

PROPOSED SCHEME AMENDMENT
TRANSPORT DEVELOPMENT ZONE
BELL STREET - PORT HEDLAND

October 2013

Ref: 16418

REVISION HISTORY

Version	Date	Author	Reviewed	Change Description
1.0	8/10/13	MP	GH	Review of Document

DISCLAIMER

This document is and shall remain the property of Whelans Town Planning. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of Engagement for the commission. Unauthorised copying or use of this document in any form whatsoever is prohibited.

CONTENTS

1	INTRODUCTION	2
2	DESCRIPTION OF SCHEME AMENDMENT AREA	3
2.1	Regional Location	3
2.2	Local Location	3
2.3	Existing Improvements	3
2.4	Surrounding Land Uses	3
2.5	Cadastral Information	3
3	PROPOSED SCHEME AMENDMENT	6
4	TOWN PLANNING FRAMEWORK	6
4.1	State Planning Framework	6
4.2	Local Planning Framework	7
4.3	Strategic Planning Context	8
5	CONCLUSION	9
	APPENDIX 1 – LAND OWNERSHIP TABLE	10
	APPENDIX 2 – SCHEME AMENDMENT MAP	11
	APPENDIX 3 – MRWA CORRESPONDENCE	12

1 INTRODUCTION

Whelans – Town Planning (Whelans) acts on behalf of Venngroup Pty Ltd, 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 Lot 500, 5959, 832, 843, 6048, 1629, 5408, 6047 and 350 Bell Street and Lot 6040 Lesley Street ('amendment area') from 'Industry' to 'Transport Development'.

The 'Transport Development' zone shall provide an alternative and accessible location to accommodate the operation of over-sized equipment and services supporting the transport industry. The proposal seeks only to amend the zoning of the land, and, in so doing, facilitate opportunities for potential redevelopment of the amendment area. Rezoning the land will provide added certainty to the landowners/developers that the land will be able to be developed for transport related purposes.

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 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.

2 DESCRIPTION OF SCHEME AMENDMENT AREA

2.1 Regional Location

The amendment area 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 amendment area is located approximately three (3) kilometres north of the Port Hedland airport along the Great Northern Highway and is approximately fifteen (15) kilometres south-east of the Port Hedland Town Centre. Wedgefield is approximately 3 to 4 kilometres to the southwest along the Great Northern Highway.

Bell Street splits the amendment area providing access to the affected lots except Lot 6040 which is accessed via Leslie Street. Surrounding the amendment area is Unallocated Crown Land to the north, east and south. Furthermore, surrounding land parcels to the west, north and south is undeveloped land reserved under TPS5 for “Other Purposes – Infrastructure”.

Refer Figure 2 – Local Location.

2.3 Existing Improvements

The amendment area is currently developed primarily with transport related or light industrial uses, sheds and facilities. The subject land is generally flat and contains no significant vegetation.

Refer Figure 3 – Aerial Map.

2.4 Surrounding Land Uses

The amendment area is surrounded with solar salt plains to the north and east, and native vegetation to the south. The Port Hedland International airport is located approximately 1.5km south of the subject site.

Surrounding land to the west, north and south is predominantly undeveloped land reserved under the Scheme for “Other Purposes” Infrastructure Reserve.

2.5 Cadastral Information

The subject site comprises of multiple Land Titles, being:

- Lot 500 on Deposited Plan 73092 contained on Certificate of Title Volume LR3162, Folio 279.
- Lot 5959 on Deposited Plan 192998 contained on Certificate of Title Volume LR3108, Folio 119

- Lot 832 on Deposited Plan 171186 contained on Certificate of Title Volume 205, Folio 124A
- Lot 843 on Deposited Plan 171186 contained on Certificate of Title Volume LR3007, Folio 101
- Lot 6048 on Deposited Plan 220990 contained on Certificate of Title Volume LR3113, Folio 776
- Lot 1629 on Deposited Plan 173382 on Certificate of Title Volume LR3007, Folio 336
- Lot 5408 on Deposited Plan 184947 on Certificate of Title Volume 2088, Folio 250
- Lot 6047 on Deposited Plan 220990 on Certificate of Title Volume LR3113, Folio 775
- Lot 350 on Deposited Plan 40342 on Certificate of Title Volume LR3156, Folio 358
- Lot 6040 on Deposited Plan 194154 on Certificate of Title Volume LR3138, Folio 892

The subject site has a total land area of approximately 80.48 hectares

A table summarising land ownership of the subject site is located in Appendix 1.



