

We are seeking preliminary input to help shape Hedland's Local Planning Strategy which will guide land use planning and development for the next 10 to 20 years.

Your input into the preparation of the Local Planning Strategy will seek to build on the comprehensive engagement previously undertaken by the Town which informed the preparation of the Town's Strategic Community Plan, under the headings of **community, economy, built and natural environment**.

How can we plan for a more integrated community?

What community infrastructure & services would support growth?

Community Considerations

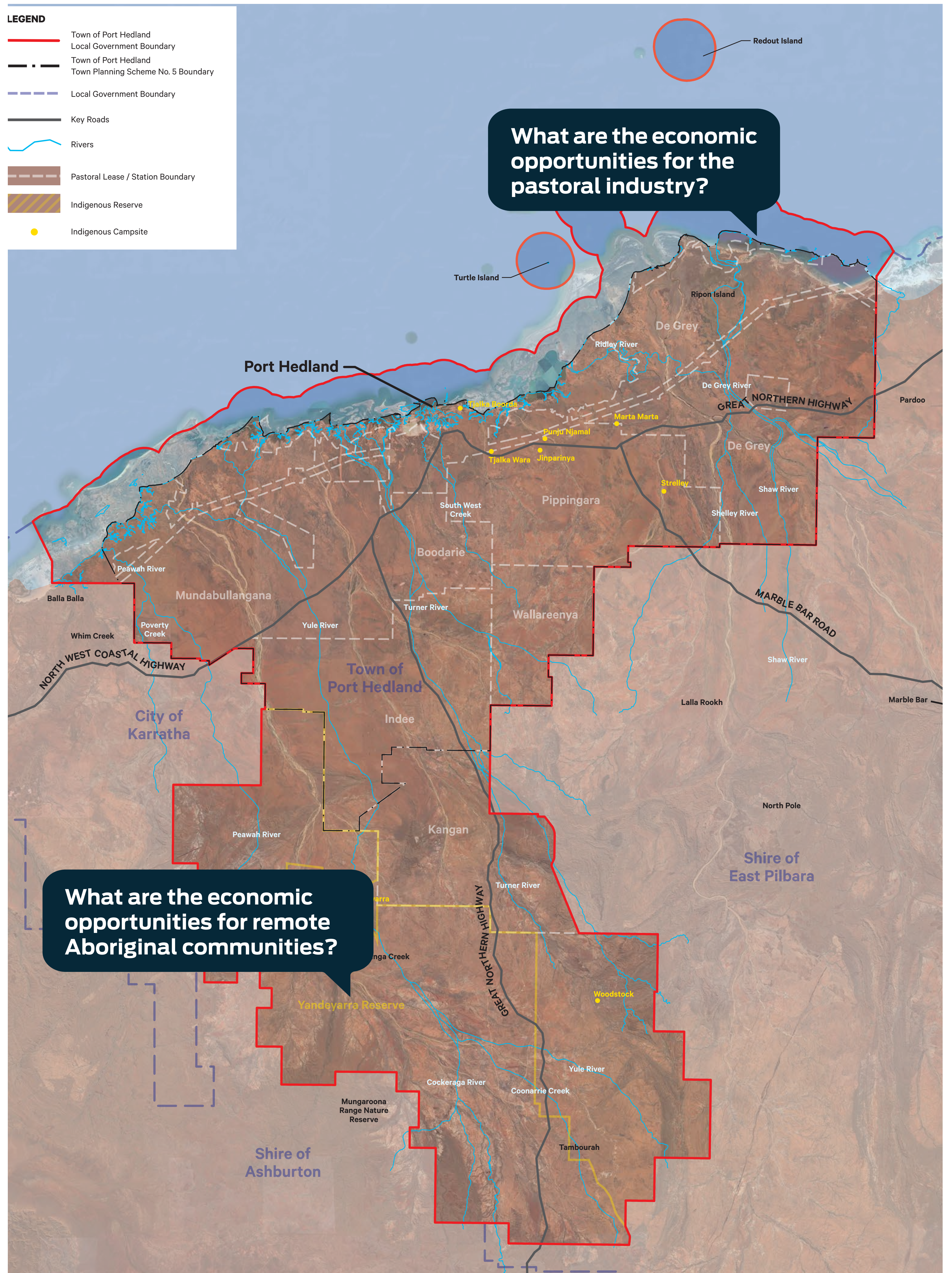
- High quality health and education services essential to retain population and support growth
- Improve amenity and sense of place in South Hedland
- Shortage in childcare and aged care services

Where can future growth occur?

