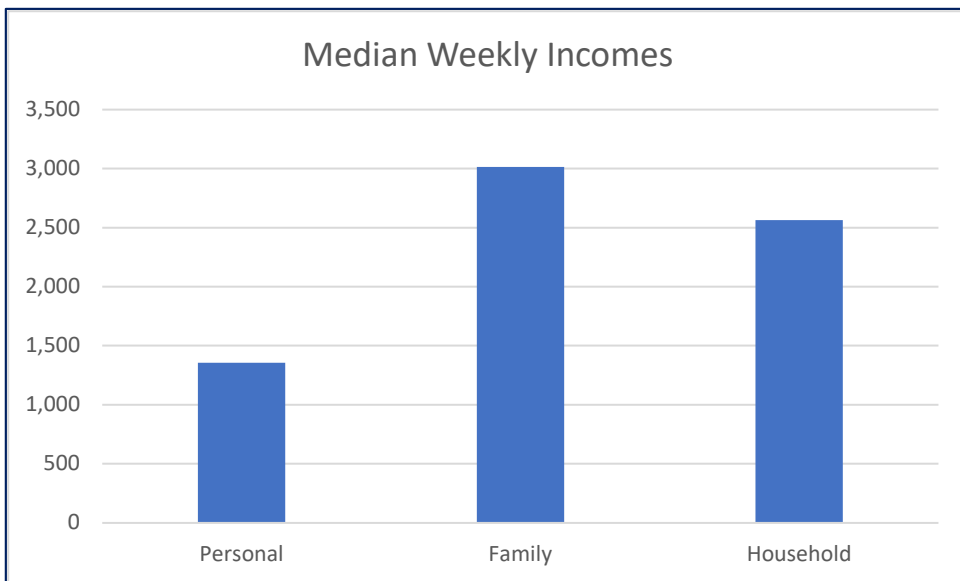


Figure 17: Town of Port Hedland LGA – Incomes

The reported median weekly household income is \$2563 that is nearly 40% higher than the state median. ATSI median weekly household income is \$1901.

### 3.5. Employment and the labour force

In the Port Hedland LGA, the total number of working age people, aged 15-64 is 10,556 out of the 2016 Census, total population of 14,469.

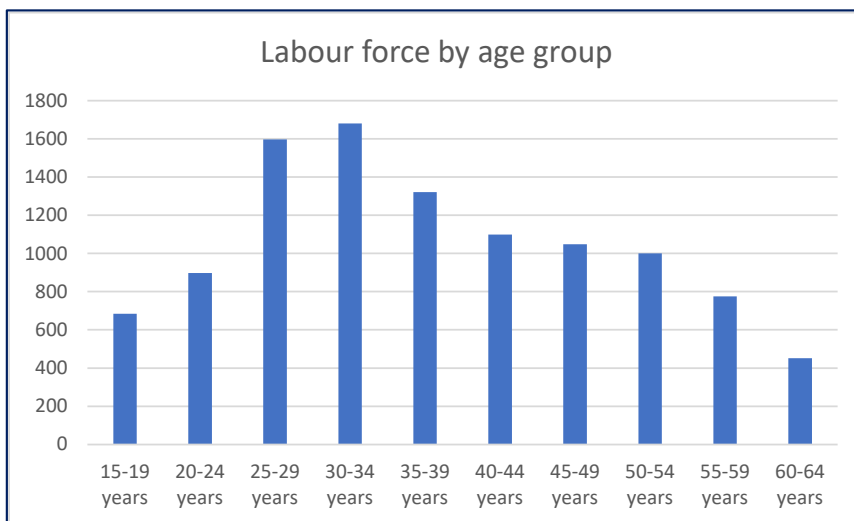


Figure 18: Labour force by age group

At the 2016 Census, 7,441 reported being in the labour force, a participation rate of 70%. Of these, 70.2% were employed full time, 16.9% part-time and 5.2% unemployed.

### 3.6. Aboriginal employment and labour force participation

The ABS provides specific data relating to ATSI people in the Hedland area and notes that in 2016<sup>18</sup>:

- There were 694 Aboriginal people employed, representing 82.7% of the total labour force of 839.
- That there were 142 unemployed people (16.9%).
- The labour force participation rate is 57.9%.
- The total number of people who responded was 1448.
- 53.6% of the local ATSI population were either fully or partially engaged in employment, education and training.

Information obtained from the Ashburton Aboriginal Corporation, who manage the Community Development Program (CDP), indicate that in October 2021 there were some 1244 jobseekers participating in this program. CDP is a Commonwealth Government program in which welfare recipients work up to 20 hours per week in community jobs and skill development as a foundation for employment. Further discussion regarding Aboriginal employment and unemployment is included in **section 5.1.1** below.

<sup>18</sup> <https://dbr.abs.gov.au/region.html?lyr=iare&rgn=506004>



### 3.7. Housing and accommodation

The dwelling profile in the Town of Port Hedland LGA by ownership and rental type is shown below:

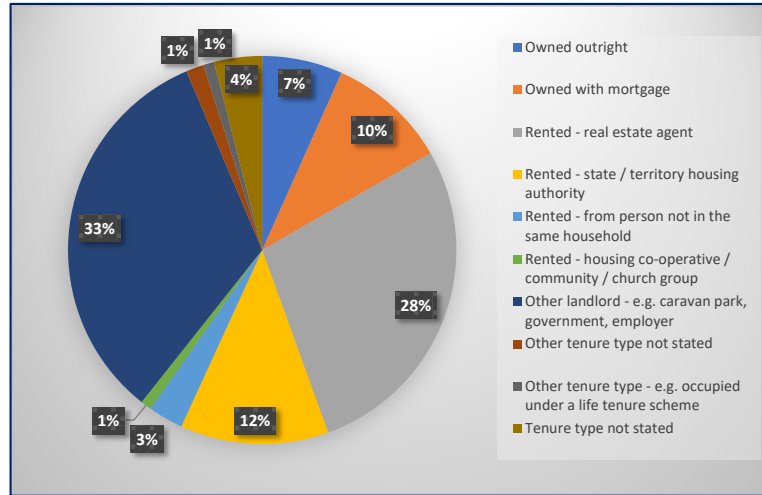


Figure 19: Port Hedland LGA dwelling by ownership and rental type.

Of the total of all types, i.e., detached houses, semi-detached townhouses, flats, apartments and other dwellings, 61% are rented through a real estate agent or ‘other landlord’ type.

Other landlord types include ‘residential parks (includes caravan parks and marinas)’, or an employer, including Government and the Defence Housing Authority. The proportion of owned outright or owned with mortgage is 17%, while public housing authority rentals is 12%. The South Hedland SA2 area has largely the same profile.

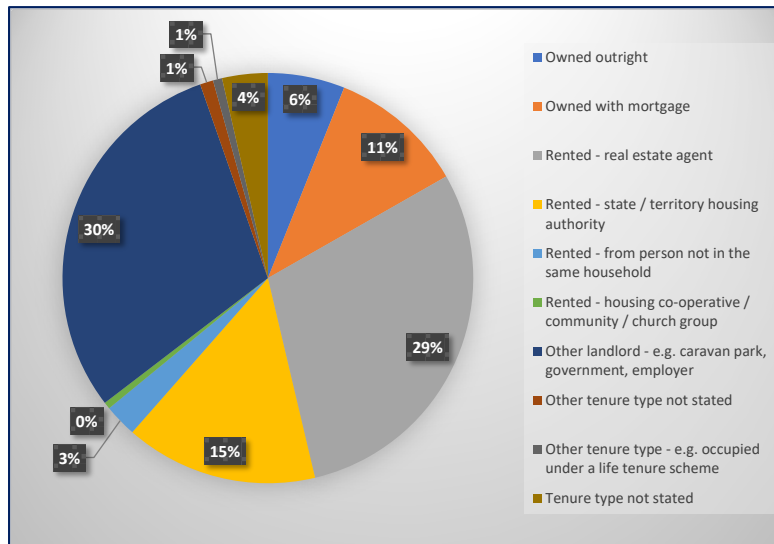


Figure 20: South Hedland dwelling by ownership and rental type

To summarise, the bulk of dwellings in the Port Hedland LGA are privately held and rented from a real estate agent or provided by an employer.

In the 2016 Census, it was found that of all private dwellings, 66.4% were occupied and 33.6% were unoccupied. The median weekly rental was found to be \$200. Care must be taken when considering these figures, including reviewing the data quality statements issued by the ABS. In this case, the data is drawn from just under 30% of all occupied private dwellings.

The 2021 housing cost and availability situation is markedly different from that in 2016, as shown in section 4.4 below.

Transient workforce accommodation beds in the Hedland LGA are as follows:

Facility	No. of Operational Beds
<b>Town Based</b>	
Port Haven	1202
Club Hamilton	893
Gateway Village	1200
Mia Mia	255
<b>Total</b>	<b>3550</b>
<b>Site Based</b>	
Mt Dove	200
Wodgina	700
Kangan Village (temp)	220
Camp Qube	104
<b>Total</b>	<b>1224</b>
<b>Grand Total</b>	<b>4774</b>

Table 1: Hedland LGA TWA accommodation<sup>19</sup>

In addition to the above the Landing Resort operates at least partially as a TWA and has some 600 beds, in transportable and caravan type accommodation.

<sup>19</sup> Source: Town of Port Hedland

There are at least 12 other Short-Term Accommodation (STA) facilities that provide accommodation for resource workers, tourists and other visitors to Hedland, including the Landing Resort, these offer some 1,427 beds<sup>20</sup>.

MGM's proposal is for 220 beds, an approximate 6% increase in the current Town based TWA stock, 4.6% of the overall TWA stock, and approximately 3.5% of the total TWA and STA stock.

At the time of writing the short stay accommodation availability in Hedland was extremely constrained. A live web search test for November 2021 found very few nights available across all short stay accommodation. The Landing Resort for example, had no accommodation available for all of November.

### 3.8. Social Baseline Summary

The social baseline paints a picture of Hedland today that can be summarised as follows:

- A larger sized regional town with an age profile typical of a predominantly resource sector-based workforce in the Pilbara region of northwest Australia.
- A significant proportion of ATSI people who are not participating in the labour market to the same extent as the non-Aboriginal proportion and whose weekly median income is about three quarters that of the whole population.
- Incomes that are significantly higher than the state median.
- There is a significant additional FIFO population ~25% of the resident population, that is present in the town on an ongoing basis and that rises and falls due to major commodity demand, mainly the iron price.
- The education and occupational profiles display a predominantly labour-based workforce consistent with the major industry profile of mining, transport and a bulk commodities export harbour.

The social baseline was largely constructed from the 2016 Census, in October 2021 and there have been significant changes in some areas, e.g., housing demand, since that time, as a result of increased resources sector activity.

This is supported by the approximate 8% increase in the residential population shown in the 2021 Censuses results.

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<sup>20</sup> *"Understanding and Managing Social Impacts in Compass Group Mia Mia Village"*, Creating Communities (July 2020).

#### 4. Community and stakeholder engagement

The approach to community and stakeholder engagement applied to this SIA involved the following:

- identification and initial contact,
- provision of project information and an SIA
- face to face meetings and telephone discussions.

Identification and initial contact were made with key stakeholder organisations during August 2021 and an MGM Lodge Project Pamphlet was circulated at that time<sup>21</sup>. The initial list of stakeholders was based on that provided by the Town and then augmented by Circle in accordance with its experience in stakeholder engagement with the public, private and community sectors of society, and initial advice from key stakeholder contacts.

Stakeholder organisations identified and contacted throughout the period included:

- Ashburton Aboriginal Corporation
- Bloodwood Tree Association
- Department of Training and Workforce Development
- **Hedland Collective / BHP**
- Hedland Well Women's Centre
- Indigenous Business Network
- Julyardi Aboriginal Corporation
- **Kariyarra Aboriginal Corporation**
- North Regional TAFE
- Pilbara Development Commission
- **Port Hedland Chamber of Commerce and Industry**
- **Port Hedland Industries Council**
- **Town of Port Hedland**
- **WA Country Health Service**
- **WA Police (South Hedland)**
- Wirraka Maya Health Service Aboriginal Corporation
- Youth Involvement Council

It is important to note that while **not all the above stakeholders responded or were available** for engagement and consultation while the SIA was being developed, they are all important stakeholders for ongoing engagement. Face to face discussions were held with those in bold type above, and then telephone discussions were held with the Ashburton Aboriginal Corporation and the

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<sup>21</sup> At the end of August 2021, the project was suspended and then restarted at the beginning of October 2021.

Bloodwood Tree Association. The remainder were either unavailable during the time and or did not respond.

Limitations included that the project was restarted during the third term school holiday break, disconnected telephone numbers, staff leave and organisational changes, not uncommon constraints in stakeholder engagement.

To mitigate this, Circle spent additional time in Hedland during the week beginning 11 October 2021 to maximise the time available and flexibility to meet at short notice. Follow up emails and phone discussions were held during the week beginning 18 October 2021 and the week beginning 25 October 2021.

The stakeholder list above helps form the basis for ongoing engagement.

During the discussions Circle explained the MGM project, the SIA process and asked stakeholder organisational representatives to help identify possible social impacts, their thoughts about the likelihood of them happening and the consequences if they did. Importantly, stakeholders were asked about what they think can be done to manage any social impacts that might arise from the MGM Lodge project, and how they would best be measured.

The approach was that of semi-structured interviews about different social impact themes using a questionnaire format but with plenty of scope for identifying and having broader discussions. Commonly, an outcome was that stakeholder organisational representatives were left to give further thought to the proposal and to provide further feedback during later follow up emails and phone discussions. Responses were very limited.

Information was provided back to each stakeholder organisation engaged with to ensure an understanding of the impacts covered and that the information gathered was correct.

Notes from each stakeholder engagement were then de-identified and collated. Content analysis was undertaken across all the SIA discussion notes to distil the key impacts identified and to inform the Social Impact Management Plan (SIMP) for the project.

Commensurate with the size and nature of the project, no focus groups, community meetings, advertising, social media or other planned public communications were employed.

#### **4.1. Future Stakeholder Engagement**

The best way to ensure best practice and practical management of social and economic risk and opportunity is through continued communication with local stakeholders. The subjective nature of potential social, cultural and economic impacts can make it difficult to assess and predict risks and opportunities with accuracy, and good impact management requires interdisciplinary thinking and the contribution of specialists in various fields.

SIMP KPIs and metrics, if constructed properly, can provide the basis for adaptive impact management and a baseline for longitudinal measurement of change. Stakeholder input into the design of these is critical at the front end as it is often stakeholder organisations that provide the data that allow outcomes to be measured.

It is recommended therefore that MGM commence and continue direct stakeholder engagement with the relevant organisations for the development and implementation of its Hedland Plan, noting that the approach needs to be consistent and commensurate with the level of their activity in Hedland.

Participation in existing and relevant local fora, is the best way to achieve this, rather than seeking to establish new structures and engagement platforms. The Table 2 below lists the key organisations for MGM to engage with in the implementation of its Hedland Plan.

Stakeholder Organisation	Activities	Contact point, phone and web address
Ashburton Aboriginal Corporation	Manages the Community Development Program (CDP). Mission is to establish and maintain an environment that benefits Aboriginal people through the creation of culturally appropriate employment, enterprise opportunities and the provision of education and training services throughout the Pilbara.	Lot 39 Boonderoo Road, Tom Price WA Tel: (08) 9188 3500 <a href="https://ashburton.net.au/">https://ashburton.net.au/</a> South Hedland Office 31 Throssell Road (PO Box 3017) South Hedland 6722 Ph: 08 9140 1246 Fax: 08 9140 1483
Bloodwood Tree Association	Bloodwood provides a wide range of training and employment services; health support services and pre / post-employment supports.	19 Hamilton Road, South Hedland WA 6722 Tel: (08) 9138 3000 <a href="https://bloodwoodtree.org.au/">https://bloodwoodtree.org.au/</a> <a href="mailto:reception@bloodwoodtree.org.au">reception@bloodwoodtree.org.au</a>
Department of Training and Workforce Development	Manages WA’s investment in vocational education and training and works with individuals, employers, business and industry and training providers to build a skilled workforce for the future.	Jobs and Skills Centres in Broome and Karratha and fulltime outreach at North Regional TAFE (Pundulmurra). 18 Parker Street, South Hedland WA 6722. Tel: (08) 9158 5600 <a href="https://www.northregionaltafe.wa.edu.au/">https://www.northregionaltafe.wa.edu.au/</a>
Kariyarra Aboriginal Corporation	Kariyarra Aboriginal Corporation is the Prescribed Body Corporate (PBC) which holds native title in trust for the Kariyarra native title holders, the Traditional Owners of the land on which Hedland is located.	23 Hamilton Road, South Hedland WA 6722 Tel: 08. 9126 6811 <a href="mailto:roslyn.alec@kariyarra.com.au">roslyn.alec@kariyarra.com.au</a>
Pundulmurra (North Regional TAFE)	Health and Community Services Training Centre at in nursing, aged care, childcare and other	Parker Street, South Hedland Western Australia 6722



	<p>community service in health and community development, safety, high risk and computing.</p> <p>A training annex is also available to students, specialising in light and heavy vehicle, and metal trades training, including four refurbished trades workshops, with the latest automotive technology available.</p>	<p>Tel: (08) 9158 5600</p> <p><a href="https://www.northregionaltafe.wa.edu.au/">https://www.northregionaltafe.wa.edu.au/</a></p>
Port Hedland Chamber of Commerce and Industry	<p>Local Chamber of Commerce supporting local business and provides services, services, events and initiatives for doing business better in Hedland.</p> <p>A focus on developing strategies for economic growth and business investment in Hedland.</p>	<p>WEB Business Hub, 18 Edgar Street, Port Hedland, WA 6721</p> <p>Tel: (08) 9173 1737</p> <p><a href="mailto:info@phcci.com.au">info@phcci.com.au</a></p>
Port Hedland Industries Council	<p>An organisation sponsored by major corporations operating in Hedland, acting collectively to help manage cumulative environmental impacts. Coordinates a Community Industry Forum.</p>	<p><a href="mailto:ceo@phic-hedland.com.au">ceo@phic-hedland.com.au</a></p> <p><a href="mailto:admin@phic-hedland.com.au">admin@phic-hedland.com.au</a></p> <p>Tel: 0477 477 257</p>
WA Country Health Service	<p>Hedland Health Campus</p> <p>Local health service provider.</p>	<p>Colebatch Way, South Hedland Western Australia 6722</p> <p>Contact Regional Director</p> <p>Tel: (08) 9174 1000</p>
WA Police (South Hedland)	<p>Local policing</p>	<p>Officer in Charge</p> <p>Forrest Circle, South Hedland WA 6722</p> <p>Tel: (08) 9160 2100</p>

**Table 2: Key Stakeholder Organisations**

Other key stakeholder organisations that MGM may wish to engage with include:

- Julyardi Aboriginal Corporation
- Supply Nation
- ICN WA

The Town of Port Hedland Executive Team and particularly, the Communities Team are also a key stakeholder with whom to engage.

## 5. Impact Analysis

The main impacts that were identified relate to the construction and operations phases, with a focus on workforce and community interaction and social integration impacts, and MGM's demand for and actual use of procurement of goods, services, and labour from local suppliers.

These included:

- A desire for greater positive social integration between the workforce and the community, balanced with protection from negative impacts.
- Local content and economic contribution.
- Recognition of Kariyarra<sup>22</sup> and the participation of local Aboriginal people.
- Workforce mental health and wellbeing.
- TWA vs residential workforces and impacts on housing availability and a preference for residential workforces.
- The importance of good governance and accountability.

The impacts were grouped into the following theme areas for analysis:

- Local Economic Participation
- Community Health, Wellbeing and Amenity
- Culture and Society

The following subsections explore the matters raised and provide recommendations for impact management, including suggested KPIs and metrics. Appendix A provides a SIMP table.

While the general and initial quantitative assessment of the impacts (risks and opportunities) is comparatively **Low**, given the nature of the proposal and the size of MGM's existing workforce in Hedland, some are potentially **Moderate** to **Significant** in effect.

From a qualitative perspective, impact measures are yet to be specifically determined and will rely very much on the quality of MGM's approach to managing its social and economic impacts and its level of ongoing engagement with stakeholders. An annual, appropriately designed stakeholder opinion survey is recommended.

There is a risk (albeit **Low**) of creating an isolated workforce at the MGM Lodge, but this can easily be resolved through practical measures that are both inward and outward facing, drawing on the strengths of its existing residential workforce and their connections in the Hedland community. The approach does not need to be significantly expensive, nor overly complex.

It is also noted that it will take time for MGM to establish and grow its impact management activities as the development of the MGM Lodge proceeds.

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<sup>22</sup> It is acknowledged that the broader Town of Port Hedland LGA is the traditional lands of the Kariyarra, Ngarla, and Nyamal peoples.

### 5.1. Local Economic Participation

The theme of local economic participation refers primarily to the extent to which local people and businesses can participate economically in the project being assessed through direct training, employment and business development.

It also refers to the overall economic contribution to the local economy through the procurement of locally provided goods and services and the payment of local rates, fees and other charges. Local economic participation also refers to the impacts of the project on existing local economic conditions such as the availability and cost of housing, transport, cost of local goods and services and other community economic factors.

Local economic participation is commonly known as 'local content'.

The following subsections provide detailed discussion about each impact and recommendations for impact management, including references to the social baseline and contemporary literature, where relevant.

The primary impacts identified and assessed were:

- Local and Aboriginal training and employment
- Local and Aboriginal business contracting
- Direct procurement of local goods and services
- Contribution of local rates, fees and charges
- Local housing availability and cost
- Residential workforce
- Overall economic contribution
- Local community and industry understanding and perception of the proponent's business
- Workforce economic contribution to the local economy

#### 5.1.1. LOCAL AND ABORIGINAL TRAINING AND EMPLOYMENT

The risk / opportunity in this case is that local and Aboriginal people are not able to take advantage of employment opportunities that become available at MGM Lodge, either with MGM or Grounded during the construction phase and the hospitality service provider, during the operations phase.

There are commonly many barriers that local and Aboriginal people in remote and regional communities face when seeking to obtain and maintain employment.

These can include:

- that people are not aware of (or made aware of) opportunities,
- that they do not currently have the skills and / or certifications required, or certifications are out of date,
- transport to employment e.g., local bus services in the Hedland area are not available for people who need to travel to work daily in that there is no regular bus service between South Hedland, Wedgefield and Port Hedland,
- home accommodation, often overcrowded with poor conditions, is not conducive to being able to meet daily employment demands,

- they have multi-faceted health, wellbeing and living condition barriers to contend with, including family and cultural obligations and peer social dynamics,
- workplaces are not welcoming of Aboriginal people, and
- few new positions are available as project construction and operations contractors draw from their existing workforces.

A recent discussion paper, *“Increasing economic opportunities for Indigenous Australians A National Roadmap for Indigenous Skills, Jobs and Wealth Creation”*<sup>23</sup>, cites barriers to employment, highly consistent with the above.

The 2016 Census in relation to labour force recorded an overall labour force unemployment rate of 5.2% and a participation rate of 70% for the Hedland LGA and for ATSI people in the Hedland area:

- There were 694 Aboriginal people employed, representing 82.7% of the total labour force of 839.
- That there were 142 unemployed people (16.9%).
- The labour force participation rate is 57.9%.
- The total number of people who responded was 1448.
- 53.6% of the local ATSI population were either fully or partially engaged in employment, education and training.

Information obtained from the Ashburton Aboriginal Corporation, who manage the Community Development Program (CDP), indicate that in October 2021 there were some 1244 jobseekers participating in this program. CDP is a Commonwealth Government program in which welfare recipients work up to 20 hours per week in community jobs and skill development as a foundation for employment. It is understood that CDP participants are included in the numbers of employed. Should CDP participants be included in the unemployment rate, this would have a significant impact.

There is a clear socio-economic gap for Aboriginal people in employment and the labour force.

MGM has an existing Indigenous Relations Policy articulating that it is committed to collaborating with and working with Indigenous communities throughout its operations across Australia. The policy includes maximising employment opportunities and training of local Indigenous people for positions throughout the company, developing and implementing Indigenous awareness programs for all staff (appropriate for local situations), consulting with people whose land may be affected by the company’s activities, meaningful communications with the local community, and developing opportunities for Indigenous people not be involved in the success of MGM’s business and creating a culture of inclusion. Grounded Construction Group have similar policies. In both cases, these are not evident on their websites.

Local employment service providers currently have a range of initiatives and services in place to support local Aboriginal training to employment programs.

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<sup>23</sup> <https://www.niaa.gov.au/indigenous-affairs/economic-development/national-roadmap-indigenous-skills-jobs-wealth-creation>

While it would be unreasonable to expect MGM to seek to solve all the employment barriers that local and Aboriginal people in Hedland might face, MGM could make a significant contribution, commensurate with its size.

In the case of the MGM Lodge project, the predicted employment opportunities are quite small, i.e., 30 for construction and 15 for operations. Also, the construction contractor, Grounded Construction Group, has an existing Hedland based workforce that they will draw from. The operations contractor, i.e., hospitality service provider has not yet been chosen.

While the MGM Lodge workforce is small, MGM's overall workforce in Hedland (local and FIFO) is substantial, i.e., 300 total with ~56 local resident, therein lies an opportunity to increase local and Aboriginal employment over time.

The primary impact management strategy should be for MGM to develop and implement a local and Aboriginal training to employment strategy (and other actions) to give effect to the existing policy, in collaboration with the relevant local employment agencies, Aboriginal organisations, education and training providers and Government agencies.

These should include:

- Ashburton Aboriginal Corporation
- Bloodwood Tree Association
- Department of Training and Workforce Development
- Kariyarra Aboriginal Corporation
- North Regional (Pundulmurra) TAFE

The plan should articulate the strategies and actions that will be taken associated with education, training, and life skills, as well as employment retention, support and wrap around services, including transport and accommodation, if necessary.

MGM should cascade its local and Aboriginal employment requirements to 1st tier contractors, including Grounded and the eventual hospitality service provider.

While transport to and from employment at appropriate times was seen by local Aboriginal employment service providers as the current most practical barrier to employment, this is not something that MGM can necessarily solve. Engagement and collaboration with other relevant and responsible stakeholders should be pursued to find a collective and sustainable solution.

MGM could also contemplate alternatives to direct employment, e.g., such as community-based employment and capacity development, e.g., through CDP programs as an eventual feeder into direct employment.

Note that changes in local unemployment and labour force participation rates, directly and indirectly attributable to proponent employment activities are measurable only for large scale projects where the impacts are material from a statistical point of view.

The proportion of total hours worked by local and Aboriginal people is the primary measure of program success; however, further important quantitative metrics should include:

- No. of construction and operational jobs.

- No. of jobs advertised locally.
- No. of local responses to job advertisements.
- No. local candidates interviewed.
- No. of local candidates employed.
- Types of local employment achieved.
- Comparative average length of stay.
- Employment retention issues and leaving reasons.

Further qualitative information can include the articulation and quantification of breadth and depth of employment, across employment roles and professions.

Specific training program metrics should be designed that are relevant to the program employed, the above employment metrics can be used as a guide.

Without an active approach to managing this risk, while the opportunities might be **Low** given the size of the workforce contemplated to construct and operate the MGM Lodge, there will be few if any opportunities for local and Aboriginal people. Conversely, there would be a **Moderate to Significant** opportunity for local and Aboriginal people if MGM took an active and committed approach.

#### 5.1.2. LOCAL AND ABORIGINAL BUSINESS CONTRACTING

In a similar way to local and Aboriginal employment, the risk / opportunity in this case is that local and Aboriginal businesses are not / are, able to take advantage of subcontract opportunities that become available at MGM Lodge, either with MGM or Grounded during the construction phase and the hospitality service provider, during the operations phase.

The barriers that local and Aboriginal businesses face in taking advantage of business opportunities associated with a project are like that in relation to employment. These can include:

- That they are not aware of or given the opportunity to competitively tender for subcontracts and so miss out on business opportunities.
- That they are not presently aware of or in a position of capacity to meet the standards required, to competitively tender for subcontracts and so miss out on business opportunities.
- That 1<sup>st</sup> tier contractors are not required to meet the local policy aspirations of MGM.

MGM's Indigenous Relations Policy referred to above is consistent with promoting local and Aboriginal business participation. The NIAA paper referred to above also refers to several barriers that Indigenous business face, including access to capital, to low business experience or insufficient access to networks and lack of existing commercial relationships.



Supply Nation<sup>24</sup>, a national Indigenous supplier network, released a report in December 2020 that provides significant detail in relation to Indigenous Business in Australia. This report provides a sector-by-sector overview of Indigenous participation in business in Australia.

Both Supply Nation and the Industry Capability Network (ICN) in WA provide Aboriginal business directories<sup>25</sup>. See the Supply Nation directory for a list of registered Port Hedland based Supply Nation registered businesses<sup>26</sup>.

In the case of the MGM Lodge project, the predicted business opportunities are comparatively small but would be suited to local small business, e.g., electrical, plumbing, landscaping, concrete supply, construction materials, freight, facilities management, catering, food and beverage services, housekeeping and cleaning, grounds keeping and building maintenance.

MGM could develop and implement a local industry procurement strategy to give effect to their existing Indigenous Relations Policy, in collaboration with the relevant local Aboriginal organisations, small business support organisations and Government agencies.

A local and Aboriginal business procurement strategy might include:

- Preference provided to Hedland based suppliers first, assuming that they are commercially competitive on price, quality and delivery performance.
- Creating awareness with local and Aboriginal suppliers of the standards required to become a supplier to MGM.
- Providing appropriate capacity development support for small business via Government small business development programs.
- Cascading LIPP requirements to 1st tier contractors, including Grounded and the eventual hospitality service provider.

Establishment and performance KPIs could include:

- Establishment of a local industry procurement strategy.
- No. of contracts let to local and Aboriginal businesses.
- Nature of contracts let to local and Aboriginal businesses.
- Total value of contracts let.

The stakeholder organisation with whom MGM should engage in the first instance is Kariyarra Aboriginal Corporation, but also with Supply Nation and the ICN WA.

The participation of local and Aboriginal training and employment and local and Aboriginal businesses has a direct relationship with MGM's overall economic contribution.

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<sup>24</sup> <https://supplynation.org.au/wp-content/uploads/2020/09/Supply-Nation-Driving-Growth-in-Indigenous-Business-DEC-2020.pdf>

<sup>25</sup> <https://abdwa.icn.org.au/>

<sup>26</sup> <https://ibd.supplynation.org.au/public/s/search-results#loc=Port%20Hedland%20WA,%20Australia&search=>

### 5.1.3. OVERALL ECONOMIC CONTRIBUTION

MGM currently contributes to the local economy through the direct purchase of local goods, services, and labour; contributions through the payment of local rates, fees, and charges; and the local MGM Workforce spend in the local economy.

Presently, MGM's overall economic direct contribution is estimated at approximately \$50 million every year with local suppliers in Hedland on various goods, services and labour to support and assist their operations, including fuel, spare parts, mechanics, repair works, maintenance works, food stuffs, general supplies and stationery, office furniture and equipment, as well as local service providers for water, power and communications. Local rates, fees and charges and MGM workforce spend is not included.

The development of the Lodge is expected to represent a significant capital investment into Hedland of approximately \$9-10 million with further expected direct annual operating cost, over the operational life of the facility of between \$6-7 million.

Local stakeholder understanding and perception of MGM's activities and overall economic contribution might be less than the reality, and this has the potential to perpetuate negative perceptions that MGM does not contribute at an optimum level to the Hedland economy.

The development and implementation (and communication) of local employment and procurement strategies as recommended above should be sufficient to maximise local spend, within the bounds of reasonable commerciality. The nature of MGM's business, i.e., bulk haulage, determines that a significant portion of its annual costs need to be spent locally.

Similarly, there are stakeholder perceptions that FIFO workforces do not contribute to the local economy as they are isolated in TWAs and do not integrate or spend money locally. The social integration measures recommended elsewhere in this document will facilitate the proportion of MGM's workers on FIFO arrangements spending more locally. While difficult to measure, an annual workforce survey that included questions related to the extent of local expenditure (within spend ranges) would be suitable.

Stakeholder surveys are also useful to gauge the extent of community knowledge about MGM's activities and to gain quantitative and qualitative information about stakeholder views and opinions, including related to local expenditure.

There is a very **Low** risk that MGM will not continue to contribute to the extent that it already does and more and if quantified (direct and indirect) and this is communicated with stakeholders it is likely to be recognised that there is **Moderate to Significant** opportunity being realised.

It would be useful for MGM to develop and implement a Community and Stakeholder Engagement and Communications Strategy that involves an annual communication setting out its overall contribution to the Hedland economy and community through the Hedland Plan (particularly the LIPP), including presenting this to key stakeholder organisations, e.g., Town Executive Team and Council.

MGM could quantify their overall spend in Hedland, direct and indirect, using appropriate regional economic multiplier analysis.

**5.1.4. LOCAL HOUSING AVAILABILITY AND COST, AND RESIDENTIAL WORKFORCE**

There is a strong desire among stakeholders to see Hedland’s permanent resident population and workforce develop alongside industry.

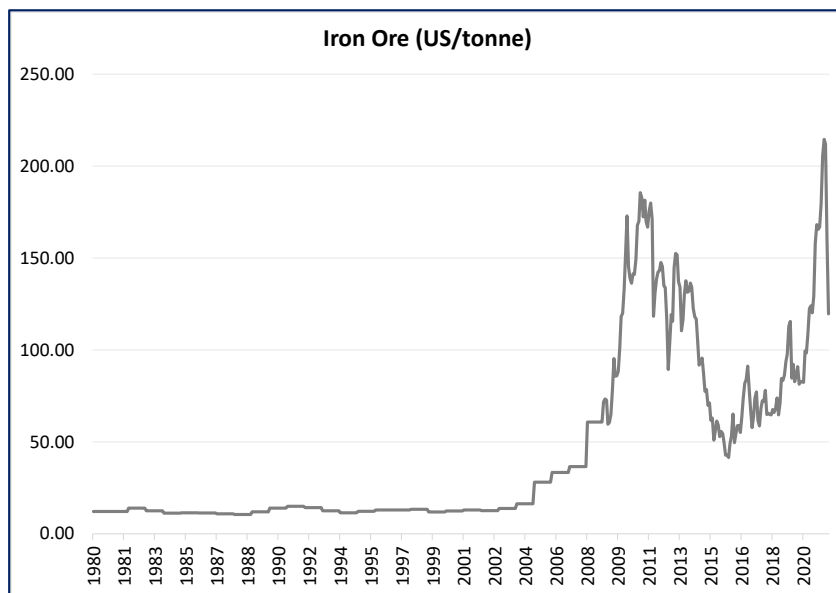
The use of TWA and STA for FIFO workforce accommodation and the attractiveness of FIFO for many, works against this aspiration. Equally, in times of high commodity prices (iron ore), peak export volumes and constrained labour markets, absent sufficient housing stock, the local housing market becomes highly constrained and unable to accommodate local residential workforce growth. The there is an important need and purpose for TWA during these times

There are some 3550 TWA beds in the immediate Hedland area and with the addition of the Landing Resort’s 600 transportable and caravan type beds and the 1,427 beds in STAs (see Table 1), MGM’s proposal for 220 beds, represents an approximate 6% increase in the current Town based TWA stock, 4.6% of the overall TWA stock, and approximately 3.5% of the total TWA and STA stock.

