

Our Ref: 20058
10 June 2014

Town of Port Hedland
PO Box 41
PORT HEDLAND WA 6721

Attention: Leonard Long – Manager Planning

Dear Leonard,

TOWN PLANNING SCHEME AMENDMENT INITIATION REQUEST – PART LOT 5991 COTTIER DRIVE, SOUTH HEDLAND – REZONE TO ‘RESIDENTIAL R40’

Whelans (Australia) acts on behalf of Town of Port Hedland, the enclosed report has been prepared in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 to Rezone a portion of Lot 5991 Cottier Drive, South Hedland from ‘Parks and Recreation’ Reserve and ‘Residential R20’ to “Residential R40’ and amending the scheme map accordingly.

We consider the enclosed information adequately demonstrates the appropriateness of the proposed scheme amendment and respectfully request the Town of Port Hedland to support the initiation of the scheme amendment at the earliest opportunity.

Should you have any enquiries regarding this matter or require additional information, please do not hesitate to contact me on 0409 757 504.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Mike Pound", written over a light blue horizontal line.

Mike Pound
Town Planner – Port Hedland

TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5
AMENDMENT NO. 73

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5
AMENDMENT NO. 73

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above local planning scheme by:

- a. Rezone a portion of Lot 5991 Cottier Drive, South Hedland from 'Parks and Recreation' Reserve and 'Residential R20' to "Residential R40'.; and
- b. Amending the Scheme Map accordingly.

Dated this day of 20

CHIEF EXECUTIVE OFFICER

SCHEME AMENDMENT REPORT

- | | | |
|---|---|---|
| 1. LOCAL AUTHORITY | : | Town of Port Hedland |
| 2. DESCRIPTION OF TOWN PLANNING SCHEME | : | Town Planning Scheme No. 5 |
| 3. TYPE OF SCHEME | : | Town Planning Scheme |
| 4. SERIAL NUMBER OF AMENDMENT | : | Amendment No. 73 |
| 5. PROPOSAL | : | Rezone a portion of Lot 5991 Cottier Drive, South Hedland from 'Parks and Recreation' Reserve and 'Residential R20' to "Residential R40'. |

PROPOSED SCHEME AMENDMENT
PT LOT 5991 COTTIER DRIVE
SOUTH HEDLAND

June 2014

Ref: 20058



REVISION HISTORY

Version	Date	Author	Reviewed	Change Description
1.0	30/5/2014	MP	GC	

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1 INTRODUCTION

Whelans – Town Planning (Whelans) acts on behalf of Town of Port Hedland, this report has been prepared in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 ('TPS5') to rezone a portion of Lot 5991 Cottier Drive, South Hedland ('subject site') from 'Parks and Recreation' Reserve and 'Residential R20' to "Residential" with an applicable density coding of R40.

The proposal seeks only to amend the zoning of the land, and, in so doing, facilitate opportunities for potential redevelopment of the subject site which is surplus to the recreational needs of the town.

This report sets out the strategic planning context along with suitability and capability of the subject site for the rezoning. This report includes a description of the following matters:

- Site details and locational information;
- Background to formulation of the scheme amendment request;
- Description of the existing land use and site attributes;
- Consideration of relevant State and local statutory planning and policy context;
- Detailed explanation of the proposed Scheme Amendment; and
- Justification for the proposed Scheme Amendment.

We consider the enclosed information adequately demonstrates the appropriateness of the proposed scheme amendment and respectfully request the Town of Port Hedland (ToPH) Council to support the initiation of the scheme amendment at the earliest opportunity.

2 DESCRIPTION OF SCHEME AMENDMENT AREA

2.1 Regional Location

The subject site is located in the Municipality of the Town of Port Hedland, within the Pilbara region of Western Australia.

Refer Figure 1 – Regional Location.

2.2 Local Location

The subject site is bounded by Cottier Drive to the south, the JD Hardie Youth Centre to the west and low-medium density residential development to the north and east.

Refer Figure 2 – Local Location.

2.3 Existing Improvements

The subject site features an abandoned mini golf course over the northern portion with the southern portion being largely vacant, generally flat and cleared of any significant vegetation.

Refer Figure 3 – Aerial Map.

2.4 Cadastral Information

The subject site is legally described as being:

- Part Lot 5991 within Reserve 41675 on Deposited Plan 219898 contained on Crown Land Record Volume LR3111, Folio 325.

The subject site is approximately 8,600m² and is vested to the Town of Port Hedland for the purpose of Recreation and Telecommunications.

Refer Appendix 1 – Copy of Certificate of Title and Deposited Plan.

2.5 Background Information

The objective of the Town of Port Hedland is providing increased housing options in Port Hedland. The Town is undergoing a severe staff housing shortage and is paying exorbitant rental rates on the open market. Unfortunately the Town does not currently have the budget to purchase neither land nor housing at full market value to meet its current and future staff housing demand. The JD Hardie parcel of land specifically referred to as the old mini golf parcel, if rezoned to R40, was considered to be an ideal opportunity for the Town to secure its access to extremely discounted land in order to pursue further development options in the immediate future.

At the Ordinary Council Meeting ('OCM') held on 22 February 2012 (201112/325) Council resolved to prepare and submit a feasibility study for the acquisition of the excised land being approximately 8,600m² of Reserve 41675 (referred to as 'subject site' in this report). Subsequently,

a business plan was prepared and submitted to the Department of Regional Development and Lands ('RDL') identifying other recreational reserves in the immediate vicinity and identifying the subject site as surplus.

On the 18 February 2013 the parcel was appraised by RDL at its unimproved value totalling \$2,970,000.00. This acquisition was approved by Council at the OCM held on 6 March 2013 for the price of \$135,000 which was 5% of the unimproved market value.

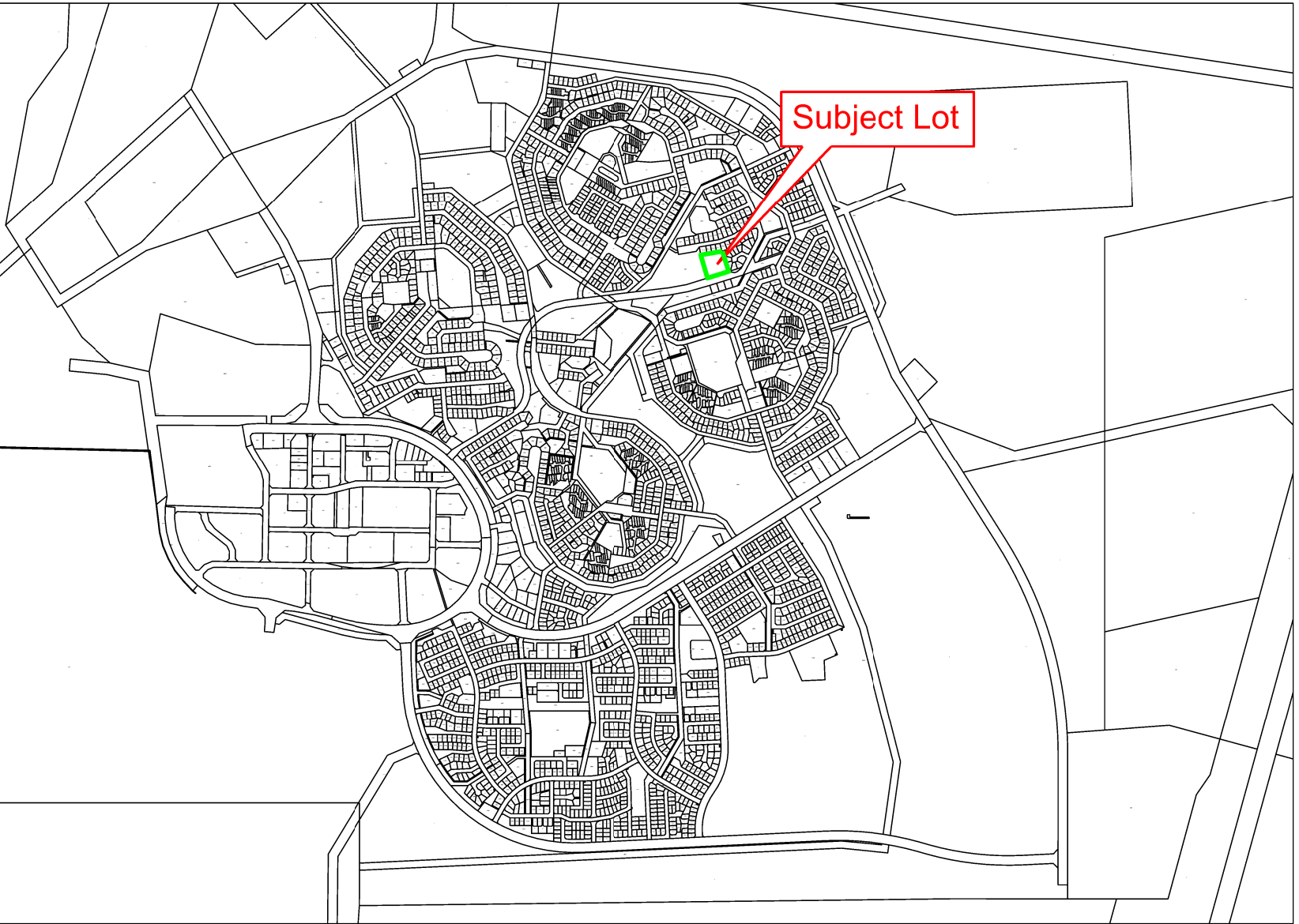
A Request for Proposals ('RFP') process was then resolved by Council at OCM held on 22 May 2013 pertaining to the subject site for land development purposes including a component of staff housing. Subsequently, Council resolved to select Cottier JV Pty Ltd as the preferred proponent and approved the preparation and advertising of a business plan for residential development on the subject site.

Prior to engaging external consultants (Traffic and Civil Engineers) a preliminary meeting attended by Cottier JV Pty Ltd, Town of Port Hedland and Whelans was undertaken in order to discuss and obtain mutually agreeable outcomes with regards to the strategic process moving forward. A Concept site plan outlining the preferred built form and layout was produced in order to guide the assessment of the impacts and capabilities of the subject site on surrounding development, services and infrastructure.

Refer Appendix 2 – Concept Site Plan



Figure 1: Regional Location



Plan No. : 20058-2
 Revision : REV.0
 Scale : 1:25000@A4



© This plan must not be reproduced without the permission of WHELANS. All dimensions and areas are subject to survey.

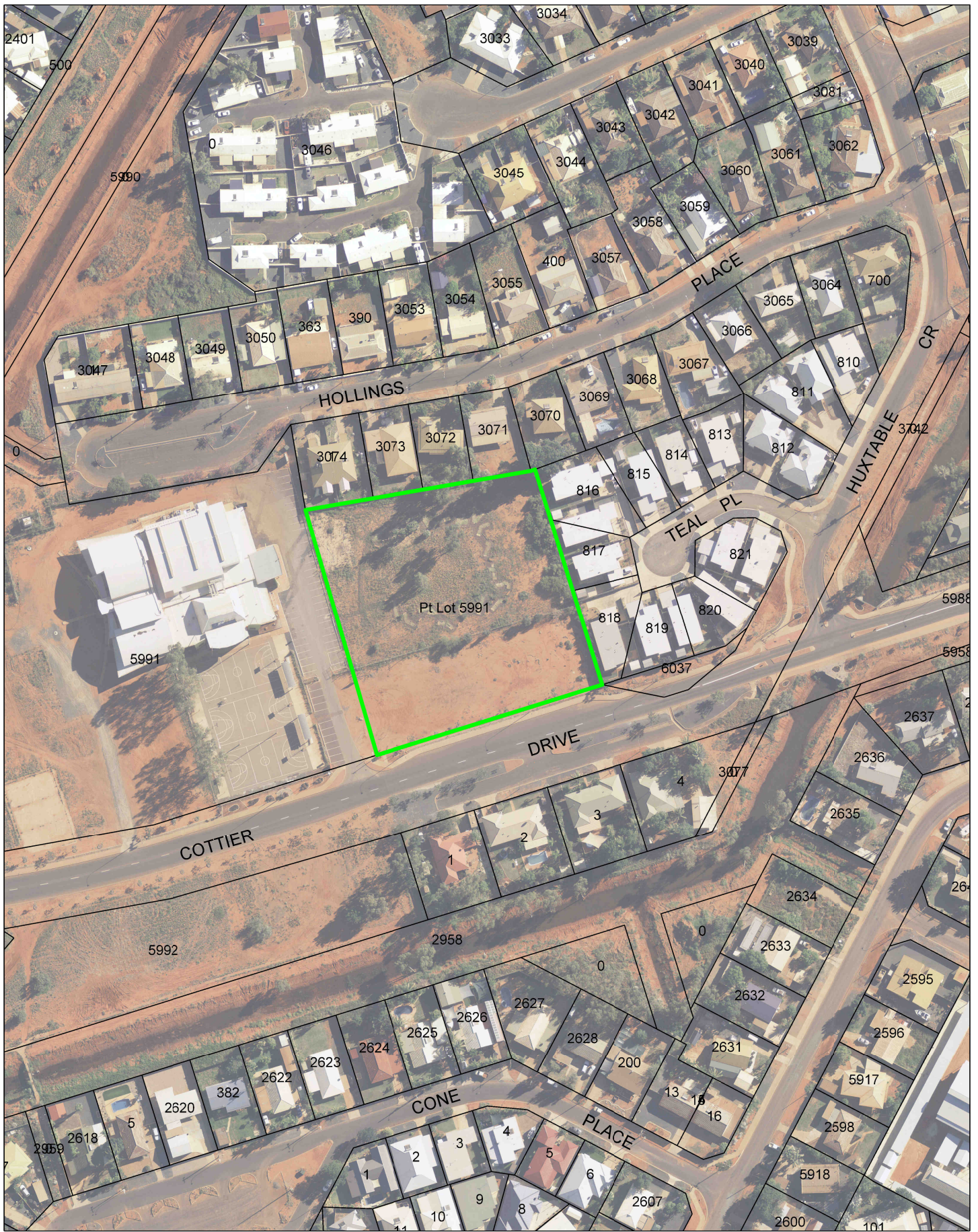
Member Practice Suite 4 First Floor 40 Hasler Road Osborne Park WA 6017 www.whelans.com.au




LOCATION PLAN
 PT LOT 5991 COTTIER DRIVE
 SOUTH HEDLAND


Figure 2

- DATE DRAWN: 06/06/2014
- DRAWN BY: CdeL
- CHECKED BY: MP
- FILE: 140605 Aerial Map.dgn
- V DATUM: AHD
- H DATUM: MGA94 (50)






 Plan No. : 20058-3
 Revision : REV.0
 Scale : 1:2000@A4



 Subject Lot

AERIAL MAP
PT LOT 5991 COTTIER DRIVE
SOUTH HEDLAND

Figure 3

DATE DRAWN: 06/06/2014 FILE: 13(605 Aerial Map.dgn
 DRAWN BY: CdeL V DATUM: AHD
 CHECKED BY: MP H DATUM: MGA94 (50)



3 SITE CONTEXT

3.1 *Transport and Access*

A Transport Impact Assessment (TIA) was undertaken, which looks at the existing transport, traffic and access context of the subject site and the impact the proposed increase in density will have on the surrounding road network. A traffic generation and distribution exercise was undertaken to quantify the traffic impact of the proposed rezoning and development potential upon the surrounding road network.

The TIA found that the proposed increase in density will have minimal impact on the function of Cottier Drive and the site-generated traffic for the typical development and increase in density of up to 50% can be accommodated into the road capacity. Furthermore, the TIA concluded that the development of the subject site for residential purposes in accordance with the concept plan will have no significant adverse impact on the capacity or safety of the surrounding road network and therefore no changes to the existing road network are proposed or warranted.

With regards to access arrangements the TIA identified that there is a need to review the site vehicle crossover and its location within the existing Cottier Drive, as sightlines will be affected by parking embayment's at this location. Furthermore, it is recommended the entrance be located in line with the edge of the kerb on the eastbound bound carriageway of Cottier Drive.

Refer Appendix 3 – Traffic Impact Assessment

3.2 *Environmental*

3.2.1 *Landform & Geology*

The subject site has essentially been largely cleared and is generally flat with no major encumbrances for future development. The subject site consists primarily of Red Pindan sand soil type. These soils constitute the majority of soils within the Town of Port Hedland town site.