Figure 1 – Regional Location



Figure 2 – Local Location.



Figure 3 – Aerial Map.

3 PROPOSED SCHEME AMENDMENT

Venngroup Pty Ltd is seeking a Scheme Amendment to the Town of Port Hedland Town Planning Scheme No. 5 to rezone Lot 500, 5959, 832, 843, 6048, 1629, 5408, 6047 and 350 Bell Street and Lot 6040 Leslie Street from an 'Industry' zone to a 'Transport Development' zone.

The intent of the Scheme Amendment is to provide a suitable zone with permissible uses pertaining to existing development whilst promoting future development in a manner that is cognisant of contemporary planning principles and that responds to and takes maximum advantage of its highly accessible location.

The amendment is considered appropriate for the following key reasons:

- It facilitates the maximum potential utilisation of the land for industrial and transport purposes;
- It shall allow for the immediate development, and future redevelopment, thus contributing to the areas effective operational capabilities and prime access to a major arterial haulage road (GNH); and
- Maximise the development potential of the land with more suitable land uses permissible within the Bell Street Precinct.

4 TOWN PLANNING FRAMEWORK

4.1 State Planning Framework

4.1.1 State Planning Policy No. 4.1 – State Industrial Buffer

This policy applies to all industry infrastructure and special use categories where on-site and off-site buffer areas is required, and also has regard to associated road/rail/pipeline transportation routes servicing these facilities.

The purpose of the State Industrial Buffer policy is to provide state wide consistency for the protection and long term security of industrial zones, transport terminals and other utilities and special uses. The objectives of this policy are:

- (1) *To provide a consistent State-wide approach for the definition and securing of buffer areas around industry, infrastructure and some special uses.*
- (2) *To protect industry, infrastructure and special uses from the encroachment of incompatible land uses.*
- (3) *To provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses.*
- (4) *To recognise the interests of existing landowners within buffer areas who may be affected by residual emissions and risks, as well as the interests, needs and economic benefits of existing industry and infrastructure which may be affected by encroaching incompatible land uses.*

The proposed Scheme Amendment is specific in addressing the following provisions of the State Industrial Buffer policy.

4.1.2 WAPC Development Control Policy 4.1: Industrial Subdivision

This policy relates mainly to a process outside the scope of a scheme amendment however it provides some guidance for the assessment of a rezoning application. The objectives of the policy include the following relevant points:

- To encourage the development of well-designed industrial areas serving the full range of general and special industrial needs throughout the State.
- To provide for the safe and efficient movement of traffic to and from each site within the industrial area.
- To provide for infrastructure services and public open space consistent with the operational needs of industrial users and the workforce.
- To protect the amenity of adjacent land uses, where necessary, from the effects of industrial development.

The proposed Scheme Amendment is specific in addressing the following provisions of the State Industrial Buffer policy.

4.2 Local Planning Framework

4.2.1 Town of Port Hedland Town Planning Scheme No. 5

Under the provisions of TPS5 the purpose of the 'Transport Development' zone is to accommodate the operation of over-sized equipment and services supporting the transport industry. Further clauses relevant to any proposed development shall understand that:

6.7.16 *when considering applications within the Transport Development zone, in addition to the requirements of clause 4.5, Council must have regard to the following—*

- (a) The purpose of the zone;*
- (b) Consideration to the size of vehicles, with a preference for larger vehicles;*
- (c) preference to industries supporting the transport and heavy vehicle industry.*

6.7.17 *All development requirements related to the Industry zone also apply to the Transport Development zone.*

6.7.18 *Council may prepare, or require to be prepared, a Development Plan for land within the Transport Development zone. The provisions of subclauses 5.2.2 to 5.2.11 of the Scheme shall apply in relation to the adoption, approval, modification and implementation of any such plan. Although subdivision and development may take place prior to the Scheme maps being amended to reflect the details of Development Plans; the Scheme maps should be amended as soon as practicable following the creation of lots and Crown reserves.*

6.7.19 The Development Plan shall address the matters outlined in Appendix 6.

A large majority of lots within the amendment area contain some form of development, as such the requirement to prepare and adopt a Development Plan is considered to be not necessary.

