



PROPOSED SCHEME AMENDMENT

REZONING FROM PARKS AND RECREATION,
RURAL & OTHER PUBLIC PURPOSES

ENERGY TO URBAN DEVELOPMENT



VARIOUS LOTS, STYLES ROAD // **PORT HEDLAND**

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1. INTRODUCTION

This report has been prepared in support of a request to rezone the land generally bound by Styles Road (south), Pretty Pool Creek (north), Cooke Point Drive (west) and existing single residential housing in the Pretty Pool Residential area (east) (subject site). The request seeks to rezone the land to 'Urban Development' in the Town of Port Hedland Town Planning Scheme No. 5.

The land is strategically identified for future residential development within the Pilbara's Port City Growth Plan, the adopted Local Planning Strategy for the Town of Port Hedland. Detailed investigations of existing land uses, environmental, geotechnical, engineering and heritage matters have been addressed to properly define the proposed development area. The information has been included in this report to support the Scheme Amendment request.

The Scheme Amendment has been coordinated by LandCorp and funded by the Department of Planning's Northern Planning Program. The Scheme Amendment will ensure there is land appropriately zoned to facilitate future residential development in Port Hedland, without compromising the environmental or cultural values of the land, or the natural amenity Pretty Pool offers to the wider residents of Port Hedland.

No subdivision or development will be contemplated until land tenure is resolved and a Development Plan is prepared to guide land use and subdivision of the area.

2. Land Details

2.1. Location

The subject site is located in the 'Eastern End' of the Port Hedland Locality, approximately 6km from the Central Business District of Port Hedland. The land is generally bound by Styles Road (south), Pretty Pool Creek (north), Cooke Point Drive (west) and existing single residential housing in the Pretty Pool Residential area (east). A location plan is provided as **Figure 1**.

2.2. Local Context

The subject site is located in a high amenity area referred to as Pretty Pool. This area offers high levels of amenity due to:

- the proximity to Pretty Pool creek mouth and park area which offers a range of public recreation pursuits including swimming, fishing and picnics; and
- the tidal mudflats which are an important general recreation and exercise area for the public.

The subject site will form an extension of the existing Pretty Pool residential area extending east outwards along Styles Road.

The subject site is readily accessible from the existing road network via Wilson Street, a Primary Distributor Road and Cooke Point Drive, a District Distributor Road.

The subject site is in close proximity to the main retail centre of Port Hedland located at the corner of Wilson and McGregor Streets, 2.5km east. A new small local centre is also expected to open at the corner of Counihan Crescent and Dowding Way in Pretty Pool, around 1.5km east of the subject site.

A neighbourhood parkland is located along McGregor Street just over 1km from the subject site. The area includes a large skate park and rugby/soccer fields.

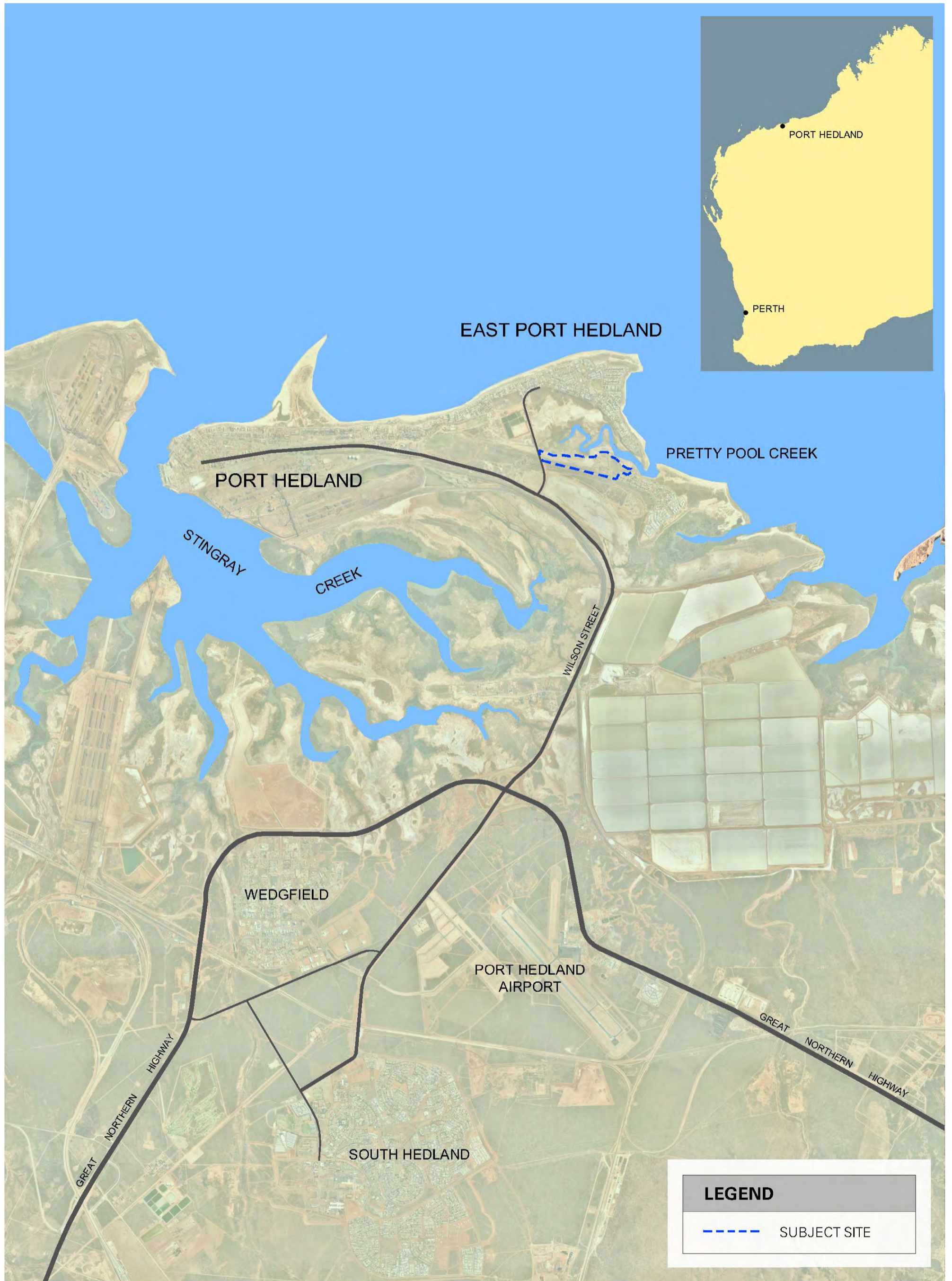
Styles Road and Cooke Point Drive are part of the Hedland dual use path network linking into McGregor Street, Sutherland Street and Counihan Crescent. This offers excellent access for pedestrians and cyclists to the local retail outlets, active open space areas located along McGregor Street and the coastline.

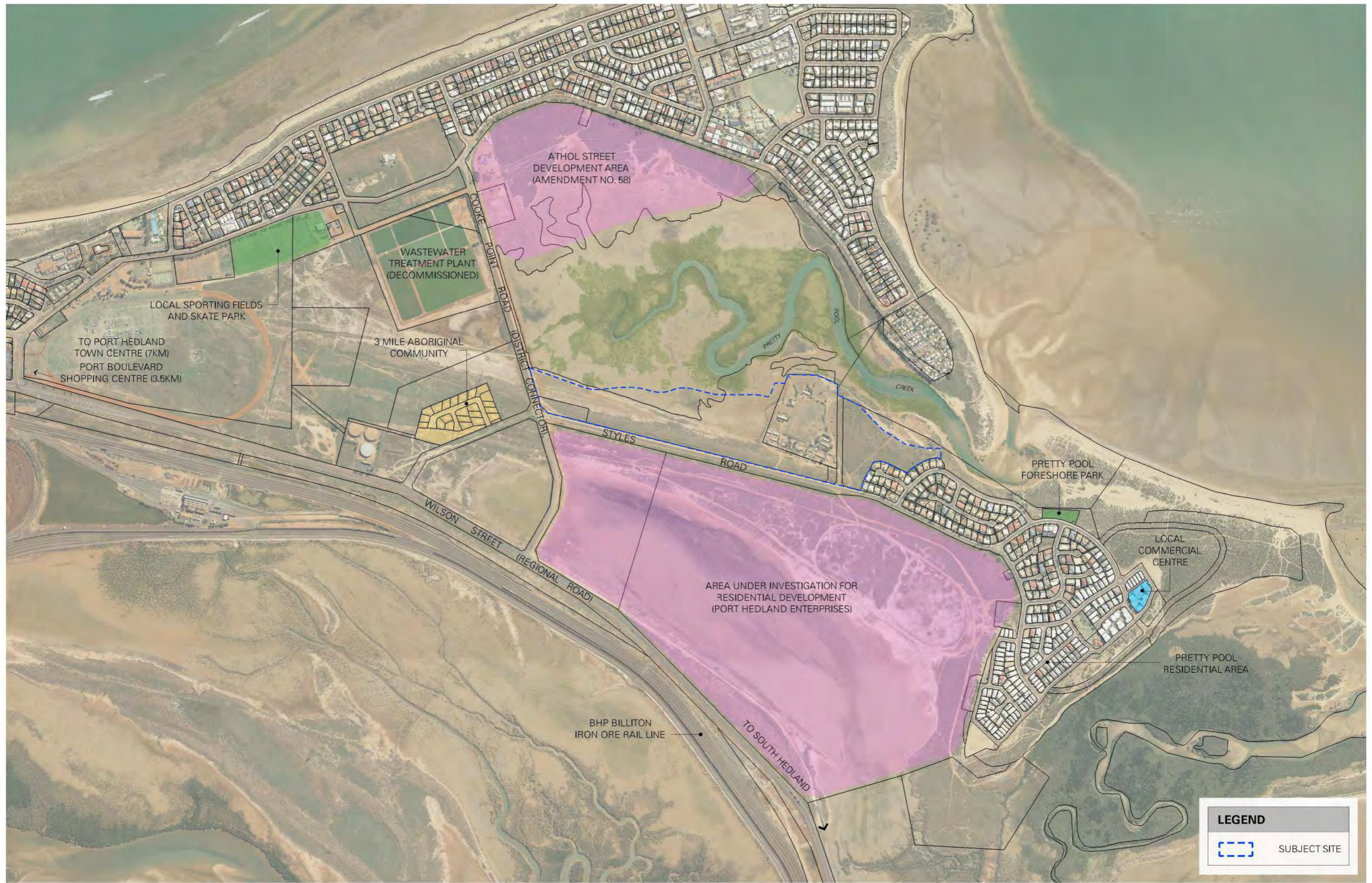
The now decommissioned Port Hedland Waste Water Treatment Plant is located to the north-east of the subject site, on the opposite side of Cooke Point Drive. The facility is in the process of being remediated upon which time future land uses will be explored for development consistent with the Local Planning Strategy.