In 2016, it was estimated that of all private dwellings, 66.4% were occupied and 33.6% were unoccupied and the median weekly rental was found to be \$200.

In discussions with real estate industry representatives and other stakeholders in Port Hedland during the consultations for this SIAMP, the availability and cost of today’s picture is starkly different.

In early October there were only about 30 available private rental houses on the market, from an estimated housing stock of 7633 private dwellings. A private rental vacancy rate of ~0.39%. None of these properties were being rented for less than \$1000 per week and many for more than \$1200. Considered opinion is that this is directly related to the iron ore price. The long-term iron ore price chart below is perhaps illustrative of this relationship.



**Figure 21: Long term iron ore price chart**

Stakeholders recognise that in times of high commodity prices (iron ore), peak export volumes and constrained labour markets, absent sufficient housing stock, the local housing market becomes highly constrained and unable to accommodate local residential workforce growth. The same could be said of the local Short-Term Accommodation (STA) market and so there is an important need and purpose for TWA during these times.

It was also reported that the cost and time taken for new home construction is severely constrained with very tight labour market conditions, Government pandemic housing construction incentives and global material supply shortages. Estimates are that it would currently cost ~\$430,000 to \$700,000 to build a 3-bedroom or 4-bedroom home, respectively, assuming a builder could be found.

Some stakeholders associated with larger non-resource sector employers and who rely on the private market, noted that when anything comes available now, they must secure it, no matter what the price, otherwise it will be taken by the resources sector.

Further pressure on the local housing market is the Port Hedland Voluntary Buyback Scheme (PHVBS), launched in June 2020.



**Figure 22: Port Hedland Buy Back Scheme location**

The PHVBS is a scheme for the purchase of existing privately held residences in Port Hedland's West End area, designed to facilitate the longer-term development of a Maritime Precinct.

The PHVBS is a part of the broader response by the WA Government to the Port Hedland Dust Management Taskforce (2016)<sup>27</sup> which concluded that there was sufficient evidence of possible negative health effects on human health to warrant dust management controls and land use planning measures.

<sup>27</sup> <https://www.itsi.wa.gov.au/docs/default-source/default-document-library/port-hedland-dust-taskforce---2016-report-to-government--for-public-comment.pdf?sfvrsn=0>

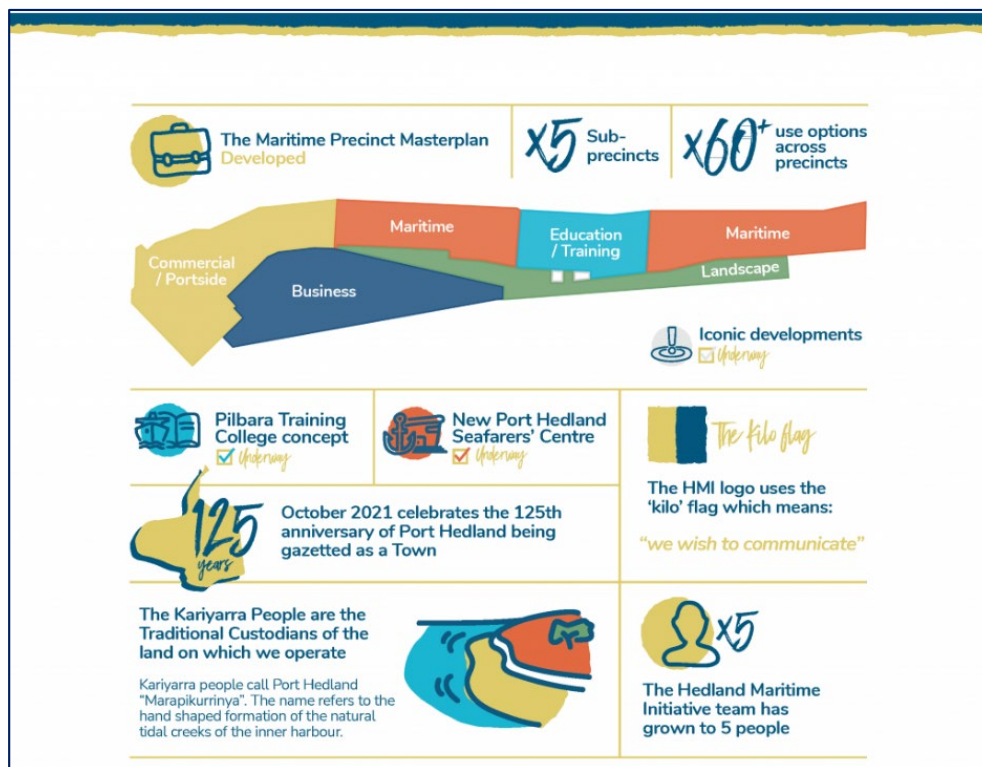


Figure 23: West End Maritime Precinct Plan

The Port Hedland West End Improvement Scheme thus prohibits new residential development or development that is intended to be used (exclusively or primarily) by sensitive groups. e.g., children and the elderly.

The risk that was raised by some stakeholders was that the continued establishment of more and more TWAs acts as a disincentive for the establishment of a residential workforce and lessens demand for new housing in Hedland. Common views were along the lines of *“Why build another TWA when houses could be built”*.

Presently there is a very **Low** risk of this disincentive occurring, and the present opportunity is also **Low**. It is not to say though, that it will not occur in the future during the operational life of the MGM Lodge.

The current housing availability and costs environment suggests that in case of MGM, the cost of housing construction sufficient for their workforce is not economically comparable to the establishment of a TWA. In contrast, the establishment of the MGM Lodge will assist in alleviating the current situation in the short to medium term.

The cost and availability of housing is tied to the fortunes of the iron ore and the resources sector and as seen in 2016, at times of low commodity prices more housing stock is available in Hedland at a cheaper price.

The challenge for all involved is to strike the right balance that meets the rise and fall of industry demand with flexible supply that supports the long-term development of a residential workforce in a thriving community.

For example, in times of lower commodity prices, less constricted labour markets, and increased housing availability, opportunities may become available for existing FIFO workers or new hires to relocate to Hedland.

MGM could develop and implement a local workforce development strategy associated with the MGM Lodge and at an enterprise level for Hedland, that monitors changes in accommodation availability and cost, to identify opportunities over the period to manage any negative impacts and contribute to the development of a local workforce, without distortion of the market.

Having a Local Workforce Development Strategy that seeks over time to encourage the workforce to relocate to Hedland, as the Town develops its planned major social infrastructure programs over the coming decades (see section 5.5 below), and as the considerable natural and built features of Hedland become more known and appreciated and Hedland is recognised as a desirable place to live (see section 6.4).

If MGM monitor this and take the opportunity to invest prudently in encouraging workforce shift to local residential during times of lower commodity prices and a less constrained labour and local housing market, then mutual opportunities will arise where the Town will begin to achieve its aims and opportunities will become available to MGM.

For example, MGM might be able to defray FIFO cost and add to the sustainability and resilience of its business in the Hedland region, particularly in times of uncertainty and restriction, such as recently experienced from international and interstate travel restrictions caused by the COVID19 pandemic.

Over time, the successful implementation of a Workforce Development Strategy could represent a **Moderate to Significant** opportunity for Hedland and MGM.

Metrics would need to include:

- Rises and falls in housing availability (rental and purchase) and new build construction cost
- The proportion over time, of MGM's workforce that is residential in Hedland.

It is recognised that the overall discourse about the relationship between FIFO workforces, TWA facilities and residential workforces is broad and complex and takes in a wide variety of matters.

A contextual boundary for this SIA for the MGM Lodge is that it will **not** assess the cumulative impacts of TWA more broadly, on the local housing market and residential workforce development. While such an assessment might be warranted, the size and nature of MGM's proposal, in the context of the number of TWA beds involved, the impacts are not material.

#### 5.1.5. SHORT TERM ACCOMMODATION DEMAND AND SUPPLY

Related to the establishment of MGM lodge is a potential reduction in demand for STA and have a negative economic impact on existing STA suppliers.

As shown above, the current STA market is highly constrained and in the near term, the establishment of the Lodge will take the pressure off existing local accommodation providers and



the market more generally. The bulk of the STA providers in Hedland act as TWA providers in any event and the present risk that MGM's proposal will have a negative effect is very **Low**.

In the short to medium term, freeing up existing STA accommodation will allow for additional accommodation to be provided to other users, e.g., visiting professionals, tourists and other visitors and travellers to Hedland.

## 5.2. Community Health, Wellbeing and Amenity

The theme of community health, wellbeing and amenity refers to the extent to which a project, in this case, the MGM workforce while resident in the MGM Lodge and accessing the Hedland town centres, can potentially affect community health, wellbeing amenity, or the liveability of a place.

For example, a large addition to a local population could increase pressure to the existing natural and built environment, e.g., housing, transport, air and water quality, access to the natural environment, parks and recreational facilities, heritage and social and aesthetic aspects of a community.

Large additional workforces can result in the reduction of existing community access to services such as medical and dental care, emergency and public safety services, shops, employment, community health infrastructure, cultural, sporting and leisure services infrastructure and organisations.

Unfettered interaction between resource sector workforces, typically young and male, can result in increased negative interactions with the local community.

Conversely, where investment in community infrastructure is made and appropriate social integration measures are put in place, then enhancements can be made to community health, wellbeing and amenity any negative impacts avoided.

The primary impacts raised in discussion with stakeholders were:

- Workforce mental health and wellbeing
- Alcohol and Other Drugs (AOD)
- Social personal and sexual relations
- Crime (against property and the person) and public safety
- Community amenity, social infrastructure and community health services

These highly interrelated matters are discussed below.

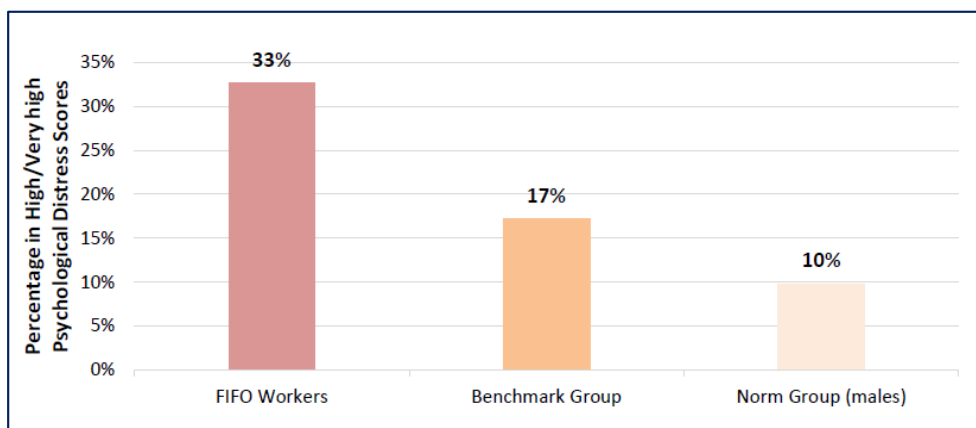
### 5.2.1. WORKFORCE MENTAL HEALTH AND WELLBEING

Concerns have been raised by stakeholders about the mental health and wellbeing of FIFO workforces that are isolated in TWA facilities and associated events that have the potential to spill over into local communities and impact on and impact on community health and wellbeing.

This concern has been heightened by the incidence of psychological distress in the sector, including depression, anxiety and stress.

In 2018, the WA Mental Health Commission<sup>28</sup> completed a study into the “*Impact of FIFO work arrangements on the mental health and wellbeing of FIFO workers*”. This study concluded that “... there is a greater risk of mental ill health amongst those workers operating under FIFO arrangements.”

The chart below shows that “... one third of the 3000 FIFO workers surveyed experience high or very high levels of psychological distress...”.



**Figure 24: Percentage of study participants with high or very high psychological distress scores.**

The report which reviewed some 59 studies into FIFO research, provides some 18 detailed recommendations that employers can use to minimise the negative effects on employee mental health and wellbeing.

Factors closely related to worker mental health and wellbeing are the quality of conditions, living arrangements and rules in TWA facilities, the control of Alcohol and other Drugs (AOD) use, Employee Assistance Programs (EAPs) and the extent to which workers had autonomy during their time off, on site. This latter point included that greater autonomy was found to be associated with better mental health and less consumption of alcohol and that contact and social integration with local communities should be facilitated.

There are many other recommendations in the report that MGM might consider in relation to their workforce and the conditions and activities (physical and social) offered in the accommodation facility.

MGM’s existing FIFO workforce, some 250 people, are dispersed throughout various STA and TWA facilities in and near Hedland, a significant proportion of which are presently accommodated at “The Landing Resort” an STA facility.

Presently, it is possible that MGM’s workforce mental health and wellbeing are being adversely impacted by the current accommodation dispersal, the varying conditions of other accommodation facilities and continued uncertainty about regular and settled FIFO accommodation.

<sup>28</sup> “*Impact of FIFO work arrangements on the mental health and wellbeing of FIFO workers*”, Centre for Transformative Work Design, WA Mental Health Commission (September, 2018), <https://www.mhc.wa.gov.au/media/2547/impact-of-fifo-work-arrangement-on-the-mental-health-and-wellbeing-of-fifo-workers-full-report.pdf> .

Conversely, the establishment of the MGM Lodge would allow MGM to bring its workforce together and allow for a more effective positive management and promotion of workforce mental health and wellbeing.

From a community impact perspective, it is assessed that there is a **Moderate to Significant** risk that MGM workers' mental health and wellbeing is impacted by the conditions in the MGM Lodge and results in negative health impacts in the MGM workforce and in the community, if no mitigation was put in place and particularly if the MGM Lodge was not developed.

The development and implementation of an Employee Assistance Program (EAP) that incorporates workplace health communication and service initiatives will assist, as well as different positive activities made available on RDOs and on workday evenings, and social integration initiatives such as engagement with local sporting, social, art and other community groups, promoted and organised activities on RDOs in Hedland townsites and evening events at the MGM Lodge, involving local social organisations.

The establishment of the MGM Lodge, the implementation of an EAP and the social integration initiatives combined would support the assessment of residual risk as **Low**.

Metrics should include:

- Establishment of the EAP.
- Access to the Employee Assistance Program (incidence).
- Incidence of mental health events within MGM Workforce.
- Changes in levels of WHS events attributable to dispersed / converged nature of current accommodation.
- Incidence of mental health events impacting the local community.

Key stakeholders with whom to engage include the Town, the WA Country Health Service (WACHS) and the WA Police (WAPOL) in Port and South Hedland.

#### 5.2.2. ALCOHOL AND OTHER DRUG (AOD) USE

Closely related to workforce mental health and wellbeing are the risks associated with the use of Alcohol and Other Drugs (AOD) by the workforce combined with unfettered engagement with the community causes increased incidence of alcohol and drug related health and crime issues. Similarly, the risk that alcohol related traffic accidents and alcohol related offences increase because of the workforce driving to and from licenced venues in town on their RDOs.

Unmitigated, these risks were initially assessed as **Significant** but can be reduced to **Low** on the basis that several mitigation initiatives are put in place, including that MGM implement a fit for work policy for its workforce, incorporating an alcohol and drug testing regime. Also, that the wet mess facilities at the MGM Lodge implement appropriate alcohol supply and consumption limits.

These workplace controls, often perceived negatively by the workforce when over-zealously implemented, can be positively balanced by the activities set out in Workforce Mental Health and Wellbeing above, and facilitating the availability of transport, e.g., bus and taxi services using local service providers, between the MGM Lodge and town, coordinated with rosters and workforce RDOs.

Metrics include:

- Establishment of fit for work policy and community access services.
- Incidence of 'fit for work' policy work breaches.
- Incidence of events caused by alcohol and drug abuse.

Key stakeholders with whom to engage include the Town, the WA Country Health Service (WACHS) and the WA Police in Port and South Hedland.

### 5.2.3. SOCIAL PERSONAL AND SEXUAL RELATIONS

A common risk with Workforce Accommodation Villages across the resources sector is that unfettered interaction between workers, predominantly young and male, and local communities can result in the development of both formal and informal personal and sexual relationships and transactions that can result in an increased incidence of STIs, marital or partnership break downs and domestic violence. This risk is closely related to 5.2 and 6.2.

In the case of the MGM Lodge, without any form of mitigation, the initial risk is assessed as **Significant**. To mitigate this risk, MGM should put in place a protocol to guide workforce community interaction with the community about appropriate behaviours, particularly in interactions with vulnerable community groups such as women and children.

MGM could also engage with the relevant local community health agencies and organisations, to provide education materials and advice to its workforce about sexual health and wellbeing and, also incorporate appropriate (gender based) advice about interpersonal relations with the Aboriginal community in a Cross-Cultural Awareness Training Program.

Implementation of the protocol should see the risk being reduced to **Moderate**, and so requiring routine to periodic monitoring.

Metrics could include:

- Establishment of a workforce & community interaction protocol.
- Incidence of medical presentations.
- Incidence of events caused by negative interactions.

The key stakeholder with whom to engage is WACHS.

### 5.2.4. CRIMES AGAINST PROPERTY

The primary risk that was identified in consultation with key stakeholders is that of opportunistic property crime caused by lax security arrangements and individual vigilance. Realisation of this risk results in increases in local juvenile crime incidence and negative interaction with the justice system.

That is, if camp residents leave keys or valuables in vehicles and / or their accommodation doors unlocked then this will be taken advantage of by people in the community (often juveniles) who may steal valuables and / or vehicles. In the latter case, this often results in the mobility and means through which further property crimes are committed. Apart from the property loss and damage, those involved usually end up in contact with the justice system and the consequences that can arise from that.

Unmitigated, this risk was assessed as potentially **Significant**, although the distance from town is indeed a mitigating factor. Simple design and security measures as self-closing doors and key card entry to accommodation rooms, communication with the workforce the importance of locking vehicles and ensuring valuables are removed, keys are not left in vehicles etc., will reduce this risk to **Low**.

Metrics should include:

- Establishment of security measures.
- Incidence of reported opportunistic property crime at MGM Lodge.

The key stakeholder with whom to engage is WAPOL.

#### 5.2.5. COMMUNITY AMENITY, SOCIAL INFRASTRUCTURE AND HEALTH SERVICES

Workforce access to local community social infrastructure and services, including health services is an important and desired part of social integration expressed by stakeholders, if such use supports the ongoing development and maintenance of such and does not cause increased pressure such that community amenity is negatively affected.

Given the comparative size and current existence of MGM's workforce in the Hedland population the risk of negative impacts is considered **Low**. From an opportunity perspective, appropriate levels of use can have a **Moderately** positive impact in the community, particularly where this relates to involvement in sporting clubs and associations that can cater for FIFO workers. The local residential component of MGM's existing workforce might be helpful in creating local social links.

Metrics could include:

- Quantitative and qualitative feedback from key stakeholders about pressures caused by MGM's workforce on local community and social infrastructure.
- Quantitative and qualitative feedback from key stakeholders about pressures caused by its existing workforce on local community health services
- MGM's response.

The key stakeholders with whom to engage here are the Town and WACHS.

#### 5.3. Culture and Society

The impact theme of culture and society refers to the impacts that can occur in local communities that might affect Indigenous people and their culture and heritage and the Australian context, reconciliation between Aboriginal and non-Aboriginal Australians. In the context of this SIA, the impacts from a cultural and societal perspective can relate to conditions in the workplace and between the workforce and community and how the dynamics in these relationships affected social cohesion, integration and identity.

In this case, to what extent does the establishment of the MGM Lodge have an impact on people's sense of belonging and self-worth, their social justice and equity, participation in society and their acceptance or rejection.

The primary impacts raised in discussion with stakeholders were associated with:

- The recognition, respect and acceptance of Kariyarra people as the Traditional Owners of the land on which Hedland exists.
- The extent to which the MGM Lodge and the MGM Workforce are an accepting environment for women and people from Culturally and Linguistically Diverse Backgrounds (CALD) and that a non-discriminatory, bullying and harassment free culture is a pre-requisite to employment.
- The level and nature of social integration between MGM Lodge residents and the Hedland community.

#### 5.3.1. KARIYARRA PEOPLE, ABORIGINAL PEOPLE AND CULTURE AND RECONCILIATION

Across the board, stakeholder feedback raised the need for MGM and other TWAs and companies in Hedland to acknowledge the Kariyarra people's status as Traditional Owners of the land on which Hedland is situated, as a matter of priority and first principle.

Non-recognition of Kariyarra culture and perpetuates negative perceptions of Kariyarra and Aboriginal people and culture generally and contributes to continued social, cultural and economic marginalisation.

An extension to this is that Kariyarra and other Aboriginal people are less likely to be accepted into the workforce or that the workforce and workplace are not felt welcoming and inclusive for them. This can have a direct impact on success in employment performance and retention.

Adopting approaches that acknowledges and respects Kariyarra people's status as Traditional Owners of the land on which Hedland is situated will contribute to reconciliation between Aboriginal and non-Aboriginal Australians.

The risk of the above not occurring, without positive engagement and action on the part of MGM, is **Moderate** from an immediate impact point of view. It is arguably less about risk than a moral and cultural obligation in contemporary Australian society. From an opportunity perspective, acknowledgement of Kariyarra along with positive initiatives could result in a **Moderate to Significant** impact in the community.

An action plan to give practical effect to MGM's Indigenous Relations Policy and in the case of Hedland, engage directly with the Kariyarra Aboriginal Corporation might include:

- Recognition and acknowledgement of acknowledgment of Kariyarra people's status as Traditional Owners on the land where the MGM Lodge is to be located, including integration of this into the design and approach taken to the development of the MGM Lodge.
- A cultural awareness program, to be delivered to MGM management and workforce by Kariyarra people, e.g., in person and / or online.
- Consideration of the development of a Reconciliation Action Plan (RAP).

Other community development initiatives to be designed in conjunction with Kariyarra people. Implementation of the above could represent a **Moderate to Significant** opportunity for both the Kariyarra people and MGM.

Metrics should include:



- Establishment of direct relationship with Kariyarra people, e.g., through the Kariyarra Aboriginal Corporation.
- Evidence of recognition and acknowledgement of Kariyarra people, e.g., at the MGM Lodge.
- Establishment of a cultural awareness program and the number / proportion of MGM and contractor workforce who complete the program.
- Establishment of a Reflect Phase RAP and subsequent staged implementation and development.

### 5.3.2. WORKFORCE DIVERSITY AND INCLUSION, SEXUAL HARASSMENT, DISCRIMINATION

It is considered that there is a **Significant to High** risk that cultural, gender and religious diversity is not catered for within the MGM Lodge and workforce generally, resulting in an unwelcoming environment for women and people from Culturally and Linguistically Diverse Backgrounds (CALD) and vulnerable groups in society. The 2020 Australian Human Rights Commission Report “*Respect@Work: National Inquiry into Sexual Harassment in Australian Workplaces*”<sup>29</sup>, and recent incidents in the Pilbara mining sector of sexual harassment and the associated media coverage provide ample evidence of this risk and the need for industry response.

Beyond the legal requirements for non-discrimination in the workplace, MGM should develop a suite of practical initiatives that promoted positive interaction in the workplace and with the local community.

If not already in place, MGM could develop, adopt and implement a Workforce Diversity and Inclusion policy that also includes practical actions such as:

- designing spaces for religious observance,
- providing information about the multicultural nature of the Hedland community,
- communicate to the workforce MGM’s zero tolerance of sexual harassment, gender and racial discrimination.

It is important that such policies are communicated to and acknowledged by all the MGM Workforce regarding zero tolerance of sexual harassment, gender and racial discrimination.

If such initiatives are implemented, then the risk could be reduced to **Moderate to Significant** due to the ingrained cultural and intergenerational nature the associated behavioural patterns.

Metrics should include:

- Establishment of a Workforce Diversity and Inclusion policy.
- Evidence of practical measures for inclusiveness.
- Communication and acknowledgement by all MGM Workforce regarding zero tolerance of sexual harassment, gender and racial discrimination

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<sup>29</sup><https://humanrights.gov.au/our-work/sex-discrimination/publications/respectwork-sexual-harassment-national-inquiry-report-2020>.

### 5.3.3. SOCIAL COHESION, INTEGRATION AND IDENTITY

As the new location of the proposed MGM Lodge is some 9km from the South Hedland town by road, and approximately 11km to Port Hedland, there is a risk, albeit **Low**, that if access to the communities is restricted, that the MGM workforce stays in the camp and does not socially integrate with the Hedland community. As a result, negative community perceptions about FIFO workforces and TWAs and, conversely, negative perceptions about Hedland's identity and community are at risk of being perpetuated.

MGM recognises the benefits of continuing to support workers accessing the Hedland town centres during their weekly RDOs and key Hedland stakeholders recognise the perceptions involved and the opportunity to break these down through positive social engagement and integration. So, it is a matter of mutual interest with the only practical constraint being that of transport.

Some small but important additional initiatives MGM might consider could be:

- Implement a pool vehicle / shuttle bus to key locations in Hedland that would include typical routes to retail precinct and special runs for local events.
- Implement an MGM Worker loyalty card (with a focus on encouraging loyalty among local Hedland businesses once available within the MGM Lodge).
- Promote a calendar of activities and events in the local community for the MGM Lodge residents.
- Build relationships with local not-for-profit and community groups to enable their access to amenities at the MGM Lodge, for example, allowing community use of MGM Lodge facilities, providing accommodation for visiting professionals, NFP staff and community use meeting facilities is seen as a useful contribution and is common practice among TWAs.
- Expand the development and implementation of a community sponsorship program to support local community, sporting, social and artistic organisations who are supportive of integrating FIFO workers into their activities and services, including promoted and organised activities on RDOs, particularly in the community, but also with occasional evening events at the MGM Lodge, involving local organisations.
- Promote or facilitate opportunities for the MGM Lodge residents to participate in local community activities, including developing a "Volunteers Register" for the MGM Lodge as part of their induction process that enables them to volunteer to provide community services to local clubs and organisations, as well as promoting the ways that accommodate volunteering for their employees.

All the strategies and initiatives set out in this document will contribute to social cohesion in Hedland, integration of the MGM workforce and provide a positive contribution to the Hedland identity.

### 5.3.4. TOWN SOCIAL INFRASTRUCTURE DEVELOPMENT PLANS

The Town is investing significantly in the next 10-15 years in a number of public projects in South and Port Hedland, including:

- **South Hedland Integrated Sports Hub (SHISH)** – will be Hedland's premier regional sports and recreation precinct. The project will aim to rectify numerous functional deficiencies as

well as introducing new and exciting amenity to significantly enhance liveability. SHISH includes Wanangkura stadium, Kevin Scott Oval, Faye Gladstone Netball complex and the Marie Marland Reserve. The entire precinct will be improved, integrated and presented with contemporary facilities and landscaping (see [South Hedland Integrated Sports Hub \(SHISH\) Masterplan](#) and Fig 24 below).

- Incorporation of a new aquatic centre within the SHISH area. The **Aquatic Service Level Review and Master Plan** was endorsed by Council in August 2021 (see <https://www.porthedland.wa.gov.au/news/aquatics-masterplan-makes-a-splash/24859>).
- The development of a **Civic and Communities Centre** in South Hedland Town Centre – still in concept development phase.
- The Port Hedland Sports and Community Hub (PHSCH) Masterplan is intended to significantly revitalise Port Hedland’s regional level sporting and recreation precinct and cater for a number of existing and new sport and recreation clubs, as well as the wider community. PHSCH will combine four development areas, including new facilities for the historically significant Port Hedland Turf Club combined with a community centre and function facilities. The building will also cater for dance, martial arts, a local library and serve as the Port Town’s emergency welfare centre. Central to the precinct is the development for combined tennis and hockey on a synthetic surface, dog training facilities and a 50-place childcare centre. The existing skatepark is to be enhanced by the addition of a BMX pump track, shade shelters and the reinvention of an old sporting pavilion as community activity space. East of the racetrack will be the development of two multipurpose playing fields served by a new pavilion and covered viewing area as well as a stand-alone athletics track. Picnic, BBQ and playground facilities will complete this area (see [Port Hedland Sports and Community Hub Masterplan](#)).



Figure 25: South Hedland Integrated Sports Hub

In addition to the above, the Town has commenced a significant community consultation on a South Hedland Place Plan with the intention of facilitating a community-driven approach that better connects and engages residents, businesses and stakeholders.



Figure 26: Port Hedland Sports and Community Hub

The aim of the place plan is to guide government, community, business and property industry collaboration, to create a safer, more attractive and vibrant South Hedland town centre. The Town

has also initiated projects relating to arts and culture, including the identification of an arts and culture hub in South Hedland, as well as a youth strategy and Aboriginal engagement plans.

## 6. Social impact management plan – MGM Hedland Plan

It is recommended that MGM’s overall approach be to implement, over the life of the facility, a suite of initiatives, strategies and programs within a single overarching Social Impact Management Plan (SIMP), say the “MGM Hedland Plan”.

The MGM Hedland Plan would be based on and designed to respond to the Initial Risks and Opportunity and their Rankings as identified and assessed, with the aim of achieving the Secondary Ranking outcomes, or better, through the impact management initiatives discussed. These are all set out in **Appendix A: Social Impact Management Table** and include suggested quantitative and qualitative Key Performance Indicators.

All should note that the social and economic environment in Hedland is dynamic and so change will occur as the Hedland Plan is implemented over the proposed 30-year life of the MGM Lodge. As mentioned previously, an adaptive management approach, through regular monitoring and review, should be used to respond to changes that affect the plan’s successful and effective implementation.

All the potential impacts identified and the suggested approaches to their management are consistent with the feedback from Hedland stakeholders and should be implemented as an integrated package. If done so successfully, MGM’s approach will likely result in the avoidance of any negative impacts and MGM’s presence in Hedland positively contributing to and benefitting social cohesion in the Hedland community and between the community and the MGM workforce.

That is, an approach involving cooperation for mutual prosperity.

The components of the proposed Hedland Plan are as follows:

Hedland Plan Component	Section Link / Appendix A Item #
MGM senior (Board level) commitment to the Hedland Plan	<b>Section 6.1, Item 1</b>
The implementation of best practice, contemporary social impact principle and theory in relation to any social investments embarked upon.	<b>Section 6.2</b>
A local and Aboriginal training to employment strategy to give meaningful effect to the training and employment provisions of MGM’s existing Indigenous and Aboriginal engagement and relations policies	<b>Section 5.1.1, Item 2</b>
A local industry procurement strategy to give effect to MGM’s Aboriginal business contracting provisions of their existing Indigenous and Aboriginal engagement and relations policies	<b>Section 5.1.2, Item 3</b>
A local industry procurement strategy, quantification of overall total local spend and economic contribution, and annual workforce and stakeholder surveys as a part of a Community & Stakeholder Engagement and Communications Plan.	<b>Sections 5.1.2 and 5.1.3, Items 4, 5, 9 and 10</b>



A local workforce development strategy associated with the MGM Lodge and at an enterprise level for Hedland.	<b>Section 5.1.4 and Items 6, 7 and 8</b>
An Employee Assistance Program (EAP) and social integration activities to promote good workforce mental health.	<b>Section 5.2.1 and Item 11</b>
A fit for work policy for its workforce, incorporates an alcohol and drug testing regime and alternative and positive (non-alcohol related) activities made available on RDOs and on workday evenings.	<b>Section 5.2.2 and Item 12</b>
A protocol for workforce community interaction that provides guidance to the workforce about appropriate behaviours when in the community.	<b>Section 5.2.3 and Item 13</b>
Security measures such as self-closing doors and key card entry to accommodation rooms	<b>Section 5.2.4 and Item 14</b>
Support for access to and the appropriate levels of use of local community and social infrastructure.	<b>Section 5.2.5 and Item 15</b>
Regular communication with key stakeholders about any onerous MGM pressures caused by its existing workforce on local community health services.	<b>Section 5.2.5 and Item 16</b>
An action plan to give effect to its Indigenous Relations Policy and direct engagement with the Kariyarra Aboriginal Corporation to develop initiatives.	<b>Section 5.3.1 and Item 17</b>
A Workforce Diversity and Inclusion policy.	<b>Section 5.3.2 and Item 18</b>
Support of workers accessing the Hedland centres and engaging positively in the community.	<b>Sections 5.3.3 and 5.3.4, Item 19.</b>

**Table 3: MGM Hedland Plan Summary**

**6.1. Proponent accountability, systems, expertise, resources and time**

In addition to the above is the importance of MGM having the requisite accountability, responsibility, systems, expertise and resources in place to manage social and economic impact.

The approach to social impact management should be incorporated throughout MGM’s performance management systems.

Accountability and responsibility for the implementation of this SIAMP should start at the Board level and be cascaded throughout the organisation and in individual performance contracts, in the same way that Work Health and Safety and other company policies responsibilities are.

For example, responsibility for the local procurement strategy should sit with MGM’s procurement manager and responsibility for local and Aboriginal employment should sit with MGM’s human resources manager.

The relevant personnel should be responsible for implementing the relevant measures and achieving the relevant KPIs.

MGM should also contemplate the engagement or employment of a dedicated resource whose responsibility is to coordinate the implementation of this SIAMP throughout the organisation, including the provision of reporting to MGM's Managing Director.

This should be a professional Community Affairs role and the incumbent should have the relevant expertise in social impact management and in Indigenous community and stakeholder engagement.

Also, impact management activities take time to establish and implement and so will need to be developed over time as the MGM Lodge is developed and established.

### 6.2. Approaches to social investment

It is evident that in the implementation of its Hedland Plan (SIMP), MGM will need to contemplate some level of social investment in the local community and economy. As mentioned earlier, the approach to impact management does not need to be overly complex or expensive; however, it is very important that any social investments embarked upon should consider best practice, contemporary social impact principle and theory.

Put simply,

- A clear definition of the problem that is trying to be solved is made and how doing what is proposed will make change.
- That all the required inputs and outputs required are stated in a logical framework that includes the background conditions, others involved that need to play their part.
- That measures are agreed with at the outset, including what data is required to fulfill the measurement and who is going to collect / provide / analyse the data collected, and what qualitative and quantitative methods are to be used.
- That the costs of measurement, monitoring and review are built into the program at the beginning.
- Whether, if successful, the social change program invested in could be scaled up to effect broader societal change.
- Who the other stakeholders that are involved and whether there is a collective approach being taken that it based on a shared vision, with agreed contributions and continued reinforcing actions, over a defined period.
- That there is a formal process for reporting and review that is aligned with budget cycles and Government agency (if contributing) budgeting and reporting periods.
- That formal social investment contracts or agreements are in place with all contributing parties and implementing partners before any activities commence.

It is recommended that if MGM embark on any social investments that they do so through experienced and qualified implementing partners.