What infrastructure do we need to support future growth?

Built Environment Considerations

- Planning for remote Aboriginal settlements
- Known constraints limit the potential for expansion in Port Hedland
- South Hedland includes serviced and zoned land ready for development
- South Hedland to be the Centre for shopping, commercial land and civic and community uses
- Sporting Precinct master plans and Spoilbank Marina are key amenity enhancement projects



What inland environmental features can we recognise?

Natural Environment Considerations

- Coastal assets include beaches, mangroves, turtle nesting habitats, foreshore reserves
- Inland assets include migratory bird habitat, rivers, groundwater

What are the economic opportunities for the pastoral industry?

Economic Considerations

- Mining will continue to be the key economic driver of the region
- Need to develop a clear strategy to direct future industrial development
- Need to identify strategies to support Pastoral, Tourism, Aboriginal and small business opportunities



Legend

- Key Roads
- High Amenity Residential Growth Opportunity - subject to constraints (inundation, earthworks etc.)
- Development Investigation Area – (subject to addressing constraints)
- Recreation Focus
- Community Focus
- Tourism Focus
- Current Shopping Precinct
- Potential Future Location of Shopping Precinct
- Erosion Hazard Line (CHMAP)

1	Athol Street (potential ~700 residential lots)	7	Styles Road Southern Development Investigation Area
2	The Stables Precinct	8	McGregor Street Regional Recreation Precinct
3	Telstra Tower Site	9	Colin Matheson District Oval
4	Former Recreation Club / Detention Centre Development Area	10	Cemetery Beach *
5	Pretty Pool Stage 3a Development Investigation Area	11	Cooke Point Beach *
6	Former WWTP Site Development Investigation Area	12	Tkalka Boorda Redevelopment

* Provides important nesting habitat for flatback turtles

Where could future housing be located?

Residential Considerations

- Future residential growth areas are substantially constrained by coastal inundation
- Existing residential land fronting the coastline is at risk from coastal erosion
- Structure Plans are required to progress:
 - Athol Street Development Area
 - Pretty Pool Stage 3a
 - The Stables Precinct
 - Former Wastewater Treatment Plant Site

Community Infrastructure Considerations

- Coastal infrastructure prone to coastal and extreme weather events
- Potential future location of high school and primary school (subject to school intake requirements)
- Staged delivery of McGregor Street Precinct to provide regional sporting facilities
- Redevelopment of Tkalka Boorda

