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**TOWN OF PORT HEDLAND**  
**TOWN PLANNING SCHEME NO. 5**  
**AMENDMENT NO. 58**

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**PLANNING AND DEVELOPMENT ACT 2005**  
**RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME**  
**TOWN OF PORT HEDLAND**  
**TOWN PLANNING SCHEME NO.5**  
**AMENDMENT NO. 58**

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

1. Excluding land from the 'Parks and Recreation' Reserve and the 'Other Public Purposes' Reserve, and including the affected land within the 'Urban Development' zone; and
  
2. Rezoning land from 'Rural' to 'Urban Development'

as depicted on the proposed Amendment Map.

Dated this 22<sup>nd</sup> day of August 2012

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** : 58
5. **PROPOSAL** : Provide Urban Development zoning across a portion of the East End Urban Village area – generally referred to as the Athol Street Precinct.



## **Town Planning Scheme Amendment Report**

### **East End Urban Village – Athol Street Precinct**

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Prepared for:

**LANDCORP**

Project No: 3898-01

Date: September 2012

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**FIGURES**

FIGURE 1 - Location Map

## 1.0 INTRODUCTION

This report is prepared in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 ('the Scheme') to facilitate the progressive subdivision and development of a future urban area identified within the Pilbara's Port City Growth Plan as East End Urban Village.

The amendment proposes an Urban Development zone over a portion of the Village area – generally referred to as the Athol Street Precinct, representing an area of approximately 42 hectares situated to the immediate south of Athol Street.

The proposed Scheme Amendment will ultimately enable the release of land for much needed urban development.

An Urban Development zone will ensure a coordinated approach to planning across the development area. The amendment will see a Development Plan prepared addressing the particulars of site development and reflecting the management recommendations of the Environmental Assessment Report prepared in conjunction with this report.

This report sets out the strategic planning context for the development of Athol Street Precinct, and the suitability of this area to be included within the Urban Development zone. Vision and objectives statements for the development area are identified, along with key design considerations to be taken into account through subsequent planning processes.

## 2.0 SITE CONTEXT

### 2.1. Site Description

The subject area is identified at **Figure 1** and is situated immediately south of Athol Street and east of Cooke Point Road and comprises approximately 42.46 hectares. The area is wholly owned by the State of WA, and is comprised of the land parcels described in Table 1 below:

**Table 1: Legal Description and Ownership**

Lot	Certificate of Title	Owner	Interests	Responsible Agency
Whole of lot 1732 Athol Street	LR3013/629	State of WA	-	-
Whole of lot 1444 Athol Street	LR3060/303	State of WA	Management Order Doc G928173 Town of Port Hedland	Department for Planning and Infrastructure
Portion of lot 5552 Athol Street	LR3060/419	State of WA	Management Order Doc G928173 Town of Port Hedland	Department for Planning and Infrastructure
Portion of WATER	N/A	State of WA	-	-

Management Order G928173 provides for the affected lots to be used for “Recreation”, with the Town of Port Hedland having power to lease (or sub-lease or licence).

### 2.2. Surrounding Land Use

#### *Residential Development*

Land to the north of the amendment area is developed with single and grouped residences in accordance with the residential zoning and R-Code densities of R25 and R30 as provided for by Town Planning Scheme No 5.

#### *Samphire Mud Flats/Mangrove Area*

The land to the immediate south of the amendment area is undeveloped, and contains samphire vegetation within the tidal flats that surround the mangroves lining the Pretty Pool Creek system. This is further discussed within the Environmental Considerations section 3 below.