## References and useful information sources

- Australian Bureau of Statistics – ASGS Standards, 2016 Census data for Town of Port Hedland LGA, Port Hedland Indigenous Area and South Hedland SSC:
  - <https://www.abs.gov.au/statistics/standards>
  - [https://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/LGA57280?opendocument](https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA57280?opendocument)
  - [https://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/IARE506004?opendocument](https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/IARE506004?opendocument)
  - [https://quickstats.censusdata.abs.gov.au/census\\_services/getproduct/census/2016/quickstat/SSC51361?opendocument](https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/SSC51361?opendocument)
- Australia State of the Environment Report: [Livability: Urban amenity | Australia State of the Environment Report](#).
- OECD Better Life Index: <https://www.oecdbetterlifeindex.org/>
- Australian Institute of Health and Welfare: <https://www.aihw.gov.au/reports/australias-welfare/understanding-welfare-and-wellbeing>
- Scanlon Institute: <https://scanloninstitute.org.au/what-social-cohesion>
- International Association for Impact Assessment's (IAIA) "Guide for Assessing and Managing the Social Impacts of Projects". [SIA Guidance Document IAIA.pdf](#)
- Kingsford Smith Business Park Design Guidelines, Town of Port Hedland, 2013, [kingsford-business-park-design-guidelines \(porthedland.wa.gov.au\)](#).
- [Grounded Construction Group \(groundedgroup.com.au\)](#)
- Australian Institute for Aboriginal and Torres Strait Islander Studies (AIATSIS): <https://aiatsis.gov.au/explore/map-indigenous-australia>
- *"Understanding and Managing Social Impacts in Compass Group Mia Mia Village"*, Creating Communities (July 2020).
- International Standards Organisation – Risk Management: <https://www.iso.org/standard/65694.html>
- NT and Queensland SIA Guidelines:
  - [https://ntepa.nt.gov.au/\\_data/assets/pdf\\_file/0006/287430/guideline\\_assessment\\_economic\\_social\\_impact.pdf](https://ntepa.nt.gov.au/_data/assets/pdf_file/0006/287430/guideline_assessment_economic_social_impact.pdf)
  - [https://www.statedevelopment.qld.gov.au/\\_data/assets/pdf\\_file/0017/17405/social-impact-assessment-guideline.pdf](https://www.statedevelopment.qld.gov.au/_data/assets/pdf_file/0017/17405/social-impact-assessment-guideline.pdf).
- *"Increasing economic opportunities for Indigenous Australians A National Roadmap for Indigenous Skills, Jobs and Wealth Creation"*, National Indigenous Australians Agency, August 2021, <https://www.niaa.gov.au/indigenous-affairs/economic-development/national-roadmap-indigenous-skills-jobs-wealth-creation>.
- Supply Nation: [www.supplynation.org.au](http://www.supplynation.org.au)
- Aboriginal Business Directory, ICN WA: [www.abdwa.icn.org.au](http://www.abdwa.icn.org.au)
- Port Hedland Voluntary Buyback Scheme (PHVBS): <https://hedlandmaritime.com.au/projects/port->

[hedland-voluntary-buy-back-scheme/](#)

- Port Hedland Dust Management Taskforce: <https://www.jtsi.wa.gov.au/docs/default-source/default-document-library/port-hedland-dust-taskforce---2016-report-to-government---for-public-comment.pdf?sfvrsn=0>
- *“Impact of FIFO work arrangements on the mental health and wellbeing of FIFO workers”*, Centre for Transformative Work Design, WA Mental Health Commission (September, 2018), <https://www.mhc.wa.gov.au/media/2547/impact-of-fifo-work-arrangement-on-the-mental-health-and-wellbeing-of-fifo-workers-full-report.pdf>
- *“Respect@Work: National Inquiry into Sexual Harassment in Australian Workplaces”* Australian Human Rights Commission (2020) <https://humanrights.gov.au/our-work/sex-discrimination/publications/respectwork-sexual-harassment-national-inquiry-report-2020>

**Appendix A: Social Impact Management Table**

This Social Impact Management Plan (SIMP) table sets out the recommended approach for MGM to manage the potential social and economic impacts of the establishment and operations of the proposed MGM Lodge TWA facility at Port Hedland.

At the outset, MGM should recognise and acknowledge the Kariyarra people as Traditional Owners of the land on which Hedland exists. It is recommended that MGM’s overall approach be to implement, over the life of the facility, a suite of initiatives, strategies and programs within a single overarching ‘MGM Hedland Plan’ that is based on and designed to respond to the initial risks and opportunities identified and assessed. The aim is to achieve the secondary ranking outcomes, or better, through the impact management initiatives, measured by the quantitative and qualitative Key Performance Indicators shown.

The social and economic environment in Hedland is dynamic and so the Hedland Plan is designed to be implemented over the life of the MGM Lodge and an adaptive management approach, through regular monitoring and review, should be used to respond to changes that affect the plan’s successful and effective implementation.

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
1	<p><b>Accountability, responsibility and expertise for social and economic impact management</b></p> <p>A risk that MGM management don’t have, or don’t apply the requisite accountability, responsibility, systems, expertise and resources in place to</p>	<b>Firm Commitment</b>	<p>MGM develop and implement resourcing plans and internal systems of control to ensure appropriate accountability and responsibility for the management of the social impact of the MGM Lodge and its workforce in Hedland.</p> <ul style="list-style-type: none"> <li>Accountability to rest with the Managing Director.</li> </ul>	<b>Firm Commitment</b>	The KPIs are set out below, noting that qualitative performance assessment should be undertaken through annual stakeholder surveys, relating to the successes, challenges and constraints



Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
	manage social and economic impact in accordance with this SIMP.		<ul style="list-style-type: none"> <li>Responsibility to rest with the Hedland Operations Manager and as otherwise delegated by the Managing Director.</li> <li>Responsibilities to be cascaded through the workforce and to 1<sup>st</sup> tier contractors, including Grounded and the eventual hospitality service provider.</li> </ul> <p>MGM to build internal capacity over time to give effect to the MGM Hedland Plan.</p>		experienced through actual impact management throughout each year.
<b>Impact Theme: Local Economic Participation</b>					
2	<p><b>Local and Aboriginal Training and Employment</b></p> <p>That local and Aboriginal people are not able to take advantage of employment opportunities that become available at MGM Lodge, either with MGM or Grounded during the construction phase</p>	<p><b>Moderate risk</b></p> <p><b>Low opportunity</b></p>	MGM develop and implement a local and Aboriginal training to employment strategy to give effect to the training and employment provisions of their existing Indigenous and Aboriginal engagement and relations policies, in collaboration with the relevant local employment agencies, Aboriginal	<p><b>Low risk</b></p> <p><b>Moderate to Significant opportunity</b></p>	<p>Establishment of a local and Aboriginal training to employment strategy.</p> <p>Ultimately, the proportion of total hours worked by local and Aboriginal people.</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
	<p>and the hospitality service provider, during the operations phase, because:</p> <ul style="list-style-type: none"> <li>• they are not aware of opportunities,</li> <li>• do not currently have the skills and / or certifications required,</li> <li>• have health and wellbeing and living condition barriers to employment entry and retention,</li> <li>• transport and accommodation barriers prevent them from attaining and maintaining training and employment positions, and / or</li> <li>• few new positions are available as the construction and operations contractors draw from their existing workforces.</li> </ul> <p>The level of opportunity is commensurate with the estimated project workforce, i.e., 30 for construction and 15 for operations.</p>		<p>organisations, education and training providers and Government agencies.</p> <p>At a minimum, the plan should include:</p> <ul style="list-style-type: none"> <li>• the articulation of strategies and actions associated with education, training and life skills, as well as employment retention, support and wrap around services, including transport and accommodation, if necessary, and</li> <li>• cascading of local and Aboriginal employment requirements to 1st tier contractors, including Grounded and the eventual hospitality service provider.</li> </ul> <p>MGM should also contemplate alternatives to direct employment, e.g., such as community-based employment and capacity development, e.g., through CDP programs as an eventual feeder into direct employment.</p> <p>Note that changes in local unemployment and labour force participation rates, directly and</p>		<p>Further quantitative metrics can include:</p> <ul style="list-style-type: none"> <li>• No. of construction and operational jobs.</li> <li>• No. of jobs advertised locally.</li> <li>• No. of local responses to job advertisements.</li> <li>• No. local candidates interviewed.</li> <li>• No. of local candidates employed.</li> </ul> <p>Further qualitative information can include the articulation and quantification of breadth and depth of employment, across employment roles and professions.</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
			indirectly attributable to proponent employment activities are measurable only for large scale projects.		
3	<p><b>Local and Aboriginal business contracting</b></p> <p>That local and Aboriginal business are not aware of or given the opportunity to competitively tender for subcontracts associated with MGM Lodge and so miss out on business opportunities.</p> <p>That local and Aboriginal businesses are not presently in a position of capacity (to meet the standards required) to competitively tender for subcontracts associated with MGM Lodge and so miss out on business opportunities.</p> <p>The level of opportunity is commensurate with the estimated number of local subcontracts envisaged i.e., electrical, plumbing, landscaping, concrete supply, construction materials and freight.</p>	<p><b>Moderate risk</b></p> <p><b>Low opportunity</b></p>	<p>MGM develop and implement a local industry procurement plan (LIPP) to give effect to the Aboriginal business contracting provisions of their existing Indigenous and Aboriginal engagement and relations policies, in collaboration with the relevant local Aboriginal organisations, small business support organisations and Government agencies.</p> <p>The local industry procurement strategy might include:</p> <ul style="list-style-type: none"> <li>• Engagement with key Aboriginal businesses and associations.</li> <li>• Preference provided to Hedland based suppliers first, assuming that they are commercially competitive on price, quality and delivery performance.</li> <li>• Creating awareness with local and Aboriginal suppliers of the</li> </ul>	<p><b>Low risk</b></p> <p><b>Moderate to Significant opportunity</b></p>	<p>Establishment of a local industry procurement strategy.</p> <p>No. of contracts let to local and Aboriginal businesses.</p> <p>Nature of contracts let to local and Aboriginal businesses.</p> <p>Total value of contracts let.</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
			standards required to become a supplier to MGM. <ul style="list-style-type: none"> <li>• Providing appropriate capacity development support for small business via Government small business development programs.</li> <li>• Cascading LIPP requirements to 1st tier contractors, including Grounded and the eventual hospitality service provider.</li> </ul>		
4	<b>Direct procurement of local goods and services.</b>  The extent to which MGM Group contributes to the local economy through the purchase of local goods and services associated with the MGM Lodge.	<b>Low risk</b>  <b>Moderate to significant opportunity</b>	MGM develops and implements a local industry procurement strategy as set out above.	<b>Low risk</b>  <b>Moderate to Significant opportunity</b>	Total value of direct spend.
5	<b>Contribution of local rates, fees and charges</b>  MGM Group contributes to the local economy through the payment of local rates, fees and charges.	<b>Low risk</b>  <b>Moderate to Significant opportunity</b>	MGM contributes as it is required to and so there is a very Low risk of this not happening.  Maximising local spend and the establishment of the MGM Lodge offers a Moderate to Significant opportunity.	<b>Low risk</b>  <b>Moderate to Significant opportunity</b>	Total value of local rates, fees and charges.

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
6	<p><b>Local housing availability and cost.</b></p> <p>Establishment of MGM Lodge impacts the availability of local housing, rental and building costs over the proposed 30-year term of the MGM Lodge operation.</p> <p>It is noted that present the local housing market is highly constrained in terms of both rental housing availability and new build construction costs and in the near term, the establishment of the Lodge will assist in alleviating this situation.</p>	<p><b>Low risk</b></p> <p><b>Low opportunity</b></p>	<p>MGM develops and implements a local workforce development strategy associated with the MGM Lodge and at an enterprise level for Hedland, that monitors changes in accommodation availability and cost, to identify opportunities over the period to manage any negative impacts and contribute to the development of a local workforce, without distortion of the market.</p> <p>For example, in times of lower commodity prices, less constricted labour markets, and increased housing availability, opportunities may become available for existing FIFO workers or new hires to be relocated to Hedland.</p>	<p><b>Low risk</b></p> <p><b>Moderate opportunity</b></p>	<p>Establishment of the workforce development strategy.</p> <p>Rises and falls in housing availability (rental and purchase) and new build construction cost.</p> <p>The proportion over time, of MGM’s workforce that is residential in Hedland.</p>
7	<p><b>Short Term Accommodation demand and supply</b></p>	<p><b>Low risk</b></p> <p><b>Moderate opportunity</b></p>	<p>MGM develops and implements a local workforce development strategy associated with the MGM Lodge and at an enterprise level for Hedland, that</p>	<p><b>Low risk</b></p> <p><b>Moderate opportunity</b></p>	<p>Establishment of the local workforce development strategy.</p>

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	<p>Establishment of MGM Lodge reduces demand for Short Term Accommodation suppliers.</p> <p>Presently, the Short-Term Accommodation market is highly constrained and in the near term, the establishment of the Lodge will take the pressure off existing local accommodation providers and the market more generally.</p>		<p>monitors changes in accommodation availability and cost, to identify opportunities over the period to manage any impacts and contribute to the development of a local workforce.</p>		<p>The proportion over time, of MGM’s workforce that is residential in Hedland.</p>
8	<p><b>Residential workforce</b></p> <p>Establishment of the MGM Lodge provides a disincentive for the workforce to consider moving to and residing in Hedland.</p>	<p><b>Low risk</b></p>	<p>MGM develops and implements a local workforce development strategy associated with the MGM Lodge and at an enterprise level for Hedland, in conjunction with social integration measures and initiatives that encourage its workforce to relocate and live in Hedland.</p>	<p><b>Moderate opportunity</b></p>	<p>Establishment of the local workforce development strategy.</p> <p>The proportion over time, of MGM’s workforce that is residential in Hedland.</p>
9	<p><b>Overall economic contribution to the Hedland economy and local community and industry understanding of MGM Group business.</b></p>	<p><b>Low risk</b></p>	<p>MGM prepares Community and Stakeholder Engagement and Communications Strategy that involves an annual communication setting out its overall contribution to the Hedland</p>	<p><b>Low risk</b></p> <p><b>Moderate to Significant Opportunity</b></p>	<p>Establishment of the Community and Stakeholder</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
	<p>The risk that MGM does not contribute at an optimum level to the Hedland economy and community, or it is perceived that this is the case.</p> <p>An opportunity exists for this to be communicated and become known to a greater extent.</p>		<p>economy and community through the Hedland Plan (particularly the LIPP), including presenting this to key stakeholder organisations, e.g., Town Executive Team and Council.</p> <p>Stakeholder surveys to gauge the extent of community knowledge about MGM's activities and to gain quantitative and qualitative information about stakeholder views and opinions.</p>		<p>Engagement and Communications Plan</p> <p>Total value of direct and indirect spend and contribution to the local economy, using regional economic multiplier analysis.</p>
10	<p><b>MGM Workforce economic contribution to the local economy</b></p> <p>That the local community perceive that the MGM workforce does not contribute economically to Hedland.</p>	Moderate risk	Workforce survey including questions to understand the extent of local expenditure by the MGM workforce.	Low risk Moderate opportunity	The total estimated MGM Workforce spend in the local community, and its direct and indirect contribution to the local economy, using regional economic multiplier analysis.
Impact Theme: Community Health, Wellbeing and Amenity					



Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
11	<p><b>Workforce Mental Health and Wellbeing</b></p> <p>MGM Lodge resident workers' mental health and wellbeing is impacted by FIFO work arrangements and the conditions in the MGM Lodge and results in negative health impacts in the MGM workforce and in the community.</p> <p>MGM Lodge brings the workforce together and allows for more effective management of workforce mental health.</p>	<p><b>Moderate to Significant Risk</b></p> <p><b>Low opportunity</b></p>	<p>MGM develops and implements an Employee Assistance Program (EAP) that incorporates workplace health communication and service initiatives.</p> <p>Different positive activities made available on RDOs and on workday evenings that would support workforce mental health and wellbeing might include such social integration initiatives as engagement with local sporting, social, art and other community groups, promoted and organised activities on RDOs and evening events at the MGM Lodge, involving local social organisations.</p>	<p><b>Low risk</b></p> <p><b>Moderate opportunity</b></p>	<p>Establishment of the EAP.</p> <p>Access to the Employee Assistance Program.</p> <p>Incidence of mental health events within MGM Workforce.</p> <p>Changes in levels of WHS events related to dispersed nature of current accommodation.</p>
12	<p><b>Alcohol and Other Drug (AOD) use</b></p> <p>Use / abuse of alcohol and legal / illegal drugs by the workforce and unfettered engagement with the community causes increased incidence of alcohol and drug related health and crime issues.</p>	<p><b>Significant risk</b></p>	<p>MGM implements a fit for work policy for its workforce, incorporates an alcohol and drug testing regime.</p> <p>Wet mess facilities at the MGM Lodge implement appropriate alcohol supply and consumption limits.</p>	<p><b>Low risk</b></p>	<p>Establishment of the fit for work policy and community access services.</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
	Alcohol related traffic accidents and alcohol related offences increase because of the workforce driving to and from licenced venues in town on their RDO.		<p>Provision of bus and taxi services using local service providers, coordinated with rosters and workforce RDOs.</p> <p>Alternative (to alcohol related) positive activities made available on RDOs and on workday evenings that would support workforce mental health and wellbeing might include such social integration initiatives as engagement with local sporting, social, art and other community groups, promoted and organised activities on RDOs and evening events at the MGM Lodge, involving local social organisations.</p>		Incidence of events caused by alcohol and drug abuse.
13	<p><b>Social personal and sexual relations</b></p> <p>Formal / informal personal and sexual relationships and transactions between the workforce and community members that results in increased incidence of STIs, marital / partnership break downs, domestic violence.</p>	<b>Significant risk</b>	<p>MGM puts in place a protocol for workforce community interaction that provides guidance to the workforce about appropriate behaviours when in the community.</p> <p>MGM engages with the relevant local community health agencies and organisations, to provide education</p>	<b>Moderate risk</b>	<p>Establishment of a workforce &amp; community interaction protocol.</p> <p>Incidence of medical presentations.</p>

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			<p>materials to its workforce about sexual health and wellbeing.</p> <p>Incorporation of appropriate advice about interpersonal relations with the Aboriginal community in a Cross-Cultural Awareness Training Program.</p>		<p>Incidence of events caused by negative interactions.</p>
14	<p><b>Crimes against property</b></p> <p>Opportunistic property crime caused by lax security arrangements and individual vigilance results in increases in local juvenile crime incidence and negative interaction with the justice system.</p>	<b>Significant risk</b>	<p>MGM puts in place security measures such as self-closing doors and key card entry to accommodation rooms and communicates to the workforce the importance of locking vehicles and ensuring valuables are removed, keys are not left in vehicles etc.</p>	<b>Low risk</b>	<p>Establishment of security measures.</p> <p>Incidence of reported opportunistic property crime at MGM Lodge.</p>
15	<p><b>Community amenity and social infrastructure</b></p> <p>MGM Lodge workforce accesses and uses community and social infrastructure, and this use results in positive social relations and does not cause increased pressure such that community amenity is negatively affected.</p>	<b>Low risk</b> <b>Low opportunity</b>	<p>MGM supports access to and the appropriate levels of use of local community and social infrastructure that in a way that does not negatively affect community amenity. This can be monitored through its Community and Stakeholder Engagement and Communications Strategy.</p>	<b>Low risk</b> <b>Moderate opportunity</b>	<p>Quantitative and qualitative feedback from key stakeholders about pressures caused by MGM’s workforce on local community and social infrastructure.</p> <p>MGM’s response.</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
			MGM and / or its workforce can contribute to the ongoing development and maintenance of community amenity and social infrastructure, e.g., through appropriate levels of social investment and / or user pays where required.		
16	<p><b>Community Health Services</b></p> <p>Existing MGM Workforce causes increased pressure on local community health services.</p>	<b>Low risk</b>	MGM communicates regularly with key stakeholders about any onerous MGM pressures caused by its existing workforce on local community health services.	<b>Low risk</b>	Quantitative and qualitative feedback from key stakeholders about pressures caused by its existing workforce on local community health services.
<b>Impact Theme: Society and Culture</b>					
17	<p><b>Kariyarra People, Aboriginal People and Culture and Reconciliation</b></p> <p>Lack of acknowledgment of Kariyarra people’s status as Traditional Owners of</p>	<p><b>Moderate risk</b></p> <p><b>Low opportunity</b></p>	MGM develop an action plan to give effect to its Indigenous Relations Policy and in the case of Hedland, engage directly with the Kariyarra Aboriginal	<p><b>Low risk</b></p> <p><b>Moderate to Significant opportunity</b></p>	Establishment of direct relationship with Kariyarra people, e.g.,

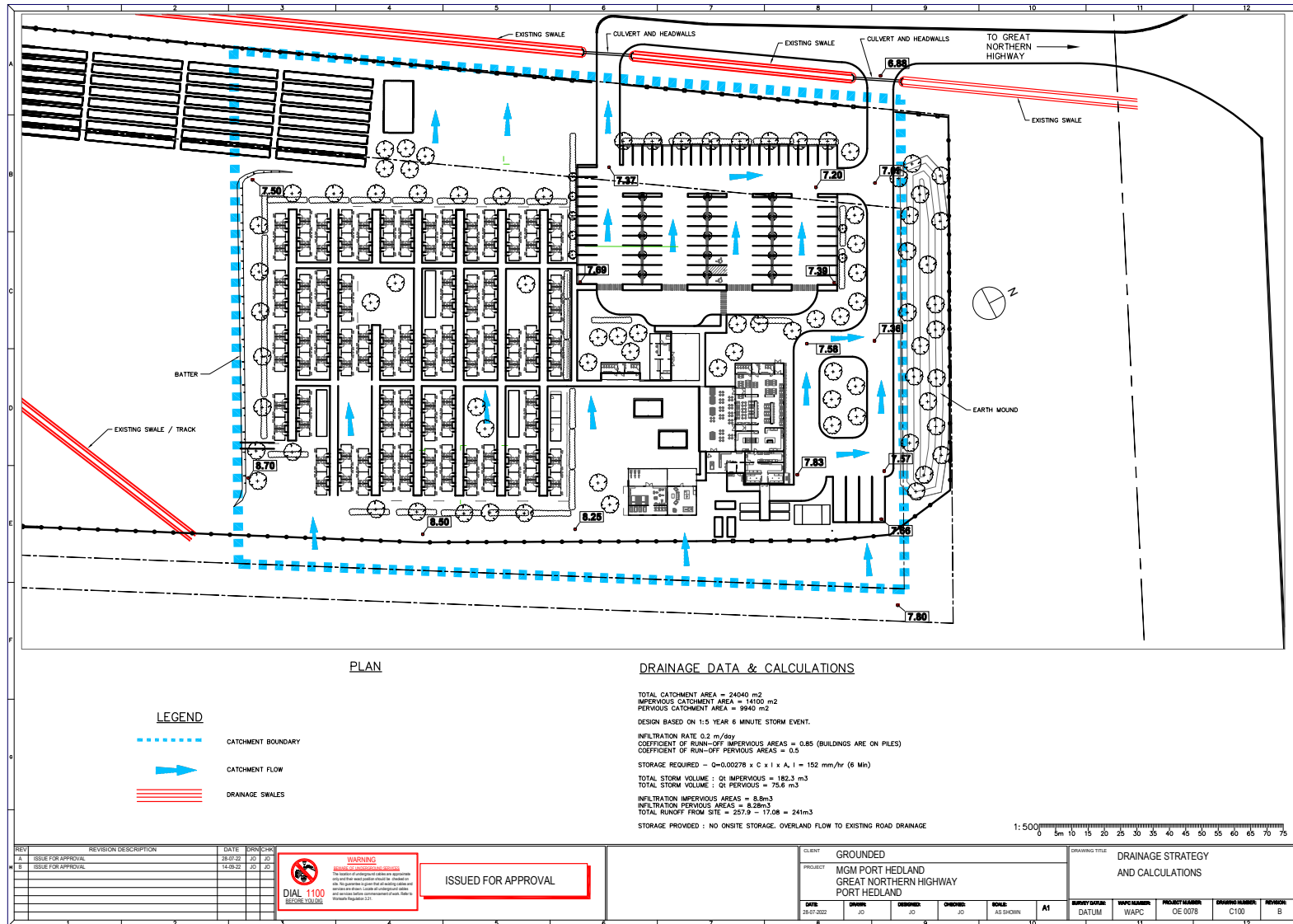
Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
	<p>the land on which Hedland is situated results in continued non-recognition and marginalisation of Kariyarra culture and perpetuates negative perceptions of Kariyarra and Aboriginal people and culture generally.</p> <p>An extension to the above is that non-acceptance of Kariyarra and other Aboriginal people are less likely to be accepted into the workforce or that the workforce and workplace are not felt welcoming and inclusive for them. This can have a direct impact on success in employment performance and retention.</p> <p>Adopting approaches that acknowledges and respects Kariyarra people’s status as Traditional Owners of the land on which Hedland is situated will contribute to reconciliation between Aboriginal and non-Aboriginal Australians.</p>		<p>Corporation to develop such initiatives as:</p> <ul style="list-style-type: none"> <li>• Recognition and acknowledgement of acknowledgment of Kariyarra people’s status as Traditional Owners on the land where the MGM Lodge is to be located.</li> <li>• A cultural awareness program, to be delivered to MGM management and workforce by Kariyarra people, e.g., in person and / or online.</li> <li>• Consideration of the development of a Reconciliation Action Plan (RAP).</li> <li>• Other community development initiatives to be designed in conjunction with Kariyarra people.</li> </ul>		<p>through the Kariyarra Aboriginal Corporation.</p> <p>Evidence of recognition and acknowledgement of Kariyarra people, e.g., at the MGM Lodge.</p> <p>Establishment of a cultural awareness program and the number / proportion of MGM and contractor workforce who complete the program.</p> <p>Establishment of a Reflect Phase RAP and subsequent staged implementation and development.</p>

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18	<p><b>Workforce Diversity and Inclusion, Sexual Harassment, Gender and Racial Discrimination</b></p> <p>A risk that cultural, gender and religious diversity is not catered for within the MGM Lodge and workforce generally resulting in an unwelcoming environment for women and people from Culturally and Linguistically Diverse Backgrounds (CALD) and vulnerable groups in society.</p> <p>Alternatively, MGM could develop a suite of practical initiatives that promoted positive interaction with the community.</p>	Significant to High risk	<p>MGM develop, adopt and implement a Workforce Diversity and Inclusion policy that also includes practical actions such as:</p> <ul style="list-style-type: none"> <li>design spaces for religious observance,</li> <li>providing information about the multicultural nature of the Hedland community,</li> <li>communicate to the workforce MGM’s zero tolerance of sexual harassment, gender and racial discrimination.</li> </ul>	Low risk	<p>Establishment of a Workforce Diversity and Inclusion policy.</p> <p>Evidence of practical measures for inclusiveness.</p> <p>Communication and acknowledgement by all MGM Workforce regarding zero tolerance of sexual harassment, gender and racial discrimination.</p>
19	<p><b>Social cohesion, integration and identity</b></p> <p>As the location of the MGM Lodge is 5km from the South Hedland town by road, and approximately 15km to Port Hedland, there is risk, albeit Low, that as access to the communities is restricted, that the MGM workforce stays in the camp and does not socially integrate with the</p>	Low risk	<p>MGM continues to support workers accessing the Hedland centres and engaging positively in the community and contributes to greater social cohesion through its MGM Hedland Plan, comprising:</p>	Significant opportunity	<p>Establishment of the Hedland Plan.</p> <p>KPIs per strategy and / or initiative included.</p>

Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
	<p>Hedland community and that as a result, negative community perceptions about FIFO workforces and TWAs and, conversely, negative perceptions about Hedland’s identity and community (and FIFO worker identity) are perpetuated</p> <p>Alternatively, MGM could develop a suite of practical initiatives that promoted positive interaction in the workplace and with the local community.</p>		<ul style="list-style-type: none"> <li>• Community and Stakeholder Engagement and Communications Strategy,</li> <li>• workforce &amp; community protocol,</li> <li>• workforce development strategy,</li> <li>• local industry participation program,</li> <li>• training to employment program,</li> <li>• cultural awareness program,</li> <li>• fit for work policy,</li> <li>• Employee Assistance Program,</li> <li>• Workforce Diversity and Inclusion Policy, and</li> <li>• social integration initiatives.</li> </ul> <p>The Hedland Plan could include such social integration initiatives as engagement with local sporting, social, art and other community groups, promoted and organised activities on RDOs in the community and occasional evening events at the MGM Lodge, involving local organisations.</p> <p>Allowing community use of camp facilities, e.g., meeting rooms is seen as</p>		



Item #	Risk / Opportunity Statement	Risk / Opportunity Initial Ranking	Impact Management (Mitigation / Enhancement) Initiatives	Risk / Opportunity Secondary Ranking	Key Performance Indicators and Measures (Quantitative and Qualitative)
			<p>a useful contribution and is common practice.</p> <p>These activities would need to be developed over time as the MGM Lodge is developed and established.</p>		



# DRP – Report and Recommendations



## DR3 – Design review report and recommendations (Part 1/4)

*This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.*

Item no.	Design Review Panel – Workers Accommodation – Lot 9008 Great Northern Highway, Port Hedland	
Date	Wednesday, 31st August 2022	
Time	11:00 AM to 12:40 PM	
Location	Civic Centre – West Wing Meeting Room	
Panel members	Malcom Mackay Scott Lang Peter Damen Philip Gresley	Chairperson
Local government officers	Chaz Roberts Craig Watts Karli Beresford Sri Nanjangud Balachandra	Manager Planning & Development Director Regulatory Services Graduate Planner Planner
Proponent/s	Bernard Lim Terry Birnie Craig Drew	Grounded Construction Group Pty Ltd Grounded Construction Group Pty Ltd MGM
Observer/s	Nil	Nil
<b>Briefings</b>		
Development assessment overview	Karli Beresford	Graduate Planner
Technical issues	The Town considers that additional information is required to support the design being considered to meet the high design standards required for a long-term approval. Should this be provided, a ten-year approval may be	<ol style="list-style-type: none"> <li>1. Lack of information provided regarding the materials and finishes of the buildings.</li> <li>2. Lack of significant/meaningful landscaping throughout the site, particularly along the Great Northern Highway boundary to soften the buildings, fencing and car parking areas (one tree per four car parking bays ratio not met).</li> <li>3. Lack of screening to plant and equipment (including room air conditioners), service and maintenance areas,</li> </ol>

# DRP – Report and Recommendations



	<p>considered. The suitability of the location supports a long-term approval if infrastructure and transport options such as footpaths and bicycles are provided to enable connection to the existing surrounding activity areas.</p>	<p>and the waste storage area.</p> <ol style="list-style-type: none"> <li>4. Lack of bicycle and footpath connection to surrounding amenity and facilities in the vicinity of the development such as the Walkabout Hotel.</li> <li>5. Additional detail required regarding power and water connections to the site i.e., location of existing water connection and location of proposed new transformer.</li> <li>6. The proposed access point is past the edge of the sealed primary road into the site. Clarity required regarding whether the entry road is to be sealed to extend past the crossover.</li> <li>7. Stormwater management and drainage infrastructure requires additional details, including but not limited to, the intent of the earth mound, proposed surface finishes, finished ground levels, finished floor levels, and swale embankment stabilisation methods.</li> </ol>
<b>Design review</b>		
Proposed development	Workers Accommodation	
Property address	Lot 9008 Great Northern Highway, Port Hedland	
Background	This application was considered by the DRP on 31st August 2022 – see minutes for full details.	
Proposal	The proposal is for workforce accommodation facility to cater for the existing and future MGM workforce.	
General comments	<p>The DRP thanks the Applicant for the presentation and acknowledges that achieving good design in a difficult physical and economic environment, and in the context of a limited project lifespan, is a challenge.</p> <p>The design presented at DR 3 is largely the same as the design approach proposed for the previous site, albeit with adjustments to the site planning layout made to suite the overall dimensions and geometry of the new site.</p> <p>As such, many of the more detailed issues raised at DR2 are still applicable to the new design because they exist independent of the site planning.</p> <p>Noting that the proposal is the subject of a SAT review, the limited information provided for this Design Review suggests that the main purpose of this review is to test the degree of support for the location before undertaking detailed design work. However, design quality is equally important regardless of which site is being proposed for development.</p> <p>The Panel acknowledged that the Applicant has taken on some of the advice provided at the previous meeting (DR2) for the design on the previous site, but some positive elements from the previous design appear to have been lost in the move.</p> <p>The following comments reiterate some of the issues raised in the previous design.</p>	

# DRP – Report and Recommendations



However, the Applicant is encouraged to review the DRP notes from the previous DRP review (DR2) and consider to what extent the comments are still applicable.

