



Town of Port Hedland

MINUTES

OF THE

ORDINARY MEETING
OF THE TOWN OF PORT HEDLAND COUNCIL

HELD ON

WEDNESDAY 14 JULY 2010

AT 5.34 PM

IN COUNCIL CHAMBERS
McGREGOR STREET, PORT HEDLAND

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*Chris Adams
Chief Executive Officer*

OUR COMMITMENT

To enhance social, environmental and economic well-being through leadership and working in partnership with the Community.

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ITEM 1 OPENING OF MEETING**1.1 Opening**

The Mayor declared the meeting open at 5:34 pm and acknowledged the traditional owners, the Kariyarra people.

ITEM 2 RECORDING OF ATTENDANCE AND APOLOGIES**2.1 Attendance**

Mayor Kelly A Howlett
Councillor Arnold A Carter
Councillor George J Daccache
Councillor Steve J Coates
Councillor Michael (Bill) Dziombak
Councillor David W Hooper
Councillor Jan M Gillingham

Mr Chris Adams	Chief Executive Officer
Mr Russell Dyer	Director Engineering Services
Mr Paul Martin	Director Community Development
Mr Terry Sargent	Director Regulatory Services
Ms Gaye Stephens	Executive Assistant

Members of the Public 2

Members of the Media 1

2.2 Apologies

Councillor Stan R Martin

2.3 Approved Leave of Absence

Nil.

ITEM 3 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE**3.1 Questions from Public at Ordinary Council Meeting held on Wednesday 23 June 2010**

Nil

3.2 Questions from Elected Members at Ordinary Council Meeting held on Wednesday 23 June 2010

Nil

3.3 Questions from Public at Special Council Meeting held on Wednesday 7 July 2010

Nil

3.4 Questions from Elected Members at Special Council Meeting held on Wednesday 7 July 2010

Nil

ITEM 4 PUBLIC TIME**4.1 Public Questions**

5:35 pm Mayor opened Public Question Time

Nil

5:35 pm Mayor closed Public Question Time

4.2 Public Statements

5:35 pm Mayor opened Public Statement Time

4.2.1 Mr Chris Whalley

Mr Whalley commended Council on its tree planting program, particularly throughout South Hedland. He also requested Council to ensure that the trees being planted are the correct/most appropriate species for planting along roadways.

5:37 pm Mayor closed Public Statement Time

ITEM 5 QUESTIONS FROM MEMBERS WITHOUT NOTICE**5.1 Councillor Steve Coates**

In relation to the 'Mayor's Chair' message being published in the Northwest Telegraph, can the Mayor consult with all Councillors in relation to content of these articles?

Mayor confirmed yes.

Would the Mayor include input from Councillors into these articles?

Mayor confirmed yes.

5.2 Councillor Bill Dziombak

Has the Town of Port Hedland committed to support the upcoming positive promotional documentary on Port Hedland called 'Our Town' through Visage Productions?

Mayor advised no. The Town of Port Hedland is awaiting receipt of a formal proposal.

ITEM 6 DECLARATION BY MEMBERS TO HAVE GIVEN DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING

The following Members verbally declared to have given due consideration to all matters contained in the Business Paper presented before the meeting.

Mayor K A Howlett	Cr J M Gillingham
Cr A A Carter	Cr M (Bill) Dziombak
Cr G J Daccache	Cr D W Hooper
Cr S J Coates	

ITEM 7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING**7.1 Confirmation of Minutes of Ordinary Meeting of Council held on Wednesday 23 June 2010****Officer's Recommendation**

That the Minutes of the Ordinary Meeting of Council held on Wednesday 23 June 2010 be confirmed as a true and correct record of proceedings.

201011/003 Council Decision

Moved: Cr A A Carter

Seconded: Cr D W Hooper

That the Minutes of the Ordinary Meeting of Council held on Wednesday 23 June 2010 be confirmed as a true and correct record of proceedings, with the following correction/amendment:

- . Item 11.4.1.2 'Review of Delegation Register', Council Decision 200910/467 (Page 152) – Amend Clause 1. to read as follows:

“... 1. adopts the attached 2009/10 Delegated Authority Register, with the inclusion of the following additional amendment to Delegation Number 20 (Live Shows – Matt Dann Cultural Centre – DELEGATE - delete “Director Regulatory Services”, insert “Director Community Services”.”

