

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
GP01.1	Whelans on behalf of Kevin Stubbs	Precinct 8	Supports Growth Plan and designation of Lot 126 Great Northern Hwy as rural residential.	Noted.	Note comments.
GP02.1	Bob Neville, Bloodwood Tree Association Inc. (1 of 2 submissions)	Communities and culture	The Growth Plan needs to adequately address the sustainability of real and existing communities and how community and social infrastructure will be built to accommodate population growth.	<p>Section 5.3 of the document provides a framework for future community development and strategies for place making, engagement and development. Detailed initiatives such as the recently produced Active Open Space Strategy were considered in the Growth Plan's preparation and formulation. Where gaps have been identified in planning for community development and social infrastructure, the Growth Plan recommends where further work is to be carried out (e.g. development of a cultural strategy).</p> <p>A companion document to the Growth Plan and Implementation Plan has been prepared with the assistance of FORM. This document, Port Hedland: Shaping a Cosmopolitan Port City, has been prepared to articulate the community vision and ensure the community has an accessible plan to work from. Furthermore, additional detailed consideration of community infrastructure requirements (e.g. educational facilities, health facilities) to cater for long term population growth is ongoing through the use of the Pilbara's Port City Growth Model, with these model outputs incorporated in final Growth Plan and Implementation Plan documentation.</p>	Note comments. Additional commentary included in Sections 3 and 5 of the Growth Plan to strengthen links to the 'Shaping a Cosmopolitan City' companion document and reflect latest community infrastructure requirements identified by the Pilbara's Port City Growth Model.
GP02.2	Bob Neville, Bloodwood Tree Association Inc. (1 of 2 submissions)	Infrastructure and Transport	Port Hedland needs a reticulated gas network.	Reticulated gas, whilst a long term desire, is not an essential factor in realising the Growth Plan's goals and facilitating the required levels of growth to become a city of 50,000 people. It is also beyond the scope of the Growth Plan as a land use planning and growth document to require the provision of reticulated gas.	Note comments. Growth Plan updated to strengthen Section 5.6 to highlight long term desire for reticulated gas network.
GP02.3	Bob Neville, Bloodwood Tree Association Inc. (1 of 2 submissions)	Infrastructure and Transport	The National Broadband Network (NBN) should be implemented without delay, as it is a necessary utility along with water, electricity etc.	The Growth Plan acknowledges the importance of communications infrastructure for remote towns and cities such as Port Hedland, however, it is not within the scope or power of the plan to alter or bring forward delivery timeframes of the NBN as a standalone Commonwealth project.	Growth Plan updated to further strengthen importance of high speed communications infrastructure and the NBN for supporting Port Hedland's sustainable growth and economic competitiveness.
GP02.4	Bob Neville, Bloodwood Tree Association Inc. (1 of 2 submissions)	Housing and accommodation	There is no substance in the Growth Plan as to how to overcome the issue of affordable housing, which requires a strategy and short term delivery plan of its own.	<p>The Growth Plan recognises housing affordability as a crucial and pressing issue for Port Hedland, and one that requires a multi-faceted approach to address it. The Growth Plan seeks to address this through a variety of spatial and non spatial strategies and interventions, the details of which are being set out via the associated Implementation Plan. Specific actions and initiatives recommended for implementation by the ToPH and other delivery partners include:</p> <ul style="list-style-type: none"> · Identification of priority land release sites to facilitate significant immediate and short term housing development in a variety of locations. In this regard, A number of specific land development projects have been identified in the implementation plan, both by Government (LandCorp/DoH) and the private sector, designed to bring lots onto the market in the immediate (0-2 years) and short term (2-5 years); · Increases in residential density in appropriate locations, along with greater variety in housing types to achieve greater market segmentation and diversification. · Alternate Tenure Study and Demonstration Project, investigating a variety of housing tenure options to improve affordability. · Setting up of a dedicated community housing organisation. · Development of a home based business strategy. <p>In addition to the above actions and initiatives, at a fundamental level the issue of housing affordability is strongly linked to the distorted housing and property market currently present in the City. Meaningful normalisation of the property market (and associated improvements in housing affordability) is only achievable in the longer term if short term actions are taken to accommodate the construction work force needed to build new homes.</p>	Growth Plan updated to reinforce short term priorities for improving housing affordability in Section 5.4 and links to the Implementation Plan which provides more detailed information on specific actions.
GP03.1	Bob Neville, Bloodwood Tree Association Inc. (2 of 2 submissions)	Infrastructure and Transport	Need better public transport and modern "CAT-like" buses, including an express Port-South service and morning/return services for workers in Wedgefield.	Noted. Development of a public transport strategy, along with specific improvements in existing services, is recommended by the Growth Plan and further outlined in the associated Implementation Plan. Specific service upgrades will be subject to detailed design and feasibility investigations by the Public Transport Authority, Town of Port Hedland and other stakeholders/delivery partners.	Note comments. Growth Plan updated to strengthen Section 5.6 to highlight importance of Port Hedland - South Hedland connectivity and the need to improve public transport services for key employment destinations such as Wedgefield.

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GP04.1	D Brown	General	Suggests document is too focused on the needs of BHPBIO.	<p>The Growth Plan was commissioned by the Town of Port Hedland and guided in its development by a wide range of stakeholders, including State Government Agencies, utilities corporations, local community groups, local businesses and resources companies. BHP are a key stakeholder in Port Hedland, but a much wider set of interests were considered as part of the plan's preparation.</p> <p>In preparing the draft growth plan, careful consideration was given to the role of mining and industry in Port Hedland, which accounts for the vast majority of economic activity in the area and employment for permanent and non-permanent residents. There exists a strong relationship between the activity of industry and the historic, current and future role and function of Port Hedland. For this reason, the operational elements of the port and associated infrastructure, as well as best practice land use planning and community design principles, must be fully considered.</p>	Note comments
GP04.2	D Brown	Housing and accommodation	Recommends LandCorp should sell land to low income earners at cost to help address housing affordability issues.	It is outside the scope and role of the Growth Plan to direct the commercial activities of LandCorp. Furthermore, the price of land contributes significantly less to the price of housing in Port Hedland compared with the cost of construction (primarily due to the higher cost of materials, labour etc).	Note comments.
GP04.3	D Brown	Precinct 1	Opposes dust taskforce report recommendations and requests a stop to Amendment 22 in the West End.	<p>A core element of the Growth Plan's scope and terms of reference was the Dust Taskforce Report and its recommendations for the West End of Port Hedland. The identification and implementation of land use planning responses consistent with the Dust Taskforce Report recommendations was mandated as a core project objective for the Growth Plan and long term planning for the West End.</p> <p>The role of the Growth Plan is to provide a strategic land use framework for Port Hedland to guide future local statutory planning and development. Whilst it can guide land use and future development, it cannot direct the operational activities of resources companies or the Port Authority, which are regulated through State environmental legislation and policy.</p>	Note comments. Growth Plan commentary in Sections 3.5 and 5.7.1 has been updated to further acknowledge local landowner concerns and the need to provide further clarity on future land use and development potential in the West End.
GP04.4	D Brown	Precinct 1	Supports Marina development in Precinct 1.	3 potential Marina locations are identified in the Growth Plan, and subject to detailed feasibility assessments and stakeholder consultation to inform ultimate decision making.	Note comments.
GP04.5	D Brown	Precinct 1	Requests a 4 lane road from Wedge Street to Broome Turnoff.	The Growth Plan acknowledges issues of traffic capacity on Wilson Street, and identifies that upgrades to two lanes in each direction may be required depending on the nature of other road traffic management actions (e.g. diversion of local traffic onto Anderson Street) and the ultimate success of enhanced public transport provision.	Note comments. Growth Plan updated to strengthen recommendations with regard to Wilson Street traffic capacity and upgrades.
GP04.6	D Brown	Precinct 3	Requests better noise and dust control	It is outside the scope of the Growth Plan to direct operational activities of the Port Hedland Port Authority and Port Users, however, the responsibility of industry to manage operational impacts on surrounding urban areas is a key issue and could be acknowledged further in the Growth Plan report.	Note comments. Growth Plan updated to note industry responsibility with regard to the management of off-site operational impacts.