<b>DR3 – Design review report and recommendations (Part 2/4)</b>	
<b>Design quality evaluation</b>	
	Supported
	Pending further attention
	Not supported
<b>Principle 1 - Context and character</b>	<p><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p> <ul style="list-style-type: none"> <li>a) The matter of location is primarily a planning issue rather than a design issue. However, there is a strong logic in collocating the accommodation with other similar facilities and within a relatively short distance from the airport.</li> <li>b) Documentation of the site characteristics would be helpful for the assessment and decision-making process – for example: levels, photos of site from the Great Northern Highway, adjacent development conditions, climatic influences, etc.</li> <li>c) Information is required on the interface conditions (fencing, walls, landscape, etc) with adjacent streets and lots.</li> </ul>
<b>Principle 2 - Landscape quality</b>	<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p> <ul style="list-style-type: none"> <li>a) A detailed landscape plan, prepared by a Landscape Architect, is strongly recommended to be provided prior to consideration of the application.</li> <li>b) The Applicant is strongly encouraged to focus on trees (along paths and along the site edges) as the main landscaping elements rather than shrubs, because trees provide more shade, more visual impact, and will probably cost less than mass planting.</li> <li>c) Given the large setback from Great Northern Highway, consistent with the adjacent developments for fire management reasons, the landscape interface with the public domain becomes more important than the built interface.</li> <li>d) Landscape also offers a significant opportunity to respond to the local sense of place and improve the mental wellbeing of the occupants.</li> <li>e) Main courtyard is a promising space but needs to be further refined to provide for a variety of uses and integrate those uses with appropriate shade and landscape.</li> <li>f) Consideration should be given to purple pipe irrigation, which will accelerate plant growth.</li> <li>g) Shade tree planting to the car park is limited and should be increased.</li> <li>h) Avoid disturbing the uncleared land to the south as much as possible during construction.</li> <li>i) Provide shade and planting to the main north-south pedestrian walkways through the accommodation precinct.</li> <li>j) The finished ground levels are unclear, and consideration should be given to the levels so that the courtyards don't become basins during a storm event.</li> <li>k) Consider the use of the various outdoor areas carefully - how they are used in different ways by different people and what furniture and other infrastructure should be provided to support those uses.</li> <li>l) Fencing details are required as part of the landscape response.</li> </ul>

# DRP – Report and Recommendations



<p><b>Principle 3 - Built form and scale</b></p>	<p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>
	<ul style="list-style-type: none"> <li>a) The overall scale and the built form is appropriate to the typology and location.</li> <li>b) The southern part of the site (accommodation precinct) is overly compressed whilst the northern part of the site (amenity precinct) is overly spaced out and inefficient. Consider how to rebalance the site planning to provide more space where it is needed and less where it is not</li> <li>c) The placement of the accommodation modules results in long narrow spaces between them - not usable, no landscape, noisy, no amenity, bedroom windows around 1.8m opposite each other, etc</li> <li>d) Consider staggering the modules and increasing the spacing to accommodate landscape.</li> <li>e) The half-width accommodation module at the southern end of interface conditions the site is inefficient. A review of the site planning could address this inefficiency.</li> <li>f) The overall scale and the built form is appropriate to the typology and location</li> <li>g) The southern part of the site (accommodation precinct) is overly compressed whilst the northern part of the site (amenity precinct) is overly spaced out and inefficient. Consider how to rebalance the site planning to provide more space where it is needed and less where it is not</li> <li>h) The placement of the accommodation modules results in long narrow spaces between them - not usable, no landscape, noisy, no amenity, bedroom windows around 1.8m opposite each other, etc</li> <li>i) Consider staggering the modules and increasing the spacing to accommodate landscape.</li> <li>j) The half-width accommodation module at the southern end of interface conditions the site is inefficient. A review of the site planning could address this inefficiency</li> <li>k) Consider locating the courtyards so that more units can benefit from frontage – that is four built interfaces rather than three.</li> </ul>
<p><b>Principle 4 - Functionality and build quality</b></p>	<p><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>
	<ul style="list-style-type: none"> <li>a) Consideration should be given to the use of hoods around windows to provide shading and reduce heat load on the buildings.</li> <li>b) Avoid toilets opening directly onto the dry mess area - it is much better to have an airlock to manage odour and provide privacy.</li> <li>c) A lack of labelling on spaces on the plan makes it challenging to understand how the buildings are used.</li> <li>d) Consideration should be given to the localised management stormwater from the large areas of roof in the amenity precinct.</li> <li>e) The eastern lanes in the car park have no bays, which is inefficient and results in unnecessary hard surfaces.</li> <li>f) It is unclear what the function of the large, covered space outside the admin area.</li> <li>g) There appears to be no provision of paved access to the maintenance area.</li> <li>h) The plan provided shows no windows to the admin area (or any elevations)</li> <li>i) No detail has been provided on the layout of the UA accommodation units</li> <li>j) No detail on materials has been provided.</li> </ul>

# DRP – Report and Recommendations



	<ul style="list-style-type: none"> <li>k) Consider better dispersal of the laundry blocks, such as relocating one into the central part of the precinct.</li> <li>l) Consider the potential to share parking and other infrastructure between adjacent developments</li> <li>m) Include screening (either built or landscape) of utilitarian areas – storage, waste management, maintenance, etc.</li> </ul>
<b>Principle 5 - Sustainability</b>	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	<ul style="list-style-type: none"> <li>a) Transportable buildings are inherently sustainable because they are reusable</li> <li>b) No evidence of specific ESD initiatives has been provided.</li> <li>c) Consider the inclusion of shading devices for large windows that are otherwise unprotected by verandas.</li> <li>d) There is extensive opportunity for PV to run the facility during the day, and through battery storage, at night, possibly to the point of being energy independent.</li> <li>e) It is acknowledged that the PV installation needs to be cyclone resistant.</li> <li>f) Consider the use of recycled material in paving, which could also be cheaper to construct.</li> <li>g) Reuse of treated water for reticulation is mentioned and worth pursuing, as is the idea of an irrigated sports field.</li> <li>h) Provide shading to windows, especially on northern elevations</li> <li>i) Consider providing fixed shading to the north-south walkways between the accommodation modules or, at least, shade trees.</li> <li>j) Provide information on the prevailing winds for context of the breezeway orientations.</li> <li>k) Confirm that the window sizes to the accommodation units are sufficient to meet daylight standards</li> <li>l) Could the shuttlebuses and other fleet vehicles be EVs?</li> </ul>
<b>Principle 6 - Amenity</b>	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<ul style="list-style-type: none"> <li>a) Whilst the panel has some concerns about the size of the accommodation rooms, it recognises that there is a trade-off between size and running costs/other amenity provisions.</li> <li>b) The south-facing al-fresco area makes sense in the context of the climate.</li> <li>c) Provide dimensions/areas for the typical accommodation unit to confirm size.</li> <li>d) Consider staggering the accommodation units to off-set the opposing windows from each other.</li> <li>e) The cumulative impact of AC noise is a concern if each accommodation unit has its own AC condenser. If condensers are shared and located at the ends of the modules, consider how to screen them from the walkways.</li> <li>f) There is limited outlook from the admin building – consider rotating for view of courtyard rather than view of the back of the ablution block.</li> <li>g) Provide greater continuity of cover between the amenity buildings for shade and shelter, noting the importance of cover for all-weather protection as opposed to just shade.</li> <li>h) Consider an all-weather covered walkway from the amenity precinct to the accommodation area given the distance between the two.</li> <li>i) Limited shade has been provided for parked cars.</li> <li>j) Consider providing more amenity in the small courtyards - shade, seating, etc.</li> </ul>



# DRP – Report and Recommendations



<p><b>Principle 7 - Legibility</b></p>	<p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>
	<ul style="list-style-type: none"> <li>a) Consider aligning the accommodation modules to allow the path from the car park to continue through as a spine to the accommodation modules (or vice versa).</li> <li>b) Extend the eastern north-south spine through the accommodation modules to the recreation and amenity area to provide more direct access for the eastern residents.</li> <li>c) More work needs to be done on legibility and wayfinding, through directness of routes, or the use of colour, signage or landscape to help with navigation.</li> <li>d) Consider the use of landscape to enhance the sense of arrival to the facility.</li> <li>e) Arrival sequences</li> <li>f) Footpaths/bike paths connections are important to provide opportunity for alternative transport modes when the climate is favourable, and once the GNH is bypassed.</li> <li>g) Reconsider the location of the ablution block adjacent at the front door of the whole facility, to make the entrance more 'entrancing'.</li> </ul>
<p><b>Principle 8 - Safety</b></p>	<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>
	<ul style="list-style-type: none"> <li>a) Swept paths of larger vehicles (buses, service vehicle) should be shown on the plans.</li> <li>b) Confirm the access road will be sealed between Great Northern Highway and the site entrance will be sealed.</li> </ul>
<p><b>Principle 9 - Community</b></p>	<p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>
	<ul style="list-style-type: none"> <li>a) The provision of central amenities is a positive</li> <li>b) The previous design included gazebos in the small courtyards to encourage social interaction between the residents – consider reinstating them.</li> <li>c) The collection of indoor and outdoor spaces has promise in delivering opportunities to encourage social interaction in larger or smaller groups.</li> <li>d) Consider how the development engages with, and connects to, the broader community?</li> <li>e) Consider how an acknowledgement of being on-country could be incorporated – for example, landscape and public art.</li> <li>f) Consider how spaces can be used beyond just largely eating or sleeping, and the creation of relaxation spaces or spaces for interaction between small groups or individuals. There needs to be more than just a mess hall. For example, consider how some spaces could be outdoor equivalents of the recreation room.</li> <li>g) Consider how does the facility make its presence known to the public domain through landscape and through the entry sequence.</li> <li>h) What opportunities are there to program and host engagement with the broader community?</li> </ul>
<p><b>Principle 10 Aesthetics</b></p>	<p><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i></p>
	<ul style="list-style-type: none"> <li>a) The level of information on the elevations is limited – the Applicant is encouraged to provide typical elevations of the accommodation units so that the detail can be better understood.</li> <li>b) The use of screens to 'dress' the buildings was a positive of the previous design and should continue to be pursued.</li> </ul>

# DRP – Report and Recommendations



	<ul style="list-style-type: none"> <li>c) The inclusion of a mural is positive, and the engagement of a local artist is strongly recommended.</li> <li>d) More information is required on materials or colours.</li> <li>e) If it is impractical to include eaves on the modular units, then consider other means to provide shade to windows.</li> </ul>
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Chair signature	
Presiding Member signature	

**MGM DRP 3**

ITEM	GROUNDED RESPONSE
<b>Briefings</b>	
The Town considers that additional information is required to support the design being considered to meet the high design standards required for a long-term approval. Should this be provided, a ten-year approval may be considered. The suitability of the location supports a long-term approval if infrastructure and transport options such as footpaths and bicycles are provided to enable connection to the existing surrounding activity areas.	
1. Lack of information provided regarding the materials and finishes of the buildings.	Latest drawing set has been updated to include this information.
2. Lack of significant/meaningful landscaping throughout the site, particularly along the Great Northern Highway boundary to soften the buildings, fencing and car parking areas (one tree per four car parking bays ratio not met).	Latest drawing set now has landscaping and planting details.
3. Lack of screening to plant and equipment (including room air conditioners), service and maintenance areas, and the waste storage area.	Latest drawing set now has fencing and screening details including elevations.
4. Lack of bicycle and footpath connection to surrounding amenity and facilities in the vicinity of the development such as the Walkabout Hotel.	Latest drawing set has been amended to include this detail.
5. Additional detail required regarding power and water connections to the site i.e., location of existing water connection and location of proposed new transformer.	Awaiting on Airport to advise transformer location. Watercorp have provided proposed water connection location.
6. The proposed access point is past the edge of the sealed primary road into the site. Clarity required regarding whether the entry road is to be sealed to extend past the crossover.	Entry road is to be sealed.
7. Stormwater management and drainage infrastructure requires additional details, including but not limited to, the intent of the earth mound, proposed surface finishes, finished ground levels, finished floor levels, and swale embankment stabilisation methods.	Request as condition
<b>Design Quality Evaluation</b>	
<b>Principle 1 - Context and Character</b>	
a) The matter of location is primarily a planning issue rather than a design issue. However, there is a strong logic in collocating the accommodation with other similar facilities and within a relatively short distance from the airport.	Noted, no action
b) Documentation of the site characteristics would be helpful for the assessment and decision-making process – for example: levels, photos of site from the Great Northern Highway, adjacent development conditions, climatic influences, etc.	Latest drawing set has been amended to include this detail.
c) Information is required on the interface conditions (fencing, walls, landscape, etc) with adjacent streets and lots.	Latest drawing set has been amended to include this detail.
<b>Principle 2 - Landscape Quality</b>	
a) A detailed landscape plan, prepared by a Landscape Architect, is strongly recommended to be provided prior to consideration of the application.	Current adequately detail landscaping for DA. As condition of BP we will engage landscaping architect.
b) The Applicant is strongly encouraged to focus on trees (along paths and along the site edges) as the main landscaping elements rather than shrubs, because trees provide more shade, more visual impact, and will probably cost less than mass planting.	Noted, BL to capture in updated Landscape plan.
c) Given the large setback from Great Northern Highway, consistent with the adjacent developments for fire management reasons, the landscape interface with the public domain becomes more important than the built interface.	Noted, no action
d) Landscape also offers a significant opportunity to respond to the local sense of place and improve the mental wellbeing of the occupants.	Noted, no action

e) Main courtyard is a promising space but needs to be further refined to provide for a variety of uses and integrate those uses with appropriate shade and landscape.	Agree, condition of BP.
f) Consideration should be given to purple pipe irrigation, which will accelerate plant growth.	Noted, no action at this stage.
g) Shade tree planting to the car park is limited and should be increased.	Layout has been updated to take this into account.
h) Avoid disturbing the uncleared land to the south as much as possible during construction.	Noted, no action
i) Provide shade and planting to the main north-south pedestrian walkways through the accommodation precinct.	Layout has been updated to take this into account.
j) The finished ground levels are unclear, and consideration should be given to the levels so that the courtyards don't become basins during a storm event.	Condition, in stormwater management plan.
k) Consider the use of the various outdoor areas carefully - how they are used in different ways by different people and what furniture and other infrastructure should be provided to support those uses.	Noted, no further action
l) Fencing details are required as part of the landscape response.	Fencing types are now noted on site layout. BL to include in Landscape drawing.
<b>Principle 3 - Built Scale</b>	
a) The overall scale and the built form is appropriate to the typology and location.	Noted, no action
b) The southern part of the site (accommodation precinct) is overly compressed whilst the norther part of the site (amenity precinct) is overly spaced out and inefficient.	Standard back to back module layout. Not recommended to space out further than is shown as this encourages people to walk off path and behind the modulars into service corridors.
c) The placement of the accommodation modules results in long narrow spaces between them - not usable, no landscape, noisy, no amenity, bedroom windows around 1.8m opposite each other, etc	Distance between window opposite is 4.7m. Layout now incorportes open spaces and gazebo'd seating areas amongst the accommodation modules.
d) Consider staggering the modules and increasing the spacing to accommodate landscape.	Layout amended and now incorportes open spaces and gazebo'd seating areas amongst the accommodation modules.
e) The half-width accommodation module at the southern end of interface conditions the site is inefficient. A review of the site planning could address this inefficiency.	Refer above, no further action.
<del>f) The overall scale and the built form is appropriate to the typology and location</del>	Double up
<del>g) The southern part of the site (accommodation precinct) is overly compressed whilst the norther part of the site (amenity precinct) is overly spaced out and inefficient. Consider how to rebalance the site planning to provide more space where it is needed and less where it is not</del>	Double up
<del>h) The placement of the accommodation modules results in long narrow spaces between them - not usable, no landscape, noisy, no amenity, bedroom windows around 1.8m opposite each other, etc</del>	Double up
<del>i) Consider staggering the modules and increasing the spacing to accommodate landscape.</del>	Double up
<del>j) The half-width accommodation module at the southern end of interface conditions the site is inefficient. A review of the site planning could address this inefficiency</del>	Double up
k) Consider locating the courtyards so that more units can benefit from frontage - that is four built interfaces rather than three.	Layout amended to include this as much as possible.
<b>Principle 4 - Functionality &amp; Build Quality</b>	
a) Consideration should be given to the use of hoods around windows to provide shading and reduce heat load on the buildings.	Condition of BP, will be reviewed in ESD.
b) Avoid toilets opening directly onto the dry mess area - it is much better to have an airlock to manage odour and provide privacy.	Actioned, refer latest drawings
c) A lack of labelling on spaces on the plan makes it challenging to understand how the buildings are used.	Resolved in latest drawings
d) Consideration should be given to the localised management stormwater from the large areas of roof in the amenity precinct.	Resolved in latest drawings
e) The eastern lanes in the car park have no bays, which is inefficient and results in unnecessary hard surfaces.	Layout has been updated to take this into account.
f) It is unclear what the function of the large, covered space outside the admin area.	Bus drop off and pickup, luggage and people movement.
g) There appears to be no provision of paved access to the maintenance area.	Resolved in latest drawings

h) The plan provided shows no windows to the admin area (or any elevations)	Resolved in latest drawings
i) No detail has been provided on the layout of the UA accommodation units	Refer latest drawing layout.
j) No detail on materials has been provided.	Resolved in latest drawings
k) Consider better dispersal of the laundry blocks, such as relocating one into the central part of the precinct.	Layout has been updated to take this into account.
l) Consider the potential to share parking and other infrastructure between adjacent developments	Noted, no further action
m) Include screening (either built or landscape) of utilitarian areas – storage, waste management, maintenance, etc.	Layout has been updated to take this into account. Screening and fencing shown on plans.
<b>Principle 5 - Sustainability</b>	
a) Transportable buildings are inherently sustainable because they are reusable	Noted, no action
b) No evidence of specific ESD initiatives has been provided.	Future provision for PV connection could be provided.
c) Consider the inclusion of shading devices for large windows that are otherwise unprotected by verandas.	Resolved in latest drawings
d) There is extensive opportunity for PV to run the facility during the day, and through battery storage, at night, possibly to the point of being energy independent.	Cost prohibitive, no action
e) It is acknowledged that the PV installation needs to be cyclone resistant.	Noted, no action
f) Consider the use of recycled material in paving, which could also be cheaper to construct.	Noted
g) Reuse of treated water for reticulation is mentioned and worth pursuing, as is the idea of an irrigated sports field.	The project will reticulate the recreation areas with recycled water.
h) Provide shading to windows, especially on northern elevations	Resolved in latest drawings
i) Consider providing fixed shading to the north-south walkways between the accommodation modules or, at least, shade trees.	Resolved in latest drawings
j) Provide information on the prevailing winds for context of the breezeway orientations.	Breeze directionals shown on latest drawings.
k) Confirm that the window sizes to the accommodation units are sufficient to meet daylight standards	Request as condition, to be addressed at Building Permit stage.
l) Could the shuttlebuses and other fleet vehicles be EVs?	Possibly, future provision for could be provided.
<b>Principle 6 - Amenity</b>	
a) Whilst the panel has some concerns about the size of the accommodation rooms, it recognises that there is a trade-off between size and running costs/other amenity provisions.	Noted, no action
b) The south-facing al-fresco area makes sense in the context of the climate.	Noted, no action
c) Provide dimensions/areas for the typical accommodation unit to confirm size.	Resolved in latest drawings
d) Consider staggering the accommodation units to off-set the opposing windows from each other.	Resolved in latest drawings
e) The cumulative impact of AC noise is a concern if each accommodation unit has its own AC condenser. If condensers are shared and located at the ends of the modules, consider how to screen them from the walkways.	Resolved in latest drawings
f) There is limited outlook from the admin building – consider rotating for view of courtyard rather than view of the back of the ablution block.	Resolved in latest drawings, landscaping added.
g) Provide greater continuity of cover between the amenity buildings for shade and shelter, noting the importance of cover for all-weather protection as opposed to just shade.	Resolved in latest drawings
h) Consider an all-weather covered walkway from the amenity precinct to the accommodation area given the distance between the two.	Noted.
i) Limited shade has been provided for parked cars.	Addressed with planting of trees.
j) Consider providing more amenity in the small courtyards - shade, seating, etc.	Gazebo's detailed.
<b>Principle 7 - Legibility</b>	
a) Consider aligning the accommodation modules to allow the path from the car park to continue through as a spine to the accommodation modules (or vice versa).	Module alignment to remain as detailed. Wayfinding signage will be detailed in BP.

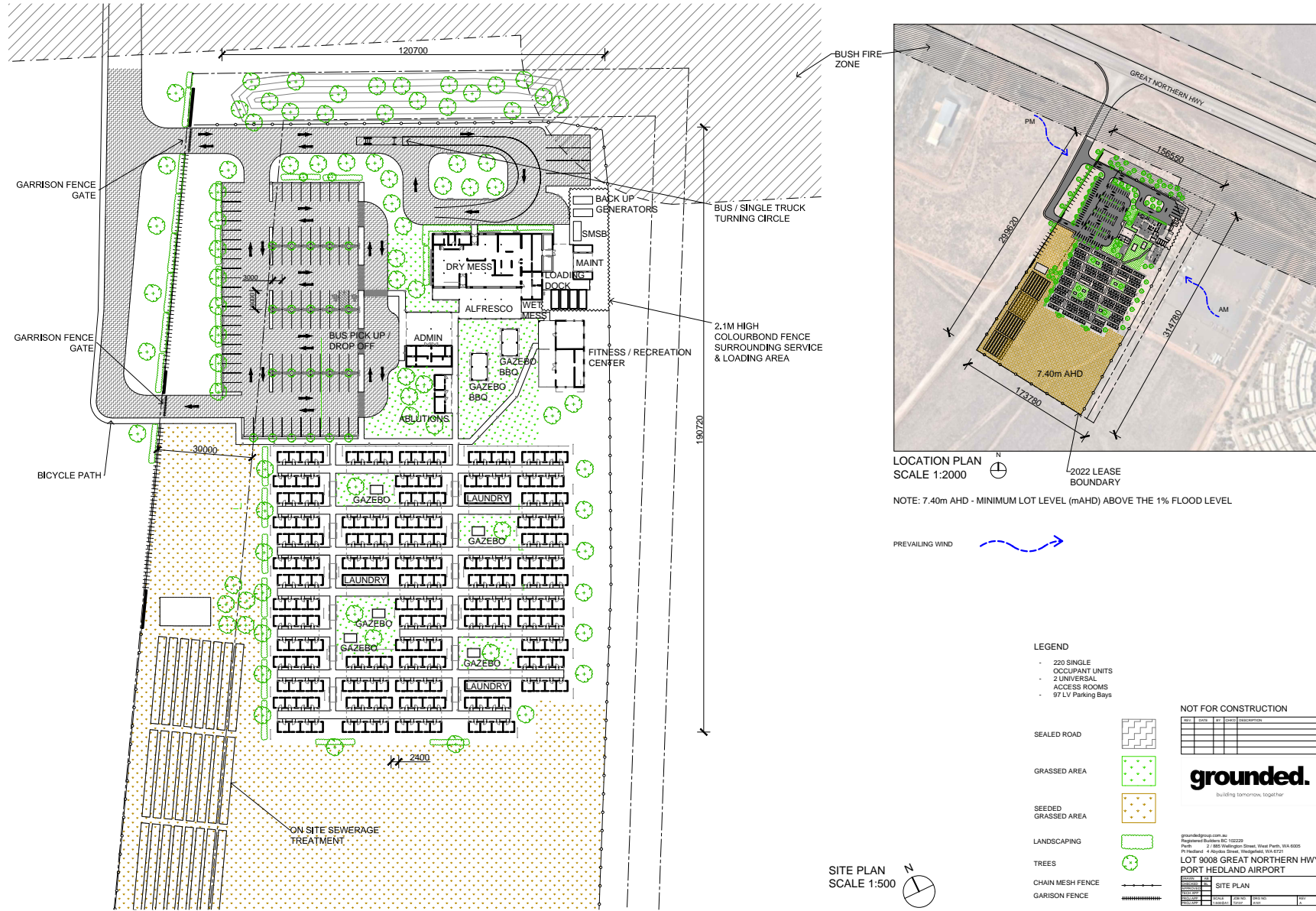
b) Extend the eastern north-south spine through the accommodation modules to the recreation and amenity area to provide more direct access for the eastern residents.	Resolved in latest drawings
c) More work needs to be done on legibility and wayfinding, through directness of routes, or the use of colour, signage or landscape to help with navigation.	Condition of BP.
d) Consider the use of landscape to enhance the sense of arrival to the facility.	Condition of BP.
e) Arrival sequences	Resolved in latest drawings, sequence and spacing shown.
g) Reconsider the location of the ablution block adjacent at the front door of the whole facility, to make the entrance more 'entrancing'.	Ablution block is on opposite side of the building to the main entry.
<b>Principle 8 - Safety</b>	
a) Swept paths of larger vehicles (buses, service vehicle) should be shown on the plans.	Resolved in latest drawings
b) Confirm the access road will be sealed between Great Northern Highway and the site entrance will be sealed.	Confirming the access road will be sealed.
<b>Principle 9 - Community</b>	
a) The provision of central amenities is a positive	Noted, no action
b) The previous design included gazebos in the small courtyards to encourage social interaction between the residents – consider reinstating them.	Resolved in latest drawings
c) The collection of indoor and outdoor spaces has promise in delivering opportunities to encourage social interaction in larger or smaller groups.	Noted, no action
d) Consider how the development engages with, and connects to, the broader community?	Cycle path connection.
e) Consider how an acknowledgement of being on-country could be incorporated – for example, landscape and public art.	Have made contact with local art collectives Spinafex Hill and Junction Co regarding public art. Both groups have responded positively and expressed keenness to be involved in a mural to the pathway
f) Consider how spaces can be used beyond just largely eating or sleeping, and the creation of relaxation spaces or spaces for interaction between small groups or individuals. There needs to be more than just a mess hall. For example, consider how some spaces could be outdoor equivalents of the recreation room.	Noted, no action
g) Consider how does the facility make its presence known to the public domain through landscape and through the entry sequence.	Public art/cycle path.
h) What opportunities are there to program and host engagement with the broader community?	Social impact assessment included
<b>Principle 10 - Aesthetics</b>	
a) The level of information on the elevations is limited – the Applicant is encouraged to provide typical elevations of the accommodation units so that the detail can be better understood.	Resolved in latest drawings
b) The use of screens to 'dress' the buildings was a positive of the previous design and should continue to be pursued.	Resolved in latest drawings
c) The inclusion of a mural is positive, and the engagement of a local artist is strongly recommended.	Local art collectives Spinafex Hill and Junction Co are keen to be involved.
d) More information is required on materials or colours.	Resolved in latest drawings
e) If it is impractical to include eaves on the modular units, then consider other means to provide shade to windows.	To be addressed in ESD as condition of BP.

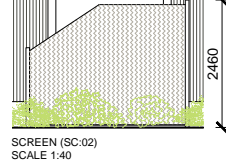
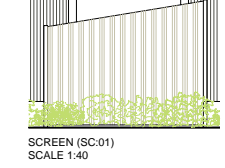
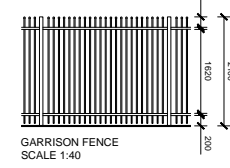
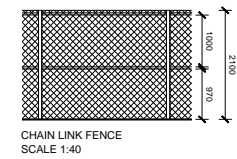
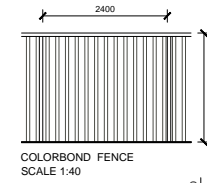
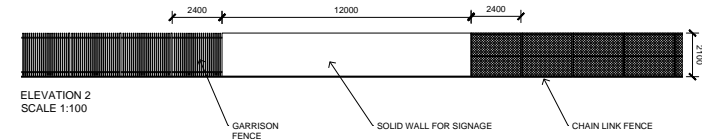
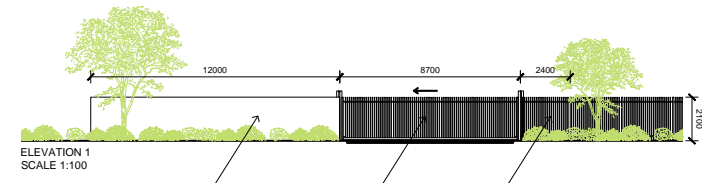
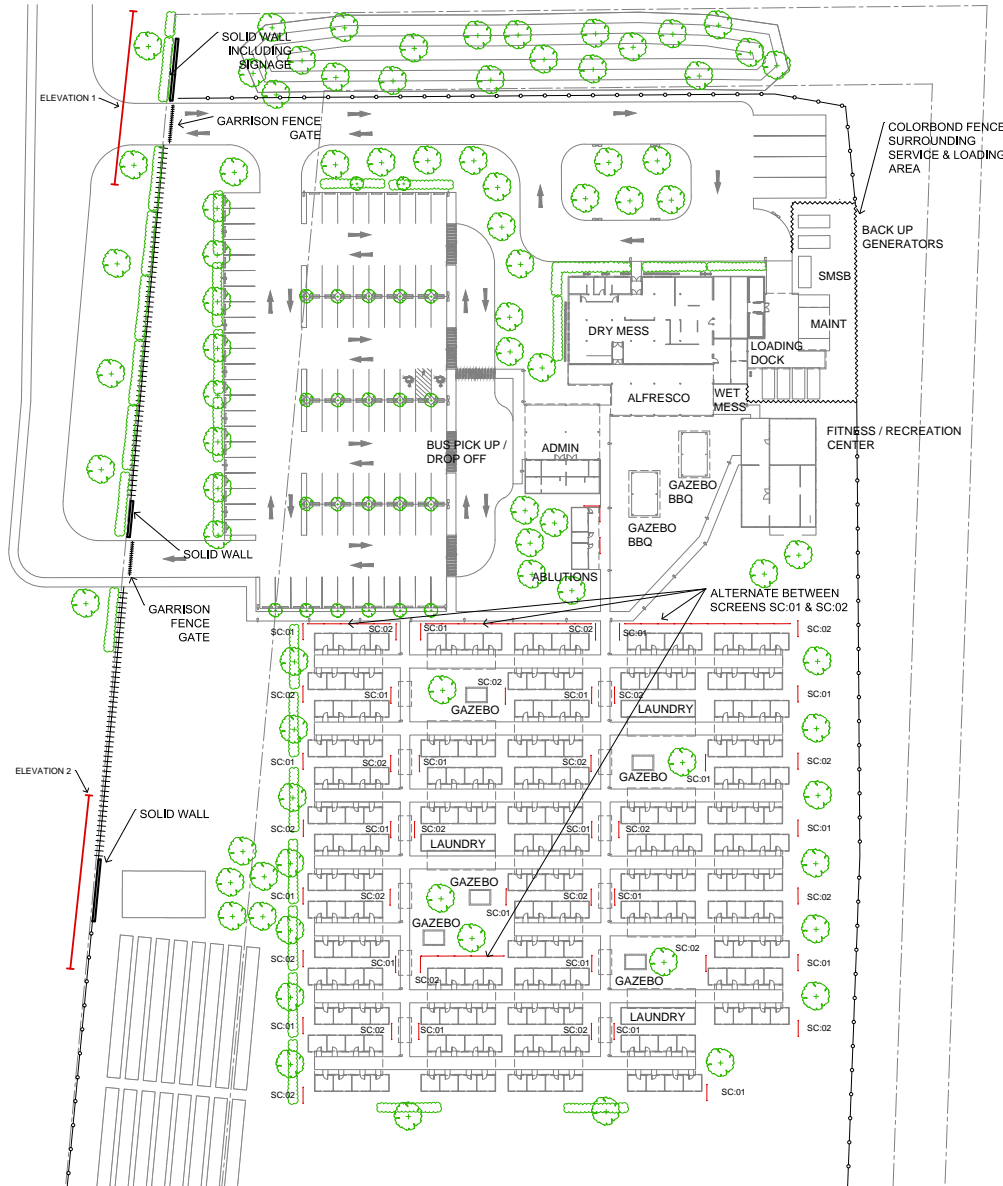


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- LEGEND**
- CHAIN MESH FENCE 2.1m HIGH
  - GARRISON FENCE 2.1m HIGH
  - COLORBOND FENCE SUPERDECK WOODLAND GREY 2.1m HIGH
  - SC.01 COLORBOND CORRUGATED EVENING HAZE
  - SC.02 COLORBOND CORRUGATED DUNE

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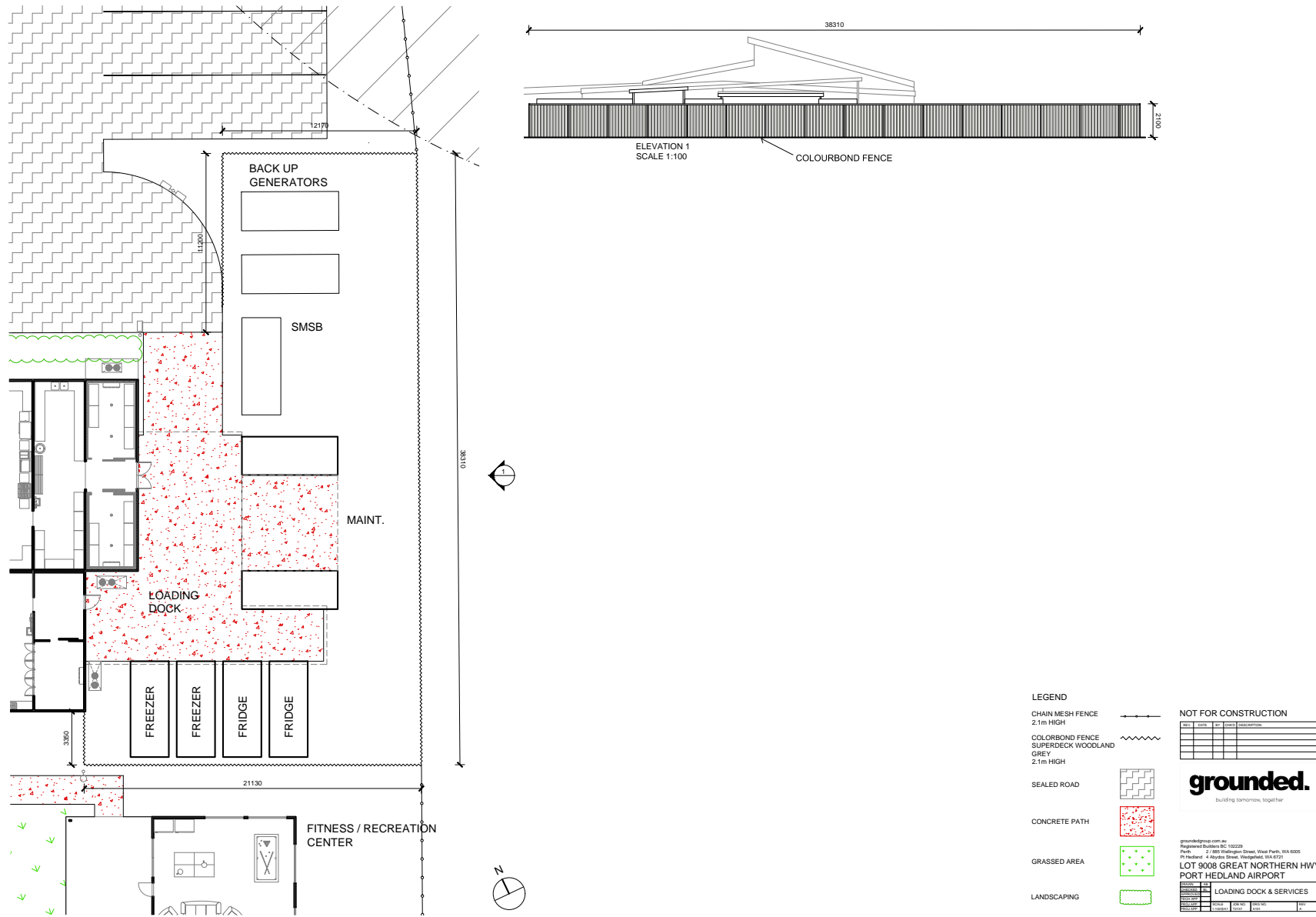