CARRIED 7/0

7.2 Confirmation of Minutes of Special Meeting of Council held on Wednesday 7 July 2010

201011/004 Council Decision/Officer’s Recommendation

Moved: Cr A A Carter

Seconded: Cr G J Daccache

That the Minutes of the Special Meeting of Council held on Wednesday 7 July 2010 be confirmed as a true and correct record of proceedings.

CARRIED 7/0

ITEM 8 ANNOUNCEMENTS BY CHAIRMAN WITHOUT DISCUSSION

Mayor Howlett’s Activity Report for the June/July 2010 period to date as follows:

Sunday, 20th June

Informal Catch-up with Deputy Mayor Carter, Cr Daccache, Cr Hooper, Chief Executive Officer

Monday, 21st June

- Chief Executive Officer Resignation Announcement with Depot Staff, Deputy Mayor Carter, Chief Executive Officer
- Chief Executive Officer Resignation Announcement with Civic Centre Staff, Deputy Mayor, Chief Executive Officer
- Meeting Edgar Street Medical Centre (Dr Joel Silbert)

Tuesday, 22nd June

- Weekly Catch-up Deputy Mayor and Mayor Meeting
- Presided Citizenship Ceremony, Cr Daccache, Cr Hooper

Wednesday, 23rd June

- Meeting Swans Football Club, Cr Daccache, Director Community Development, Manager Recreation Services and Senior Recreation Officer
- Meeting with Potential Developers and Hedland First National, and Manager Economic and Land Development
- Weekly Media Meeting, Deputy Mayor
- Presentation Hedland Senior High School Specialist Arts Program

- Chaired Ordinary Council Meeting June

Thursday, 24th June

- Opened Port Hedland Pro-Am Golf Tournament, Deputy Mayor Carter
- Launch Hedland Youth Directory, Director Community Development, Youth Officer
- Attended Last Chance Dance in the Park Event, Director Community Development, Youth Officer
- Attended TWA Working Group Meeting, Deputy Mayor Carter, Cr Dziombak, Cr Gillingham, Director Community Development, Manager Economic and Land Development
- Attended Chamber of Minerals and Energy Sundowner and Dinner Event

Friday, 25th June

- Weekly Catch-up Chief Executive Officer, Deputy Mayor And Mayor Meeting
- Interview ABC NW Radio Re: Mass Accommodation Rates Category
- Meeting With Kevin Smith (Conservation Volunteers Australia)
- Opened Sharon Jack "The Way It Is" Exhibition

Saturday, 26th June

- Mayor Coffee Session (Shana's Cafe, Port Hedland)
- Mayor Coffee Session (Muffin Break, South Hedland)

Monday, 28th June

- Attended Port Hedland Primary School NAIDOC Week Opening Ceremony
- Meeting Principal Cassia Primary School
- Attended Community Pride Alive BBQ at Civic Centre, Deputy Mayor Carter, Cr Daccache, Chief Executive Officer, Director Engineering Services

Tuesday, 29th June

- Meeting With Department Local Government – Jenni Law
- Attended BHPBIO/ToPH Joint Projects Working Group Meeting, Deputy Mayor Carter, Cr Daccache, Chief Executive Officer, Director Community Development
- Attended BHPBIO and Councillors Amenities Projects Workshop, Deputy Mayor Carter, Cr Daccache, Cr Coates, Chief Executive Officer, Director Community Development, Director Engineering Services
- Attended Department Local Government Compliance Training Workshop, Deputy Mayor Carter, Cr Daccache, Cr Coates, Cr Hooper, Chief Executive Officer

Wednesday, 30th June

- Stage I South Hedland Land Release Announcement with Hon Brendan Grylls, Deputy Mayor Carter, Cr Martin, Cr Coates, Cr Dziombak, Cr Gillingham, Cr Hooper, Chief Executive Officer
- Attended Royalties for Regions Projects Funding Announcement, Deputy Mayor Carter, Cr Martin, Cr Dziombak, Cr Gillingham, Chief Executive Officer
- Attended Briefing Auzcorp With Hon Brendan Grylls, Chief Executive Officer, Manager Economic and Land Development
- Meeting Hancock Prospecting Re: Community Development Plan