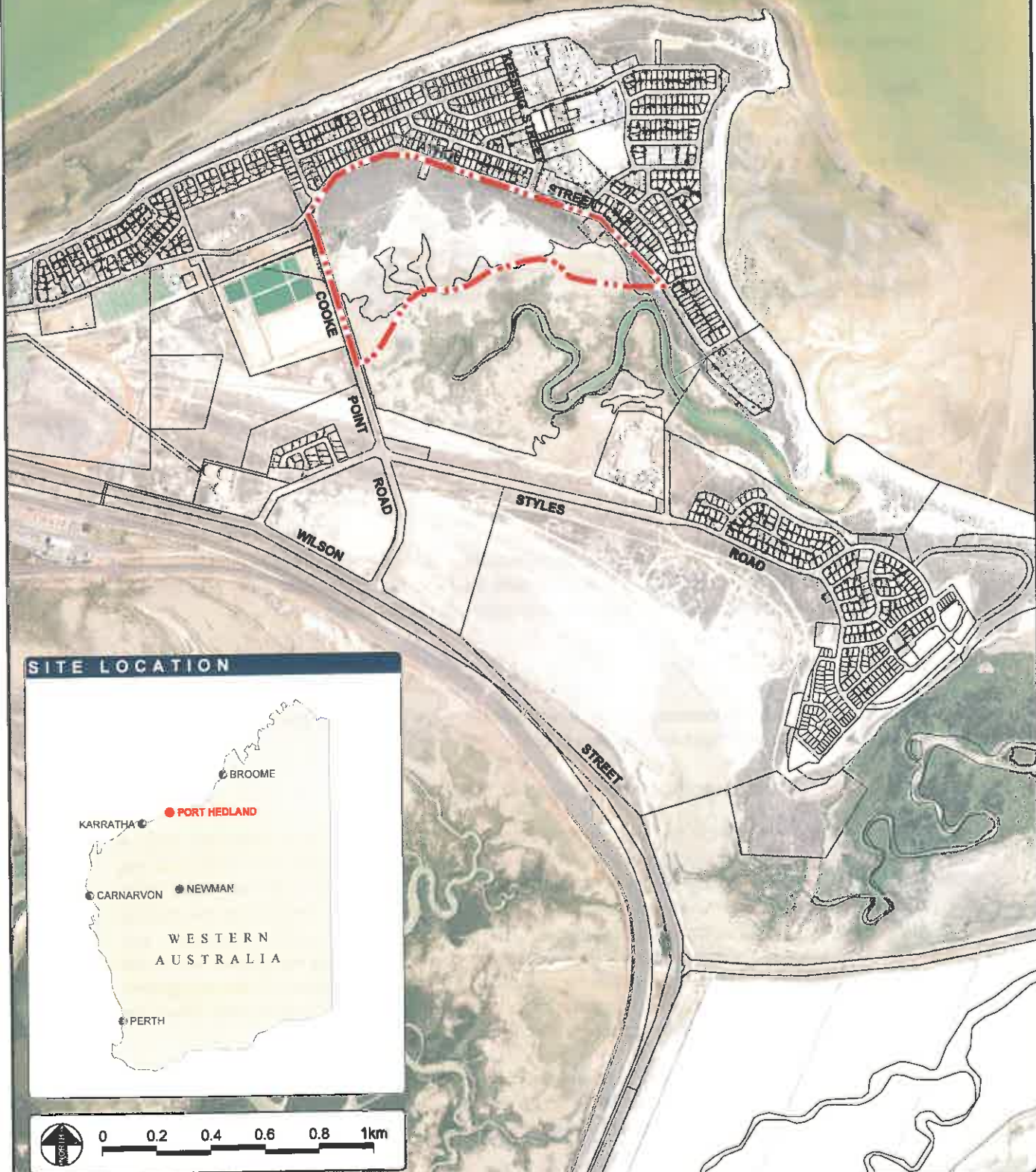
#### *Spinifex Hill Wastewater Treatment Plant*

The Water Corporation’s Spinifex Hill Wastewater Treatment Plant is located immediately to the west of the proposed amendment area, and undertakes the treatment and disposal of wastewater within Port Hedland. In January 2011, the Water Corporation received \$106 million to decommission the Spinifex Hill Wastewater Treatment Plan and relocate operations to an upgraded facility in South Hedland.

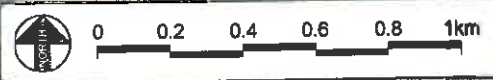
The amendment area is presently subject to special control area requirements due to odour from the treatment plant as discussed in section 8. These considerations however will no longer be relevant once the wastewater treatment plant is decommissioned. The decommissioning and remediation of the site has been identified for actioning by the Water Corporation in 2014.



INDIAN  
OCEAN



**SITE LOCATION**



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Base data supplied by Landgate.  
Aerial Photography dated 2009.  
Accuracy +/- 4m. Projection MGA Zone 50.  
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1:20,000@A4 : SCALE  
3 August 2012 : DATE  
3898\_1-5-001.dgn : PLAN No  
R.F. : DRAWN

**LOCATION PLAN**  
East Port Hedland

## 2.3. Environmental Considerations

RPS Environment and Planning Pty Ltd was commissioned by LandCorp to provide an Environmental Assessment Report (EAR) for the land subject to the Scheme amendment. The report is prepared in accordance with requirements of the EPA for the purposes of an environmental impact assessment, and presents factors considered relevant to the Scheme amendment and potential environmental impacts and management. In this regard, the assessment found the following key environmental factors:

### Biophysical

- Marine ecosystems (benthic and primary producing habitat)
- Coastal processes/flooding
- Marine/intertidal fauna
- Terrestrial flora
- Terrestrial fauna

### Pollution Management

- Marine water quality (Pretty Pool Creek / adjacent Indian Ocean)
- Acid sulphate soils
- Mosquitoes

### Social Surroundings

- Indigenous heritage

A detailed assessment of the key environmental factors are contained within the Environmental Assessment Report which should be read in conjunction with this Scheme Amendment Report. The key findings are summarised in the following section.