The BHP Billiton Iron Ore port access rail line is located approximately 700 – 800m south of the subject site. It runs parallel to Wilson Street, the main entrance road into the Port Hedland locality and also an important freight access route.

The subject site is several kilometres from the Port Hedland Port Operations.

A context plan is included as **Figure 2**.





2.3. Land Tenure

The subject site comprises several land parcels having varying forms of tenure. Details of the parcels affected by the lots are summarised in the following table and shown in **Figure 3**. A current zoning plan is included as **Figure 4**.

Lot	Plan	Crown Reserve	Purpose	Management Order	Town of Port Hedland Town Planning Scheme No. 5 Zone
5755	216870	31506	Electricity Distribution	Regional Power Corporation (Horizon Power)	Other Public Purpose – Energy
Pt Lot 556	74214	30768	Recreation	Town of Port Hedland	Rural
Pt Lot 340	72895	UCL	N/A	N/A	Rural
5770	188290	31462	Equestrian	Town of Port Hedland	Rural
5966	188290	30768	Recreation	Town of Port Hedland	Rural
Pt Lot 300	53035	29044	Caravan Park	Town of Port Hedland	Parks and Recreation

The Johnson Lane Road Reserve is included in the proposed amendment area. This gazetted road reserve is not constructed and there is no intention to close the reserve at this point.

Leases or portions of Crown Reserve 31462 have been granted.

- Port Hedland Pony Club;
- Port Hedland Turf Club; and
- Seven individual stables leases.

These leases are used periodically and are subject to renewal from time to time by the Town of Port Hedland.

It is also understood that there is a sublease arrangement between the Port Hedland Pony Club and Care for Hedland to provide for the Care for Hedland Community Garden.

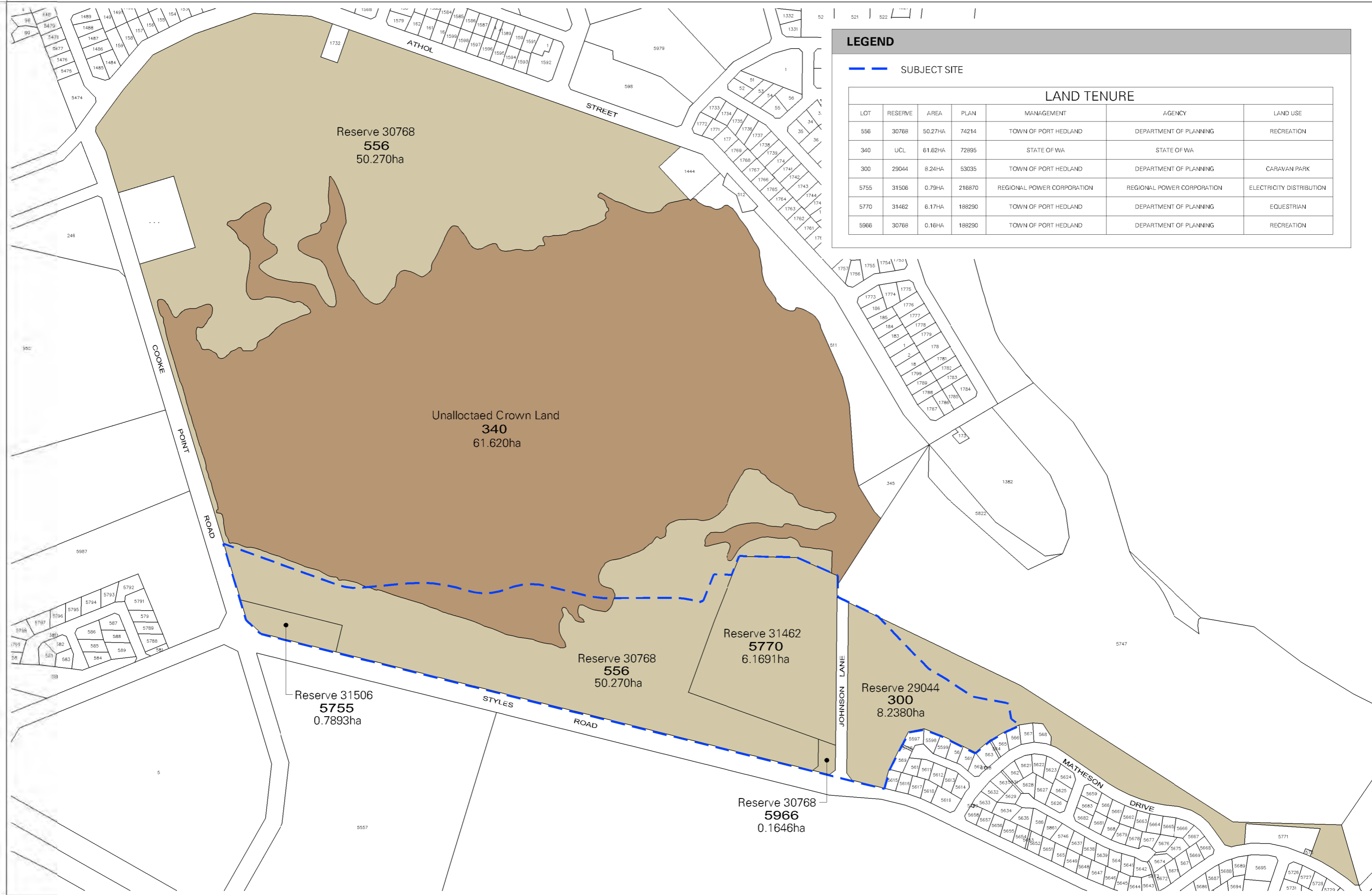
Consultation has been completed with relevant agencies and organisations to secure their support/ feedback to rezone land under their control, management and/or lease. All organisations expressed no objection to the proposed amendment.

2.4. Land Description

The following section describes the physical features of the subject site. They are also summarised in **Figure 5**.

