



Our Ref: 20180
18 September 2014

Town of Port Hedland
PO Box 41
PORT HEDLAND WA 6721

Attention: Dave Westbury – Manager Economic Development

Dear Dave,

**TOWN PLANNING SCHEME AMENDMENT INITIATION REQUEST – PART LOT 550
HEDDITCH STREET, SOUTH HEDLAND**

Whelans – Town Planning (Whelans) has prepared the following report in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 ('TPS5') to rezone a portion of Lot 550 Hedditch Street, South Hedland from 'Community' to "Mixed Business".

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 blue ink, appearing to read "Mike Pound", written over a light blue horizontal line.

Mike Pound
Manager Planning – Port Hedland

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SURVEYING

MAPPING

TOWN PLANNING

TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5
AMENDMENT NO. 75

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5
AMENDMENT NO. 75

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

1. Rezoning a portion of Lot 550 Hedditch Street, South Hedland from 'Community' to 'Mixed Business'.
2. Amend Appendix 5 – Development Plan Areas accordingly.
3. Amend the Scheme map accordingly.

Dated this day of 20

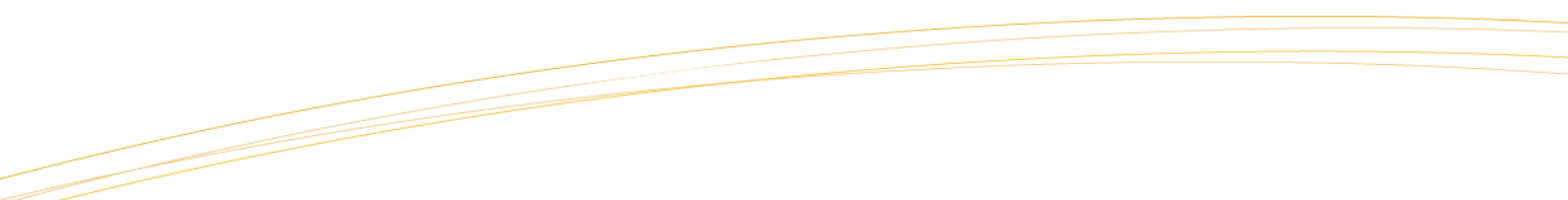
CHIEF EXECUTIVE OFFICER

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. 75 |
| 5. PROPOSAL | : | Rezoning a portion of Lot 550
Hedditch Street, South Hedland
from 'Community' to 'Mixed
Business'. |

PROPOSED SCHEME AMENDMENT NO. 75
LOT 550 HEDDITCH STREET, SOUTH HEDLAND

September 2014
Ref: 20180



REVISION HISTORY

Version	Date	Author	Reviewed	Change Description
1.0	28/4/2014	SJF	MP	
3.0	26/6/2014	SJF	MP	Amend report format
3.1	15/9/2014	SJF	MP	Addition of comments from infrastructure report

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1 INTRODUCTION

Whelans – Town Planning (Whelans) has prepared the following report in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 ('TPS5') to rezone a portion of Lot 550 Hedditch Street, South Hedland ('subject site') from "Community" to "Mixed Business".

A Mixed Business zone will ensure a coordinated approach to planning on the subject site. The proposal seeks only to amend the zoning of the land, and, in so doing, facilitate opportunities for potential redevelopment of the subject site

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 SITE CONTEXT

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 and Existing Improvements

The subject site is bound by Hedditch Street to the north and east, Hamilton Road to the west and the South Hedland bowling and tennis club to the south.

The subject land is vacant, generally flat and contains no significant vegetation

Refer Figure 2 – Aerial Map

2.3 Cadastral Information

The subject site comprises a single land parcel, being:

Part of Lot 550 on Deposited Plan 61032 contained on Crown Land Title Volume LR3154, Folio 961.

The subject site is approximately 4285m² and has a Management Order to the Town of Port Hedland.

Refer Appendix 1 – Certificate of Title and Deposited Plan

2.4 Surrounding Land Uses

The subject site is surrounded with reserved land for “Parks and Recreation” purposes to the north, “Community” zoned land to the south (South Hedland Bowling and Tennis Club) and a portion of land zoned ‘Mixed Business’ to the east.

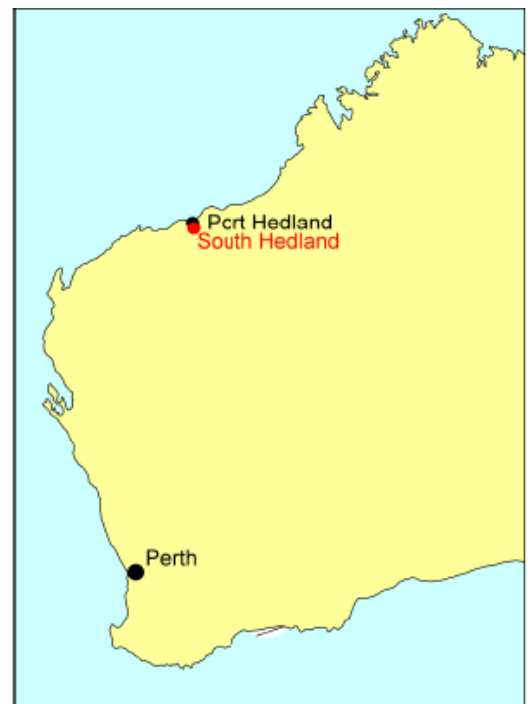


Figure 1: Regional Location



Figure 2: Aerial Map

3 PROPOSED SCHEME AMENDMENT

3.1 Scheme Amendment No. 75

The proposed amendment seeks to initiate an amendment to the Town of Port Hedland Town Planning Scheme No.5 by:

- Rezoning a portion of Lot 550 Hedditch Street, South Hedland from 'Community' to 'Mixed Business'.

4 TOWN PLANNING CONSIDERATIONS

4.1 *Transport and Access*

A Transport Impact Statement (TIS) was undertaken, which looks at the existing transport, traffic and access context of the subject site and the impact the proposed change of zone 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 TIS found that the proposed change of zone will have minimal impact on the function of Hedditch Street and the site-generated traffic for a typical development in this zone can be accommodated into the road capacity. The development of the subject site for a Mixed Use development 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 TIS identified that there is a need to constrain any future development to a single crossover point on Hedditch Street located so as to have minimal impact on the intersection of Hamilton Road. There are no obstructions in terms of sight lines and no other access issues for the proposed change of zone.

Refer Appendix 2 – Traffic Impact Assessment Environmental

4.2 *Environmental*

4.2.1 *Landform and 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.

4.2.2 *Flora and Fauna*

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.

4.2.3 *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.

4.2.4 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.

4.3 Social Impact

4.3.1 Aboriginal 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.

4.4 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. The outcomes of the report are discussed below.

Refer Appendix 3 – Infrastructure Capacity Report

4.4.1 Water

PCE has consulted with the Water Corporation over the available capacity of the current infrastructure to service development of the subject site. While the Water Corporation could not confirm the ability of the existing infrastructure to handle the added capacity they did acknowledge that current water projects should provide sufficient capacity to service the subject site.

4.4.2 Sewer

Discussions between the Water Corporation and PCE have concluded that some upgrade work may be required to the Hedditch Street Waste Water Pump Station PS1 to handle future capacity within the vicinity of the subject site. The Water Corporation will need to conduct a study into the existing and required capacity of infrastructure going forward. No timeframe for this study has been scheduled at this stage. It was acknowledge that current sewer infrastructure should provide sufficient capacity to service a development of the subject site.

4.4.3 Hydrology

Current drainage flows from the area are directed to Forrest Circle to the south of the subject site. Consideration should be given to ensuring that the Forrest Circle main drain will support the increased

flows a development on this site would produce. PCE have previously conducted work in relation to runoff directed to this drain.

4.4.4 *Power*

Horizon Power advised PCE that power is available to the subject site and that the increased demand on the current infrastructure would not require any significant upgrades to allow supply.

4.4.5 *Telecommunications*

Infrastructure for telecommunications exist to service the subject site and future demands.

5 TOWN PLANNING CONSIDERATIONS

5.1 Strategic Planning

5.1.1 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.

5.1.2 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 in 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 in general.

5.1.3 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 6.2.1 – 'Diverse Economy' - Facilitate commercial, industry and town growth. Create local employment and enhance supply of suitably located and supported industrial and retail land.

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.

5.1.4 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.

Council’s Strategic Plan, has a number of goals relating to Land Development Projects. The subject site 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 is located in a prominent area, has access to the necessary services and is therefore considered to have significant residential and commercial development potential.

5.1.5 Port Hedland Local Housing Strategy

Council endorsed the initiation of a Local Housing Strategy (‘LHS’) at the Ordinary Council Meeting 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 amend a portion of the zone for ‘Community’ to the ‘Mixed Business’ zone, which is expected to take in the order of 12 months. Therefore, the scheme amendment has the potential to encompass the strategic outcomes and recommendations provided through the research undertaken by the LHS.

5.1.6 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.

As part of the HLAP the ToPH also produced the ‘Gearing Up’ material to highlight the increasing demands on accommodation. This document provided evidence that forecasts a growth of up to 8.75 times in housing approvals between 2005 and 2015.

With this the Pilbara Development Commission (PDC) releases a quarterly “Housing and Land Snapshot”.

‘The September 2009 Housing and Land Snapshot provided an important insight into the affects of sustained economic growth and housing pressures being experienced in Port and South Hedland. These are summarised below:

- *Rental and sale prices for all types of housing stock was well in excess of acceptable inflation levels and well above metropolitan averages;*
- *There was generally very little housing stock available for rent or sale;*
- *The housing stock for sale and lease did not appropriately provide for diversity in housing stock to accommodate workforce aged people who may not have families (one and two bedroom dwellings);*
- *Since 2008 in South and 2006 in Port Hedland there has been a significant disparity in the gap between house prices and the number of homes sold, with prices increasing (demand) as there is less on the market (supply).’*

With regard to the demand for commercial sites the report makes the following comment:

‘The South Hedland Town Centre Development Plan was recently prepared to provide a framework for the orderly release and development of land in the South Hedland Town Centre. The master plan outlines areas for residential, town centre, retail, community and public purpose uses. The plan was adopted under Town Planning Scheme No. 5 in 2009. In many cases land release sites identified that fall under the Pilbara Cities / Royalties for Regions South Hedland Town Centre project have both a retail/commercial and residential component. As the primary focus of these sites both in the short and longer term is the ground level ‘street activation’ through commercial retail uses these sites are appropriately classified non-residential.’

In response to the above, the following justification/response is provided categorically:

- The creation of the Mixed Business zone will provide a site to increase the pool of housing stock to cater to demand in South Hedland for both rent and sale; and
- The housing typology that would suit the Mixed Business zone will cater for workforce aged people who may not have families (one and two bedroom dwellings)
- The subject site is under a Management Order by the ToPH, but is however surplus to their requirements as part of the bowling and tennis club; and
- There is the requirement for more commercially viable land to become available since two-thirds of the current allocation of land is already developed.

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. Liveable Neighbourhoods

5.1.7 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 'Mixed Business' 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.

5.2 Statutory Planning and Guidelines

5.2.1 Town of Port Hedland Town Planning Scheme No. 5

In accordance with the provisions of TPS5, the subject site is zoned "Community" and denoted as Community (CM). The scheme amendment to rezone the subject to "Mixed Business", the Zoning Table in TPS5 provides for a range of land uses under the 'Mixed Business' zone, with a focus on residential development, health and community land uses.

This provides a general outline of the range of land uses desired for the zone and its intended purpose. Under TPS5 the following uses are 'P' uses which means the development is permitted by the Scheme:

- Industry – Cottage
- Office
- Outdoor Display
- Shop

Under TPS5 the following uses are an 'AA' use which means the development is not permitted unless the Council has granted planning approval:

- Multiple Dwelling
- Single House
- Arts and Crafts Centre
- Infrastructure
- Reception Centre
- Restaurant (includes Café)
- Showroom
- Take-away Food Outlet
- Carpark
- Community Use
- Consulting Rooms
- Emergency Services
- Medical Centre
- Public Utility
- Private Recreation
- Public Recreation

Rezoning the subject site to the 'Mixed Business' zone shall achieve both beneficial residential and economic outcomes for the subject site. This has regard for the desire to utilise undeveloped land to achieve a mix of residential, commercial and community uses. Clause 6.6.2 – 6.6.4 of TPS5 relates to development within the Mixed Business zone as follows:

"6.6.2 In determining applications for planning approval within the Commercial, Tourism and Mixed Business zones, Council may take into consideration any relevant policy adopted in accordance with the Scheme.

6.6.3 *Within the Mixed Business zone buildings shall be set back from the street frontage of a lot no less than 6 metres. The land between the building and the street frontage shall be used for no purpose other than car parking, outdoor display or landscaping.*

6.6.4 *In the absence of precinct objectives, Policy Statements or a Development Plan for land within the zones referred to in subclause 6.6.2 Council, when considering a planning application, shall take into account other matters it considers relevant to the proposal including floorspace limitations, setbacks from boundaries and height of structures.*
6.6.3.”

Clause 5.2.1 of TPS5 reveals the following:

“Council may prepare, or require the preparation of, a Development Plan prior to considering subdivision or development proposals for:

- i. Development Plan Precincts identified in Appendix 5.”*

The amendment proposes to rezone a portion of undeveloped locally reserved land and establish a new ‘Mixed Business’ zoned area. Therefore any future development on the subject site shall refer to the precinct objectives for the Mixed Business Precinct as listed in Clause 5.3.7, which are to:

- (a) Combine residential and compatible non-residential development;*
- (b) Ensure residential uses are not developed on the ground floor except Short Stay Accommodation that must have minimum ceiling height of 3 metres from the finished floor level to facilitate future retail and/or commercial modifications;*
- (c) Facilitate Short Stay Accommodation on the ground level not fronting any street; and*
- (d) Ensure lots with more than one street frontage address each frontage.*

Note: for land zoned Mixed Business west of Taplin Street, refer to Appendix 12 for land uses that are not permitted.”

Considered primed for development, the proposed amendment shall promote the active revitalisation of an underutilised, highly exposed parcel of land, ultimately allowing for the establishment of a consolidated landmark development.

Situated on the corner of Hamilton Road and Hedditch Street, the subject site is considered to be a future focal point given its desirable location along the entrance path into South Hedland.

The proposed amendment will create further land development opportunities through the utilisation of undeveloped land for residential, commercial and community purposes and provide development reflective of surrounding amenity and land uses.

The formulation and application of precinct objectives is imperative to ensuring future development adheres to any relative site feature, locational attributes and definitive design principles. This therefore has regard for the desire to achieve a mix of land uses, scale and built form through the Development Plan process. The Development Plan process allows for the ability to nominate alternative land uses within a zone and/ or Development Plan Precinct area.

5.3 Development Plan

A Development Plan generally depicts the land uses, road layout, residential densities as well as matters relating to open space, services and drainage. It is considered TPS5 provides a rather robust set of provisions to guide and manage the land use and development of the subject site through a Development Plan over the short and long term.

In accordance with Appendix 6 of TPS5, the Development Plan shall address the following matters:

- i. *landform, topography, landscape, vegetation and soils of the area,*
- ii. *location, existing roads, land uses and surrounding land uses and features,*
- iii. *legal considerations, ownership, title description, area and encumbrances,*
- iv. *existing and proposed services and infrastructure including reticulated or other potable water supply, sewerage, energy, communications, drainage and catchment considerations,*
- v. *existing places and features of Aboriginal and non-Aboriginal heritage and/or cultural significance, including natural landscapes, flora and fauna in addition to built structures and other modified environments,*
- vi. *road layouts and traffic assessments, communal and incidental parking areas, pedestrian/cycle network/underpasses, including impacts on the surrounding movement networks,*
- vii. *public open space and recreation provision, environmental protection areas, and relationships to natural features,*
- viii. *assessment of the impact of the proposal on the natural environment, including management of potential effluent, emissions and other forms of pollution,*
- ix. *comprehensive drainage systems for stormwater runoff and natural drainage lines,*
- x. *indicate the design of the proposal including lot layout, major buildings roads and landscaping*
- xi. *proposals,*
- xii. *the demand for the development in relation to the overall market for similar developments,*
- xiii. *the method of carrying out the development including the projected times of completion of each stage,*
- xiv. *provide provisions, as may be considered appropriate by Council, for inclusion in the Policy Manual, and*
- xv. *other information as may be required by the Council."*

Council have a statutory timeframe period of 60 days to make a determination on the content and requirement of the Development Plan. Upon endorsement, if any future subdivision is proposed the Development Plan shall be sent to the WAPC for consideration.

6 JUSTIFICATION

The intent of the Scheme Amendment is to provide a zone to promote residential/commercial 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. Additionally, the rezoning is intended to facilitate the subdivision and subsequent development of the land.

The Town of Port Hedland may develop the land itself, sell the land to the private market or undertake a joint venture development.

Through providing housing diversity, the Town of Port Hedland can meet the different needs of the community based on income, cultural background, family type or stages of life. The identification and development of the site for 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 and commercial 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;
- Maximise the development potential of the land in a manner that presents a consistent and continuous streetscape along Hamilton Road and Hedditch Street. This will ensure that built form, building setbacks and density are consistent along the streetscape;
- Provide commercial space in close proximity to existing residential land promote the growth of the area as a future commercial/community precinct;
- Provide additional commercial/retail space to address long term demand;
- Ability to deliver successful development outcomes in a timely and efficient manner.