Thursday, 1st July

- Attended St Cecillas School Assembly
- Pilbara Mayor/Shire President Fortnightly Phone Link Up
- Meeting BHPBIO (Richard O'Connell), Chief Executive Officer
- Meeting Jaxons (Katrina Knaggs and Darren Leete), Director Regulatory Services
- Weekly Media Meeting, Deputy Mayor
- Attended Hedland BMX Display at South Hedland Shopping Centre and Australian Champion Luke Madill

Friday, 2nd July

- Weekly Catch-up Chief Executive Officer, Deputy Mayor and Mayor Meeting
- Attended SHNL Housing Land Ballot Draw

Saturday, 3rd July

- Attended Hedland BMX Adult Coaching Clinics
- Attended Hedland BMX North West Championships and Completed Opening Lap/Celebrity Race

Sunday, 4th July

Flight to Perth For Meetings

Monday, 5th July

- Attended Meeting with LandCorp Re: Karratha and Newman Revitalisation Plans, Chief Executive Officer, Manager Economic and Land Development
- Attended Meeting with Hon Dr Graham Jacobs office, Chief Executive Officer, Director Corporate Services, Manager Economic and Land Development
- Attended Meeting with LandCorp Re: Spoilbank/Marina, Pretty Pool Creek, South Hedland CBD and Wedgefield Industrial Land Release Plans, Chief Executive Officer, Director Corporate Services, Manager Economic and Land Development
- Presented At Pilbara Cities Sundowner Event, Cr Dziombak, Chief Executive Officer, Director Corporate Services, Manager Economic and Land Development

Tuesday, 6th July

- Return Flight from Perth
- New Hospital Ward Dedication Sub Committee Meeting, Deputy Mayor Carter
- Weekly Media Meeting, Deputy Mayor

Wednesday, 7th July

- Interview Spirit Radio – Exercise Falcon Volunteers and 2010 Spinifex Spree/Soroptimist International Float Parade
- Attended Wirraka Maya Health Service NAIDOC Week Activities Open Day
- Discussions with Big Sky Community Bank (Richard Irving), Director Community Development
- Meeting Correctline Re: Updated Land, Infrastructure Plan
- Chair Special Council Meeting – 2010/2011 Budget Adoption, Deputy Mayor Carter, Cr Martin, Cr Daccache, Cr Hooper, Chief Executive Officer, Director Corporate Services and Director Community Development
- Chair Informal Meeting Council, Deputy Mayor Carter, Cr Martin, Cr Daccache, Cr Hooper, Chief Executive Officer, Director Corporate Services, Director Community Development and Director Regulatory Services
- Weekly Media Meeting, Deputy Mayor
- Played Basketball Game as Part of NAIDOC Week Activities at Youth Involvement Council

Thursday, 8th July

- Attended Big Sky Community Bank Board Meeting, Cr Dziombak, Director Corporate Services
- Town Tour (former Senator) Andrew Murray, Chief Executive Officer

Friday, 9th July

- Weekly Catch-up Chief Executive Officer, Deputy Mayor and Mayor Meeting
- Meeting CSIRO (Gary Doherty) and Pilbara Development Commission, Chief Executive Officer

Mayor also advised Council of the following matters:

- Tender 10/19 - Construction of Multi Purpose Recreation closed today. Three (3) tenders were received and it is scheduled for Council to consider these at its Ordinary Meeting to be held on Wednesday 28 July 2010.
- Preparations are finalised for the inaugural 'Gearing Up' Sundowner, This is the first of quarterly information sessions, which will provide an updated status on the Town's progress as it 'gears up' to be a Pilbara City, for interested members of the community, local organisations, developers and stakeholders. It is aimed for the attendees to become ambassadors of the Town.

ITEM 9 REPORTS BY ELECTED MEMBERS WITHOUT DISCUSSION**9.1 *Councillor George Daccache***

Councillor George Daccache attended the Farewell Dinner at the South Hedland Bowling and Tennis Club, for participants in the Boodarie Bowls Carnival. Councillor Daccache conveyed to Council that the participants and organisers of the Carnival are keen to secure Council's financial support again next year.