2.4.1. Existing Land Use

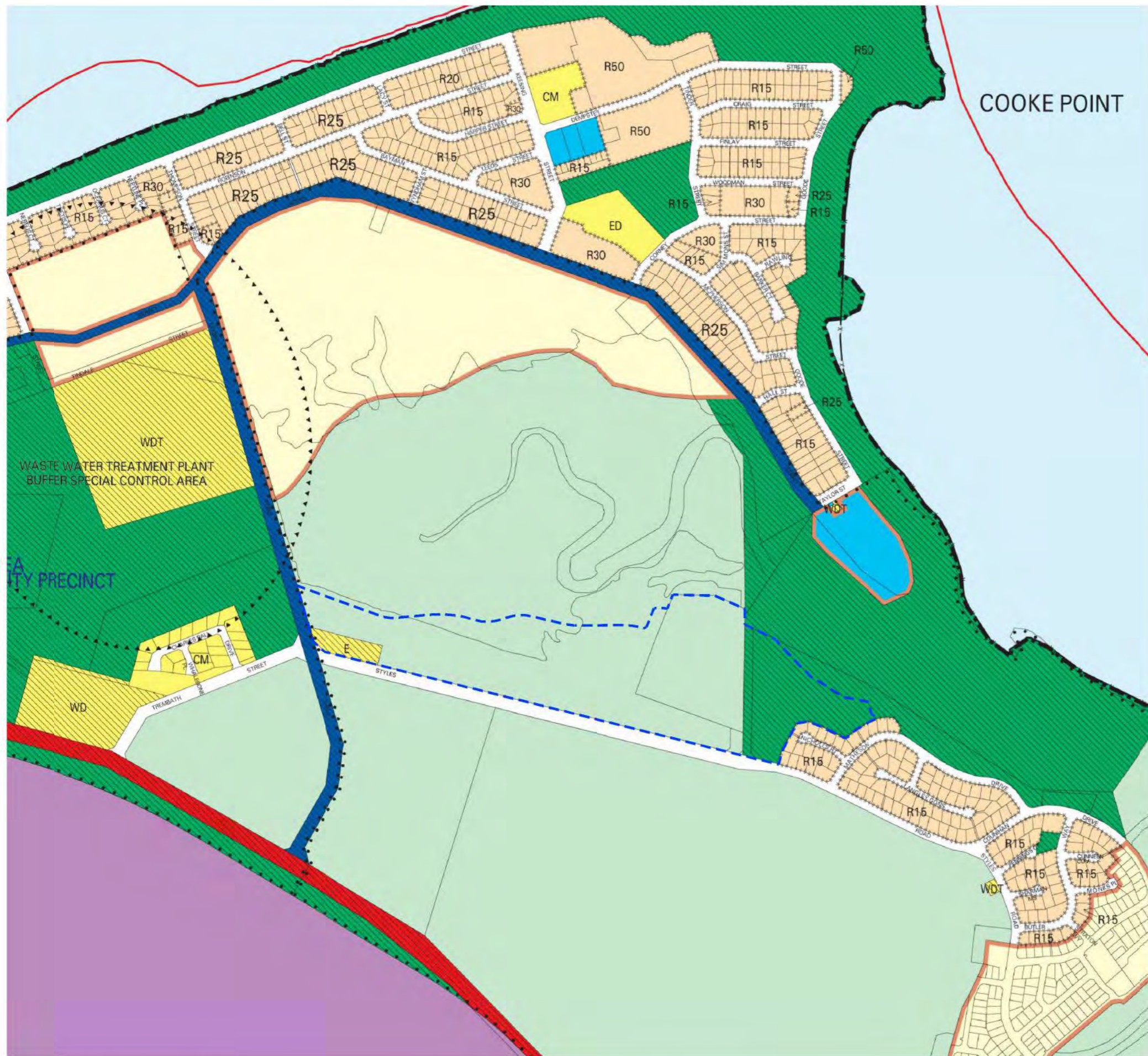
The subject site comprises predominantly unimproved landholdings. Towards the east of the subject site, a cleared area is actively used by the Port Hedland Pony Club and Port Hedland Turf Club for the agistment of horses and recreational equestrian activities. Various improvements to this area have been made including the development of stables, fencing and storage areas.



LEGEND

— SUBJECT SITE

LAND TENURE						
LOT	RESERVE	AREA	PLAN	MANAGEMENT	AGENCY	LAND USE
556	30768	50.27HA	74214	TOWN OF PORT HEDLAND	DEPARTMENT OF PLANNING	RECREATION
340	UCL	61.62HA	72895	STATE OF WA	STATE OF WA	
300	29044	8.24HA	53035	TOWN OF PORT HEDLAND	DEPARTMENT OF PLANNING	CARAVAN PARK
5755	31506	0.79HA	216870	REGIONAL POWER CORPORATION	REGIONAL POWER CORPORATION	ELECTRICITY DISTRIBUTION
5770	31462	6.17HA	188290	TOWN OF PORT HEDLAND	DEPARTMENT OF PLANNING	EQUESTRIAN
5966	30768	0.16HA	188290	TOWN OF PORT HEDLAND	DEPARTMENT OF PLANNING	RECREATION



LEGEND

LOCAL SCHEME RESERVES

- CONSERVATION RECREATION AND NATURAL LANDSCAPES
- DISTRICT ROAD
- LOCAL ROAD
- OTHER PUBLIC PURPOSES
- OTHER PUBLIC PURPOSES DENOTED AS FOLLOWS:
 - C CEMETERY
 - E ENERGY
 - P PORT FACILITIES
 - T TELECOMMUNICATIONS
 - WD WATER AND DRAINAGE
 - WDT WASTE DISPOSAL AND TREATMENT
- OTHER PURPOSES DENOTED AS FOLLOWS:
 - EX EXPLOSIVES SAFTY AREA
 - I INFRASTRUCTURE
- PARKS AND RECREATION
- STATE AND REGIONAL ROAD

ZONES

- RESIDENTIAL
- TRANSIENT WORKFORCE ACCOMMODATION
- URBAN DEVELOPMENT
- WEST END RESIDENTIAL
- AIRPORT
- COMMERCIAL
- MIXED BUSINESS
- TOURISM
- TOWN CENTRE
- TRANSPORT DEVELOPMENT
- COMMUNITY DENOTED AS FOLLOWS:
 - CM COMMUNITY
 - ED EDUCATION
 - H HEALTH
- INDUSTRIAL DEVELOPMENT
- INDUSTRY
- LIGHT INDUSTRY
- STRATEGIC INDUSTRY
- RURAL
- RURAL RESIDENTIAL

OTHER

- R CODES
- SPECIAL CONTROL AREAS
- DEVELOPMENT PLAN AREAS
- NO ZONE
- SCHEME BOUNDARY
- LOCAL GOVERNMENT BOUNDARY
- TOWNSITE - LAND ACT
- SUBJECT SITE

2.4.2. Topography

The topography of the subject site has been defined by the variable ground and soil conditions which are explained below. The highest elevation within the subject site is the within the coastal dunes in the north-eastern corner where levels reach 8m AHD. A narrow limestone ridge, located on the southern area of the subject site running parallel to Styles Road, ranges in height from 5.5m AHD to 7.0m AHD. The subject site slopes away from these heights to the north down to 2.4m AHD along samphire flats adjoining Pretty Pool Creek.

2.4.3. Soil and Ground Conditions

The soil and ground conditions can be summarised into three distinctive areas shown in the following table:

Area	Unit	Description
A	Dune Sand	Sand: Fine to coarse grained sand with trace silt and gravels and shell, loose to medium dense
B	Estuarine Deposits	Sandy Clay/Clay: low to high plasticity grey and brown, generally very soft to soft, stiff to hard in some areas
C	Limestone	Pale brown/yellow, well to very well cemented, low to high strength, occasional voids.

Geotechnical investigations completed by Coffey Geotechnics identified the variable soil conditions within subject site which are articulated in the land description above. Analysis of these investigations concluded the land has a number of varying classifications outlined in the table below. Soil classifications across the land is shown within the opportunities and constraints plan.

Classification	Description
Class M-D	Moderately reactive clay or silt sites, which may experience moderate ground movement from moisture changes
Class P	Sites which include: soft soils such as soft clays or silts or loose sands; landslip; mine subsidence; collapsing soils; soils subject to erosion reactive sites subject to abnormal moisture conditions or sites which cannot be classified otherwise
Class A/ A-D	Most sand and rock sites with little or no ground movement and moisture changes

2.4.4. Groundwater

Groundwater levels recorded in July 2013 in the vicinity of the subject site indicate groundwater levels would be approximately R.L. 2.5m AHD to R.L. 3m AHD. Generally this coincides with a groundwater level perched on the Estuarine Mud. As such, there is likely to be a significant range in groundwater level, particularly after a heavy rain events during the 'wet season'. Tides also influence ground water levels.

More detailed groundwater levels were undertaken as part of geotechnical investigations across the subject site which are included in the Coffey report provided as an appendix to this report. This show groundwater levels being at 0.9m to 1.9m or deeper below ground level.

2.4.5. Landscape Description

The subject site includes primary and secondary coastal dune areas which include the following landscape-vegetation types:

- secondary dune comprising low shrub of Acacia over hummock grassland with open herbland; and
- bare tidal flats comprised mixed dwarf shrubland with patches of grassland.

A very small portion of mangrove habitat is captured within the subject site. A detail summary of the landscape and vegetation is included in the RPS Environment Environmental Assessment Report.