6.1 *Development Potential*

The proposed amendment to 'Mixed Business' of the subject land would allow for a land mark development to be established on the site. Give the location of this area there are several attractors for future business and residential opportunities on this site. The subject land is located on the corner of Hamilton Road and Hedditch Street. Hamilton Road is a major access route to the South Hedland commercial area. The subject land also abuts the newly developed bowls club and is in close proximity to the South Hedland Sports Complex and the Pilbara Institute. These features would give a potential residential development on the subject site easy access to services, education and recreation facilities and provide a business location that could service surrounding residential and commercial needs.

Given the unusual shape of the site and the need for the commercial component of a development to maximise street frontage it is suggested that all parking relating to the site be off street at the rear of a development with the access to parking coming off Hedditch Street.

Future development of the subject site will be required to comply with the provisions of the Residential Design Codes (RCode).

An R60 scenario of Plot Ratio calculations is used here as a base line to illustrate the possible development potential of the site. The parameters of these requirements are set out in Table 4 of the RCodes, under 'General site requirements for multiple dwellings in areas coded R30 or greater, within mixed use development and/or activity centres.' The provisions in this table give a maximum plot ration of 0.7. This equates to a plot ration area of 2999.5m². This would to equate to approximately 1000m² of commercial floor space and between 8 and 14 multiple dwelling residential units.

Parking provision may impact the potential lot yield for this development. The provision of car bays required for each commercial use and multiple dwelling units may limit the number of dwellings on the site. The on-site parking provision under the Residential Design Codes is set out in 6.3.3. This provision provides a calculation table for resident and visitor parking. The relevant extract from the table is as follows:

Resident Parking	Visitor Parking
Medium (75-110sqm) – 1.25 per dwelling	0.25 per dwelling

Below is a breakdown of parking requirements for potential commercial uses

Development	Requirement
Office	1 bay for every 30m ² NLA (min 3 bays per tenancy or office unit)
Shop	1 bay for every 20m ² NLA (min 3 bays per tenancy or unit)
Take-away Food Outlet	1 bay for every 2.5m ² queuing area with a min of 3 bays, plus 1 bay for every 5m ² seating area, plus 4 queuing bays for any drive through facility

7 CONCLUSION

In conclusion, the proposed change of zone to the 'Mixed Business' zone shall allow the subject site to be developed with residential, commercial and community uses which encompasses the strategic objectives of the Town of Port Hedland.

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

- The proposal accords with the objectives of 'Precinct 12 - South Hedland East' as contained in Pilbara's Port City Growth Plan;
- A 'Mixed Business' zone on the subject site is appropriate given the strategic location and ease of access via two street frontages;
- The rezoning is considered to be an efficient use of the land, allowing any future development to be in accordance with a Development Plan;
- An 'Mixed Business' zone on 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 1 – CERTIFICATE OF TITLE

WESTERN



AUSTRALIA

REGISTER NUMBER 550/DP61032	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF QUALIFIED CERTIFICATE

VOLUME
LR3154

FOLIO
961

OF

CROWN LAND TITLE

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

Subject to Dealing

LAND DESCRIPTION:

LOT 550 ON DEPOSITED PLAN 61032

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

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: TOWN OF PORT HEDLAND

(XE G923572) REGISTERED 12 OCTOBER 1998

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

1. E1734066 RESERVE 37820 FOR THE PURPOSE OF RECREATION & CLUB PREMISES REGISTERED 6.10.2008.
G923572 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. WITH POWER TO LEASE FOR ANY TERM NOT EXCEEDING 21 YEARS, SUBJECT TO THE CONSENT OF THE MINISTER FOR LANDS. REGISTERED 12.10.1998.
2. E324058 EASEMENT TO AUSTRALIAN TELECOMMUNICATIONS COMMISSION FOR CABLING PURPOSES. DEPOSITED PLAN 61032 REGISTERED 16.11.1989.

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.
 (2) Lot as described in the land description may be a lot or location.
 (3) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
 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: DP61032.
 PREVIOUS TITLE: LR3142-817, LR3142-816, LR3142-807.
 PROPERTY STREET ADDRESS: LOT 550 HEDDITCH ST, SOUTH HEDLAND.

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE
QUALIFIED

REGISTER NUMBER: 550/DP61032

VOLUME/FOLIO: LR3154-961

PAGE 2

LOCAL GOVERNMENT AREA: TOWN OF PORT HEDLAND.
RESPONSIBLE AGENCY: DEPARTMENT OF LANDS (SLSD).

NOTE 1: K124057 CORRESPONDENCE FILE 02342-1981-01RO

Subject to Dealing

APPENDIX 2 – TRAFFIC IMPACT ASSESSMENT



CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.



Project:	Transport Impact Statement – Rezoning of Part Lot 55 Hedditch Street, South Hedland to permit Mixed Use Development. (Ver 2).
Client:	Whelans
Job Number	1406016
Author:	Tony Shaw
Signature:	
Date:	16/07/14

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1. Introduction

This Transport Impact Assessment has been prepared by Shawmac Pty Ltd on behalf of Whelans in support of a proposal to rezone a portion of Lot 55 Hedditch Street, South Hedland from recreation to commercial (Mixed Use). 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 scenario 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 for mixed use would have on the adjacent local road network and to assess the requirements in the context of vehicle manoeuvring and car parking supply. The assessment covers all transport aspects of the site should it be developed including estimation of the potential traffic generation and its impact on the surrounding roads, evaluation of the access and parking requirements, assessment of the pedestrian/cyclist facilities, public transport availability and overall safety aspects of the site. The report has been prepared according to the relevant WAPC guidelines.

3. Location

The site is located on part vacant part developed land located on the west side of Hedditch Street in South

Hedland and is located approximately 500 m north of the South Hedland commercial centre. The site is bound by Hamilton Street to the west, Forrest Circle to the south and Hedditch Street to the east. Figure 1 shows the locality of the proposed development while Figure 2 shows the site location and the surrounding residential urban layout.

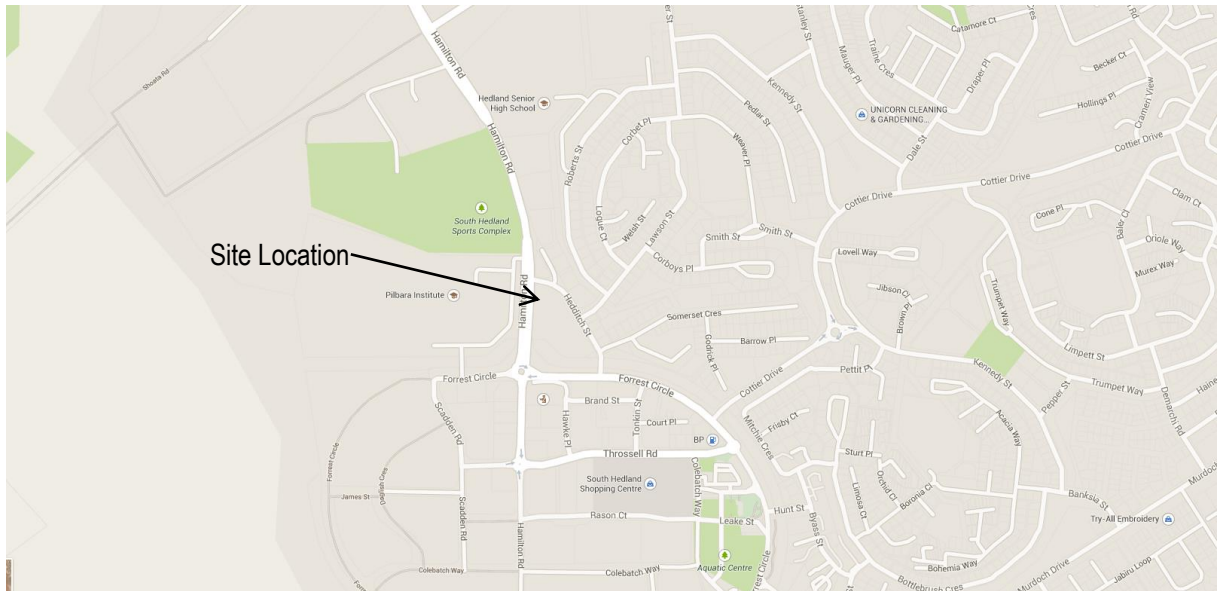


Figure 1. Locality Plan (Regional Context, Proposed Development Site)



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

4. Development Potential

4.1. Site Use

The site use based on a typical mixed use development and is assumed to typically deliver the following quantum of land uses:

Land Use / Details	Estimated Area	Assumed Yield	Estimated Yield
Total site area	4,285 m ²	Assume 60% coverage to give GFA	2,570 m ²

Table 1. Assumed Development Yield

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*.

5. Existing Characteristics

5.1. Site Use, Access and Parking Arrangements

The site is currently partly vacant land and partly bowling greens and forms the northern part of the South Hedland Bowling and Tennis Club. The site is bounded by a predominantly commercial and institutional property with a small amount of residential property to the south east of the site.

5.2. Traffic Generation

The site is estimated to currently generate about 450 vehicles per day with AM peak flows of 19 vehicles and PM peak flows of 47 vehicles.

5.3. Road Network

Hedditch Street

Hedditch Street is classified as an “Access Road” under the Main Roads Western Australia (MRWA) *Functional Road Hierarchy*. The hierarchy describes an access Road as a road that “*Provides access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement role. These roads are bicycle and pedestrian friendly. They are managed by local government*”.

Hedditch Street in the vicinity of the development site has a posted speed limit of 50 km/hr and is a single carriageway road with an urban cross section, kerbed and sealed to a width of about 7.5 m.

Hedditch Street is connected to Hamilton Road at its western extremity, a dual carriageway Local Distributor with a 60 km/h speed limit. The intersection of Hedditch Street and Hamilton Road forms an unsignalised channelised “T” junction with a right turn auxiliary lane from Hamilton Road into Hedditch Street.

Hamilton Road

Hamilton Road is classified as a Local Distributor under the Main Roads Western Australia (MRWA) *Functional Road Hierarchy*. The hierarchy describes a Local Distributor as a road which “*carries traffic within a cell and links 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*”.

Hamilton Road in the vicinity of the development site has a posted speed limit of 60 km/hr and is a dual carriageway road with an urban cross section, kerbed with each carriageway sealed to a width of about 7.5 m.

Figure 3 below shows the classification of the surrounding road network.

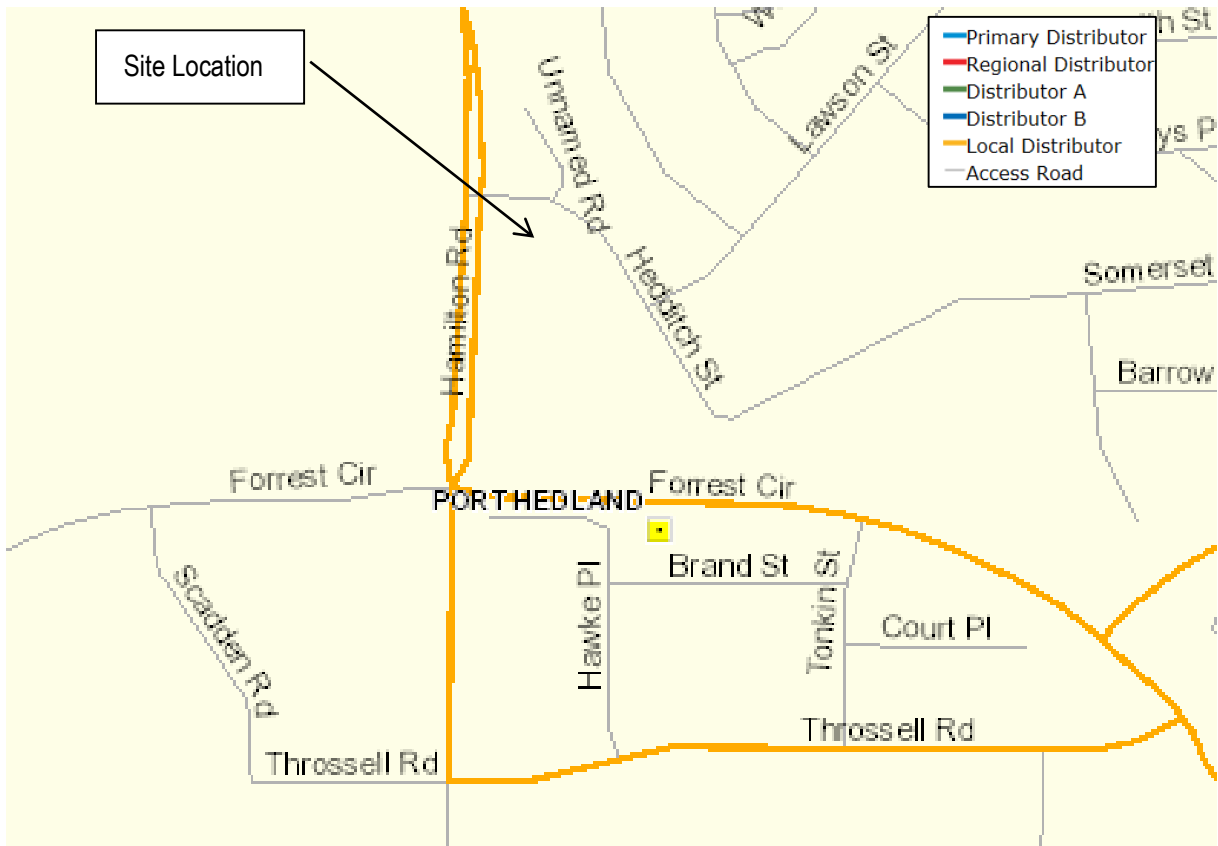


Figure 3. MRWA Road Hierarchy - Local Road Network

5.4. Traffic Volumes and Flows

Traffic flow data is not available for Hamilton Road south of North Circular Road; however counts on North Circular Road and Hamilton Road north of North Circular Road are available and are summarised below.

	ADT (vpd)	AM peak (vph)	PM peak (vph)
Hamilton Road south of GNH southbound	2926	182	409
Hamilton Road south of GNH northbound	3298	393	215
North Circular Road east of Hamilton Road eastbound	2426	167	222
North Circular Road east of Hamilton Road westbound	2628	202	240

Based on the likely split in traffic (assumes 80% from North Circular Road moves to and from Hamilton Road south of North Circular Road) it is estimated that Hamilton Road at the intersection with Hedditch Street is likely to carry in the order of 290 vehicles northbound and 310 vehicles southbound in the AM peak and in the order of 310 vehicles northbound and 520 vehicles southbound in the PM peak. Daily traffic flow is estimated to be in the order of 4,700 vehicles per day. The predicted level of traffic on adjacent streets was sourced from a transport model of South Hedland previously prepared for other projects by Shawmac; a part of which is shown

on Figure 4.

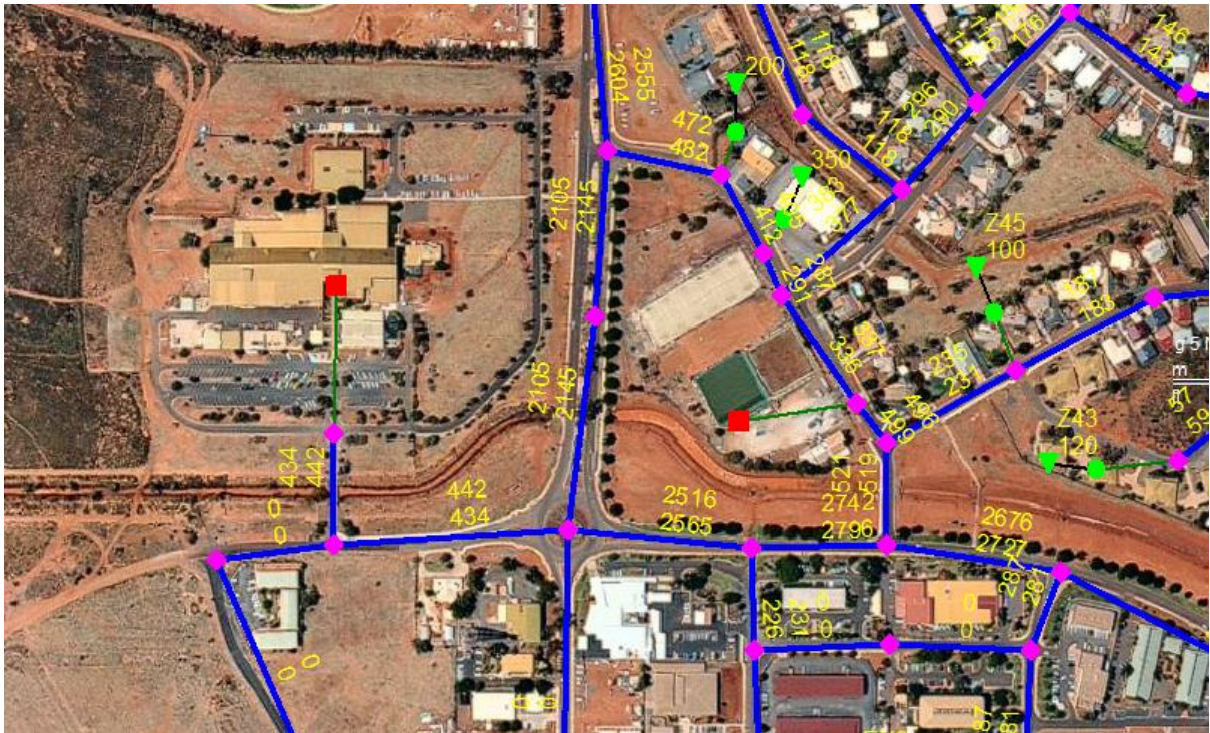


Figure 4. Modelled flows

5.5. Public Transport

5.5.1. Bus Transport

South Hedland is serviced by the 301 and 401 bus routes as shown on Figure 5. The nearest connection to the bus route is over 500 metres from the site and it is unlikely to provide a viable transport option.

