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**TOWN OF PORT HEDLAND  
TOWN PLANNING SCHEME NO. 5  
AMENDMENT NO. 64**



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**PLANNING AND DEVELOPMENT ACT 2005**  
**RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME**  
**TOWN OF PORT HEDLAND**  
**TOWN PLANNING SCHEME NO. 5**  
**AMENDMENT NO. 64**

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

1. Applying a residential density coding of 'R40' to Lots 1 – 2 on Strata Plan 43798, Lots 1 – 2 on Strata Plan 46090, Lots 1 – 2 on Strata Plan 31284, 1513 – 1521, 1535, 1537 – 1540, 1542, Lots 1543 – 1544 Lacy Street, Lots 1510 – 1512 Thompson Street, Lots 1529 – 1532, 1523 -1525, 1546 – 1551, 1143 and 100 Robinson Street and Lots 1522 and 1533 Bell Street to 'R40'; and
2. Amending the Scheme Map accordingly.

Dated this                      day of                      20

CHIEF EXECUTIVE OFFICER



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## SCHEME AMENDMENT REPORT

- |   |   |   |
|---|---|---|
| <b>1. LOCAL AUTHORITY</b>                     | : | Town of Port Hedland  |
| <b>2. DESCRIPTION OF TOWN PLANNING SCHEME</b> | : | Town Planning Scheme No. 5  |
| <b>3. TYPE OF SCHEME</b>                      | : | Town Planning Scheme  |
| <b>4. SERIAL NUMBER OF AMENDMENT</b>          | : | Amendment No. 64  |
| <b>5. PROPOSAL</b>                            | : | Applying a residential density coding of 'R40' to Lots 1 – 2 on Strata Plan 43798, Lots 1 – 2 on Strata Plan 46090, Lots 1 – 2 on Strata Plan 31284, 1513 – 1521, 1535, 1537 – 1540, 1542, Lots 1543 – 1544 Lacy Street, Lots 1510 – 1512 Thompson Street, Lots 1529 – 1532, 1523 -1525, 1546 – 1551, 1143 and 100 Robinson Street and Lots 1522 and 1533 Bell Street to 'R40'. |



PROPOSED SCHEME AMENDMENT  
VARIOUS LOTS – EAST END URBAN VILLAGE  
PORT HEDLAND

January 2014

Ref: 16334





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## REVISION HISTORY

Version	Date	Author	Reviewed	Change Description
1.0	May 2013	MP	GH	Review of Document
2.0	Jan 2014	MP	SF/GH	Final Review

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## 1 INTRODUCTION

Whelans (Australia) (Whelans) acts on behalf of Hedland Project Management, this report has been prepared in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 ('TPS 5') to recode various lots along Sutherland, Robinson, Lacy, Bell and Thompson Street to 'Residential R40', and amending the scheme map accordingly.

The overarching purpose of the amendment is to improve the housing diversity through the integrated development of land within an existing urban fabric. The amendment will utilise a high amenity location to accommodate increased density and provide additional residential development opportunities.

This report sets out the strategic planning context along with suitability and capability of the area 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 uses 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) to support the initiation of the scheme amendment at the earliest opportunity.

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## 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 land subject to the proposed scheme amendment is bound by Sutherland Street to the north, Lacy Street to the west, Thompson Street to the east and Robinson Street to the south ('subject land'). All of the aforementioned roads are sealed, gazetted roads.

Refer Figure 2 – Local Location.

### 2.3 Existing Improvements

The subject land is developed in accordance with the TPS5 'Residential' zone and density coding of 'R25', featuring single residential dwellings fronting along Sutherland Street and parcels of grouped dwellings fronting Robinson Street.

Refer Figure 3 – Aerial Map.

### 2.4 Land Ownership

Formal land ownership details for the subject land are provided in Table 1 (Refer Appendix 1).

### 2.5 Surrounding Land Uses

Directly east of the subject land, is land zoned 'Residential R20', which is developed with single residential dwellings.

East of this land is a development known as 'Beachfront Village'. This land is zoned 'Residential R50' and is developed with 438 serviced apartments.

Directly adjoining the 'Beachfront Village' to the east is a portion of land approximately 1.1ha in size. Previously a 'Parks and Recreation' Reserve, the lot was created and zoned 'Residential R50' through Scheme Amendment No. 45 (Amendment 45) and is developed with grouped dwellings.

Amendment 45 was prepared in response to a Council initiative and facilitated through the Town's Planning Services. The officer's comment from the initiation request, Item 11.1.1.2 from the Ordinary Council Meeting held on 27 July 2011 states:

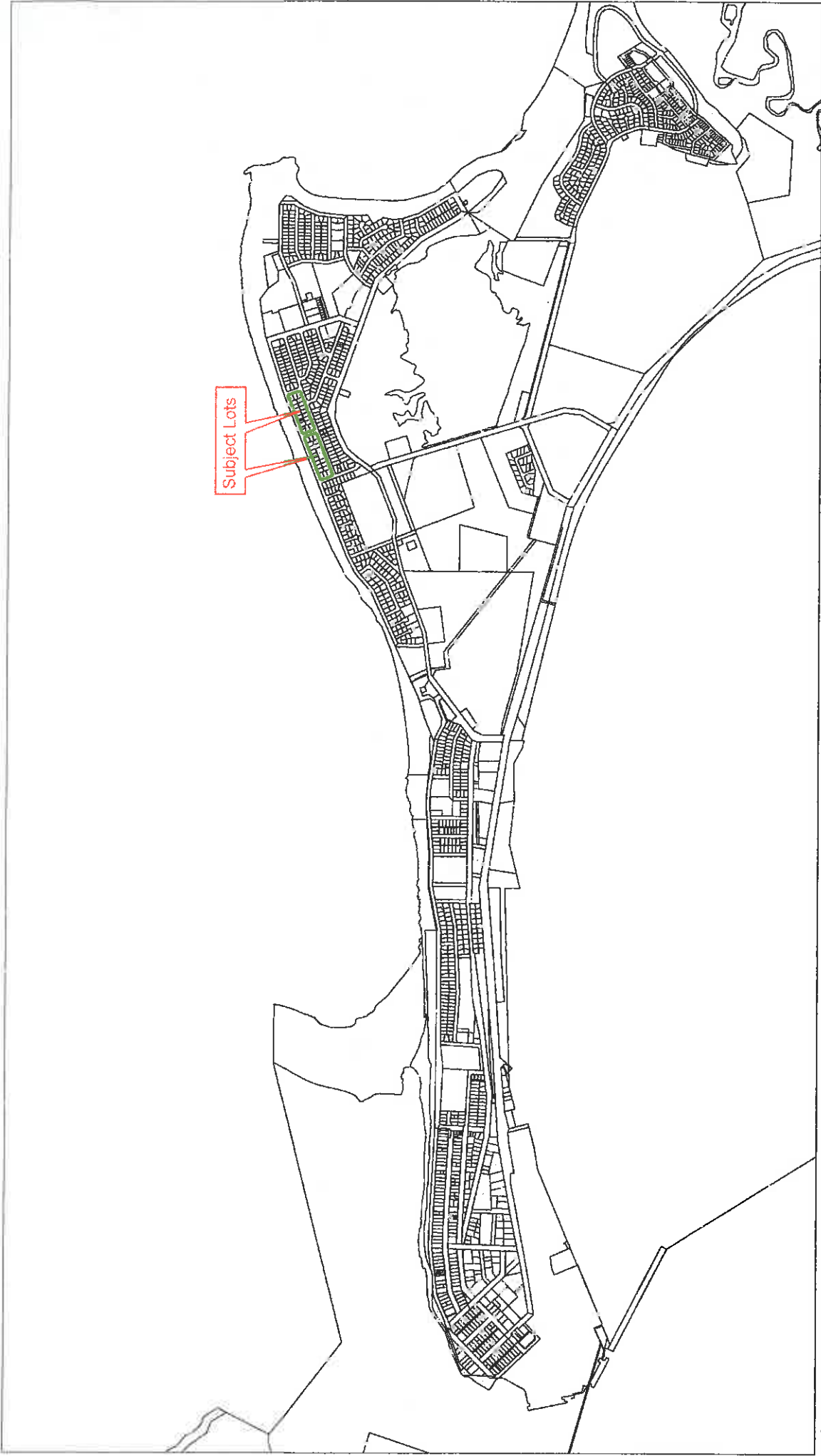
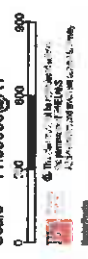
**FIGURE 2  
LOCAL MAP**