2.4.6. Cultural Heritage

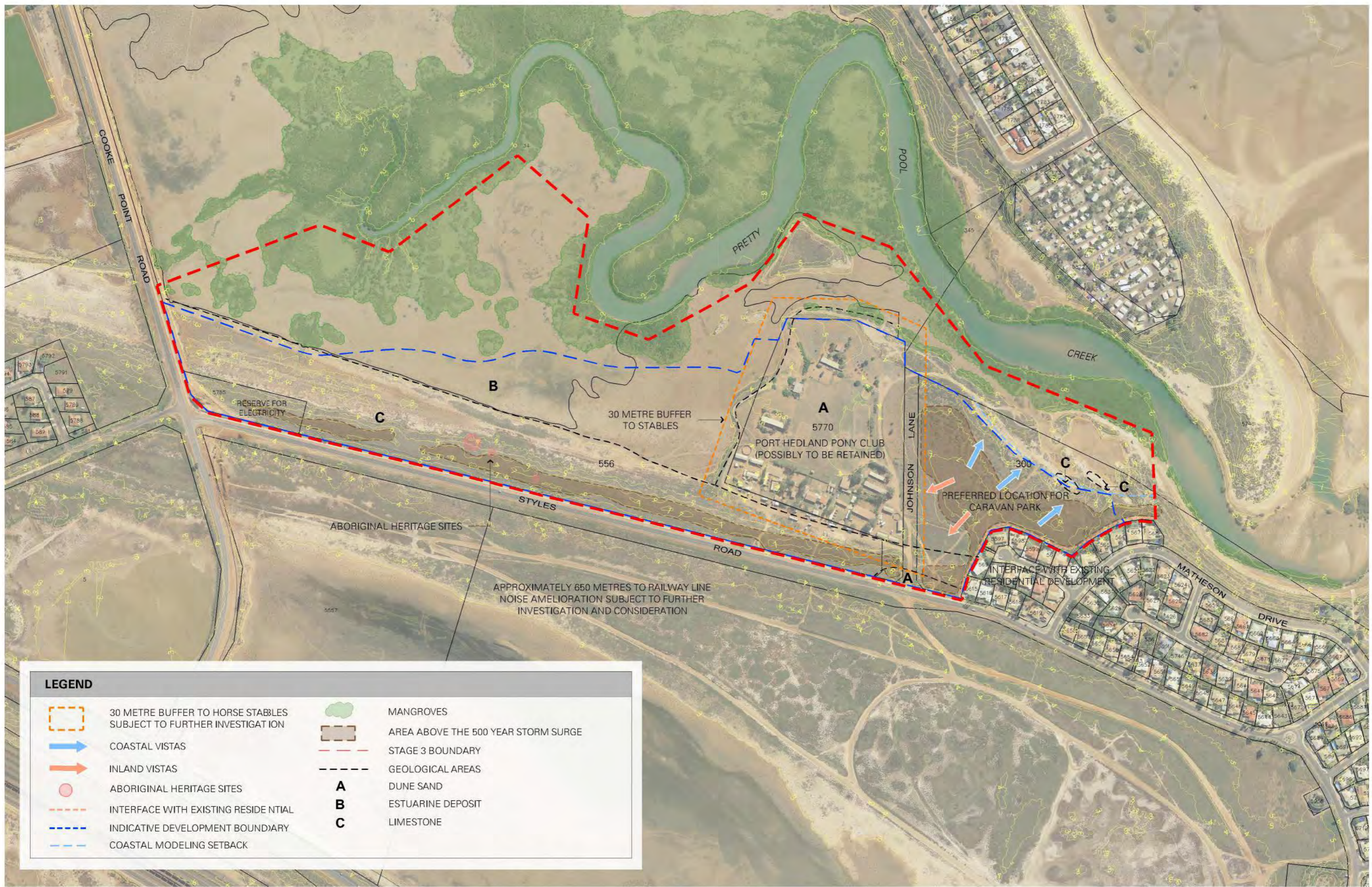
Anthropos Australia completed a heritage investigation of the subject land in conjunction with the Traditional Owners, the Karriyarra people. This investigation followed a broader investigation of a 450ha area of the east end of Port Hedland.

The investigation completed as part of this project identified four sites including 1 shell midden site and three engravings. All sites were GPS plotted and identified for preservation consistent with best practice. The sites have been identified on the site characteristics figure and within the concept Development Plans prepared.

Anthropos have noted that is the possibility of additional Aboriginal sites and or objects being uncovered by the mobile landscape within which they occur due to rain, wind and human activity on the land. Ongoing compliance with the *Aboriginal Heritage Act 1972* throughout any further works, including construction would be ensured to address this issue.

The protection of the identified sites through any subsequent development is important and requires continuous engagement with the Karriyarra people and also preparation of Cultural Heritage Management Plan which would include:

- Establishing set of work procedures within the Study Area, which are consistent with the requirements for the protection of Aboriginal sites as set out in the Guidelines issued by the DAA, pursuant to the *Aboriginal Heritage Act 1972* (Western Australia) and the aspirations of the Marapikurrinya people;
- Ensuring that construction is undertaken in a manner that protects the Aboriginal sites in the Public Open Space;
- Liaising with Marapikurrinya Pty Ltd regarding Aboriginal heritage management during the pre-construction, construction and post construction and post-development stages of the Project;
- Ensuring that discoveries of previously unidentified Aboriginal sites or objects are culturally and legally dealt with in the appropriate manner including the implementation of a Stop Work Procedure; and
- Creating opportunities for the enhancement of the four Aboriginal sites and Other Heritage Place in the Study Area with the active engagement and participation of the Marapikurrinya people at all times.



2.5. Local Stakeholder Engagement

The project team has completed an extensive consultation process to inform the proposed Scheme Amendment. Results of the consultation has been identified in the table below.

Stakeholder	Date	Extent of Engagement
Town of Port Hedland Council	26/2/2014	LandCorp did a "Port Hedland Projects Update" presentation to the Town of Port Hedland Executive and Councillors at a "Land Development Update - Council Concept Forum" held in the Council chambers. The Executive and Councillors were advised LandCorp was commencing a Scheme Amendment and Environmental Assessment Report process over the subject site through funding it had received through the Department of Planning's Northern Planning Program.
Port Hedland Turf Club	29/04/2014	LandCorp met with the Port Hedland Turf Club (Arnold Carter) to discuss the Scheme Amendment. The subject site comprises a portion of land the Turf Club use seasonally to stable race horses. The only issue raised was that no on-site geotechnical work is to occur near the stables while the race horses are being kept there. No other issues with the proposal were raised.
Pilbara Port City Implementation Working Group	05/05/2014	LandCorp provided an overall Port Hedland project update to the Pilbara Port City Implementation Working Group that included the proposed Scheme Amendment. The Pilbara Port City Working Group is chaired by the Town of Port Hedland.
Port Hedland Pony Club	08/05/2014	LandCorp met with the Port Hedland Pony Club in which the Scheme Amendment over their existing leasehold land and surrounds was discussed. The Port Hedland Pony Club had no objections / issues regarding the work that LandCorp will be undertaking over the land and surrounding land. The Port Hedland Pony Club were aware that the land they are on has been earmarked for future residential development.
Pilbara Port City Implementation Working Group	21/07/2014	LandCorp provided an overall Port Hedland project update to the Pilbara Port City Implementation Working Group that included the Scheme Amendment. The Pilbara Port City Working Group is chaired by the Town of Port Hedland.
Mayor Kelly Howlett	18/08/2014	LandCorp met with Mayor Kelly Howlett to discuss the Scheme Amendment. At that meeting it was discussed that managing environmental impacts was of utmost importance. Mayor Howlett advised that some juvenile turtles utilise Pretty Pool creek, and management of drainage into the creek should be considered as part of the process.
Port Hedland Pony Club	10/10/2014	LandCorp met on-site with the Port Hedland Pony Club (Camile Mathews) prior to undertaking geotechnical works / test pits (same day). The Port Hedland Pony Club gave an overview of where the horses are ridden and which areas are very boggy and should be avoided. The geotechnical

		consultant ensured that the areas where horses were often ridden where avoided..
BHP Billiton Iron Ore	06/02/2015	LandCorp met with BHP to discuss the Scheme Amendment. No issues were raised at the meeting. LandCorp asked whether it could have a copy of BHP updated cumulative noise report. BHP advised that LandCorp would need to obtain a copy of this report through the Dust and Noise Task Force. LandCorp subsequently investigated whether it could obtain a copy of this report and was advised that the document was not currently for public consumption. Therefore it was decided that the previous Herring Storer report was to be relied upon
Horizon Power	12/02/2015	LandCorp had a phone hook-up meeting with Horizon Power to discuss the Scheme Amendment. On 13/02/2015, Horizon Power acknowledged LandCorp's request for comment and has provided comment in writing that it did not object to the Scheme Amendment.
Care for Hedland	12/02/2015	LandCorp met with Care for Hedland (Bridgette Poulton – Coordinator) and gave an overview of the project. No issues were raised at this meeting however LandCorp was invited / requested to present the proposal to the Care for Hedland Committee.
Town of Port Hedland	20/15/2015	LandCorp met with the Town of Port Hedland (Acting Director and Manager of Economic Development) to give an overview of the project status and advise that the Scheme Amendment application was soon to be submitted to the Town.
Port Hedland Pony Club	03/03/2015	LandCorp met with the Port Hedland Pony Club (Camile Mathews) to give an update on the project progress and advised that LandCorp intended on submitting a Scheme Amendment application to the Town very soon. No objections/issues were raised.
Care For Hedland	23/04/2015	LandCorp provided a presentation to the Care for Hedland Committee. No issues raised at the meeting. LandCorp was advised that Care for Hedland would provide a formal response in writing which was subsequently received on 04/05/2015.

All correspondence from stakeholders that was provided through the consultation process are included in **Appendix 1**.

3. PROPOSED AMENDMENT

3.1. Scheme Amendment Proposal

It is requested that Council initiate an amendment to the *Town of Port Hedland Town Planning Scheme No.5* to rezone the subject site from 'Rural' and 'Parks and Recreation', 'Other Public Purpose – Energy' to 'Urban Development'. The Scheme Amendment to an Urban Development zone will allow the development of the land to be pursued at some point in the future subject to detailed investigations and design requirements addressed through a Development Plan in accordance with TPS5.