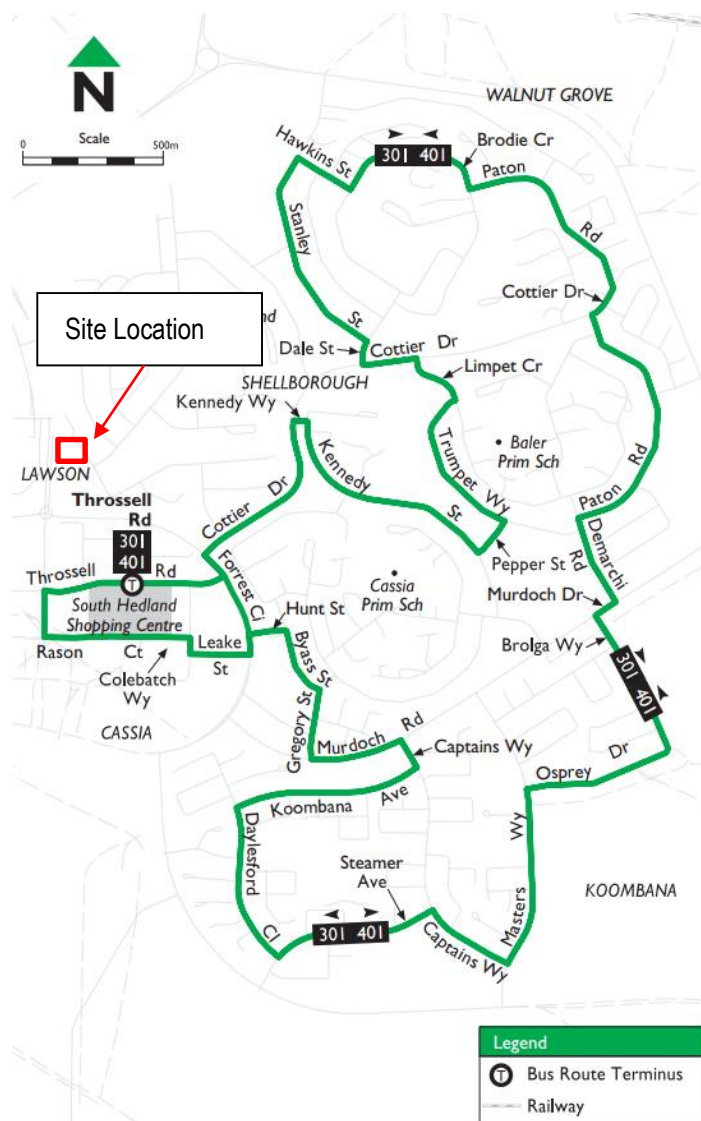


Figure 5. South Hedland Bus Route 301, 401

5.6. Pedestrian and Cycle Facilities

A review of the nearby networks based on recent aerial photographs indicates the following path network adjacent to the site.

Street	Section	Path
Hedditch Street	Hamilton Road to Lawson Street.	Concrete path east side between Lawson Street and Hamilton Road. Concrete path on both sides of the street from Lawson Street to Forrest Circle.
Hamilton Road	Forrest Circle north.	Concrete path on east side of the road. Concrete path on the west side of the road between Forrest Circle and Hedditch Street.
Forrest Circle	Hamilton Road east.	Concrete path on both sides of the road.

Table 2. Existing Path Network

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 an assumed yield as indicated on Table 1.

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

Results of the trip generation predictions based on the assumed yield indicated in Table 3 show a total of 597 trips daily, 82 during the a.m. peak and 80 during the p.m. peak.

Land use	Generation rate			Unit	Quantum	Estimated Generation			Source
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak	
Office - commercial general ITE	12.00	1.65	1.60	GFA (m ²)	2570	308	42	41	ITE Guide
Total						308	422	41	

Table 3. Estimated Daily Traffic

7. Trip Distribution

It is assumed that trips would tend to be distributed between Port Hedland Town Centre and South Hedland generally as shown on Figure 6.

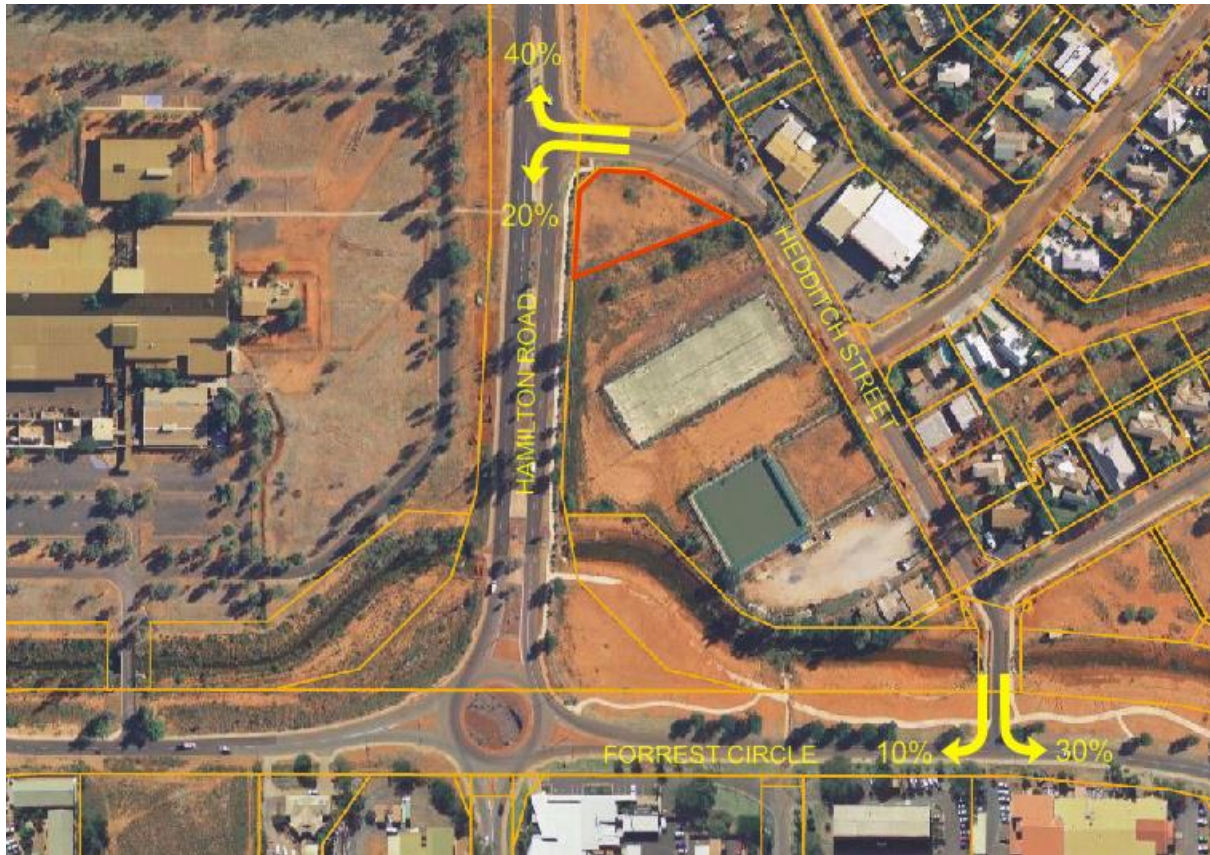


Figure 6. Assumed Distribution

Applying the assumed distribution to the predicted increase in traffic gives the predicted flows shown on Figure 7.

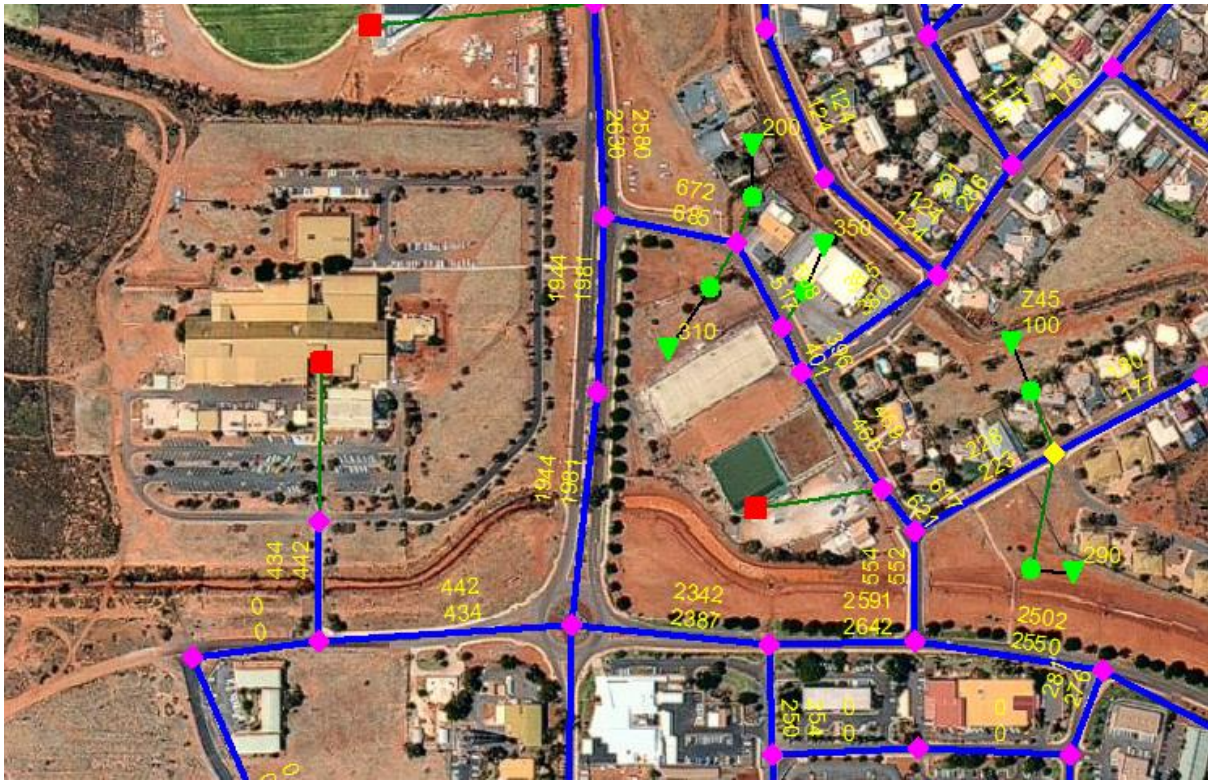


Figure 7. Predicted Traffic Flow

8. Intersection Analysis

The capacity of an intersection is generally evaluated using SIDRA intersection software where warrants for analysis for unsignalled intersections with minor roads are met. These warrants are shown in Table 4 which is in an extract of Table 6.1 of *Austrroads Guide to Traffic Management Part 3, Traffic Studies and Analysis*.

Type of Road	Light Cross turning volumes maximum design hour volumes per hour (two way)		
Two-lane major road	400	500	650
Cross road	250	200	100
Four-lane major road	1000	1500	2000
Cross road	100	50	25
Site Assessment			
Hedditch Street	550	Analysis not required	
Forrest Circle	55		
Wilson Street	450	Analysis required	
McGregor Street	70		

Table 4. Intersection volumes below which capacity analysis is unnecessary

Based on the above warrants, and predicted turning movements shown on Figure 8, analysis is not required; notwithstanding this a Sidra analysis was undertaken for both intersections based on typical peak hour flows and the results are shown on Tables 5 and 6.

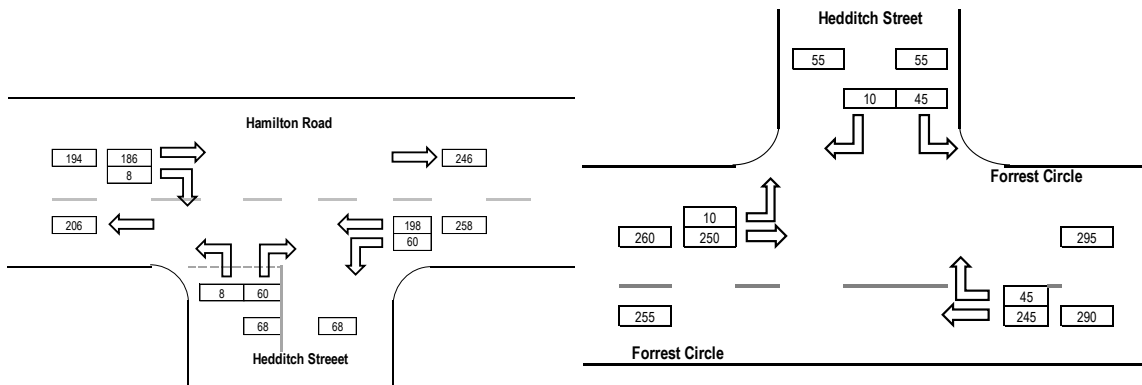


Figure 8. Predicted Typical Peak Hour Turning Movements

Movement Performance - Vehicles										
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	sec		Vehicles	Distance	per veh	km/h	
South: Hamilton Road										
2	T	196	5.0	0.052	LOS A	0.0	0.0	0.00	60.0	
3	R	8	5.0	0.008	LOS A	0.0	0.2	0.35	47.6	
Approach		204	5.0	0.052	NA	0.0	0.2	0.01	59.4	
East: Hedditch Street										
4	L	8	5.0	0.009	LOS B	0.0	0.2	0.32	45.9	
6	R	63	5.0	0.140	LOS C	0.5	3.9	0.56	42.3	
Approach		72	5.0	0.140	LOS C	0.5	3.9	0.54	42.7	
North: Hamilton Road										
7	L	63	5.0	0.073	LOS A	0.0	0.0	0.00	49.0	
8	T	208	5.0	0.073	LOS A	0.0	0.0	0.00	60.0	
Approach		272	5.0	0.073	NA	0.0	0.0	0.00	57.0	
All Vehicles		547	5.0	0.140	NA	0.5	3.9	0.08	55.4	

Table 5. Hedditch Street – Hamilton Road - Typical Peak Hour Intersection Performance

Movement Performance - Vehicles										
Mov ID	Turn	Demand Flow	HV Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
		veh/h	%	sec		Vehicles	Distance	per veh	km/h	
East: Forrest Circle										
5	T	258	5.0	0.220	LOS A	2.5	18.1	0.65	48.7	
6	R	47	5.0	0.220	LOS B	2.5	18.1	0.65	46.8	
Approach		305	5.0	0.220	NA	2.5	18.1	0.65	48.4	
North: Hedditch Street										
7	L	47	5.0	0.056	LOS A	0.2	1.6	0.38	47.3	
9	R	11	5.0	0.056	LOS B	0.2	1.6	0.38	47.2	
Approach		58	5.0	0.056	LOS A	0.2	1.6	0.38	47.3	
West: Forrest Circle										
10	L	11	5.0	0.145	LOS A	0.0	0.0	0.00	49.0	
11	T	263	5.0	0.145	LOS A	0.0	0.0	0.00	60.0	
Approach		274	5.0	0.145	NA	0.0	0.0	0.00	59.5	
All Vehicles		637	5.0	0.220	NA	2.5	18.1	0.34	52.5	

Table 6. Hedditch Street – Forrest Circle - Typical Peak Hour Intersection Performance

The intersections of Hedditch Street and Hamilton Road and Hedditch Street and Forrest Circle are predicted to operate at satisfactory levels in peak hour periods.

9. Crash History

Crash records for the intersections adjacent to the site were sourced from the Main Roads Western Australia *Intersection Crash Ranking* for crashes recorded in the five years leading up to December 2013.

A total of 5 crashes have been recorded at the intersection of Hamilton Road and Hedditch Street and include 4 right angle and 1 rear end crash.

There were no crashes recorded for the intersection of Hedditch Street and Forrest Circle. The number of crashes is low and the addition of site-generated traffic is not expected to result in an increase in risk.

10. Parking

The required parking supply for the site will need to be as prescribed by the Town of Port Hedland *Town Planning Scheme No. 5 (TPS 5)*, which typically requires the following.

Commercial parking 1 bay per 30 m² GFA.

11. Review of Development Access

Access to the site should be constrained to a single point on both the northern lot and southern lot with driveways located to minimise impacts on adjacent intersections.

The existing site is clear of obstructions and no adverse impacts on sight distance are predicted.

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 in support of a proposal to rezone a portion of the existing South Hedland bowling club to permit a "Commercial - Mixed Use" land use.