### 2.3.1. Key Findings

An extract of the Environmental Assessment Report<sup>1</sup>, summarising the environmental impacts assessed for the amendment area is presented:

#### Fatal Flaw Assessment based upon Hydrodynamic Modelling

The potential hydrological impacts to the Pretty Pool mangroves were assessed using a preliminary development footprint area of approximately 44.8 ha (based on a draft concept plan) which extended to the fringe of the existing mangrove area. The preliminary modelling and impact matrix determined that there would be no direct losses or impacts to the existing mangroves as a result of the development. The final development outline, however, was reduced to provide a suitable setback (buffer) distance from the existing mangroves within the creek, and to provide adequate space for potential northward migration of the mangroves. The final footprint area allows a minimum separation distance off 40 metres (m) (from the closest mangroves), with an average separation distance of approximately 90 m.

The TPS Amendment boundary and residential development area has been defined in accordance with relevant Environmental Protection Authority (EPA) guidelines and will not contribute to the cumulative losses of mangroves within the EPA defined Inner Port Hedland Port Area Local Assessment Unit.

<sup>1</sup> RPS 2012, Environmental Assessment Report, Athol Street Precinct, East Port Hedland

### Waterbird Report

Bamford prepared a Preliminary Waterbird Assessment Report detailing the significance of Pretty Pool Creek as a waterbird habitat. Bamford's report was based upon the waterbird survey data of the Pretty Pool Creek area from 2009 to 2011. A copy of the report; *Athol Street Development Proposal – Environmental Assessment Report (Bamford 2012)* is provided in Appendix 3 to the Environmental Assessment Report.

Bamford (2012) identifies that low numbers of five conservation significant waterbird species have been recorded in the Pretty Pool Creek area. Specifically the proposed TPS Amendment are of Pretty Pool Creek recorded lower numbers of conservation significant bird species and has lower species diversity when compared to key sites around Port Hedland (Pretty Pool Bay, Wastewater Treatment Plant Ponds and Cemetery / Town Beach). This comparison indicates that Pretty Pool Creek is of lower significance as habitat for conservation significant waterbird species than the other identified areas around Port Hedland. Bamford considers the TPS Amendment area to be of low value for waterbirds, and for other bird species due to the limited and largely degraded habitat.

### District Water Management Strategy

A District water Management Strategy (DWMS) has been prepared on behalf of LandCorp in support of the proposed Athol Street Precinct development and the associated scheme amendment submission. The DWMS identifies the planning and environmental context of the site, and outlines the key water servicing, drainage and environmental management considerations to be progressed in support of subsequent design development and planning approval phases.

Key water management outcomes from the DWMS include:

- The first 15 millimetres (mm) of rainfall to be contained within lot boundaries where practical
- The road reserve to convey up to the 1 in 5 year Average Recurrence Interval (ARI) critical storm events
- Arterial drainage corridors to convey major events through the development
- Stormwater flows and velocities to be controlled through detention basins, drop structures, pitching and vegetation
- All stormwater outfalls to discharge to Pretty Pool Creek which is consistent with the conveyance of stormwater from the surrounding residential development along Athol Street and Cooke Point
- Post-development flood and storm surge modelling predicts the 2110 still water flood level to be 5.9 m Australian Height Datum (AHD) across the broader East End development precinct
- Habitable Finished Floor Levels to be a minimum 0.5 m above predicted 2110 levels
- Minimum recommended development level of 6.6 m AHD.

### Preliminary Noise Assessment

A preliminary noise assessment was undertaken for the East Port Hedland area to determine the extent to which potential acoustic impacts received from vehicles on Wilson Street, passing trains and the salt harvesters could constrain development in the area.

Herring Storer Acoustics<sup>2</sup> identifies the Athol Street TPS Amendment is within the Western Australian Planning Commission (WAPC) State Planning Policy 5.4 "Road and Rail Transport

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<sup>2</sup> Herring Storer Acoustics, November 2011, East Port Hedland – Early Release Lots Acoustics



Noise and Freight Considerations in Land Use Planning\*\* appropriate criteria for development with a  $L_{Aeq(Night)}$  of 50 dB (A).