DATE DRAWN: 20/01/2014  
DRAWN BY: Colel  
CHECKED BY: MMJ  
FILE: Figure 2 Local Map.dwg  
Y-DATUM: AHD  
H-DATUM: MGS84 (90)

Subject Lots



Plan No.: 16334-2  
Revision: REV.1  
Scale: 1:3000@A4







Subject Lots

  
 TOWN PLANNING

**FIGURE 3**  
**AERIAL MAP**

DATE DRAWN: 20/01/2014    FILE: Figure 3 Aerial Map.dwg  
 DRAWN BY: Cabel    V DATED: AND  
 CHECKED BY: MP    H DATED: HCSJAM (R)

Plan No.: 16334-3  
 Revision: REV.1  
 Scale: 1:5000@A4




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 11/11/2014 10:00:00 AM  
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*"It is proposed to rezone the land to Residential and apply a R50 density coding. The R50 density would enable up to 60 grouped dwellings to be constructed on the land or alternatively permits a plot ratio of .6 if multiple dwellings were to be constructed. The R50 density coding is consistent with other coding on the north side of Dempster Street and the land on the south western corner of Dempster and Tinder Streets."*

The area to the south and west of the subject land is developed predominantly with low density residential dwellings on freehold lots.

Two large lots zoned 'Urban Development' are situated to the south west of the subject land. Each lot has a Development Plan approved by the ToPH and endorsed by the WAPC. The development plans provide for the subdivision and development of the lots for a total of 313 dwellings. However the development of these lots is restricted by special area requirements imposed due to the odour from the Spinifex Wastewater Treatment Plant.

Situated south east of the subject land is the Cooke Point Recreation Club. Also within close proximity is the Port Hedland Primary School, Andrew McLaughlin Community Centre and Colin Matheson Oval.

It is clear the proposed scheme amendment area is within close proximity to a range of community land uses, along with a mix of residential densities and dwelling types. It is considered the increasing of the residential density coding of the subject land would be consistent with surrounding land uses and improve the housing diversity given the opportunity for further infill residential development.

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## 3 SITE CONTEXT

### 3.1 TRANSPORT, TRAFFIC & ACCESS

The subject site is located in an established residential area is bound by four local access roads being Sutherland Street to the north, Lacy Street to the west, Thompson Street to the east and Robinson Street to the south.

A Transport Impact Assessment (TIA) was undertaken, which looks at the existing transport, traffic and access context of the site and the impact the proposed increase in density will have on the surrounding road network. Please refer to Appendix B.

The TIA found that the proposed increase in density 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. Similarly no issues have been identified concerning access, rubbish collection or parking and the increase in density should improve the viability of bus services in the vicinity of the subject site. The TIA has suggested that Council may want to introduce traffic calming along Robinson Street in the future to better manage through traffic speeds and to install an additional footpath along the south side of Sutherland Street to better serve the rezoned land as development is realised.

### 3.2 ENVIRONMENTAL

#### 3.2.1 Landform & Geology

All land within the rezoning area has essentially been totally cleared for use for residential land uses. The 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 land parcels within the rezoning area are fully developed, and have been cleared of native vegetation for a long period of time. 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.

It is understood that the Department of Environmental Regulation (DER) have concerns regarding the adverse impact of development in close proximity to Cemetery Beach on the nesting habits of the Flat Back Turtle, in particular the impact that light pollution has on the nesting turtles and hatchlings.

Research has found that lights that were visible, and a potential problem to turtles, could be dealt with by relatively inexpensive means such as shielding, repositioning and installing timed light switching devices<sup>1</sup>.



Therefore it is suggested that to address the impacts of light pollution on the Flat Back Turtle that a notification be included on the Certificate of Title of each of the rezoned lots to highlight the need for a Lighting Management Plan to be prepared for any proposed development. It is recommended that the Management Plan is prepared in consultation with DER and the Town.

### 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 site would not be subject to any detailed Acid Sulphate Soil investigations.

### 3.2.4 Hydrology

The subject site is not located in a flood prone area. Refer to Figure 4 below.