GP04.7	D Brown	Precinct 9	Keep the racecourse in town (the East End) instead of moving it to Precinct 9	Any potential relocation of the racecourse is ultimately subject to agreement of the Port Hedland Turf Club. The Growth Plan has considered the relocation in Precinct design options to demonstrate the urban development potential of existing established areas in the East End. The co-location of the racecourse with other recreational facilities and the waste water treatment operations (potentially allowing the reuse of treated water on recreation sites) is a highly efficient and more sustainable development scenario in the long term.	Note comments
GP04.8	D Brown	Precinct 11	High level of support for work to date	Note comments.	Note comments
GP05.1	J Brown	General	Port Hedland is not a mining town, but a town of permanent residents.	Refer response to GP04.1	Note comments.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
GP05.2	J Brown	Housing and accommodation	Too many FIFO camps. Need more affordable housing for families.	<p>Affordable housing is a core challenge and priority theme as identified by the growth plan. A range of strategy responses (including immediate release of priority housing sites for permanent accommodation, along with forms of short stay accommodation) are identified by the Growth Plan and associated draft implementation plan. (Refer response to GP02.4 regarding increased affordable housing provision).</p> <p>The immediate provision of short stay accommodation is required to provide additional worker accommodation (including domestic construction workers) and facilitate the ongoing development of permanent family housing. The Growth Plan recognises the importance of providing transient workforce accommodation (TWA) in appropriate locations, and acknowledges that there are a number of different forms/types of TWA, each having different site requirements and local impacts to be considered. For example, long term operational TWA accommodation required to service major strategic projects such as the outer harbour will have different locational/operational needs (and local impacts) compared with a short term TWA camp required to accommodate workers constructing smaller, stand-alone developments.</p> <p>Whilst many TWA projects are necessary in the short term, not all TWA proposals are appropriate and can have disbenefits if poorly located and/or designed. It is important that TWA proposals are considered in terms of their 'legacy' provided to the City, and that they demonstrate a commitment to longer term 'City Building' in their own right. Opportunities exist to strengthen the planning policy framework in this regard to ensure new TWA developments are assessed and implemented in a manner consistent with their role, function and demonstrated ability to contribute positively to long term 'City Building'.</p>	<p>Note comments. Growth Plan updated to include additional commentary in Sections 3 and 5 strengthening links to the 'Shaping a Cosmopolitan City ' companion document and reflecting latest community infrastructure requirements identified by the Pilbara's Port City Growth Model.</p> <p>Growth Plan updated to include additional commentary to clarify the role and importance of FIFO and TWA in addressing issues of housing affordability, and the need to ensure TWA proposals positively and appropriately contribute to the sustainable development of Port Hedland and the strengthening of its communities.</p>
GP05.3	J Brown	Precinct 1	Dust is non-toxic - get mining companies to do dust suppression and stop Amendment 22.	Refer submission GP04.3 above with regard to dust issues, role of industry and land use conflicts in West End.	Refer GP04.3
GP05.4	J Brown	Precinct 1	Encourage development of marina and additional boating facilities.	Acknowledge precinct specific comments and support for Marina in Yacht Club location (identified as one of three potential marina / boating facility locations in the Townsite). Refer response to GP04.4.	Refer GP04.4
GP05.5	J Brown	Precinct 3	Request better noise and dust control.	Refer response to GP04.6	Refer GP04.6
GP05.6	J Brown	Precinct 5	Suggest transporting salt via conveyor to harbour, rather than via trucks.	It is understood that such an arrangement has been/or is being considered by Dampier Salt, however, such a concept is not fully developed at this stage. The Growth Plan does not, however, limit opportunities for such a solution to be developed and implemented in the future should it be deemed feasible and appropriate.	Note comments.
GP05.7	J Brown	Precinct 7	No more FIFO camps.	Refer response to GP05.2	Refer GP05.2
GP05.8	J Brown	Precinct 8	Supports use for housing, affordable housing and small farm lots.	Note comments.	Note comments.
GP05.9	J Brown	Precinct 9	Supports use for housing, affordable housing.	Note comments.	Note comments.
GP05.10	J Brown	Precinct 11	South Hedland coming on great - need more affordable housing.	Note comments on South Hedland progress. Refer GP02.4.	Note comments.
GP05.11	J Brown	Precinct 12	Need more affordable housing.	Note comments. Refer GP02.4.	Note comments.
GP05.12	J Brown	Precinct 13	Need more housing for families.	Note comments. The vision and intent for Precinct 13 is to provide housing consistent with this submission.	Note comments.
GP05.13	J Brown	Precinct 14	No short stay accommodation. Need more family housing.	Note comments. The vision and intent for Precinct 13 is to provide housing consistent with this submission.	Note comments.
GP06.1	A. F. Ferdeline	Communities and culture	Port Hedland is currently 'a slouch' when it comes to good food, hip culture, botanical gardens, well-appointed museums etc. Suggests working towards a future where fine dining, good coffee and a 'hip vibe' attracts artists, bohemians, scientists and professionals.	<p>At a fundamental level, the Growth Plan recognises this desire to offer a more cosmopolitan and vibrant urban environment for its future residents. A diversified economy, increased urban density, improved public transport and enhanced cultural offerings are all key elements of this future.</p> <p>A companion document to the Growth Plan and Implementation Plan has been prepared with the assistance of FORM. This document, Port Hedland: Shaping a Cosmopolitan Port City, has been prepared to articulate the community vision and ensure the community has an accessible plan to work from.</p>	Note comments. Growth Plan updated to include additional commentary in Sections 3 and 5 of the Growth Plan to strengthen links to the 'Shaping a Cosmopolitan City ' companion document.

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GP06.2	A. F. Ferdeline	Environment	Need to achieve a 'greener future' through measures such as carbon reduction via wind power, cleaning up the harbour and air quality improvements.	Environmental Protection and Change Adaptation' is a core theme of the Growth Plan, and embraces many of the elements raised in the submission. It is acknowledged, however, that further commentary can be provided in Section 5 of the Growth Plan (particularly Section 5.3) to cover the full scope of growth plan objectives under this theme.	Note comments. Growth Plan updated to include additional commentary in Section 5 regarding local environmental quality/amenity.
GP06.3	A. F. Ferdeline	Housing and accommodation	Need to increase urban density	This is a core component of the Growth Plan strategy for future growth and essential to achieving the population goal of 50,000 people. Appropriate increases in urban density, particularly around key activity centres is encouraged and provided for in the relevant Precinct Plans.	Note comments
GP06.4	A. F. Ferdeline	Infrastructure and Transport	Contemplates a future city with bicycle 'superhighways', reliable and accessible public transport network, and free public wi-fi hotspots.	An efficient and effective transport system, with increased emphasis on public transport and cycling is a core component of the Growth Plan vision. Detailed project investigations are required (outside the scope of the Growth Plan) to consider the feasibility of bicycle superhighway and wifi hotspot projects.	Note comments. Growth Plan updated to ensure core transport and infrastructure objectives are linked to Section 5 strategies, particularly with regard to public transport and communications infrastructure.
GP07.1	M. Vrancic and L. Jones	Precinct 4	Strong opposition to rural/industrial classification for Redbank. Propose a Mixed Use classification where proposals assessed on merit. Oppose tourism uses at Redbank given sandfly issues.	<p>In determining appropriate land use classifications for the Redbank Precinct, consideration was given to concerns relating to public health and nuisance (midges/sandflies etc), traffic movement and safety (particularly at the highway intersection), and long term suitability of residential dwellings in locations where potential land use conflicts exist (e.g. residential vs industrial and strategic industrial).</p> <p>In preparing the Growth Plan, the project team was strongly advised against any tourism land use given public health and nuisance concerns (e.g. sandflies and midges) which have become more apparent in the time since the Land Use Master Plan (LUMP) was released. It is noted that the submission opposes any tourism use given these sandfly issues.</p> <p>'Mixed Use' is not considered an appropriate land use classification for the Redbank precinct for the following reasons:</p> <ul style="list-style-type: none"> · 'Mixed use', by its definition, provides for a mix of residential and non-residential land uses, thereby potentially facilitating additional residential development in an area where concerns exist around public health, nuisance and land use conflict. · The long term/ultimate land use scenario contemplated by the growth plan is one that is consistent with (and potentially an extension of) surrounding strategic industrial port related land uses. An interim land use scenario of Mixed Business is considered at odds with this ultimate intent and is not supported. · A 'rural industry' land use mix is consistent with existing development in the area, acknowledging the existence of residential dwellings in the precinct along with a mix of rural/agricultural light industrial uses. 	Note comments. Growth Plan updated to provide further Precinct 4 commentary around land use permissibility and key planning issues.