### Environmental Management

The Environmental Assessment Report has made specific commitments about the planning, construction and ongoing operation of the project. These management actions are also summarised in Table 2. By applying the principles of environmental protection at the design phase, measures have been identified to minimise and avoid the direct impacts on terrestrial flora and fauna, and impacts to Pretty Pool Creek and the surrounding marine environment.

#### **2.3.2. Conclusion**

Taking account of the specific recommendations presented within the Environmental Assessment Report in regards to environmental management actions, the environmental assessment of the proposed amendment concludes that the potential impacts identified in the report can be managed in accordance with the objectives of the EPA to prevent significant impacts on the environmental values of the subject land and there are no 'fatal flaws' to advancing the Scheme Amendment.

## **2.4. Servicing Considerations**

### **2.4.1. Site Conditions and Earthworks**

The topography of the proposed site generally varies from approximately RL 2m to 3m AHD extending up to the existing surrounding roads which vary in level up to approximately 6m to 10m AHD. Existing roads through the study area are at approximately 4 m AHD levels.

With predicted 500 year ARI storm surge levels for the year 2100 at RL 6.6 m AHD (Coastal Vulnerability Study, Cardno, 2011), all habitable areas of lots and buildings will be required to be developed to this level though a combination of fill and/or elevated housing design.

The lower areas consists of soft silt/clays and will require surcharging to correct engineering methods to allow sufficient time to allow consolidation of the soft clay to take place.

It is noted that in order to ensure roads can grade drainage out to the existing low lying creek system, fill levels will eventually have to grade up as roads grade up from the creeks. This is to avoid land locked low points in the road system that would rely on pipe drainage. Pipe drainage is not desirable due to the high flood risk with the high intensity rainfall events that can occur in these regions.

Fill is expected to be sourced from a variety of locations, the subject of a separate fill study investigation.

### **2.4.2. Site Drainage**

The terms of a proposed Development Plan (refer section 8) will be supported by a District Water Management Strategy and a Local Water Management Strategy that will set out the design parameters for surface water management in accordance with the requirements of the Department of Water and the Town of Port Hedland.

It is expected that site drainage will be provided through a network of roads combined with a simple network of open drains and culverts to convey flood water to Pretty Pool and Four

Mile Creeks. The selected location of open drains will depend on the level of accepted flood risk for transport links and lots.

Evidence suggests that treatment of stormwater in the North West region has not been required for the protection of downstream ecosystems. This is due mainly to the intensity of major event rainfall and the use of overland flow as the principle conveyance method. Existing Water Sensitive Urban Design measures for water quality improvement in this part of the State, relate to retaining or slowing frequent events in vegetated overland flow paths.

#### **2.4.3. Water**

The Water Corporation have advised that whilst highly constrained, major works are being undertaken to add source water and conveyance items generally by 2014 completion for more capacity to be available for town site supply, including the East Port Hedland area.

The water source upgrade works include a new 1.2 ML elevated tank adjacent the existing elevated tank at Spinifex Hill next to the Town of Port Hedland's municipal offices adjacent McGregor St, as well as a new 55 ML tank at its existing tank site (location L954) adjacent Wilson St, just east of the race course.

An additional 500 mm dia steel transfer main from the Wilson St tank site to the Spinifex Hill tanks will also ultimately be required, however this is not scheduled till the 2030/39 ten year programme, or perhaps sooner, if all of East Port Hedland and other areas develop quickly. Currently these works will be funded by the Corporation as and when demand requires.

Once the water source upgrade works are completed, planned for mid-2014, there will be capacity in the local reticulation network at East Port Hedland for between 500 to 1000 additional lots, before upgrading of the distribution main network will be required, which consists of a future distribution system of 375, 300 and 250 mm mains from the Corporation's existing elevated tank site located adjacent the Council's offices at McGregor Street.

#### **2.4.4. Sewer**

Current information available from the Water Corporation indicates that the WWTP will be decommissioned in 2014. A new Transfer Pump Station located on Cooke Point Road bordering the Athol St development is proposed to be built to service the Port Hedland townsite, including East Port Hedland area, and is planned for commissioning around mid-2014.

This new sewer pump station will provide a direct connection to the Athol St development, and will also grade out the existing Water Corporation sewer pump station located on Athol St adjacent the northern region of the development site, through a system of new 375 and 300 mm trunk distribution gravity sewers.

The site will be serviced by a system of 150 and 225 mm gravity reticulation sewers into these new trunk sewers.