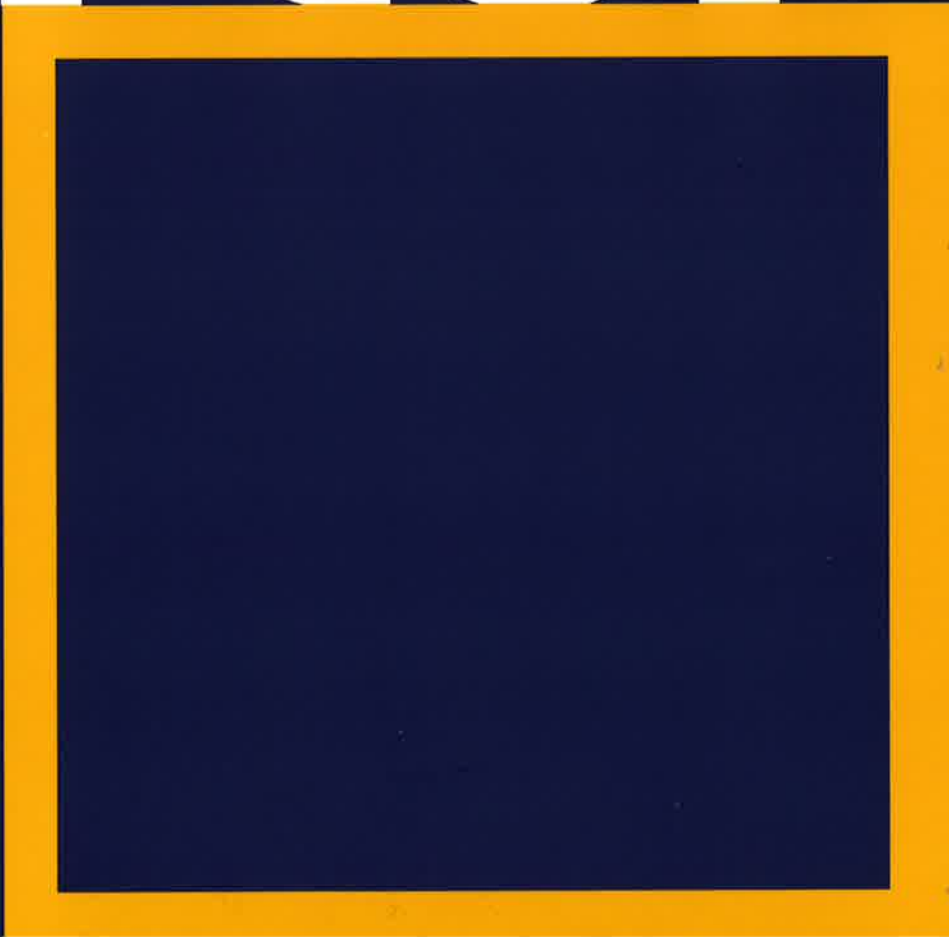
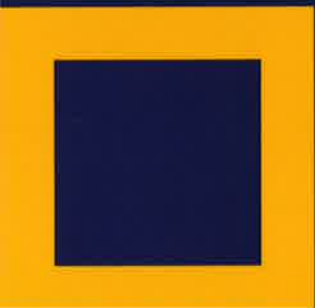
A traffic generation and distribution exercise was undertaken to quantify the traffic impact that a typical development would have on the adjacent road network. Results of the exercise indicate that should the site be developed in accordance with the permitted use under a new zoning it would have minimal impact on the function of the adjacent road network.

APPENDIX 3 – INFRASTRUCTURE CAPACITY REPORT

INFRASTRUCTURE CAPACITY
REPORT

LOT 550 HEDDITCH STREET,
SOUTH HEDLAND

Porter



INFRASTRUCTURE CAPACITY
REPORT

**LOT 550 HEDDITCH STREET,
SOUTH HEDLAND**

Report Prepared For:

Town of Port Hedland

Report Prepared By:

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Job No: 14-06-087

Date: 6/08/2014

Our Ref: R36.14

Rev: B

Checked: *S. Myky*

Report Prepared For:

Town of Port Hedland

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1.0 INTRODUCTION

Porter Consulting Engineers (PCE) was commissioned by the Town of Port Hedland via Whelans, Town Planning, to investigate the capacity of the existing services infrastructure available to the proposed Scheme Amendment and eventual development of Lot 550 Hedditch Street, South Hedland, (the Site).

The Town of Port Hedland intend to rezone the Site (**Area A Figure 1**) from ‘Community’ to ‘Mixed Business’. The site is part of the South Hedland Entry Development Plan Centre as outlined within the Town of Port Hedland Town Planning Scheme No 5.

A copy of the current Town of Port Hedland Scheme, South Hedland Locality West, 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 Hedditch Street to the north and east, Forrest Circle to the south and Hamilton Road to the west. A Town of Port Hedland main drain is located along the southern boundary of the site.

The Site is currently split into three portions:

- (A) Northern portion is 4,285m² of vacant land. Area to be rezoned to ‘Mixed Business’.
- (B) Middle portion has existing carparking, six tennis courts, two bowls lawns and one club house (1.63ha). Area to remain ‘Community’ zoning.
- (C) Southern portion is 4,008m², has existing informal carparking and the old South Hedland tennis and bowls club. Area to remain ‘Community’ zoning.



Figure 1 - Site Location

3.0 SITE INFRASTRUCTURE

3.1 Drainage

The Site is generally flat with an average relative level of 11.5m above sea level. Stormwater currently falls towards Forrest Circle to the south. There is an existing large regional stormwater drain that is located along the southern boundary of the site. This stormwater drain connects to localised depressions which convey overland flows into the Port Hedland Estuary.

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. 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 towards the Forest Circle main drain. Drainage design of the proposed development should include an assessment of the Forest Circle drain to ensure the drain has adequate capacity to handle the additional flows generated from the proposed development. Otherwise, if considered inadequate, the drains capacity may need to be upgraded to convey the new stormwater flows.

PCE has previously completed a design of Hedditch Street link road to Forest Circle. This design shows overland flow from Hedditch Street south into the Forest Circle main drain. A copy of the design of the Hedditch Street link with Forrest Circle is located within **Appendix E**.

3.2 Roads

Hedditch Street is located to the north and east of the site. Hedditch Street is considered a Local Road in accordance with the Town of Port Hedland Town Planning Scheme No 5. Hedditch Street has the following properties:

- Is a single carriageway, in both direction and linemarked;
- Is a 7m wide asphalt seal;
- Approximate 20m wide road reserve;
- Semi mountable kerbing on both sides; and
- Street lighting along the western side.

Hamilton Road is located along the western side of the site. Hamilton Road, adjacent to the site is identified as a District Distributor and a Blue road on the Town of Port Hedland Town Planning Scheme. Blue roads require WA Department of Planning approval for any access to be granted. Therefore, it is highly unlikely that access will be granted from the site onto Hamilton Road. Hamilton Road has the following properties:

- Is a dual, median divided, carriageway, in both direction;
- Approximately 7m wide asphalt seal per carrageway;
- Approximate 40m wide road reserve;
- Semi Mountable Kerbing on both sides; and
- Street Lighting along the median.

It is recommended that a Traffic Impact Assessment is completed for the proposed development, once the development elements are known.

3.3 Water

There currently existing the following water infrastructure within the vicinity of the proposed development:

- 150mm diameter, Asbestos Cement (AC), reticulation main that is located within the Hedditch Street road reserve, on the western side.
- 250mm diameter, Asbestos Cement (AC), reticulation main that is located within the Hedditch Street road reserve, on the eastern side.

The Water Corporation have been unable to confirm water capacities in the adjacent system. However, Water Corporation believes that the recent and current water projects should provide sufficient capacity to service the Site. Water Corporation correspondence is located within **Appendix B**.

3.4 Sewer

There currently existing the following sewer infrastructure in the vicinity of the site:

- 150mm diameter AC wastewater pressure main that is located with on the western side of the Hedditch Street Road reserve.
- 225mm diameter AC wastewater gravity main that is located with on the eastern side of Hedditch Street Road reserve. This gravity reticulation main discharges to the north at the Heddithch Street Wastewater Pumps Station PS1.

The Water Corporation have been unable to confirm sewer capacities in the adjacent system. Water Corporation requires an assessment of the Hedditch Street Wastewater Pump Station PS1 before any comments on wastewater capacities can be made. Water Corporation has not completed this study and is unable to inform when this study may occur. The Water Corporation may charge the Town to accelerate the planning review, should the Town of Port Hedland require wastewater planning completed quickly.

Independent of the Hedditch Street Wastewater Pumps Station capacity, the Town of Port Hedland will be required to extend the sewer from Hedditch Street to each proposed development site (A & C).

However, Water Corporation believes that the recent and current sewer projects should provide

sufficient capacity to service the Site. Water Corporation correspondence is located within **Appendix B**. Water Corporation existing service infrastructure is located within **Appendix D**.

3.5 Power

Horizon Power is the current service authority which provides power within Port Hedland. Horizon Power has the following infrastructure in the area:

- High Voltage (HV) underground power lines on the western side of Hedditch Street.
- High Voltage (HV) underground power lines on the western side of Hamilton Road.
- Existing Substation opposite Lawson Street on Hedditch Street.
- Existing Substation on the western side of Hamilton Road.
- Low Voltage (LV) underground power lines on the eastern side of Hedditch Street.

Horizon Power has been contacted regarding this development. Horizon Power has confirmed that the sites feeders / circuits in the vicinity have not reached critical values with no overloading identified as yet. Horizon Power has estimated typical power requirements of the proposed development at 200KVa. It is not expect that significant infrastructure upgrades will be required.

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

3.6 Telecommunication

There is existing telecommunication infrastructure on Area C (**Figure 1**) of the Site. Telecommunications lines are located in the south eastern corner. These lines cross the south east corner of the Area C and supply telecommunication services to residents to the north east.

A notice has been placed over the Site within the Dial Before You Dig response data received from Telstra. This notice states:

3PPP (Third Party) Site PID 50116, Refer to DemLite for cable solution, ensure duct acquisition or access Contract executed prior to any cable install.

Telstra was contacted regarding this issue but could not confirm what the notice referred to.

There is an existing optical fibre that is located on the western side of Hamilton Road.

The closest telecommunication exchange to the Site is located at 10 Forrest Circle, South Hedland. This exchange is approximately 200m south west. It is expected that telecommunication service providers will be able to service the proposed development.

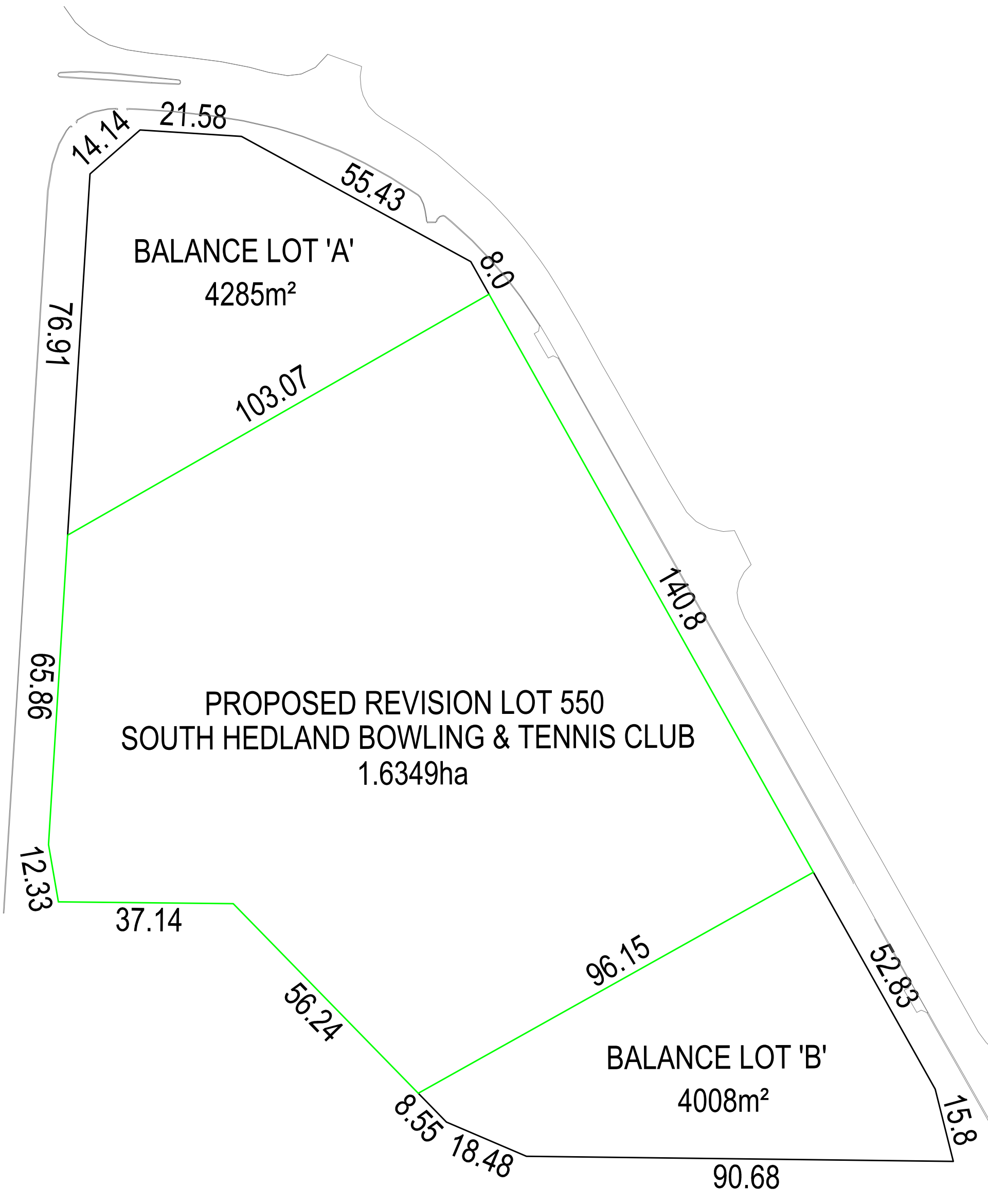
Telstra services are shown in **Appendix D**.

4.0 CONCLUSION


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

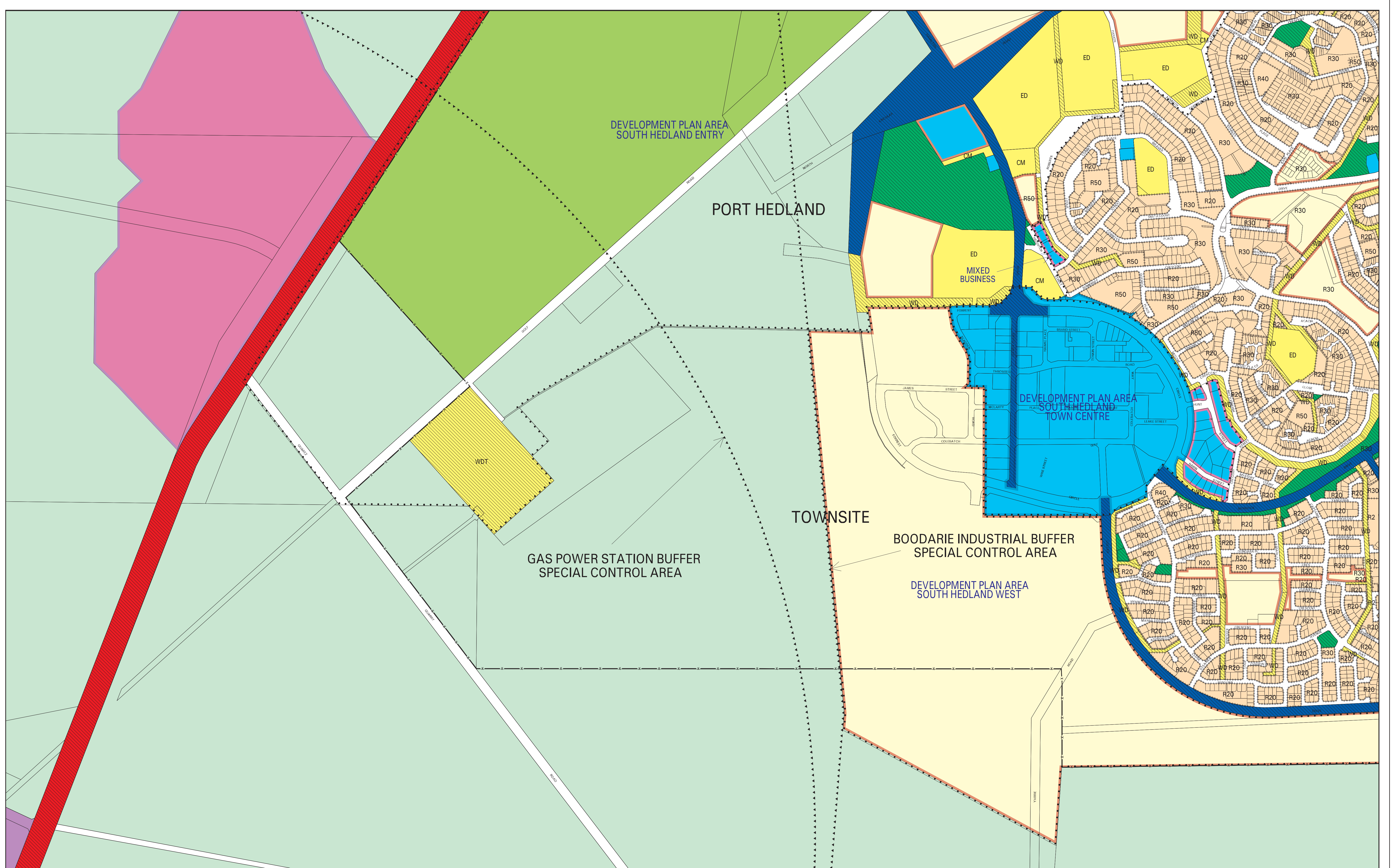
- Water; the Water Corporation have been unable to confirm water capacities in the adjacent system. However, Water Corporation believes that the recent and current water projects should provide sufficient capacity to service the Site.
- Sewer; the Water Corporation have been unable to confirm sewer capacities in the adjacent system. However, Water Corporation believes that the recent and current sewer projects should provide sufficient capacity to service the Site.
- Drainage; drainage from the Site will need to be managed through a combination of the overland flow path and a stormwater pit and pipe system.
- Power; Horizon Power has confirmed that the sites feeders / circuits in the vicinity have not reached critical values with no overloading identified as yet. Horizon Power has estimated typical power requirements of the proposed development at 200KV_a. It is not expect that significant infrastructure upgrades will be required.
- Telecommunications; telecommunications is not expected to be an issue to service Area A of the Site.