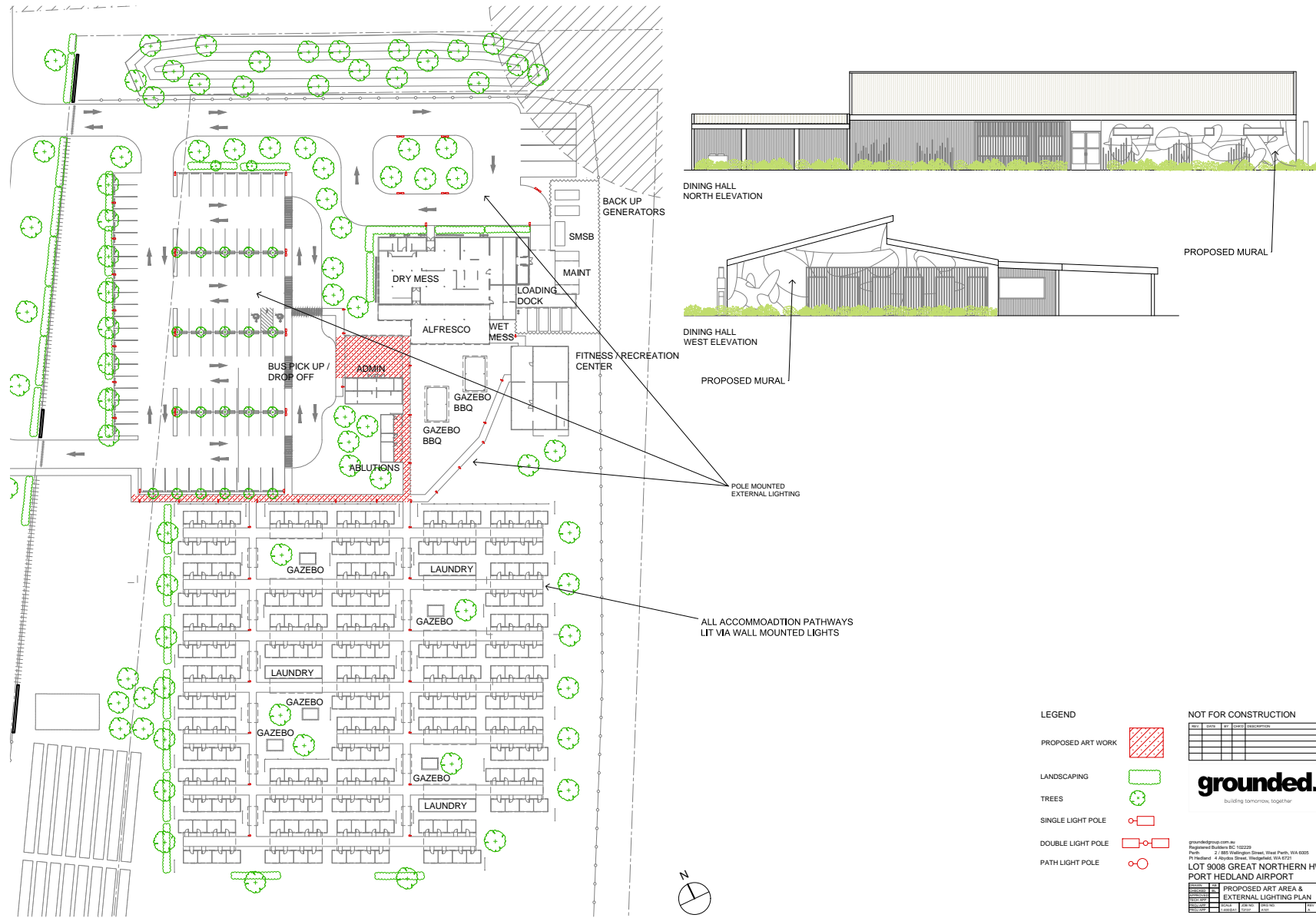
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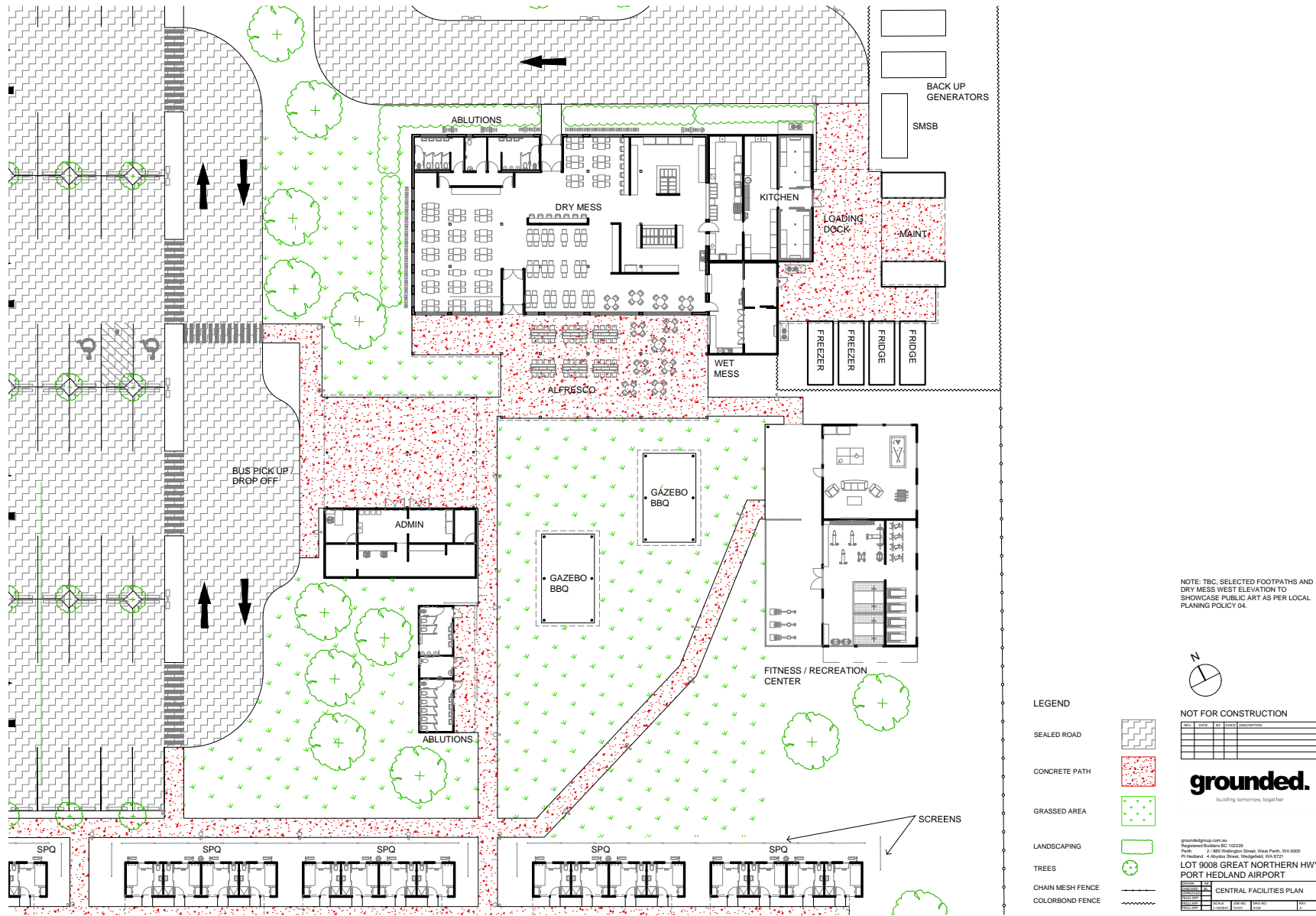
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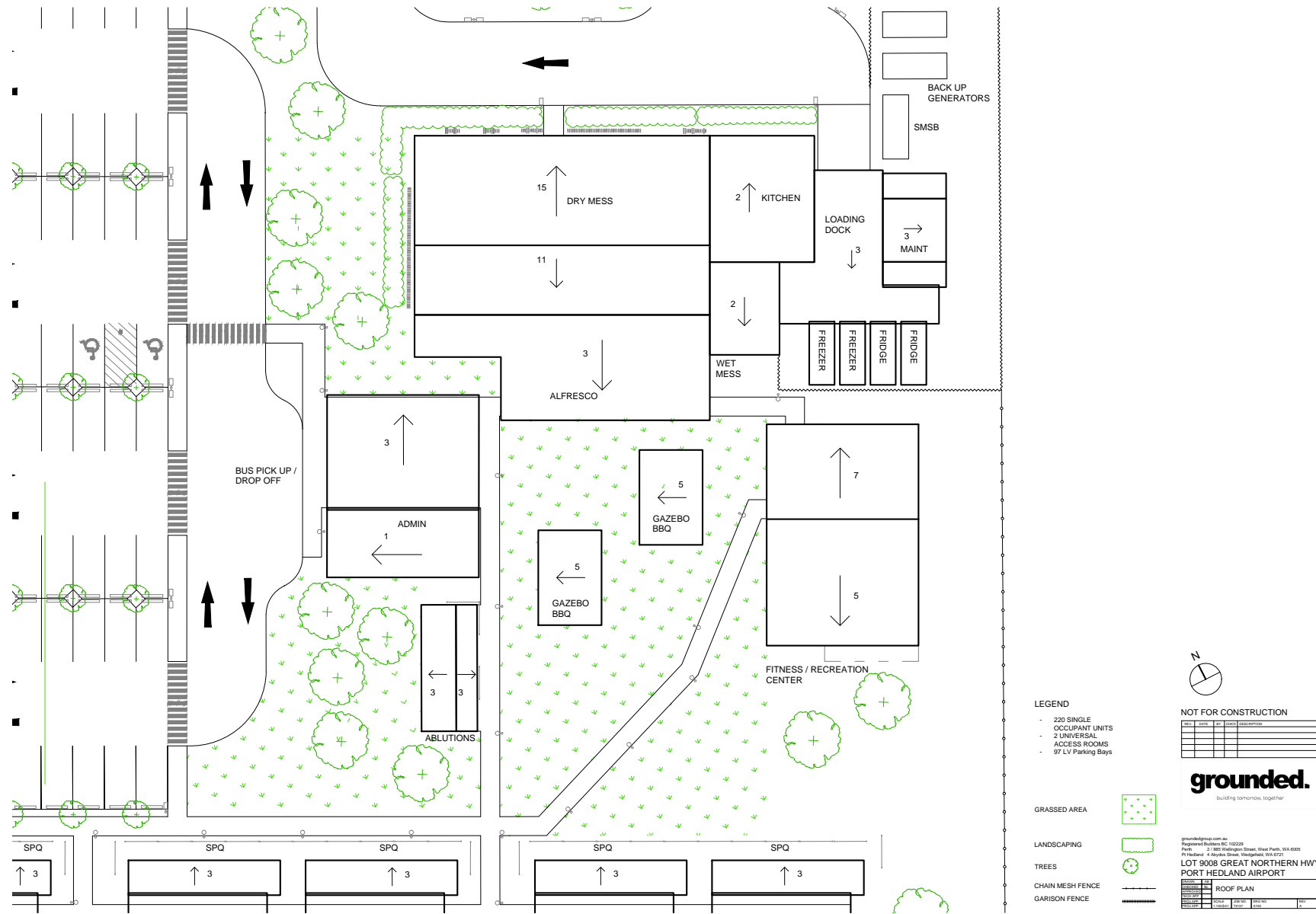




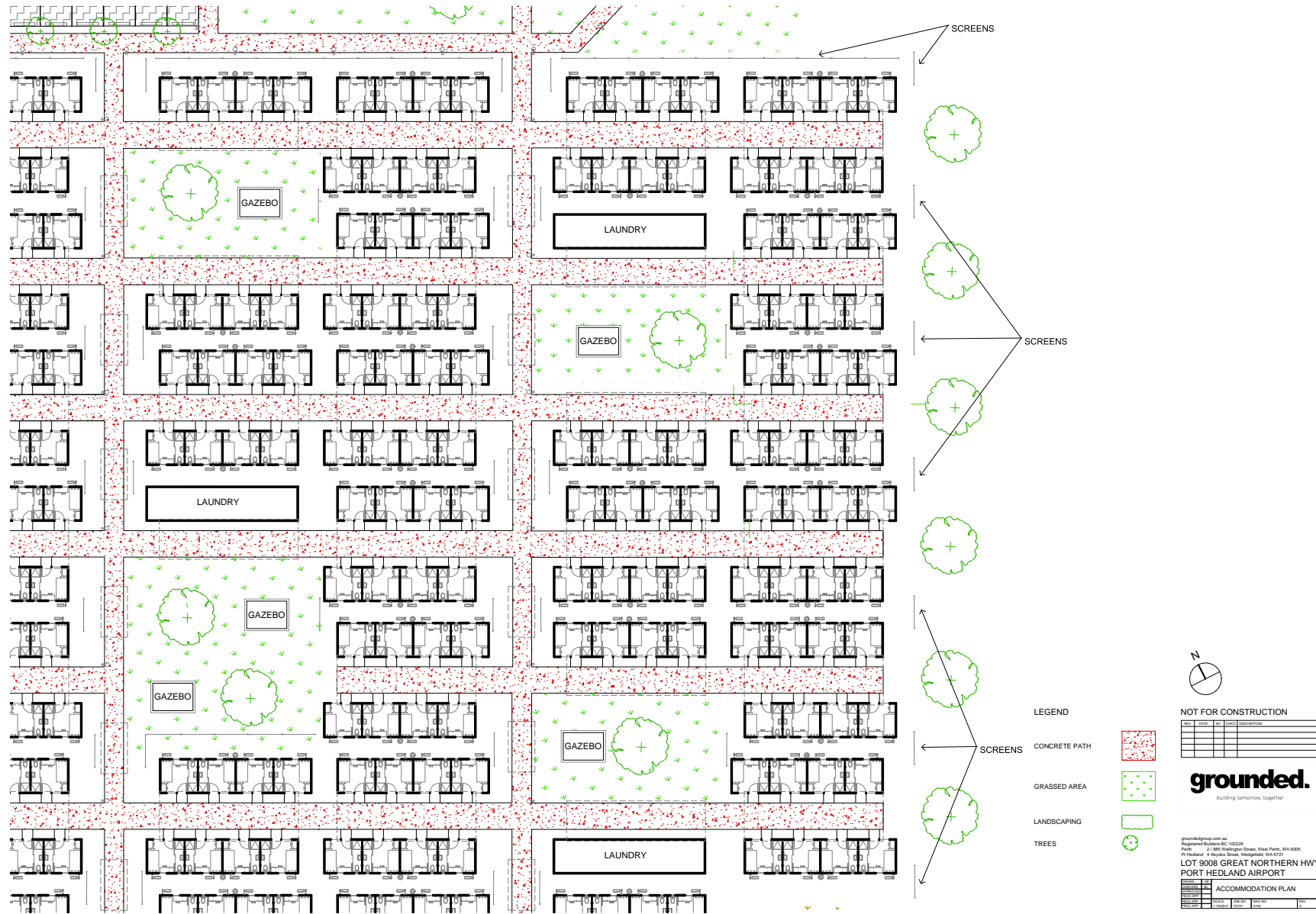














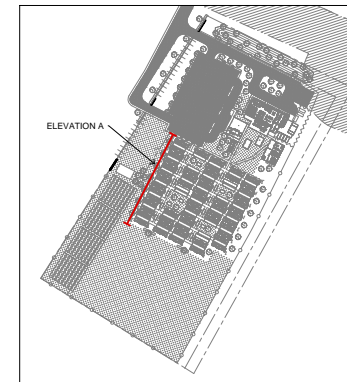
ELEVATION A  
SCALE 1:200



ELEVATION 1  
SCALE 1:100



ELEVATION 2  
SCALE 1:100



MATERIAL FINISHES

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- SC.01 COLORBOND CORRUGATED EVENING HAZE
- SC.02 COLORBOND CORRUGATED DUNE

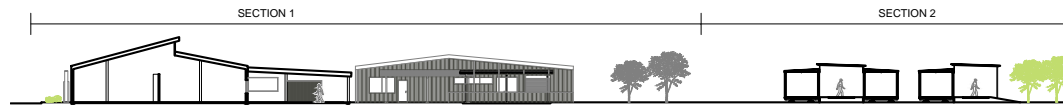
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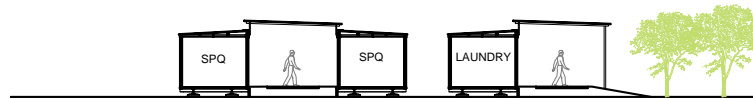
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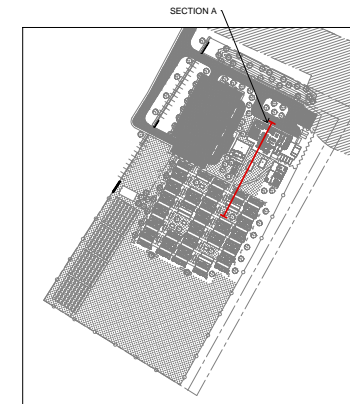
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SCALE 1:200



SECTION 1  
SCALE 1:100



SECTION 2  
SCALE 1:100



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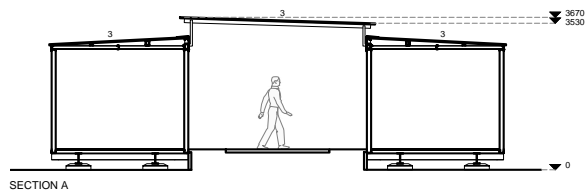
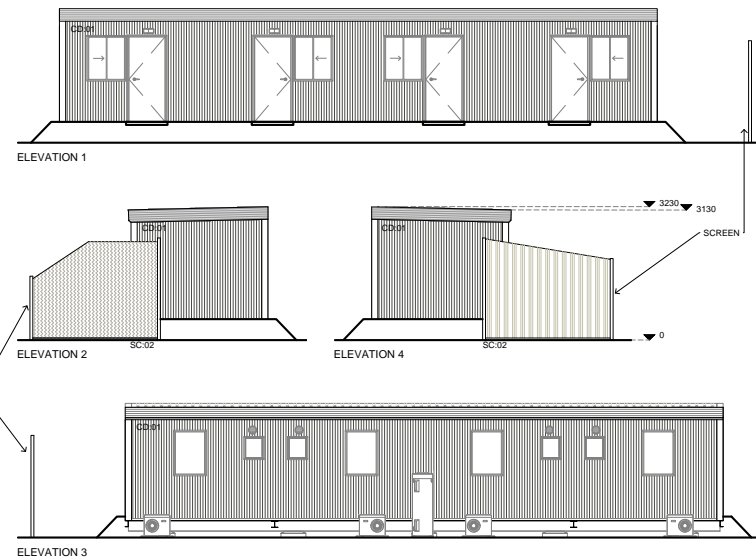
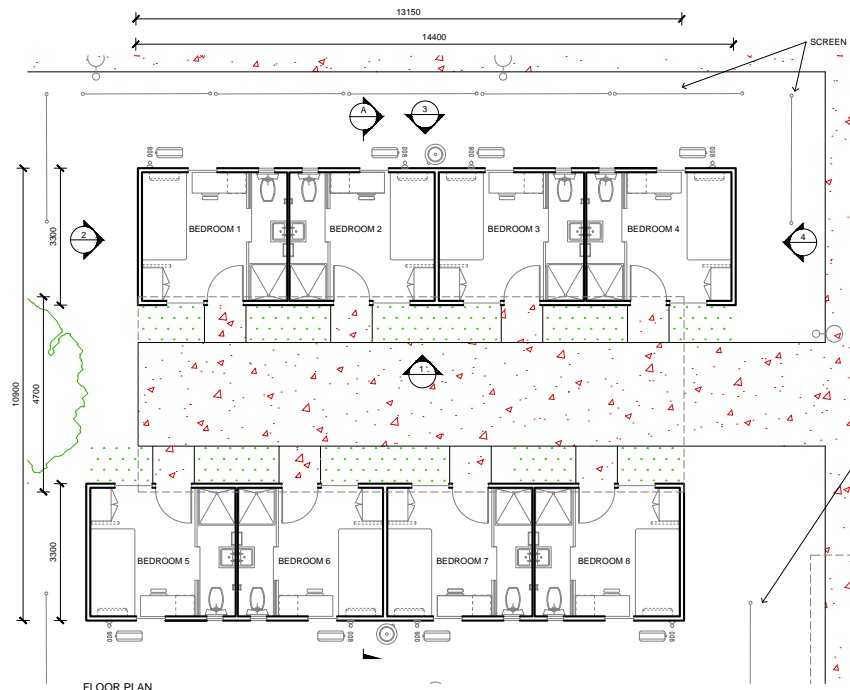
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- MATERIAL FINISHES**
- CD.01 COLORBOND TRIMDECK WOODLANDGREY
  - SC.01 COLORBOND CORRUGATED EVENING HAZE
  - SC.02 COLORBOND CORRUGATED DUNE

**LEGEND**

- SYNTHETIC GRASS 
- CONCRETE PATH 

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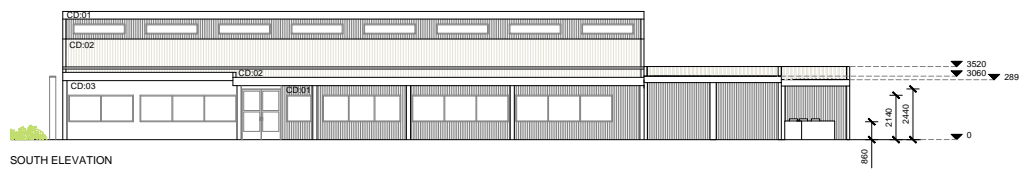
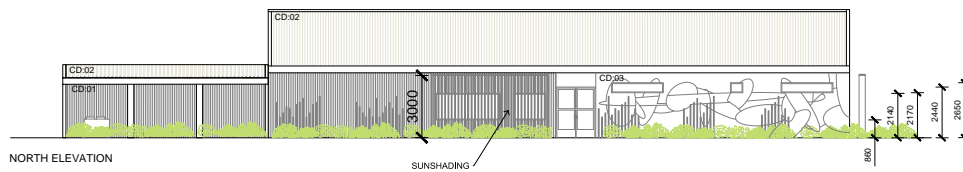
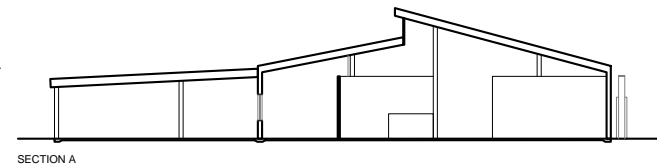
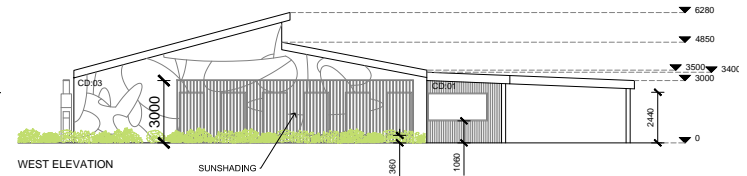
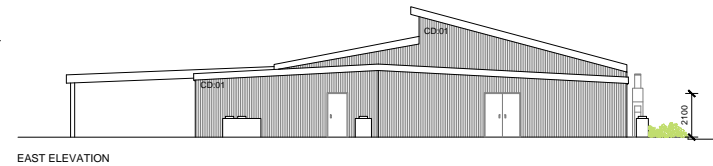
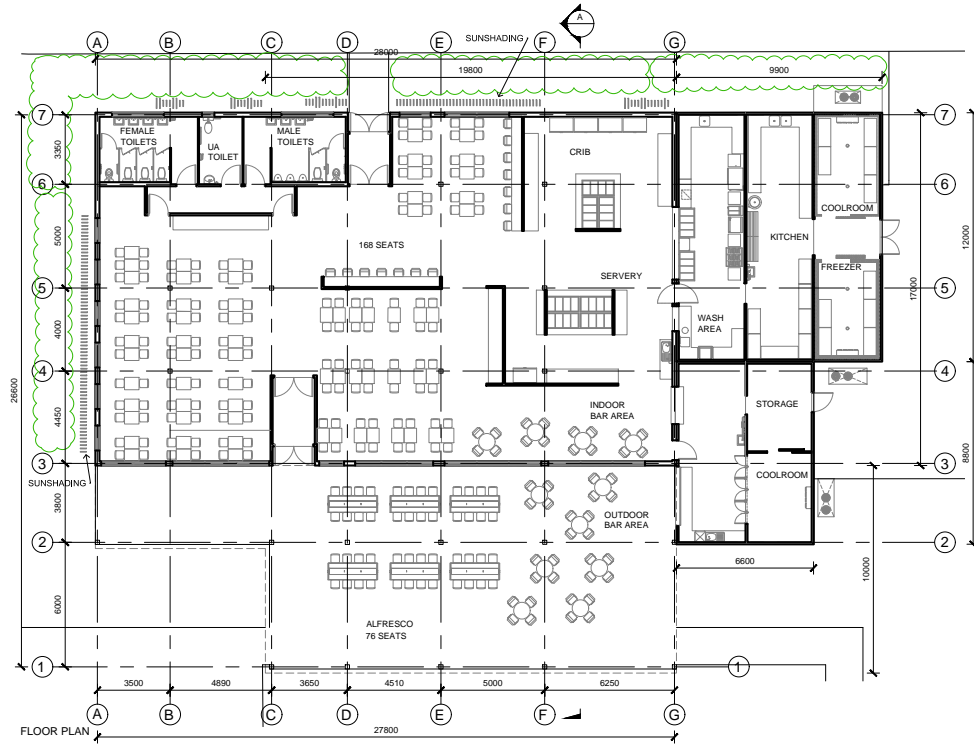


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MATERIAL FINISHES  
 CD.01 - COLORBOND TRIMDEK WOODLAND GREY  
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 CD.03 - COMPRESSED FIBRE CEMENT

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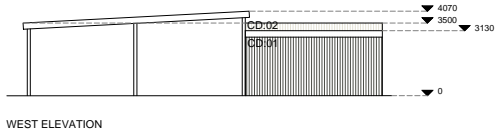
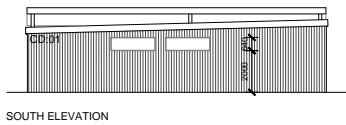
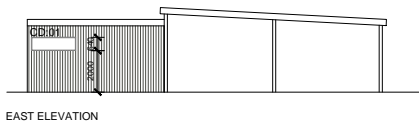
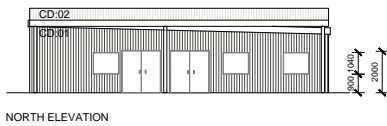
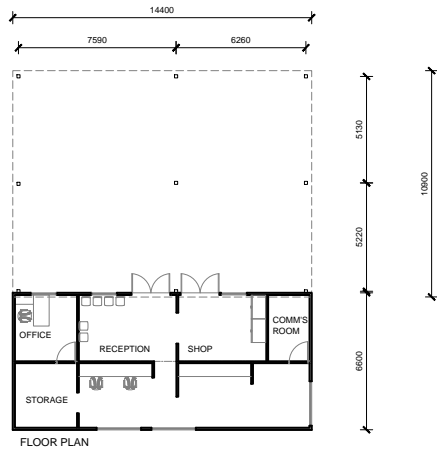
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DATE: 12/10/22  
 PROJECT: DRY MESS  
 DRAWING: FLOOR PLAN & ELEVATIONS  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 DATE: [Date]



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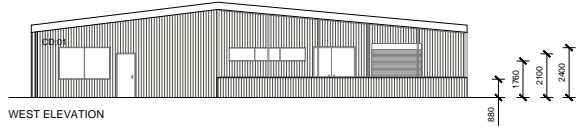
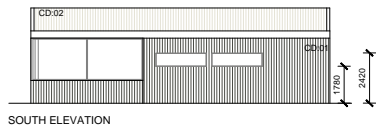
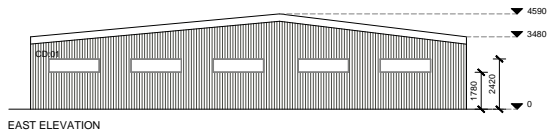
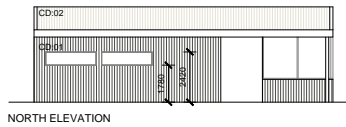
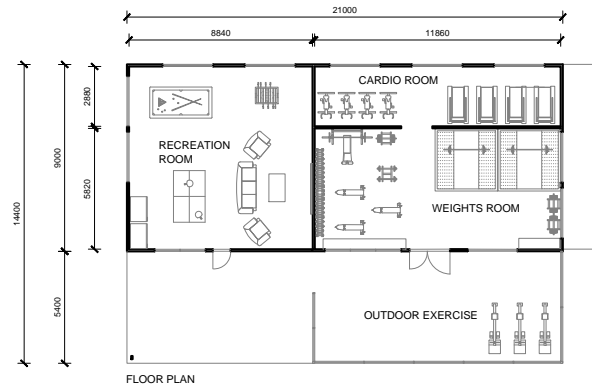
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MATERIAL FINISHES  
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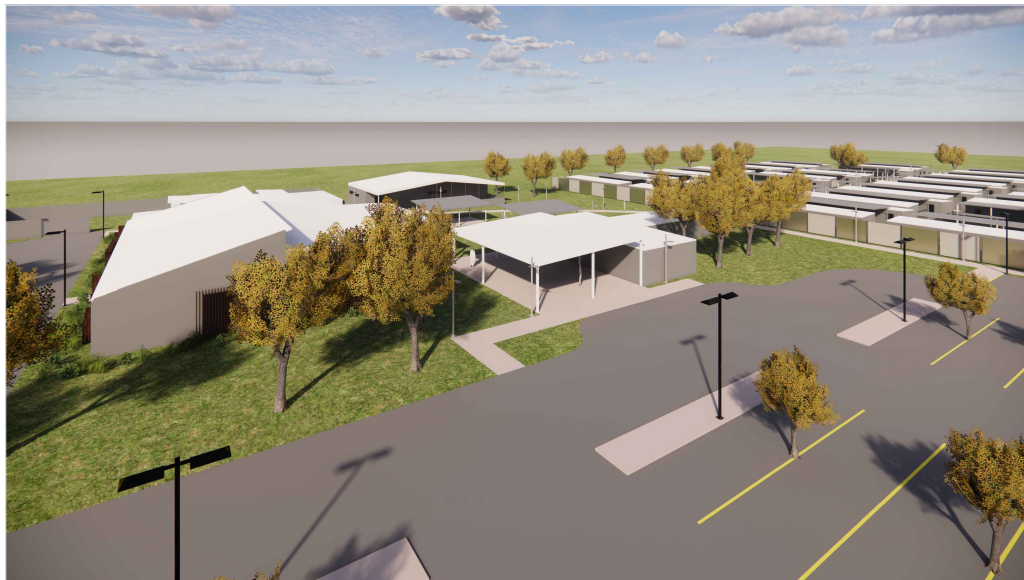
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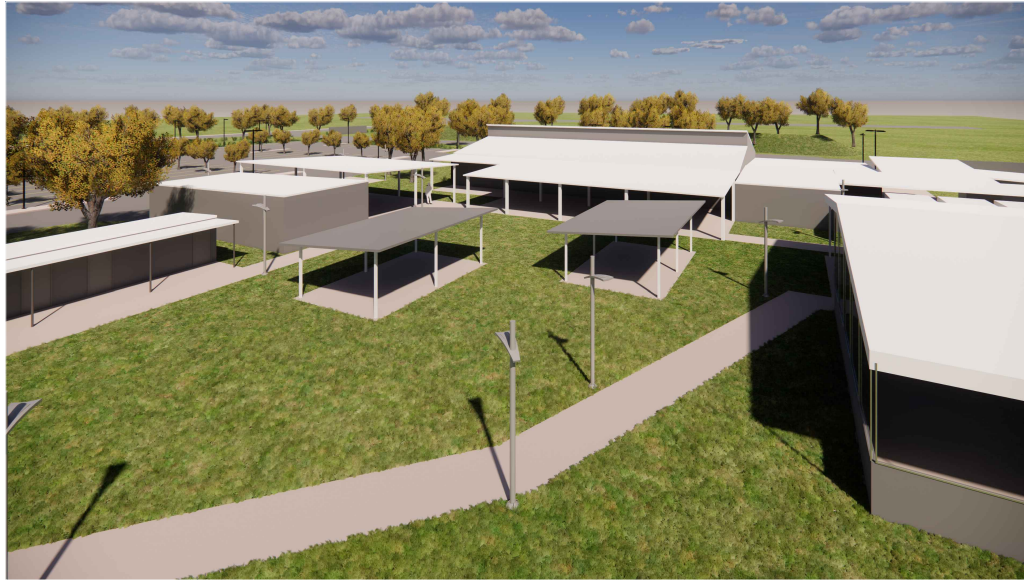
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**LPP/06 SOCIAL IMPACT ASSESSMENT****1.0 Citation**

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). This Policy may be cited as *Local Planning Policy 06 – Social Impact Assessment* (LPP/06).

**2.0 Purpose**

The purpose of this Policy is to describe when a Social Impact Assessment (SIA) is required for a planning proposal, what it should address, and the ongoing management and implementation of a Social Impact Management Plan (SIMP).

This Policy will assist applicants, the community and industry to identify and address the potential social impacts of specific developments and support the Town making informed decisions on planning proposals.

**3.0 Objectives**

The objectives of this Policy are:

1. To encourage early identification and assessment of positive and negative social impacts of a planning proposal, through the development of a Social Impact Assessment and Social Impact Management Plan to mitigate the adverse effects and maximise positive social outcomes for the impacted community.
2. To outline the Town's expectations concerning the key elements of a Social Impact Assessment, including genuine engagement with stakeholders
3. To support informed decision-making through the incorporation of quality, evidence-based information, and management measures monitored through key performance indicators.

**4.0 Applications subject of this Policy****4.1 Application Area**

This Policy applies to the entire municipality of the Town of Port Hedland and must be read in conjunction with the *Town of Port Hedland Local Planning Scheme No. 7* (Scheme) and the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). If this Policy is inconsistent with the Scheme and the Regulations, the Scheme and Regulations prevail to the extent of any inconsistency.

**4.2 Requirement for a Social Impact Assessment**

- 4.2.1 In accordance with Clause 67(zf) of the Scheme, a SIA shall be prepared for:
- (a) Development falling within the use class of 'Workforce Accommodation';
  - (b) Development or land use that the Town considers would result in significant social impact;
  - (c) An amended or updated SIA where an amendment to an aforementioned proposal is submitted to the Town.



- (d) The Town may recommend an SIA be submitted for proposals that do not require development approval under the provisions of the Scheme and Regulations but are required to be referred to the Town for comment, such as:
  - o Proposals under the *Mining Act 1978*; and/or
  - o Proposals covered by a State Agreement ratified by Acts of Parliament.

4.3 Other proposals

Where the Environmental Protection Authority (EPA) has determined that a proposal is to be assessed under Part IV of the *Environmental Protection Act 1986* (EP Act), the EPA prepares an Environmental Scoping Document to define the form, content, timing and procedure of the environmental assessment. The Town may put forward its position to the proponent and EPA that any Environmental Scoping Document also address (amongst other matters) the preliminary key environmental factor 'Social Surroundings', and preparation of a Social Impact Assessment be included as required work (amongst other work) for that factor.

The Town may accept a relevant SIA for a proposal that has been prepared under the *Environmental Protection Act 1986* or *Environmental Protection and Biodiversity Conservation Act 1999* and review this information considering the Town's own requirements for an SIA.

It is not intended for this Policy to be applied retrospectively to existing approved development, except where development applications are made to vary existing approvals, and these are not considered by the Town to be minor variations.

4.4 Mining Proposals

Proponents may be exempted from the requirement to obtain development approval pursuant to State Agreements ratified by Acts of Parliament and the *Mining Act 1978* (WA) (**Mining Act**).