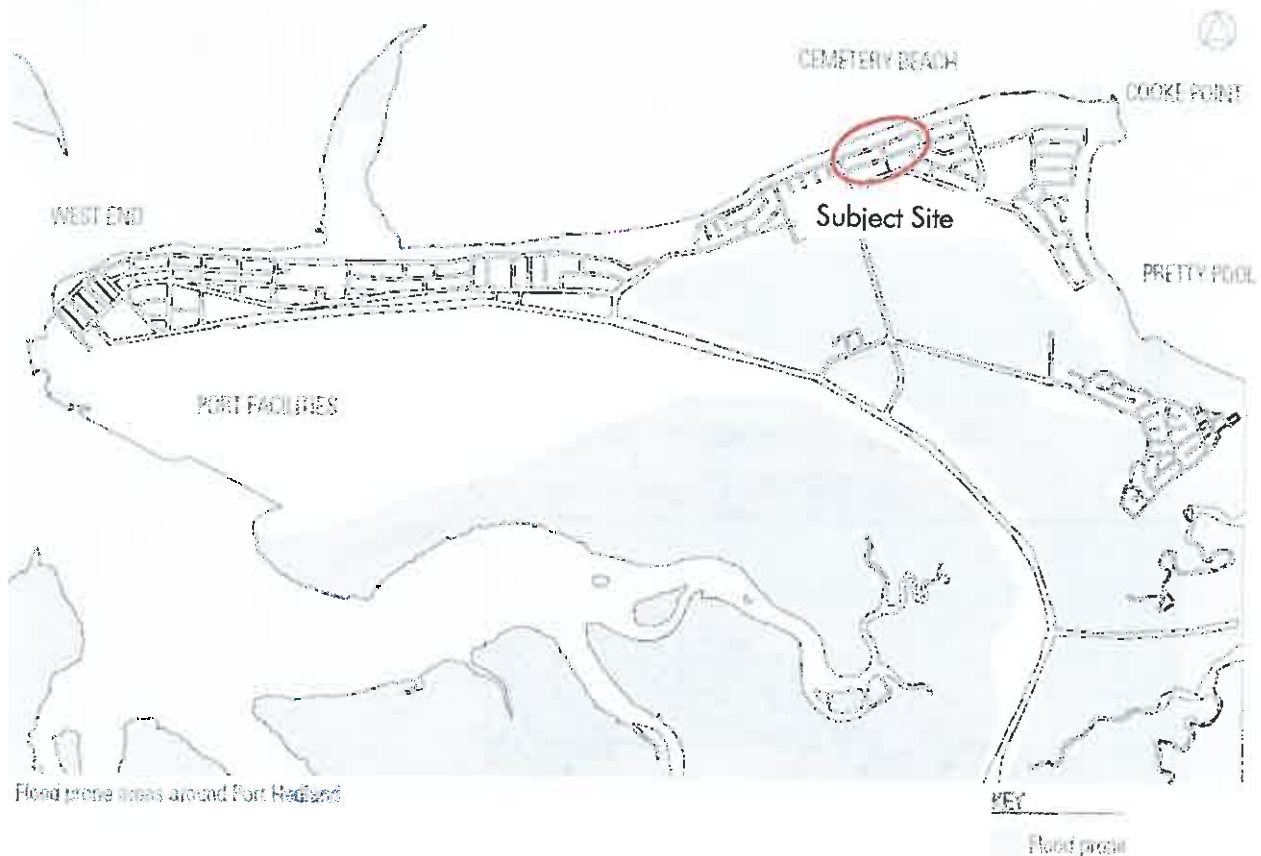


Figure 4: Flood prone areas around Port Hedland. Source: Pilbara Vernacular Handbook (2012)

<sup>1</sup> Hick, P., and Caccetta, M. 1997. Spectral Measurement of Illumination Sources at Varanus Island: - a Study of the Possible Effects of the East Spar Facility Lights on Turtles, Minesite Rehabilitation Research Program. Apache Energy, CSIRO. September 1997



Figure 5: Coastal Processes Setback – Immediate (2010) Inundation Event. Source Coastal Vulnerability Study 2011.



Figure 6: Coastal Processes Setback – Immediate (2060) Inundation Event. Source Coastal Vulnerability Study 2011.

Figure 5 outlines the existing Coastal Erosion Hazard (storm erosion) setback and both the 100 and 500 ARI Inundation Event flood lines. Figure 6 identifies the Coastal Processes Setback Line for the year 2060 and the subsequent 100 and 500 ARI Inundation Event flood lines. Importantly, both figures illustrate that the subject site is located within both setbacks and above both the current and projected 2060 100 and 500 year ARI flood levels.

The Town of Port Hedland do not have set criteria for setting minimum lot levels to maintain residences above storm surge levels. However, it is considered appropriate that any future residential development shall adopt a 100 ARI, 2011 flood level of 5.9m AHD with minimum residential floor levels to be 0.5m above the storm surge level, thus requiring a minimum habitable lot level of RL 6.4m AHD.

### 3.2.5 Contamination

A search of the Environmental Protection Authority's Database of Contaminated Sites has determined that none of the lots located within the area proposed to be rezoned are contaminated.

### 3.2.6 Dust

The subject site is outside of the area identified as being susceptible to high levels of dust that is generated by the port activities. Please refer to Figure 5 below.

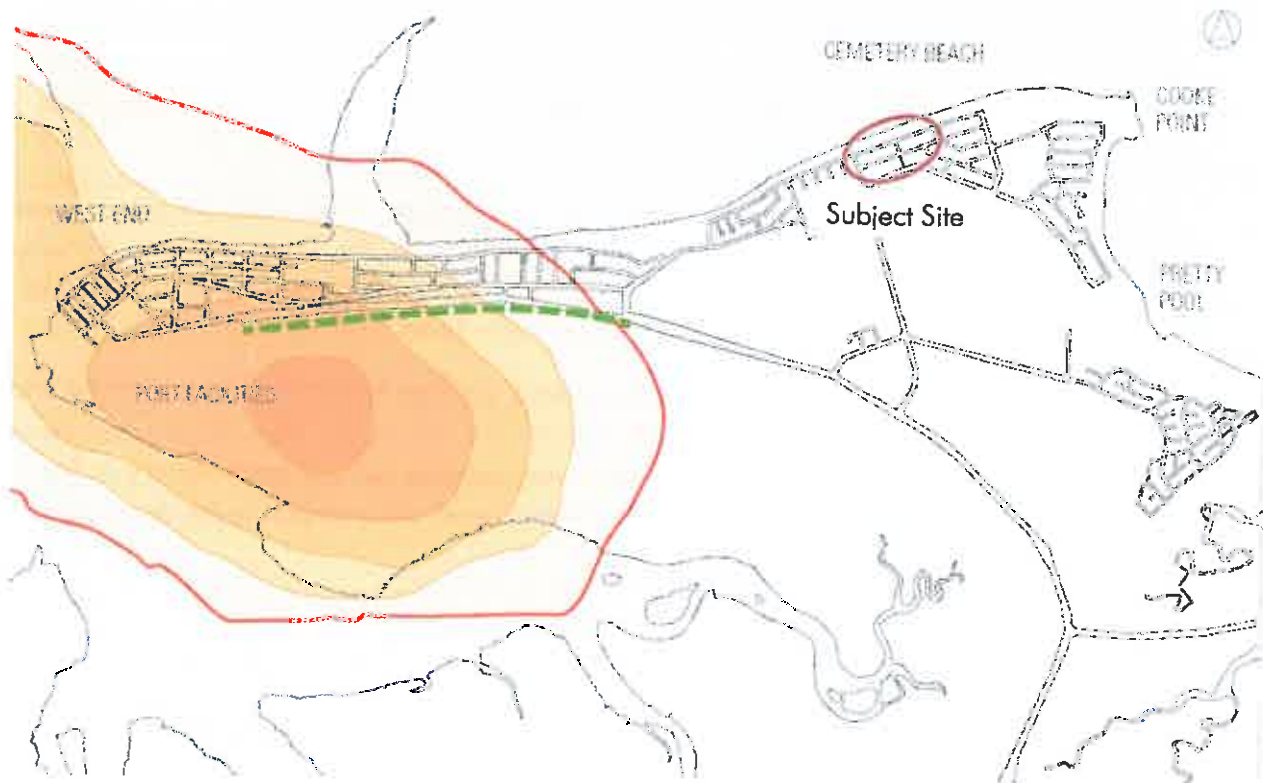


Figure 7: Spread of Current Dust Levels in Port Hedland. Source: Pilbara Vernacular Handbook (2012)

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### 3.3 SOCIAL IMPACT

#### 3.3.1 *Aboriginal & Western Heritage*

A search of the Department of Aboriginal Affairs database of Aboriginal Heritage Sites has determined that there are no known sites within the subject area. Similarly none of the properties within the subject area are listed within the Town's Municipal Inventory of heritage sites.

#### 3.3.2 *Native Title*

All Lots within the rezoning area are held in private ownership, and are understood not to be subject to Native Title.

### 3.4 INFRASTRUCTURE & SERVICES

#### 3.4.1 *Reticulated Water & Sewerage*

The subject area is provided with reticulated sewer services. Several existing water mains are also located within the area being rezoned.