#### **2.4.5. Power**

Currently there are three high voltage 22kV feeders that service the existing area. These 22kV feeders emanate from Anderson Street Zone Substation and in accordance with Horizon Power's information these feeders are running at capacity.

Initial information from engineering investigations associated with the Pilbara's Port City Growth Plan (Town of Port Hedland) indicate the Anderson zone substation has around 10MVA spare capacity however further investigations will need to take place to determine if the existing 22kV network requires augmentation to assist in providing additional capacity to the area.

If the existing high voltage feeder cables are indeed at capacity and subject to Horizon Power's approval, the Athol St development can be serviced by an extension of a new 400HV feeder cable from Anderson zone substation to the edge of the development site.

#### **2.4.6. Telecommunications**

For NBNC Co Greenfields to become involved in a development, a lot yield of at least 100 must be brought to the market within the next three years. If the yield is less, Telstra would be responsible for providing telecommunications services.

Where the development fits within the NBNC Co guidelines, the developer is responsible only to provide pit and pipe infrastructure to the development boundary, after which NBNC Co is then responsible to connect up to the development, including the provision of fibre to the household.

Existing Telstra services run along Wilson St and within roads that run both through and adjacent the study area. Where levels or alignments of roads are altered, the costs to relocate these services to the new levels and alignments will have to be borne by the developer.

#### **2.4.7. Gas**

Currently no domestic gas mains are located adjacent the study area.

The nearest gas supply point is the Epic Energy gas main to power stations owned by Alinta Energy, located in the Boodarie Industrial Estate and at the BHPB HBI plant respectively, a distance over 10kms from the site.

It is understood that the capacity of this line is fully contracted to industry already with no reserve capacity available, although it is understood that the main is not always operationally running at full capacity.

To deliver gas to East Port Hedland will require an extension from these existing mains, which will require investigation and approval for capacity with the pipeline owners and might also require a new gate station to reduce pressure to meet operational pressure requirements for a residential estate, as high pressure mains would not be desirable from a risk and health and safety perspective.

It is not considered economically viable to extend gas, with demand potentially being more economically provided through bottled gas as required.

### 3.0 PLANNING FRAMEWORK

#### 3.1. Strategic Planning Framework

##### 3.1.1. State Planning Strategy, 1997

The State Planning Strategy (1997) was prepared by the Western Australian Planning Commission (WAPC) as a whole of government approach to guide sustainable land use planning throughout the State up until 2029. The Strategy is aimed at developing a land use planning system to help the State achieve a number of key goals and identifies the Port Hedland / South Hedland area as key population and economic growth areas. The vision for the Pilbara region includes:

- enabling housing supply and service provision to respond quickly to resource development;
- provide for the centres within the region to expand and offer a wide range of services supporting the growing population;
- promote development opportunities and all aspects of economic activity, for example, tourism, small business and infrastructure provision;
- encourage alternatives to the fly in – fly out workers from projects;
- provide coordination of Government agencies to minimise the obstructing / delaying of resource developments and associated infrastructure needs.

The proposed amendment gives effect to the aims of the strategy by enabling housing supply that will support a growing permanent population and local economic activity.

##### 3.1.2. Draft Pilbara Planning and Infrastructure Framework, 2011

The Draft Pilbara Planning and Infrastructure Framework defines a strategic direction for the future development of the Pilbara region spanning over the next 25 years.

The document aims to address 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. It also sets out regional planning principles, goals, objectives and actions to achieve the above set outcomes that will guide the preparation of Local Planning Strategies and Local Planning Schemes.

The Pilbara Cities Vision acknowledges the economic significance of the region from a national and international view point. It acknowledges the need to accommodate a significant expansion of infrastructure and services for the mining industry in particular and sees a requirement to accommodate increased residential accommodation in the Port Hedland / South Hedland location. Part of the vision is to provide more affordable housing and greater housing choice, together with access to high standards of education, health, recreation, community and employment services. Such a vision aims to provide a general improvement in amenity that will result in any of the fly in – fly out workers choosing to live in the Pilbara region on a more permanent basis.

It recognises there is a severe shortage of housing opportunities within the Pilbara region as a result of a variety of issues including slow release of residential land, the high cost of

developing residential land, shortage of builders and the inability of securing affordable housing in the region.

The report further acknowledges that residential development in Port Hedland/South Hedland will change significantly with more townhouses and other forms of medium density living being made available to consumers. It notes that the average densities are likely to increase from R30 to R50 and building heights will increase to reflect the built form. This will help meet demand which currently clearly outweighs supply. The objectives and actions include developing the region's settlements to be sustainable and liveable communities and providing choice, quantity, quality and affordability in housing provision.