In any case, the Town requires proponents carrying out works in accordance with the Mining Act to provide benefits to community infrastructure where necessary to offset potential social impacts. Works under the Mining Act are broad-ranging, however may include development of roads, mine site workforce accommodation, administration facilities, and airports.

Subject to the Town's discretion, and dependent on community needs, such benefits may include:

<u>Community need</u>	<u>Benefit</u>
(a) affordable housing	<ul style="list-style-type: none"> <li>• offset cost pressures for residents and effects of demand created from mine construction or operations workers;</li> </ul>



	<ul style="list-style-type: none"> <li>increased costs of living and local amenity from economic pressure created by mining projects</li> </ul>
(b) community infrastructure	<ul style="list-style-type: none"> <li>for remote access or fly-in, fly-out workers not resident within the Town, to seek to recover lost contribution to Town for local amenity;</li> <li>including community buildings, sport and leisure facilities;</li> </ul>
(c) healthcare facilities	<ul style="list-style-type: none"> <li>underprovision of healthcare facilities;</li> <li>addressing healthcare limitations in regional Western Australia (including shortage of medical personnel, to offset regional location and cost of living pressures that makes recruitment difficult);</li> <li>for services regarding catastrophic or serious injuries and ambulances or patient air transport as may relate to mines;</li> <li>for services related to mine sites, to address sexual assault, domestic violence or mental health for fly-in fly-out workers;</li> </ul>
(d) healthcare initiatives for Indigenous Australians	<ul style="list-style-type: none"> <li>addressing disadvantage in communities where substantial business operations are conducted</li> </ul>
(e) cultural heritage	<ul style="list-style-type: none"> <li>measure required to address Aboriginal cultural heritage impacted by mining</li> </ul>
(f) Town infrastructure and expense	<ul style="list-style-type: none"> <li>footpaths, crossings, safety measures and streetscapes in proximity to roads, mines and workforce accommodation proposals;</li> <li>underprovision of additional Town services needed because of mining in remote locations within the Town.</li> </ul>

The requirement to contribute to benefits can include contributions to infrastructure as defined in State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6). The levying of any contribution will be in accordance with the principles underlying development contributions (see paragraph 6.1 of SPP 3.6), and imposed in the manner identified at paragraph 6.7 of SPP 3.6, through conditions of approval or other legal mechanisms, or voluntary legal agreements. Conditions as to the above matters can be imposed after notification, consultation and submission, including in relation to sections 71, 75, 84, 86, 89, 90, 91, 92, 94 and 120 of the *Mining Act 1978* (WA).

## 5.0 Submission requirements

### 5.1 Policy Principles

5.1.1 The following principles are to inform the development and submission of an SIA and SIMP:

- (a) **Lifespan** – should consider the full lifecycle of the proposal.



- (b) **Reasonable** – should be commensurate with the nature and scale of the proposal and the likely significance of the resultant social impacts.
- (c) **Participatory** – engagement to be inclusive, respectful, meaningful and tailored to the needs of potentially impacted individuals or groups.
- (d) **Rigorous** – should be based on objective, comprehensive social impact analysis and incorporate the most up to date information on communities affected.
- (e) **Effective management** – should include effective social management measures that enhance benefits and mitigate negative impacts.
- (f) **Adaptive** – management measures should be monitored, reviewed, and adjusted to ensure ongoing effectiveness.

## 6.0 Policy provisions

6.0.1 Phases of the SIA process are explained in the sections below and include:

- Scope
- Baseline analysis
- Community and stakeholder engagement,
- Impact assessment
- Social Impact Management Plan
- Monitoring and review.

6.0.2 The outcomes of the SIA process are to be documented in an SIA report, along with an explanation of the approach and methods used for each phase of the SIA. Early consultation with the Town is recommended to confirm the requirements at each stage of an SIA. These phases should be well-documented and contain references to data sources and best-practice guidance.

6.0.3 The amount of effort invested should be commensurate with the scale of development and the likely impacts and risks of the proposal and must address the following key matters: community and stakeholder engagement, workforce management, housing and accommodation, local business and industry procurement, health and community wellbeing. The Town may, at its discretion, require modifications and/or a peer review of the social impact assessment at the proponent's cost.

### 6.1 Phase 1: Scoping

6.1.1 The scoping phase allows for the early identification of the likely SIA issues and ensures that the SIA is appropriately scaled and consistent with regulatory requirements. The SIA should be undertaken using rigorous social science methodologies and should be undertaken by a suitably qualified and experienced person/organisation.

6.1.2 Scoping phase activities include describing the proposal, determining the regulatory context, identifying and profiling affected communities, identifying stakeholders, identifying relevant social indicators, conducting a preliminary review of potential social impacts and benefits and considering potential proposal design alternatives.





- 6.1.3 The SIA study area is to be determined during this phase in consultation with the Town. The SIA study area identifies the social and geographical boundaries for the SIA, and takes into account the following:
- (a) the nature and scale of the proposal, including associated infrastructure
  - (b) the scope of the potential social impacts throughout the proposal lifecycle
  - (c) the location and characteristics of potentially affected communities (including nearby regional communities)
  - (d) infrastructure, urban/rural centres, and land use patterns
  - (e) native title rights and other interests held by Aboriginal and Torres Strait Islander peoples
  - (f) location of other proposals in the region which may contribute to cumulative social impacts over time
- 6.1.4 Potentially affected communities are those local and/or regional communities that may be affected by a proposal, whether negatively or positively. A more detailed understanding of the characteristics of potentially affected communities, and possible social impacts of the proposal, are obtained as the SIA process progresses, which will allow for the identification of potentially impacted communities. Multiple study areas may be required in order to assess potential proposal impacts at differing geographic scales or locations (for example, a local and regional study area).
- 6.2 Phase 2: Baseline analysis
- 6.2.1 A social baseline describes the existing social conditions and trends within the SIA study area and provides a benchmark against which potential social impacts can be assessed. The baseline (pre-change) situation, must be adequately researched and documented. Early consultation with stakeholders and community is recommended to support this, and the level of consultation will vary according to the proposal. Consultation should be recorded and reported. The social baseline should include:
- (a) a demographic profile of potentially affected communities
  - (b) an analysis of community characteristics such as community culture and values,
  - (c) community history, community wellbeing, land/property ownership and utilisation of natural resources
  - (d) details of the capacity of those potentially affected to participate in the community and stakeholder engagement
  - (e) an overview of land use and key industries in the region, as well as relevant local and state government plans
  - (f) the capacity and accessibility of infrastructure, facilities and services, including education, health and emergency services
  - (g) an analysis of the existing housing and accommodation market, including availability, capacity and affordability
  - (h) a profile of the local and regional labour market, including an assessment of the likely availability of personnel with skills relevant to the proposal
  - (i) details of other resource and infrastructure proposals in the area, both planned and currently operating, based on publicly accessible information.



- 6.2.2 The scope, context, scale and level of detail in the social baseline is to reflect the nature of the proposal and the scope of the potential social impacts. Social baseline data must be as reliable as is reasonably possible and include both desktop and field studies. Desktop data must be up to date and obtained from reputable sources (for example, census data, local government reports, and peer-reviewed research publications).
- 6.2.3 Prior to undertaking any field studies, the proponent will evaluate the quality and completeness of the data obtained through desktop research and identify any gaps to determine the requirements for additional data collection. Any required field data collection and analysis must be based on statistically sound methodologies. Where relevant, data for Aboriginal and Torres Strait Islander peoples must be incorporated into the social baseline.
- 6.3 Phase 3: Community and stakeholder engagement
- 6.3.1 A consultative and inclusive engagement program should commence at an early stage in the SIA process, and is to consider the nature of the proposal and the needs of the different stakeholder groups. Stakeholders should include local residents and landholders, State government agencies and local government authorities, non-governmental organisations, Traditional Owners, unions, industry groups and businesses, community groups, and traditionally underrepresented stakeholders such as Aboriginal and Torres Strait Islander peoples, women, youth, and vulnerable groups.
- 6.3.2 Stakeholders should be provided with timely and relevant information about the proposal, which presents an accurate indication of potential impacts and benefits. Stakeholder input should inform the development of the SIA through the following phases, including the baseline analysis, impact assessment, and development of management measures in the SIMP.
- 6.4 Phase 4: Impact assessment
- 6.4.1 The purpose of the impact assessment is to identify and assess the potential social impacts associated with the proposal. This includes the associated infrastructure for the proposal, such as roads and utilities. At this stage of the SIA process, the assessment will identify potentially affected communities that are likely to be impacted (referred to as “potentially impacted communities”).
- 6.4.2 Identification should include the direct and indirect, positive and negative, impacts over the life of the proposal for different sections of the community, having regard to the matters categorised in Table 1. Consultation with stakeholders should support this. Impacts should be described in terms of being: direct, indirect or cumulative; positive or negative; long-term or short-term; tangible or intangible; and whether they would be experienced differently by different individuals, groups and communities.



6.4.3 Table 1 - Categories to be considered as part of a social impact assessment.

Matter	Description
Way of life	How people live, work, play, and interact with one another on a day-to-day basis.
Culture	People’s shared beliefs, customs, values, and language or dialect (including Aboriginal culture and connection to country).
Community	Its cohesion, stability, character, services, and facilities.
Political systems	The extent to which people are able to participate in decisions that affect their lives, and the resources provided for this purpose.
Environment	The quality of the air and water people use, the availability and quality of the food they eat, the level of hazard or risk, dust and noise they are exposed to, the adequacy of sanitation, their physical safety, and their access to and control over resources.
Health and wellbeing	People’s physical, mental, social, and spiritual wellbeing.
Personal and property rights	Particularly whether people are economically affected, or experience personal disadvantage which may include a violation of their civil liberties.
People’s fears and aspirations	Their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.

Table 1: Matter categories to consider when identifying social impacts (Source: Vanclay, F. 2003. International Principles for Social Impact Assessment. *Impact Assessment & Proposal Appraisal* 21(1), 5-11.)

The impact assessment must also consider impact significance. An impact significance assessment is an analysis of the extent to which potentially impacted communities and stakeholders, may be affected, whether positively or negatively. Factors such as the probability, scale, duration and intensity of the impact, as well as the characteristics of the community or stakeholders which may be affected, should be considered. Where a potential impact is found to be significant, a residual significance assessment (extent of impact after management measures have been applied) may also be required. Consideration should also be given to potential cumulative impacts that could result from the combined effect of similar actions by multiple ‘known’ proposals. In many instances, mitigation of these cumulative impacts may not be within the proponent’s direct control, but an assessment nonetheless provides essential context regarding the likely consequences that would be experienced by potentially impacted communities.

6.5 Phase 5: Social impact management plan

6.5.1 Once potentially significant social impacts have been identified, the proponent, in consultation with potentially impacted communities and other stakeholders, must develop and document social impact mitigation and benefit enhancement measures (collectively referred to as “management measures”) within the SIA report.



6.5.2 Management measures must be provided for all potentially significant adverse impacts and must demonstrate that the hierarchy of avoidance and mitigation has been followed. Options to mitigate social impacts must only be proposed where all reasonable measures relating to project design, location, consultation and implementation have been explored to avoid negative social impacts. Proposed management measures must include the following for each:

- (a) the potential impact
- (b) a description of the management measure, and an assessment of its adequacy
- (c) defined outcomes and performance indicators
- (d) residual impacts and how these will be addressed
- (e) monitoring and reporting framework.

6.5.3 Management measures should be outcomes-focused, reasonable, relevant, transparent and monitorable. The management measures that are developed through the SIA process are to be embedded within the proponent's internal social management systems and will inform the development of the SIMP. The SIMP should establish the roles and responsibilities of the proponent, stakeholders and potential partnerships, throughout the life of a proposal in mitigating and managing social impacts and opportunities during construction, operation, and de-commissioning of proposals (if required).

6.5.4 The following aspects should be covered by a SIMP:

- (a) Outline the actions, responsibilities, and timeframes required;
- (b) The cost of the actions and how costs will be met;
- (c) Outline any ongoing engagement with stakeholders/community for the monitoring of social impacts; and
- (d) Governance and administration regarding feedback, review and updates.

#### 6.6 Phase 6: Monitoring and review

6.6.1 Management measures should be outcomes-focused, reasonable, relevant, transparent and monitorable. The management measures that are developed through the SIA process are to be embedded within the proponent's internal social management systems and will inform the development of the SIMP. The SIMP should establish the roles and responsibilities of the proponent, stakeholders and potential partnerships, throughout the life of a proposal in mitigating and managing social impacts and opportunities during construction, operation, and de-commissioning of proposals (if required).

6.6.2 The potential social impacts identified in the project's SIA report reflect the existing social conditions and trends within the SIA study area at the time of the assessment. Changes to social conditions and trends can occur over time. The proponent may be required to update the SIA report, which would inform an updated SIMP, if more than two years have elapsed between the Town's evaluation of the SIA report and the commencement of construction or if the social conditions



within the SIA study area change significantly from those evaluated in the SIA report.

- 6.6.3 To ensure that the project's social management measures remain current and effective, the proponent is required to monitor the implementation of their SIMP throughout the project lifecycle. Stakeholder feedback and field data collection will play a role in this process. The purpose of monitoring is to:
- (a) track the progress and assess the appropriateness and effectiveness of the management measures
  - (b) evaluate the actual project impacts against the potential impacts and social indicators identified in the SIA
  - (c) capture information with which to advise potentially impacted communities and the Town on progress and achievements
  - (d) facilitate engagement, consultation and collaboration with stakeholders.
- 6.6.4 The key components of a monitoring program are:
- (a) a list of identified impacts, issues and benefits
  - (b) targets and outcomes sought
  - (c) description of how management measures will be monitored and reported
  - (d) the party responsible for monitoring
  - (e) timing and frequency of monitoring
  - (f) key performance indicators
  - (g) mechanisms to update management measures, if required.
- 6.6.5 The Town may condition a proposal to specify how often the project's SIA report and SIMP should be updated. There should be a continuous improvement approach throughout the project lifecycle involving the review and adaptation, where required, of potential impacts, management measures, and outcomes.

## **7.0 Consultation**

- 7.0.1 Consultation with the community and stakeholders should occur from Phase 2 to Phase 5 of an SIA, in accordance with clause 6.3. Council may require additional consultation with the affected community and stakeholders, at the proponent's cost.
- 7.0.2 The Town should be involved and consulted in the following phases of an SIA as follows:
- (a) Pre-lodgement: to advise applicants as to whether an SIA is required and provide advice on the scoping phase of the SIA including confirming the SIA study area and for identifying groups/stakeholders for the applicant to consult with;
  - (b) Once an SIA is lodged: to consider and evaluate the potential impacts of a proposal, including social impacts to be satisfied the effects are reasonably identified and addressed;
  - (c) Formally advertise, inform and respond to submissions lodged during an advertising period for the proposal. The SIA should be made available during advertising; and



- (d) Consider the submitted SIA as part of its assessment and determination, including monitoring. The Town may apply conditions to give effect to the recommendations of the SIA.

**8.0 Definitions**

For the purposes of this Policy, the following definitions apply:

**“Proposal”** in the context of this Policy can be a referral for workforce accommodation pursuant to a State Agreement which is ratified by an Act of Parliament or the *Mining Act 1978*, a development application for workforce accommodation, or a development application where the development or land use is considered by the Town to result in significant social impact.

**“Social Impact Assessment”** (SIA) means a process of identifying, anticipating, understanding and managing outcomes of a development that are likely to impact on community wellbeing. The fundamental objective of an SIA is to ensure that development maximises positive impacts and minimises negative impacts.

**“Social Impact Management Plan”** (SIMP) is a plan to guide the implementation of impact mitigation and enhancement strategies, identified in a social impact assessment report.

Relevant legislation	<i>Planning and Development Act 2005</i> <i>Town of Port Hedland Local Planning Scheme No. 5</i> <i>Draft Local Planning Scheme No. 7</i>
Delegated authority	
Business unit	Planning & Development
Directorate	Regulatory Services

<i>Governance to complete this section</i>			
Version Control	Version No.	Resolution No.	Adoption date
	V01	CM202021/102	16 December 2020
Review frequency	2 Yearly		





Local Planning Policy/06 Social Impact Assessments

Schedule of Submissions

No/ Ref	Date Received	Name	Summary of Comments Made	Officer Response
1	10/10/2022	Port Hedland Industries Council	<p>PHIC understands the change is to include a new section “4.4 Mining Proposals” in LPP06 and a new paragraph in its preceding section 4.3 that states that the policy (if amended) would not apply retrospectively to existing approvals, other than to variations to existing approvals.</p> <p>Broadly, we respectfully suggest that these issues have not been raised with industry previously and it is difficult to understand sufficient cause nor justification demonstrated as to the proposed changes. Specifically, I refer to the introduced table of new types of community benefits that the Town may require to be addressed in future SIA’s. Even if such a case could be made, then LPP06 would not be the correct policy area, for the reasons set out below.</p>	<p>Noted, the amendments are specifically for any proposal referred to the Town of Port Hedland under the Mining Act 1978.</p> <p>The Town has been advocating for social impacts to be addressed through mining tenement applications and workforce accommodation proposals, including writing to Ministers and providing responses to State Government documents.</p> <p>The Town has been working with a number of industry partners to ensure that the residential community are not detrimentally impacted by the rising number of FIFO and on-site workforce accommodation sites.</p>
2			<p>We suggest that simply referencing certain types of benefits the Town may seek from proponents under Mining Act approval processes does not by itself convey any imprimatur to include a new category of community benefit areas in LPP06.</p>	<p>Noted.</p>
3			<p>The new section in LPP06 is also considered to be out of context with the existing content of LPP06 and consequently creates risks around lack of clarity, authority and intent for those Town personnel and proponents that would in the future need to understand what the changes mean and how and why the proposed changes might be implemented and assessed.</p>	<p>The amendments provide a process and provisions for Town staff to consider when making comment on mining tenement referrals.</p>
4			<p>We also respectfully submit that the proposed changes would seem to be an over-reach that could be seen to contradict the 2018 WA Planning Commission Position Statement (the Statement).</p> <p>For example, in section 4 of the Statement – “Development Requirements”, it states that:</p> <p>“The Planning and Development Act 2005 establishes a general requirement for all development to obtain approval through a development application made under a planning scheme. However, the jurisdictions of the Mining Act 1978 and State Agreement Acts</p>	<p>In cases where there are contradictions in the Mining Act 1978 and the Planning and Development Act 2005, no Mining Lease can be approved until both Minister for Mining and Minister for Planning have considered the application on its merits. In this instance, the Town would be able to request that the social licence of mining proponents are considered in the proposal.</p> <p>The Town’s Local Planning Scheme No. 7, which has been endorsed by the Western Australian Planning Commission, provides locations for workforce accommodation to be considered, and</p>



No/ Ref	Date Received	Name	Summary of Comments Made	Officer Response
			<p><i>can vary the application of the Planning and Development Act 2005, and this needs to be reflected in local planning instruments” (emphasis added).</i></p> <p><i>We would argue that the obligation for the jurisdictions of those Acts to be reflected in local planning instruments means more than just making reference to the provisions – it requires the Town and other planning decision makers to not introduce any provisions that seek to fetter or contradict the terms, rights or benefits of those Acts, or create new obligations on proponents that are in excess of or not within the spirit or intent of those Acts or the Statement.</i></p> <p><i>We also bring to your attention that section 4 of the Statement includes a table that sets out several matters that planning decision makers cannot control under the Planning and Development Act 2005, with related Items 3-7 from that table listed below:</i></p> <p><i>3. That workforce accommodation needs to be met by permanent accommodation rather than ‘camps’.</i></p> <p><i>4. That workforce accommodation be located in a town rather than a mine site.</i></p> <p><i>5. Whether the land for workforce accommodation is owned by the Crown or held in fee simple.</i></p> <p><i>6. Requirements for ‘community contributions’ by workforce accommodation proponents.</i></p> <p><i>7. Requirements for workforce accommodation to achieve ‘legacy benefits’.</i></p> <p><i>PHIC and its members are particularly concerned about the possibility of interpretations of the updated part of LPP06 SIA as (even if unintentionally) enabling the Town to require legacy benefits under the guise of rectifying a current or future perceived social impact of workforce accommodation</i></p> <p><i>Additionally, a broader reading of the Statement gives specific commentary and guidance that the local planning framework is to guide land use planning and establish a system of development control within its domain. The Statement goes on, under its strategy, scheme, and policies sections to describe these as being for assessing permissibility of use, site suitability and physical aspects of access and design of built form –broadly about the physical outcomes of development. It goes on to say: “Local planning policies are made pursuant to a scheme and (to) assist local governments in the guidance of discretion.”</i></p> <p><i>We therefore consider that the proposed changes to LPP06 go outside the intent of the explanatory text of the Statement, are</i></p>	<p><i>locations are not relevant in the amended policy for Social Impact Assessments.</i></p> <p><i>In relation to the Position Statement for Workforce Accommodation, the policy was originally referred to DPLH (the owner of this Position Statement) who had no comment in the proposed policy.</i></p> <p><i>The Town has no delegation to determine mining tenement applications. The intent of this policy is to trigger discussion between the Minister for Planning and Minister for Mining when considering mining tenement applications.</i></p> <p><i>The purpose of the Social Impact Assessment is to identify legitimate social impacts and how best the proponent can manage them. This is not necessarily through community contributions, however due to previous demand this has been included as an alternative. The amendments provide guidance for the proponent in ensuring that the proposal does not detrimentally impact on the residential community and local business.</i></p>

No/ Ref	Date Received	Name	Summary of Comments Made	Officer Response
			<p><i>perhaps contradictory in part to the Statement and unnecessary given other processes and mechanisms available to the Town and/or significant levels of benefits already provided by the mining industry.</i></p>	
5			<p><i>Further, if approved, the updated SIA would create unnecessary administrative and legal interpretations, if not confusion, when considered against the well-established processes, benefits, rights, and obligations of proponents under the Mining Act and for regulators under the Planning and Development Act 2005</i></p>	<p><i>The Town does not necessarily agree that there are 'well-established processes, benefits, rights and obligations of proponents under the Mining Act and for regulators under the Planning and Development Act 2005', particularly in respect of mining proposals which may have adverse planning impacts on the Town, and which may be contrary to relevant planning frameworks. There is limited guidance available to local governments in respect of the interplay between the Mining Act and Planning and Development Act. The proposed amendments to LPP/06 seek to incorporate consideration of mining proposals, in addition to planning proposals, particularly to ensure that planning considerations, such as social impacts to the community, are taken into account by the Minister for Mines pursuant to, for example, sections 91(10) and 120 of the Mining Act, when mining proposals are granted.</i></p> <p><i>In particular, in the context of mining tenement applications, the Minister for Mines, the ultimate decision maker in respect of these applications, is only required to liaise with relevant planning authorities (including local governments) and to consider relevant planning considerations that can be identified in the planning framework. In the absence of a position in planning framework documents relevant to mining proposals, it is possible that the Minister for Mines would not have regard to the Town's position in respect of the impact that these mining projects have on the Town. It is the Town's position that land use considerations (to which LPP/06 applies) are relevant to all proposed land uses, including mining proposals. The purpose of amending LPP/06 in the manner proposed (i.e. to refer to both planning and mining proposals) is to provide the Town with a uniform position and an outline of when a Social Impact Assessment is required for a planning or a mining proposal, based on real planning considerations, what it should address, and the ongoing management and implementation of a Social Impact Management Plan. In essence, the amendments to LPP/06 serve to provide clarity on these planning considerations and their application to mining proposals (noting that the Town is not the decision maker in that respect).</i></p>

No/ Ref	Date Received	Name	Summary of Comments Made	Officer Response
6			<p><i>If the intent of the new provisions were to secure better integration and cohesion of workforce accommodation, then we respectfully submit that:</i></p> <ul style="list-style-type: none"> <li>• <i>These matters are already covered by the Town's own Workforce Accommodation policy LPP05; and</i></li> <li>• <i>LPP05 is the better location for commentary on workforce accommodation and related community benefits.</i></li> </ul> <p><i>This is because sufficient controls and reference points exist under LPP05 and other processes and legislation to achieve what would appear to be the intent of the amendments to LPP06. Specifically, the section "3. Objective" of LLP05 policy already states that workforce accommodation should integrate "...into the surrounding environment through physical design and management measures which promote social cohesion."</i></p> <p><i>Description of the additional and new types of benefits that appear to be sought by the Town under LPP06 changes are also considered to be unnecessary due to the already significant other benefits already provided by mining companies under other planning approval mechanisms and/or their social licence to operate.</i></p>	<p><i>The Town's Workforce Accommodation Policy provides design guidance for development applications for workforce accommodation sites, rather than being used for mining tenement applications.</i></p> <p><i>Social impact extends beyond workforce accommodation sites, for example to Aerodromes or the impact of FIFO workforce on the host community, where air and land services or residential workforce within Town of Port Hedland townsites are being diminished.</i></p>
7			<p><i>Finally, with regard to the community needs listed in LPP06, it is unclear how these were derived and whether the Town considers that these are in some way either attributed to the delivery by the mining industry of workforce accommodation, or some lacking therefore, or can be resolved by the mining industry. For example, with affordable housing, this is an issue that is being addressed in consultation with the State Government.</i></p>	<p><i>These are considered to increase the attractiveness to reside in Port Hedland.</i></p>
8			<p><i>Consequently, if the amendment was adopted, we have concerns as to what extent and under what assessment process and criteria that some of the Town's potential future requests for these new community benefits will be demand-assessed, resourced, processed, and administrated. It should also be noted that most of the proposed community benefit areas are the functional responsibilities of many other agencies.</i></p>	<p><i>With all social impact assessments, they are reviewed annually to address the concern of benefits being demand-driven. The annual review ensures that any benefits appropriately benefit both the mining company employees and the wider community.</i></p>



**Town of Port Hedland**  
**Local Planning Scheme No. 7**

**Amendment No. 1 – Omnibus Amendment**

## **Planning and Development Act 2005**

### **RESOLUTION TO PREPARE AN AMENDMENT TO LOCAL PLANNING SCHEME**

#### **TOWN OF PORT HEDLAND LOCAL PLANNING SCHEME NO. 7**

##### **AMENDMENT No. 1**

**Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:**

#### **1. Correction of Minor Text Errors and Omissions**

- 1.1 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. delete (1) Development approval of the local government is not required for the following works -.
- 1.2 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (k) The carrying out of works urgently necessary for safety reasons, the safety or security of plant or equipment or the maintenance of essential services;
- 1.3 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (l) The erection of a lot boundary fence other than a street boundary in a zone where the R-Codes do not apply and the fence complies with the requirements of the relevant local planning policy;
- 1.4 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (m) Demolition of any building or structure except as otherwise required by the Scheme or the deemed provisions;
- 1.5 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (n) A cubby house which has a floor area of 10m<sup>2</sup> or less, is no more than 2.4m in height and setback a minimum of 1m from a lot boundary;
- 1.6 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (o) A temporary building associated with a construction site, located wholly on site for the duration of time that a valid development approval and/or building permit is in place and where active construction/building work is being undertaken;
- 1.7 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (p) A shipping/sea container placed wholly on a residential property for the purposes of relocating personal effects, for a maximum of seven days.

- 1.8 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (q) In a zone where the R-codes do not apply, a satellite dish with a diameter not exceeding 1.2m;
- 1.9 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (r) Solar collectors installed on the roof of a building.
- 1.10 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Development for which development approval not required. Insert (1) Development approval is not required for works if —
- (a) the works are of a class specified in Column 1 of an item in the Table; and
  - (b) if conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.
- 1.11 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert as per the deemed provisions a Table with the following headers: Column 1 Works and Column 2 Conditions.
- 1.12 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 22. under Column 1 Works, The erection of a lot boundary fence other than within a street boundary. Insert under Column 2 Conditions:
- (a) The works are located in a zone where the R-Codes do not apply.
  - (b) The fence complies with the requirements of the relevant local planning policy.
- 1.13 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 23. under Column 1 Works, The erection of a temporary building associated with a construction site, located wholly on site. Insert under Column 2 Conditions:
- (a) The temporary building is on site for the duration of time that a valid development approval and/or building permit is in place.
  - (b) Active construction/building work is being undertaken.
- 1.14 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 24. under Column 1 Works, The installation of a shipping/sea container placed wholly on a residential property for the purposes of relocating personal effects. Insert under Column 2 Conditions:
- (a) The works are located in a zone where the R-Codes do apply.
  - (b) The shipping container is to be on site for a maximum of seven days.
- 1.15 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 25. under Column 1 Works, The installation of a satellite dish with a diameter not exceeding 1.2m. Insert under Column 2 Conditions:  
The works are located in a zone where the R-Codes do apply.
- 1.16 In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 26. under Column 1 Works, The installation of, or alterations or additions to shade sails. Insert under Column 2 Conditions:

The works are located in a zone where the R-Codes do not apply.

- 1.17 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(2) delete (g) The keeping of bees;
- 1.18 In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(2) renumber (h) Street trading where the use complies with the parking requirements of any applicable local planning policy adopted by the local government to (a).
- 1.19 In Schedule A - Supplemental provisions to the deemed provisions, replace Section 67. Matters to be considered by local government with 67. Consideration of application by local government.
- 1.20 In Schedule A - Supplemental provisions to the deemed provisions Section 67. Insert (2) In considering an application for development approval (other than an application on which approval cannot be granted under subclause (1)), the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application —.
- 1.21 In Schedule 2 – Structure Plan Areas. Legend and Map where numbers are obscured by dot points are to be corrected.

## **2. Zoning Table – Table 4**

Amend Table 4 - Zoning Table:

- 2.1 Within the 'Centre Zone' change 'Dwelling (grouped)' to 'A' use.
- 2.2 Within zones where 'Family Day Care' is a 'P' use change to 'D' use.

## **3. Specified Additional Uses for Zoned Land in Scheme Area – Table 5**

Amend Table 5:

- 3.1 Amend A1 in relation to Lot 3794 (14-16) Munda Way, Wedgefield removing the lot from the list of lots for which a caretaker's dwelling is permitted as an additional use. Confirm the address as Lot 3794 (16) Munda Way.
- 3.2 Amend A1 in relation to Lot 3793 (14-16) changing the address to Lot 3793 (14) Munda Way.
- 3.3 Include A4 to apply to Lot 27 (2) Daylesford Road, South Hedland with the additional uses of medical centre ('D'), shop ('D') and office ('D').

## **4. Special Use Zones in Scheme Area – Table 6**

Amend Table 6:

- 4.1 Workforce Accommodation – 'D' to be deleted from SU2.



## 5. Correction of Mapping Errors and Omissions

Amending the Scheme Maps as follows:

<b>Modification Number</b>	<b>Address</b>	<b>Proposed Modification</b>
5.1	Lot 5868 on DP 192287 (No. 24) Roberts Street, South Hedland. (Map 10).	Amend from Residential R20 to Reserve – Drainage / Waterway.
5.2	Lot 500 on DP 77200 Roberts Street, South Hedland. (Map 10).	Amend from Reserve - Local Road to Reserve - Public Open Space.
5.3	Lots 195, 196, 197 and 198 on DP 76644 and Lot 1 on SP67297, Skippers Loop, South Hedland. (Map 10).	Amend from Urban Development to Residential R30.
5.4	Lot 505 on DP 408840. NW Junction of North Circular Road and Hamilton Road, South Hedland. (Map 10).	Amend Lot 505 from Environmental Conservation Reserve to District Distributor Road.
5.5	Lot 506 on DP 408840. NE Junction of North Circular Road and Hamilton Road, South Hedland. (Map 10 & Map 8).	Amend Lot 506 from Urban Development to District Distributor Road.
5.6	Portion of Lot 2520 on DP 180505 for power station on Shoata Road, South Hedland (Map 10).	Amend portion of Lot 2520 from Environmental Conservation to Infrastructure Services
5.7	Lot 435 on DP 404824 Altitude Ave., Wedgefield. (Map 9 & 8).	Amend Lot 435 from Special Use Area SU2 to SU1.
5.8	Lot 436 on DP 402661 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 436 from Special Use Area SU2 to SU1.
5.9	Lot 437 on DP 404824 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 437 from Special Use Area SU2 to SU1.
5.10	Lot 438 on DP 404824 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 438 from Special Use Area SU2 to SU1.
5.11	Lot 439 on DP 404824 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 439 from Special Use Area SU2 to SU1.
5.12	Lot 9006 on DP 404823. Abutting Altitude Ave., Wedgefield. (Map 9).	Amend portion of Lot 9006 from Special Use Area SU1 to SU2.
5.13	Lot 9007 on DP 404824 Altitude Ave., Wedgefield. (Map 9).	Amend portion of Lot 9007 from Special Use Area SU1 to SU2.

5.14	Lot 9008 on DP 404824 Altitude Ave., Wedgefield (Map 9).	Amend portion of Lot 9008 to from Special Use Area SU1 to SU2.
5.15	Additional uses to Lot 27 on DP 76198 (No. 2) Daylesford Rd., South Hedland. (Map 10).	Add the designation A4 to Lot 27 on Zoning Map 10. Modify Table 5 by including A4 with the additional uses of medical centre, shop and office.
5.16	Great Northern Highway realignment. Portion of Lot 9007 on DP 404824. Portion of Lot 9004 on DP 404823. (Map 9).	Amend existing alignment route of Great Northern Highway from Special Use SU1 to Primary Distributor Road.
5.17	Great Northern Highway realignment. Portion of Lot 6049 on DP 220990. (Map 9).	Amend portion of Lot 6049 from Local Road to Primary Distributor Road.
5.18	Great Northern Highway realignment. Portion of VCL Land ID No.3100073. (Map 9).	Amend portion of VCL Land ID No.3100073 from Environmental Conservation Reserve to Primary Distributor Road.
5.19	Great Northern Highway realignment. Portion of Lot. 6 on DP 41870 (Map 9).	Amend portion of Lot 6 on DP 41870 from Environmental Conservation Reserve to Primary Distributor Road.
5.20	Great Northern Highway realignment. Portion of Lot. 5821 on DP 189888 (Map 9).	Amend portion of Lot 5821 on DP 189888 from Tourism to Primary Distributor Road.
5.21	Great Northern Highway realignment. Portion of Lot 6133 on DP 214106. Portion of Land ID No. 3467455. Portion of Lot 580 on DP 409062. Portion of Lot (Map 9).	Amend existing alignment route of Great Northern Highway from Primary Distributor Road to District Distributor Road.
5.22	Great Northern Highway, Lot 2501 on DP 400968 (Map 7).	Amend Lot 2501 on DP 400968 from Special Use zone to Primary Distributor Road reserve.
5.23	Lot 500 on DP 64542 Forrest Circle, South Hedland. (Map 10).	Amend Lot 500 from Reserve – Education to Reserve – Civic and Community.
5.24	Lots: 100, 1510, 1511, 1512 1513, 1514, 1515, 1516 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1529, 1530 and 1531 Sutherland Street & Robinson Street on DP 210932 DP 53123 Port Hedland.	Amend all lots from Residential - R25 to Residential - R40

5.25	Lots: 1, 2, 20, 21, 1532, 1533, 1534, 1535, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549 & 1551 Sutherland Street & Robinson Street on DP 210932, DP 46090 & DP 77043, Port Hedland.	Amend all lots from Residential - R25 to Residential - R40
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**6. Conclusion**

The amendment is standard under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- a) It is consistent with the Town's Local Planning Strategy;
- b) It will have minimal impact on land in the scheme area that is not subject to the amendment; and
- c) It will not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

**Dated this \_\_\_\_\_ day of \_\_\_\_\_ 2022**

\_\_\_\_\_  
**Chief Executive Officer**

## AMENDMENT REPORT

### 1.0 INTRODUCTION

On 20 January 2021 the Town of Port Hedland Local Planning Scheme No. 7 (LPS 7) was published in the Government Gazette and came into operation. LPS 7, which incorporates the Scheme text and Scheme maps, controls and guides development and growth within the Town of Port Hedland.