The decommissioning of the Waste Water Treatment Plant (WWTP) is currently underway and the works are programmed to be completed by July 2014. A Waste Water Pump Station and Chlorine re-injection facility is currently under construction near the corner of Cooke Point Drive and McGregor Street and shall be the collection point for the surrounding gravity sewer network including the subject site, through a system of new 375 and 300mm trunk distribution gravity sewers.

The Water Corporation have advised that whilst highly constrained, major works are being undertaken to add source water to allow for more capacity to be available for the Town, including the subject site. These upgrades include a new 1.2ML elevated tank located next to the existing tank at Spinifex Hill, as well as a new 55ML tank at its existing site adjacent Wilson Street.

Once the water sources upgrade works are completed, planned for the beginning of 2014, there shall be sufficient capacity in the local reticulation network for the subject site and East Port Hedland for between 500 to 1000 additional lots. However, the rezoning will not result directly in the need for upgrades to reticulated sewer or water services, rather this will occur as part of the development process as separate landholdings are developed.



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### 3.4.2 Power

The subject site is currently supplied by underground power via three 22kV High Voltage (HV) feeders which emanate from the Anderson Street Zone Substation.

For strata developments consisting of more than 10 units in Port Hedland, Horizon Power requires a minimum After Diversity Maximum Demand (ADMD) of 4kVA to be assigned to each unit strata unit. An ADMD of 6.2kVA per lot is required for all green title lot subdivisions in Port Hedland. Research of the subject sites lot sizes and the proposed density identifies that development of 10 or more units is not achievable or allowable. Therefore, any future development of the existing residential lots shall source power from the source already provided. The rezoning will not result directly in the need for upgrades to the power network, rather this will occur as part of the development process as separate landholdings are developed.

### 3.4.3 Telecommunications

All lots within the subject area are provided with telecommunications infrastructure and it is unlikely that any future development resulting from the proposed rezoning will have issues with connecting to telecommunication services.

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## 4 TOWN PLANNING CONSIDERATIONS

### 4.1 State Planning

#### 4.1.1 State Planning Policy No. 1 – State Planning Framework Policy

As a Statement of Planning Policy, under Section 5AA of the Town Planning and Development Act (1928), the Commission and local governments must have due regard to the provisions that form part of this Framework in preparing planning schemes and making decisions on planning matters. Statement Planning Policy No. 1 – State Planning Framework (SPP1) unites existing State and regional policies, strategies and guidelines within a central framework to provide a context for decision-making in regards to land use and development in Western Australia.

The Scheme Amendment proposes to reclassify various lots to 'Residential R40', and is considered to address the primary aims of SPP1. The relevant principles, in this regard include: Community and Regional Development.

#### COMMUNITY:

The proposed Scheme Amendment is specific in addressing the following provisions as listed in A2 'Community' of SPP1:

*"...Planning should recognise the need for and, as far as practicable, contribute towards more sustainable communities by:*

- i. accommodating future population growth and providing housing choice and diversity to suit the needs of different households, including specialist housing needs, and the services they require;*
- ii. providing land for a range of accessible community resources, including affordable housing, places of employment, open space, education, health, cultural and community services;*
- iii. integrating land use and transport planning and promoting patterns of land use which reduce the need for transport, promote the use of public transport and reduce the dependence on private cars;*
- iv. encouraging safe environments, high standards of urban design and a sense of neighbourhood and community identity;*
- v. promoting commercial areas as the focus for shopping, employment and community activities at the local, district and regional levels; and*
- vi. providing effective systems of community consultation at appropriate stages in the planning and development process."*

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The proposed Scheme Amendment achieves the above provisions of SPP1 through the following considerations:

- Providing residential development opportunities at an increased density of 'R40' to promote housing affordability;
- Allowing for the permissibility of alternative residential land uses to promote housing choice and diversity within the locality.
- Provide an opportunity for landowners to construct high standard developments which are integrated coherently within the existing streetscape.

#### REGIONAL DEVELOPMENT:

The proposed Scheme Amendment is specific in addressing the following provisions as listed in A5 'Regional Development' of SPP1:

*"...Consistent with the State Planning Strategy, the growth and development of other regional communities will be supported by assisting them to achieve their social, environmental and economic goals. Planning should assist communities of the outlying regions in achieving the opportunities comparable with towns of the southwest despite their isolation, size and climatic disadvantages. This will mean better co-ordination of land uses, high standards of development and the availability of land, physical and social services to make regional communities sustainable in the long term."*

The proposed Scheme Amendment achieves the above provisions of SPP1 through the following considerations:

- The proposed residential density of R40 shall promote the growth of existing infill areas and is consistent with the 'Pilbara Cities' vision for Port Hedland – i.e. building the population of Port Hedland to 50,000 people by 2035 and growing Port Hedland into a more attractive, sustainable local community.

#### 4.1.2 State Planning Policy No. 2.6 – State Coastal Planning Policy

The WAPC released State Planning Policy No 2.6 – State Coastal Planning Policy (SPP 2.6) in June 2003 to assist land use planning and development issues specifically as they relate to the protection of the coast. The general objectives of SPP2.6 are to:

- Protect, conserve and enhance coastal values, particularly in areas of landscape, nature conservation, indigenous and cultural significance;
- Provide for public foreshore areas and access to these on the coast;
- Enhance the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities; and
- Ensure that the location of coastal facilities and development takes into account coastal processes including erosion, accretion, storm surge, tides, wave conditions, sea level change and biophysical criteria.

SPP2.6 is considered relevant due to the location and proximity of the subject land to the coast. However, specific planning requirements relating to building heights, coastal processes, coastal setbacks and coastal/environmental related management plans are commonly addressed and assessed within the Development Application process. Furthermore, the WAPC has prepared and advertised what is considered to be a seriously entertained document detailing a revision of SPP2.6. Importantly, relevant built form standards have been altered and/or removed. Subsequently, SPP2.6 exhibits minimal provisions of which the proposed scheme amendment can be measured against at this present stage.

#### 4.1.3 State Planning Policy No. 3 – Urban Growth and Settlement

The general objectives of State Planning Policy No 3 – Urban Growth and Settlement (SPP3) are to:

- *To promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space.*
- *To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities.*
- *To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints.*
- *To promote the development of a sustainable and liveable neighbourhood form which reduces energy, water and travel demand whilst ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community.*
- *To coordinate new development with the efficient, economic and timely provision of infrastructure and services.*

The proposed Scheme Amendment achieves the above objectives of SPP3 through the following considerations:

- The subject land will provide the opportunity for increased development to provides variety and choice in dwelling size and type to support a diverse range of household sizes, ages and incomes and which is responsive to housing demand and preference;
- The subject land can support an increased density due to its strategic location being adjacent to an area of high amenity (foreshore and community uses); and
- The redevelopment of the subject land will make the most efficient use of the land given the current low density development.



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#### 4.1.4 State Planning Policy 3.1 - Residential Design Codes of Western Australia

The Residential Design Codes of Western Australia (R-Codes) provide a comprehensive basis for the control, through local government, of residential development throughout Western Australia. The R-Codes set out general site requirements and design elements for residential developments. These requirements should be met when developing any site for single, grouped or multiple dwellings.