4.2.2 Scheme Amendment No. 24

On 8 February 2011, TPS5 was amended (Amendment No. 24) to introduce a "Transport Development" Zone and rezone land (to the north of Great Northern Highway and east of Pinga Street) from "Other Purposes – Infrastructure" Local Scheme Reserve to "Transport Development" Zone.

The "Transport Depot" land use was introduced into TPS5 and defined as follows:

"land and buildings used or intended to be used for the transfer of goods or persons from one motor vehicle to another motor vehicle for hire or reward, or for the storage of goods delivered by road transport, and includes the maintenance, repair and garaging, parking or storage of such vehicles."

Accordingly, the "Storage Facility/Depot/Laydown Area" definition was amended to remove reference to transport and fuel depots and was redefined as follows:

"Any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling or prefabricated components of products and includes milk depots, earthworks contracting yards and salvage yards."

4.2.3 Main Roads Western Australia

Written correspondence from MainRoads WA (refer appendix 3) provides confirmation the amendment area shall not be detrimentally affected from both a safety and design aspect with regards to the Great Northern Highway Re-alignment project. As such, the proposed scheme amendment is in accordance with the future plans for MainRoads WA.

4.3 Strategic Planning Context

4.3.1 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 5 – Dampier Salt & Surrounds. The Growth Plan does not feature or discuss the existence of the amendment area and the existing land uses.

5 CONCLUSION

In conclusion, the proposal seeks to only amend the zoning of the land, and, in so doing, facilitate opportunities to redevelop the amendment area with suitable transport related development.

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

- The proposal accords with the objectives of the State and Local Planning Framework:
- A Transport Development zone over the amendment area is appropriate given the strategic location;
- It shall allow for the immediate development, and future redevelopment, thus contributing to the areas effective operational capabilities and prime access a to major arterial haulage road (GNH); and
- It facilitates the maximum potential utilisation of the land for industrial and transport purposes;
- Maximise the development potential of the land with more suitable land uses permissible within the Bell Street Precinct.
- The rezoning acknowledges the existing land uses and allows for the amendment area to be redeveloped in accordance with TPS5;

APPENDIX 1 – LAND OWNERSHIP TABLE

Lot #	Street #	Street	Plan/Diagram	Volume / Folio	Lot Area (m ²)	Ownership
500	44	Bell St	73092	LR3162/ 279	6400	Crown Land (leaseholder: Venngroup Pty Ltd)
5959		Bell St	192998	LR3108 / 119	4043	Crown Land (Leaseholder: M. P. King)
832		Bell St	171186	205 / 124A	8155	Westrac Equipment Pty Ltd
843		Bell St	171186	LR3007 / 101	13096	Crown Land (leaseholder: J. H. Arrowsmith)
1629	-	Bell	173382	LR3007 / 336	1619	Unallocated Crown Land
5408		Bell St	184947	2088 / 250	6972	M. J. West & C. M. West
6047	-	Bell St	220990	LR3113 / 775	14252	Unallocated Crown Land
6048	-	Bell St	220990	LR3113 / 776	8874	Unallocated Crown Land
6049	-	Bell St	220990	LR3113 / 777	6372	Unallocated Crown Land
6040	8	Leslie St	194154	LR3138 / 892	8776	Crown Land (leaseholder: Consolidated Minerals Ltd)
350		Bell St	40342	LR3156 / 358	1922	Unallocated Crown Land

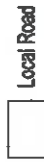
APPENDIX 2 – SCHEME AMENDMENT MAP

**TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME No. 5**

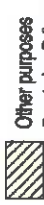
-Amendment No.