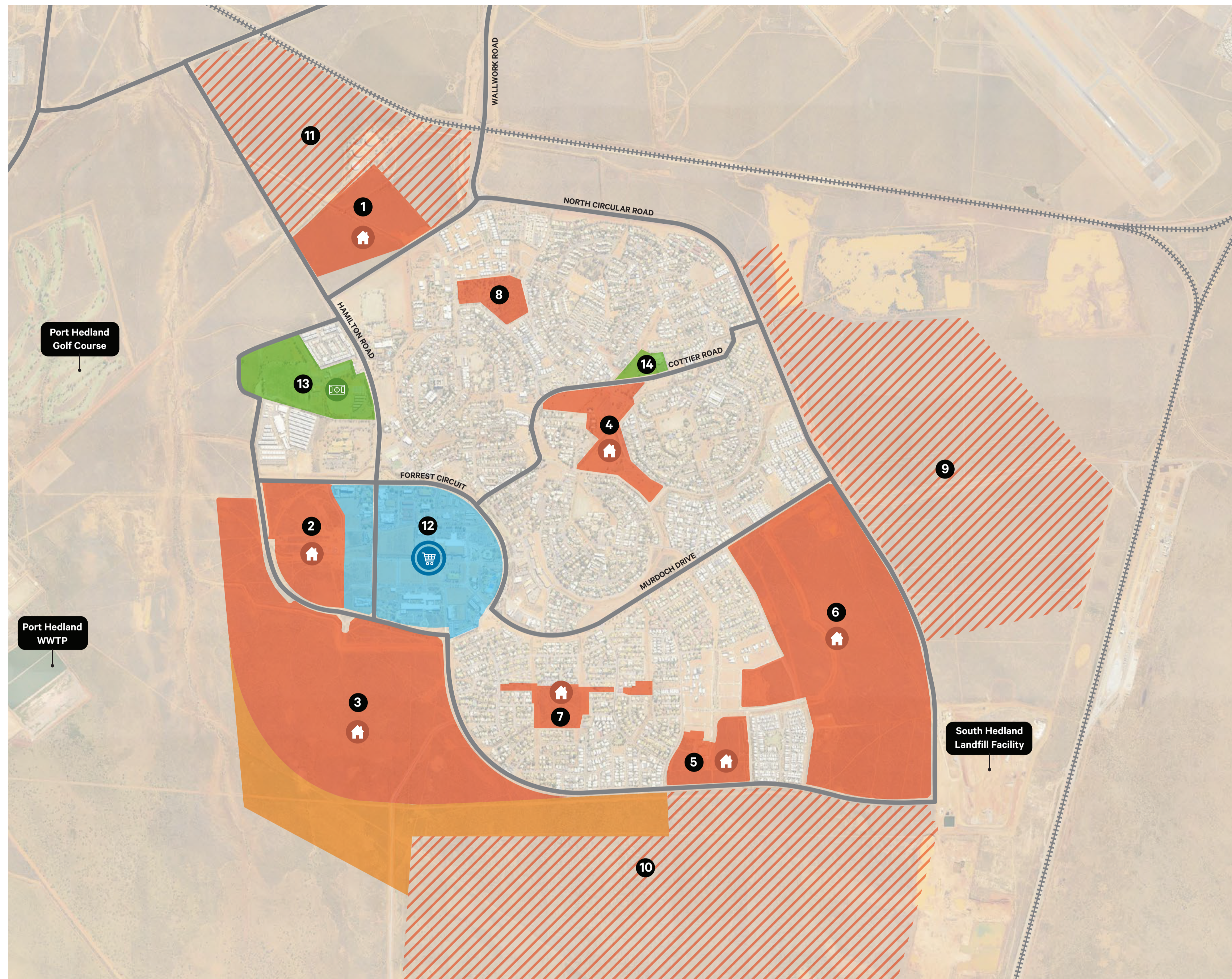
Environmental Considerations

- Cemetery Beach and Cooke Point Beach are turtle nesting areas
- Recent modelling has been completed for coastal storm surge and erosion impacts which will require a planned response
- Future expansion of Port operations is a long term consideration


Where could any future shops be located?

Commercial/Retail Considerations

- Location of future retail and commercial uses to service the Port Hedland community



Legend

-  Key Roads
-  Rail Corridor
-  Residential "Development Ready" Land
-  Medium - Long Term Land Bank
-  Recreation Focus
-  Development Investigation Area (subject to addressing constraints)
-  Core Focus for Retail and Commercial Uses

1	Hamilton Road Development Area	9	Long Term Development Investigation Area (Eastern Gateway)
2	City Centre Development Area	10	Long Term Development Investigation Area (Southern Gateway)
3	Western Edge Development Area	11	Long Term Development Investigation Area (Northern Gateway)
4	Trumpet Way Structure Plan	12	City Centre
5	Osprey Village Estate	13	South Hedland Integrated Sports Complex Regional Precinct
6	Osprey Rural Development Area	14	JD Hardie Youth Zone Upgrades
7	Koombana Development Area		
8	Former Pundulmurra Village Development Area		

Where could future housing be located?

Residential Considerations

- South Hedland contains serviced 'Development Ready' land
- Relocation of South Hedland landfill facility required to facilitate Eastern Gateway land release

Where could a community camp be located?