The R-Codes aim to:

- ☐ encourage a wide range of dwelling types and innovative design;
- ☐ ensure that new development incorporates adequate standards of access and amenity;
- ☐ ensure that adverse impacts on neighbours are minimised; and
- ☐ ensure that new developments contribute to the streetscape,

Specifically related to 'Grouped Dwellings', recoding of the subject land to 'R40' will reduce the minimum and average site area requirements to 180m<sup>2</sup> and 220m<sup>2</sup> respectively, reduce the open space requirements to 45%, reduce the primary setback to 4m and delete the minimum frontage requirement applicable for land coded 'R25'.

With regards to 'Multiple Dwellings', a maximum plot ratio of 0.6 shall apply along with an external wall height maximum of 6 metres, meaning new developments will be restricted to building two storeys.

The subject sites have an average lot size of approximately 750m<sup>2</sup> and shall therefore encourage the suitable development of a wide range of dwellings. The capacity to incorporate innovative design into the existing low density development requirements has prohibited the subject land in improving the overall amenity of the area.

#### 4.1.5 Port Hedland Air Quality and Noise Management Plan

The Port Hedland Air Quality and Noise Management Plan (the Plan), developed by the Port Hedland Dust Management Taskforce, is a comprehensive management plan for ongoing air quality and noise management in Port Hedland, with an implementation strategy and governance framework. The taskforce carefully considered the future of land use development for Port Hedland, and it was identified that in order to achieve an appropriate mix of land uses, the taskforce recommend to "promote a predominance of future development opportunity in the eastern areas of Port Hedland."

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## 4.2 Regional Planning

### 4.2.1 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.

## 4.3 Local Planning

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

Under the provisions of TPS5 the subject land is currently zoned 'Residential R25'.

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.

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## 4.4 Strategic Planning Context

### 4.4.1 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 land is identified within Precinct 2 – East End Urban Village of the Growth Plan. The precinct statement stipulates the following:

*"The East End Urban Village is Port Hedland's primary residential area. The area, encompassing Cooke Point and Pretty Pool, offers significant housing density and diversity together with sport and recreation opportunities, and school and community facilities. At its core is a retail and mixed use village offering a range of local convenience as well as dining and entertainment choices. Strong links to the coast and mangrove environs have been established offering residential and visitors alike a closer connection with the landscape."*

Precinct Plan 2 displays the intended land use and development for the East End, signifying a wide range of proposed densities aimed at providing more affordable housing and greater housing choice. Precinct Plan 2 acknowledges the subject land as an "opportunity for density increases" whereby residential development in the form of medium density living being made available to developers and consumers. This will inevitably assist in meeting demand which currently outweighs supply through providing choice, quantity, quality and affordability in housing provision.

Part 6.1 of the Growth Plan extends on the notion of the opportunity for density increases associated with the subject land, with the recommendation of a number of actions/opportunities. Of which, if progressed immediately (0-2 years) would assist in realising the intended development outcomes featured in the Precinct 2 overview. Importantly, it identifies that "planning Scheme Amendments to increase density in existing areas to facilitate infill" which is considered to be a reflection of the purpose and intent of the proposed Scheme Amendment.

It is clear from the above that the proposed scheme amendment is consistent with the Growth Plan.

Refer Figure 8 – Precinct 2

### 4.4.2 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.

It is clear from the above that the proposed scheme amendment is consistent with Council's Strategic Community Plan 2012 - 2022.

#### 4.4.3 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 land with regard to the principles and objectives Liveable Neighbourhoods.

The proposed Scheme Amendment will recode lots as contained in Figure 1 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 land 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 land 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 existing north-south orientation lots, enabling future higher density development to capture available views and to benefit from the effective passive solar design principles;

## 5 PROPOSED SCHEME AMENDMENT

Hedland Project Management is seeking a Scheme Amendment to the Town of Port Hedland Town Planning Scheme No. 5 to increase the residential coding of Lots 1 – 2 on Strata Plan 43798, Lots 1 – 2 on Strata Plan 46090, Lots 1 – 2 on Strata Plan 31284, 1513 – 1521, 1535, 1537 – 1540, 1542 Sutherland Street, Lots 1543 – 1544 Lacy Street, Lots 1510 – 1512 Thompson Street, Lots 1529 – 1532, 1523 -1525, 1546 – 1551, 1143 and 100 Robinson Street and Lots 1522 and 1533 Bell Street to 'R40'.

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 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 amendment is considered appropriate for the following key reasons:

- 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 the Sutherland Street water frontage. This will ensure that built form, building setbacks and density are consistent along the streetscape.

---

## 6 CONCLUSION

In conclusion, the proposed scheme amendment recognises existing development in the area and the strategic objectives of the Town of Port Hedland.

This report supports the proposal to increase the residential coding of Lots 1 – 2 on Strata Plan 43798, Lots 1 – 2 on Strata Plan 46090, Lots 1 – 2 on Strata Plan 31284, 1513 – 1521, 1535, 1537 – 1540, 1542 Sutherland Street, Lots 1543 – 1544 Lacy Street, Lots 1510 – 1512 Thompson Street, Lots 1529 – 1532, 1523 -1525, 1546 – 1551, 1143 and 100 Robinson Street and Lots 1522 and 1533 Bell Street to 'R40'.

As demonstrated within this report, the proposed rezoning of the subject land is considered to be justified and appropriate for the following reasons:

- The proposal accords with the objectives of 'Precinct – East End Urban Village' as contained in Pilbara's Port City Growth Plan;
- A density of 'R40' on the subject land is appropriate given the strategic location that warrants higher density development
- A higher residential density addresses the notion of the efficient use of land, which is a finite resource in Port Hedland
- Maximising the development potential of the subject site (at R40) addresses the principles of sustainability as contained in SPP3
- A residential development at a density of R40 will provide much needed residential accommodation in Port Hedland
- A density of R40 at the subject site is consistent with 'Pilbara Cities' vision for Port Hedland – i.e. building the population of Port Hedland to 50,000 people by 2035 and growing Port Hedland into a more attractive, sustainable local community

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

## APPENDIX A – LAND OWNERSHIP TABLE

Lot #	Street #	Street	Plan/Diagram	Volume/Folio	Lot Area (m <sup>2</sup> )	Ownership
1513	93	Sutherland	210932	1904/750	879	L.E. McMillan.
1514	94	Sutherland	210932	307/65A	831	J.F. & G. B. Laney
1515	95	Sutherland	210932	LR3007/324	831	Management Order: Minister for Health
1516	96	Sutherland	210932	307/70A	831	ToPH
1517	97	Sutherland	210932	307/71A	831	G.A.Hodges.
1518	98	Sutherland	210932	307/72A	831	Management Order: Minister for Health
1519	99	Sutherland	210932	1786/789	831	P.R. & A.J. Barron.
1520	100	Sutherland	210932	307/76A	879	V. Raso & J.J.M. Oxenham
1521	101	Sutherland	210932	307/77A	935	Main Roads WA
1	102	Sutherland	SP43798	2573/556	582	Skyvale Asset Pty Ltd
2	102A	Sutherland	SP43798	2573/557	354	B.J. & L.P. Todd
1535	103	Sutherland	210932	1834/709	878	Milham Australia Pty Ltd.
1	104A	Sutherland	SP46090	2451/552	432	Skyvale Asset Pty Ltd
2	104B	Sutherland	SP46090	2451/553	373	Skyvale Asset Pty Ltd
1537	105	Sutherland	210932	307/103A	805	Management Order: Minister for Health
1538	106	Sutherland	210932	1170/94	805	Z.J. Chmielewski,
1539	107	Sutherland	210932	2023/740	805	Management Order: Minister for Health
1540	108	Sutherland	210932	307/106A	805	Port Hedland Port Authority
1	109A	Sutherland	SP31284	2075/937	402	Housing Authority
2	109B	Sutherland	SP31284	2075/938	450	C.G. Cottier & R.J. Poole.