APPENDIX A
Proposed Development Concept



**NOTE: ABOVE LOT SIZES INDICATIVE ONLY
EXISTING LOT 550 HEDDITCH ST = 2.4639ha**

No.	Revision:	AW	---
		By:	Date:
 Town of Port Hedland McGregor street, Port Hedland, WA, 6721 PO Box 41, Port Hedland, WA, 6721 Phone: (08) 9158 9300 Fax: (08) 9158 9399 Email: council@porthedland.wa.gov.au			
SOUTH HEDLAND BOWLS & TENNIS CLUB LOT 550 HEDDITCH ST, SOUTH HEDLAND PROPOSED LOT SUBDIVISION AREAS			
Date:	---	File No	Job
Scale:	NTS	26/13/0020	Sheet
Drawn:	A. Williams	--	Rev
		--	A



Produced by Mapping and GeoSpatial Data Branch,
Department of Planning.

Whilst all care has been taken to accurately portray the current Scheme provisions, no responsibility shall be taken for any omissions or errors in this documentation.

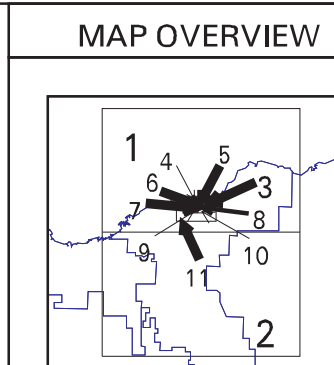
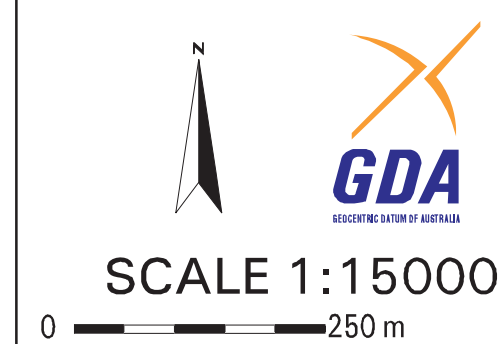
Consultation with the respective Local Government should be made to view a legal version of the Scheme. Please advise the Department of Planning of any omissions or errors in the document.

Base Information Supplied by the Western Australian Land Information Authority, GL248-2007-2

TOWN OF PORT HEDLAND

TOWN PLANNING SCHEME NO 5

(DISTRICT SCHEME)



Authorised: Victor Chew
 Plot date: 07 Aug 2013
 G. Gazette: 31-August-2001

APPENDIX B
Water Corporation Correspondence

Stuart Murphy

From: Mark Willson <Mark.Willson@watercorporation.com.au>
Sent: Monday, 21 July 2014 2:49 PM
To: 'Stuart Murphy'
Subject: RE: please provide attachment

Stuart,

Please find the advice below. Will provide further details from the north west asset team when they are available.

Lot 550, 000 Hedditch Street , South Hedland – Proposed Rezoning of South Hedland Bowls and Tennis Club - High Level Report for Town of PH

The north west asset team cannot confirm the current capacity at present, and will advise when a review can be completed. The recent and current projects should provide sufficient capacity to serve the proposed rezoning.

Lot 000, 000 portion of Reserve 8214 – Proposed Rezoning of Port Hedland Turf Club, , Port Hedland - High Level Report for Town of PH

The north west asset team cannot confirm the current capacity at present, and will advise when a review can be completed.

Wastewater

The area is required to be filled to 6.4m in order to be served by gravity, as per the current planning. The height has been determined from advice provided in flood studies. An alternative may be to serve with a private pump station, and should the area flood the pump station is able to switches off and to avoid pumping flood water into the corporations system.

There is a PM running through part of the proposed site which will require consideration and protection or relocation.

APPENDIX C
Horizon Power Correspondence

Stuart Murphy

From: Noel Moyo <noel.moyo@horizonpower.com.au>
Sent: Thursday, 10 July 2014 6:32 PM
To: Stuart Murphy
Subject: Re: Lot 550 Hedditch Street, South Hedland & Reserve 8214, Port Hedland

Stuart,

Are you able to provide indicative load requirements - if I use the 200KVA/ha will not provide good indication. Using this will mean both sites' loading requirements would be 200KVA(or 278A, 3 phase)

Suffices for me to say that for both sites feeders/circuits in the vicinity have not reached alarming values(no overloading) - happy to discuss

Regards,

Noel Moyo

Network Asset Manager - East Pilbara
Horizon Power, 18 Anderson Street , Port Hedland WA , WA, 6721, Australia, Australia

phone: (08) 9173 8205 | **mobile:** 0409 680 759 | **fax:** (08) 9173 2339 | **email:** noel.moyo@horizonpower.com.au

From: "Stuart Murphy" <stuart@portereng.com.au>
To: "Noel Moyo" <noel.moyo@horizonpower.com.au>,
Date: 07/07/2014 10:43 AM
Subject: Lot 550 Hedditch Street, South Hedland & Reserve 8214, Port Hedland

Hi Noel,

The Town of Port Hedland is looking at two more developments and asked Porters to investigate the capacity of the existing services.

- Site 1 - Lot 550 Hedditch Street, South Hedland – 8,293m² Mixed Business
- Site 2 - Reserve 8214, Port Hedland – 11,000m² Mixed Business

Can you please let me know how the existing infrastructure is coping in these areas. Anything you can do at a desktop level would be very much appreciated. Again we only know that the sites are proposed to change land use to Mixed Business.

Regards

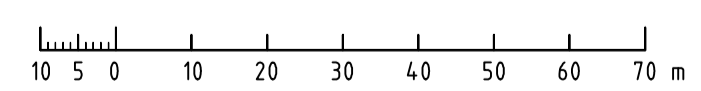
Stuart Murphy Civil/Traffic Engineer	
Porter Consulting Engineers 58 Kishorn Road Mt Pleasant WA 6153 PO Box 1036 Canning Bridge WA 6153 T: (08) 9315 9955 M: 0430 328 760	
website vCard map email	

[attachment "Reserve 8214 Port Hedland Turf Club.pdf" deleted by Noel Moyo/BEN/Horizon_Power] [attachment "Lot 550 Hedditch St-Layout2-ISO A3.pdf" deleted by Noel Moyo/BEN/Horizon_Power]

APPENDIX D
Existing Services



- LEGEND**
- EXISTING GROUND CONTOUR
 - EXISTING SEWER PIPE
 - EXISTING SEWER PRESSURE MAIN PIPE
 - EXISTING TELSTRA CABLE
 - EXISTING WATER MAIN
 - EXISTING POWER LINE
 - EXISTING POWER LINE
 - EXISTING HIGH VOLTAGE POWER LINE



SCALE 1:1000

PROJECT: **LOT 550 HEDDITCH STREET
PORT HEDLAND**

NO.	DATE	ISSUED FOR INFORMATION	REVISION
A	15-7-2014		

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 ONLY PLANS WITH NUMERICAL REVISION REV '0' OR HIGHER AND SIGNED AS APPROVED SHALL BE USED FOR CONSTRUCTION.

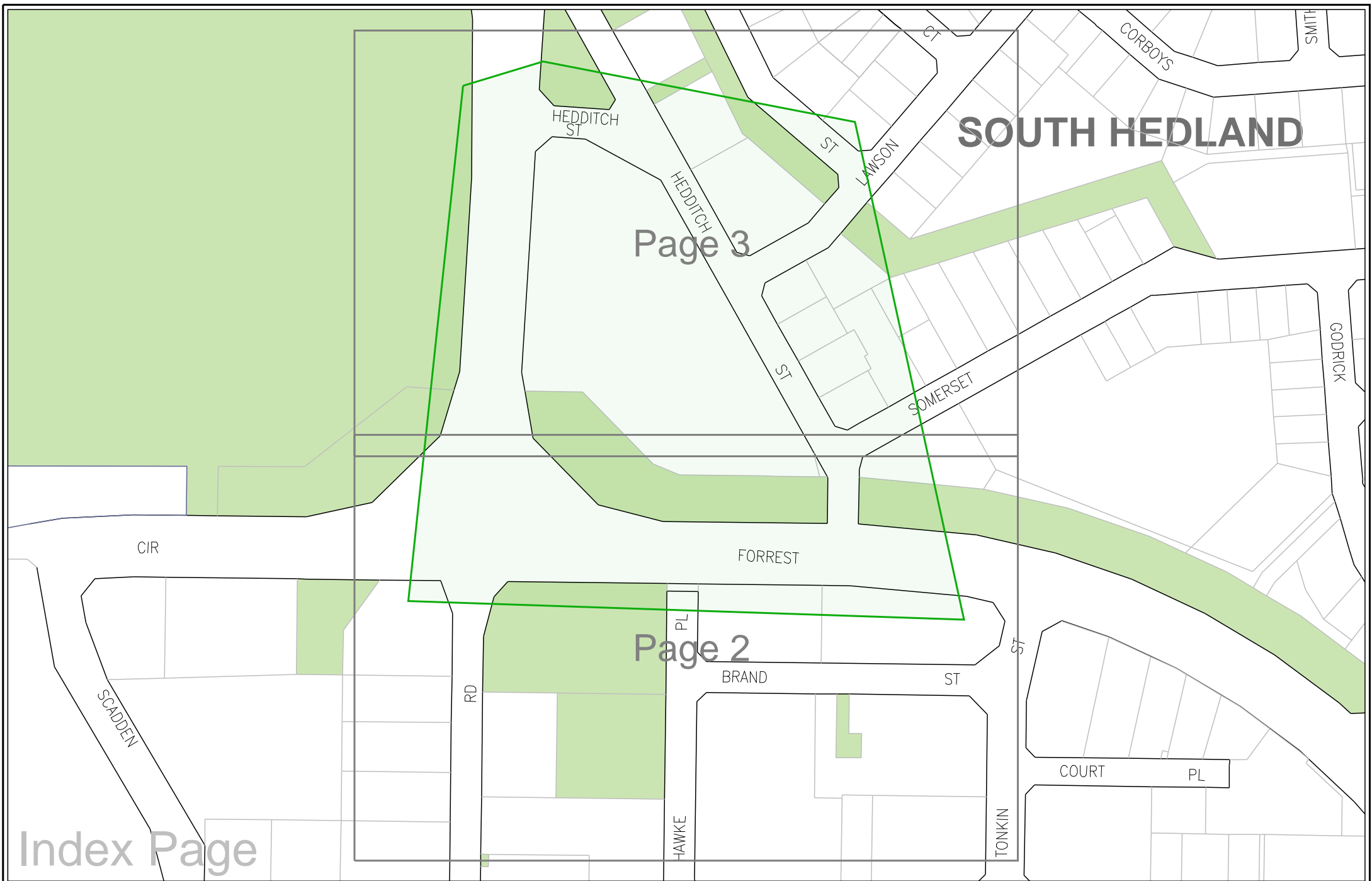
Porter
 Consulting Engineers
 Level 2 Kibara Court
 50 Kibara Road
 Mt Pleasant 4153 WA
 PO Box 1036
 Canning Bridge 4153 WA
 Tel: (08) 9315 9955
 Fax: (08) 9315 9959
 www.portereng.com.au
 office@portereng.com.au

CLIENT: **TOWN OF PORT
HEDLAND**

DRAWING: **EXISTING SERVICES PLAN**
 STATUS: **FOR INFORMATION**

SCALE	1:1000	DRAWING No.		REV No.		SIGNAL DRAWING SIZE	
DATE	JULY 2014		14-6-86/800	A	A1		
DESIGN	SM						
DRAWN	MEG						
CHECK							





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Page 2

SOUTH HEDLAND

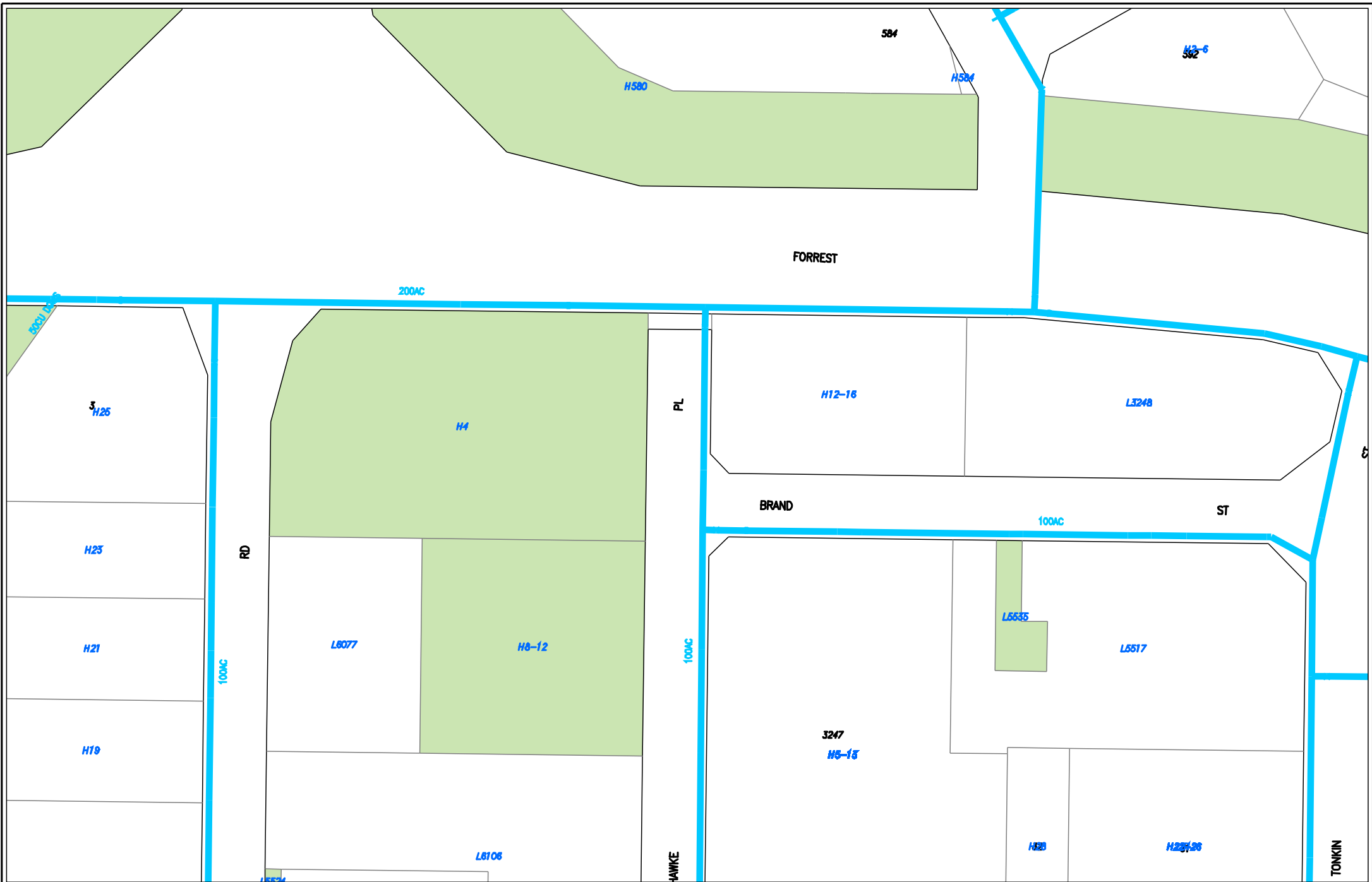


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 Print Date: 17/04/2014 Page: 1 of 3



WARNING - CRITICAL PIPELINE
Refer to Information Brochure Damage Prevention and Legend for details