GP08.1	D. Ford and C. Picks	Precinct 4	Similar to GP07.1. Opposes Rural/Industrial, proposes 'mixed-use'. Opposes any tourism given sandflies.	Refer to response to GP07.1 above.	Note comments. Refer to GP07.1 above.
GP09.1	M. Kain, Down South Wines, owner of 21-23 Anderson Street	Precinct 1	<p>Submission is supportive of Growth Plan and vision for vibrant, pleasant, attractive West End.</p> <p>Contemplates a vision for the West End seeing multi-storey development of up to 4 levels, with a variety of retail, commercial, office space and short stay accommodation.</p> <p>Suggests land should be classified as 'Short Stay Accommodation - Mixed Business' and not simply 'Mixed Business'.</p>	<p>The Growth Plan identifies the area in question as 'West End Mixed Use' rather than 'Mixed Business' as suggested by the submission. The land's identification as 'West End Mixed Use' is consistent with the objectives outlined in this submission and would potentially allow for a variety of business <u>and</u> short-stay residential land uses to improve local vitality and activity.</p> <p>This matter can be further clarified in the Precinct 1 commentary to avoid confusion.</p>	Growth Plan updated to include additional Precinct 1 commentary regarding intent of 'West End Mixed Use' area.

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GP10.1	Hightower Planning and Development on behalf of T. Martin, owner of No. 88 Anderson Street	Precinct 1	<p>Submission suggests providing more flexible land use controls and recommends nominating the West End Light Industrial area as a 'Mixed Business' or 'Commercial' area to assist in relieving shortage of office and retail floor space in the Town Centre.</p> <p>Suggests that land use planning and supply of industrial land should aim to facilitate and encourage industry, particularly port side industry, to relocate to the western side of the port and internal areas such as Lumsden Hub.</p>	<p>The desire to accommodate further commercial, professional services and office development in the existing Light Industrial area (particularly in the immediate vicinity of Anderson Street) is consistent with the Growth Plan vision for the Precinct. The light industrial land use as nominated by the Growth Plan, however, does not necessarily prohibit office and commercial development in this area, and simply reflects the desire to 'lighten' the existing industrial area. Suggest including further wording within the Precinct 1 commentary to clarify this intent, and acknowledge the area's suitability for commercial and office land uses, particularly for properties fronting Anderson Street.</p> <p>As noted on the plan, final land use and development is subject to further detailed planning investigations. Detailed consideration of land use permissibility within this area (consistent with the Growth Plan vision) will most appropriately be dealt with by a Town Planning Scheme Amendment process and/or Development Plan for the area.</p>	Growth Plan updated to strengthen Precinct 1 recommendations with regard to 'lightening of the existing industrial area', and opportunities for further office and commercial development, particularly in the vicinity of Anderson Street.
SA01.1	Department of Water (DoW)	Infrastructure and Transport	DoW supports the Pilbara Port City Growth Plan and the move from regional town to Pilbara City. DoW looks forward to being involved and can provide guidance on Water Sensitive Urban Design (WSUD) and a Regional Water Management Plan.	The Department's comments are noted.	Note comments.
SA02.1	Department of State Development	Precinct 15	Requests text edits regarding Boodarie Strategic Industrial Area and Precinct 15	Acknowledge comments and agree suggested edits.	<p>Growth Plan updated to :</p> <ol style="list-style-type: none"> Update Figure 5.7 to reflect outer harbour rail and stockyard corridor as previously shown on Figure 1.5. Modify text on Page 130, Section 5.7.15 to include following statement "The Boodarie Strategic Industrial Area is recognised as a priority strategic industrial area by the State and Structure Planning for the Estate is funded under the Cabinet-endorsed Heavy Use Industrial Land Strategy. The area supports major downstream processing..."
SA03.1	WaterCorp	Infrastructure and Transport	<p>Provides advice in respect of current servicing capabilities and land matters associated with infrastructure projects, necessary to enhance the capacity of water and wastewater services. Suggest the Growth Plan emphasise the adoption of maximum water efficiency principles, and direct development to maximise water efficiency outcomes.</p> <p>Suggest the following matters be reflected by the Growth Plan:</p> <ul style="list-style-type: none"> - Identification and protection of SH Distribution Main; - Identification and protection of the Yule Bore Main Corridor; - Identification and protection of the required expansion of the PH Water Supply Tank Site. - Identify the existence of the 500m odour buffer to the PH WWTP as a current constraint to development and identify no occupation of residential development is to be permitted, until such time that the WWTP has been decommissioned. - PH Waste Water Pumping Station be appropriately depicted and protected within the Growth Plan. - Recommends the Growth Plan depicts the planned expansion of the SH WWTP site for its intended use along with the associated odour buffer. 	<p>Note advice regarding water supply capacity constraints and upgrades. This advice is consistent with advice previously provided by the WaterCorp during the Growth Plan's development.</p> <p>Acknowledge and agree suggested modifications to Growth Plan Precinct Plans and associated text.</p>	<p>Growth Plan updated to further emphasise adoption of water efficiency principles, as well as acknowledge constraints associated with decommissioning timeframes for the Port Hedland WWTP.</p> <p>Update Growth Plan maps to reflect the following:</p> <ol style="list-style-type: none"> South Hedland Distribution Main Yule Bore Main Corridor Port Hedland Water Supply Tank Site Port Hedland Transfer Pumping Station South Hedland WWTP site expansion.
RI01.1	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	General	Congratulates ToPH for providing vision for next 20 years.	Comments are noted.	Note comments
RI01.2	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Housing and accommodation	<p>The release of affordable serviced land is the principal priority for all other initiatives, and there is an imperative to provide this land in the immediate term.</p> <p>Suggests inclusion of the term 'affordable' in the Housing Diversity and Land Supply Capacity theme.</p>	<p>Refer response to GP02.4 in relation to 'Housing Affordability'.</p> <p>The Growth Plan explicitly acknowledges that 'housing has been identified as by far the most critical issue and impediment to future economic growth, and that failure to address the housing issue could impair all future growth.</p> <p>Further emphasis on 'affordable land' and 'affordable housing products' can be made in Section 2.</p>	<p>Refer GP02.4</p> <p>Growth Plan updated to include explicit references to 'affordable land' and 'affordable housing products' in Section 2.</p>

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RI01.3	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Housing and accommodation	<p>The current housing shortage is having a significant impact on Aboriginal residents of Port Hedland, forcing them to live in caravan parks, share dwellings and become increasingly homeless. The lack of public housing needs to be addressed as part of the Growth Plan, along with other housing alternatives such as refuges and hostels for disadvantaged people.</p> <p>Recommend including an additional objective to the Housing Diversity and Land Supply theme diagram on Page 31 - 'All residents shall be living in houses by [year]'.</p> <p>Concern that the Housing Diversity and Land Supply objectives may be compromised by competing interests of affordability and investor returns. Investors seeking profit returns of sometimes 25% or more inhibits the ability to achieve any form of affordable housing provision.</p>	Comments are noted with regard to housing affordability and investment expectations. Comments regarding current accommodation/homelessness issues for Aboriginal residents are noted and should be further acknowledged/addressed in Growth Plan.	Growth Plan updated to include new commentary in Section 3 identifying housing and accommodation issues for indigenous Australians living in Port Hedland and surrounds. Section 2 core themes and objectives updated to further emphasise needs of Indigenous residents.
RI01.4	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Communities and culture	For the Strengthening Communities and Culture theme diagram on Page 30, suggest including an additional objective referring to 'One City, one Culture'. This is an aspiration for Port and South Hedland to eventually merge in a cultural sense over time.	Strengthened links (both physical and cultural) between Port and South Hedland are key to realising the Growth Plan's vision of a (single) City of 50,000 people. Further reinforcement of this objective can be made throughout the document.	Growth Plan updated to include additional commentary with regard to strengthening cultural and physical links between Port and South Hedland.
RI01.5	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Communities and culture	<p>The provision of additional primary and secondary schools are mentioned in the document, but there is little to no mention of Aboriginal children/youth. A proactive approach to aboriginal education should be demonstrated in the plan.</p> <p>A mechanism need to be included in the Growth Plan to address the education of indigenous children and adults. Programs to increase attendance (such as feeding programs, shuttle buses and mentoring/role model programs) should be included in any education plan.</p> <p>The weekday boarding school for indigenous students mentioned on page 76 was unclear with regard to funding models (public, private?).</p>	<p>The core theme of 'Strengthening Local Communities and Culture' articulated in the Growth Plan acknowledges the need to provide a city of education choice and close the gaps in employment outcomes. There is scope, however, to strengthen these messages further. Funding models would need to be explored further as part of detailed investigations for any potential weekday boarding school initiative. Detailed consideration of specific funding models for initiatives of this type is outside the scope of the Growth Plan.</p>	Note comments. Growth Plan updated to further acknowledge indigenous education challenges and opportunities and clarify specific initiatives and strategic responses (e.g. improvements in alternative transport provision etc).