1542	110	Sutherland	210932	307/108A	960	A.R.Graham & J. L. Bone.
1544	1	Lacy	2109321543	307/110A	941	BHP.
1543	3	Lacy	210932	307/109A	891	A. R. Graham, K.Scott & J.L. Bone
1510	12	Thompson	210932	307/61A	935	BHP
1511	14	Thompson	210932	307/62A	874	P. R. & L.E Edwards.
1512	16	Thompson	210932	307/63A	935	K. N. Reynolds.
1531	3	Robinson	210932	307/91A	879	PCH Holdings
1530	5	Robinson	210932	2114/693	831	Cahma Life Nominees Pty Ltd.
1529	7	Robinson	210932	307/87A	831	M. J. Evans & J. Sawangying.
100	9	Robinson	53123	2716/997	2493	BHP
1525	15	Robinson	210932	307/82A	831	G. W. & V.L. Brooks.
1524	17	Robinson	210932	307/80A	879	M. P. Pickering.
1523	19	Robinson	210932	307/79A	935	R.J. & L.D. Fisher.
1532	21	Robinson	210932	307/92A	935	Government Empolyees Housing Authority.
1551	23	Robinson	210932	307/119A	878	The State Housing Commission,
1550	25	Robinson	210932	1975/396	805	J.M. Coulson.
1549	27	Robinson	210932	307/115A	805	G. R. Paine.
1548	29	Robinson	210932	307/114A	805	D. R. & J.A. Adamson.
1547	31	Robinson	210932	1370/94	805	The Little Ones (WA) Pty Ltd..
1546	33	Robinson	210932	307/112A	805	D.J. Poole & K. J. MccMormick.



1143	35	Robinson	210932	1499/700	878	A.Hook.
1522	2	Bell	210932	307/78A	874	W. L. & F.J. McDonogh & B.J. Madden.
1533	4	Bell	354	1756/354	874	S. H. Burrell.

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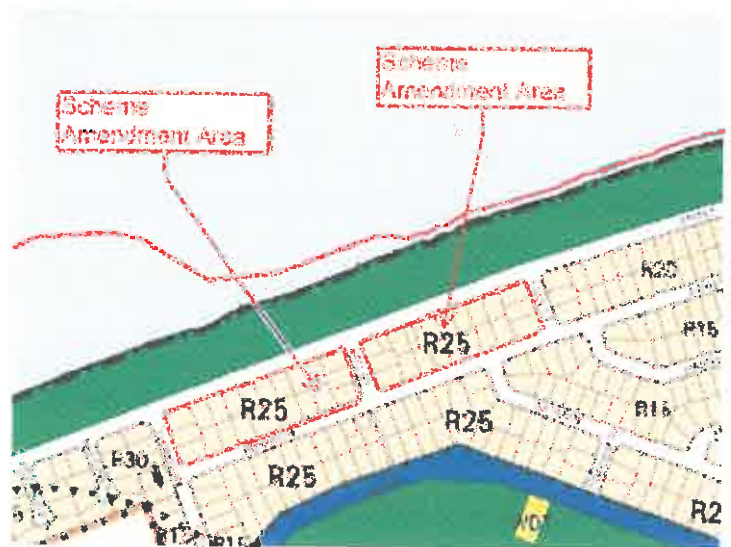
## APPENDIX B – TRAFFIC IMPACT ASSESSMENT

September 2013  
Draft

## Sutherland Street Rezoning, Port Hedland

Prepared For:  
Hedland Project Management

## Transport Impact Assessment Report



### DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Author	Checked By	Approved By
0	0	23/09/2013	DRAFT REPORT	DNV	SGY	DNV

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**Donald Veal Consultants Pty Ltd**

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## 1. INTRODUCTION

### 1.1 BACKGROUND

Hedland Project Management has commissioned Donald Veal Consultants to prepare this report to address any potential transport issues relating to the proposed rezoning of land bounded by Sutherland Street, Robinson Street, Bell Street, Lacy Street and Thompson Street, Port Hedland from R25 residential to R40 residential. A Scheme Amendment for the land rezoning is to be lodged and this Transport Impact Assessment report considers the transport issues of the proposed change.

The site is located on the north-east portion of the Port Hedland town facing Sutherland Street and the Indian Ocean. The locality plan is shown in **Figure 1.1** and in more detail in **Appendix A**.



**Figure 1.1: Locality Plan**

Source: Nearmap

The location is shown in more detail in **Figure 1.2** which shows the proposed rezoning area, which is currently designated as R25, albeit the present development density is closer to R14.

### 1.2 SCOPE OF THIS REPORT

The Town of Port Hedland requires a transport impact assessment of the proposed rezoning to assess the implications of the additional traffic generation potential on the surrounding road network. The Town's *Information Sheet 6* sets out the elements that need to be demonstrated in the report. These include:

1. Description of proposed development
2. Vehicle access and parking
3. Provision for service vehicles
4. Hours of operation (if applicable)
5. Daily traffic volumes and vehicle types



6. Traffic management on frontage streets
7. Public transport access
8. Pedestrian access
9. Cycle access
10. Site specific issues
11. Safety issues

This report addresses these items and concludes that the proposed rezoning can appropriately and safely be realised with no adverse impact on the capacity or safety of the surrounding road network.



**Figure 1.2: Site Location**  
*Source: Nearmap*

## 2. EXISTING CONDITIONS

### 2.1 LOCATION AND ROAD HIERARCHY

The site measures approximately 3.67 hectares and is currently developed with residential dwellings equivalent to about R14 with some 52 existing residences estimated from Nearmap. The site is approximately 5.5 km east of the town centre of Port Hedland. All roads bordering the site are classified as Access Roads under Main Roads WA (MRWA) Road Hierarchy Classification, whilst McGregor Street, Athol Street and Cooke Point Drive are all classified as Local Distributor Roads.

The posted speed limit on Cooke Point Drive is 80 km/h, whilst that on McGregor Street and Athol Street is 60 km/h. All the Access Roads have a default speed limit of 50 km/h.

### 2.2 EXISTING TRAFFIC VOLUMES

The most recent traffic counts available were sourced from the MRWA 'Short Term Collections' and are shown in **Figure 2.1**. The volumes are weekday averages and indicate that the precinct, which can only be accessed either north via Cooke Point Road or east via McGregor Street, generates some 8,723 vehicle trips per day (3,555 plus 5,168). Both Cooke Point Road and McGregor Street each carry less than the 6,000 vehicles per day (vpd) desirable maximum for Local Distributor Roads as indicated in the MRWA Road Hierarchy. Robinson Street was recorded carrying some 619 vpd. This is well below the 3,000 vpd maximum design traffic volume for an Access Road, under the MRWA Road Hierarchy.