As identified in the table below, the Scheme Amendment also seeks make the changes to *Appendix 10 – Urban Development Zone Additional Development Requirements*:

No.	Description of Land	Conditions
Pretty Pool 2	Lots 1732, 1444 and Part Lot 552 Athol Street Land bound by Gray Street, Wilson Street, Cooke Point Road, Athol Street and the Indian Ocean, excluding Pretty Pool 1 Development Area	Subdivision and development of the land shall be in accordance with the requirements of Development Plan(s) approved by the Town of Port Hedland and adopted by the Western Australian Planning Commission. <ol style="list-style-type: none"> i. Land identified in the Development Plan(s) will be restricted to a built height limit that prevents light spill onto Cemetery Beach and Pretty Pool Beach and the adjacent sea. ii. Environmental Management Plans addressing the following shall be prepared, adopted and implemented to the satisfaction of the Town of Port Hedland on advice from the relevant State Government agency <ol style="list-style-type: none"> a. construction management b. foreshore management c. mangrove management d. drainage and nutrient management e. marine turtle management f. acid sulphate soil management (if required) g. other management plans as considered necessary on the advice from relevant State Government agency

These changes will ensure specific environmental management measures recommended by the RPS Environmental Assessment Report are properly considered and addressed during the preparation of a Development Plan. The amendment to the existing schedule as opposed to a new addition to the schedule has been proposed as no 'Pretty Pool 2' area is identified in Appendix 5 – Development Plan Areas. Rather only the broader 'Pretty Pool' area is identified which incorporated the description of land intended to be 'Pretty Pool 2' and also the land subject to this amendment.

The proposed Scheme Amendment will ensure the statutory process is completed in accordance with the proper planning process, and that the subject site is appropriately zoned to accommodate long term population growth. Justification supporting the rezoning of the subject



EXISTING ZONING

1:10000



PROPOSED ZONING

1:10000

LEGEND

LOCAL SCHEME RESERVES

- CONSERVATION RECREATION AND NATURAL LANDSCAPES
- DISTRICT ROAD
- LOCAL ROAD
- OTHER PUBLIC PURPOSES
- OTHER PUBLIC PURPOSES DENOTED AS FOLLOWS:
 - C CEMETERY
 - E ENERGY
 - P PORT FACILITIES
 - T TELECOMMUNICATIONS
 - WD WATER AND DRAINAGE
 - WDT WASTE DISPOSAL AND TREATMENT
 - OTHER PURPOSES
- OTHER PURPOSES DENOTED AS FOLLOWS:
 - EX EXPLOSIVES SAFETY AREA
 - I INFRASTRUCTURE
 - PARKS AND RECREATION
 - STATE AND REGIONAL ROAD

ZONES

- RESIDENTIAL
- TRANSIENT WORKFORCE ACCOMMODATION
- URBAN DEVELOPMENT
- WEST END RESIDENTIAL
- AIRPORT
- COMMERCIAL
- MIXED BUSINESS
- TOURISM
- TOWN CENTRE
- TRANSPORT DEVELOPMENT
- COMMUNITY
- COMMUNITY DENOTED AS FOLLOWS:
 - CM COMMUNITY
 - ED EDUCATION
 - H HEALTH
- INDUSTRIAL DEVELOPMENT
- INDUSTRY
- LIGHT INDUSTRY
- STRATEGIC INDUSTRY
- RURAL
- RURAL RESIDENTIAL

OTHER

- R20 R CODES
- SCHEME BOUNDARY
- LOCAL GOVERNMENT BOUNDARY
- TOWNSITE - LAND ACT
- SPECIAL CONTROL AREAS
- DEVELOPMENT PLAN AREAS
- NO ZONE

site is addressed below. Justification highlighting the suitability of the land is provided in relation to the strategic planning context, State Planning Policy Framework and Local Planning Framework.

3.2. Concept Master Planning

Two indicative Development Plans have been prepared for the subject land. These plans aim to appropriately demonstrate that a good quality residential development can be achieved over the land, either in a single development, or staged over time as land tenure matters are progressively resolved. The indicative Development Plans concepts also respond to the key opportunities and constraints of the land.

Key features of the concepts include:

- an appropriate mix of low and medium density residential development which is consistent with the character and density of the surrounding localities of Pretty Pool (east) and Cooke Point (north);
- consideration of a future caravan park in two locations consistent with the aspirations of the Town of Port Hedland;
- appropriate integration into the established road network and an internal movement network which is consistent with Liveable Neighbourhoods;
- all residential development having a minimum finished floor level of 6.6m AHD which is equivalent to the 500 year ARI event for 2110 in line with SPP2.6;
- protection of identified heritage locations retained as public open space;
- retention of public access to Pretty Pool Creek through the location of a main local road along the northern land boundary;
- all development being single storey to prevent light spill impacts to the Pretty Pool rookery in the north-east; and
- integration of best practice urban water management principles in accordance with Cardno's Local Water Management Strategy.

The concepts are only provided to demonstrate a compliant Development Plan for the subject site is possible in consideration of the key site constraints and statutory requirements. LandCorp has no intention to pursue the approval of a Development Plan in the medium term. Ultimately, the future developer of the land will be responsible for preparing a Development Plan should demand for land be required to meet population growth of the Town.

The concept plans are provided as **Figure 6** and **Figure 7**.



LEGEND

- LOW DENSITY RESIDENTIAL (R20)
- MEDIUM DENSITY RESIDENTIAL (R40)
- PUBLIC OPEN SPACE
- 30 METRE BUFFER TO HORSE STABLES SUBJECT TO FURTHER INVESTIGATION
- ABORIGINAL HERITAGE SITES
- INDICATIVE DEVELOPMENT BO UNDRARY
- MANGROVES
- DUAL USE PATH
- GEOLOGICAL AREAS
- A** DUNE SAND
- B** ESTUARINE DEPOSIT
- C** LIMESTONE

LAND USE / LOT YIELD ANALYSIS

GROSS DEVELOPABLE AREA	27.16HA
CARAVAN PARK	4.2HA
GROSS RESIDENTIAL AREA	22.96HA
PUBLIC OPEN SPACE	2.36HA (10%)
LOW DENSITY R20	9.03HA
MEDIUM DENSITY R40	4.44HA
ROADS	7.13HA
R20 129 LOTS @ 700SQM	
R40 148 LOTS @ 300SQM	
TOTAL LOT YIELD	277



LEGEND

- LOW DENSITY RESIDENTIAL (R20)
- MEDIUM DENSITY RESIDENTIAL (R40)
- PUBLIC OPEN SPACE
- 30 METRE BUFFER TO HORSE STABLES SUBJECT TO FURTHER INVESTIGATION
- ABORIGINAL HERITAGE SITES
- INDICATIVE DEVELOPMENT BO UNDAARY
- MANGROVES
- DUAL USE PATH
- GEOLOGICAL AREAS
- A** DUNE SAND
- B** ESTUARINE DEPOSIT
- C** LIMESTONE

LAND USE / LOT YIELD ANALYSIS

GROSS DEVELOPABLE AREA	27.16HA
CARAVAN PARK	4.3HA
GROSS RESIDENTIAL AREA	22.86HA
PUBLIC OPEN SPACE	2.36HA (10%)
LOW DENSITY R20	9.66HA
MEDIUM DENSITY R40	4.12HA
ROADS	6.72HA
R20 138 LOTS @ 700SQM	
R40 137 LOTS @ 300SQM	
TOTAL LOT YIELD	275

4. TOWN PLANNING CONSIDERATIONS

4.1. STRATEGIC PLANNING

4.1.1. State Planning Strategy 2050

The State Planning Strategy 2050 was adopted in 2014 by the Western Australian Planning Commission (WAPC). The State Planning Strategy provides the strategic context for planning and development decisions throughout the State.

The Strategy indicates increased urban development in regional communities is important to the future growth of the State and avoidance of urban sprawl:

Urban intensification and regional expansion at appropriate locations can counteract a tendency towards development that leads to urban sprawl and the convergence of urban settlements.

The vision for the State under the Strategy includes achieving "a liveable state; the place of choice for the brightest and best". In describing this vision, the Strategy highlights the importance of accessibility to affordable and timely land in regional areas:

Regional Western Australia will be robust, interconnected and have timely, cost-effective and superlative access to education, health, housing, social welfare and cultural pursuits.

The identification and rezoning of the subject site will ensure that Port Hedland is more appropriately future proofed in terms of land assembly, and allow the timely supply of housing to the market compared to the previous 5 years of rapid growth. High amenity areas being available on, or as close to, market demand will lead to more timely and affordable release of land. This will improve opportunities for people and employees to reside in the community as opposed to resorting to FIFO options due to land shortages and time delays in land assembly.

A key principle of the Strategy includes conserving the States natural assets through sustainable development:

A careful and managed balance of conservation and development will ensure the State can sustain its growth and prosperity over the long term.

Consideration of the rezoning of the subject site has involved an extensive and conservative approach to development having regard to the adjoining sensitive environmental system of Pretty Pool Creek. Effective management of the environment through detailed consideration of potential impacts have defined this Scheme Amendment. Any future development of the subject site will be required to be sensitive to this system.

4.1.2. Port Hedland Air Quality and Noise Management Plan

In 2009, the State Government appointed the Port Hedland Noise and Dust Taskforce to review issues associated with the interactions between residential areas and port operations in the 'West End' of Port Hedland (defined by all land west of Taplin Street).

The Port Hedland Air Quality and Noise Management Plan was endorsed by the State Cabinet and released in March 2010. The Management Plan established a number of key areas to better manage the land use conflict and associated potential health risks:

- health risk assessment and analysis;
- environmental management controls;
- land use planning;
- industry initiatives; and
- governance.

The land use planning initiatives focused on the preparation of a broader Development Plan for Port Hedland which achieved the following:

- identify sites for proposed new development within the entirety of Port Hedland;
- promote future residential development predominantly in eastern Port Hedland;
- identify appropriate locations in the West End of Port Hedland for redevelopment as additional commercial premises, entertainment complexes and short stay accommodation facilities;
- provide greater guidance on residential density, dwelling types and building design for all areas of Port Hedland; and
- prescribe additional planning controls to address amenity issues associated with living in an area with elevated noise and dust levels.