RI01.6	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Communities and culture	<p>With their strong connection to the coastline and inlets surrounding the coast, significant input should be sought from the Karriyarra community.</p> <p>Aside from Aboriginal art, there are many more aspects that have not been mentioned in the Growth Plan, including:</p> <ul style="list-style-type: none"> - annual celebration of manhood; - Dreamtime stories; - Aboriginal dance and song; - Hunting; and - Aboriginal languages. 	Whilst the Growth Plan does acknowledge the Karriyarra people as traditional owners (Section 3), further acknowledgement should be made throughout the document, including in Section 5 with regard to future planning and engagement with the indigenous community (particularly with regard to coastal environments). Section 3.4 (Living Legacy) of the Growth Plan provides substantial commentary and acknowledgement of Aboriginal heritage and the need to sustain these cultural assets through the continuation of such traditions such as stories, language, dance and song.	Growth Plan updated to include additional references to the Karriyarra people, particularly with regard to future planning and engagement.
RI01.7	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Communities and culture	Section 5.2.4 mentions assisting local businesses, but doesn't explicitly mention developing new aboriginal businesses. Also no mention of the opportunities/programs on offer to involve indigenous people in the workforce.	Section 5.2.4 can be amended to include explicit references to aboriginal business opportunities and employment programmes.	Growth Plan updated to include explicit references in Section 5.2.4 to aboriginal business opportunities and employment programmes.
RI01.8	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Communities and culture	Suggest including not for profit organisations, driving schools, buses and mini bus shuttles in the table on Page 69.	Comments noted and agreed.	Growth Plan updated to include additional references.
RI01.9	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Communities and culture	Requests that elements of Landcorp's Reconciliation Action Plan (RAP) be acknowledged and supported by the Growth Plan.	It would be appropriate for Council to adopt a Reconciliation Action Plan (RAP) of its own if it is to be included or referenced in the Growth Plan or other similar strategic documents. Nevertheless, additional narrative should be included in the Growth Plan which recognises the need to address indigenous inequality, provide socio-economic development opportunities and improve education and employment for Indigenous people.	Growth Plan updated to include additional text in Sections 2, 3 and 5 to strengthen commentary in relation to issues affecting indigenous communities.

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RI01.10	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Infrastructure and Transport	<p>A lack of public transport provision is closely linked with challenges of Aboriginal employment and education. Opportunities exist to develop local (Aboriginal owned) transport companies that deploy mini vans that are cheaper to operate than large buses.</p> <p>A lack of driving license is another impediment for transport/education needs of the indigenous community. There are not enough driving schools, with lessons needing to be booked weeks in advance.</p>	<p>The Implementation Plan identifies the need to prepare a Public Transport Strategy as a means of providing an accessible city where public transport is readily available.</p> <p>Further identification of key opportunities (local transport companies) and constraints (lack of driving schools) with regard to indigenous education and employment should be included in Section 3 of the Growth Plan (along with potential strategies to address these issues in Section 5).</p>	Growth Plan updated to identify of key opportunities (local transport companies) and constraints (lack of driving schools) with regard to indigenous education and employment, along with responses to these issues in Section 5.
RI01.11	Fortescue Metals Group (Ford Murray, Manager, Community Relations)	Precinct 1	Land owner expectations and historical/cultural significance are mentioned as considerations for planning in the West End, but more explicit reference to the preservation/protection of historic indigenous sites is needed.	The preservation and protection of historic indigenous sites is of paramount importance in the ongoing sustainable development of Port Hedland. Further reference to this requirement can be made in the Precinct 1 specific commentary within Section 5.	Growth Plan updated to include additional references to the protection of historic indigenous sites in Precinct 1.
RI02.1	Dampier Salt Limited (Rio Tinto)	General	DSL is supportive of Growth Plan vision, objectives and initiatives.	Comments in support of the Growth Plan are noted;	Note comments
RI02.2	Dampier Salt Limited (Rio Tinto)	Housing and accommodation	Supportive of affordable housing initiatives in the Growth Plan.	Comments are noted.	Note comments.
RI02.3	Dampier Salt Limited (Rio Tinto)	Communities and culture	It is vital the associated educational, health and other social infrastructure is developed in line with housing growth. Supportive of the integrated nature of key proposals in the Growth Plan.	Comments are noted. Refer response to submission GP02.1.	Note comments.
RI02.4	Dampier Salt Limited (Rio Tinto)	Infrastructure and Transport	Concern that additional heavy traffic movements along Port Hedland Road/Wilson Street corridor may have been underestimated in analysis. The dual lane option along Wilson Street should be a priority to allow safe passing opportunities for light vehicles.	Comments are noted. Refer response to GP04.5.	Note comments. Refer GP04.5
RI02.5	Dampier Salt Limited (Rio Tinto)	Environment	Concern over increased use of 6 mile creek area for coastal access given proximity of salt pond operations - both in terms of public safety and potential impacts on the coastal environment. DSL keen to see this issue addressed in further detail and participate in discussions to find a sustainable solution.	While the Growth Plan advocates the opportunities for increased enjoyment of the Town's coastal assets, the Town of Port Hedland (in consultation with other relevant stakeholders, and consistent with existing legislative and policy mechanisms) will need to ensure future access is managed in a controlled and sustainable fashion. Additional commentary should be included in the Growth Plan to clarify this requirement and the need for further investigations and discussion with Stakeholders.	Growth Plan updated to include additional commentary acknowledging coastal access considerations and requirement for a collaborative approach to identifying sustainable solutions.
RI02.6	Dampier Salt Limited (Rio Tinto)	Infrastructure and Transport	There are little to no recycling options available in Port Hedland, and this issue does not appear to be addressed in the Growth Plan. Would like to see a waste management plan for the expanding community that incorporates better options for recycling and reuse/resale.	The lack of reference to waste management and recycling is noted. Further commentary on this issue is to be included within Growth Plan sections 3 and 5, and will be further addressed in the Implementation Plan.	Growth Plan updated to include commentary in Sections 3 and 5 with regard to recycling/waste management - both the existing situation and strategies for improvement.
RI02.7	Dampier Salt Limited (Rio Tinto)	Infrastructure and Transport	Notes requirement to reduce industry reliance on potable water use. Also notes that desalination is not discussed in the Growth Plan - should it become an option in the future, DSL is willing to examine opportunities for synergies between a desal plant and salt operations (e.g. reuse of salt water waste brine).	The comments in relation to water supply and desalination are noted, however, desalination has not been identified as a potential water supply initiative at this stage.	Note comments.
RI02.8	Dampier Salt Limited (Rio Tinto)	Precinct 2	Concerns around the potential noise impact of existing salt operations on proposed new residential development areas identified in Precinct 2.	The Growth Plan recognizes the potential adverse noise impacts arising from industrial activity, 24 hr rail operations and heavy vehicle movements. In the case of Precinct 2, a substantial 'Green' and non-residential use buffer has been provided adjacent to the railway line. More detailed structure planning for this Precinct, including supporting technical acoustic investigations, is currently in progress under the direction of LandCorp.	Note comments. Growth Plan updated to include further clarification/commentary in Section 5 (Precinct 2) with regard to urban development areas and potential noise impacts arising from rail movements, road traffic and nearby industrial operations. Further detailed consideration of noise impacts and appropriate separation distances/mitigation options will be required as part of detailed planning within Precinct 2.