Community Infrastructure Considerations

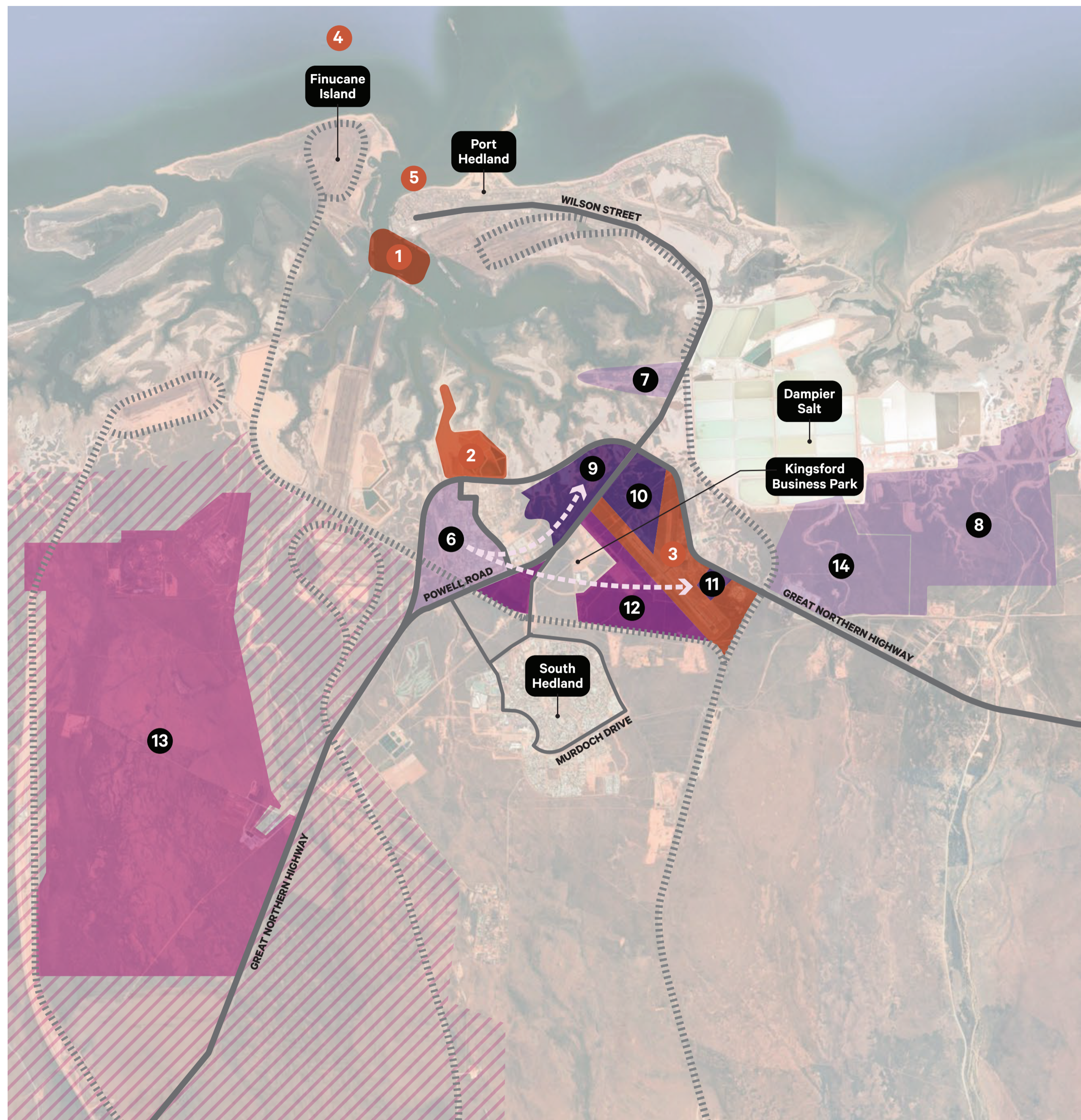
- Staged delivery of the South Hedland Integrated Sporting Complex to provide regional sporting facilities
- Staged delivery of youth infrastructure and services at the JD Hardie Centre
- Focus on improving provision of parks and open space in future development
- Future high school and primary school provision as required to meet student intake requirements

Environmental Considerations

- South Hedland Landfill and associated buffer
- Management of bushfire risk in relation to future growth areas

Commercial/Retail Considerations

- South Hedland to provide City Centre commercial and retail services to service the wider Hedland community
- Currently substantial vacant tenancies – anecdotally rents are considered high