Red Pindan sands, with appropriate drainage, are sufficient for road building and can be used for building pads. Geology does not present a risk to rezoning of the subject area, although further geotechnical assessment will be undertaken to confirm soil suitability.

3.2.2 *Flora & Fauna*

The majority of the subject site has been cleared of native vegetation with only small pockets of shrubs and trees remaining scattered on the site. It is not anticipated that significant native fauna species inhabit the study area due to the lack of significant native habitat and the developments location within an urban area.

3.2.3 Acid Sulphate Soils

A review of the Department of Environment and Regulation's database shows the site is designated with moderate to low risk of ASS occurring within 3m of natural soil surface but high to moderate risk of ASS beyond 3m of natural soil surface. Accordingly, under the Western Australian Planning Commission's planning requirements, the subject site would not be subject to any detailed Acid Sulphate Soil investigations.

3.2.4 Contamination

A search of the Department of Environmental Regulation's Database of Contaminated Sites has determined that the subject site is not registered as contaminated.

3.3 Social Impact

3.3.1 Aboriginal Heritage and Native Title

A search of the Department of Aboriginal Affairs database of Aboriginal Heritage Sites has determined that there are no known sites within the subject site. Similarly the subject site is not listed within the Town's Municipal Inventory of heritage sites.

Native Title over the subject site has been extinguished.

3.4 Infrastructure and Services

An Infrastructure Capacity Report ('ICR') was undertaken by Porters Consulting Engineers ('PCE') which investigated the existing infrastructure capacity for the development on the subject site.

Refer Appendix 4 – Infrastructure Capacity Report

3.4.1 Water

A 150mm diameter asbestos cement water reticulation main runs along the southern side of Cottier Drive, transferring to the north side at Huxtable Crescent. The Water Corporation has confirmed there is sufficient water supply available to service the development.

The Water Corporation will allow one of the following two connection options, according to the Town's requirements:

- Option 1: connect to the 150mm diameter water main on Cottier Drive at the intersection of Cottier Drive and Huxtable Crescent. This option would require trenching along the north side of Cottier Drive within the road reserve; or
- Option 2: connect to the 150mm diameter water main on Cottier Drive on the south side of the road. This option will require the water main to be trenched or bored under Cottier Drive and extended to the north side.

A 150mm diameter unplasticised polyvinyl chloride sewer reticulation main runs along the northern side of the Site. This sewer is within Lot 5991 Cottier Drive and will require a 3m sewer easement to be placed centrally over the sewer. Based on the current indicative site plan, this would not impact on the proposed layout.

3.4.2 Sewerage

PCE completed an ICR for the ToPH on 22 April 2014. Conclusions of that investigation were as follows

“Sewer: there is not sufficient capacity downstream to service the subject site. The downstream wastewater pump station will need upgrading either by the Town through a prefunding agreement with the Water Corporation or by waiting for the Water Corporation to upgrade the pump station in 2017”

On 27 May 2017, PCE was engaged by the Town of Port Hedland to investigate the requirements for upgrading of 3 Paton Road pump station and provide indicative costs and programme for upgrade works. Conclusions of the scoping report were as follows:

“PCE has been in contact with Water Corporation regarding the upgrade works required for the 3 Paton Road pump station. Further investigations by the Water Corporation showed that the pump station is required to be significantly upgraded. Water Corporation has decided not to impose such a burden on the Developer. Therefore, the Water Corporation have made the decision to lift the condition previously imposed which made it a condition of development approval to upgrade the 3 Paton Road pump station.

Refer Appendix 5 – PCE Letter and Water Corporation Correspondence.

3.4.3 Hydrology

Drainage from the subject site will need to be managed through a combination of the overland flow path and a stormwater pit and pipe system. The Town of Port Hedland has no specific requirements for stormwater other than the 1 / 100 year ARI event. However, the Town commissioned GHD Pty Ltd to complete a South Hedland flood study which the Town is still to endorse. This flood study refers to the following two conditions:

- 1 year ARI events should be retained on site through pit and pipe or storage basin if required; and
- Storm events above the 1 year up to the 1 in 100 year ARI events should be conveyed via overland flow towards the Local Authority stormwater drainage system. It is recommended the subject site is earth worked to ensure overland flows are directed to Cottier Drive.

In summary, the ICR confirmed that there is existing local authority drainage infrastructure which is capable of conveying stormwater that is collected onsite.

3.4.4 Power

Horizon Power has power infrastructure that traverses Hollings Place to the north of the Site. This power infrastructure includes a 22kV feeder line. Horizon Power has confirmed that there is sufficient high voltage capacity to service the Site but that the low voltage infrastructure would need upgrading. Therefore, the proposed development is likely to require a suitably sized transformer to be installed on site.

Horizon Power will require a Feasibility Enquiry / Study conducted before further investigations into the power requirements of the proposed development will be conducted. Feasibility enquiries investigate the current power load in the area and estimate the required infrastructure upgrades required to supply the development.

3.4.5 Telecommunications

There is existing Telstra infrastructure within the adjoining road reserve which service existing residential properties. The closest telecommunication exchange to the subject site is located at 10 Forest Circle South Hedland. As this exchange is relatively close, and there is existing infrastructure in the vicinity, it is expected that telecommunication service providers will be able to service the proposed development.

4 TOWN PLANNING CONSIDERATIONS

4.1 Strategic Planning

4.1.1 Pilbara Planning and Infrastructure Framework

The Pilbara Planning and Infrastructure Framework (Framework) was endorsed by the WAPC as a regional strategy and defines a strategic direction for the future development of the Pilbara region for the next 25 years. The Framework addresses the scale and distribution of future population growth and housing development, as well as identifying strategies for economic growth, environmental issues, transport, infrastructure, water resources, tourism and the emerging impacts of climate change. The Framework also sets out regional planning principles, together with goals, objectives and actions to achieve these. It represents an agreed 'whole of government' position on the broad future planning direction for the Pilbara, and will guide the preparation of local planning strategies and local planning schemes.

The Pilbara Cities Vision recognises the severe shortage of housing opportunities within the Pilbara region as a result of varying issues relating to the slow release and high costs of developing residential land resulting in the inability of securing affordable housing. The Framework also acknowledges the requirement of accommodating an increased residential population. As such, part of the vision is to provide increased affordable housing and greater housing choice through various strategic mechanisms

The proposed amendment fits in with the overall intention of the Framework and is therefore considered a vital component in achieving the aims and objectives of a Regional Framework.

4.1.2 Pilbara's Port City Growth Plan

The Pilbara's Port City Growth Plan (Growth Plan) was adopted by the Town of Port Hedland on the 23 May 2012 and endorsed by the Western Australian Planning Commission on the 27 December 2012. The Growth Plan is therefore operational as the Town's Local Planning Strategy.

The subject site is located centrally within Precinct 12 – South Hedland East and although the Growth Plan does not prescribe a specific densification for the lot, the precinct encourages on-going infill and redevelopment where suitable.

4.1.3 Council's Strategic Community Plan 2012 - 2022

Council's Strategic Community Plan 2012 – 2022 (Community Plan) is a benchmark document detailing a vision towards of building an integrated planning and reporting framework. The Community Plan ensures the policies and services of the Town of Port Hedland are aligned to the aspirations of the community.

Section 6.3.1 – 'Housing' addresses housing shortage and affordability, through using Council held land, providing high quality modular construction, providing incentives and other forms of inducement to deliver housing.

The Community Plan identifies that in order to facilitate the provision of increased residential accommodation options, there is a need to create and provide land suitable to meet the demands for housing growth. As such, it is considered that the proposed scheme amendment is consistent with Council's Strategic Community Plan 2012 - 2022.

4.1.4 Council's Strategic Plan 2010 - 2015

Council's Strategic Plan 2010 - 2015 identifies a number of goals relating to Land Development Projects including the following:

1. Fast-track the release and development of commercial, industrial and residential land.
2. Develop and maintain a register of development sites and project opportunities within the municipality. Promote this register widely.
3. Undertake Council operated land and building projects including:
 - a. Catamore Court housing development;
 - b. Airport Housing;
 - c. Land Rationalisation Land Projects;
 - d. Relocation of the Wedgefield Depot to the Airport; and
 - e. Civic Centre Redevelopment Project.

Council's Strategic Plan, has a number of goals relating to Land Development Projects. The JD Hardie reserve is considered to be underutilised and shall provide an opportunity to meet with some of the Land Development Project goals identified within Council's Strategic Plan. As discussed previously, the subject site directly adjoins a residential area, has access to the necessary services and is therefore considered to have significant residential development potential.

4.1.5 Port Hedland Local Housing Strategy

Council endorsed the initiation of a Local Housing Strategy ('LHS') at the OCM of 22 May 2013. The project is likely to take 12 – 18 months involving research, review, analysis and consultation on a range of housing issues, to enable strategic direction to be set on the residential development in the Town. The principle recommendation of the LHS is to establish Housing Opportunity Areas where increased residential densities will be considered.

The proposed scheme initiation request is seeking to rezone a portion of the 'Parks and Recreation' Reserve and 'Residential R20' to 'Residential' with a density coding of R40, which is expected to take in the order of 10 – 12 months. Therefore, the scheme amendment has the potential to encompass the strategic outcomes and recommendations provided through the research undertaken by the LHS.

4.1.6 Hedland Land Availability Plan

The Hedland Land Availability Plan (HLAP) was commissioned by the ToPH as a review of the earlier released Port Hedland Land Rationalisation Plan (LRP) to ensure the documents' ongoing relevance. The HLAP encompassed work undertaken by the Department of Planning ('DoP') through the Port Hedland Regional Hotspots Land Supply Update (HLSU) to ensure a coordinated and consistent approach. The comments from DoP included within the HLAP are as follows:

"Large portions of the site appear unused and may be suitable for development subject to study on future recreation needs. Rezoning required."

Whilst still in a draft format, a Council initiative to formulate an Active Open Space Strategy has not identified the subject site as being required for any Active Open Spaces purposes.

The HLAP also identifies the potential future growth of Port Hedland and the pressure this will put on residential and service infrastructure:

"TOPH envisions a city of 40,000 people by 2025 and the Western Australian Government has further established the Pilbara Cities vision which is for 50,000 people by 2035."

"Land availability and affordability both residential and non-residential has become a key issue for Pilbara Cities in both Port Hedland and Karratha."

Given the above, it is considered the proposed scheme amendment is in accordance with the strategic direction of both the State and Local Government Frameworks pertaining to future commercial and economic development.

4.1.7 Liveable Neighbourhoods

Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans and subdivisions to facilitate the development of sustainable communities. Whilst this application isn't for a structure plan or subdivision, it does provide an opportunity to improve the function of the subject site with regard to the principles and objectives Liveable Neighbourhoods.

The proposed Scheme Amendment will rezone the subject site to be 'Residential R40' with the incorporation of several design principles of the Liveable Neighbourhoods Policy. Relevant design features which are featured in the development approach of the subject site are identified as follows:

SOCIAL SUSTAINABILITY:

- Provide opportunity to develop a mix of dwelling types and styles to accommodate the different needs of the Port Hedland community;
- A suitable housing density can be achieved in buildings of a suitable scale which responds to the amendment areas landform characteristics and which takes into account the nature and form of adjoining developments;
- The proposed amendment contributes significantly to Port Hedland's much-needed housing supply; and

-
- The scheme amendment encourages active street frontages to be used both actively and passively to encourage interaction with the streetscape.

LAND USE EFFICIENCY:

- The proposed amendment seeks to optimise the utilisation of the increased density over the subject site to provide a range of residential accommodation options, thus delivering more housing choices to the market.
- The high amenity location is not required to be rendered to accommodate desired development.

DEVELOPMENT AND BUILDING SUSTAINABILITY:

- The proposed Scheme Amendment seeks to maximise the development potential of the subject site, enabling future higher density development and to benefit from the effective design principles.

4.1.8 Staff Housing Strategy

Council adopted the Staff Housing Strategy at its OCM on Wednesday 12 December 2012. A key outcome the strategy recommends that the Towns needs 37 houses built by 2013/2014 and a total of 58 dwellings to be built by 2016 in order for the organization to grow as per Work Force Plan 2012 – 2016. The proposal by Cottier JV Pty Ltd will provide nine dwellings freehold to the Town, this is 20 percent of the total houses needed for the Town by 2013/2014. As such, initiation of the proposed scheme amendment is necessary in order to facilitate orderly planning measures.

4.2 Statutory Planning and Guidelines

4.2.1 Town of Port Hedland Town Planning Scheme No. 5

In accordance with the provisions of TPS5, the subject site is part 'Parks and Recreation' Reserve and part zoned 'Residential R20'.

Part 2 of TPS5 address reserves and Clause 2.3 outlines relevant matters to be considered regarding the development of reserves:

Where an application for planning approval is made with respect to land within a reservation, the Council shall:

- (a) have regard to the ultimate purpose intended for the reservation,*
- (b) have regard for the intentions of agencies with responsibility for managing and developing the reservation, and*
- (c) confer with the organisations it considers relevant to the reservation and the propose use or development.*

The Town of Port Hedland has clearly resolved through previous determinations that the land is no longer required for the purpose of parks and recreation and is considered surplus.

In summary, the purpose of the reserve is redundant and an alternative, cost effective outcome based solution is consistent with the objectives and actions of Pilbara's Port City Growth Plan.

The proposed scheme amendment will rezone the subject site to be 'Residential R40'. Section 6.3 of TPS5 contains a number of provisions pertaining to the development of land in the 'Residential' zone, including restrictions on the parking and repair of vehicles and additional requirements for storage areas. It is not proposed to vary any of these provisions, nor any other part of the Scheme Text as part of the proposed scheme amendment.

5 PROPOSED SCHEME AMENDMENT

It is requested Council initiate an amendment to the Town of Port Hedland Town Planning Scheme No.5 to rezone a portion of Lot 5991 Cottier Drive, South Hedland ('subject site') from 'Parks and Recreation' Reserve and 'Residential R20' to "Residential R40'.

The rezoning is intended to facilitate the subdivision and subsequent development of the land to provide staff housing for the Town of Port Hedland and to the community. Infill development in Port Hedland is particularly important at the present time given the release of any greenfield subdivision land in the next 2 – 4 years may be limited as a result of environmental and project cost concerns. Infill developments will therefore provide the only opportunity to meet on-going strong demand for housing in Port Hedland.

The Town of Port Hedland may develop the land itself, sell the land to the private market or undertake a joint venture development. Any profit generated from the project will be placed into a reserve to contribute to the improvement in the quality and provision of Public Open Space in Port Hedland.

6 JUSTIFICATION

The intent of the Scheme Amendment is to provide a density coding to promote residential development in a manner that is cognisant of contemporary planning principles and that responds to and takes maximum advantage of the unique site characteristics of the surrounding amenity and streetscape.

Through providing housing diversity, the Town of Port Hedland can meet the different needs of residents based on income, cultural background, family type or stages of life. The identification and development of the site for infill development has followed due process, therefore the proposed amendment is considered appropriate for the following key reasons:

- Facilitate additional private investment in the region;
- It facilitates the maximum potential utilisation of the land for residential purposes, consistent with the strategic planning framework and objectives for the area;
- It will allow for the immediate development, and future redevelopment, of more varied residential development types, contributing to the areas vibrancy and improvement of housing choice and affordability in Port Hedland; and
- Maximise the development potential of the land in a manner that presents a consistent and continuous streetscape along Cottier Drive. This will ensure that built form, building setbacks and density are consistent along the streetscape.
- Provide additional housing to address long term demand for housing and the current critical shortage of housing; and
- Will deliver of housing in Hedland in a more timely manner whilst larger scale greenfield development projects go through comprehensive due diligence processes.

7 CONCLUSION

It is requested Council initiate an amendment to the Town of Port Hedland Town Planning Scheme No.5 to rezone Lot 583 Butler Way, Port Hedland from 'Parks and Recreation' reserve and 'Residential R20' to 'Residential R40' in the Town of Port Hedland Town Planning Scheme No. 5.

As demonstrated within this report, the proposed rezoning of the subject site is considered to be justified and appropriate. It will provide for the highest and best use of undeveloped land and assist in addressing the Town's housing shortage and supply gap within the township and its staff.

In light of the preceding report and justification provided, support for the proposed scheme amendment is respectfully sought at the earliest opportunity.