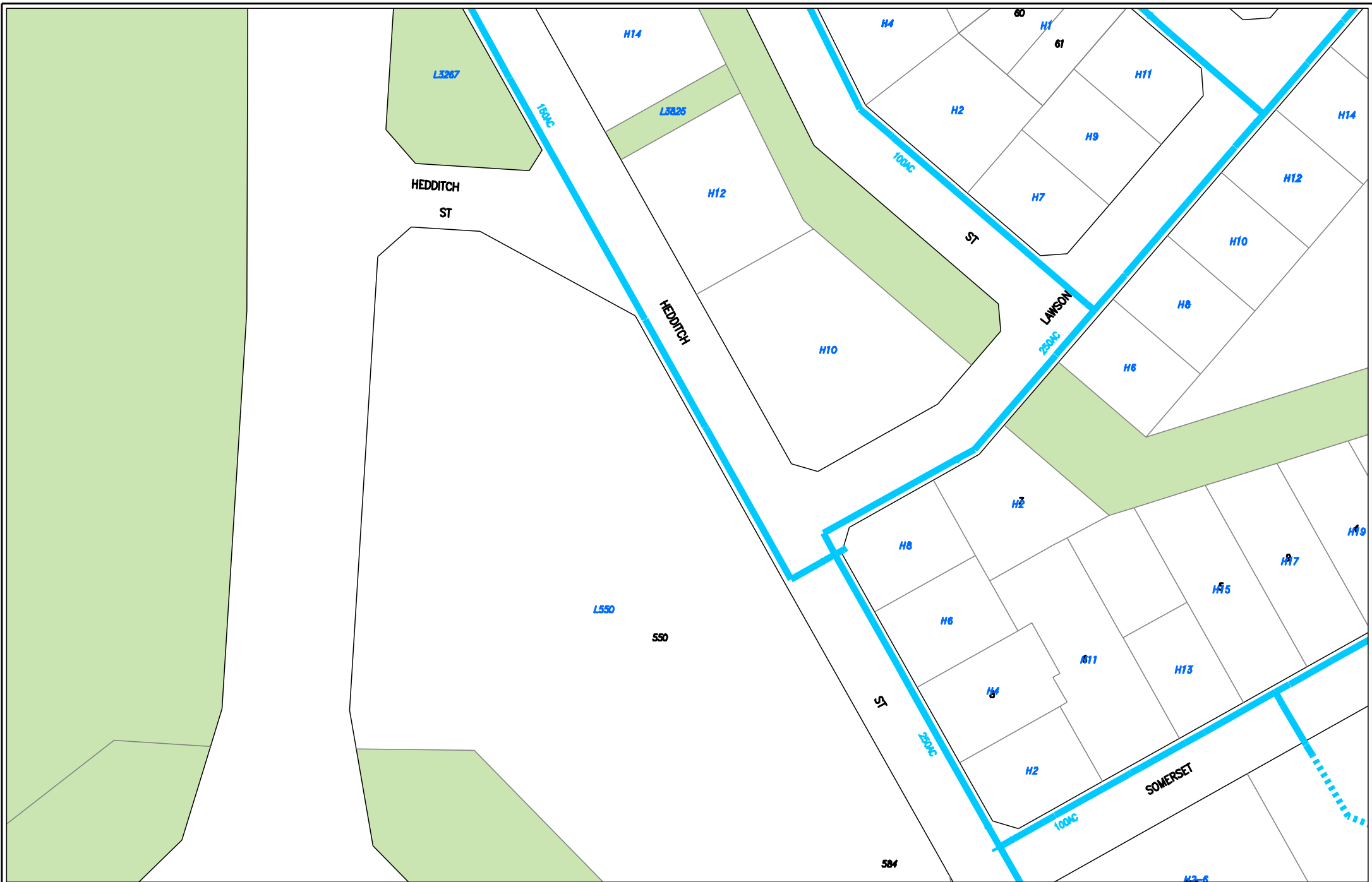
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 Refer to *Information Brochure Damage Prevention and Legend* for details

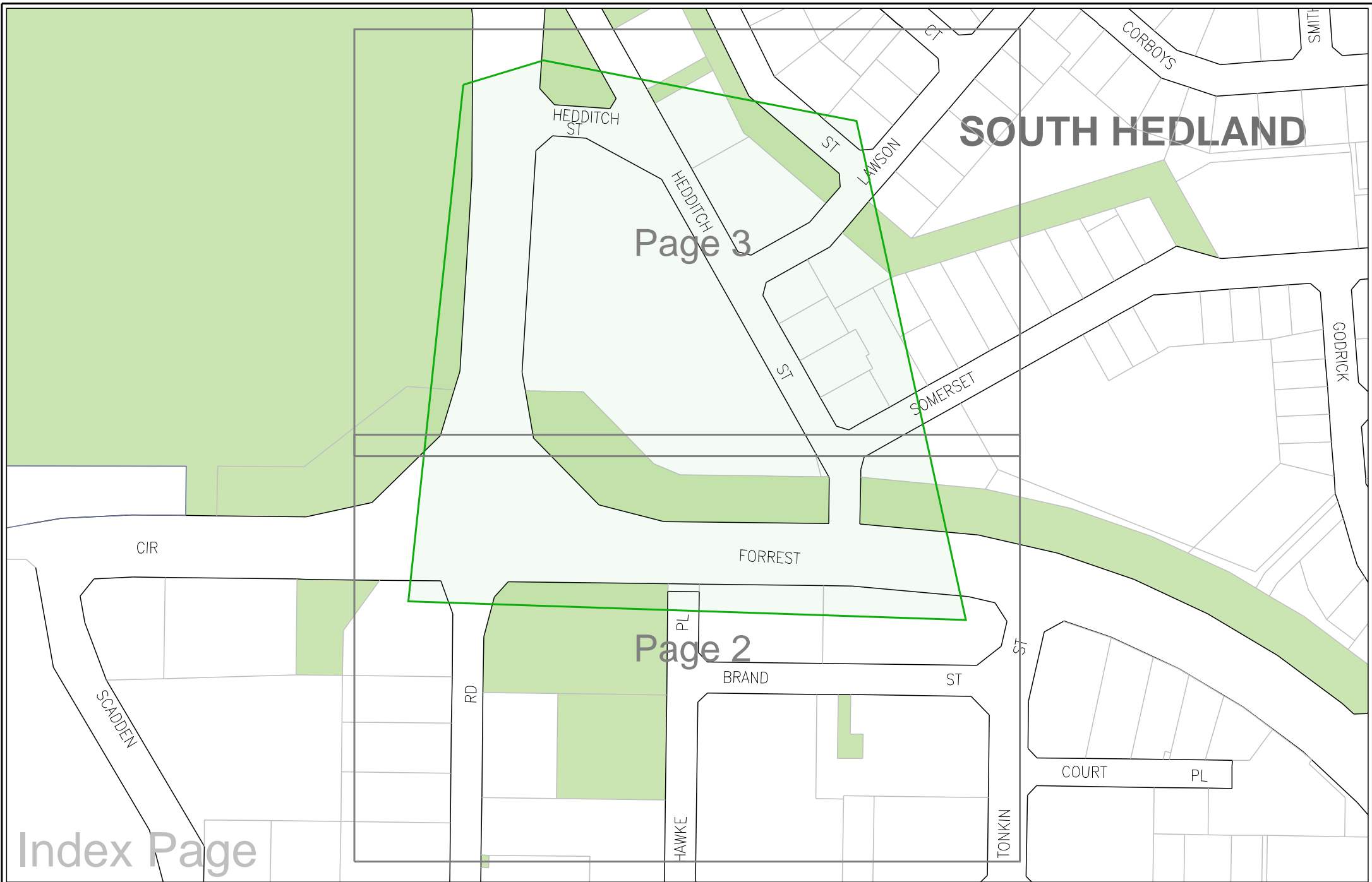
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SOUTH HEDLAND

Page 3

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Index Page

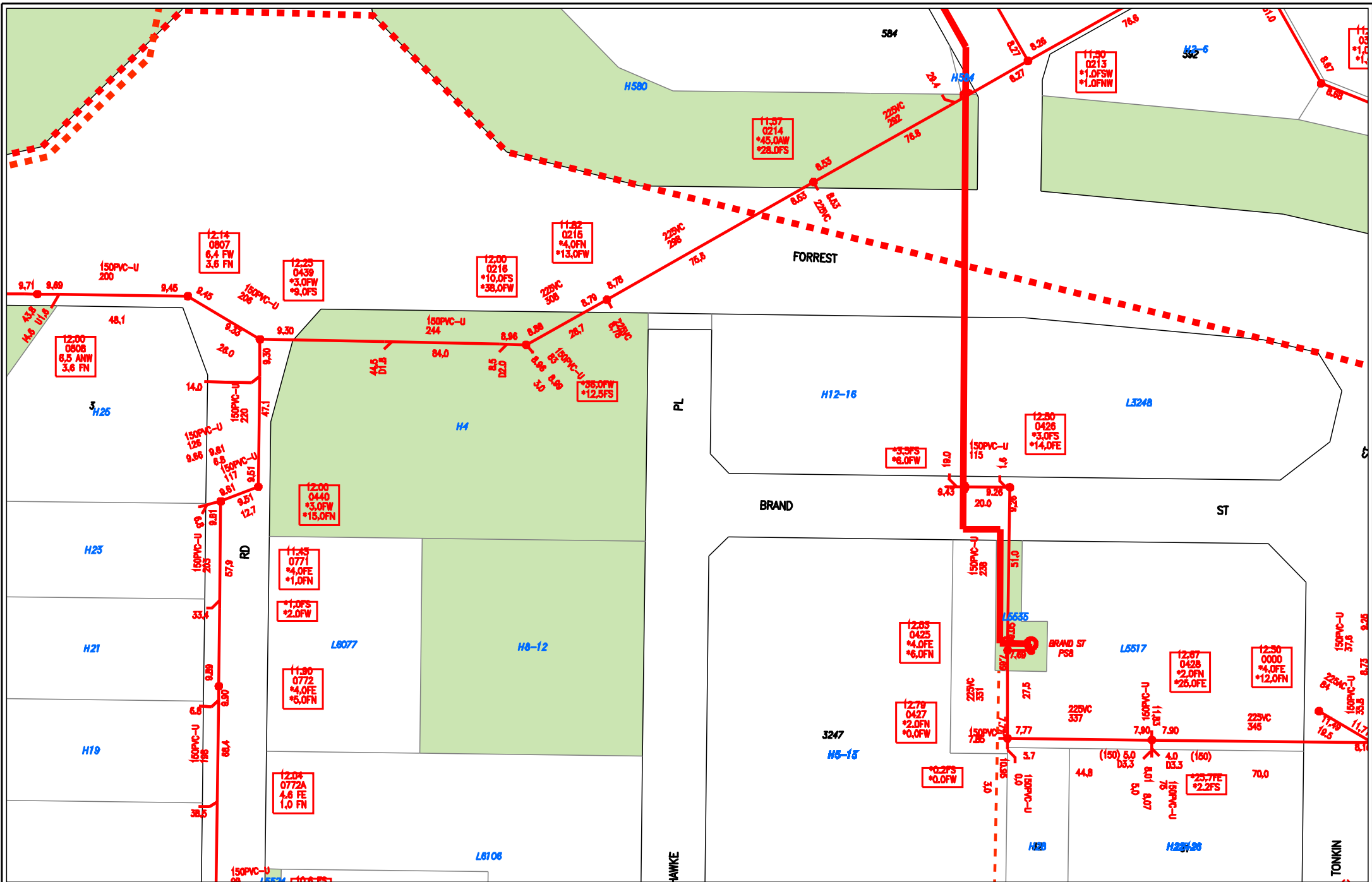


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 Print Date: 17/04/2014 Page: 1 of 3



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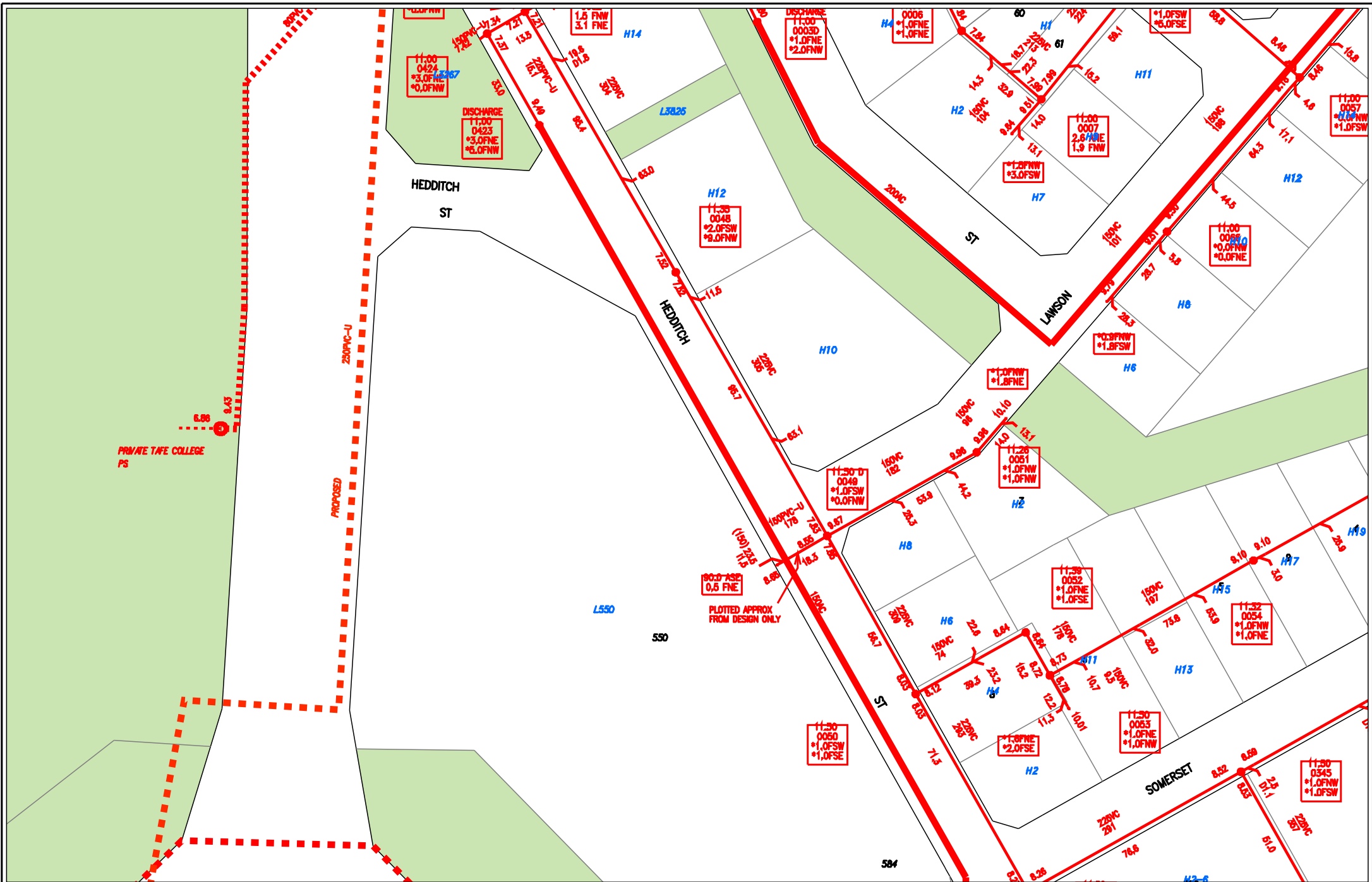
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 Print Date: 17/04/2014 Page: 2 of 3



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 Print Date: 17/04/2014 Page: 3 of 3

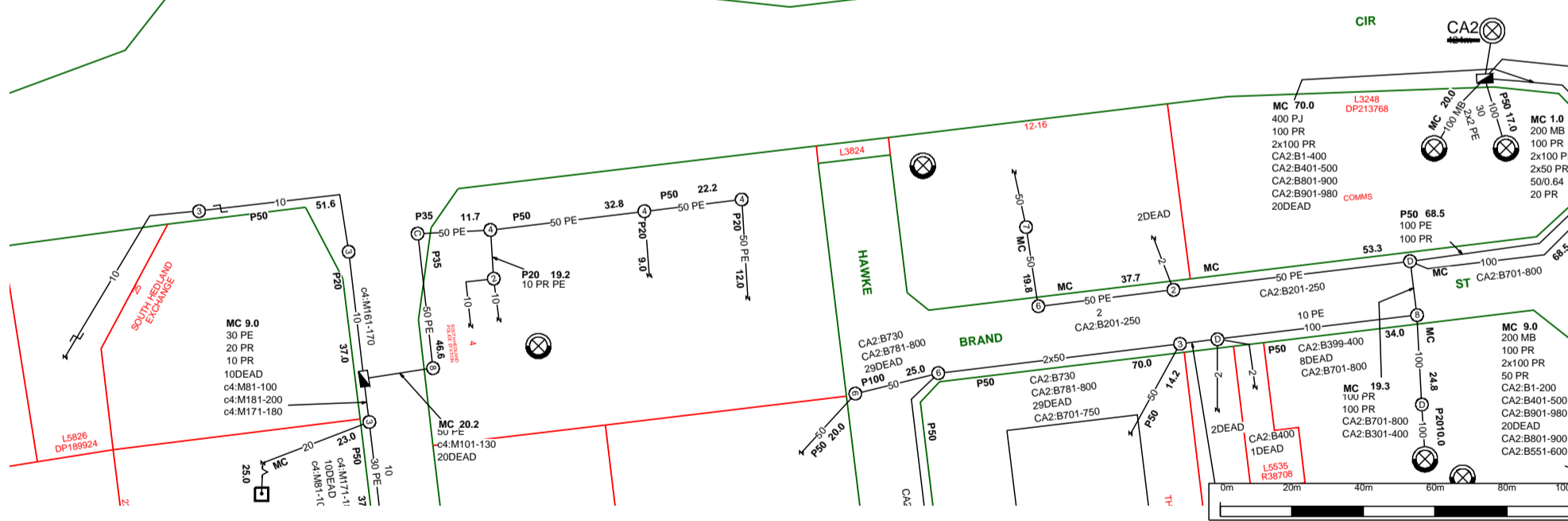
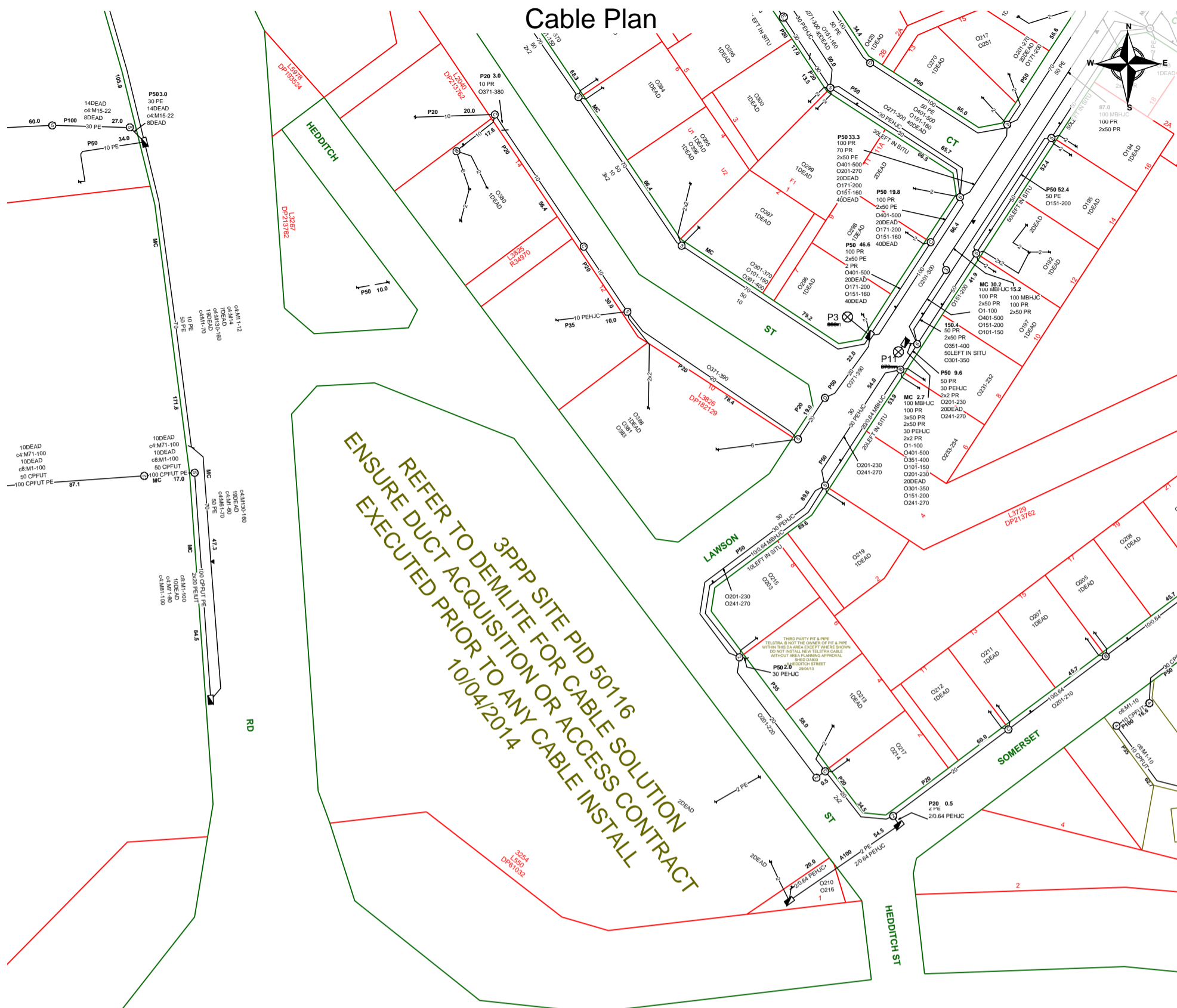