RI03.1	BHP Billiton Iron Ore	General	Fully supports Port Hedland realising its potential as Pilbara's Port City and congratulate Council on this important step toward fulfilling that vision. The Plan articulates the vision and core themes of building Port Hedland as the new Port City very well.	Comments are noted.	Note comments.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
RI03.2	BHP Billiton Iron Ore	Industry	<p>Whilst the Growth Plan sets out important principles relating to responsible growth and protection of the Port and its strategic corridors, BHP Billiton Iron Ore is concerned the Growth Plan does not sufficiently protect port users existing operations or provide certainty for BHP Billiton Iron Ore's expansion activities.</p>	<p>Plan 1.5 identifies existing and future strategic road, rail infrastructure corridors, although there is scope to further clarify the intent of this plan and the content presented.</p> <p>Section 3 of the Growth Plan acknowledges the issues of land use conflict, noise and dust, however, further opportunities exist to reinforce this section with additional commentary and plans showing the full range of potential land use conflicts and considerations in Port and South Hedland and surrounds.</p> <p>The land use and planning strategies provided in Section 5 of the Growth Plan have been developed with regard the primacy of port operations and those strategic corridors servicing it. It has also been prepared consistent with the recommendations of the Port Hedland Air Quality and Noise Management Plan, which formed a core element of the project's terms of reference. The opportunity exists to further clarify the intent and purpose of spatial and non-spatial strategies presented in Section 5 with regard to port operations and infrastructure corridors.</p>	Growth Plan updated to include additional commentary and content relating to port primacy and protection of strategic corridors.
RI03.3	BHP Billiton Iron Ore	Industry	<p>Include appropriate separation distances and buffering practices between industry and other potentially sensitive or incompatible land uses to fully mitigate risks and potential impacts in line with evidence based research and government policy and guidelines. Solid and continuous built form buffers should be used instead of vegetation or open space buffers for noise mitigation. The Plan should also define appropriate uses that may be undertaken within to-be-prescribed 'buffer zones'.</p> <p>Existing separation distances are inadequate, and it is recommended the Growth Plan recognise and expressly adopt appropriate separation distances, buffering practices and policy so as to not further compound such conflicts.</p>	<p>The Growth Plan is an over-arching, strategic document, which identifies the need to separate potentially incompatible land uses (eg. Precincts 1, 2, 13 and 14). The Growth Plan is not intended to prescribe minimum separation distances between incompatible uses, but rather to identify spatially where such conflicts might occur. At the next level of planning (Development Plans), more detailed investigations are required to confirm appropriate buffer and separation distances. This notwithstanding, further references to this issue should be highlighted in the relevant Precinct Plan 'Implementation Indicators'.</p> <p>Where existing separation distances are inadequate or not consistent with best practice/policy requirements (e.g. permanent residential vs strategic industrial in the West End Precinct 1), the Growth Plan seeks to avoid further compounding of issues through the prohibition of highly sensitive uses (e.g. permanent residential). Further acknowledgement and identification of buffer/separation distances is to be provided in Section 3 of the report.</p>	Growth Plan updated to further acknowledge State environmental policy requirements with regard to separation distances and noise management.
RI03.4	BHP Billiton Iron Ore	Industry	<p>The Growth Plan should address rapid pace of industry growth and the need to ensure timely access to sufficient industrial and residential land to support this growth. Ensure future corridors are not constrained throughout the townships of Port and South Hedland, specifically in the West End, East End, Port Authority/Finucane Island, Wedgefield and Boodarie. Address long term power and water supply so these do not become constraints on future growth.</p>	<p>The identification and protection of key corridors is acknowledged by the Growth Plan and has been strengthened further. Water and power supply is a key consideration and priority strategy for realising Port Hedland's growth potential. Refer response to submission LO01.4 regarding water supply.</p>	Growth Plan updated to further acknowledge the importance of protecting strategic corridors throughout the townships, as well as the importance of providing industry with timely access to industrial and residential land (particularly acknowledging the importance of providing suitable workforce accommodation sites in the short to medium term).
RI03.5	BHP Billiton Iron Ore	Communities and culture	<p>The Growth Plan should be enhanced by strengthening indigenous reconciliation and the value placed on the protection, promotion and preservation of indigenous culture and heritage. Clear articulation by naming as one of the headline aspirations would signal a considered attempt by Council to achieve this aim.</p> <p>Also need to address existing indigenous community enclaves at One Mile and Tjalka Boorda, by specifying the long term objective of integrating the enclaves into the wider community and promoting culturally appropriate housing designs.</p>	<p>It is agreed that the Growth Plan should include appropriate references to reconciliation and protecting indigenous culture and heritage. Further commentary can also be included with regard to Aboriginal communities.</p>	Growth Plan updated to strengthen commentary regarding indigenous communities, as well as Section 5 (including specific precinct plans) to further acknowledge Aboriginal communities.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
RI03.6	BHP Billiton Iron Ore	Precinct 1	<p>Recommended that the plan clearly 'future proof' the ability of BHPBIO and other port users to operate and grow by addressing land use tensions that exist between industry, Council and the West End community including the proposed new Marina by:</p> <ul style="list-style-type: none"> - strengthening the recommendations of the Port Hedland Air Quality and Noise Management Plan by implementing further controls than those proposed through proposed TP55 Amendment 22. - Ensure the building controls recommended by the EPA in response to Amendment 22 are rigorously enforced. - Adoption of a Port and Industry buffer zone that limits land uses to those associated with port operations, and specifically excludes any form of permanent residential development and residential density increases in the West End. - Protect the port, industry, Local Government and State Government from potential future class action should further studies on industry impacts be unfavourable, by clearly explaining through ownership titles that the West End incorporates a heavy industrial precinct that operates 24 hours all year round and has the potential to impact the amenity of residents through noise, light and dust. 	<p>A core element of the Growth Plan's scope and terms of reference was the Dust Taskforce Report and its recommendations for the West End of Port Hedland. The identification and implementation of land use planning responses consistent with the Dust Taskforce Report recommendations was mandated as a core project objective for the Growth Plan and long term planning for the West End. In this regard, the Growth Plan reflects the proposals outlined in Amendment 22 in relation to the West End.</p> <p>It is outside the scope of the Growth Plan to mandate specific building controls and inspection regimes, but references can be made to strengthen the importance of these issues which will then need to be further implemented by the Town of Port Hedland.</p> <p>Whilst acknowledging the existence of Amendment 22 through an interim land use designation of 'West End Residential', the Growth Plan contemplates an ultimate scenario where this area is designated as 'West End Mixed Use' and all forms of permanent residential accommodation are prohibited west of Acton Street.</p> <p>Notifications on Title are a matter for Council to determine as part of any Development Guidelines or through the assessment of Development or Subdivision applications. While the Growth Plan alludes to range of planning controls to address amenity issues associated with dust noise, it is suggested that Notifications on Title be included as a further measure in the document.</p>	Growth Plan updated to include a reference to 'Notifications on Title' in areas potentially affected by heavy industrial activity.
RI03.7	BHP Billiton Iron Ore	Precinct 1	BHPBIO supports the recommendations of the Port Hedland Air Quality and Noise Management Plan in encouraging the development of the West End Precinct for commercial, entertainment, recreation and (controlled) short-term accommodation land uses. BHPBIO is not confident that requirements of the Dust taskforce will be delivered through Amendment 22, particularly given the proposed increases in residential density. There will be an increased level of ToPH administration required, with recent evidence showing limited adherence of developers to the controls imposed by the taskforce report.	<p>A core element of the Growth Plan's scope and terms of reference was the Dust Taskforce Report and its recommendations for the West End of Port Hedland. The identification and implementation of land use planning responses consistent with the Dust Taskforce Report recommendations was mandated as a core project objective for the Growth Plan and long term planning for the West End.</p> <p>As referred to in RI03.6 above, the Growth Plan goes beyond the recommendations of Amendment 22 by presenting an ultimate land use scenario wholly consistent with the Dust Taskforce report recommendations and only allowing forms of commercial, entertainment, recreation and (controlled) short-term accommodation land uses west of Acton Street. Further commentary can be included in the Growth Plan to reinforce the importance of land use administration, inspection and adherence to time limited residency, noting these matters as requiring further review and resourcing by the ToPH.</p>	Growth Plan updated to further acknowledge the importance of development and land use control mechanisms in the West End to ensure compliance with the Dust Taskforce report recommendations. Also suggest ToPH review the adequacy of the Short Stay Accommodation definition, as it is important that this definition is unambiguous if Council is to monitor the occupancy of these developments.
RI03.8	BHP Billiton Iron Ore	Precinct 1	Permanent residential accommodation in the West End is not supported;	The Growth Plan reflects the requirements of Amendment No. 22. In the longer term, the Growth Plan advocates a transition to 'Short Stay' Accommodation and a West End 'Mixed Use' area west of Acton Street. For that area east of Acton Street in proximity to BHPBIO stockpiles (shown as 'West End Residential' in the Growth Plan), the ongoing appropriateness of permanent forms of residential accommodation should be reviewed consistent with the findings of ongoing dust monitoring within the Precinct.	Growth Plan updated to provide further commentary on Precinct 1 land uses east of Acton Street, acknowledging need to consider long term land use appropriateness in line with ongoing dust monitoring in the Precinct.