Legend

- Key Roads
- Rail Corridor
- General Industry
- Transport Logistics Expansion
- Industrial Expansion
- Strategic / Heavy Industry
– Outer harbour convenor corridor, potential stockyards, port dependent operations, processing, utilities, noxious industry, power station
- Potential Relocation of Transport Logistics Use Over Time
- Strategic / Heavy Industry Buffer

Known Economic Drivers

- 1** Port Berth Expansion
- 2** Lumsden Point General Cargo and Logistics Hub
- 3** Port Hedland International Airport Expanded Operations
- 4** Port Hedland Outer Harbour (Long Term)
- 5** Live Exports and Cruise Ships

Industrial Precincts

- 6** Wedgefield (West of Pinga Street)
- 7** Redbank (To Transition to Industrial)
- 8** Dampier Salt Expansion Area
- 9** Wedgefield Expansion Area
- 10** Port Hedland International Airport (Northern Precinct)
- 11** Port Hedland International Airport (Freight Precinct)
- 12** Port Hedland International Airport (Industrial Precinct)
- 13** Boodarie Strategic Industrial Area
- 14** Explosives Reserve

Land Supply and Demand Considerations

- Zoned light and general industrial land is considered sufficient to meet demand to 2041 and beyond
- 5,950 ha of land is set aside for strategic / heavy industry (Boodarie)/ 190 ha (3.2%) of this is considered developed
- 251 ha of general/light industrial land is available within Wedgefield (Hedland Junction)
- Additional light industrial land is available within Kingsford Smith Business Park and future airport industrial precincts

Wedgefield Considerations

- Noxious industry and freight transport create hazards for residential land use
- 192 lots within Wedgefield have approved caretakers' dwellings and anecdotally further dwellings exist within the estate
- Road network west of Pinga Street may not support heavy vehicle access
- Consider relocating noxious industry and transport logistics land use west of Pinga Street to other suitable industrial precincts

Redbank Considerations

- Currently contains a mix of rural residential and rural industrial land uses
- Opportunity to transition to an industrial precinct due to proximity to port (as identified in Port City Growth Plan)

Port Considerations

- Planned increase in berthing facilities to increase capacity of Port
- BHP Outer Harbour project a long term project opportunity
- Lumsden Point to provide berths for minor operators (i.e. lithium, cattle)
- Opportunity to provide for cruise ships and live export markets
- Finucane Island boat ramp popular fishing location

Where could noxious industry be located in the short term?

Boodarie Considerations

- Boodarie is currently un-serviced and requires high capital expenditure to provide essential services to support industrial land use
- Land dedicated to accommodate downstream processing of mining, heavy and noxious industry, power station and key infrastructure
- Potential location of stockyards

Airport Considerations

- Planned airport upgrades currently underway
- Airport precinct masterplan sets aside land to accommodate industrial, bulky goods and transport and logistics uses
- Opportunity to achieve greater alignment between Port and Airport operations

Where could logistics based transport industry be located?

Other Considerations

- Preferred location of future logistics based transport industry
- Preferred location of stockyards

Population

2018



14,975 people

2041



High growth scenario:
27,000 people

Historical average growth scenario:
20,500 people

Housing

2018



7,667 dwellings

66% occupancy rate

2041

4,630 new dwellings

12,297 total dwellings

Occupancy rates
to reach **75.6%**

What we have previously heard from the community

- View parks as an integral part of the urban setting to provide shade from the Pilbara sun, to beautify areas and to create community spaces
- Desire more investment in amenity and upgrades, to the foreshore, spoilbank and South Hedland Square
- Believe there needs to be a greater focus on enhancing the local character through built form, green star ratings and more options for mixed and affordable housing

Industrial Land

Land Supply and Demand

- 5,950 ha land zoned industrial of which 4,600 ha Crown land set aside for strategic port industry (Boodarie)
- 190 ha (3.2%) is considered developed
- 251 ha of general/light industrial land available within Wedgefield
- Additional service and light industrial land available within Kingsford Smith Business Park and future airport industrial precincts
- Zoned industrial land considered sufficient to meet demand to 2041 and beyond
- Key constraint to land development is resolution of native title

Known major projects to drive demand

- Asian Renewable Energy Hub
- Pilbara Minerals (Stages 2 and 3)
- FMG (Iron Bridge)
- Santos (Dorado)
- BHP (South Flank)

Other factors to determine demand

- Mining support services – anticipated growth in line with mining growth
- Construction projects – residential / other
- Growth in local manufacturing

Where could noxious industry be located?