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Cable Plan



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

Sequence Number: 33614479

CAUTION: Critical Network Route in plot area. DO NOT PROCEED with any excavation prior to seeking advice from Telstra Plan Services on : 1800 653 935

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

Generated On 17/04/2014 09:41:56

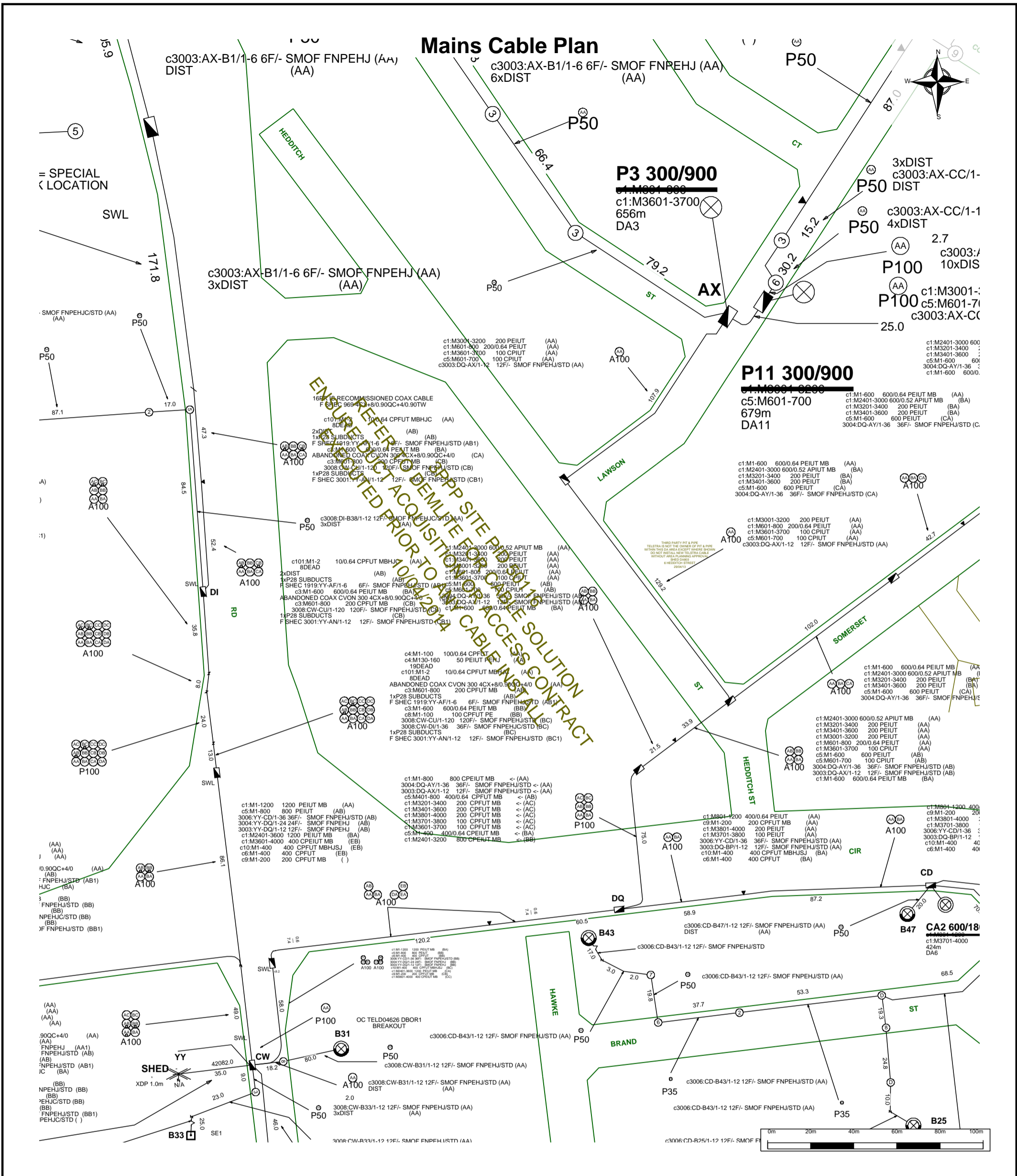
The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

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.



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: 33614479

CAUTION: Critical Network Route in plot area.
DO NOT PROCEED with any excavation prior to seeking advice from Telstra Plan Services on :
1800 653 935

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

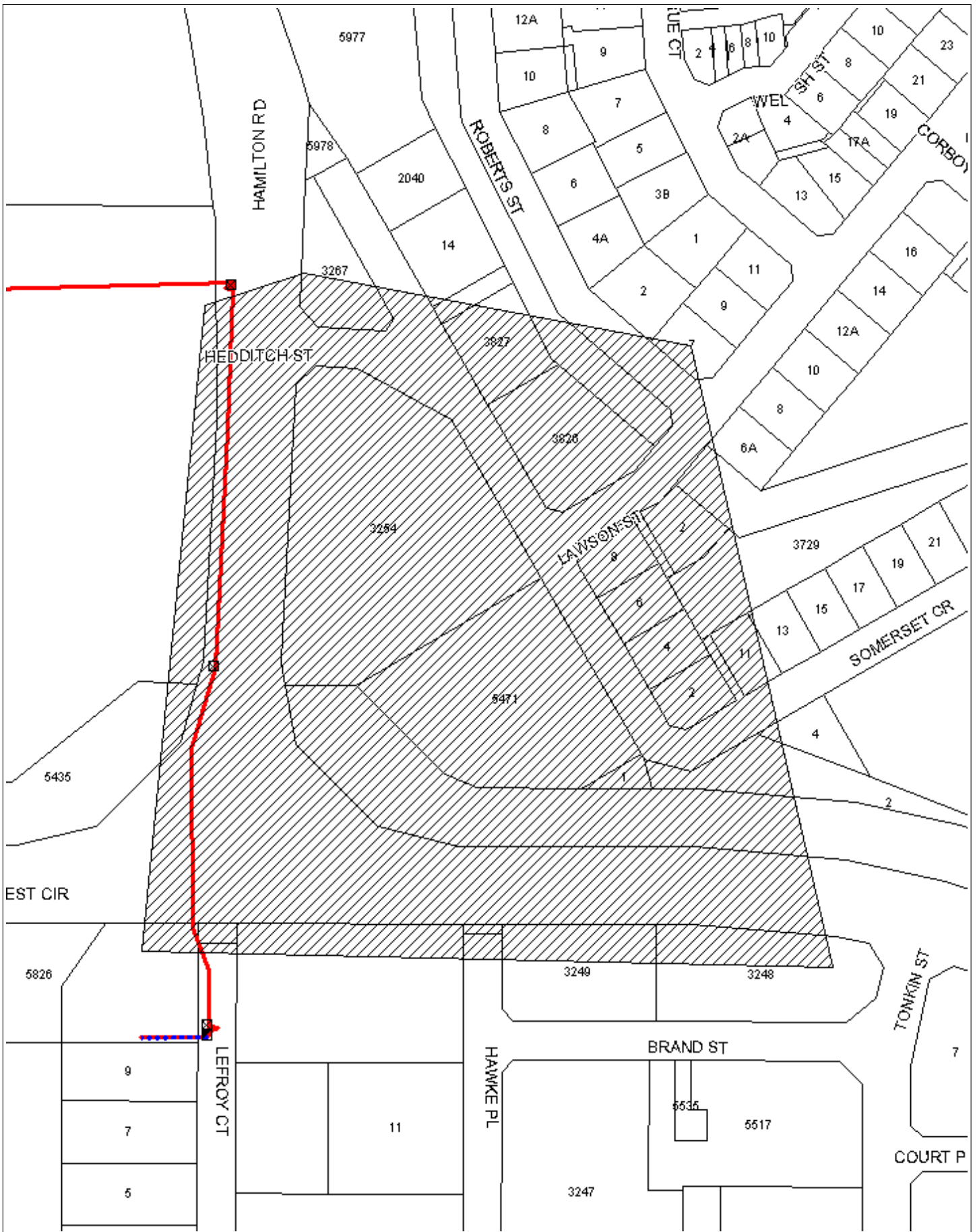
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It is your responsibility to locate Telstra's underground plant by careful hand pot-holing prior to any excavation in the vicinity and to exercise due care during that excavation.

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.



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 Email: Fibre.Locations@optus.net.au
 For urgent onsite assistance contact 1800 505 777
 Optus Limited ACN 052 833 208



APPENDIX E
Hedditch Street Design

ROAD NOTES

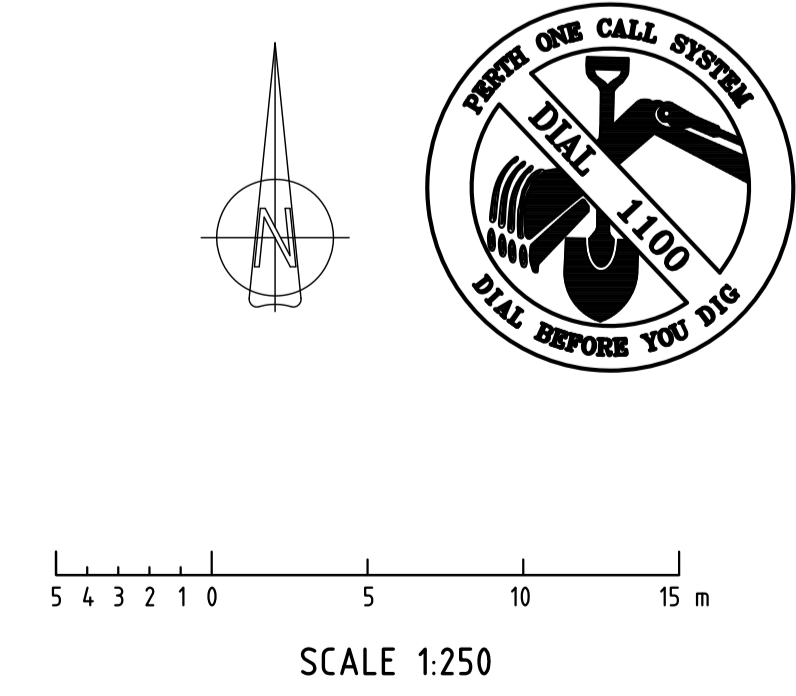
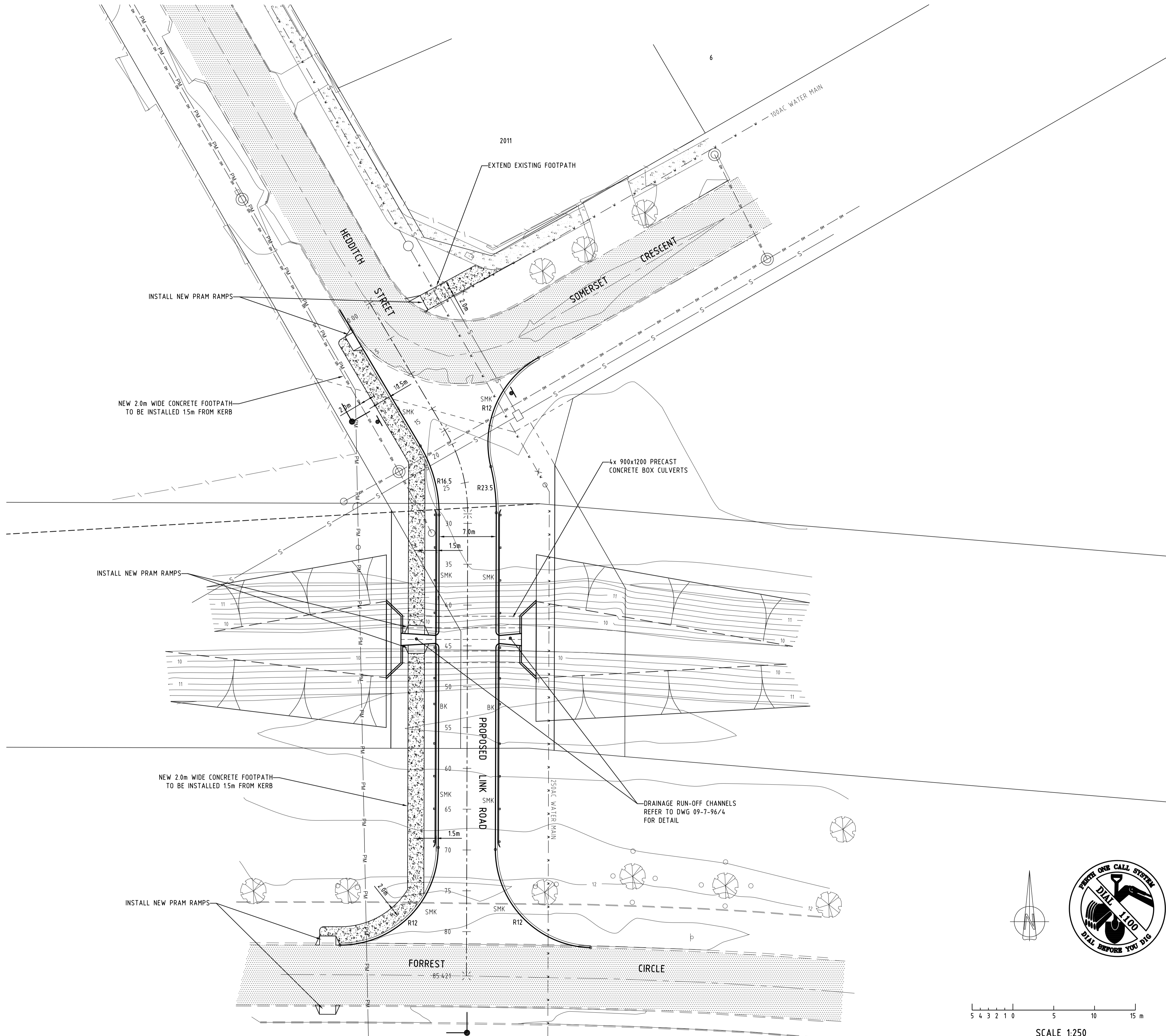
1. LEVEL DATUM - AUSTRALIAN HEIGHT DATUM
2. CO-ORDINATE THE LOCATION OF ALL EXISTING AND PROPOSED SERVICES PRIOR TO COMMENCEMENT OF WORK. ANY CONFLICTS ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
3. LOCATE ALL LEVELS FROM EXISTING SURVEY MARKS.
4. ALL SURVEY MARKS ARE TO BE PROTECTED.
5. ALL EDGE KERBING TO BE SEMI MOUNTABLE UNLESS OTHERWISE NOTED.
6. SERVICES, SUCH AS SEWER, WATER, GAS, TELEPHONE, ELECTRICITY, AND DRAINAGE MAY BE ENCOUNTERED DURING CONSTRUCTION OF THE WORKS. SERVICES INFORMATION SHOWN ON DRAWINGS IS INDICATIVE ONLY AND MAY NOT BE COMPLETE. BEFORE EXCAVATION COMMENCES THE LOCATION OF ALL SUCH SERVICES SHALL BE OBTAINED FROM THE RELEVANT AUTHORITIES.
7. SIGN POSTS AND STREET NAME PLATES TO BE SUPPLIED AND INSTALLED TO LOCAL AUTHORITY REQUIREMENTS.
8. CONTRACTOR TO INSTALL SIGNAGE AND LINEMARKING AS DETAILED IN THE ROAD SIGNS AND LINEMARKING PLAN TO MAIN ROADS WA STANDARDS
9. PROVIDE ALL SIGNING, LIGHTING AND FLAGMEN NECESSARY TO ENSURE SAFETY OF THE PUBLIC AND OF THE WORKS.
10. EXISTING VERGES SHALL NOT BE DISTURBED BEYOND THE EXTENT OF WORK.
11. CONSTRUCT PEDESTRIAN RAMPS AS SHOWN TO LOCAL AUTHORITY REQUIREMENTS.
12. ALL WORKS TO BE CONSTRUCTED IN ACCORDANCE WITH THE PROJECT SPECIFICATION, BUT WHERE NO DETAIL PROVIDED, TO THE REQUIREMENTS OF THE LOCAL AUTHORITY.
13. TIE IN OF NEW SURFACE TO FINISH FLUSH WITH EXISTING SURFACE.
14. ALL FILL SHALL BE CLEAN NON PLASTIC MATERIAL FREE FROM VEGETATION AND OTHER DELETERIOUS MATERIAL AND CERTIFIED AS SUITABLE FOR RESIDENTIAL LANDUSE.
15. ALL FILL SHALL BE PLACED IN UNIFORM LAYERS NOT EXCEEDING 300mm THICKNESS AND COMPACTED TO A DENSITY NOT LESS THAN 95% MAXIMUM DRY DENSITY.
16. THE CONTRACTOR SHALL PREPARE AS-CONSTRUCTED ROADS AND DRAINAGE DRAWINGS (INCLUDING SURVEY) TO THE SATISFACTION OF THE LOCAL AUTHORITY. AS CONSTRUCTED PLANS TO BE ISSUED TO THE ENGINEER FOR SIGNING AND PRESENTATION TO THE LOCAL AUTHORITY.
17. IT IS DEEMED THAT THE AS CONSTRUCTED DOCUMENTS FORM PART OF THE WORKS. PRACTICAL COMPLETION CAN NOT BE AWARDED IF ACCEPTABLE AS CONSTRUCTED DOCUMENTS HAVE NOT BEEN PROVIDED TO THE ENGINEER.