LEGEND

LOCAL SCHEME RESERVES



Local Road



Other purposes
Denoted as Follows:
Infrastructure



State and Regional Roads

ZONES



Airport



Industry



Rural

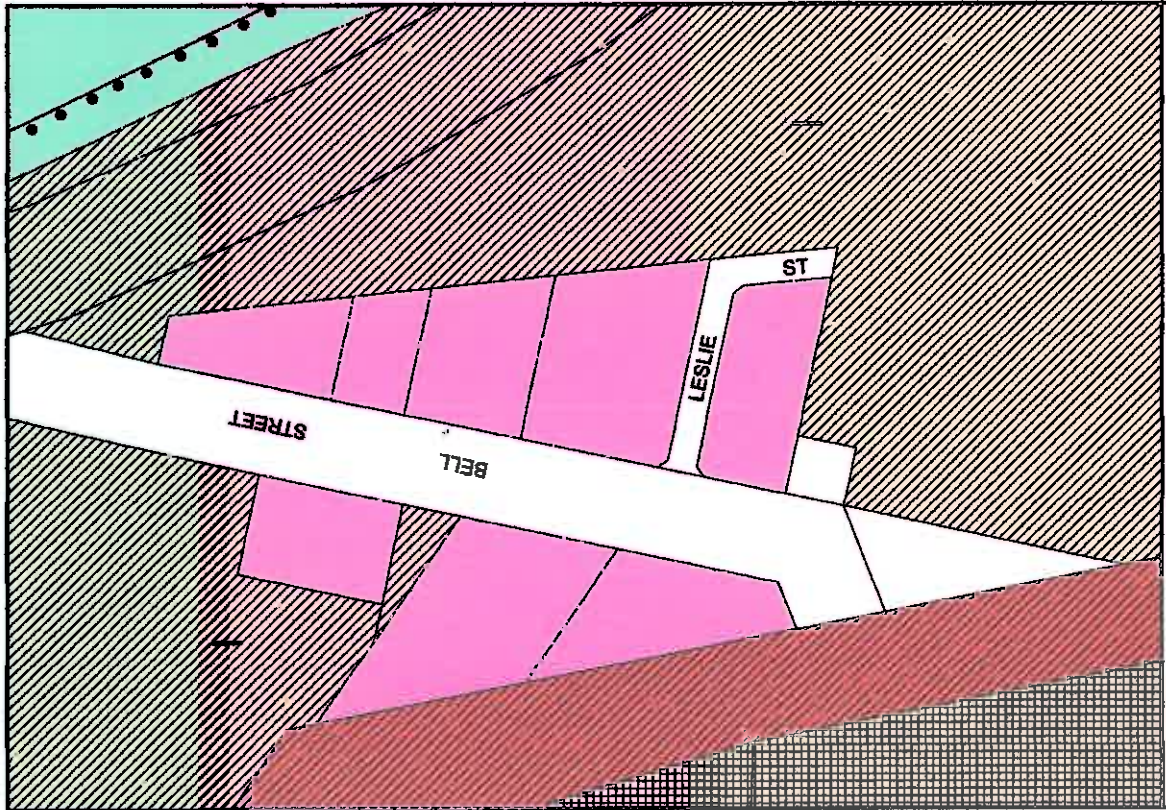


Transport Development

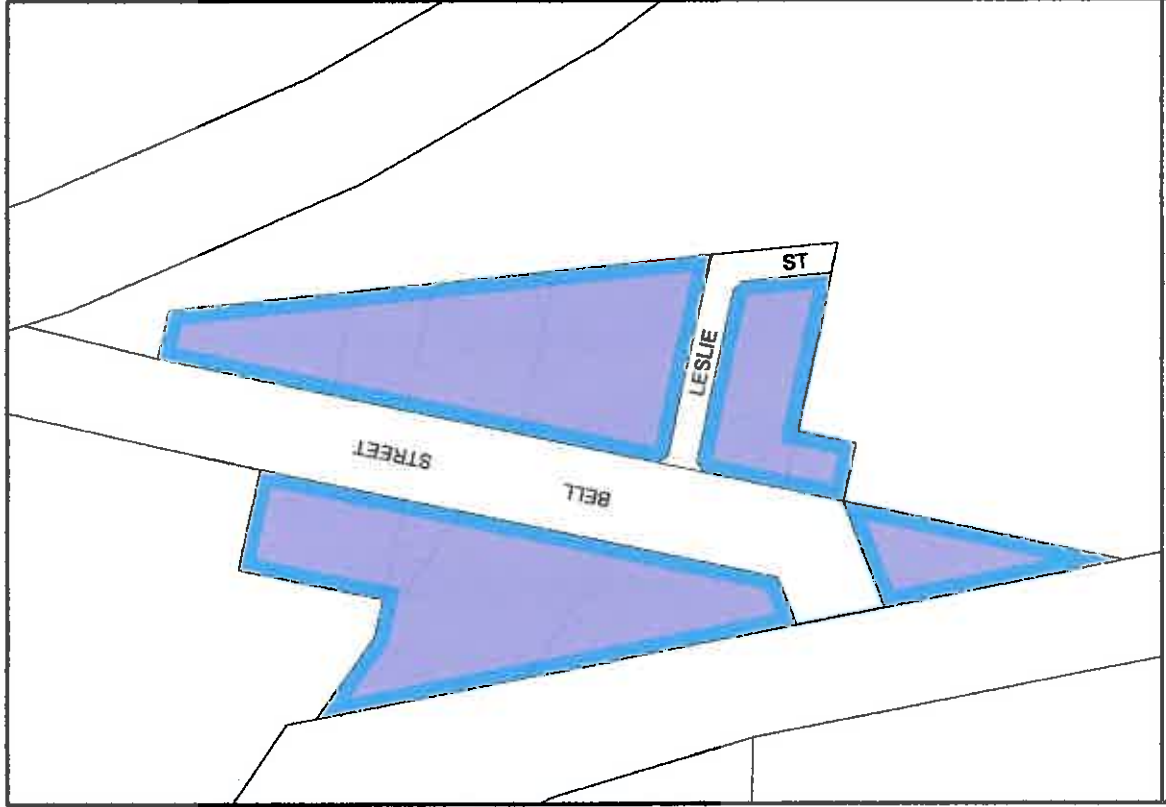
OTHER



Development Plan Areas



EXISTING ZONING



SCHEME (AMENDMENT) MAP

SCALE 1:5000

APPENDIX 3 – MRWA CORRESPONDENCE

Michael Pound

From: PYKE Andrew (PM/A) <andrew.pyke@mainroads.wa.gov.au>
Sent: Tuesday, 24 September 2013 11:24 AM
To: Michael Pound
Cc: PLAYER Gary (RM); ADAMS Bill (PMD)
Subject: RE: Bell Street Scheme Amendment | 16148

Good morning Michael,

Thanks for the opportunity to discuss your proposal recently. I wish to confirm, as I did at the ToPH council meeting on the 28th of August, that the proposed development in Bell Street utilising 53.5m road-trains has no impact on the GNH Realignment works nor will it adversely impact the proposed MRWA plans to relocate the GNH to the rear of the BP service station and Walkabout Hotel near the airport. Both of these works are being done to improve the safety for the travelling public and to improve road use efficiency for HVO traffic, therefore to locate a HVO facility in Bell Street using these new roads as the network access and egress point is in full alignment with these plans.

Regards

Andrew Pyke
Project Manager
GNH Realignment (C183/10)
Port Hedland