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF PORT HEDLAND

TOWN PLANNING SCHEME NO. 5

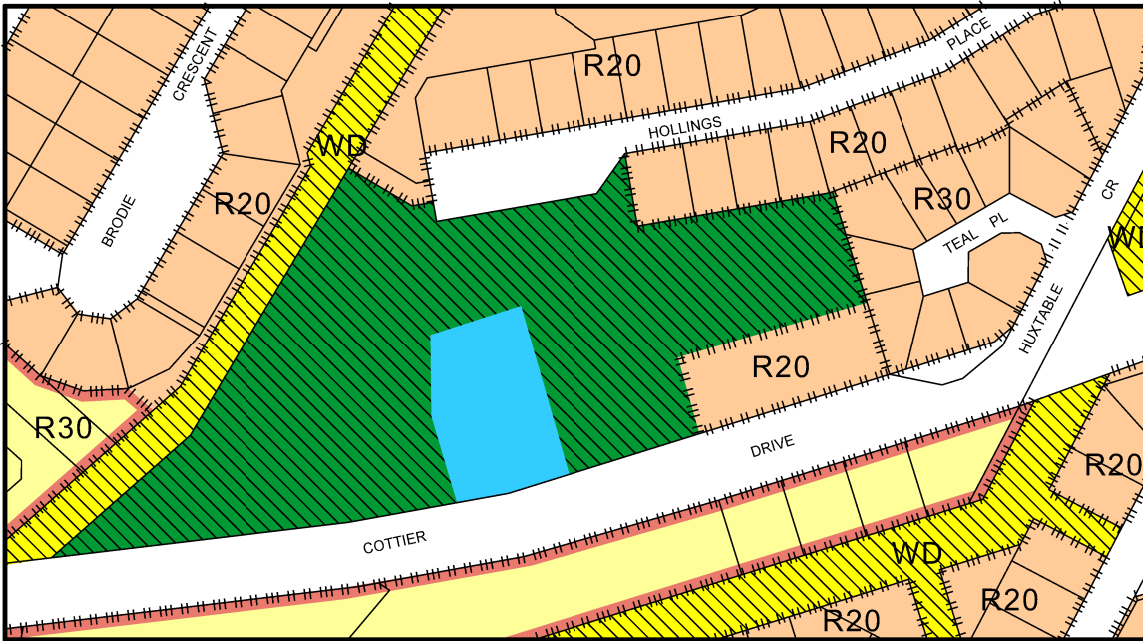
AMENDMENT NO. 73

The Town of Port Hedland under and by virtue of the powers conferred upon it in behalf by the Planning and Development Act 2005 here by amends the above local planning scheme by:

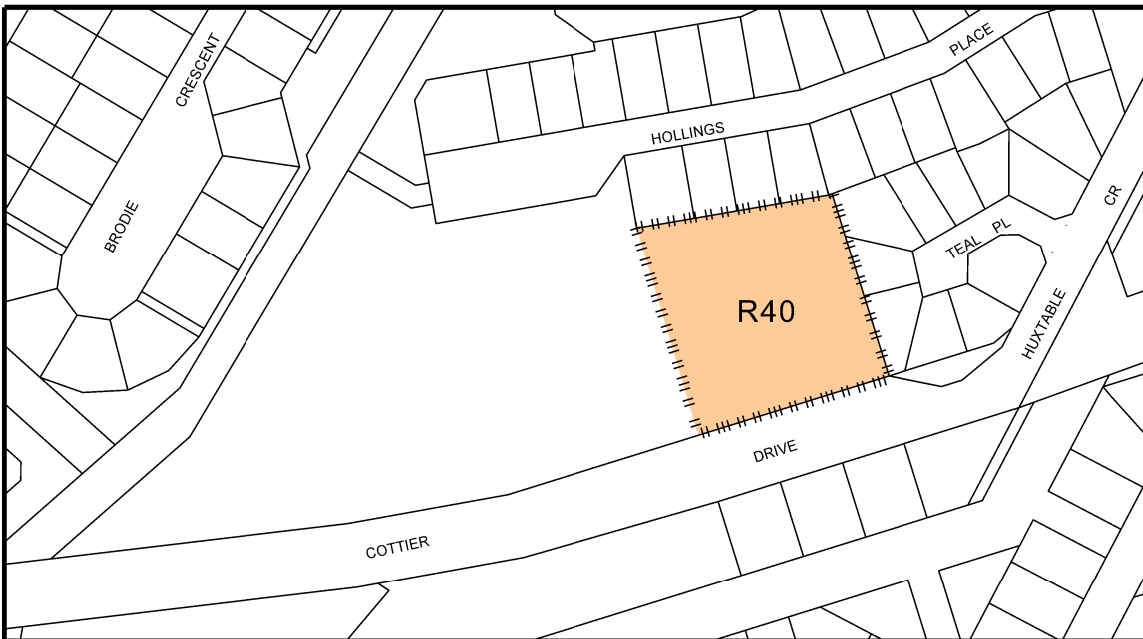
1. Rezone a portion of Lot 5991 Cottier Drive, South Hedland from 'Parks and Recreation' Reserve and 'Residential R20' to "Residential R40"; and
2. Amending the Scheme Map accordingly.

TOWN OF PORT HEDLAND TOWN PLANNING SCHEME No. 5

-Amendment No.







EXISTING ZONING






SCHEME (AMENDMENT) MAP

LEGEND

LOCAL SCHEME RESERVES

-  Local Road
-  Other Public Purposes
Denoted as Follows:
 -  Water and Drainage
 -  Parks and Recreation

ZONES

-  Residential
-  Urban Development
-  Commercial

OTHER

-  R25 R Codes

SCALE 1:3500

ADOPTION

Adopted by resolution of the Council of the Town of Port Hedland at the Meeting of the Council held on the
day of 20

MAYOR/SHIRE PRESIDENT

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted for final approval by resolution of the Town of Port Hedland at the Meeting of the Council held on
the day of 20 and the Common Seal of the Town of Port
Hedland was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....

MAYOR/SHIRE PRESIDENT

.....

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

.....

DELEGATED UNDER S.16 OF
PD ACT 2005

DATE.....

Final Approval Granted

.....

MINISTER FOR PLANNING

DATE.....

Appendix 1 – Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 5991/DP219898	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF QUALIFIED CERTIFICATE
OF
CROWN LAND TITLE

VOLUME **LR3111** FOLIO **325**

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE of WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 5991 ON DEPOSITED PLAN 219898

**STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)**

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: TOWN OF PORT HEDLAND OF PO BOX 41, PORT HEDLAND
(XE L924949) REGISTERED 3 MAY 2012

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)**

- H502728 PART RESERVE 41675 FOR THE PURPOSE OF RECREATION REGISTERED 13.7.2000.
L924948 CHANGE OF RESERVE PURPOSE. PURPOSE CHANGED TO RECREATION AND
TELECOMMUNICATIONS REGISTERED 3.5.2012.
L924949 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. WITH
POWER TO LEASE FOR ANY TERM NOT EXCEEDING 30 YEARS, SUBJECT TO THE
CONSENT OF THE MINISTER FOR LANDS. REGISTERED 3.5.2012.

- Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
(3) The interests etc. shown hereon may have a different priority than shown.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3111-325 (5991/DP219898).
PREVIOUS TITLE: LR3018-113.
PROPERTY STREET ADDRESS: LOT 5991 COTTIER DR, SOUTH HEDLAND.
LOCAL GOVERNMENT AREA: TOWN OF PORT HEDLAND.

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE
QUALIFIED

REGISTER NUMBER: 5991/DP219898

VOLUME/FOLIO: LR3111-325

PAGE 2

RESPONSIBLE AGENCY: DEPARTMENT OF LANDS (SLSD).

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF PORT HEDLAND TOWN LOT/LOT 5991 ON
SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 5991
ON DEPOSITED PLAN 219898 ON 05-SEP-02 TO ENABLE ISSUE OF A DIGITAL
CERTIFICATE OF TITLE.

NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE
OF TITLE.

NOTE 3: L924947 CORRESPONDENCE FILE 00950-2010-01RO

NOT TO BE REMOVED FROM THE DEPARTMENT OF LAND ADMINISTRATION

NO DUPLICATE ISSUED

REGISTER VOLUME

FOLIO 325

3111

Application H502726
Amendment of Reserve H502728
Corr. 02094-1990-01ro
Volume Folio
3018 113

WESTERN AUSTRALIA



QUALIFIED CERTIFICATE OF

CROWN LAND TITLE

UNDER THE "TRANSFER OF LAND ACT 1893" AS AMENDED AND THE "LAND ADMINISTRATION ACT 1997"

The undermentioned land is Crown land, in the name of the **STATE of WESTERN AUSTRALIA**, subject to the interests and status orders in the First Schedule which interests and status orders are subject to the interests, easements, encumbrances and notices shown in the Second Schedule hereto.

Dated 13 July 2000

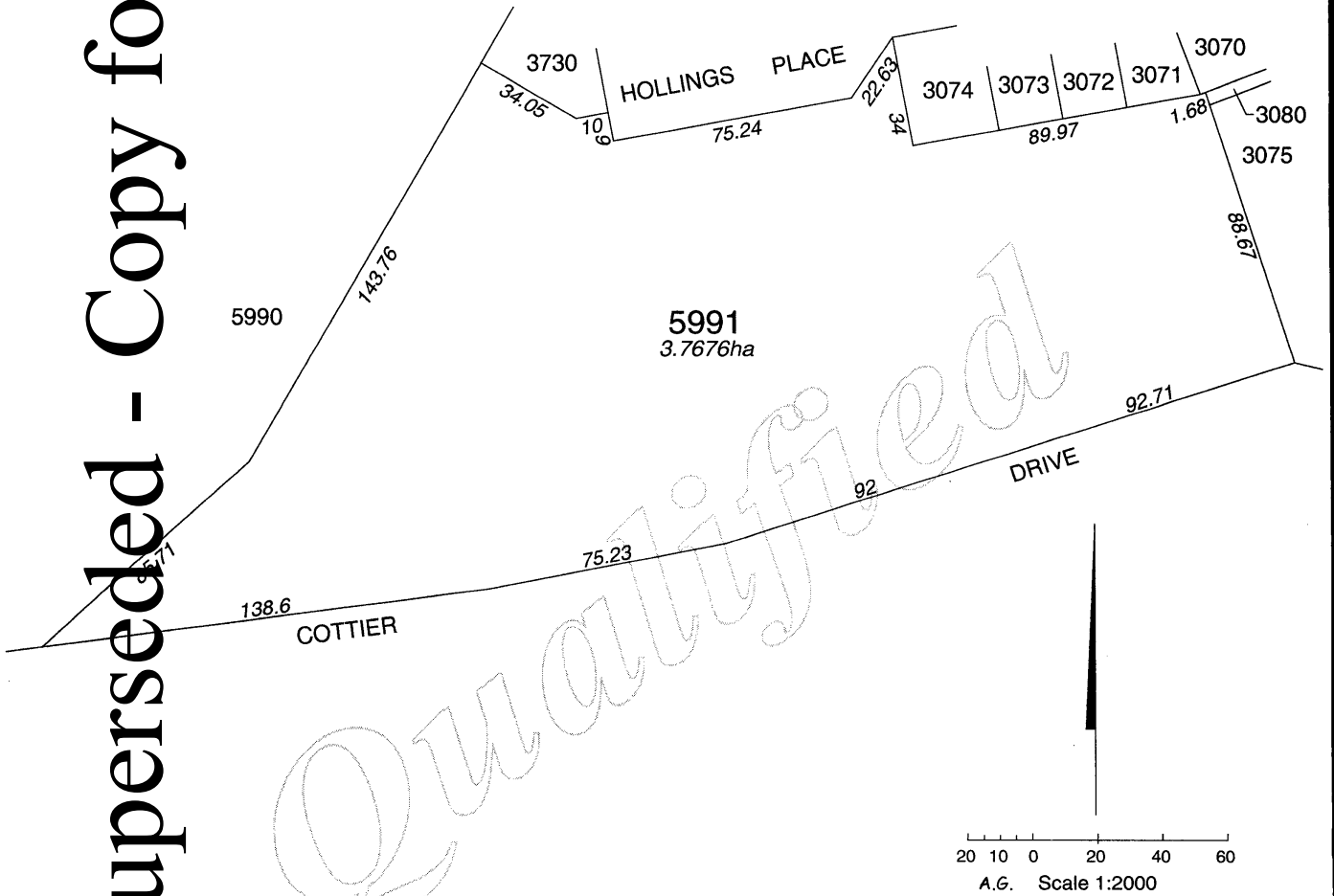
J. Hyde
REGISTRAR OF TITLES



LAND REFERRED TO

Port Hedland Lot 5991 on Land Administration Plan 19898 delineated on the sketch in the Third Schedule.


THIRD SCHEDULE



- WARNING:
- (1) THE LAND AND INTERESTS ETC. SHOWN HEREON MAY BE AFFECTED BY INTERESTS ETC. THAT CAN BE, BUT ARE NOT, SHOWN ON THE REGISTER.
 - (2) THE INTERESTS ETC. SHOWN HEREON MAY HAVE A DIFFERENT PRIORITY THAN SHOWN.

Superseded - Copy for Sketch Only

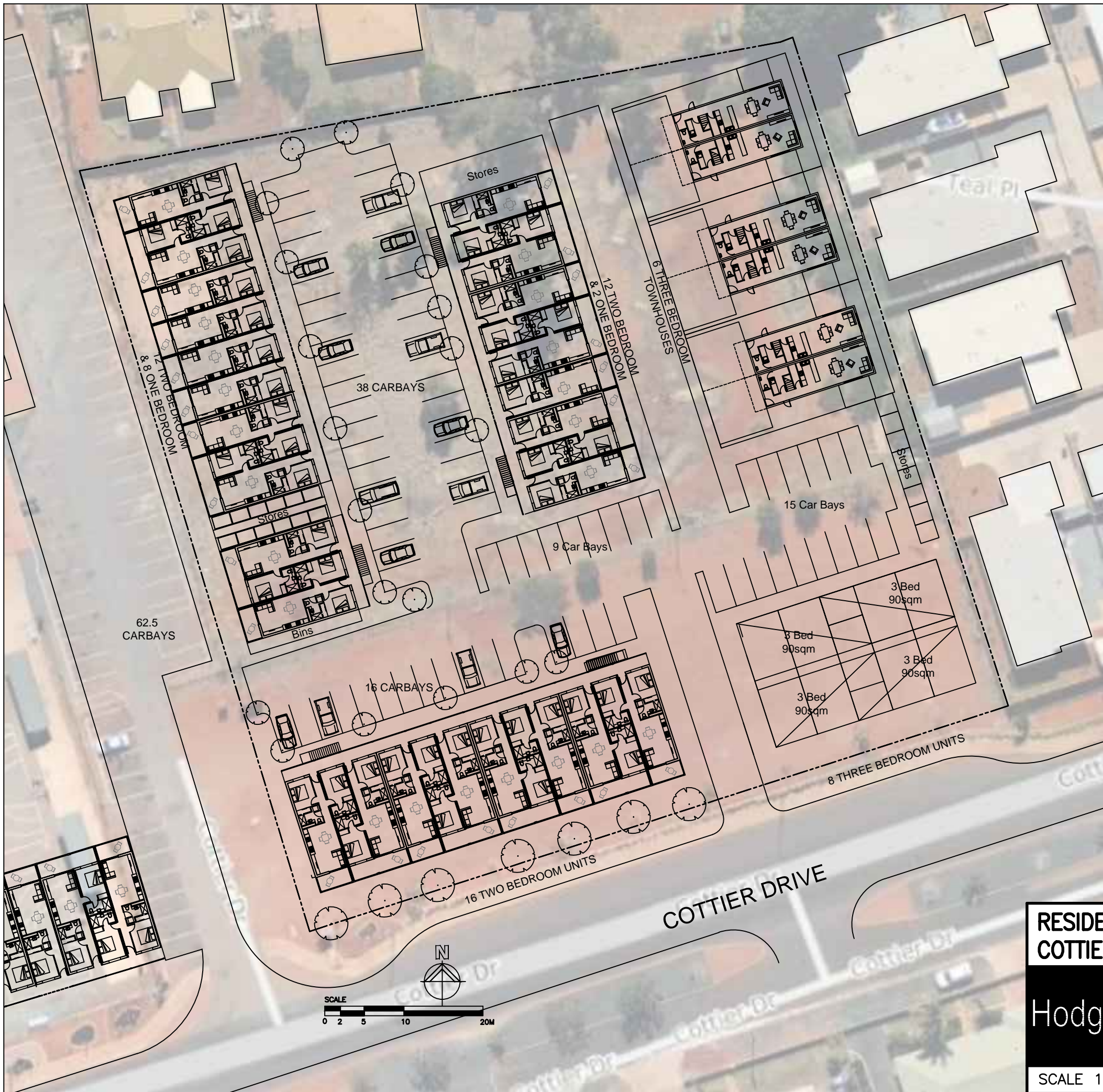
Page 1 (of 2 pages)

FIRST SCHEDULE		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS			
INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	REGISTERED OR LODGED
H502729	Care, Control and Management to Town of Port Hedland of Post Office Box 41, Port Hedland, with power to lease for any term not exceeding 30 years subject to the consent of the Minister for Lands.	13.7.00	11.35		
Management Order Reserve					

Superseded Copy for Sketch Only

SECOND SCHEDULE		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS			
INSTRUMENT NUMBER	PARTICULARS	REGISTERED	TIME	SEAL	REGISTERED OR LODGED
G880193	to The Federation of Western Australian Police and Citizens' Youth Clubs (Inc) of Police Headquarters, 2 Adelaide Terrace, East Perth, commencing 1.1.96 for a term of 30 years.	19.8.98	10.37		
Lease					

Appendix 2 – Concept Site Plan



- 6 Three Bedroom Townhouses
2 Car Bays per Townhouse
- 40 Two Bedroom Apartments
- 10 One Bedroom Apartments
- 8 Three Bedroom Apartments
- 60 Apartment Resident Car Bays
- 15 Apartment Visitor Car Bays

INTERIM ISSUE ONLY
DATE: 02.04.2014

RESIDENTIAL DEVELOPMENT COTTIER DRIVE, SOUTH HEDLAND	
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	SCALE 1:500@A3 DATE: 02.04.2014 DWG No. 09.13 SK06

Appendix 3 – Traffic Impact Assessment



CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.