Land Use Considerations

- 192 lots within Wedgefield have approved caretakers' dwellings and anecdotally further dwellings exist within the estate
- Wedgefield and Redbank noxious industry conflicts with residential / caretakers' dwellings
- High capital expenditure to develop Boodarie for strategic and noxious industrial land uses

Where could logistics based transport industry be located?

Transport and Logistics Considerations

- Road network west of Pinga Street in Wedgefield does not support heavy vehicle access – consider relocation of logistics based industry to other suitable industrial precincts

Commercial and Retail Land

Land Supply and Demand

- 120 ha of land zoned for commercial purposes, of which 58% is developed
- Current oversupply of retail floorspace
- While there is substantial land zoned for commercial (office) floorspace, there is a general shortage of built tenancy floorspace
- Anticipated demand for an additional 16,650 sqm of commercial / retail floorspace by 2041

Where could new shops be located?

Retail and Commercial Considerations

- Substantial opportunity for retail and commercial expansion within South Hedland
- Shortage of built commercial office floorspace has resulted in vacant retail tenancies being used for offices


Residential Land

Where could future housing be located?

Housing Considerations

- Future residential land in Port Hedland is substantially constrained due to inundation and other factors
- Serviced and zoned residential land is immediately available in South Hedland
- There is a need to develop a logical approach to the staged release of residential land
- There is a need to provide land for housing that is able to respond to fluctuations in population as a result of the cyclic nature of the mining industry
- Need to address housing affordability and diversity that meets the needs of the community
- Limited demand for further rural-residential lot product
- Need to actively encourage residential workforce and manage social impacts of required workforce accommodation camps

Key Facts


 **28.2%**
of households are couples with children

 **31.7%**
of population is aged between 25-49

 **50%**
households that have access to two or more cars

 **16.3%** of the population reported doing some form of voluntary work

 **2,416**
Aboriginal and Torres Strait Islanders living in Port Hedland

 **20.4%**
of people in the Town of Port Hedland were born overseas

 **40%**
proportion of people employed by the mining industry

 **2,176**
number of people in the Town that had a tertiary qualification

What we have previously heard from the community

- Would like to see a greater investment in youth education and services
- Desire for greater involvement of Traditional Owners through the engagement processes
- People are less concerned with building more facilities and want to maximise use of existing facilities
- Perceive health services to be a fundamental priority
- Services to address the needs of ageing and the chronically ill
- Greater investment in volunteering and supporting a culture of volunteering
- Would like to see cheaper flight travel options
- Improved access to secondary / higher education options

What else have we heard

Public Open Space (Parks)

- There is a general over provision of public open space within Port Hedland whereas South Hedland has an undersupply
- South Hedland lacks general amenity and sense of place

Community Infrastructure

- New active recreation facilities and community infrastructure are planned to be delivered within precincts:
 - JD Hardie Youth Centre
 - South Hedland Integrated Sporting Precinct
 - McGregor Street Sporting Precinct

Other Services and infrastructure

- Shortage in childcare and aged care services
- High quality education and health services are seen as important to retain people in the community
- Dedicated community camp area for transient Aboriginal population

What additional community facilities do we need to plan for?

Community Infrastructure Considerations

- Need to provide inclusive and dedicated facilities that meet the needs of traditional owners
- Coastal based parks and infrastructure are vulnerable to coastal processes and extreme weather events
- Need to address quality and overall provision of parks within South Hedland
- Identified shortage in childcare facilities needs to be addressed as a priority
- New school infrastructure to service population growth

Have we missed anything?

What environmental assets are important to you?