### **3.1.3. Pilbara's Port City Growth Plan, draft, 2011**

The Growth Plan advocates an urban development scenario whereby approximately one-third of new urban development over the next 20 years is provided within Port Hedland, with the majority of this growth accommodated within Precinct 2 - East End Urban Village.

The Growth Plan vision for the Precinct is as follows:

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

An indicative precinct plan identifies the potential for urban development within the amendment area.

### **3.1.4. Port Hedland Regional Hotspots Land Supply Update, 2011**

The Urban Development Program (UDP) coordinates and promotes the development of serviced land in a sustainable manner for the guidance of state infrastructure agencies, public utilities, local governments and the private sector. It tracks demand, land supply, development and infrastructure in Western Australia's major urban centres to deliver a more effective use of land, better staging of development and prioritisation of infrastructure investment to support urban growth.

In relation to supply, the Land Supply Update suggests that:

*... supply is expected to meet demand over the short, medium and long term (Table 15), although supply in the short-term under high growth rates (four to five per cent) is relatively tight. Assuming an existing unmet demand for 1400 dwellings (as determined by the Pilbara Towns Housing Study), there is a potential undersupply in the short term, with supply meeting demand over the medium and long term. Annual land and dwelling releases will need to increase if the existing backlog of demand and anticipated demand is expected to be met. The required rates are significantly above what has been achieved in recent years. Greater private sector involvement will assist with improving the supply of land and dwellings to the market, and meeting Pilbara Cities growth targets." (Page 62-63)*



The main implications of the above are that the ongoing release of appropriately serviced residential land is required in order to meet ongoing demand, with an emphasis on short term demand on the basis of continuing high growth.

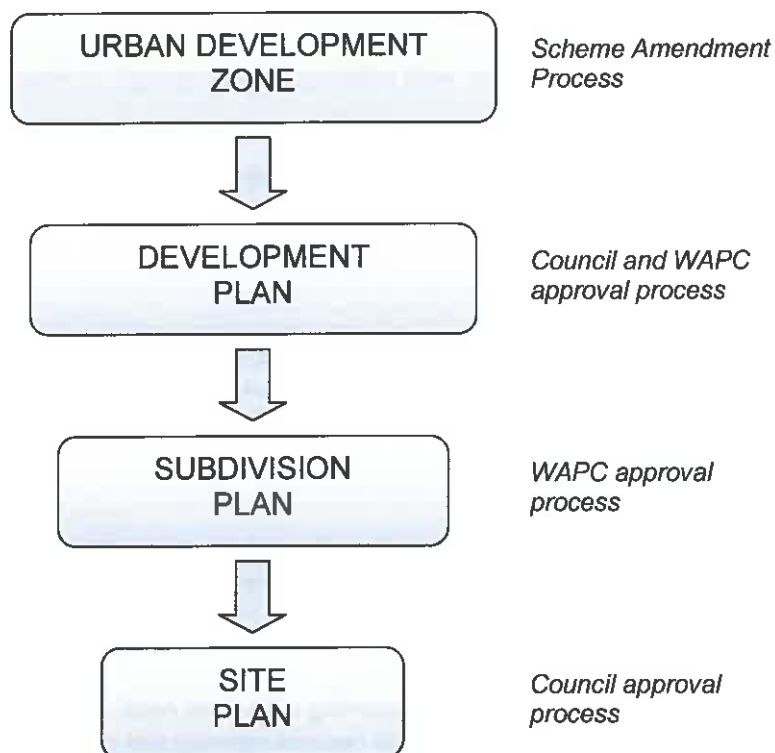
### 3.2. Statutory Planning Context

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

##### 3.2.1.1. Scheme Arrangements

The Scheme provides for an ‘Urban Development’ zone (clause 6.4 refers). The purpose of this zone is to identify land where detailed planning and the provision of infrastructure is required prior to subdivision and development. The Scheme is arranged to allow for further planning to be undertaken through the preparation of a Development Plan. Once approved by the Council and the WA Planning Commission, a Development Plan will guide the form of subsequent plans of subdivision. The Development Plan may also regulate land use through the designation of uses that are permitted (P), discretionary (AA) or otherwise within the area.

The hierarchy of statutory planning instruments and approvals processes is illustrated below:



The establishment of Urban Development zoning as proposed by this amendment will be followed by a Development Plan and subsequent subdivision and site development approvals.