Project: Transport Impact Statement and Car Parking Assessment

Proposed Residential Development

Cottier Drive, South Hedland

Client: Whelans

Job Number 1405008

Author: Shaun Millen

Signature: 

Date: 06/05/14

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1. INTRODUCTION

This Transport Impact and Car Parking Assessment has been prepared by Shawmac Consulting Pty Ltd on behalf of Whelans for a rezoning of land (from recreation to residential), located midblock along Cottier Drive in proximity to Huxtable Crescent, South Hedland. The assessment has been prepared in accordance with the Western Australian Planning Commission's (WAPC) *Transport Assessment Guidelines for Developments Volume 4 – Individual Developments* document. In order to quantify impacts, the site was assessed under a potential development plan consistent with the proposed rezoning code. The tasks addressed as part of this statement include:

- Assessment of future traffic generation from the site based on a potential concept development;
- Assignment of predicted traffic flows onto the road network;
- Review and assessment of access and egress requirements for the site;
- Review and assessment of pedestrian and cyclist facilities in terms of availability and safety and including any recommendations for modification to or addition of facilities;
- Review and assessment of public transport availability to the residential development;
- Review and assessment of parking provisions to ensure they meet the local government requirements and are in line with the relevant standards;
- Safety assessment of the roads affected by traffic through formal review and Road Safety Auditing techniques; and
- Identification of any unacceptable risks and prescription of remedial actions required to moderate risks.



2. OBJECTIVE

The primary objective of the traffic statement is to assess the traffic impacts that a potential development of the site should it be rezoned residential would have on the adjacent local road network and to assess the adequacy of the proposed on-site layout in the context of vehicle manoeuvring and car parking supply. The assessment covers all transport aspects of the development including estimation of the potential traffic generated from the site and its impact on the surrounding roads, evaluation of the proposed access and parking arrangements, assessment of the pedestrian/cyclist facilities, public transport availability and overall safety aspects of the development. The report has been prepared according to the relevant WAPC guidelines.

3. LOCATION

The site is located on vacant land located on the north side midblock along Cottier Drive, South Hedland approximately 12 km south of the Port Hedland CBD. The parcel of vacant land is bound by residential development to the north and east and a youth centre facility to the west. Land use in and around the site is predominately zoned residential with the youth centre facility zoned commercial. Figure 1 shows the locality of the proposed development. **Figure 2** shows the site location and the surrounding residential urban layout.



Figure 1: Locality Plan (Regional Context, Proposed Development Site)



Figure 2: Site Location (Local Context - Site of Proposed Development)

4. PROPOSED DEVELOPMENT

4.1. Site Use

The site use based on a typical residential development supported by the proposed rezoning could typically include the following residential types:

Residence Type	Number of Residences
One Bedroom Apartments	10
Two bedroom Apartments	40
Three Bedroom Apartments	8
Three Bedroom Townhouses	6

This is based on architectural plans provided by Whelans showing the typical development layout including provision for the following parking.

Parking Type	No of Parking Bays
Apartment Resident Car Bays	60
Visitor Parking Bays	15
Townhouse Parking Bays	12
Total Parking Bays	87

A copy of the conceptual development is shown **Appendix A**.

Vehicular access to serve the site can be provided via a consolidated single crossover to the south side of the site via Cottier Drive. This crossover would provide both entry and exit from the car parking area.

4.2. Regional Context

According to the Town of Port Hedland *Town Planning Scheme No. 5 (TPS 5)*, the site is zoned as *Parks and Recreation*. The proposal is to rezone the site to accommodate the proposed development of residential units.

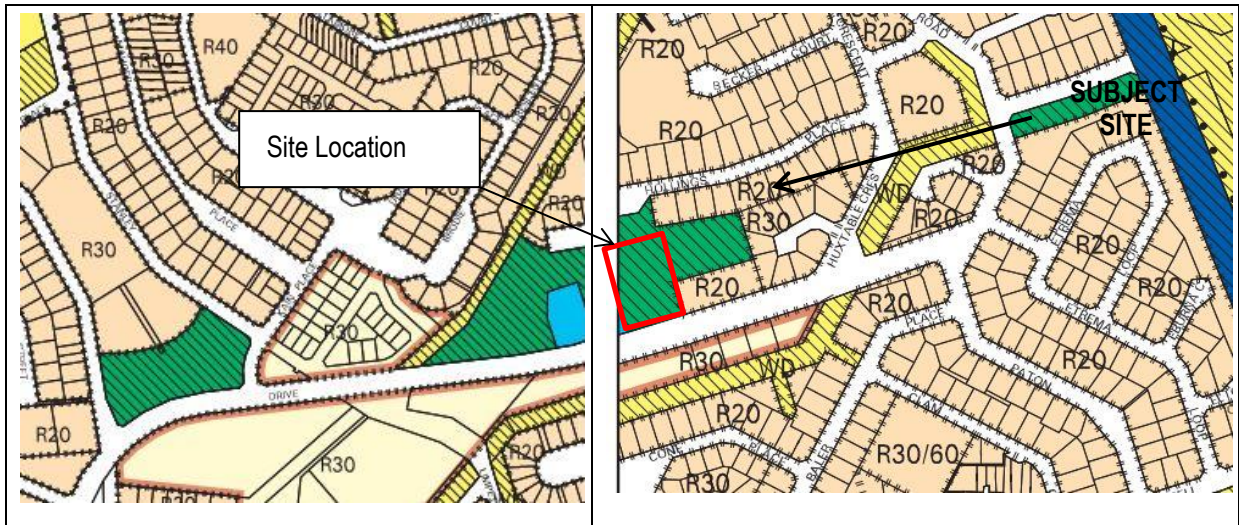
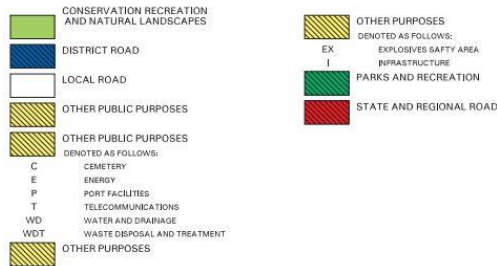


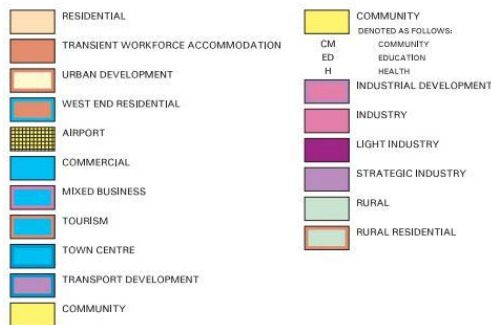
Figure 3: Extract from the Town of Port Hedland TPS 5

LEGEND

LOCAL SCHEME RESERVES



ZONES



OTHER



Figure 4: Scheme Legend

5. EXISTING SITUATION

5.1. Site Use, Access and Parking Arrangements

The site is currently vacant land and has been mostly cleared of vegetation. There are no existing crossovers to the site and no on-site parking provision. The site is bounded by residential uses to the north and the east and commercial to the west.

5.2. Traffic Generation

The site currently generates no vehicular traffic under the current land uses.

5.3. Road Network

Cottier Drive

Cottier Drive is classified a Local Distributor under the Main Roads Western Australia (MRWA) *Functional Road Hierarchy*. The hierarchy describes a Local Distributor as roads which “*carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of Local Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses but discourage trucks and are managed by local government*”.

Cottier Drive in the vicinity of the development site has a posted speed limit of 60 km/hr. Cottier Drive is a single carriageway road with an urban cross section and is kerbed and sealed to a width of 9m wide. Pavement markings are in place to delineate the carriageways and a 2m wide concrete footpath and 2.3m wide parking embayment's are located parallel to the Cottier Drive along the north side of the road reserve for the extent of the site

Figure 5 below shows the classification of Cottier Drive and the surrounding road network.

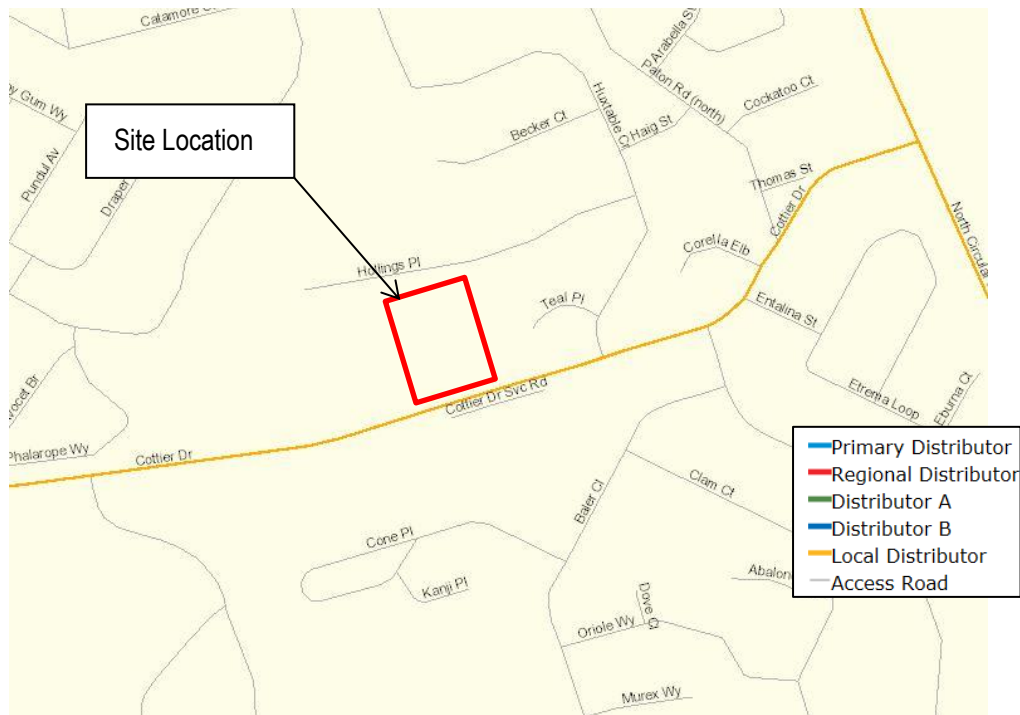


Figure 5: MRWA Road Hierarchy - Local Road Network

(Source: MRWA GIS Website)

5.4. Traffic Volumes and Flows

The Town of Port Hedland was contacted regarding Traffic Counts along Cottier Drive and it was advised that no recent counts were available. Thus to determine traffic counts the information listed within the statewide Traffic Digest produced by MRWA in 2009 was used. This indicates daily traffic volumes of 4190 (Count taken in 2006/2007) for Cottier Drive.

Cottier Drive is classified a Local Distributor and in accordance with the livable neighborhoods criteria can be considered a Neighborhood Connector A road which allows for an indicative maximum desirable daily traffic volume of 7000 vehicles per day (vpd).

5.5. Public Transport

5.5.1. Bus Transport

The proposed development site is not directly serviced by a bus route, however two bus routes (301 and 401) along with bus stops are located in the vicinity to the west on Stanley Road. The bus route traverses a short section of Cottier Drive which connects Stanley Road and Limpet Crescent. It is possible to access buses with a short 5 minute walk from the site.

Figure 6 shows a map of the local bus routes.

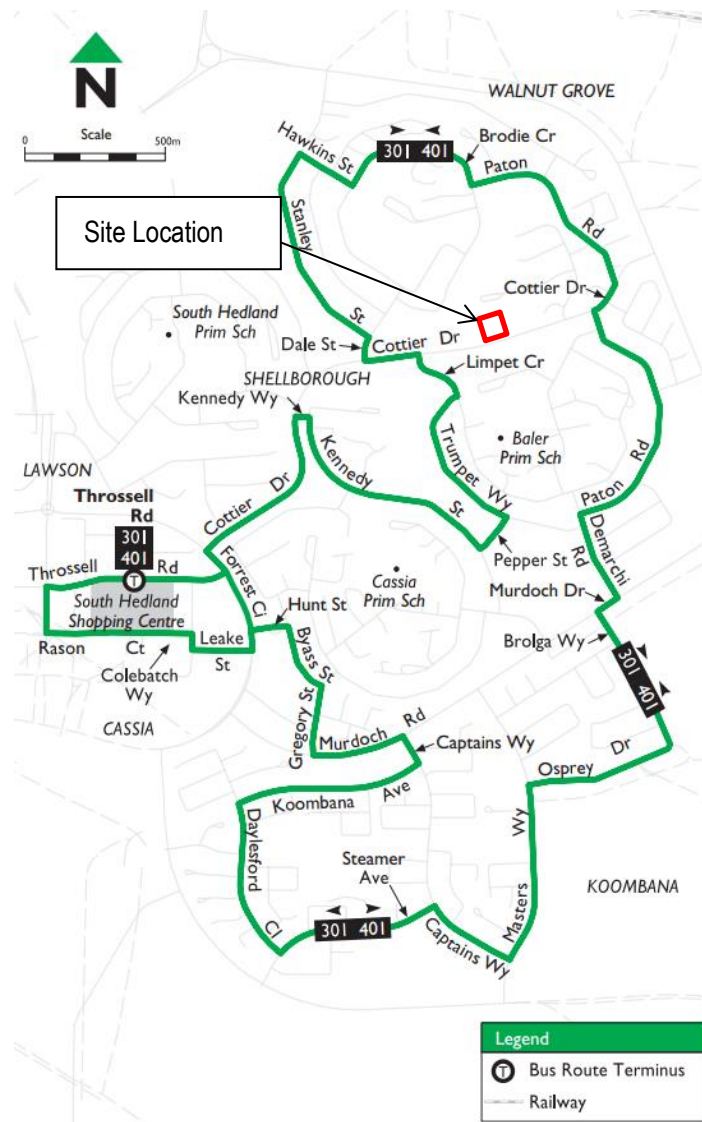


Figure 6: Port Hedland Bus Route 301 and 401

5.6. Pedestrian and Cycle Facilities

The Town of Port Hedland was contacted regarding the footpath network however they were unable to supply an up to date plan showing the network. A review of the nearby networks using Google earth indicates that the site has access to the wider footpath network via the footpath located along the site frontage.

6. TRAFFIC GENERATION

In order to assess the potential traffic impacts associated with the site, a traffic generation and distribution exercise was undertaken based on a typical development supported by the proposed rezoning to R40. Additionally a sensitivity analysis has been undertaken to assess traffic impacts for increased development densities to 50%. The aim of this exercise is to establish the anticipated traffic that would be generated from the site in order to quantify the effect that the additional traffic has on the surrounding local road network.