PATH NOTES

1. ALL FOOTPATHS SHALL BE CONSTRUCTED TO LOCAL AUTHORITY STANDARD.
2. ALL MATERIAL USED SHALL BE IN ACCORDANCE WITH LOCAL AUTHORITY STANDARD SPECIFICATIONS.
3. PROTECT ALL EXISTING WORKS, AND SHALL SUPPLY AND MAINTAIN ALL SAFETY DEVICES TO PROTECT VEHICLES, PEDESTRIANS AND THE WORKS.
4. ALL CONCRETE WORK SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 20 MPa AT 28 DAYS.
5. PRIOR TO PLACING CONCRETE THE BASE SHALL BE FREE FROM DELTERIOUS MATERIAL, UNIFORMLY COMPACTED AND LIGHTLY DAMPENED.
6. WHEN CONCRETE IS FINISHED TO CORRECT LEVEL THE FINAL SURFACE SHALL BE BROOM FINISHED AND ALL EDGES AND JOINTS TOOL FINISHED.
7. CONTRACTION JOINTS SHALL BE CONSTRUCTED EVERY 2 METRES IN FORM OF PLAIN DUMMY JOINT. EXPANSION JOINTS SHALL BE CONSTRUCTED EVERY 2nd CONTRACTION JOINT AND SHALL BE FULL DEPTH JOINTS 14mm WIDE, FILLED WITH BITUMEN IMPREGNATED CANEITE OR SIMILAR.
8. PROTECT THE FINISHED WORK FOR 24 HOURS AFTER THE CONCRETE HAS BEEN LAID. ANY DAMAGE SHALL BE MADE GOOD AT THE CONTRACTORS EXPENSE.

LEGEND

- EXISTING GROUND CONTOUR
- PROPOSED KERB
- EXISTING KERB
- PROPOSED CONCRETE FOOTPATH
- EXISTING ALINTA GAS LINE
- EXISTING SEWER PIPE
- EXISTING SEWER PRESSURE MAIN
- EXISTING TELSTRA CABLE
- EXISTING WATER MAIN
- EXISTING O/HEAD POWER LINE
- EXISTING DRAINAGE LINE
- EXISTING PATH
- EXISTING ROAD PAVEMENT
- EXISTING BOLLARDS
- PEDESTRIAN RAMP
- PROPOSED STREET SIGN
- SMK DENOTES SEMI MOUNTABLE KERBING



PROJECT: **HEDDITCH STREET SOUTH HEDLAND**

C	5-3-2010	NOTE 8 OF ROAD NOTES ALTERED	MEB
B	3-11-2009	CULVERT HEADWALL DETAILS AMENDED	AMP
A	7-9-2009	PRELIMINARY PLOT FOR APPROVAL	AMP
No.	DATE	REVISION	BY

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Porter
 Consulting Engineers

Level 2 Kishorn Court
 58 Kishorn Road
 Mt Pleasant 6153 WA
 PO Box 1036
 Canning Bridge 6153 WA
 Tel (08) 9316 9955
 Fax (08) 9316 9959
 Email office@portereng.com.au
 www.portereng.com.au

CLIENT: **TOWN OF PORT HEDLAND**

DRAWING: **ROAD LAYOUT PLAN**

STATUS: **FOR APPROVAL**

SCALE	1:250	DRAWING No.	REV No.
DATE	MAR 2010	09-7-96/2	C A1
DESIGN	AMP	FILE NAME	C:\PCE\09-07-096\0907096-2.dwg
DRAWN	AMP	APPD	
CHECK			



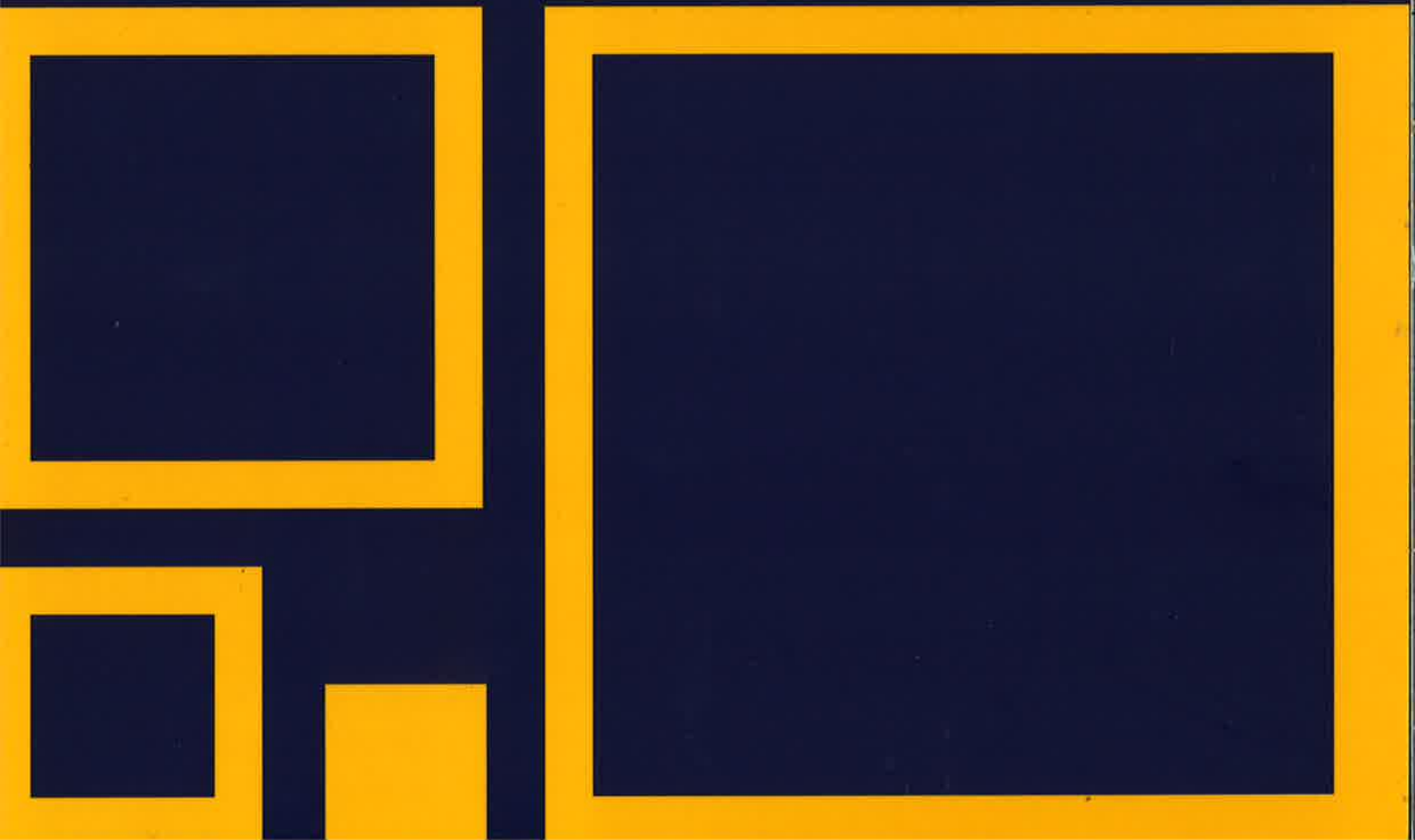


Level 2 Kishorn Court
58 Kishorn Road
Mount Pleasant 6153
Western Australia

PO Box 1036
Canning Bridge 6153
Western Australia

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

www.portereng.com.au



PLANNING AND DEVELOPMENT ACT 2005

TOWN OF PORT HEDLAND

TOWN PLANNING SCHEME NO. 5

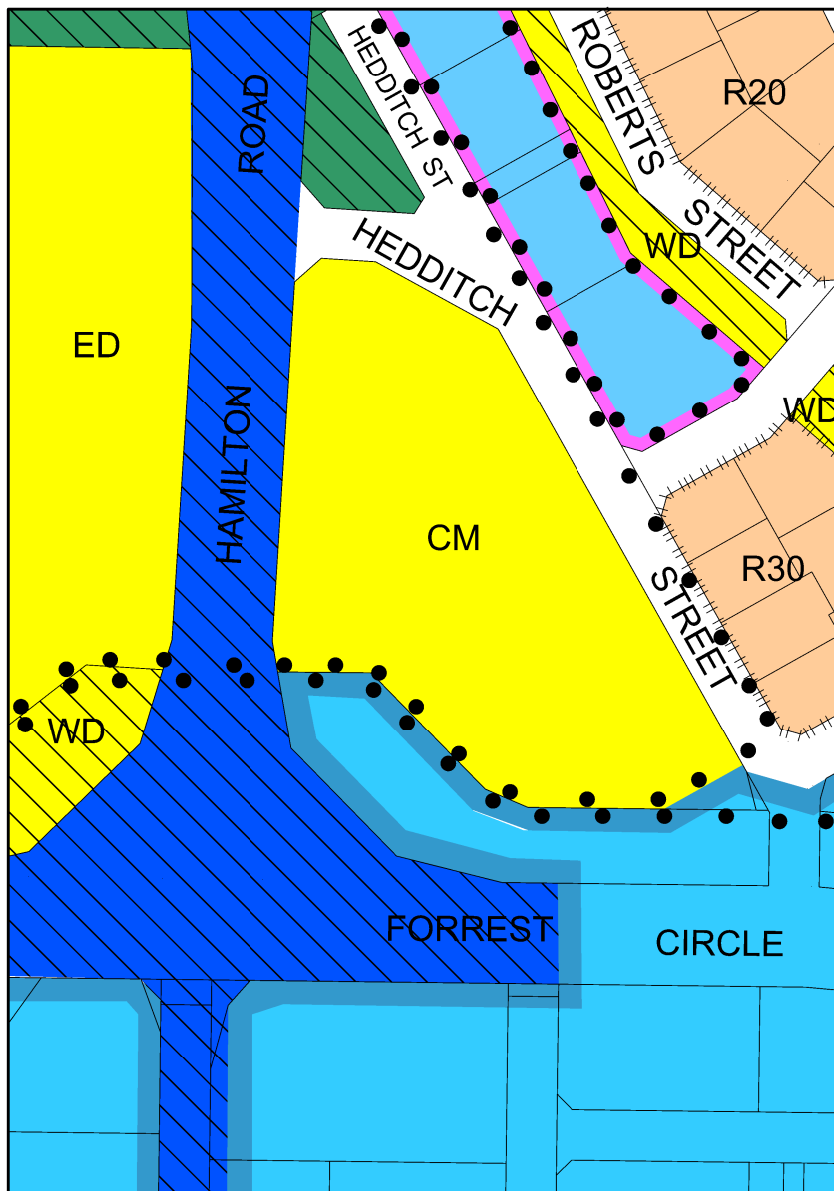
AMENDMENT NO. 75

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

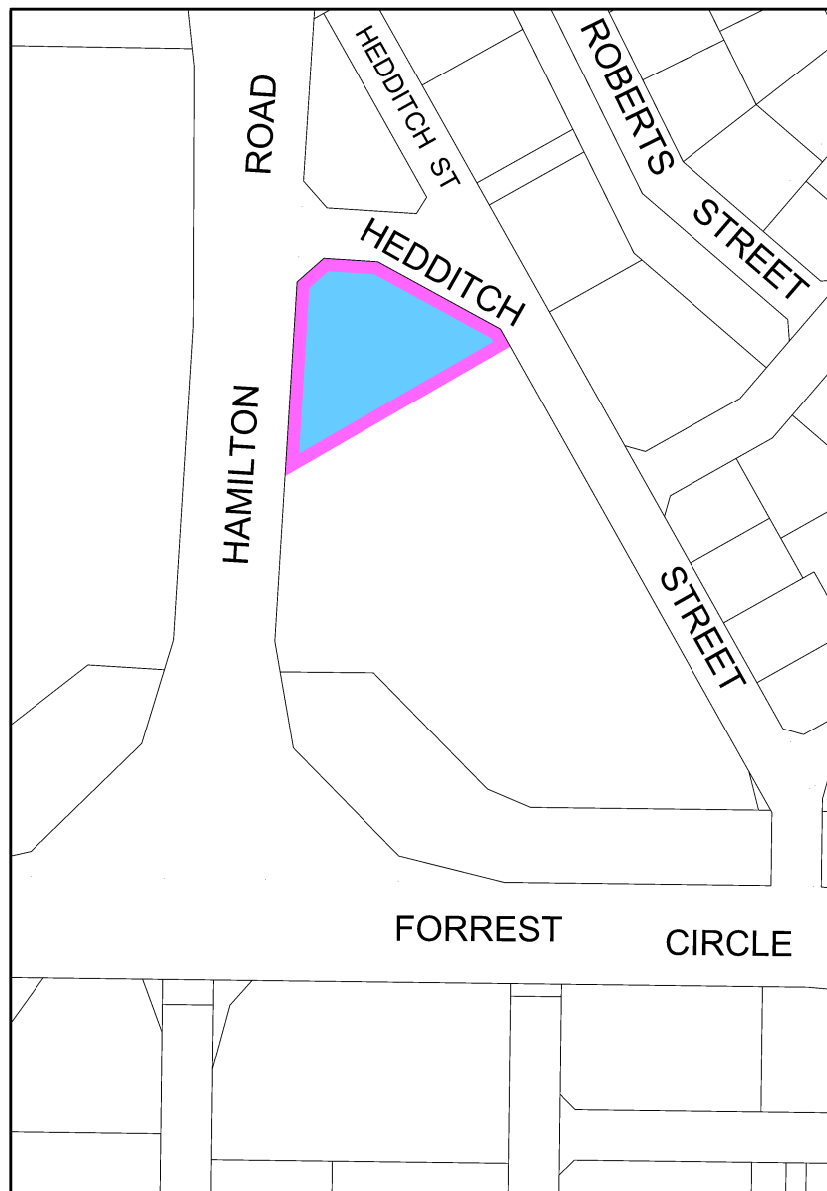
- B. Part 5 of the Planning and Development Act 2005, initiate Scheme Amendment No.75 to the Town of Port Hedland Town Planning Scheme No.5 to:
1. Rezone a portion of Lot1 McGregor Street, Port Hedland (Reserve 8214) from 'Parks and Recreation' to 'Mixed Business'
 2. Amend Appendix 5 – Development Plan Areas accordingly.
 3. Amend the Scheme map accordingly.

TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME No. 5

-Amendment No.



EXISTING ZONING



SCHEME (AMENDMENT) MAP

LEGEND

LOCAL SCHEME RESERVES

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

ZONES

-  Residential
-  Mixed Business
-  Town Centre
-  Community
Denoted as Follows:
CM
Community
ED
Education

OTHER

-  R25
R Codes
-  Development Plan areas

SCALE 1:3000

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.....