RI03.9	BHP Billiton Iron Ore	Precinct 1	Uncontrolled short stay residential accommodation in the West End is incompatible with the adjacent industrial use and port operations;	In relation to Shorty Stay accommodation, Council will need to review the existing definition of Short Stay accommodation with a view to providing a greater level of clarity and control over this type of accommodation;	ToPH to review the adequacy of the Short Stay Accommodation definition, as it is important that this definition is unambiguous (and able to be readily implemented/monitored) if Council is to monitor the occupancy of these developments.
RI03.10	BHP Billiton Iron Ore	Precinct 1	BHPBIO does not support the development of a small craft marina at the Spoilbank (including Inset B on the Precinct 1 plan) , as it will attract residential land uses, is inconsistent with the Dust and Noise Management Plan and could be impacted by industrial port activity.	The Growth Plan does not specifically endorse the development of a small craft marina in the West End at Spoilbank. While the document acknowledges the potential for a Marina Development at the Spoilbank, it doesn't preclude the possibility of such a facility occurring elsewhere along the coast, including in the East End (precinct 2).	Note comments.
RI03.11	BHP Billiton Iron Ore	Precinct 1	BHPBIO supports the preparation of 'development guidelines' for the West End that reflect the port as the primary land use. These guidelines should be incorporated within the provisions of the Town Planning Scheme. A caveat or notation should also be incorporated on all future Titles within the West End.	The preparation and implementation of development guidelines for the West End, along with a caveat/notation on titles is supported and should be progressed as part of further detailed planning for the West End (and/or through the assessment of Development or Subdivision Applications). The Growth Plan should be modified to reference this as potential additional control mechanism.	Growth Plan updated to include additional reference to the need for development guidelines and notifications on title within the West End.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
RI03.12	BHP Billiton Iron Ore	Precinct 1	BHPBIO supports the requirement for developments in the West End to incorporate building design and performance standards to reduce dust exposure, consistent with (but not limited to) those identified in the <i>Report and Recommendations of the Environmental Protection Authority on Town of Port Hedland's Town Planning Scheme No.5 Amendment 22: Rezone Residential Land in the West End of Port Hedland, August 2011</i> .	Noted. This will be a matter for implementation by the ToPH through ongoing development and building assessment procedures.	Note comments.
RI03.13	BHP Billiton Iron Ore	Precinct 2	BHPBIO recommends the East End be developed and promoted as an area of superior infrastructure and iconic amenity. BHPBIO willing to actively support development of this infrastructure.	The Growth Plan endorses the view that the East End should be developed as an area of superior infrastructure and iconic amenity.	Note comments.
RI03.14	BHP Billiton Iron Ore	Precinct 2	BHPBIO recommends appropriate separation distances and buffers between industry and sensitive land uses. The industry infrastructure and transport corridor (generally following the alignment of the rail line and Wilson Street) should be used in part as a buffer to the industrial Precinct 3.	The Growth Plan is an over-arching, strategic document, which broadly identifies the need to separate potentially incompatible land uses. At the next level of planning (Development Plan), more detailed investigations will be required to identify appropriate buffer and separation distances. In the case of the East End, these more detailed investigations are currently being progressed by LandCorp.	Note comments.
RI03.15	BHP Billiton Iron Ore	Precinct 2	New school sites should consider noise emissions from railway lines and industry operations;	While the Growth Plan makes provision for a future Primary and High School within the East End, the sites identified are indicative only. The actual location will be determined at the detailed planning stage, having regard to Education Department requirements, as well as noise and other relevant considerations.	Note comments.
RI03.16	BHP Billiton Iron Ore	Precinct 2	BHPBIO supports development of a marina in the East End either at the Rock of Ages or Pretty Pool Creek. The establishment of a Marina should be considered as an exciting catalyst for development, and a focus point for new residential/commercial development in Port Hedland.	Support for a Marina in the East End is noted. The Growth Plan identifies the East End (near Cooke Point/Rock of Ages) as a potential Marina location consistent with this vision.	Note comments.
RI03.17	BHP Billiton Iron Ore	Precinct 2	BHPBIO recommends the new town centre be located in Cooke Point Drive;	While the Growth Plan identifies a neighbourhood and local centre within the East End, the actual location of such facilities will need to be determined at the detailed planning stage, taking into account retail modelling, population growth projections, as well as traffic and other relevant considerations. This is currently being investigated and progressed by LandCorp.	Note comments.
RI03.18	BHP Billiton Iron Ore	Precinct 3	The Growth Plan should consider the industry/community/public interface where industry and/or harbour expansions are planned. The Plan should also deal with future public access to the harbour and the shipping channel in the long term to achieve a complete separation of recreation crafts from industrial vessels.	Comments about protecting the primacy of the port and future public access to the harbor and shipping channel are noted. The Growth Plan should include these as additional principles.	Growth Plan updated to include additional commentary in Sections 3 and 5 regarding long term use and access to the Harbour, along with industry/community interface issues.
RI03.19	BHP Billiton Iron Ore	Precinct 4	BHPBIO recommends that Redbank Bridge be identified as requiring dual land capacity;	The comments in relation to Redbank are noted. The Implementation Plan addresses specific transport related initiatives, including relevant road duplications and Redbank Bridge.	Note comments.
RI03.20	BHP Billiton Iron Ore	Precinct 5	BHPBIO recommends the potential expansion of the Goldsworthy rail line be considered in the Growth Plan;	The comments in relation to the potential future expansion of the Goldsworthy rail line are noted. However, it is difficult to consider/plan for potential rail line expansion without clarity on the scale and location of affected areas.	Growth Plan updated to include commentary in Precinct 5 supporting text acknowledging Goldsworthy Rail line and need for any future detailed planning/development to consider potential line expansion/upgrades.
RI03.21	BHP Billiton Iron Ore	Precinct 5	BHPBIO recommends that the location of the proposed motor sport facility be considered in the context of any rail expansion;	The current location of the motor sport complex is considered appropriate. Any future expansion of the rail line will need to take into account any impacts on this facility.	Note comments.
RI03.22	BHP Billiton Iron Ore	Precinct 6	BHPBIO does not support permanent residential within Wedgefield or noxious industry;	The Growth Plan does not advocate or support any permanent residential development or noxious industry in Wedgefield.	Note comments.
RI03.23	BHP Billiton Iron Ore	Precinct 6	The current Great Northern Highway rail crossing should be maintained at grade, as per the ToPH commitment to BHPBIO in 2011.	The Growth Plan is consistent with this position and does not advocate grade separation at the GNH rail crossing.	Note comments. The Growth Plan has been reviewed for clarity and consistency on this matter.
RI03.24	BHP Billiton Iron Ore	Precinct 7	BHPBIO recommends redevelopment of the airport be expedited, and supports continued use of airport precinct land for TWA outcomes (including a concentration of construction FIFO).	Precinct 7 in the Growth Plan acknowledges the precinct as a suitable location for some TWA facilities at an appropriate scale and intensity.	Note comments.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
RI03.25	BHP Billiton Iron Ore	Precinct 7	BHPBIO does not support permanent residential in this precinct.	The Growth Plan does not support or advocate any permanent residential development in this Precinct. However, the Growth Plan supports an equitable distribution of TWA accommodation throughout Port and South Hedland. Additional commentary in relation to this matter should be included in Section 5.	Growth Plan updated to include additional commentary in Section 5 clarifying support for TWA accommodation in a range of different locations.
RI03.26	BHP Billiton Iron Ore	Precinct 8	BHPBIO does not support the creation of small residential enclaves away from the main town, as it detracts from the overall aim of achieving a city by concentrating population in 2-3 key areas.	The Growth Plan is reflective of current use and planning for this locality, and does not contemplate the area's development for substantial residential development. This area is not required to contribute to the housing needs of 50,000 people, with the majority of the precinct contemplated for long term land banking.	Note comments.
RI03.27	BHP Billiton Iron Ore	Precinct 9	BHPBIO does not support permanent residential in this precinct; BHPBIO recommends that the precinct form part of the buffer zone for the Boodarie land uses.	A Golf Course residential estate had been identified as a potential future land use within this precinct (subject to detailed environmental assessment), however, TPSS currently prohibits any form of permanent residential development within this precinct (i.e. within the Boodarie Special Control Area).	Growth Plan updated to remove reference to residential development in this location.