### 3.2.1.2. Scheme Provisions

The amendment area is presently identified as containing zoned and reserved land described as follows:

Reserves:	Parks and Recreation Other Public Purposes
Zone:	Rural

The Scheme Map identifies a Waste Water Treatment Plant Buffer Special Control Area which covers a portion of the western extent of the amendment area. Clause 7.4 of the Scheme requires the Council to have regard for the compatibility of any development within the control area with the operations of the treatment plant and the impact that any development might have on the operations of the plant. Noting the impending relocation of the treatment plant as discussed in section 2, the Special Control Area designation will cease to have material affect on the subdivision and development following decommissioning of the plant.

It is also noted that the whole of the amendment area falls within the Pretty Pool Development Plan area as depicted at Appendix 5 of the Scheme. This enables the Council to approve a Development Plan for the area.

## 4.0 DEVELOPMENT PLAN

The intention of the amendment is to provide an Urban Development zone that will enable the preparation of a Development Plan as discussed at section 3.2. The Development Plan is to meet the requirements of the Scheme, with sufficient detail provided as described at Appendix 6 of the Scheme.

The design phase of the Development Plan will have regard for the project vision, objectives and design requirements. These matters are discussed as follows:

### 4.1. Vision

An analysis of the context of the site and the strategic planning framework has allowed the development of vision statements for the ultimate subdivision and development of the amendment area. Visioning that will serve to meet requirements for the area can be described as follows:

1. Deliver on the vision of the Port Hedland Growth Strategy –the primary residential area of Port Hedland, offering significant density and diversity of housing choice.
2. Assist in meeting the immediate and future need for housing supply in the City.
3. Create a vibrant activity centre – supporting mixed use retail, commercial and entertainment choices, associated with regional sporting and recreational opportunities.
4. Take full advantage of the water environments.

## 4.2. Objectives

Objectives for the ultimate subdivision and development, including implementation considerations can be described as follows:

### **Environment**

- Respecting natural environmental assets while optimising housing supply and amenity opportunities presented by the environment.
- Respect heritage values and recognition of sites of significance.
- Minimising impact of external land use and activity on the precinct.

### **Activity Centre**

- Encourage community ownership and identification with the locality through designs that create safe, recognisable and functional public spaces and linkages.
- Establish public places and open space areas that are useable and appropriate to the area.
- Provide shaded pedestrian walkways and open area in an attractive setting to encourage people to remain and spend time within the activity centre.
- Increase the level of services available to the Port Hedland community.

### **Housing**

- Encourage a greater permanent residential population through the release of a variety of medium and higher density housing.
- Achieve built form that acknowledges the climatic conditions, while challenging traditional design standards, construction methods and affordability issues.

### **Amenity / Services & Facilities**

- Provide legible and safe public spaces that encourage public transport usage and pedestrian movement.
- Provide for regional sport and recreation facilities, hosting formalised sporting events.
- Provide attractive open space areas for passive and informal active use.
- Provide for primary and secondary education services.
- Facilitate effective public transport.

### **Implementation**

- Provide for standalone approvals process for land that is suitable for early release to the market, enabling land available for housing development at the earliest possible opportunity.

The objective statements provide guidance to the design of the Development Plan, and help to provide a basis to assess the terms of the plan.

### 4.3. Design Requirements

The Urban Development zone will allow a Development Plan to be prepared that will guide the ultimate form of subdivision and development. A range of design parameters will guide the preparation of the Development Plan as discussed in the following sections.

#### 4.3.1. Liveable Neighbourhoods, 2009

Adopted as an operational policy by the WA Planning Commission, Liveable Neighbourhoods provide guidance for the design of key elements of a Development Plan. These include:

##### *Community Design*

- An emphasis on site responsive design, enhancing local identity, encouraging an interconnected street network, supporting a wider choice of housing, together with increased residential density;
- Achievement of more sustainable development outcomes will require higher residential densities in appropriate locations, particularly around activity centres (i.e. South Hedland City Centre) and within areas well served by public transport routes and other services;
- Ensuring residential densities of at least 20-30 dwellings per site hectare within 400 metres of a Town Centre.

##### *Movement Network*

- Functional road hierarchy
- Control of vehicle speeds
- Intersection controls
- Pedestrian & cyclist movement networks
- Public transport routes

##### *Lot Layout*

- Design for climate responsive dwellings
- Layout fronting parks and natural areas
- Lots fronting major streets

##### *Public Parkland*

- Parkland function and distribution
- Amount of public open space
- Integrating stormwater and public parkland

##### *Urban Water Management*

- Water quality and quantity management objectives
- Integrating stormwater treatment into the landscape
- Interface between urban water management areas and adjacent land uses

##### *Utilities*

- Street widths
- Provision of street trees and street lighting

##### *Activity Centres*

- Location and design parameters for local centres
- Street types and parking in association with centres

##### *Schools*

- Provision, location and size of school sites
- Street network and design context

## 5.0 PROPOSED SCHEME AMENDMENT

The proposed amendment seeks to change the Scheme Map by:

- excluding land from the 'Parks and Recreation' Reserve and the 'Other Public Purposes' Reserve, and including the affected land within the 'Urban Development' zone; and
- rezoning land from 'Rural' to 'Urban Development',

as depicted on the proposed Amendment Map at Attachment 1.