These recommendations informed the Local Planning Strategy and the East and District Structure Planning. These documents identified the subject land as appropriate for development in the medium term. Rezoning land in the eastern areas of Port Hedland is a key element of the implementation of achieving the above strategic objectives. Rezoning the subject site to allow for future residential development will contribute to the overarching goal of promoting and providing for residential accommodation in the East of Port Hedland.

4.1.3. Pilbara Planning and Infrastructure Framework

The Pilbara Planning and Infrastructure Framework (PPIF) was adopted by the Department of Planning to provide strategic direction for the future development of the Pilbara region over the next 25 years. It seeks to ensure that development and change in the Pilbara is achieved in a way that improves people's lives and enhances the character and environment of the region.

The key actions in the PPIF regarding the settlement patterns and housing identified include the following relevant points:

- *Identify areas of land for community and recreational needs in growth and redevelopment areas through zoning in local planning schemes.*
- *Facilitate private sector involvement in urban land development.*
- *Continue to undertake work that focuses on accelerating land releases for housing.*
- *Provide serviced residential land in identified growth areas to meet the needs of the labour market.*

The ultimate vision set out in the PPIF for Hedland is an aspirational target of 50,000 people considers with the 'Pilbara Cities' vision announced by the State in 2009. To achieve this aspirational target, continued land development and land release will be required to encourage investment and provide for growth.

4.1.4. Pilbara's Port City Growth Plan – Town of Port Hedland Adopted Local Planning Strategy

Pilbara's Port City Growth Plan was endorsed by the Town of Port Hedland and adopted by the Western Australian Planning Commission as a Local Planning Strategy for the Town of Port Hedland. The Growth Plan sets out the following overarching vision:

"A nationally significant, friendly City where people want to live and are proud to call home."

A key theme of the Growth Plan is:

Housing Diversity & Land Supply Capacity – providing an orderly and adequate supply of affordable land along with increased choice in affordable housing products and tenure options to cater for a diverse and permanent population.

The Local Planning Strategy identifies affordability and accessibility to housing as critical issues affecting future growth, and identifies key actions:

- Immediately address critical housing shortage through using Council held land, utilising high quality modular construction methods and providing incentives and other forms of inducement to deliver housing in the next six to twelve months; and
- Identification of priority land release sites to facilitate significant immediate and short term housing development in a variety of locations.

The subject site was identified as part of the broader East End Village, being an area suitable for accommodating residential development to meet demand.

The subject site is identified within Precinct 2 of Pilbara's Port City Growth Plan. The subject site is identified as 'Residential - Medium Density' (refer **Figure 8**). Relevant implementation factors associated with urban development of the broader precinct include coastal hazard management measures and environmental factors. All matters have been addressed in the technical reports supporting this Scheme Amendment.

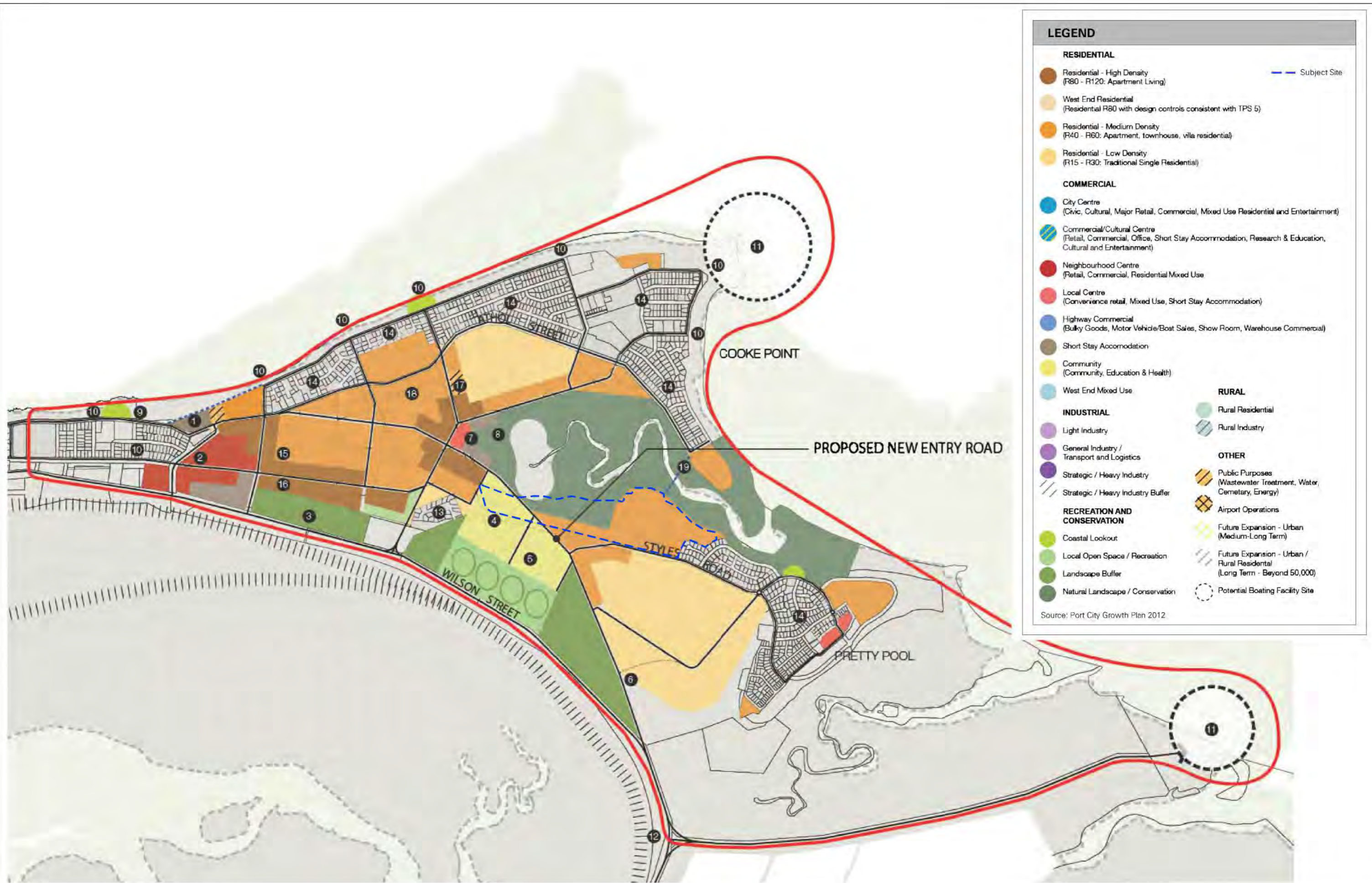
In light of the above, an amendment to facilitate future residential development of the subject site is therefore consistent with the Town of Port Hedland Local Planning Strategy.

4.1.5. East End Village District Structure Plan

During 2012, LandCorp engaged a consultant team to progress district structure planning for the broader East End of Port Hedland including the subject site. The document has not been adopted by the Town of Port Hedland or the WAPC and therefore has no statutory weight. It does however inform the broader vision for development of the eastern area of Port Hedland.

The preferred concept identified an area similar to the proposed subject site, albeit slightly larger than that which is currently proposed as part of this Scheme Amendment. A slightly reduced subject site has been formulated following the detailed inputs from various technical consultants. It represents a more logical and achievable development area when potential impacts from adjoining sensitive environmental areas is considered (refer **Figure 9**).

The concept planning completed in conjunction with this Scheme Amendment, does not contemplate commercial development. Details on the preferred location for any future commercial development in the East End will be determined through economic analysis at the





Development Planning Stage. However, the 'Urban Development' zone under TPS5 does not preclude commercial development from occurring.

In light of the above, the amendment is consistent with the broader structure planning completed for the East End of Port Hedland.

4.2. State Planning Policies

4.2.1. Statement of Planning Policy 2 – Environmental and Natural Resources Policy

SPP2 has been adopted to define the principles and considerations that represent good and responsible planning in terms of environment and natural resource issues within the framework of the State Planning Strategy. The policy is particularly relevant given the adjoining mangrove habitat associated with Pretty Pool Creek. Relevant measures within the Policy are addressed below.

General Measures

The proposed amendment is consistent with the general measures of the policy.

The subject site has been defined through detailed modelling of potential impacts on the Pretty Pool Creek system. This has followed several iterations based on inputs from the environmental and hydrology team. The final area for development has been defined to an area that results in no net increased impact on the natural environmental system of Pretty Pool, due to:

1. Effective environmental management measures consistent with the recommendations of RPS and the Cardno Local Water Management Strategy will ensure quality environmental outcomes to the creek system and mangrove habitat to the north will be achieved where possible.
2. The land does not contain any significant natural resource (i.e. mining asset) based on the best available information of the time of preparing this amendment request.
3. Anthropos Australis archaeological consultants were engaged by LandCorp to meet with the traditional owners, the Kariyarra people, to identify potentially significant heritage features:
 - a. The Pretty Pool creek system will not be affected nor will public access to the creek. No impact to this important feature will therefore occur.
 - b. The amendment area includes four heritage sites. The preparation of a Development Plan over the land will be required to ensure the protection of these important features consistent with the recommendations of the Anthropos report.
4. Climate change has been properly considered through coastal planning assessments completed by Cardno in accordance with SPP2.6.