RI03.28	BHP Billiton Iron Ore	Precinct 11	BHPBIO commends the current city centre development, and recommends expediting further the remainder of development to support industry and town growth and activate the CBD.	Comments in support of this Precinct are noted.	Note comments.
RI03.29	BHP Billiton Iron Ore	Precinct 12	BHPBIO recommends options be considered to provide resolution of most negative elements of the Radburn design - i.e. breakdown 'cell' structure, more road links, better pedestrian flow, 'designing out crime' principles etc. Recommends all new development does not repeat South Hedland design flaws and promotes liveable communities.	Comments in relation to the resolution of the most negative elements of the Radburn design are noted. Whilst at its core the Growth Plan seeks to accommodate significant additional growth to cater for 50,000 people, it is acknowledged that there is a need to address the errors of the past (e.g. Radburn Design, Industrial - Residential conflicts in the historic West End area etc) and create attractive, liveable places. Opportunities exist to address Radburn design issues described in the submission, and the Growth Plan attempts to highlight some of these (e.g. way-finding improvements etc). Further initiatives (e.g. Design Guidelines, public amenity improvements, detailed street network rationalisation/improvement etc) can also be identified in the Growth Plan for implementation via further infill development projects and precinct wide programmes.	Include further references in Section 5.1.1 regarding community/neighbourhood improvement initiatives to help address Radburn design issues.
RI03.30	BHP Billiton Iron Ore	Precinct 13	BHPBIO Billiton does not support development of residential uses towards the rail corridor on the grounds of maintaining sufficient separation distances between the rail line and the community. BHPBIO does not support the formalisation of a major road across the rail corridor.	The Growth Plan provides for a substantial buffer between the rail line and future residential development within this Precinct. The exact separation distance will be the subject of further detailed investigation as part of any future Development Plan/Structure Planning phase. This requirement can be explained more explicitly in the Growth Plan Precinct 13 commentary. The notion of a potential eastern entry road for South Hedland is considered appropriate for inclusion in this Precinct, however, the nature and extent to which access is 'formalised' across the rail corridor will need to be considered in further detail as part of any future Development Planning process for the precinct.	Growth Plan updated to include additional Precinct 13 commentary regarding further investigations required for rail buffers and/or any future road links.
RI03.31	BHP Billiton Iron Ore	Precinct 16	Area 4 must be considered in the context of the Boodarie Station Management Plan.	The comments are noted and shall be reflected in the Growth Plan.	Growth Plan updated to include a reference in Precinct 16 commentary noting that future use of Precinct Highlight # 4 (Horseshoe & Bus Stop) must be considered in the context of the Boodarie Station Management Plan.
LO01.1	Port Hedland Community Progress Association	General	Delighted Town of Port Hedland (ToPH) is planning for growth, however, are concerned that the plan's implementation will follow development rather than plan for it in advance.	The comments are noted.	Note comments.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
LO01.2	Port Hedland Community Progress Association	Housing and accommodation	Need to ensure flexibility and adaptability in zoning/density control, learning lessons from Isaac Regional Council in QLD with regard to 'adaptive community' planning and the outcomes of KPMG's recent study on the issue. (For example, permitting lower density development than the maximum prescribed, constructing workforce accommodation with 'strong permanent external walls' thereby allowing future conversion etc.)	<p>The Growth Plan recommends for a range of residential densities associated with future residential development. Whilst the Growth Plan provides a guide with regard to land use and appropriate density ranges, ultimate land use and development control is regulated by the Town of Port Hedland Town Planning Scheme No.5 (TPS5). TPS provides maximum residential density codings for land (in accordance with the Residential Design Codes of Western Australia), but does not include minimum density requirements - this therefore allows for some flexibility in development density within the maximum range permitted.</p> <p>The ToPH is currently progressing an amendment to TPS5 to introduce a blanket 'Residential R20/30' zoning over all residential land currently zoned 'Residential R20', to provide additional flexibility in development density and re-use as recommended by the submission.</p> <p>Further opportunities exist to encourage and facilitate flexible and adaptable development and built form, both with regard to residential densities/use and potential from one use to another (e.g. from residential to commercial or retail), and are being considered by the ToPH as part of TPS amendments and development of policy frameworks.</p> <p>The principles of adaptive re-use of TWA accommodation is acknowledged and supported by the Growth Plan (also refer response to submission GP05.2)</p>	Note comments.
LO01.3	Port Hedland Community Progress Association	Communities and culture	Seeks protection of existing heritage buildings.	The Growth Plan acknowledges the significance and importance of Port Hedland's cultural heritage. The need to protect the existing Heritage building stock is a matter for the Council to determine as part of any development proposal involving, and having regard to the Local Municipal Inventory of Heritage Places.	Note comments.
LO01.4	Port Hedland Community Progress Association	Infrastructure and Transport	Queries potable water supply availability and the use of potable water by industry for dust suppression purposes etc.	<p>The Growth Plan acknowledges the future supply and availability of potable water as a key impediment to future growth of the Town. The State Government recently announced that an additional five billion litres of water (from the Yule and Degray aquifers) would be made available to the Port Hedland Water Supply, and a further 10 billion litres (from the West Canning Basin) made available for industrial use. This will alleviate short to medium term supply issues currently constraining development, whilst other long term supply capacity solutions are also being identified.</p> <p>In addition to addressing water supply issues, the Growth Plan also advocates sustainable water management practices to further reduce reliance on water resources.</p>	Note comments.
LO01.5	Port Hedland Community Progress Association	Precinct 1	Queries the suitability of land south of Anderson St for 'light industrial' purposes, and whether Mixed Use/Business would be a better outcome (e.g. offices and other commercial uses).	<p>The light industrial land use as nominated by the Growth Plan in the West End does not necessarily prohibit office and commercial development in this area, and simply reflects the desire to 'lighten' the existing industrial area. Suggest including further wording within the Precinct 1 commentary to clarify this intent, and acknowledge the area's suitability for commercial and office land uses, particularly for properties fronting Anderson Street.</p> <p>As noted on the PrecinctPlans, final land use and development is subject to further detailed planning investigations. Detailed consideration of land use permissibility within this area (consistent with the Growth Plan vision) will most appropriately be dealt with by a Town Planning Scheme Amendment process and/or Development Plan for the area.</p> <p>Refer response to submission GP10.1</p>	Refer GP10.1
LO01.6	Port Hedland Community Progress Association	Precinct 1	The area north of Anderson Street is ideal for low cost affordable accommodation for the tourist industry to support the trendy 'Fremantle type café strip'. Situated between the ocean and the port, it would be a desirable and popular choice for backpackers and singles wishing to live in town and secure work.	The Growth Plan identifies this area for 'West End Mixed Use' and 'West End Residential' uses, which is consistent with affordable short stay accommodation land use mix advocated in the submission.	Note comments.
LO01.7	Port Hedland Community Progress Association	Precinct 1	Seeks to ensure land for Marrapikurinya Park is appropriately protected for public recreation purposes.	The Growth Plan identifies Marrapikurinya Park for local/passive open space purposes, whilst TPS5 identifies the land as having a 'Town Centre' zoning and within a 'Development Plan' area. As a strategic planning document, the Growth Plan cannot provide Marrapikurinya Park a reservation status, however, opportunities exist through TPS5 amendments and/or further detailed structure planning (Development Plan) to provide further certainty of land use and/or reservation status.	Note comments.

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
LO01.8	Port Hedland Community Progress Association	Precinct 2	The area of land on Styles Road/Cooke Point Drive in Pretty Pool was identified as a potential water development in 1996, and in 2007/8 it was allocated for housing development. The land is sitting idle, and should be identified by the Growth Plan for residential development.	The Growth Plan identifies Cooke Point and Pretty Pool within Precinct 2 as areas for future residential development, along with some areas identified for schools, open space, natural landscape protection and buffer areas (associated with the road/rail corridor). Planning investigations for this area are currently being progressed by LandCorp, having regard for various site opportunities and constraints, including rail/highway noise, Dampier Salt operations, coastal and mangrove environments etc.	Note comments
LO01.9	Port Hedland Community Progress Association	Precinct 4	Questions future use of Redbank for 'rural', and advocates a "multi-purpose" use for the precinct.	Refer response to GP07.1 regarding the Redbank Precinct	Refer GP07.1
LO01.10	Port Hedland Community Progress Association	Precinct 7	Questions whether airport should remain in same location	<p>The Growth Plan identifies more than enough capacity for additional residential development within Port and South Hedland and surrounds to not necessitate a relocation of the airport and conversion to residential/commercial use. Furthermore, the airport site is potentially unsuitable for such uses given proximity to strategic industrial and other industrial land uses (Dampier Salt, Wedgefield etc) and its separation from the South Hedland Townsite by a key rail corridor.</p> <p>No major capacity constraints are currently anticipated that would necessitate significant additional expansion beyond the existing planned expansion.</p> <p>The Growth Plan is generally consistent with the adopted Airport Masterplan. Any concerns about the potential impacts of the airport expansion will need to be addressed as part of any review of the Airport Masterplan. While the relocation of the airport was considered early on in the formulation of the Growth Plan (as noted in Section 4), this was not considered a preferred scenario/opton.</p>	Note comments.