Key Environmental Assets

- **Major waterways** – including the De Grey River, Yule River, Turner River and Shaw River
- **Wetland habitats** – including De Grey River and Leslie Saltfields system
- **Mangroves** – important ecosystem for a variety of land and sea creatures, improve water quality and help stabilize shorelines
- **Beaches** – Cemetery, Pretty Pool and Cooke Point beaches provide turtle nesting habitat

What we have previously heard from the community

- Treasure the natural environment and see it as an important Hedland asset to be nurtured and protected
- Want sustainable practices like recycling and green community initiatives
- Desire more investment in amenity and upgrades to the foreshore, including Spoilbank Marina
- Would like to see more programs to build understanding of Aboriginal cultural heritage, connection to land and how it brings the landscape to life
- Remain concerned about dust and industry's effect on the environment

These are some of the known environmental issues for Hedland

Coastal

- Coastal flooding of land in Port Hedland during major storm events
- Coastal erosion risk for land adjacent the foreshore in Port Hedland
- Need to formalise and manage 4WD access to the coast to protect dune systems

Groundwater

- De Grey and Yule River public drinking water source areas
- Land use controls and management to protect public drinking water over these aquifers

Surface Water

- Inundation of low lying residential areas and roads from inland flooding

Climate

- Port Hedland is the most cyclone prone area in the southern hemisphere
- Semi-arid tropical environment conducive to mosquito breeding

Climate Change

- Potential rainfall decline, increased evaporation, extreme weather events and bushfire risk
- Vulnerability of coastal infrastructure as a result of sea level rise
- Potential impacts on livestock productivity

Bushfire

- Bushfire risk to remote communities due to high fuel load and limited access alternatives

Air Quality

- Air quality and amenity impacts within Port Hedland due to mining activities

Have we missed anything?

Key Facts

 **\$3.72 billion**
Gross Regional Product
1.5% of Gross State Product

 **10,629** Local Jobs
 **7,415** Employed residents
 **706** Local businesses

The economy has grown an average of **6.4%** per year between 2001 and 2018

Mining maturity mining activity has shifted from construction to production

Sectors contributing to economic output

 **70%** Mining
 **5%** Construction

 **8%** Transport, Postal and Warehousing

Tourism Key Facts

 **250,000+** visits per year

 **50** flights per week

 **62%** domestic overnight visits

 **52%** business purpose

 **28%** holidays (nature & sporting)

 **2,160** caravans visits

What are the tourism opportunities?

What are the local business opportunities?

Local business, retail and commercial opportunities

- **Mining support services** – include maintenance, transport and rehabilitation services
- **Construction** – continued activity will prove vital to maintaining economy
- **Manufacturing and Hire Services** – reliance on importation of products and services which could shift to local provision
- **Healthcare and Social Assistance** – fast growing industry for regional hubs
- **Retail Sector** – 5.2% of employment base, 63 shops in total. Under-supply of cafes, restaurants, groceries and shops

How can the pastoral industry diversify?

Pastoral Opportunities

- Intensive agriculture on higher productive land
- Unique station tourism offer
- Formal stockyards and live export

Have we missed anything?

These are the known economic drivers for Hedland

Port

- Berth upgrades to Port
- Lumsden Point (beef and lithium export)
- BHP Outer Harbour Project (longer term driver)

Urban Expansion Construction Projects

- PHIA capital works plan
- DevelopmentWA projects
 - Athol Street
 - The Stables
 - Western Edge
 - Boodarie Strategic Industrial Area
 - Hedland Junction (Wedgefield)
- Department of Communities housing projects

Mining Projects

- Asian Renewable Energy Hub
- Pilbara Minerals (Stages 2 and 3)
- FMG (Iron Bridge)
- Santos (Dorado)
- BHP (South Flank)

Community Construction Projects

- Sporting Precincts
 - South Hedland Integrated Sporting Precinct
 - McGregor Street Masterplan
 - JD Hardie Masterplan
 - Spoilbank Marina

What we have previously heard from the community

- People value the economic benefits of living and working in Hedland but voiced challenges of high costs of living
- Understand the importance of the Port for the Hedland economy
- Believe the economy of Hedland needs to diversify by building small to medium enterprise
- Desire the development of strategies to support small and medium sized businesses
- Desire the establishment of a small business hub in South Hedland
- Perceive there is an opportunity to improve investment in the area's tourism industry and to capitalise on the area's unique cultural and natural features