6.1. Predicted Daily Traffic Volumes

The predicted daily traffic volume generated by the site was estimated based on recognised land use traffic generation databases: as follows:

- Land Use Traffic Generation Guidelines, March 1987 - Director General of Transport, South Australia;
- Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales; and
- Trip Generation 7th edition, 2003 - Institute of Transportation Engineers, Washington, US

Typical development to R Code R40

Results of the trip generation predictions indicated in **Table 1** show a total of 512 trips daily, 40 during the a.m. peak and 51 during the p.m. peak.

Land use	Generation rate			Unit	Quantum	Estimated Generation			Source
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak	
Residential dwelling - Multiple < R50	8.00	0.63	0.80	Dwelling	64	512	40	51	ITE Guide

Table 1: Estimated Daily Traffic <R50

Typical Development – 50% Increase in Dwellings

Results of the trip generation predictions indicated in **Table 2** show a total of 768 trips daily, 60 during the a.m. peak and 77 during the p.m. peak.

Land use	Generation rate			Unit	Quantum	Estimated Generation			Source
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak	
Residential dwelling - Multiple 50% Increase	8.00	0.63	0.80	Dwelling	96	768	60	77	ITE Guide

Table 2: Estimated Daily Traffic 50% Increase

7. TRIP DISTRIBUTION AND ASSIGNMENT

The existing traffic pattern in the area is determined by considering the traffic counts provided within the statewide Traffic Digest produced by MRWA in 2009. The Traffic Digest indicates daily traffic of 4190 (2006/2007) vehicles for Cottier Drive. It is estimated that 60% (2514 vpd) of daily traffic will occur in the p.m period and 40% (1676 vpd) in the a.m period.

Thus the estimated peak vph based on 10% of the daily traffic volume for Cottier Road is 168 for the a.m period and 261 for the p.m period.

Table 3 shows the predicted am and pm peak traffic distribution generated from the site typical development to R Code 40.

Land use	Peak Distribution			
	AM Peak in	AM Peak out	PM Peak in	PM Peak out
Residential dwelling - Multiple < R50	15	25	31	20

Table 3: Estimated Peak Distribution from the site.

The resultant increases in weekday daily A.M and P.M peak hour-generated traffic are outlined as follows:

- Cottier Drive
 - Daily Traffic: 4,702 vehicle trips (predicted)
 - A.M Peak Hour: 208 vehicle trips (predicted)
 - P.M Peak Hour: 312 vehicle trips (predicted)

The additional trips generated by the development of the site will increase the a.m and p.m peak traffic by 16% and 19% respectively. **Figure 7** below shows the impacts of the site generated traffic graphically.

Table 4 shows the predicted am and pm peak traffic distribution generated from the site with increased development to 50%.

Land use	Peak Distribution			
	AM Peak in	AM Peak out	PM Peak in	PM Peak out
Residential dwelling - Multiple < R50	23	37	47	30

Table 4: Estimated Peak Distribution from the site.

The resultant increases in weekday daily A.M and P.M peak hour-generated traffic are outlined as follows:

- Cottier Drive
 - Daily Traffic: 4,958 vehicle trips (predicted)
 - A.M Peak Hour: 228 vehicle trips (predicted)
 - P.M Peak Hour: 328 vehicle trips (predicted)

The additional trips generated by the development of the site for the typical development will increase the a.m and p.m peak traffic by 16% and 19% respectively for the typical development and for increase in density of up to 50% it will increase to 23% and 26% respectively. **Figure 7** below shows the impacts of the site generated traffic graphically.

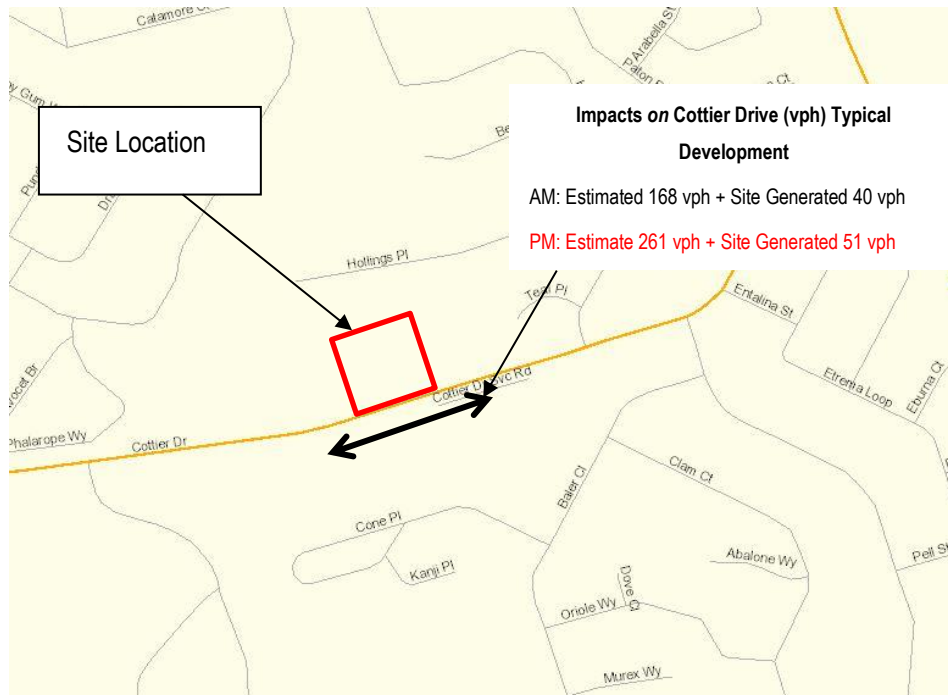


Figure 7: Impacts of Site Generated Peak Hour Traffic

8. INTERSECTION ANALYSIS

The capacity of an intersection is generally evaluated using SIDRA intersection software and warrants for analysis for unsignalised intersections with minor roads are shown in **Table 5** which is in an extract of Table 6.1 of *Austrroads Guide to Traffic Management Part 3, Traffic Studies and Analysis*. In this instance the warrants are not met thus an intersection analysis is not required.

Type of Road	Light Cross turning volumes maximum design hour volumes per hour (two way)		
	Two-lane major road	400	500
Cross road	250	200	100
Four-lane major road	1000	1500	2000
Cross road	100	50	25
Typical Development			
Cottier Drive	261		
Site Vehicle Crossover	51		
Increase in density to 50%			
Cottier Drive	261		
Site Vehicle Crossover	77		

Table 5: Intersection volumes below which capacity analysis is unnecessary

9. CRASH HISTORY

Crash records for the intersections surrounding the site were checked from the Main Roads Western Australia *Intersection Crash Ranking* for crashes recorded in the five years leading up to 2013. A total of 4 crashes have been recorded along Cottier Drive and include 1 rear end crash and 1 side swipe crash, 1 right angle crash and 1 hit object crash. The recorded severity for these crashes includes 2 with minor property damage, 1 with major property damage and 1 requirement medical attention. The number of crashes at this location over the five-year appears low and the addition of site-generated traffic is not expected to result in the magnification of the risks associated with these movements.

10. CAR PARKING

The required parking supply for the site as prescribed by the Town of Port Hedland *Town Planning Scheme No. 5* (TPS 5), superseded by State Planning Policy 3.1 'Residential Design Codes' are as follows:

- 1 bay per small <75m² or 1 bedroom dwelling
- 1.25 bays per medium 75-110m³
- 1.5 bays per large >110m²
- 0.25 bays per dwelling for visitor car parking

Table 6 shows the number of parking bays supplied within the site based on the conceptual design compared with the number of bays required within the site in accordance with the State Planning policy 3.1.

Residence Type	Conceptual Design	Town Planning Requirement
1 Bedroom Units small (10)	60	10
2 Bedroom Units small (40)		40
3 Bedroom Units medium (8)		10
Townhouse Parking Bays medium (6)	12	9
Visitor Parking Bays	15	16
Total Parking Bays	87	85

Table 6: Parking Bay Comparison

The parking facilities proposed as part of the conceptual design complies with the current planning scheme requirements.

11. REVIEW OF DEVELOPMENT ACCESS

The site will consist of a single entry/exit crossover to the north side of Cottier Drive and would accommodate both inbound and outbound movements.

It is noted that the conceptual plan shows the crossover setback from the road in line with the parking embayment's. Sightlines will be affected by parking embayment's at this location and it is recommended that the entrance be located in line with the edge of the kerb on the eastbound bound carriageway of Cottier Drive.

The vehicle crossover as a minimum will need to be designed to the Town of Port Hedland requirements; additionally the vehicle crossover will need to accommodate the turning swept path of an emergency and or service vehicle to allow ease of access.

Provision for a second access via the youth centre carpark to the west could be considered however issues relating to the use of the existing youth centre vehicle crossover and parking including ongoing maintenance will need to be considered and agreed prior to approval of the final development design.

No access issues associated with the use of the land should it be rezoned were identified.

12. CONCLUSIONS

Shawmac Consulting Pty Ltd has been commissioned by Whelans Town Planning to prepare a Transport Impact statement and car parking assessment as part of the conceptual residential development plan proposed midblock along Cottier Drive, South Hedland. This concept plan developed by Hodge Collard Preston Architects site plan (issued for interim use) indicates a consolidated crossover to accommodate both inbound and outbound vehicle movements onto Cottier Drive and proposes an on-site car parking supply of 87 bays.

A traffic generation and distribution exercise was undertaken to quantify the traffic impact of the proposed development upon the surrounding road network. Results of the exercise indicate that the development of the site for residential purposes in accordance with the concept plan will have minimal impact on the function of Cottier Drive and that the site-generated traffic for the typical development and increase in density of up to 50% can be accommodated into the road capacity.

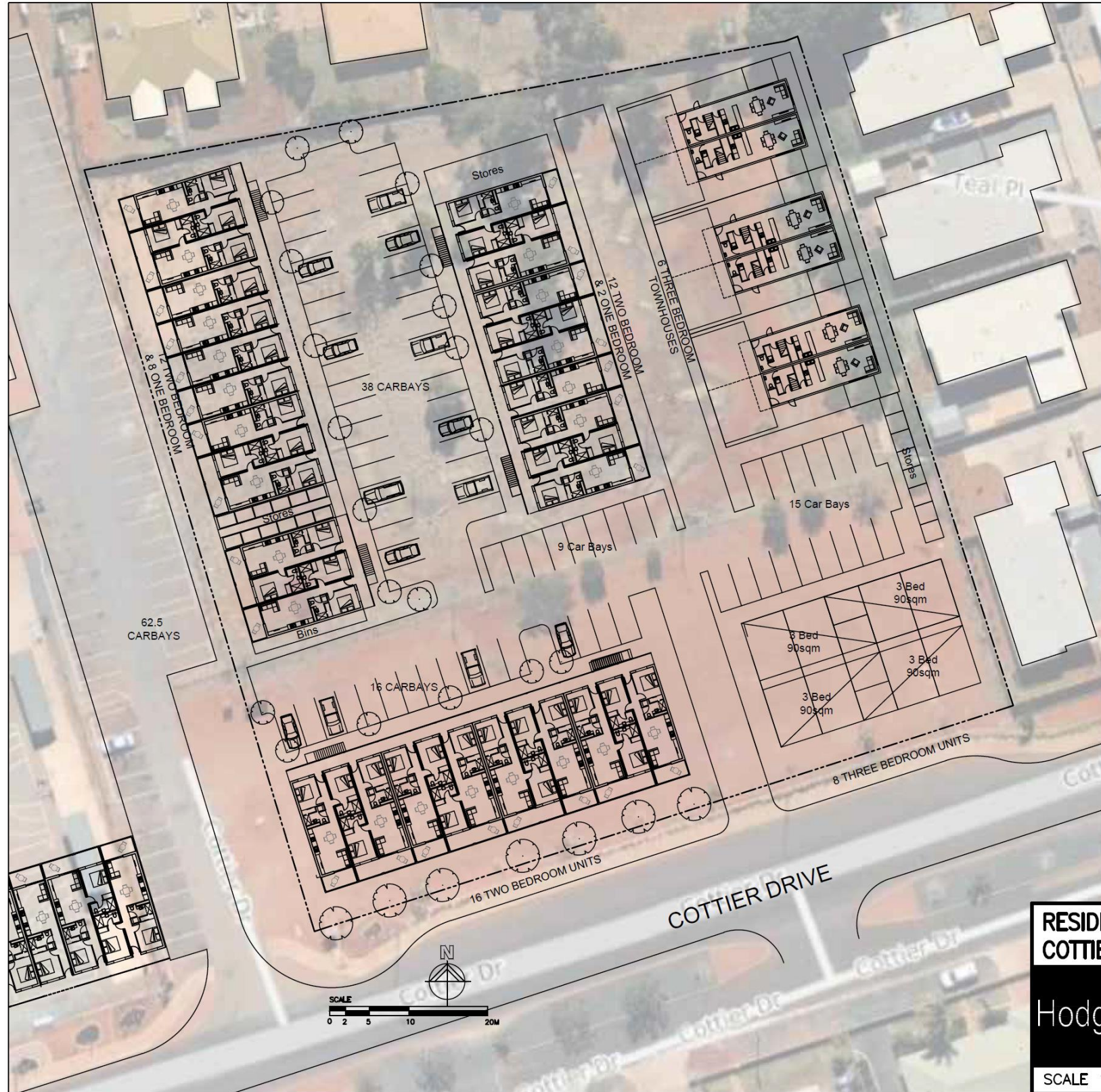
Assessment of the proposed car parking provision and access arrangement was also undertaken and it has been concluded that the site based on the concept plan will have the required number of parking bays for a development with a zoning of R40.

A review of the pedestrian and cyclist facilities indicates adequate infrastructure for the safe pedestrian movements however the cycle facilities are minimal and cyclists will generally be required to use either the footpath or the road. The road is wide enough to accommodate a cycle lane however the provision of such a lane would be at the discretion of the Town of Port Hedland

Overall, the transport aspects for the development of the site as residential will not impact the current road network, however there is a need to review the site vehicle crossover and its location within the existing Cottier Drive.



14. APPENDIX A – Development Plan



- 6 Three Bedroom Townhouses
2 Car Bays per Townhouse
- 40 Two Bedroom Apartments
- 10 One Bedroom Apartments
- 8 Three Bedroom Apartments
- 60 Apartment Resident Car Bays
- 15 Apartment Visitor Car Bays

INTERIM ISSUE ONLY
DATE: 02.04.2014

RESIDENTIAL DEVELOPMENT COTTIER DRIVE, SOUTH HEDLAND	
Hodge Collard Preston ARCHITECTS	Third Floor, 38 Richardson Street, West Perth, WA 6005 PO Box 743, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 5740 Email: admin@hpcarch.com
	SCALE 1:500@A3 DATE: 02.04.2014 DWG No. 09.13 SK06

Appendix 4 – Infrastructure Capacity Report

INFRASTRUCTURE CAPACITY
REPORT

LOT 5991 COTTIER DRIVE,
SOUTH HEDLAND

Porter



Report Prepared For:

Town of Port Hedland

Report Prepared By:

PORTER CONSULTING ENGINEERS

PO Box 1036

CANNING BRIDGE WA 6153

Phone: (08) 9315 9955

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Email: office@portereng.com.au

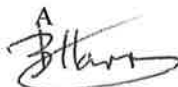
Job No: 14-04-043

Date: 22/04/2014

Our Ref: R20.14

Rev:

Checked:

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	APPENDIX C – Horizon Power Correspondence	
	APPENDIX D – Service Information	

1.0 INTRODUCTION

Porter Consulting Engineers (PCE) was commissioned by the Town of Port Hedland to investigate the existing infrastructure capacity for the development of Lot 5991 Cottier Drive, South Hedland (the Site).

The Town of Port Hedland intend to develop the Site for residential purposes including the following:

- 6 three bedroom townhouses;
- 8 three bedroom apartments;
- 40 two bedroom apartments; and
- 10 one bedroom apartments.

A copy of the current concept layout is located within **Appendix A**.

2.0 EXISTING SITE

The Site is located within the local authority of the Town of Port Hedland and is bounded by Cottier Drive to the south, residential housing to the north and east and the JD Hardie Youth Centre to the west.