Water Resources

Cardno completed a detailed Local Water Management Strategy (LWMS) which considers potential impacts in accordance with the WAPC's Better Urban Water Management Guidelines. The LWMS demonstrates potential impacts can be properly managed through implementation of appropriate measures. Preparation of the LWMS included consultation with the Department of Water. Further detailed on measures recommended are addressed in this report in relation to review of SPP 2.9 – Water Resources.

Air Quality

As outlined previously, continuing to develop plans which provide for longer term residential solutions in the East End of Port Hedland is consistent with the recommendations of the Port Hedland Air Quality and Noise Management Plan. This Scheme Amendment will assist in de-risking land outside of the identified dust affected areas and offer opportunities residential development in the East End of Port Hedland.

Soil and Land Quality

Despite the challenging soil conditions of the subject site, particularly associated with the estuarine deposits, investigations by Coffey determined soil conditions can be overcome through effective engineering responses, including the extensive fill required to be imported to meet coastal planning requirements under SPP2.6. These recommendations are included in Section 9 and 10 of the detailed geotechnical report provided as an appendix to this report.

The land is not known to be contaminated nor has it been used in the past for any use which may have resulted in contamination. None of the proposed uses contemplated within the subject site as shown in the concept plans are anticipated to cause contamination.

The subject site is identified in the Department of Environmental Regulation's database predominantly as 'moderate to low' risk of Acid Sulphate Soils occurring within 3 metres of the natural soil surface. There are small areas of 'High to Moderate' risk areas. Due to the extent of fill required to develop the land, it is not anticipated acid sulphate soils will pose a risk to development. More detailed investigations can be completed to confirm this at the time of preparing a Development Plan to guide subdivision.

Biodiversity

RPS environment was engaged to complete an Environmental Assessment Report to inform the overall Scheme Amendment area and support the potential residential development of the land. A copy of the full report is included as an appendix to this report. The report was also informed by a detailed Mangrove Impact Assessment completed by Cardno, included as an appendix to this report.

The key findings of the RPS report include the following:

- the modelling and impact matrix completed by Cardno demonstrates there would be no direct losses or impacts to the existing mangroves as a result of the development;
- an appropriate separation distance of at least 25m is maintained to the Pretty Pool Mangroves;
- limited environmental impacts resulting from clearing of natural vegetation within the land;
- light spill to Pretty Pool rookery being negligible due to the setback of the land on the provision that development is controlled to single storey and effective lighting design management measures are employed;
- noise impacts are within guidelines set out by Statement of Planning Policy 5.4;

- effective measures may be required to effectively manage the potential of mosquito breeding resulting from pooling in the development area;
- a preliminary site investigation (PSI) should be carried out during the next phase of work given the potential of asbestos being used in the historical development of the Port Hedland Pony and Turf Club lease areas;
- Pretty Pool creek is of a low significance as habitat for conservation of significant waterbird species than other areas identified around Port Hedland; and
- implementation of the measures outlined in Cardno's LWMS will achieve results which manage impacts to water resources.

To manage all potential impacts to the biodiversity and natural environment, a number of detailed management actions have been recommended by RPS which can be implemented throughout the life of the project with a number of management plans required either during the preparation of a Development Plan or as conditions of subdivision approval. These management plans include:

- Mangrove Management Plan;
- Foreshore Management Plan;
- Construction Management Plan;
- Acid Sulphate Management Plan (if required);
- Lighting Design Guidelines;
- Urban Water Management Plan;
- Mosquito Management Plan (if required); and
- Cultural Heritage Management Plan in accordance with relevant legislation.

The required measures which are needed to inform/ support the preparation of a Development Plan are proposed to be included within Town of Port Hedland Town Planning Scheme No. 5. This is consistent with the approach for other recent amendments to Urban Development Zone in Port Hedland (e.g. Scheme Amendment No. 58).

Landscape

In relation to the key decision making considerations we note the following:

1. Pretty Pool Creek and its adjoining mangrove system is an important landscape feature with a high ecological, aesthetic and social value. The rezoning of the subject site will not adversely impact this landscape feature as highlighted through the detailed environmental and hydrological analysis. Furthermore, views of the creek will not be obscured by the development as:
 - the natural limestone ridge running parallel to Styles road obscured views of the creek already; and
 - views from Athol Street to the north of Pretty Pool and Cooke Point Drive to the east will not be disrupted.
2. Public access to the creek along the northern frontage of the property will also be required to be facilitated as part of a future Development Plan and any future subdivision and development of the land.

4.2.2. Statement of Planning Policy 2.6 – Coastal Planning

The WAPC gazetted the latest SPP2.6 in July 2013. The purpose of SPP2.6 is to provide guidance for decision making within the coastal zone, including managing development and land use change. Schedule One of SPP2.6 provides guidance for calculating the coastal foreshore reserve to allow for coastal processes including present day erosion, historical shoreline movement, sea-level rise and storm surge inundation.

Cardno undertook detailed modelling of potential impacts associated with development of the land having regard to SPP2.6. Technical details of their assessment are included within the Local Water Management Strategy and Mangrove Impact Assessment which are included in the appendices.

The subject site is adequately protected from coastal erosion over a 10-year planning period by the vegetated dunes west of the land immediately adjoining the ocean, and the overall setback of the subject site from the coast line.

Cardno also previously undertook the Port Hedland Coastal Vulnerability study in 2011 where the 100 year and 500 year average recurrence interval (ARI) flood levels of 5.9m AHD and 6.6m AHD were determined for a 2110 scenario. In accordance with the requirements of SPP2.6, all development will be required to have finished floor levels of 6.6m AHD to ensure habitable buildings are at least 0.5m above the 100-year ARI and 500 year ARI event.

4.2.3. Statement of Planning Policy 2.9 – Water Resources

Cardno was engaged to prepare a Local Water Management Strategy (LWMS) in support of the proposed Scheme Amendment. The LWMS was developed to:

- provide a broad level stormwater management framework to support future urban development;
- incorporate Best Management Practices into the drainage systems that address the environmental and stormwater management issues identified;
- minimise development construction costs and ongoing operation and maintenance costs for the land owners and the Town of Port Hedland; and
- gain support from the Department of Water and Town of Port Hedland for the proposed method to manage stormwater within the development area and potential impacts on downstream areas.

The key objectives of the LWMS are:

- retain the first 15mm of any rainfall event as close to source as possible using soakwells, detention basins or rainwater tanks where appropriate;
- the first 15mm of rainfall from the road reserve is to be detained in a swale located on the northern boundary of the land;
- all additional rainfall to be conveyed northward to Pretty Pool Creek via road reserves and the swale; and
- swale to discharge any rainfall events greater than 15mm to Pretty Pool Creek, which is consistent with the conveyance of stormwater.

4.2.4. Statement of Planning Policy 3 – Urban Growth and Settlement

SPP3 sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. It is primarily intended to inform regional and local planning strategies.

Creating Sustainable Communities

The proposed Scheme Amendment will assist in the assembly of land to meet future demand in Port Hedland consistent with identified growth projections. The Scheme Amendment is therefore consistent with the following key requirement for the development of sustainable communities:

- *sufficient and suitable serviced land in the right locations for housing, employment, commercial, recreational and other purposes, coordinated with the efficient and economic provision of transport, essential infrastructure and human services.*

Managing Urban Growth and Settlement across Western Australia

Consistent with the approach outlined in SPP3, the subject site has been identified for future residential development within the Town of Port Hedland Local Planning Strategy (LPS). Rezoning the land to provide for future residential development consistent with the LPS will ensure long-term demand can be met in a timely manner. The form and development of the land will ultimately be guided by a future Development Plan.

Planning for Liveable Neighbourhoods

The preparation of a Development Plan for subdivision of the subject site will be informed by the principles of Liveable Neighbourhoods Guidelines. Concept Planning completed to inform the final development area and potential land use scenarios demonstrates how such measures can be achieved. The indicative Development Plans included to support this Scheme Amendment are consistent with Liveable Neighbourhoods for the following reasons:

- the historical use or ongoing use of the land associated with equestrian facilities has given rise to the land area being called 'The Stables' and creating a sense of unique character and identity for the area;
- the connection to and access to the recreational and environmental assets of Pretty Pool Creek will further contribute to a unique sense of place within the broader Hedland Community;
- a well-planned and interconnected network of streets with little or no cul-de-sacs mixed with high amenity pedestrian and cycling routes along the Pretty Pool frontage of the area can be effectively developed within the subject site as shown in the concept plan;
- the concept street network demonstrates a high level of street surveillance extending to public open space areas;
- the subject site is in close proximity to established public transport and school transport network which operate along Styles Road and Cooke Point Drive to the south and east of the amendment area;
- the concept planning ensures a mix of land uses from tourism to residential, providing housing and lifestyle options including low density housing which is reflective of the stronger demand within the local housing market. In addition, higher density housing is provided in the highest amenity locations within the subject site;
- protection of Pretty Pool creek and the surrounding ecosystem has defined the final Scheme Amendment area with effective management measures being considered in the concept by integration of the findings of the LWMS prepared by Cardno;
- open space and urban water management being integrated where possible, noting the unique climate and high rainfall events the Pilbara receives as opposed to Metropolitan Perth where the two matters of water management and open space area are more compatible; and

- definition of the final proposed development area and concepts for the location of densities is based on geotechnical and fill requirements to ensure land development is as affordable as possible noting regional cost variations.