Fax: (08) 9140 1076 **Phone:** (08) 9172 8810 **Mobile:** 0417 091 103

From: Michael Pound [<mailto:Michael.Pound@whelans.com.au>]
Sent: Tuesday, 24 September 2013 9:00 AM
To: PYKE Andrew (PM/A)
Subject: Bell Street Scheme Amendment | 16148

Hello Andrew,

You shall recall myself, Kim and David Venn met with you only briefly to discuss the proposed Great Northern Highway re-alignment and the impacts on the existing Bell Street intersection and future access arrangements for heavy haulage road trains in the future. The discussions confirmed that there would no safety issues existent for trucks currently ingressing/egressing to Great Northern Highway. Furthermore, we were made aware of the intended route and design for future works to connect Bell Street to Great Northern Highway and the outcome was positive in both respects.

We are currently preparing the scheme amendment initiation request. It is respectfully requested of MRWA to provide adequate correspondence confirming the above. As you no doubt aware of and accustomed to, the Town has indicated a deadline for the lodgement of the scheme amendment to be tomorrow Wednesday COB. Any efforts in this regard are much appreciated.

I shall give you a call this morning to discuss the above and clarify any issues.

I trust the above is satisfactory and if you have any queries please do not hesitate to contact myself on 0409 757 504.

Regards,

Mike Pound