The Site has a 17 hole mini golf course located over the northern half. There are a few shrubs scattered over the Site, but generally the remaining area is vacant cleared land. This site is approximately 8,500m². Soils around South Hedland are typically Pindan Sands.



3.0 SITE INFRASTRUCTURE

3.1 Drainage

The Site is generally flat with a small localised high spot in the middle. Gradual falls move stormwater to the north and to the south into the Local Authority stormwater drainage which connects to the east to a compensation / storage basin in South Hedland. From this basin, stormwater can travel west towards South Creek and then out into the Indian Ocean.

Drainage from the Site will need to be managed through a combination of the overland flow path and a stormwater pit and pipe system. The Town of Port Hedland has no specific requirements for stormwater other than the 1 / 100 year ARI event. However, the Town commissioned GHD Pty Ltd to complete a South Hedland flood study which the Town is still to endorse. This flood study refers to the following two conditions:

- 1 year ARI events should be retained on site through pit and pipe or storage basin if required.
- Storm events above the 1 year up to the 1 in 100 year ARI events should be conveyed via overland flow towards the Local Authority stormwater drainage system.

It is recommended that the site is earthworked to ensure overland flows are directed to Cottier Drive.

3.2 Roads

The Site has one adjacent local road, Cottier Drive. Cottier Drive is a single carriageway and has approximately 10m wide seal with a 30m road reserve. According to the Town of Port Hedland Town Planning Scheme No 5, Cottier Drive is classified as a local Road.

There is an existing embayed parking area immediately in front of the proposed development that is approximately 2.5m in width. This will provide a de-facto left turn lane into the proposed development.

An existing dual use path immediately abuts the site and the existing road is in good condition. Therefore, no road or path upgrades are required to support the development.

3.3 Water

There exists a 150mm diameter asbestos cement water reticulation main that runs along the southern side of Cottier Drive, transferring to the north side at Huxtable Crescent.

The Water Corporation has confirmed that there is sufficient water supply available to service the development.

The Water Corporation will allow one of the following two connection options, according to the Town's requirements:

- Option 1, connect to the 150mm diameter water main on Cottier Drive at the intersection of Cottier Drive and Huxtable Crescent. This option would require trenching along the north side of Cottier Drive within the road reserve.
- Option 2, connect to the 150mm diameter water main on Cottier Drive on the south side of the road. This option will require the water main to be trenched or bored under Cottier Drive and extended to the north side.

Water Corporation correspondence is located within **Appendix B** and water services shown in **Appendix D**.

3.4 Sewer

There exists a 150mm diameter unplasticised polyvinyl chloride sewer reticulation main along the northern side of the Site. This sewer is within Lot 5991 Cottier Drive and will require a 3m sewer easement to be placed centrally over the sewer. Based on the current concept plan, this would not impact on the proposed layout.

The Water Corporation has confirmed that they will not approve a connection at this time due to the existing infrastructure, downstream of the Site, being unable to pump the current demand. Therefore, should the proposed development go ahead the existing sewer infrastructure would not be able to handle the additional flow of wastewater.

The Water Corporation has plans for the upgrade of the downstream pump station and associated pressure main. Construction is due to commence within 2017.

The Water Corporation has confirmed that should the Town of Port Hedland require the proposed development to be constructed prior to 2017 then the Town would be required to upgrade the pump station and pressure main. Water Corporation would agree to a prefunding arrangement where they would reimburse the Town for the construction of the pump station.

Water Corporation correspondence is located within **Appendix B** and sewer services shown in **Appendix D**.

3.5 Power

Horizon Power has power infrastructure that traverses Hollings Place to the north of the Site. This power infrastructure includes a 22kV feeder line.

Horizon Power has confirmed that there is sufficient high voltage capacity to service the Site but that the low voltage infrastructure would need upgrading. Therefore, the proposed development is likely to require a suitably sized transformer to be installed on site.

Horizon Power will require a Feasibility Enquiry / Study conducted before further investigations into the power requirements of the proposed development will be conducted. Feasibility enquiries investigate the current power load in the area and estimate the required infrastructure upgrades required to supply the development. Feasibility studies will investigate the costs

associated with the required infrastructure upgrades and provide a quote to the Developer.

Horizon Power correspondence is located within **Appendix C** and power services shown in **Appendix D**.

3.6 Telecommunication

There is existing Telstra infrastructure within the adjoining road reserve which service existing residential properties.

The closest telecommunication exchange to the Site is located at 10 Forest Circle South Hedland. As this exchange is relatively close, and there is existing infrastructure in the vicinity, it is expected that telecommunication service providers will be able to service the proposed development.

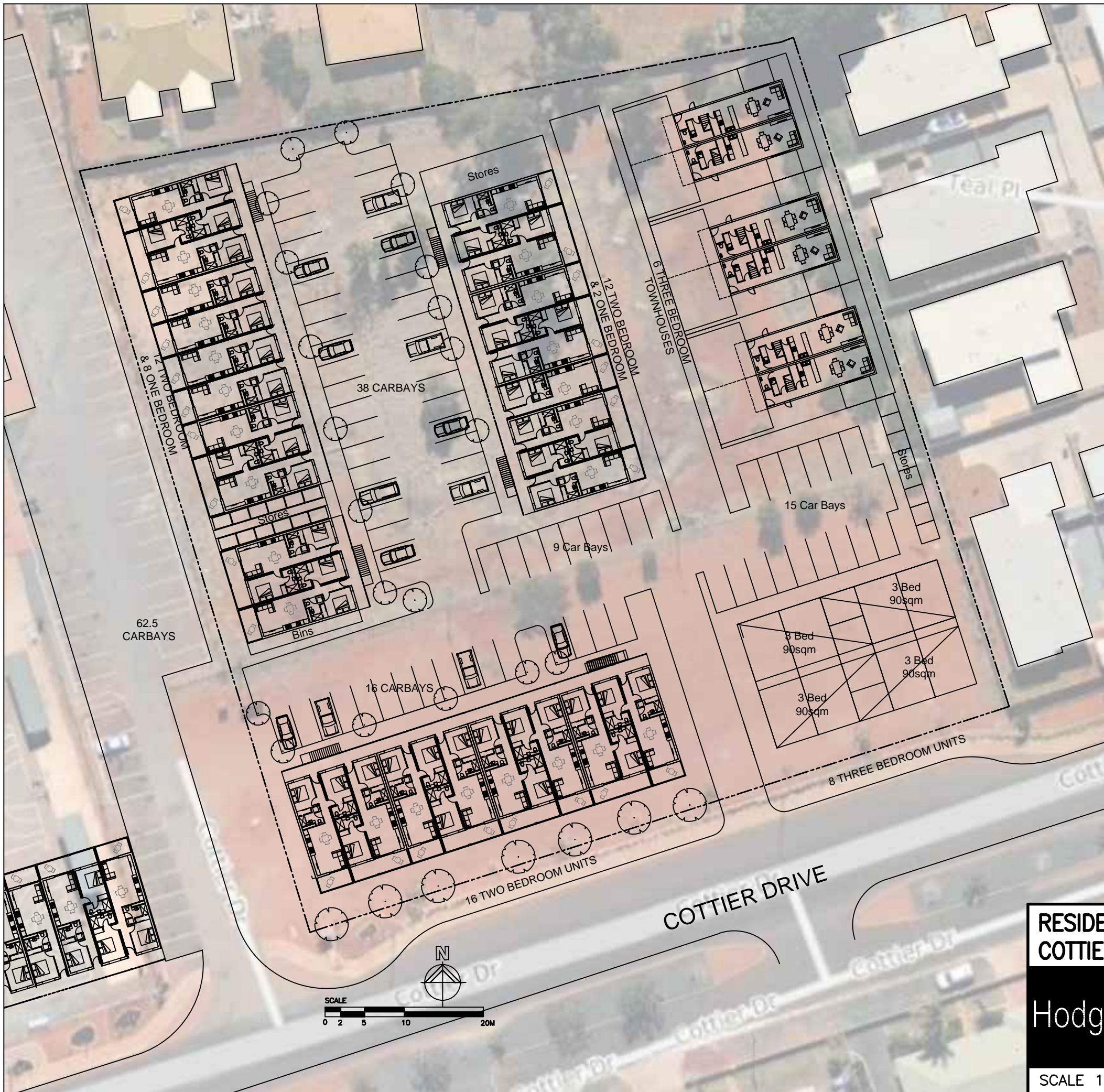
Telstra services are shown in **Appendix D**.

4.0 CONCLUSION

The following capacity information was identified as part of this Infrastructure Capacity Report:

- Water; there is sufficient water capacity to supply the Site.
- Sewer; there is not sufficient capacity downstream to service the Site. The wastewater pump station will need upgrading either by the Town through a prefunding agreement with the Water Corporation or by waiting for the Water Corporation to upgrade the pump station in 2017.
- Drainage; there is existing local authority drainage infrastructure which is capable of conveying stormwater that is collected onsite.
- Power; Horizon Power will require a suitable transformer to be installed.
- Telecommunications; are not anticipated to be an issue.

APPENDIX A
Proposed Development Concept



- 6 Three Bedroom Townhouses
2 Car Bays per Townhouse
- 40 Two Bedroom Apartments
- 10 One Bedroom Apartments
- 8 Three Bedroom Apartments
- 60 Apartment Resident Car Bays
- 15 Apartment Visitor Car Bays

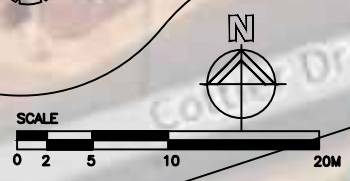
INTERIM ISSUE ONLY
DATE: 02.04.2014

**RESIDENTIAL DEVELOPMENT
COTTIER DRIVE, SOUTH HEDLAND**

Hodge Collard Preston
ARCHITECTS

Third Floor, 38 Richardson Street,
West Perth, WA 6005
PO Box 743, West Perth, WA 6872
Ph: (08) 9322 5144
Fax: (08) 9322 5740
Email: admin@hpcarch.com

SCALE 1:500@A3 DATE: 02.04.2014 DWG No. 09.13 SK06



APPENDIX B
Water Corporation Correspondence

Stuart Murphy

From: Graham Hayward <Graham.Hayward@watercorporation.com.au>
Sent: Tuesday, 22 April 2014 1:25 PM
To: 'Stuart Murphy'
Subject: RE: Lot 5991 Cottier Drive, South Hedland - services capacity
Attachments: 201404221309.pdf

Hi Stuart, sorry to hear of your less than perfect experience with our new process for managing "Feasibility" type enquires. We are working on it and I'll provide your feedback to the team. For what it's worth we're working on ways to better track enquires and monitoring project progress so please persist with the use of it.

In relation to the one below I've had a quick look over it, from a water servicing perspective it looks to be ok. You'll need to do a small mains extension of about 30 or 70m to provide a service to the site (depending on which option is chosen, see attached plan)

While the proposal is directly adjacent to a sewer reticulation main, servicing is a going to be an issue in the short term. The development is in the catchment of our Paton Rd pumping station, which is currently operating at its full capacity. A recent planning review has identified an upgrade of this station to manage further development and redevelopment in the catchment; however this is not planned to occur until approximately 2017.

I trust the above information is of use should you require any further info please do not hesitate to contact me directly

Cheers

Graham Hayward

Team Leader, Network Expansion

Water Corporation

Development Services Branch

T: (08) 9420 2990 | **F:** (08) 9420 3193 |

629 Newcastle Street, Leederville, WA 6007

Mailing address- PO Box 100, Leederville, WA 6902

www.watercorporation.com.au

From: Stuart Murphy [<mailto:stuart@portereng.com.au>]
Sent: Thursday, 17 April 2014 10:48 AM
To: Graham Hayward
Subject: Lot 5991 Cottier Drive, South Hedland - services capacity

Hi Graham,

I'm working on behalf of the Town of Port Hedland to investigate the capacity constraints of services to develop Lot 5991 Cottier Drive South Hedland.

I have submitted a servicing request on your online system but last time I did that I did not get a response for 1 month.

Could you please have a quick look as the Town is pushing me to get this information to them quickly.

I have attached a draft concept for the development of the site for your information.

Regards

Stuart Murphy | Civil/Traffic Engineer

Porter Consulting Engineers
58 Kishorn Road | Mt Pleasant | WA 6153
PO Box 1036 | Canning Bridge | WA 6153
T: (08) 9315 9955 | M: 0430 328 760



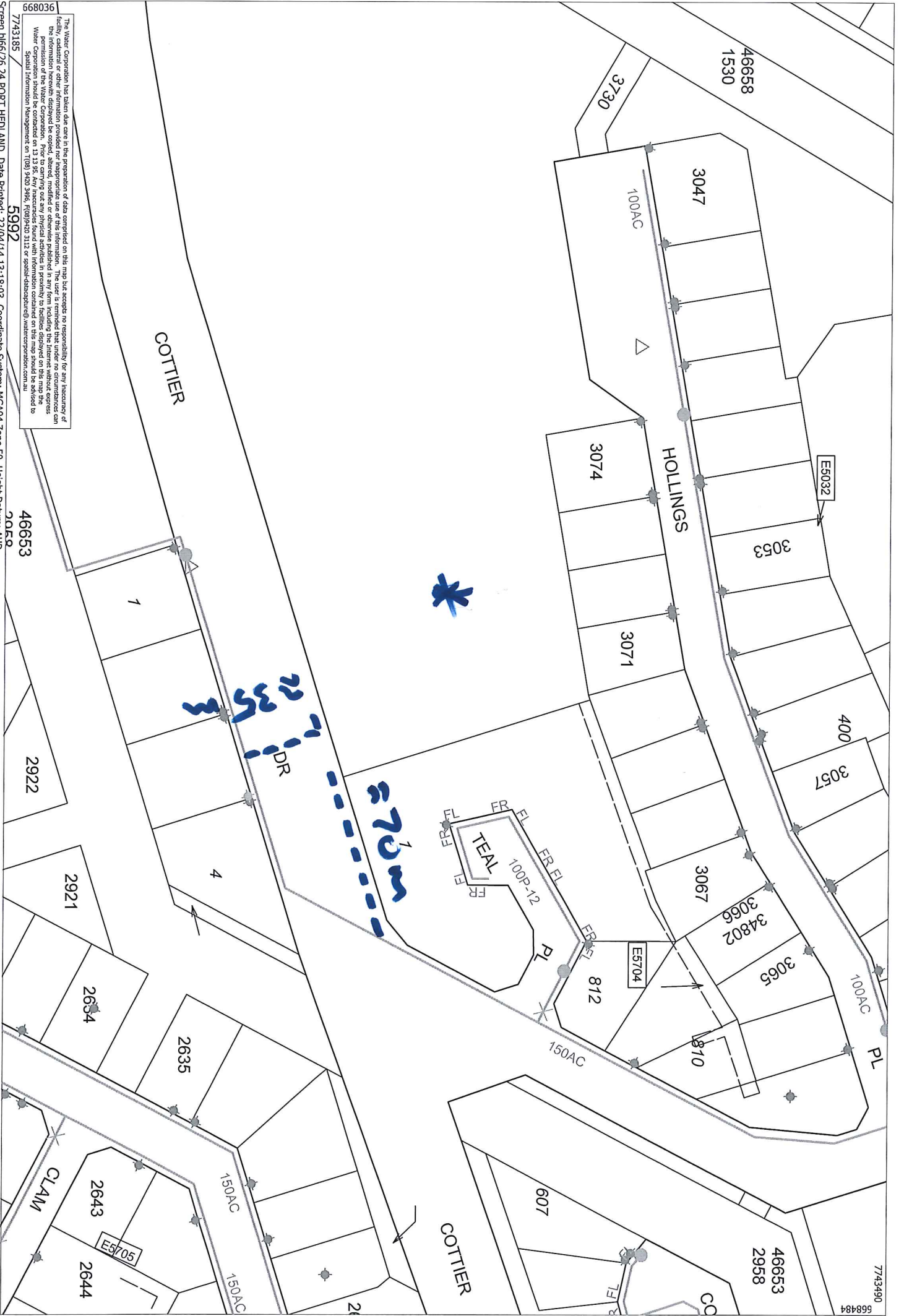
[website](#) | [vCard](#) | [map](#) | [email](#)

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7743490

668484



COTTIER

HOLLINGS

TEAL

COTTIER

668036
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APPENDIX C
Horizon Power Correspondence