The area proposed to be zoned Urban Development is approximately 42.46 hectares

## 6.0 CONCLUSION

Strategic planning at State and Local Government levels recognises the importance of expediting the supply of land for housing development to serve the needs of resource development. Various planning strategies acknowledge the economic significance of the region from a national and international point of view, with housing supply representing an important enabler for continued growth.

The proposed urban development area is ideally situated for urban development, noting that it is:

- consistent with strategic planning intentions for the East End Urban Village;
- immediately adjacent established urban development;
- capable of avoiding unacceptable impacts upon environmental values;
- capable of respecting Aboriginal heritage interests represented at the identified site; and
- capable of being serviced through connections to and upgrading of existing utility infrastructure;

Amendments to the Reserve and Zone designations on the Scheme Map will confirm the urban development intentions for the land, and facilitate the progressive investigations and planning required to prepare a Development Plan and subsequent plans of subdivision.

**PLANNING AND DEVELOPMENT ACT 2005**

**TOWN OF PORT HEDLAND**

**TOWN PLANNING SCHEME NO. 5**

**AMENDMENT NO. 58**

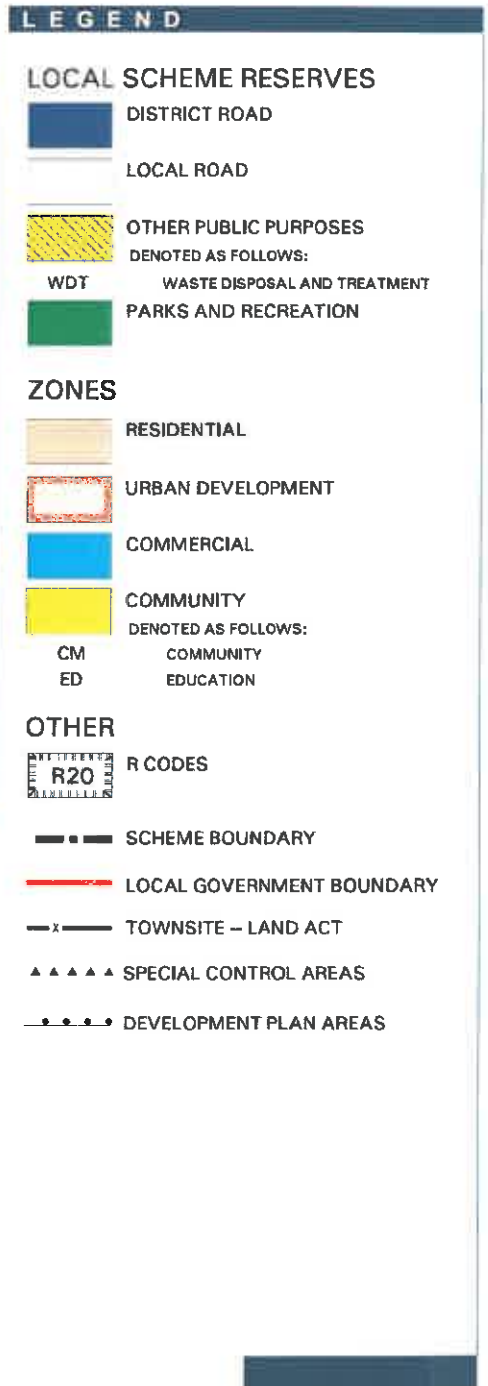
The Town of Port Hedland under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

1. Excluding land from the 'Parks and Recreation' Reserve and the 'Other Public Purposes' Reserve, and including the affected land within the 'Urban Development' zone; and
  
2. Rezoning land from 'Rural' to 'Urban Development'

as depicted on the proposed Amendment Map.

# SCHEME AMENDMENT MAP

Town of Port Hedland  
Town Planning Scheme No. 5  
Amendment No.58



1:12,500@A4 SCALE  
3 August 2012 : DATE  
3898\_1-7-001.dgn PLAN No  
REVISION



**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 ADOPTION**

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