**Figure 2.1: Traffic Count Data 2012 & 2013**  
Source: MRWA



### **2.3 CRASH HISTORY**

The crash history for Port Hedland for the five year period 2008 to 2012 inclusive was provided by MRWA. A review of this information did not show any significant concentration of crashes in the vicinity of the proposed rezoning site.

One property damage only crash occurred at the intersection of Sutherland Street and Keesing Street, east of the site, with two more at the intersection of Cooke Point Drive with McGregor Street. Four other property damage only crashes occurred at intersections on Athol Street; two at Dempster Street, one at Thompson Street and another at Keesing Street. Five more midblock crashes were reported on Athol Street; two involved hospitalisation, one victim being a motorcyclist that hit a tree and the other a pedestrian struck by a car.

### **3. PROPOSED DEVELOPMENT**

#### **3.1 DESCRIPTION OF PROPOSED REZONING**

The proposal is to rezone the site from residential R25 to R40. This will potentially permit some 147 single residential equivalent units on the site currently occupied by some 52 residential units. This would result in an additional 95 residential units.

#### **3.2 GENERATION, DISTRIBUTION AND ASSIGNMENT OF DEVELOPMENT TRAFFIC**

The daily traffic generation is likely to be no more than 8 vehicle trips per unit on weekdays, producing around 760 additional vehicle trips per day (vpd) when fully developed at R40. This would be an additional 380 inbound and 380 outbound trips per weekday. Typically, an Access Road has a practical capacity to accommodate a maximum of 3,000 vpd (MRWA Road Hierarchy).

The additional traffic is likely to be split between Sutherland Street and Robinson Street, before heading for either McGregor Street or Cooke Point Drive. It is possible that some 10% of generated traffic may head eastwards to the schools and other amenities on the peninsula, which would lessen the traffic heading west and south. However, to test the robustness of the road network, this reduction has not been made. The additional traffic on Robinson Street may result in a total weekday volume of 1,000 vpd and a similar volume on Sutherland Street in the vicinity of the site. The additional traffic is likely to result in an increase of some 400 vpd on McGregor Street and 360 vpd on Cooke Point Drive, bringing the total daily volumes on their busiest sections to some 5,600 vpd and 5,000 vpd, respectively, rounded to the nearest 100. In both of these cases the forecast volumes remain below the desirable maximum of 6,000 vpd for Local Distributor Roads.

The volumes of additional traffic generated by the full realisation of R40 on the proposed rezoning site can thus be readily accommodated by the surrounding road network. The rezoning is therefore not expected to give rise to any road capacity issues.

#### **3.3 VEHICLE ACCESS AND PARKING** ✓

There are no visibility issues at the driveways associated with the residential units already on the site. Redevelopment of the lots would need to consider access and parking issues on an individual basis, but there are no reasons to suggest that these aspects would become an issue.

#### **3.4 WASTE COLLECTION**

Waste collection for the location is already well established. The intensification due to the change from R25 to R40 would not be expected to result in any issues. Again, proposals to redevelop individual lots would need to confirm waste collection matters.

#### **3.5 PEDESTRIANS AND CYCLISTS** •

Footpaths exist along each of the roads bounding the proposed rezoning site and provide good connectivity to the surrounding area. The path along the north side of Sutherland Street is a shared path, providing a good cycling environment along the shoreline. A footpath may be warranted on the southern side of Sutherland Street as the development increases towards R40.

### 3.6 TRAFFIC MANAGEMENT ON FRONTAGE STREETS ✓

Sutherland Street has traffic calming measures installed at its intersections with Bell Street and Oceanus Court aimed at managing speeds along this 1.4 km long section of fairly straight road. The traffic calming devices break the road up into sections varying between approximately 400m and 600m.

Robinson Street is a straight road measuring approximately 850m in length. Currently, there are no traffic calming features installed on this road. Council may at some stage consider installing similar traffic calming measures on Robinson Street akin to those on Sutherland Street. If so, there is adequate road reserve width for this to be achieved.

### 3.7 PUBLIC TRANSPORT

Based on recent information from Town of Port Hedland, there are public bus services along Sutherland Street and Cooke Point Drive in the vicinity of the site. There are also school buses that serve the townsite. The proposed rezoning is likely to improve the viability of these services.