Stuart Murphy

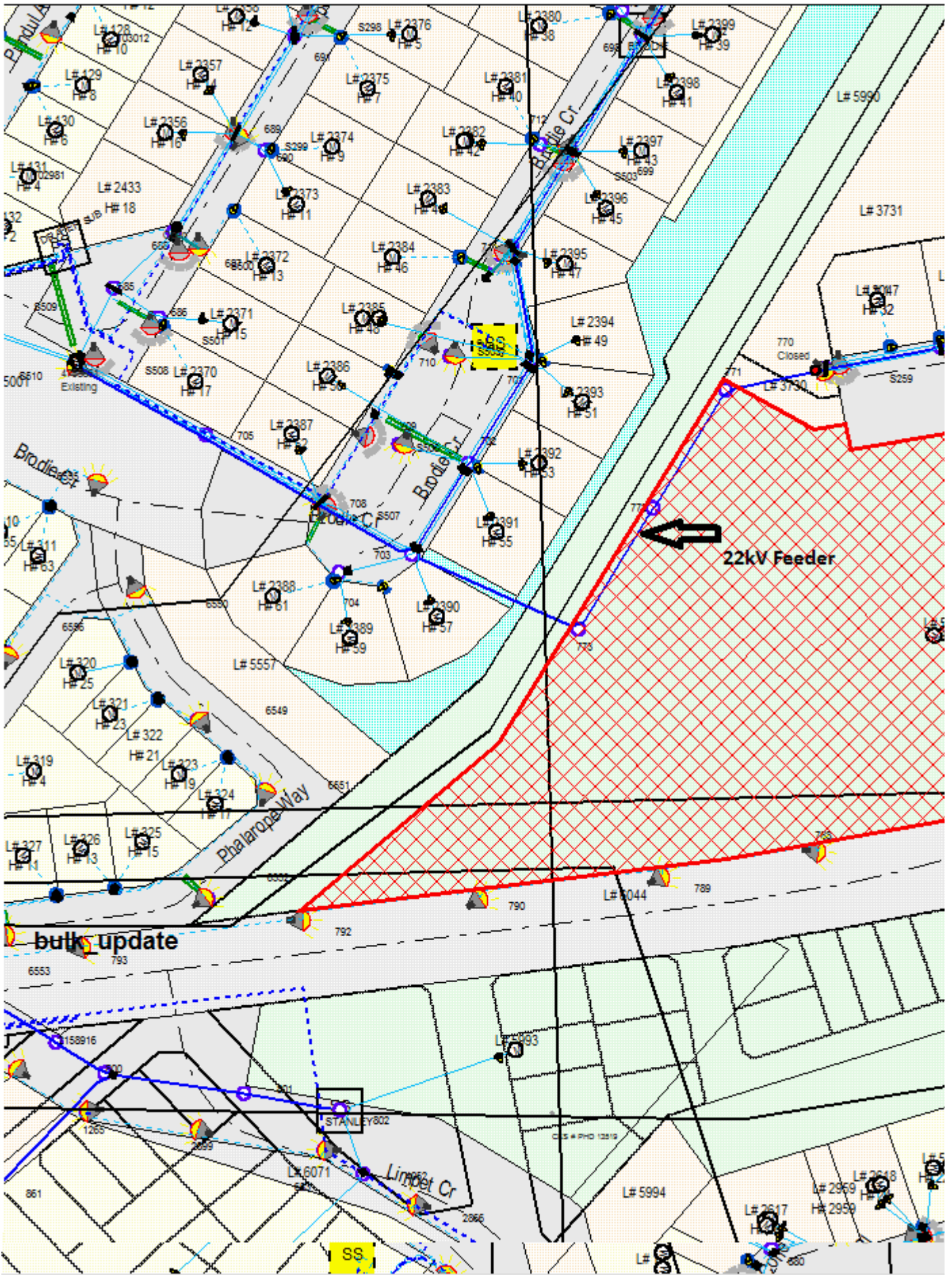
From: Noel Moyo <noel.moyo@horizonpower.com.au>
Sent: Tuesday, 22 April 2014 2:21 PM
To: Stuart Murphy
Subject: RE: Port Hedland Network capacity Inquiry: Lot 5991 Cottier Drive, South Hedland

Stuart,

Please receive a screen shot showing existing Horizon Power infrastructure with the vicinity of the area of interest. Based on this screen shot the area is currently serviced with a 3 phase 415v supply which will not power up the proposed development.

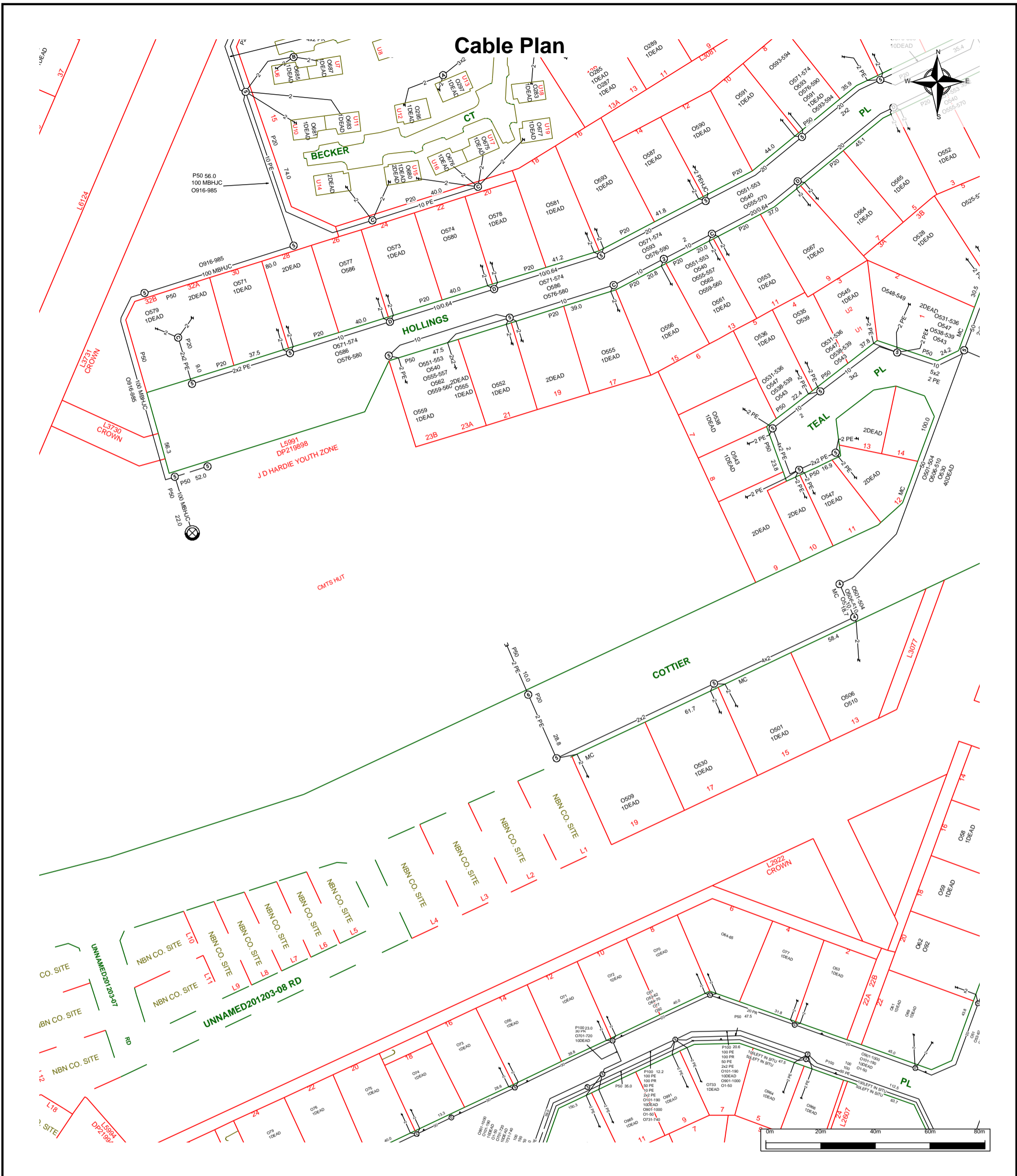
There is a 22kV circuit (highlighted) on the north western side of the the Lot in question. Looking at your proposed development and based on a 10kVA design criteria there is a high likelihood that you will need a transformer to service the development.

We can only commit resource to undertake the necessary studies/design to establish possible connection options.



Hope this helps

APPENDIX D
Existing Services



For all Telstra DBYD plan enquiries -
 email - Telstra.Plans@team.telstra.com
 For urgent onsite contact only - ph 1800 653 935 (bus hrs)

Sequence Number: 33234867

CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

TELSTRA CORPORATION LIMITED A.C.N. 051 775 556

Generated On 26/03/2014 08:25:45

The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

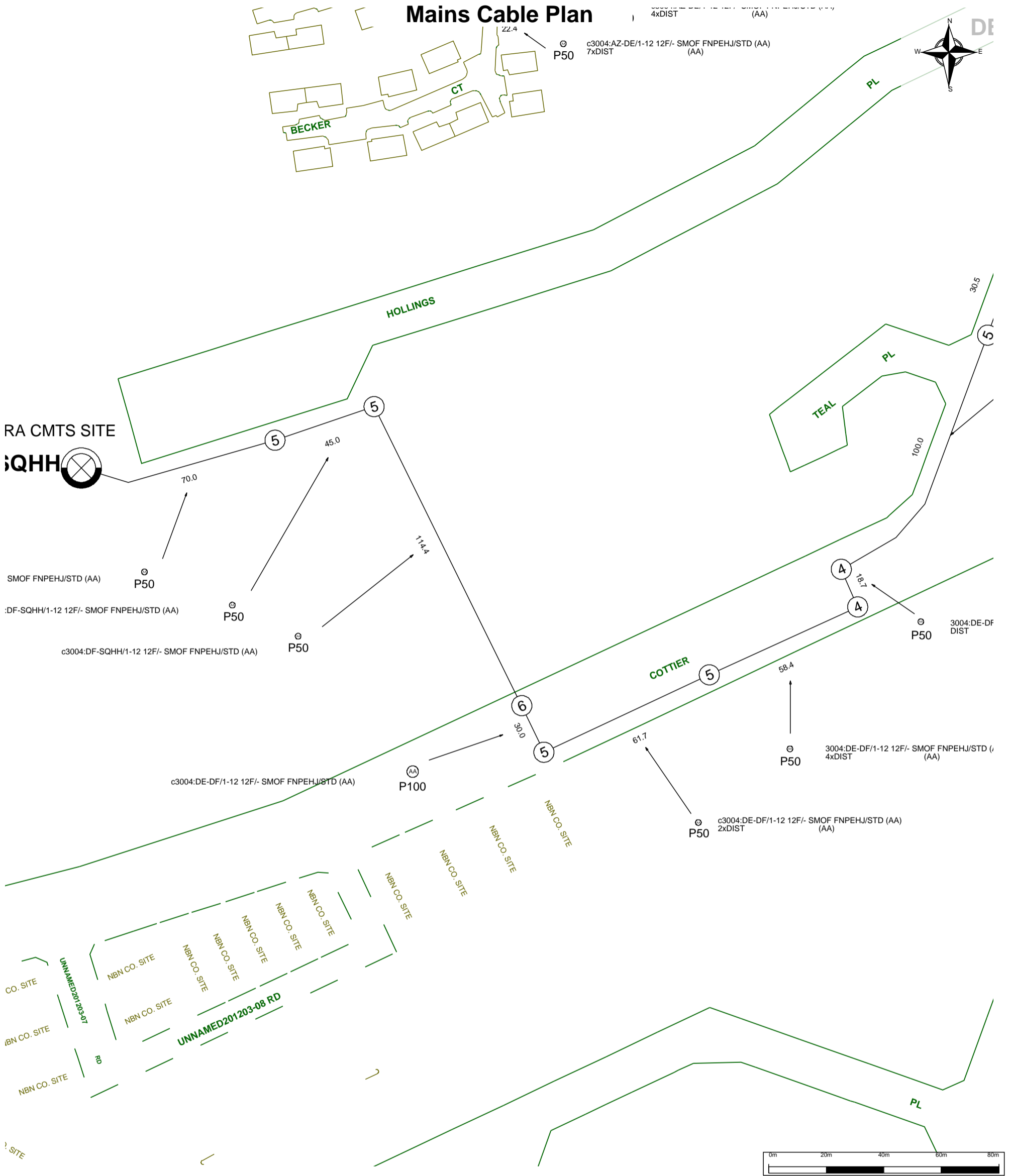
WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

It is your responsibility to locate Telstra's underground plant by careful hand pot-holing prior to any excavation in the vicinity and to exercise due care during that excavation.

Please read and understand the information supplied in the duty of care statement attached with the Telstra plans. TELSTRA WILL SEEK COMPENSATION FOR LOSS CAUSED BY DAMAGE TO ITS PLANT.

Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.

Mains Cable Plan



For all Telstra DBYD plan enquiries -
 email - Telstra.Plans@team.telstra.com
 For urgent onsite contact only - ph 1800 653 935 (bus hrs)

TELSTRA CORPORATION LIMITED A.C.N. 051 775 556

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Sequence Number: 33234867

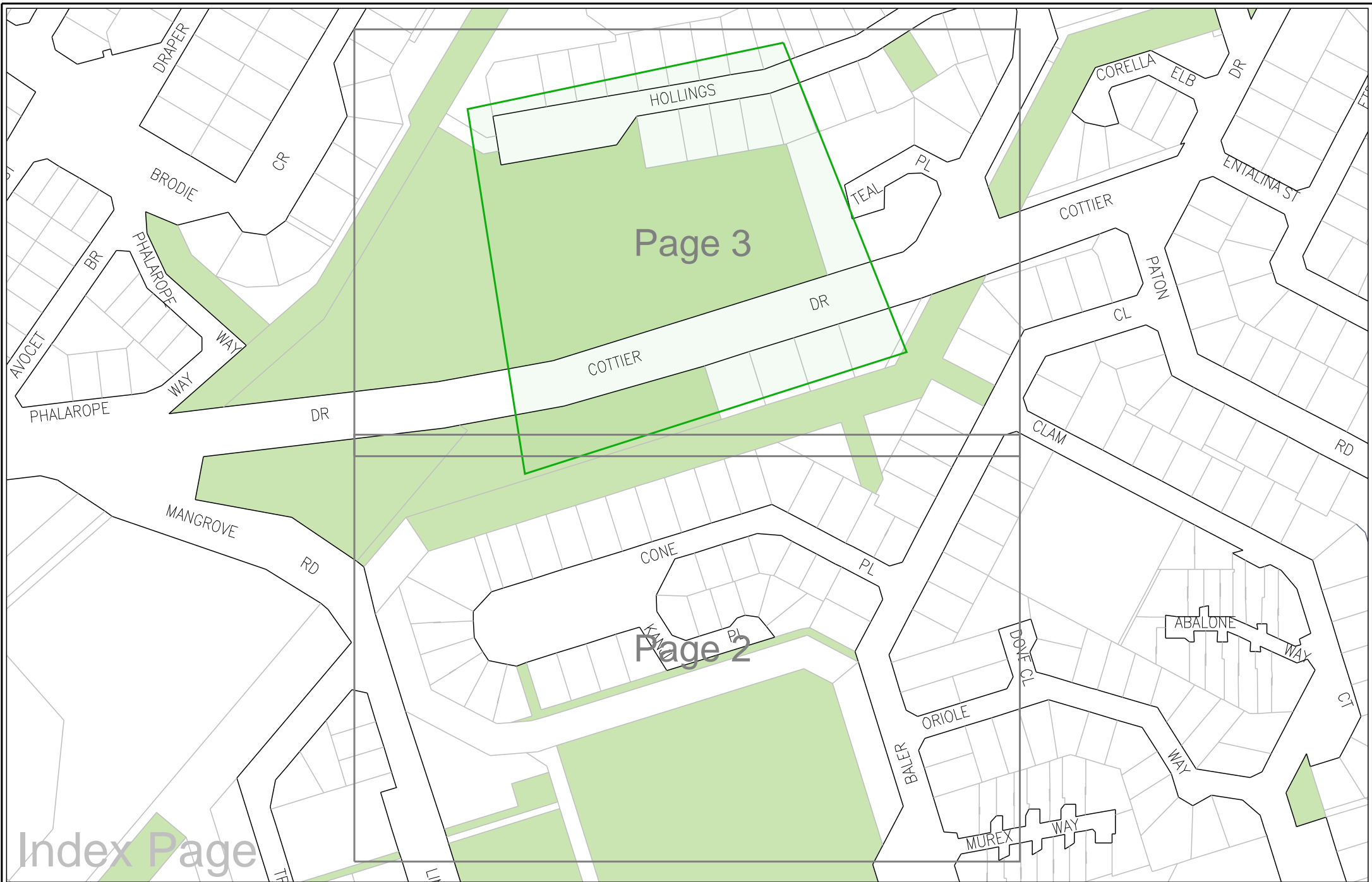
CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

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Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.