LO02.1	Port Hedland Hockey Association	Communities and culture	<p>There is currently no purpose built hockey facility in Port Hedland. As a City growing to a population of 50,000 people, there should be provision for a purpose built facility, incorporating the following features:</p> <ul style="list-style-type: none"> - full size artificial turf, surface line marked for hockey; - could be multiple use; - appropriate underlay to reduce joint injuries; - lighting for small ball sports (including tennis, cricket etc); - shared change rooms, club house facilities etc. 	The Growth Plan has been prepared having regard to the draft recommendations of the Town of Port Hedland's Active Open Space Strategy, and makes provision for district level sporting facilities within the precinct plans. The nature and timing of the facility to be provided, such as a hockey pitch, is a matter for Council to determine independently of the Growth Plan.	Note comments.
LO03.1	Soroptimist International Port Hedland	Communities and culture	<p>The Growth Plan does not adequately address the issues and impacts of Fly-In Fly-Out (FIFO) workers and associated workforce accommodation, which is a major challenge and concern for the City (specifically the proposal for a 6000 person camp).</p> <p>There are numerous detrimental impacts of FIFO work patterns on the families of workers and the communities in which they operate.</p>	<p>The Growth Plan recognises that FIFO activities will remain central to the future operations of the resource sector, at least in the short term. The sheer volume of industrial activity in the region and rate of development is of such a scale that workforce and accommodation demands cannot be reasonably met by the existing residential labour force and housing stock. Furthermore, to provide the amount of additional housing required to accommodate a sufficient permanent residential population (to meet future workforce demands), additional skilled labour needs to be brought in to construct the new houses. It is for these reasons that FIFO activities and transient workforce accommodation (TWA) will continue to have a major role to play in the short and medium term development of Port Hedland.</p> <p>It is important to provide TWA sites in appropriate locations, and to acknowledge that there are a number of different forms/types of TWA, each having different site requirements and local impacts to be considered. For example, long term operational TWA accommodation required to service major strategic projects such as the outer harbour will have different locational/operational needs (and local impacts) compared with a short term TWA camp required to accommodate workers constructing smaller, stand-alone developments.</p> <p>Whilst many TWA projects are necessary in the short term, not all TWA proposals are appropriate and can have disbenefits if poorly located and/or designed. It is important that TWA proposals are considered in terms of their 'legacy' provided to the City, and that they demonstrate a commitment to longer term 'City Building' in their own right. Opportunities exist to strengthen the planning policy framework in this regard to ensure new TWA developments are assessed and implemented in a manner consistent with their role, function and demonstrated ability to contribute positively to long term 'City Building'.</p>	Growth Plan updated to include additional commentary in Sections 3 and 5 of the Growth Plan clarifying the role and importance of FIFO and TWA in addressing issues of housing affordability, and the need to ensure TWA proposals positively and appropriately contribute to the sustainable development of Port Hedland and the strengthening of its communities.
LO03.2	Soroptimist International Port Hedland	Precinct 1	Concern at the focus on short term residents as opposed to long term residents. Oppose the removal/conversion of single residential dwellings (permanent residential) with smaller, short stay dwellings.	Refer response to GP04.3	Refer GP04.3

REF.	FROM	ISSUE	COMMENTS	PROJECT TEAM RESPONSE	ACTIONS/RECOMMENDATIONS
LO03.3	Soroptimist International Port Hedland	Precinct 1	Need to keep parking and large vehicles out of the CBD, with improved directions and designated parking.	This is acknowledged as an issue within the precinct and can be further acknowledged within the Growth Plan.	Include additional commentary for Precinct 1 (Section 5) regarding access issues for heavy and tourist traffic, and the need for improvements/alternatives (particularly in the City Centre area).
LO03.4	Soroptimist International Port Hedland	Precinct 7	Suggests relocation of the airport given rapid expansion of the town, and the associated noise issues within close proximity to potential FIFO workers accommodation. The airport site could then be used for residential/commercial uses.	The Growth Plan identifies more than enough capacity for additional residential development within Port and South Hedland and surrounds to not necessitate a relocation of the airport and conversion to residential/commercial use. Furthermore, the airport site is potentially unsuitable for such uses given proximity to strategic industrial and other industrial land uses (Dampier Salt, Wedgefield etc) and its separation from the South Hedland Townsite by a key rail corridor. No major capacity constraints are currently anticipated that would necessitate significant additional expansion beyond the existing planned expansion.	Note comments and noise concerns, particularly with regard to the suitability of FIFO accommodation uses adjacent to/near the airport site.
LO04.1	Hightower Planning and Development on behalf of Donald Beaumont BMT Corporations and the owner of No. 75 Redbank Rd Redbank Mrs Bernice Davidson	Precinct 4	Requests Redbank (Precinct 4) be immediately identified for 'Mixed Business' in the Growth Plan, without any interim land use designation. Previous proposals to change land use planning parameters to 'Tourism' or 'Mixed Business' within Redbank have had broad support from majority of landowners in precinct – support still exists for Mixed Business land uses. The rural residential amenity of Redbank is already impacted by PHPA using the area as its main laydown and storage area resulting in increased level of heavy machinery and freight. A staged/interim land use nomination (rural industrial uses in the interim, with industrial land uses in the long term) creates uncertainty for landowners in Redbank, impacting on their ability to invest and undertake detailed planning/investigations required to facilitate a change in the current land use.	Refer to response GP07.1 regarding land use in the Redbank Precinct. A 'Mixed Business' land use classification is considered inconsistent with the ultimate land use scenario contemplated for the precinct (e.g. industrial use associated with Port operations), and could potentially encourage development which would prejudice this ultimate intent. The Growth Plan recommends an ultimate land use scenario which is more certain and clear than at present, whilst also allowing for the continuation of time limited interim land uses (Rural Industry) to assist with long term land use transition.	Refer GP07.1
OS01.1	Dr Ben Killigrew, Project Director, UWA Pilbara - Energy and Minerals Institute	Communities and culture	The Growth Plan does not make any specific reference to a tertiary education/research facility or sub-campus within the Growth Plan. It would be helpful if this aspiration was identified within the Growth Plan to support any future proposals to develop a specialist facility in Port or South Hedland.	There are some references in the Growth Plan identifying the need to develop innovation and research & development capabilities, including options for a university centre of excellence (Section 5.2.3). However, this can be further addressed with regard to Precinct Plans and potential locations.	Growth Plan updated to highlight within the relevant Precinct Plans the opportunity for a tertiary education/research facility or sub-campus
OS02.1	MAK Jap Surveyors and Engineers	Precinct 2	Athol Street Development should be restricted to government, small business, and other applicants for permanent residents.	The matters raised in this submission are site specific and relate to development requirements for certain parcels of land. This is beyond what is required to be considered in a strategic planning document such as the Growth Plan, but are noted for further reference and consideration as part of Implementation Plan preparation. The desire to develop this area for permanent residential housing is noted, and consistent with the Growth Plan's vision for the area as a high quality urban village.	Note comments with regard to sales, construction, engineering and access issues, to be considered in further detail as part of future land release and detailed development projects.
OS03.1	T. Katsanevas, Property Branch, Department of Finance and Deregulation	Precinct 2	Submission related to Department's land at 2 Dempster Street, Cooke Point. Suggests land should be R80-R120.	The Growth Plan's primary objective is to identify areas within Port Hedland/South Hedland capable of accommodating additional development to support a population of 50,000 persons by 2031. This includes opportunities for density increases within existing residential areas. Whilst not given any colouring on the Precinct 2 plan, existing developed land within the precinct is acknowledged as being suitable for density increases (as stated by Precinct Highlight #14). Further detailed planning is required to identify the appropriateness of development densities of the scale suggested in the submission (R80-R120).	Note comments.