It is common practice to undertake a periodic, relatively minor review of local planning schemes. These reviews are usually undertaken as an 'omnibus amendment' to the scheme and in response to a number of matters which, amongst other things, include changes brought about by ongoing strategy and policy formulation, and/or to effect general improvements for administration purposes.

This amendment proposes a number of changes to LPS 7 to correct minor textual and mapping errors.

### 2.0 BACKGROUND

The intent and scope of the changes proposed in the amendment can be broadly grouped into the following categories:

- Correction of minor text errors and omissions that were not identified when LPS 7 was first gazetted;
- Updating the zoning table to review the permissibility of certain land uses;
- Address a number of mapping corrections that have been identified through the process of adopting LPS 7 and other minor modifications to the Scheme maps.

This report has been structured to reflect the categories above and provides the rationale for each amendment.

### 3.0 LOCAL PLANNING CONTEXT

#### 3.1 Town of Port Hedland Local Planning Strategy

The Town's Local Planning Strategy was endorsed by the Western Australian Planning Commission in 2021. The Local Planning Strategy sets out the medium to long term planning directions for the Town over the next 10-15 years, and provides the rationale for the zones and other provisions of LPS 7. The majority of the changes proposed through this Amendment are minor in nature and do not impact any of the strategic recommendations within the Local Planning Strategy.

#### 4.0 PLANNING RATIONALE FOR PROPOSED SCHEME AMENDMENT CHANGES

The changes proposed in this Amendment fall into main categories as follows:

- Correction of minor text errors and omissions that were not identified when LPS 7 was first gazetted;
- Updating the zoning table to review the permissibility of certain land uses;
- Address a number of mapping corrections that have been identified through the process of adopting LPS 7 and other minor modifications to the Scheme maps.

This report has been structured to reflect each of these categories and the rationale for each amendment is provided under the headings below.

#### 4.1 Correction of Minor Text Errors and Omissions

The table below sets out the proposed amendment and the rationale for the change proposed.

Proposed Amendment	Rationale
1.1. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. delete (1) Development approval of the local government is not required for the following works -	To provide consistency with the deemed provisions.
1.2. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (k) The carrying out of works urgently necessary for safety reasons, the safety or security of plant or equipment or the maintenance of essential services.	To provide consistency with the deemed provisions.
1.3. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (l) The erection of a lot boundary fence other than a street boundary in a zone where the R-Codes do not apply and the fence complies with the requirements of the relevant local planning policy;	To provide consistency with the deemed provisions.
1.4. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (m) Demolition of any building or structure except as otherwise required by the Scheme or the deemed provisions;	To provide consistency with the deemed provisions.
1.5. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (n) A cubby house which has a floor area of 10m <sup>2</sup> or less, is no more than 2.4m in height and setback a minimum of 1m from a lot boundary.	To provide consistency with the deemed provisions.
1.6. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (o) A temporary building associated with a construction site, located wholly on site for the duration of time that a valid development approval and/or building permit is in place and where active construction/building work is being undertaken;	To provide consistency with the deemed provisions.

<p>1.7. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (p) A shipping/sea container placed wholly on a residential property for the purposes of relocating personal effects, for a maximum of seven days.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.8. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (q) In a zone where the R-codes do not apply, a satellite dish with a diameter not exceeding 1.2m;</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.9. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(1) delete (r) Solar collectors installed on the roof of a building.</p>	<p>This matter is addressed through the deemed provisions.</p>
<p>1.10. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Development for which development approval not required. Insert (1) Development approval is not required for works if —                  (a) The works are of a class specified in Column 1 of an item in the Table; and                  (b) If conditions are set out in Column 2 of the Table opposite that item — all of those conditions are satisfied in relation to the works.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.11. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert as per the deemed provisions a Table with the following headers: Column 1 Works and Column 2 Conditions.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.12. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 22. under Column 1 Works, The erection of a lot boundary fence other than within a street boundary. Insert under Column 2 Conditions:                  (a) The works are located in a zone where the R-Codes do not apply.                  (b) The fence complies with the requirements of the relevant local planning policy.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.13. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 23. Under Column 1 Works, The erection of a temporary building associated with a construction site, located wholly on site. Insert under Column 2 Conditions:                  (a) The temporary building is on site for the duration of time that a valid development approval and/or building permit is in place.                  (b) Active construction/building work is being undertaken.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.14. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 24. under Column 1 Works, The installation of a shipping/sea container placed</p>	<p>To provide consistency with the deemed provisions.</p>

<p>wholly on a residential property for the purposes of relocating personal effects. Insert under Column 2 Conditions:                  (a) The works are located in a zone where the R-Codes do apply.                  (b) The shipping container is to be on site for a maximum of seven days.</p>	
<p>1.15. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 25. under Column 1 Works The installation of a satellite dish with a diameter not exceeding 1.2m. Insert under Column 2 Conditions:                  The works are located in a zone where the R-Codes do apply.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.16. In Schedule A – Supplemental provisions to the deemed provisions, Section 61. Insert in the Table Item 26. under Column 1 Works The installation of, or alterations or additions to shade sails. Insert under Column 2 Conditions:                  The works are located in a zone where the R-Codes do not apply.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.17. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(2) delete (g) The keeping of bees.</p>	<p>The keeping of bees falls within the definition of ‘Rural pursuit/hobby farm’ and permissibility’s are addressed through the Zoning table.</p>
<p>1.18. In Schedule A – Supplemental provisions to the deemed provisions, Section 61.(2) renumber (h) Street trading where the use complies with the parking requirements of any applicable local planning policy adopted by the local government to (a).</p>	<p>This updates the numbering in accordance with the deletion of some items in the Schedule.</p>
<p>1.19. In Schedule A - Supplemental provisions to the deemed provisions, replace Section 67. Matters to be considered by local government with 67. Consideration of application by local government.</p>	<p>To provide consistency with the deemed provisions.</p>
<p>1.20. In Schedule A - Supplemental provisions to the deemed provisions Section 67. Insert (2) In considering an application for development approval (other than an application on which approval cannot be granted under subclause (1)), the local government is to have due regard to the following matters to the extent that, in the opinion of the local government, those matters are relevant to the development the subject of the application —.</p>	<p>To provide consistency with the deemed provisions.</p>



#### 4.2 Zoning Table – Table 4

The table below sets out the proposed amendment and the rationale for the change proposed.

Proposed Amendment	Rationale
Within the 'Centre Zone' change 'Dwelling (grouped)' to 'A' use.	The current 'X' use for grouped dwellings limits the options for residential development. Other residential developments in the locality including the BHP Quattro complex indicate a preference for this type of housing for families.
Within zones where 'Family Day Care' is a 'P' use change to 'D' use.	To clarify when a development application is required and to complement Local Planning Policy 1 (which addresses applications for up to 7 children in 'Residential' zones).

#### 4.3 Specified Additional Uses for Zoned Land in Scheme Area – Table 5

The table below sets out the proposed amendment and the rationale for the change proposed.

Proposed Amendment	Rationale
Amend A1 in relation to Lot 3794 (14-16) Munda Way, Wedgefield removing the lot from the list of lots for which a caretaker's dwelling is permitted as an additional use. Confirm the address as Lot 3794 (16) Munda Way.	Dwellings in industrial areas can cause land conflict issues. Removal of the additional use from the lot is consistent with Planning Bulletin 20/2017 which discourages the use within industrial areas.
Amend A1 in relation to Lot 3793 (14-16) changing the address to Lot 3793 (14) Munda Way	Confirmation of the correct address of the property.
Include A4 – Lot 27 DP 76198 (2) Daylesford Road, South Hedland with the Additional Uses of medical centre('D'), shop ('D') and office ('D').	The Place Plan recognises the site as a 'gateway' location, as such a wider range of land use options is warranted to encourage the activation of the site.

#### 4.4 Special Use Zones in Scheme Area – Table 6

The table below sets out the proposed amendment and the rationale for the change proposed.

Proposed Amendment	Rationale
Workforce Accommodation 'D' to be deleted from SU2.	The existing special use is outdated and a legacy from a previous landowner. The Kingsford Smith Business Park is more appropriate for higher order uses, workforce accommodation

	<p>would represent an underutilisation of the investment and potential of the area for commercial activities.</p> <p>Alternative more suitable locations exist for workforce accommodation.</p>
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#### 4.5 Correction of Mapping Errors and Omissions

A copy of amended Scheme maps can be found in the appendices.

Address	Proposed Modification	Rationale
Lot 5868 on DP 192287 (No. 24) Roberts Street, South Hedland. (Map 10).	Amend from Residential R20 to Reserve – Drainage / Waterway.	The land is used for drainage purposes and provides an overland connector for floodwaters from Corbett Pl., to Roberts St. The South Hedland Flood Study designates the drainage area to the west of the site as ‘5 Year Expected Flood Extents’
Lot 500 on DP 77200 Roberts Street, South Hedland. (Map 10).	Amend from Reserve – Local Road to Reserve – Public Open Space.	The land is adjacent to the Hedland Senior High School. It is not required for road purposes the rezoning will increase the overall provision of POS within S. Hedland and provide an opportunity to seek funding for landscaping works.  The land also has a potential role as a ‘Multiple Use Area’ as identified in the S. Hedland Flood Study through the temporary storage of flood waters.
Lots 195, 196, 197 and 198 on DP76644 and Lot 1 on SP67297, Skippers Loop, South Hedland. (Map 10).	Amend from Urban Development to Residential R30.	The amendment is consistent with the endorsed Koombana Local Development Plan. The locality has power and water infrastructure and is located outside the 100 Year Expected Flood Extent area identified in the South Hedland Drainage Study.
Lot 505 on DP 408840. NW Junction of North Circular Road and Hamilton Road, South Hedland. (Map 10).	Amend Lot 505 from Environmental Conservation Reserve to District Distributor Road.	The amendment is required to accommodate a planned future major roundabout at junction of Hamilton Road and North Circular Road.
Lot 506 on DP 408840. NE Junction of North Circular Road and Hamilton Road, South Hedland. (Map 8 & Map 10).	Amend Lot 506 from Urban Development to District Distributor Road.	The amendment is required to accommodate a planned future major roundabout at junction of Hamilton Road and North Circular Road.
Portion of Lot 2520 on DP 180505 for power station on Shoata	Amend portion of Lot 2520 from Environmental Conservation to	The amendment will provide for the future development of a power station.

Road, South Hedland (Map 10).	Infrastructure Services	
Lot 435 on DP 404824 Altitude Ave., Wedgefield. (Map 9 & 8).	Amend Lot 435 from Special Use Area SU2 to SU1.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 436 on DP 402661 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 436 from Special Use Area SU2 to SU1.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 437 on DP 404824 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 437 from Special Use Area SU2 to SU1.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 438 on DP 404824 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 438 from Special Use Area SU2 to SU1.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 439 on DP 404824 Bailey Retreat, Wedgefield. (Map 9).	Amend portion of Lot 439 from Special Use Area SU2 to SU1.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 9006 DP 404823. Abutting Altitude Ave., Wedgefield. (Map 9).	Amend portion of Lot 9006 from Special Use Area SU1 to SU2.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 9007 on DP 404824 Altitude Ave., Wedgefield. (Map 9).	Amend portion of Lot 9007 from Special Use Area SU1 to SU2.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Lot 9008 on DP 404824 Altitude Ave., Wedgefield (Map 9).	Amend portion of Lot 9008 to from Special Use Area SU1 to SU2.	The amendment reflects the boundary between the Port Hedland International Airport lease area and the Kingsford Business Park.
Additional uses to Lot 27 DP 76198 (No. 2) Daylesford Rd., South Hedland. (Map 10).	Add the designation A4 to Lot 27 on Zoning Map 10. Modify Table 5 by including A4 with the additional uses of medical centre, shop and office.	The locality is identified as a 'gateway' site in the South Hedland Place Plan and is a southern anchor location for the Wise Terrace improvements.  The amendment will facilitate options for a range of uses to encourage development that activates the lot and adjoining areas.
Great Northern Highway realignment. Portion of Lot 9007 on DP 404824. Portion of Lot 9004 on DP 404823. (Map 9).	Amend existing alignment route of Great Northern Highway from Special Use SU1 to Primary Distributor Road.	Establish the new alignment of the Great Northern Highway as a Primary Distributor Road.  Road dedication proposed by Main Roads WA has been supported by Council for the

		realignment. Main Roads WA are scheduled to commence works in late 2022.
Great Northern Highway realignment. Portion of Lot 6049 on DP 220990. (Map 9).	Amend portion of Lot 6049 from Local Road to Primary Distributor Road.	Establish the new alignment of the Great Northern Highway to Primary Distributor Road.  Road dedication proposed by Main Roads WA has been supported by Council for the realignment and Main Roads WA are scheduled to commence works in late 2022.
Great Northern Highway realignment. Portion of VCL Land ID No.3100073. (Map 9).	Amend portion of VCL Land ID No.3100073 from Environmental Conservation Reserve to Primary Distributor Road.	Establish the new alignment of the Great Northern Highway as a Primary Distributor Road.  Road dedication proposed by Main Roads WA has been supported by Council for the realignment and Main Roads WA are scheduled to commence works in late 2022.
Great Northern Highway realignment. Portion of Lot. 6 on DP 41870 (Map 9).	Amend portion of Lot 6 on DP 41870 from Environmental Conservation Reserve to Primary Distributor Road.	Establish the new alignment of the Great Northern Highway as a Primary Distributor Road.  Road dedication proposed by Main Roads WA has been supported by Council for the realignment and Main Roads WA are scheduled to commence works in late 2022.
Great Northern Highway realignment. Portion of Lot. 5821 on DP 189888 (Map 9).	Amend portion of Lot 5821 on DP 189888 from Tourism to Primary Distributor Road.	Establish the new alignment of the Great Northern Highway as a Primary Distributor Road.  Road dedication proposed by Main Roads WA has been supported by Council for the realignment and Main Roads WA are scheduled to commence works in late 2022.
Great Northern Highway realignment. Portion of Lot 6133 on DP 214106. Portion of Land ID No. 3467455. Portion of Lot 580 on DP 409062. Portion of Lot (Map 9).	Amend existing alignment route of Great Northern Highway from Primary Distributor Road to District Distributor Road.	Amend the old road alignment to District Distributor Road.  Road dedication proposed by Main Roads WA has been supported by Council for the realignment and Main Roads WA are scheduled to commence works in late 2022.
Great Northern Highway, Lot 2501 on DP 400968 (Map 7).	Amend Lot 2501 on DP 400968 from Special Use zone to Primary Distributor Road reserve.	Recognises the use of the lot by Main Roads as part of the Great Northern Highway - Port Hedland road junction.
Lot 500 on DP 64542 Forrest Circle, South Hedland. (Map 10).	Amend Lot 500 from Reserve – Education to Reserve – Civic and Community.	To facilitate the future use by the Town of Port Hedland of the South Hedland TAFE Campus site for community purposes after the closure of the college in 2023.

<p>Lots: 100, 1510, 1511, 1512 1513, 1514, 1515, 1516 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1529, 1530 and 1531 Sutherland Street &amp; Robinson Street on DP 210932 DP 53123 Port Hedland.</p>	<p>Amend all lots from Residential - R25 to Residential - R40</p>	<p>To correct wrongful transition from R40 to R25 during LPS 5 to LPS 7 crossover.</p>
<p>Lots: 1, 2, 20, 21, 1532, 1533, 1534, 1535, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549 &amp; 1551 Sutherland Street &amp; Robinson Street on DP 210932, DP 46090 &amp; DP 77043, Port Hedland.</p>	<p>Amend all lots from Residential - R25 to Residential - R40</p>	<p>To correct wrongful transition from R40 to R25 during LPS 5 to LPS 7 crossover.</p>

**4.0 CONCLUSION**

This amendment is a standard amendment under the provisions of *the Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- a) It is consistent with the Town's Local Planning Strategy;
- b) It will have minimal impacts on land in the Scheme area that is not subject to the amendment; and
- c) It will not result in any significant environmental, social, economic or governance impacts on land in the Scheme area.

The proposed amendment is considered to be consistent with all relevant elements of the State and local planning frameworks.

On the basis of the information contained in this report, it is recommended that the amendment be supported.

**COUNCIL ADOPTION**

This Standard Amendment was adopted by resolution of the Council of the Town of Port Hedland at the Council Meeting of the Council held on the [ day ] day of [ month ], [ year ].

.....  
MAYOR

.....  
CHIEF EXECUTIVE OFFICER

**COUNCIL RESOLUTION TO ADVERTISE**

by resolution of the Council of Port Hedland at the Council Meeting of the Council held on the [ day ] day of [ month ], [ year ], proceed to advertise this Amendment.

.....  
MAYOR

.....  
CHIEF EXECUTIVE OFFICER

**COUNCIL RECOMMENDATION**

This Amendment is recommended for support by resolution of the Town of Port Hedland at the [NAME] Meeting of the Council held on the [ number ] day of [ month ], 20[ year ] and the Common Seal of the [LOCAL GOVERNMENT] was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....  
MAYOR

.....  
CHIEF EXECUTIVE OFFICER

**WAPC ENDORSEMENT (r.63)**

.....  
DELEGATED UNDER S.16 OF  
THE P&D ACT 2005

DATE.....

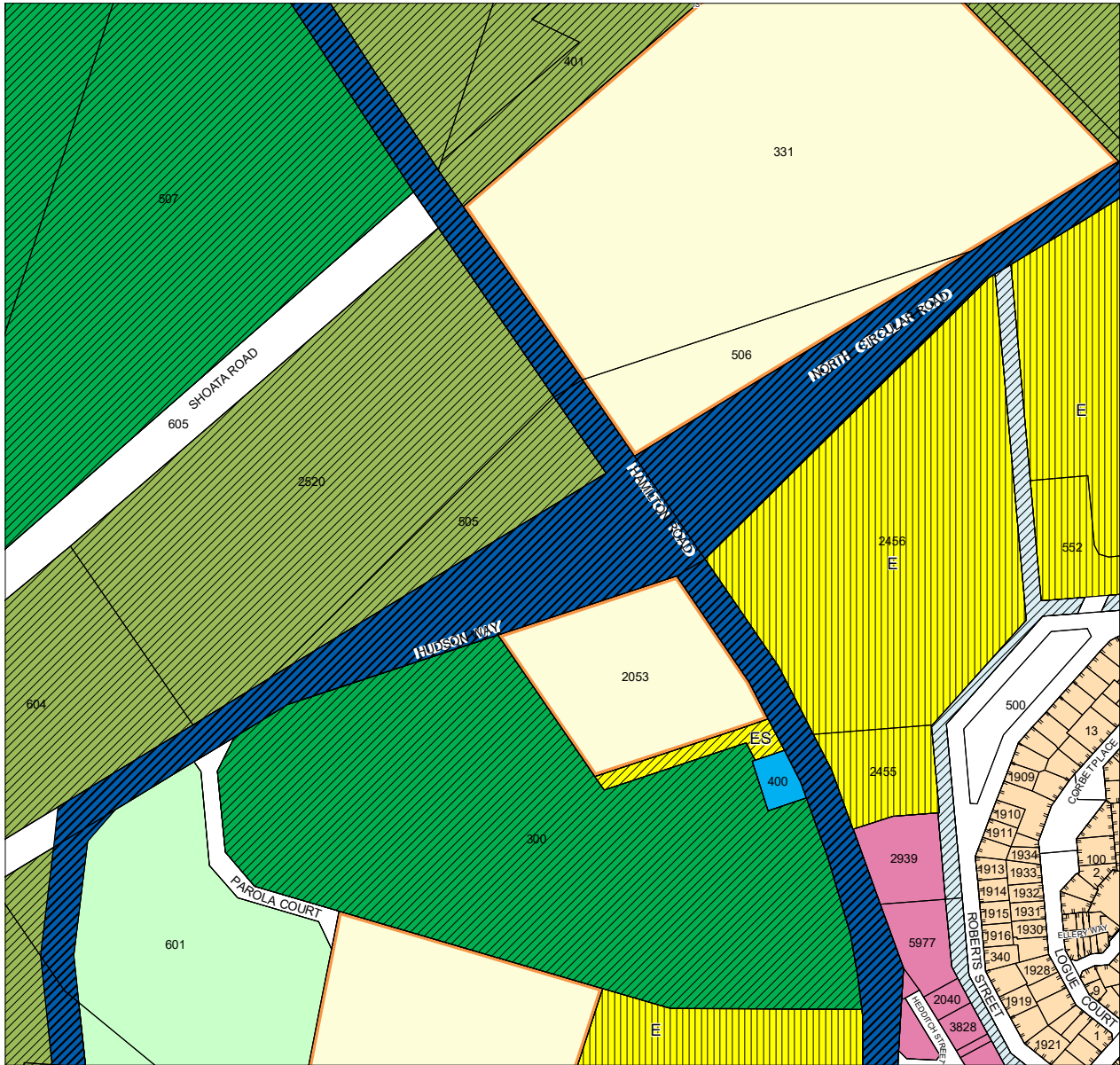
**APPROVAL GRANTED**

.....

**MINISTER FOR PLANNING**

**DATE.....**





**EXISTING SCHEME MAP**  
**Mods 5.1, 5.2, 5.4, 5.5, 5.25**

**Legend**

Cadastre with Lot number	<b>LPS Reserves</b>
LPS R Codes	Education
<b>LPS Zones</b>	Emergency Services
Commercial	Drainage/waterway
Mixed use	District distributor road
Residential	Environmental conservation reserve
Rural	Local road
Urban development	Public open space



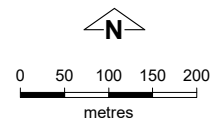
Department of Planning,  
 Lands and Heritage

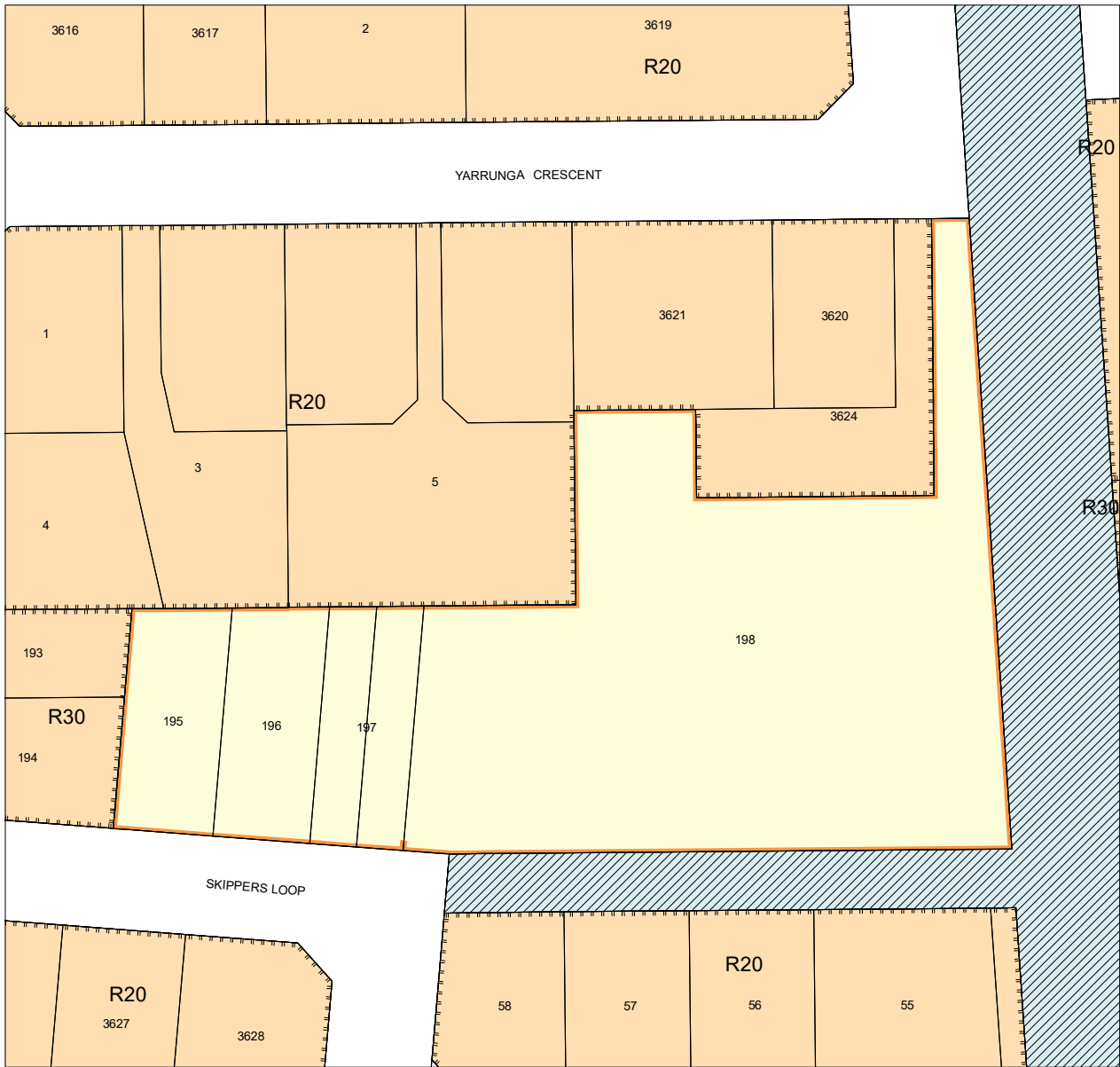
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 Base Information supplied by Western Australian  
 Land Information Authority SLIP 1096-2018-1

**Town of Port Hedland**

Local Planning Scheme No. 7







Amendment No. 1





**EXISTING SCHEME MAP  
Mod 5.3**

**Legend**

-  Cadastre with Lot number
-  LPS R Codes
- LPS Reserves**
-  Drainage/waterway
-  Local road
- LPS Zones**
-  Residential
-  Urban development



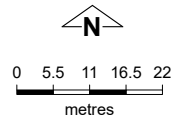
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Lands and Heritage

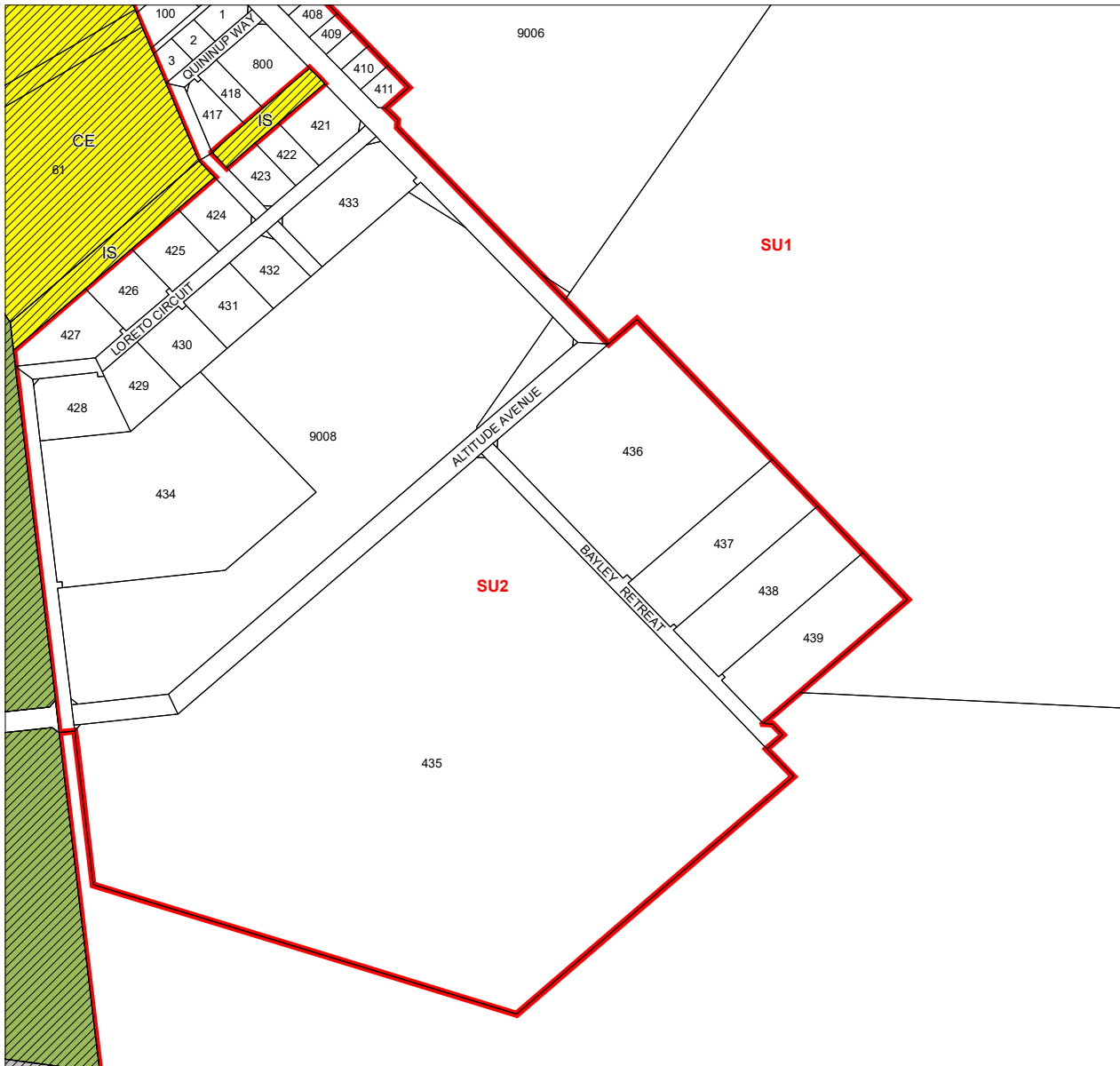
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Land Information Authority SLIP 1096-2018-1

**Town of Port Hedland**

Local Planning Scheme No. 7

Amendment No. 1





**EXISTING SCHEME MAP**  
**Mods 5.6 - 5.10**

**Legend**

- Cadastre with Lot number
- Railways

**LPS Zones**

- Special use

**LPS Reserves**

- Infrastructure Services
- Cemetery
- Environmental conservation reserve
- Local road



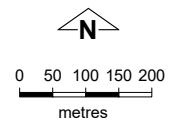
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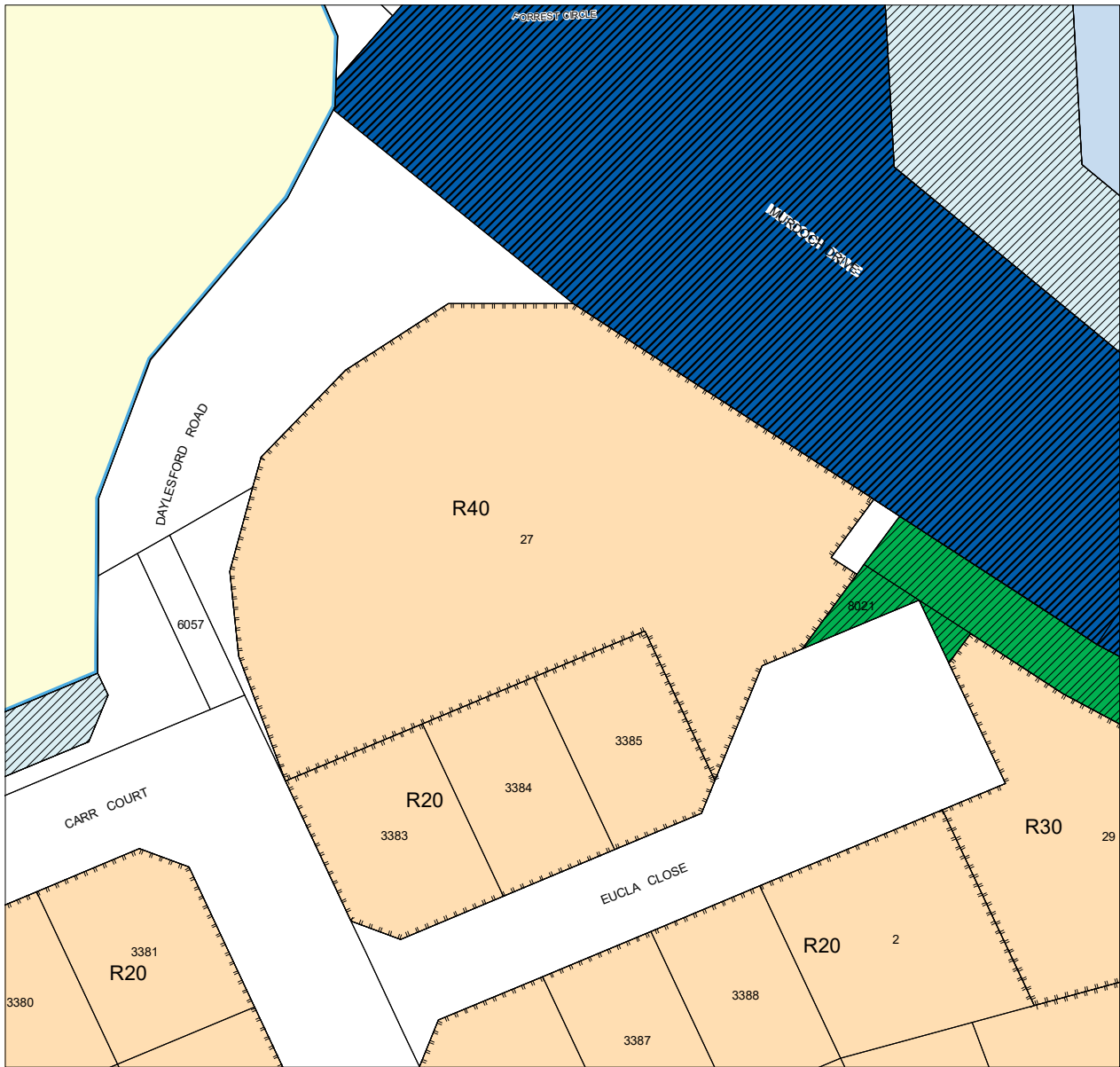
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 Land Information Authority SLIP 1096-2018-1