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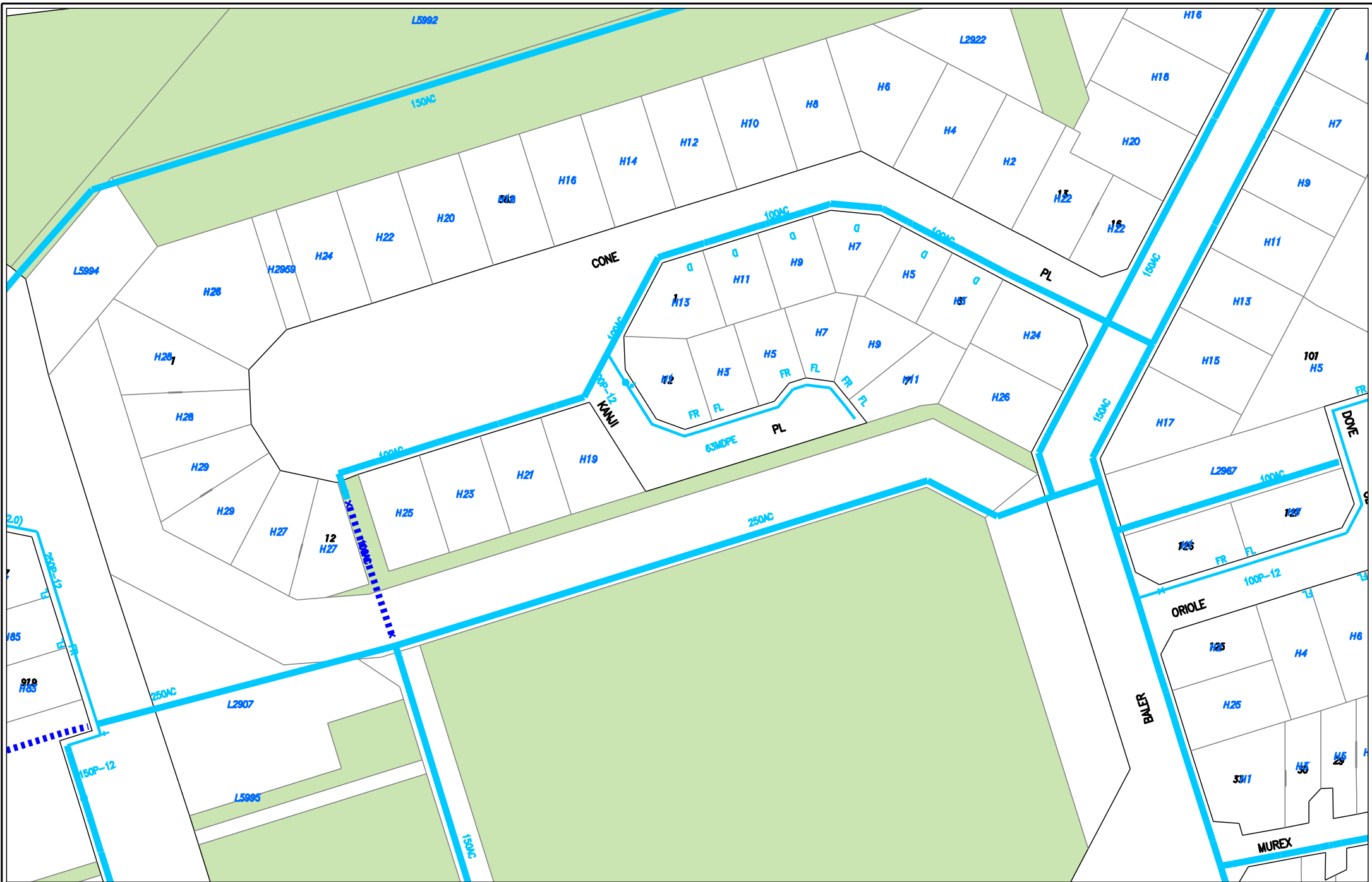
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Print Date: 25/03/2014 Page: 1 of 3



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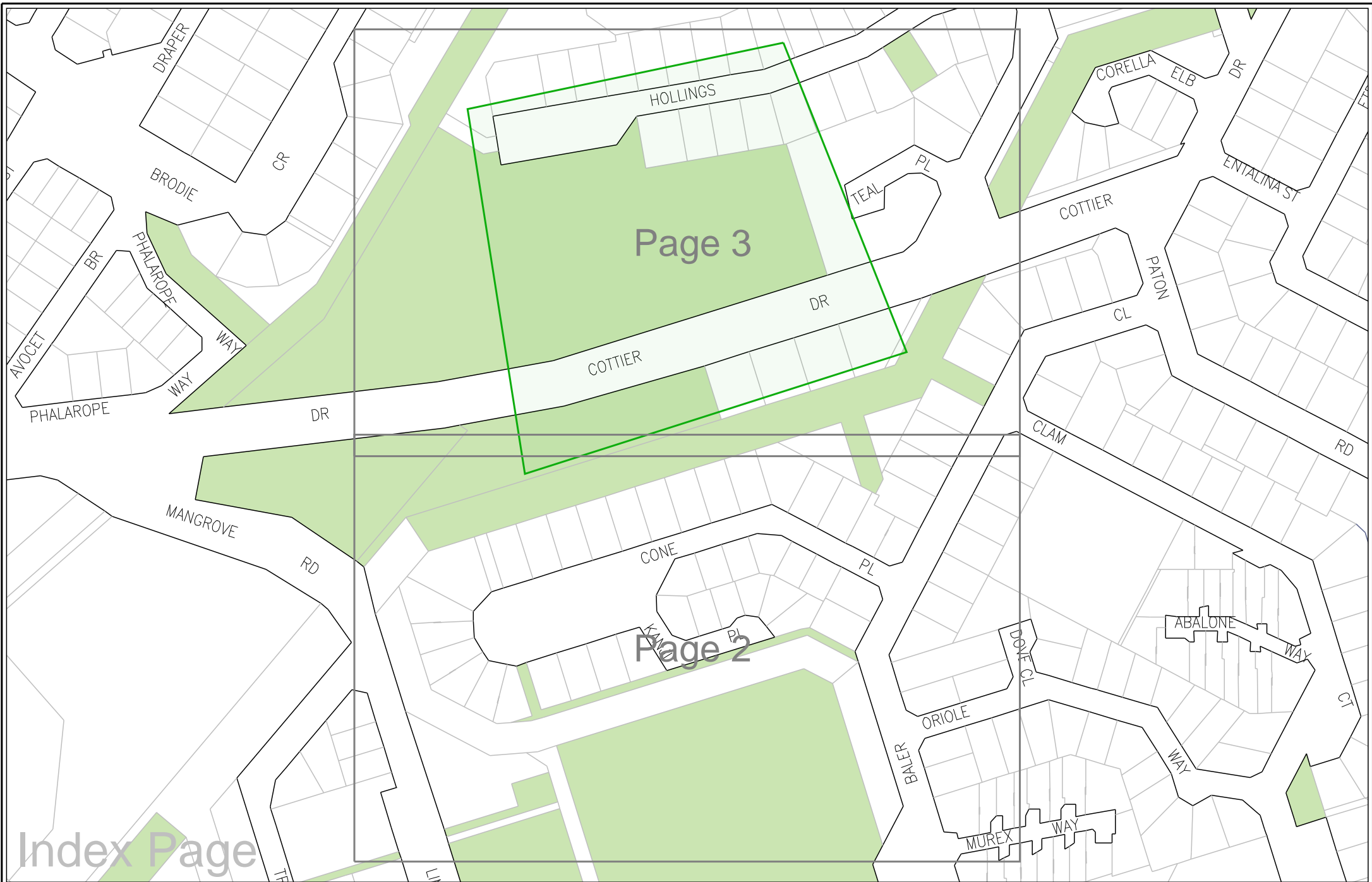
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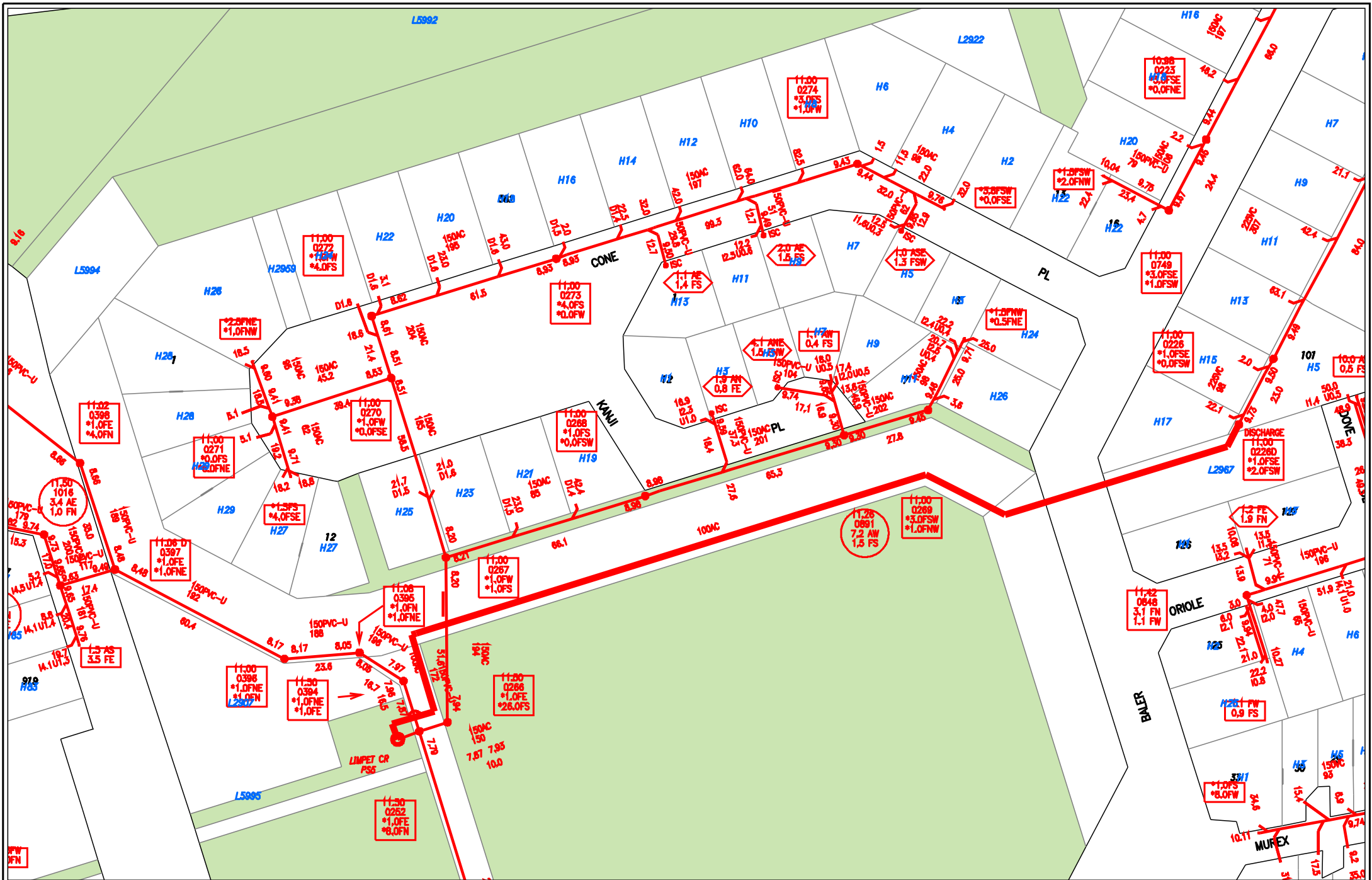


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Appendix 5 – PCE Letter and Water Corp Correspondence

Stuart Murphy

From: Graham Hayward <Graham.Hayward@watercorporation.com.au>
Sent: Thursday, 29 May 2014 10:13 AM
To: 'Stuart Murphy'
Subject: RE: Lot 5991 Cottier Drive, South Hedland - services capacity

Hi Stuart, Further to our conversation yesterday, I've spoken to our Headworks Delivery team and they have advised that upgrades such as this are not able to be delivered under a Prefunding arrangement. The planning review, while estimating a date for the upgrade, clearly stated that this should be done by WC to support development.

From your end this makes things simple, your client may proceed with the development. It will be our responsibility to ensure that it can be accommodated. This may mean that we either bring forward the upgrade or simply accept a higher risk at the pumping station.

Please note though, the water main extension requirements remain as per my last correspondence.

Regards

Graham Hayward

Team Leader, Network Expansion

Water Corporation

Development Services Branch

T: (08) 9420 2990 | **F:** (08) 9420 3193 |

629 Newcastle Street, Leederville, WA 6007

Mailing address- PO Box 100, Leederville, WA 6902

www.watercorporation.com.au

From: Stuart Murphy [mailto:stuart@portereng.com.au]
Sent: Wednesday, 28 May 2014 11:41 AM
To: Graham Hayward
Subject: RE: Lot 5991 Cottier Drive, South Hedland - services capacity

Hi Graham,

I have spoken to the Town of Port Hedland and they have requested that we investigate the upgrading of the 3 Paton Road North South Hedland pumping station (Paton Road North PS3).

Therefore, could we please meet and discuss the following:

- Advice from our Client indicates completion of the 64 Lot development is planned towards the end of 2016. Is there scope in your capital works programme to compete the upgrading of this pump station to coincide with this preliminary completion date?
- Can you please forward a copy of the As-Constructed plans for the existing pumps station. Were other scenarios considered (initial, intermediate and ultimate) as part of the detailed design process. Are these available ?
- As part of you planning review, you refer to below, did you prepare preliminary costing? Are they available?
- Can I please have a copy of the current template for the Water Corporation Developer Constructed Work Agreement?

Regards

Stuart Murphy | Civil/Traffic Engineer

Our Ref: SM/L0313.14
Job No: 14-04-043



3 June 2014

Whelans
Lot 61 Greenfield Street
Boodarie, WA 6722

Attention: Mike Pound

Level 2 Kishorn Court
58 Kishorn Road
Mount Pleasant WA 6153

PO Box 1036
Canning Bridge WA 6153

Tel: (08) 9315 9955
Fax: (08) 9315 9959
Email: office@portereng.com.au
www.portereng.com.au

Dear Mike

Lot 5991 Cottier Drive, South Hedland

Porter Consulting Engineers completed an Infrastructure Capacity Report for the Town of Port Hedland in 22 April 2014. Conclusions of that investigation were as follows:

“Sewer: there is not sufficient capacity downstream to service the Site. The downstream wastewater pump station will need upgrading either by the Town through a prefunding agreement with the Water Corporation or by waiting for the Water Corporation to upgrade the pump station in 2017.”

On 27 May 2014, PCE was engaged by the Town of Port Hedland to investigate the requirements for upgrading of 3 Paton Road pump station and provide indicative costs and programme for upgrade works.

PCE has been in contact with Water Corporation regarding the upgrade works required for the 3 Paton Road pump station. Further investigations by the Water Corporation showed that the pump station is required to be significantly upgraded. Water Corporation has decided not to impose such a burden on the Developer. Therefore, the Water Corporation have made the decision to lift the condition previously imposed which made it a condition of development approval to upgrade the 3 Paton Road pump Station. Please refer to attached correspondence from Water Corporation.

PCE are very pleased with this outcome for the Town of Port Hedland. PCE will only charge what it as cost to achieve this outcome and offer a significant proportion of the fee back to the Town of Port Hedland.

If you have any queries please contact the undersigned on 9315 9955.

Yours faithfully

A handwritten signature in blue ink that reads "S. Murphy".

STUART MURPHY
TRAFFIC CIVIL ENGINEER