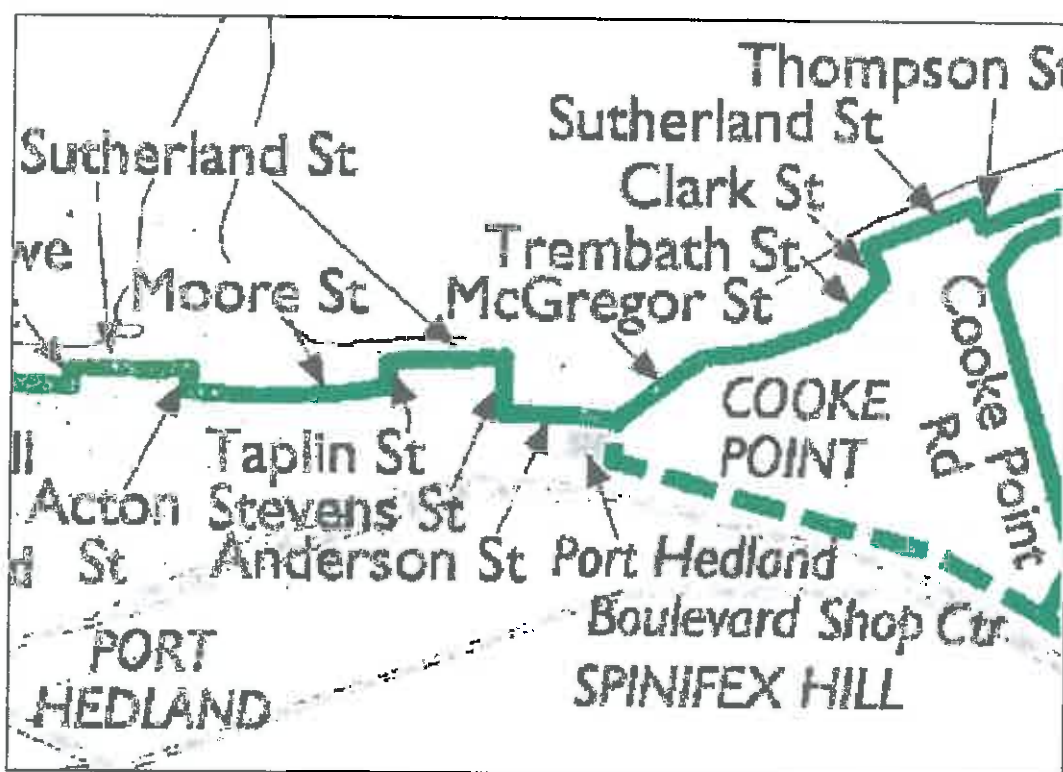
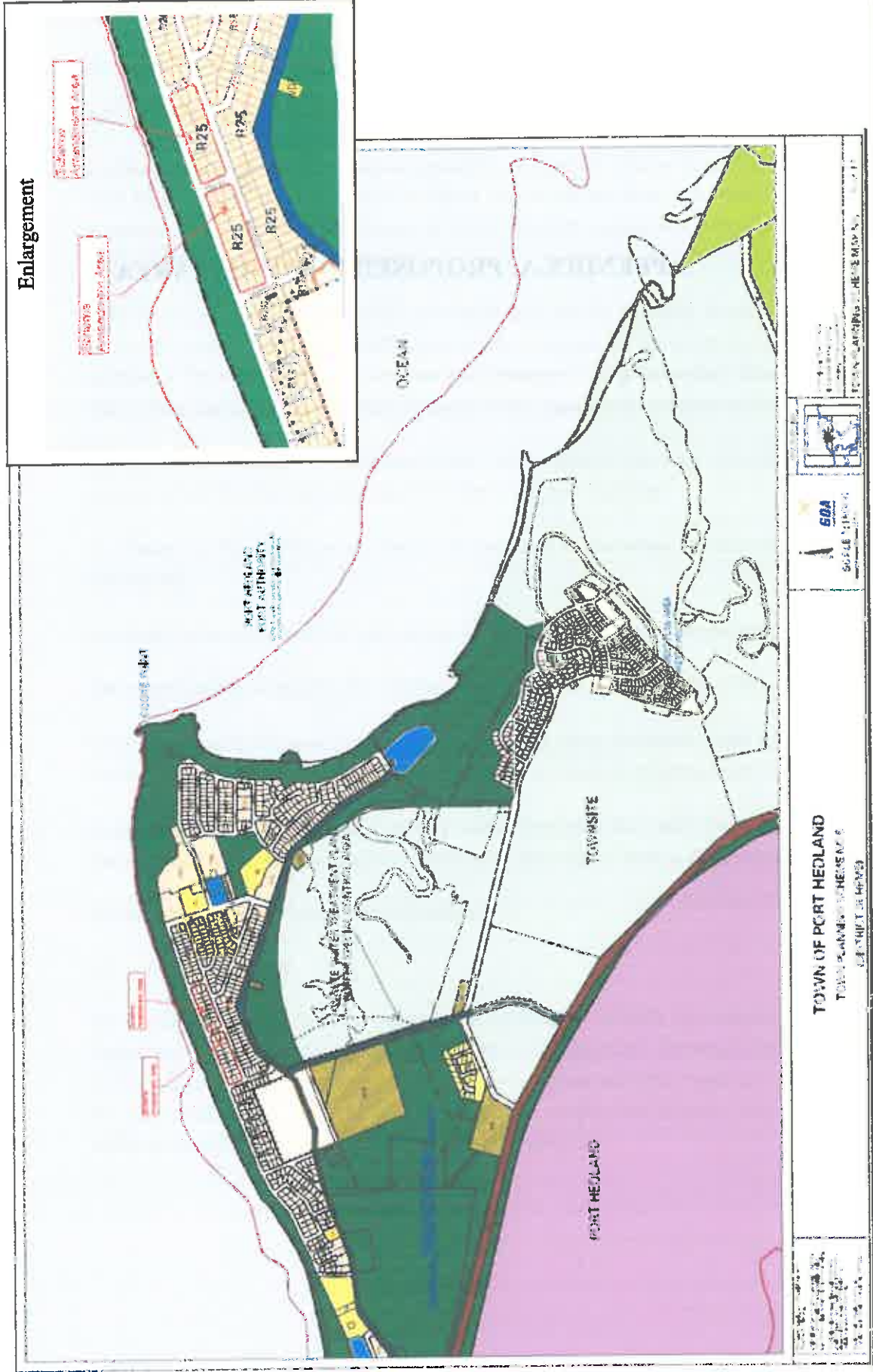


Figure 3.3: Bus routes in Port Hedland in the vicinity of the Proposed Rezoning Site  
Source: Town of Port Hedland

### 3.8 SAFETY ISSUES

No other safety issues were identified in this assessment.

Client Name: Hedland Project Management  
Project Name: Sutherland St Rezoning, Port Hedland



Our Ref: JDS14744  
*L01\_dq\_Whelans\_Desktop Review*

20<sup>th</sup> February 2014

Whelans Town Planning  
Lot 61 Greenfield Street  
BOODARIE WA 6722

Attention: Mike Pound

**PORT HEDLAND – SOUTHERLAND STREET  
PROPOSED SCHEME AMENDMENT No. 66  
PEER REVIEW OF DESKTOP ANALYSIS**

Dear Mike,

JDSi Consulting Engineers have undertaken a desktop review of the existing assets of the lots bounded by Sutherland, Thompson, Robinson and Lacey Street. Please note the following findings:

**Sewer Supply**

The development is currently serviced by a 150mm gravity system running in between the existing lots and gravitating flows to the Athol Street Pump Station No. 1. Water Corporation future assumed land zoning has accounted for an increase in lot yield to R40, and current future conveyance planning suggests that the existing 150mm gravity system will be sufficient to service the increased density. Further investigation and confirmation by Water Corporation will be required. For additional information please refer to Appendix A.

**Water Supply**

The development is surrounded by Water Corporation water reticulation assets. Sutherland Street, Bell Street and Lacey Street have 100mm diameter mains along the road reserve, and Robinson Street and Thompson Street have 150mm diameter mains along the road reserve. Water Corporation has confirmed that the current water infrastructure will be suitable for the increased zoning of the development. For additional information please refer to Appendix A.

**Stormwater Drainage**

Based on the Port Hedland Coastal Vulnerability Study completed by Cardno, the subject site is part of the East Port Hedland Open Coast. The report details the year 2110 climate scenario for a 1 in 500 year ARI event with a local wave setup. The resulting reported total design water level of 7.8m AHD is recommended to be adopted. Existing land form on the site has levels range from RL11.0m to RL9.0m. These levels are above the reported design water level and thus level no filling of the site is required to meet flood requirements.





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The change of lot density will need to ensure that any existing drainage shall not be restricted in its current situation. It is currently assumed that all developments, where practical, shall look to detain flows at the source and all drainage flows shall be directed to road reserves. This assumption has been submitted to the Town of Port Hedland for confirmation. Current correspondence can be viewed in Appendix B

Please do not hesitate to contact myself should you have any queries or require further information.

Yours sincerely,

**Glenn Coffey**  
Phone: 9227 0595  
E-mail: [glenn@jdsi.com.au](mailto:glenn@jdsi.com.au)

**Appendix A - Water Corporation Correspondence, Sewer Conveyance Planning & Projected Lot Yield**





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**PLANNING AND DEVELOPMENT ACT 2005**

**TOWN OF PORT HEDLAND**

**TOWN PLANNING SCHEME NO. 5**

**AMENDMENT NO. 64**

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

1. Applying a residential density coding of 'R40' to Lots 1 – 2 on Strata Plan 43798, Lots 1 – 2 on Strata Plan 46090, Lots 1 – 2 on Strata Plan 31284, 1513 – 1521, 1535, 1537 – 1540, 1542, Lots 1543 – 1544 Lacy Street, Lots 1510 – 1512 Thompson Street, Lots 1529 – 1532, 1523 -1525, 1546 – 1551, 1143 and 100 Robinson Street and Lots 1522 and 1533 Bell Street to 'R40'.
2. Amending the Scheme Map accordingly.