Coordination of Services and Infrastructure

JDSi were engaged to consider the infrastructure and servicing requirements for the subject site. The report is included as an appendix and summarised below. Aecom were also engaged to undertake an assessment of the potential impacts on the broader road network and is included as an appendix and summarised below.

The information below shows that generally, sufficient planning has been completed by authorities to permit servicing of the subject site in the medium term. Ultimately further detailed planning through the preparation of a Development Plan closer to the time of actual development will further inform servicing requirements.

Earthworks

Finished floor levels of buildings will be required to have a minimum finished floor level of 6.6m AHD to be consistent with SPP2.6. A substantial amount of fill and earthworks will therefore be required given the existing levels within the subject site.

There is limited fill available on the subject site which can be used. Therefore the importation of fill is likely to provide the most appropriate solution. These bulk earthworks will be required to be completed to Australian Standards.

Due to the existing ground conditions of the site determined by Coffey Geotechnics, ground improvements will be required. Recommended methods for ground improvements include:

- Preload the site;
- Preload the site with wick drains;
- Vibro-replacement columns;
- Controlled modulus columns.

These conditions and requirements are not unusual for development sites within Port Hedland. Land rezoned through Scheme Amendment 58 will have similar earthwork requirements. A recent development completed by Roy Hill Housing on Lot 4 Clarke Street also encountered similar issues. Suitable engineering solutions as indicated above can deliver project feasibility.

Movement Network

Aecom was engaged to undertake a transport assessment in relation to the proposed Amendment. The findings of the assessment were as follows:

- The intersections along Styles Road are expected to operate satisfactorily as give-way intersections. The Cooke Point Drive / Styles Road intersection also operates satisfactorily in its existing configuration;
- Assessment of the Cooke Point Drive / Wilson Street intersection indicates that it would generally operate satisfactorily in its existing configuration;
- The proposed ultimate upgrade of the Cooke Point Drive / Wilson Street intersection to a signalised intersection with 3 lanes in each direction on Wilson Street is not required for the Stage 3 development.

Aecom have recommended further detailed modelling and assessment be undertaken when more information is available regarding other surrounding land development proposals. This can be completed as part of the preparation of a Development Plan to guide subdivision and development at a later date.

Sewer

The Water Corporation owns and operates waste water infrastructure in Port Hedland. They have confirmed that the subject site has received planning allowances. At this stage, it is anticipated wastewater will be captured into two separate catchment boundaries:

- West Catchment – construction of gravity main which discharges to an existing pump station located at Charles Ball Drive; and
- Eastern Catchment - construction of gravity mains with a discharge to a proposed type 90 pump station located to the south of Styles Road.

Water Supply

The Water Corporation owns and operates the potable water infrastructure in Port Hedland. It is understood that The subject site has a solid water infrastructure backbone with a 250mm diameter AC water main running along Styles Road which is supplied from 300mm diameter water mains along Cooke Point Drive.

Ultimate planning indicates that a 300P-12 water main is planned to be constructed along Cooke Point Drive. Water Corporation also confirmed that there is a planned duplicate DN250 water main along Styles Road in 2035.

Power Supply

Electricity supplies to development would originate from the Horizon Power Anderson Street Zone Substation. Anderson Street is a 132kV/22kV bulk distribution point with an electricity capacity rating of 30 MVA. All distribution feeders to the subject site are 22 kV high voltage underground with a rating of 14 MVA and are operated for security and contingency reasons at 10 MVA.

A study completed in 2010 indicated the capacity at the Anderson zone substation to be 10 MVA. Horizon Power may require a new feeder from Anderson zone substation to the development site.

Telecommunications

As a result of the Australian Government's decision to roll out a National Broadband Network (NBN), the ownership issues of delivering wholesale fibre to the home system have been transferred to the Government with a number of retail service providers likely to offer services over the network. However, should the subject site create less than 100 residential lots the development will ultimately be serviced by Telstra.

NBN's rollout database indicated the subject site is not part of any immediate rollout. The subject site is bounded by existing telecommunications infrastructure owned and operated by Telstra. It is anticipated however that due to the size and diversity of development, NBN will be the communication provider for this subject site in the future. However, if the rollout does not occur before development, Telstra will be required to provide communication assets as a minimum.

Gas

Gas is not a reticulated asset within Port Hedland and is not an option for supply.

4.2.5. Statement of Planning Policy 3.4 – Natural Hazards and Disasters

The purpose of SPP3.4 is to inform and guide the WAPC in the undertaking of its planning responsibilities, and in integrating and coordinating the activities of State agencies that influence the use and development of land.

The Scheme Amendment area has been defined having regard to key Hazard risks:

1. Development of the area to prevent exposure to flood and storm surge risk will require the land to be substantially filled, or alternative housing methods employed. Geotechnical investigations have confirmed the Scheme Amendment area has an

existing soil base which can support large quantities of fill subject to detailed engineering design. Avoidance of flood and storm surge impacts is therefore achievable.

2. The Port Hedland Coastal Vulnerability Study highlights the amendment area is not affected by coastal erosion processes over a 100-year time-frame.
3. Fire management issues are addressed in relation to the Draft SPP – Planning for Bushfire Management below.
4. The land is generally flat, therefore landslides are not a consideration to the development of the land. All infrastructure will be located on imported fill brought to subject site which will be placed and designed to allow for the provision of underground services.

4.2.6. Statement of Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning

SPP5.4 was prepared to properly manage interactions between heavy freight routes and land use. The subject site is located within close proximity to a BHP Billiton Iron Ore rail line into the Port Hedland Port and Wilson Street which is a major haulage road for the transportation into and out of the Port. SPP5.4 requires the following criteria to be met for residential development:

EXTERNAL

- LAeq(Day) of 60 dB(A); and
- LAeq(Night) of 55 dB(A).

INTERNAL

- LAeq(Day) of 40 dB(A) in living and work areas; and
- LAeq(Night) of 35 dB(A) in bedrooms.

Acoustic Analysis of the potential impacts associated with the existing rail and road network on future residential development was completed by Herring Storer as part of the broader East End Structure Planning previously commissioned by LandCorp. The work completed indicates that the site meets the appropriate criteria for development as the land is situated outside the LAeq(Night) Of 44dB (A).

4.2.7. Draft Statement of Planning Policy 3.7 – Planning for Bushfire Management

This draft policy has been prepared to assist in reducing the risk of bushfire to people, property and infrastructure by taking a risk minimisation approach to development proposed in bushfire-prone areas. Given the form and density of vegetation adjoining the subject site, there is no bushfire risk associated with the area having regard to assessment criteria established under 'Planning for Bushfire Guidelines (Edition 2)'.

4.3. Local Statutory Planning Framework

4.3.1. Town of Port Hedland Town Planning Scheme No. 5

Clause 9.7 of the TPS5 relates to Scheme Amendments. These matters are addressed below:

9.7.1 The Council shall keep the Scheme under constant monitor and where appropriate carry out investigations and study with a view to maintaining the Scheme as an up-to date and efficient

means for pursuing community objectives regarding development and land use.

This is an administrative provision. However, the proposed amendment is consistent with the broader community objectives reflected through Local Planning Strategy.

9.7.2 The Council may initiate amendments to the Scheme in accordance with the Act and Regulations and shall give consideration to any request to have the Scheme amended.

This report is a formal request to amend TPS5. It has been developed in consultation with the Town of Port Hedland and includes consultation with the broader community and stakeholder groups.

9.7.3 In the case of a proposed amendment to the zoning or reservation of land, other than requested by the owner(s), the Council shall, before initiating any amendment to the Scheme, invite comment from the owner(s) of the land concerned.

The Town of Port Hedland is the responsible agency for the management of the large portion of the subject site. Consultation has been completed with the Town as part of the preparation of this amendment.

9.7.4 Council shall take into consideration any comments or submissions received in respect of a proposed amendment to the Scheme and shall only proceed with the amendment where it is satisfied the amendment would be consistent with the objectives of the Scheme and would not be contrary to the public interest.

As indicated in section 2.5 above, consultation has been completed with key stakeholders affected by the proposed Scheme Amendment. All feedback has been generally supportive of the Scheme Amendment and no specific objections have been raised by any stakeholders.

4.3.2. Local Planning Policies

There are no local planning policies which are specific to the consideration of Amendments to TPS5.

5. SUMMARY

This proposal seeks to rezone approximately 27.16 ha of land to “Urban Development” in accordance with the Town of Port Hedland Town Planning Scheme No. 5 (TPS5). Minor amendments are also proposed to Appendix 10 to ensure appropriate technical reports and management plans are addressed during the preparation of Development Plan to inform subsequent subdivision and development.

Detailed technical analysis by consultants has been completed to consider the appropriateness of rezoning the land to permit urban development in the context of the established planning framework. The indicative Development Plans have also been completed to demonstrate the land is capable of development in a manner which is consistent with the site parameters and the guidelines established through Liveable Neighbourhoods.

Ultimately, this Scheme Amendment is not intended to facilitate the immediate development of the land. The Scheme Amendment will rather assist in the orderly land assembly process to ensure there is sufficiently zoned land available to meet future demand as Port Hedland develops towards the vision of a Pilbara City with a population of 50,000 people.