**Town of Port Hedland**

Local Planning Scheme No. 7

Amendment No. 1





**EXISTING SCHEME MAP**

**Legend**

- |                     |                           |                  |                    |
|---------------------|---------------------------|------------------|--------------------|
|                     | Cadastre with Lot number  | <b>LPS Zones</b> |                    |
|                     | LPS R Codes               |                  | Centre             |
| <b>LPS Reserves</b> |                           |                  | Residential        |
|                     | Drainage/waterway         |                  | Service commercial |
|                     | District distributor road |                  |                    |
|                     | Local road                |                  |                    |
|                     | Public open space         |                  |                    |



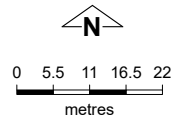
Department of Planning,  
Lands and Heritage

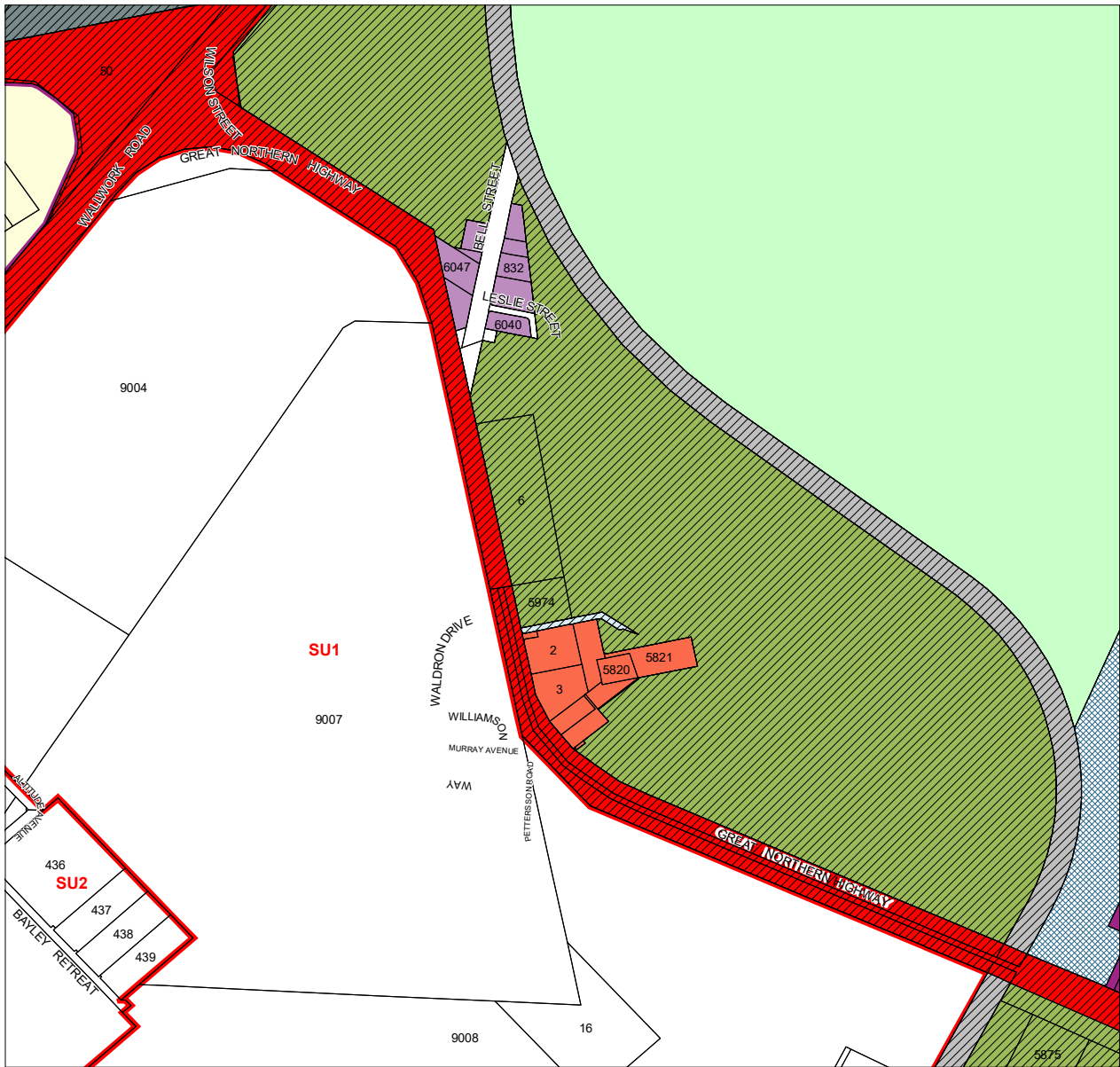
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**Town of Port Hedland**

Local Planning Scheme No. 7

Amendment No. 1





**EXISTING SCHEME MAP**  
**Mods 5.15 - 5.21**

**Legend**

- |                                    |                          |                    |
|------------------------------------|--------------------------|--------------------|
| Cadastre with Lot number           | Primary distributor road | Strategic industry |
| <b>LPS Reserves</b>                | Railways                 | Tourism            |
| Special purpose reserve            | <b>LPS Zones</b>         |                    |
| Strategic infrastructure           | General industry         |                    |
| Drainage/waterway                  | Industrial development   |                    |
| Environmental conservation reserve | Rural                    |                    |
| Local road                         | Special use              |                    |



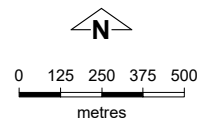
Department of Planning,  
 Lands and Heritage

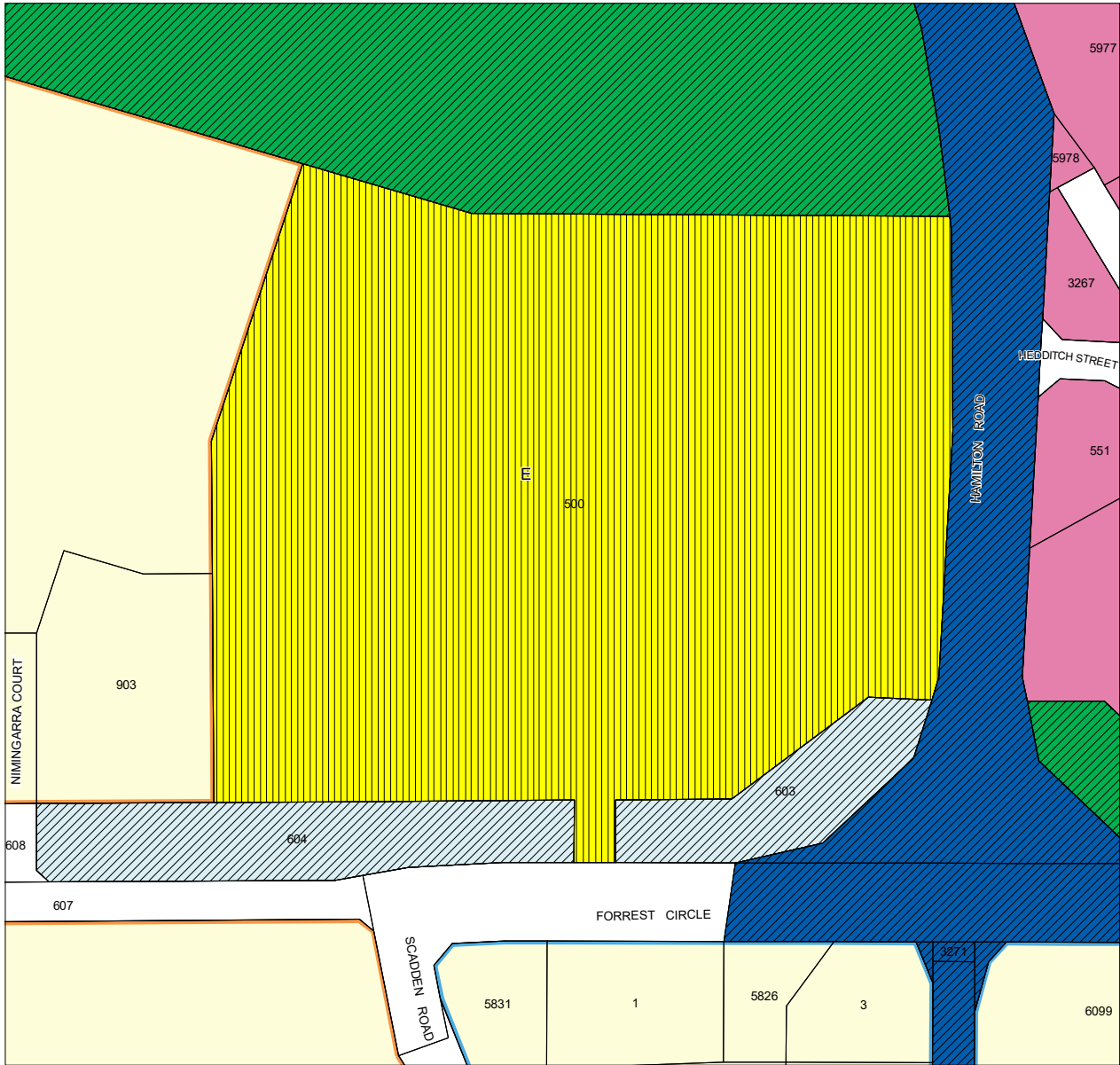
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**Town of Port Hedland**

Local Planning Scheme No. 7

Amendment No. 1





**EXISTING SCHEME MAP**

**Legend**

- |                           |                   |
|---------------------------|-------------------|
| Cadastre with Lot number  | <b>LPS Zones</b>  |
| Education E               | Centre            |
| Drainage/waterway         | Mixed use         |
| District distributor road | Urban development |
| Local road                |                   |
| Public open space         |                   |



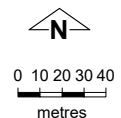
Department of Planning,  
Lands and Heritage

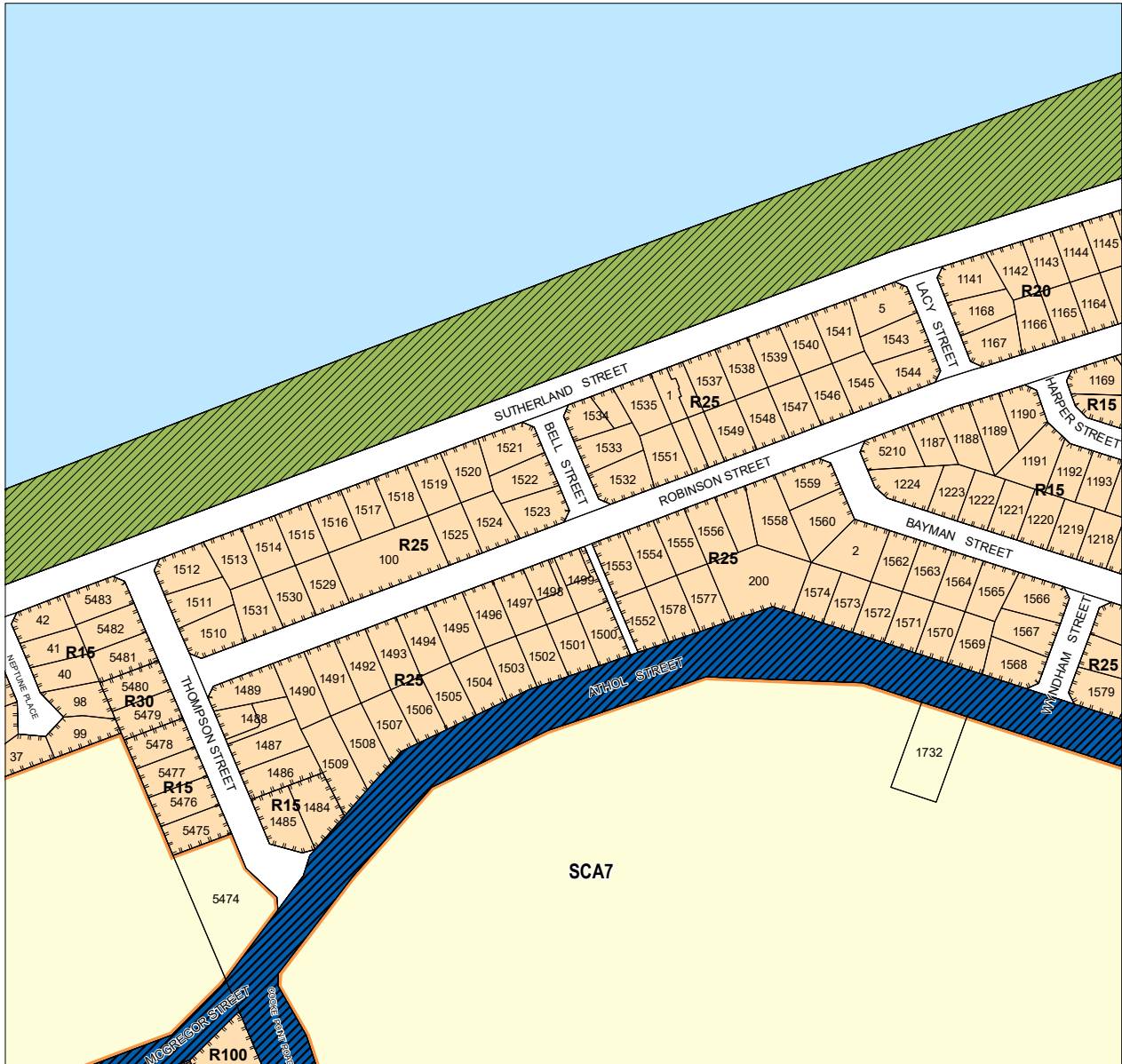
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**Town of Port Hedland**

Local Planning Scheme No. 7









Amendment No. 1





**EXISTING SCHEME MAP**  
**Mods 5.23, 5.24**

**Legend**

-  Cadastre with Lot number
-  R Codes
-  Ocean
-  Residential
-  Urban development
-  District distributor road
-  Environmental conservation reserve
-  Local road



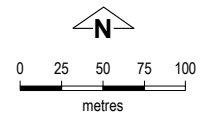
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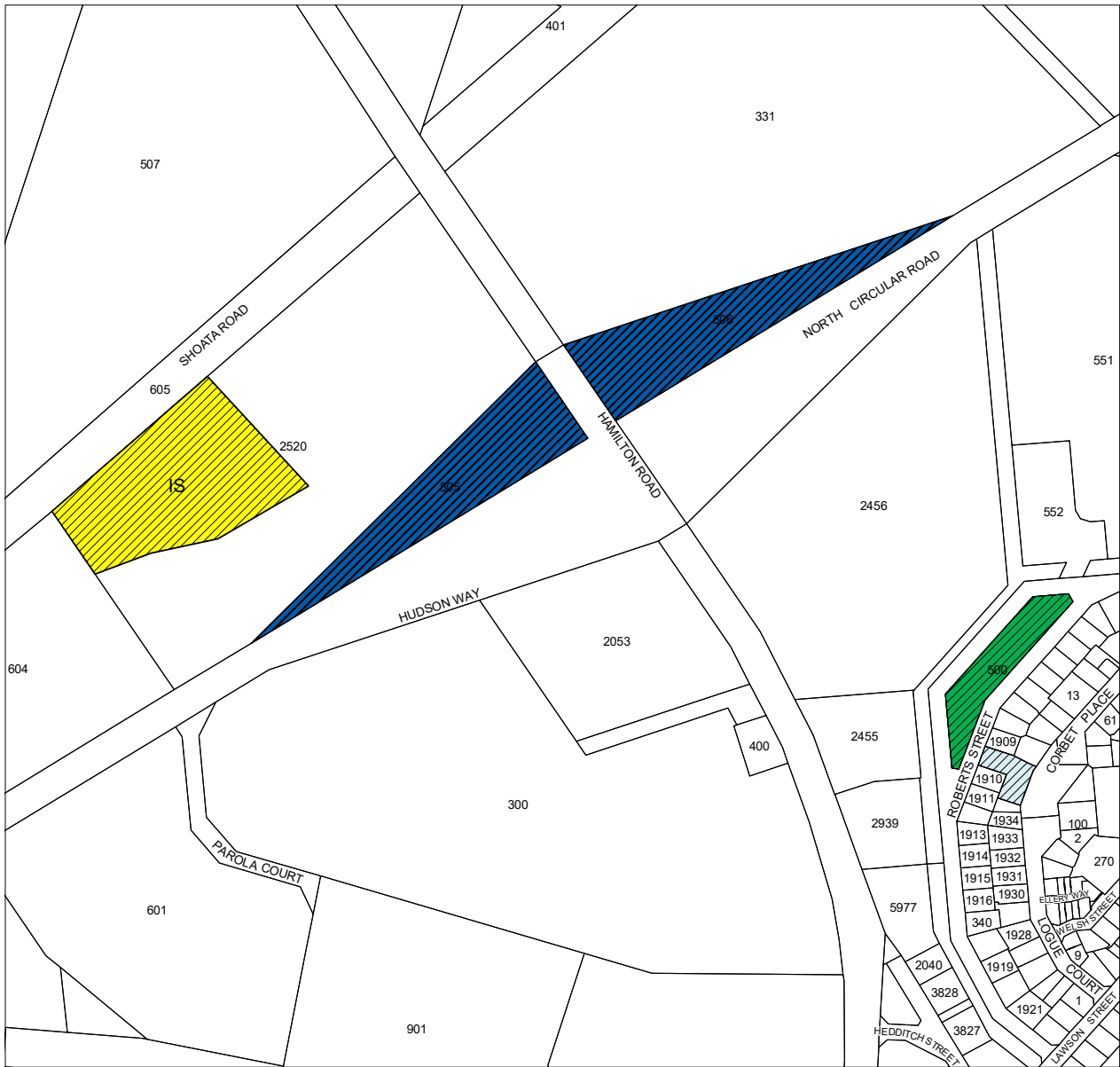
**Town of Port Hedland**

Local Planning Scheme No. 7

Amendment No. 1







**PROPOSED SCHEME AMENDMENT MAP**  
**Mods 5.1, 5.2, 5.4, 5.5, 5.25**

**Legend**

Cadastre with Lot number

**LPS Zones and Reserves Amendments**

Infrastructure Services

District distributor road

Drainage/waterway

Public open space



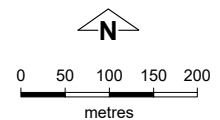
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**Town of Port Hedland**

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


Amendment No. 1






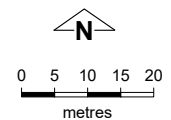
**PROPOSED SCHEME AMENDMENT MAP  
Mod 5.3**

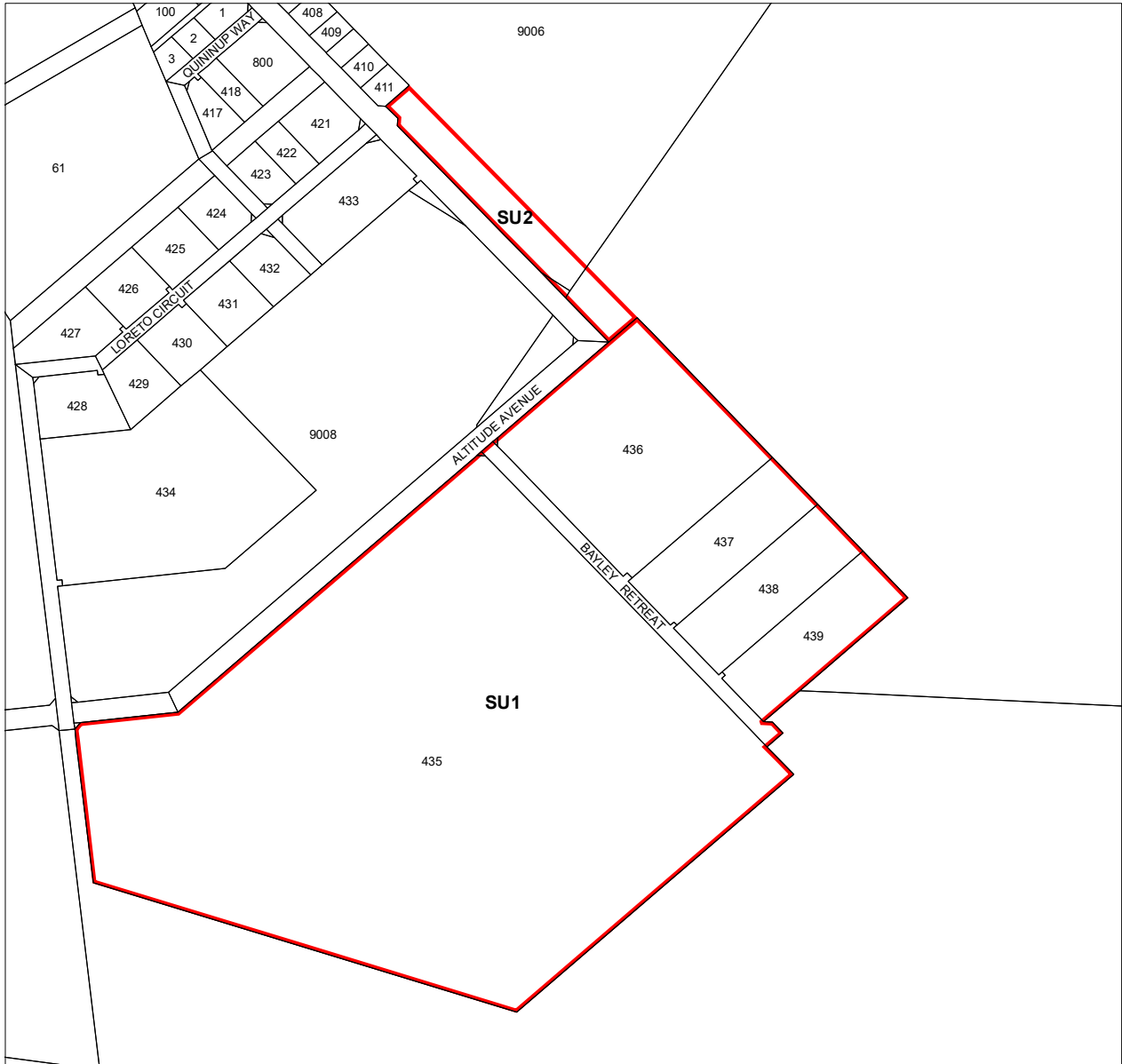
**Legend**

-  Cadastre with Lot number
-  R Codes Amendments
- LPS Zones and Reserves Amendments**
-  Residential

  
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 GOVERNMENT OF  
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**Town of Port Hedland**  
 Local Planning Scheme No. 7  
 Amendment No. 1





**PROPOSED SCHEME AMENDMENT MAP**

**Legend**

 Cadastre with Lot number

**LPS Zones and Reserves Amendments**

 Special use



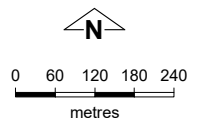
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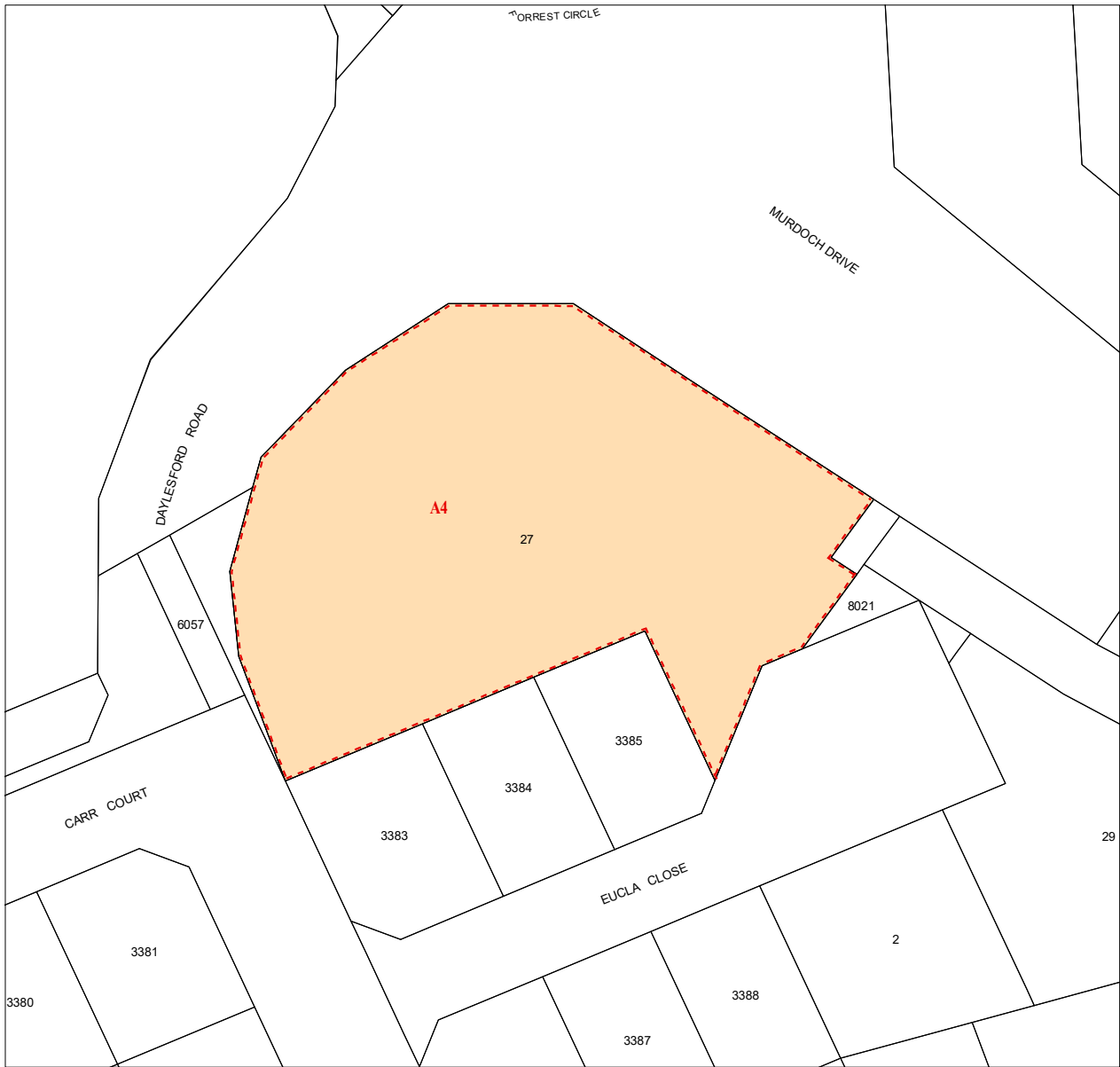
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**PROPOSED SCHEME AMENDMENT MAP  
Mod 5.14**

**Legend**

Cadastre with Lot number

**LPS Zones Amendments**

Residential

Additional uses



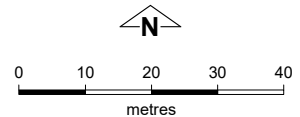
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Local Planning Scheme No. 7





Amendment No. 1





**PROPOSED SCHEME AMENDMENT MAP**  
**Mods 5.15 - 5.21**

**Legend**

-  Cadastre with Lot number
- LPS Zones and Reserves Amendments**
-  District distributor road
-  Primary distributor road
-  Special use



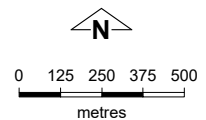
Department of Planning,  
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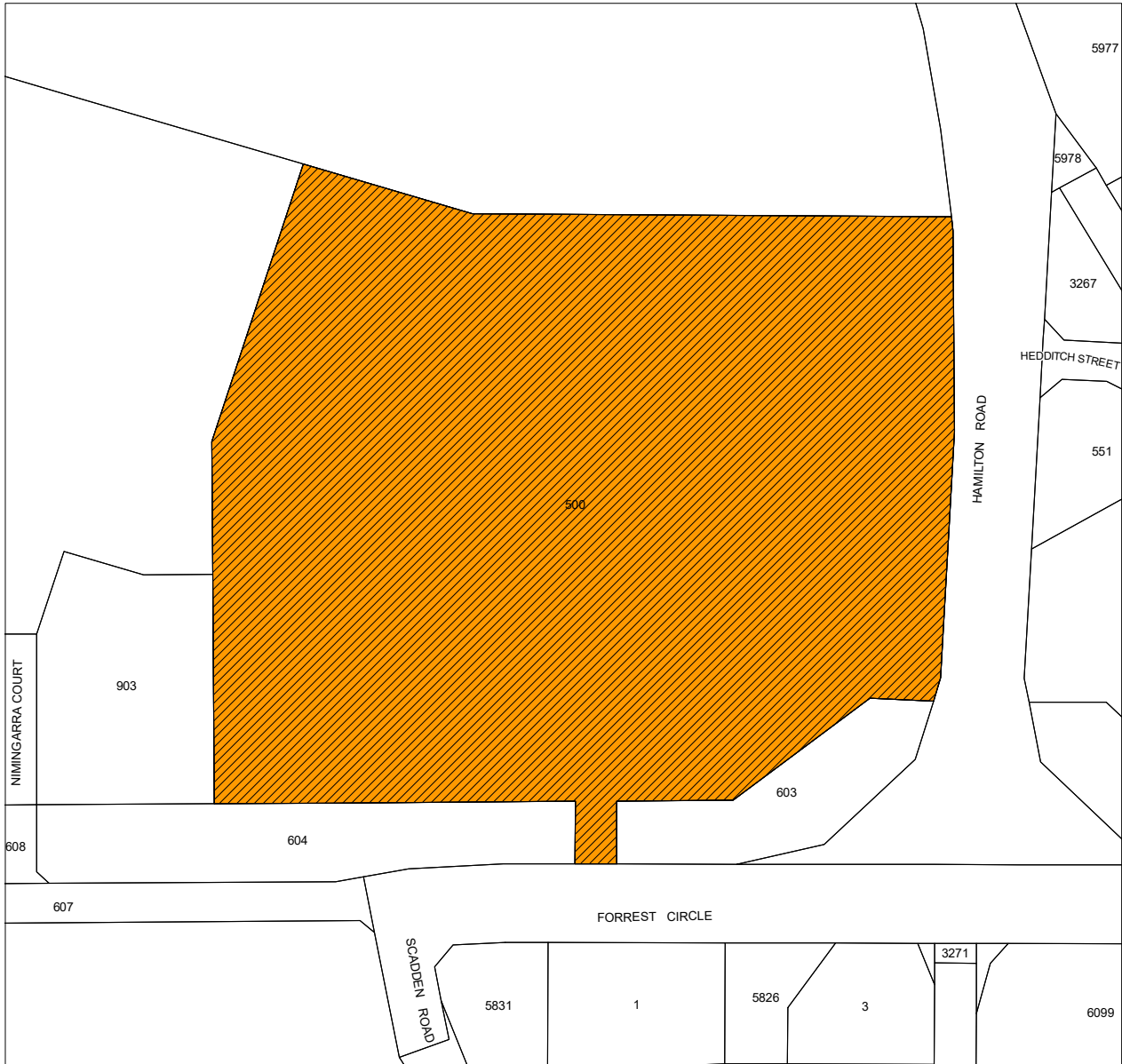
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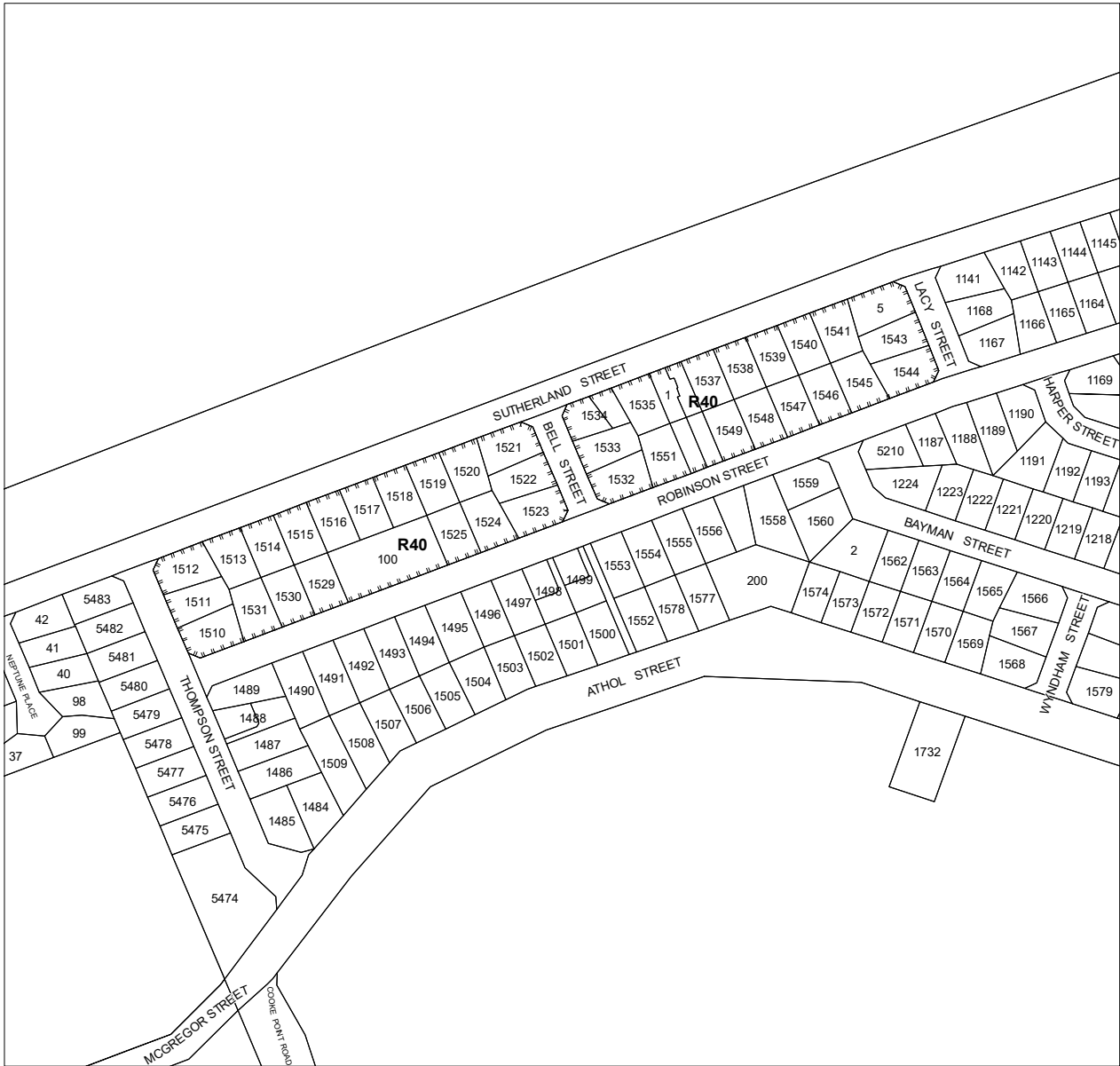
**PROPOSED SCHEME AMENDMENT MAP**

**Legend**

 Cadastre with Lot number



**LPS Zones and Reserves Amendments**

 Civic and community



**PROPOSED SCHEME AMENDMENT MAP**  
**Mods 5.23, 5.24**

**Legend**

-  Cadastre with Lot number
-  R Code amendments



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