9.2 *Councillor Jan Gillingham*

Councillor Jan Gillingham also attended the Farewell Dinner at the South Hedland Bowling and Tennis Club, for participants in the Boodarie Bowls Carnival. Councillor Gillingham conveyed to Council that the participants/visitors to the event commented on the many positive changes occurring throughout the Town.

9.3 *Councillor Steve Coates*

Councillor Steve Coates advised Council of the following:

- Attended the Farewell Dinner at the South Hedland Bowling and Tennis Club, for participants in the Boodarie Bowls Carnival.
- The matter relating to Broadhurst Way/Oyster Court South Hedland (over 12 months ago) has again resurfaced. It is anticipated that a petition will be circulated relating to antisocial/criminal activity occurring in the area, a request to close the Public Access Way, and a possible submission being made for the consideration of the installation of a CCTV camera in the area.
- Attended the Port Hedland Golf Club's 15th Annual Pro Am event which was sponsored by the Town, where 40 professional and 100 amateur golfers (representing all States of Australia) competed for a total of \$50,000 prize money. Councillor Coates encouraged Councillors to consider continued support of the annual event in its calendar of events.

9.4 *Councillor Bill Dziombak*

- On behalf of the Port Hedland Chamber of Commerce and Industry (PHCCI), Councillor Bill Dziombak attended a Pilbara Cities Sundowner in Perth recently; and he commended the Town on its presentation to stakeholders and developers at that event.
- Councillor Dziombak also advised that he chaired the second Economic Development Meeting on behalf of the PHCCI, where the development of a Hedland Community Trust was discussed and progressed.
- Attended a Risk Management Workshop – a very consultative and informative session.

ITEM 10 PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS

Nil.

- b) *Should additional information be required in regard to part "a" or "b", the prospective landowners should contact the Western Australian Department of Health.*

In order to finalize the section 70A form and obtain the Town's common seal, a Council resolution is required.

Consultation Nil

Statutory Implications Nil

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications Nil

Officer's Comment

The required section 70A notification is an important mechanism to ensure that any prospective owner/buyers of the lot/unit are alluded to the restrictions/conditions pertaining to the lot/unit.

The use of the Town's common seal will only enable the lodgement of the application with the Registrar of Titles and will not complete the land owner/developers obligations under the condition. To complete their obligation, a copy of the documentation confirming the registration of the notification must be supplied to the Town.

In light of the above Council is requested to grant approval for the use of the Town's common seal.

Attachments Nil

201011/005 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr S J Coates

That Council:

1. grants the request from Pasquale Versaci the owner of Lot 249 Morgans Street, Port Hedland, to affix the Town's common seal to a section 70A notification form; and
2. approves the use of the Town's common seal for the purposes associated with the registering of a section 70A notification on Lot 249 (68) Morgans Street, Port Hedland; and

3. advises the applicant that once the notification is registered and a copy of the documentation confirming the registration is provided to the Town, it will be deemed that condition 2 of the Development Application approval has been satisfactorily complied with.

CARRIED 7/0

5:50 pm Councillor George J Daccache declared a financial interest in Agenda Item 11.1.2.2 'Proposed Amendment 31 to the Town of Port Hedland Town Planning Scheme No. 5 to Rezone Lot 502 Scadden Road, South Hedland from "Rural" to "Urban Development", as he is employee of Auzcorp Pty Ltd.

Councillor Daccache left the room.

11.1.2.2 Proposed Amendment 31 to the Town of Port Hedland Town Planning Scheme No. 5 to Rezone Lot 502 Scadden Road, South Hedland from "Rural" to "Urban Development". (File No.: 18/09/0038)

Officer	Leonard Long Manager Planning
Date of Report	28 July 2010
Application No.	2010/58
Disclosure of Interest by Officer	Nil

Summary

In March 2010, Council received a request from RPS Koltasz Smith, on behalf of Auzcorp to initiate Scheme Amendment 31. Council subsequently granted the request at its Ordinary Meeting held on 24th March 2010.

The application was forwarded to the Environmental Protection Authority (EPA) and advertised in accordance with the relevant legislation.

This report seeks Council's approval to finalise the Scheme Amendment.

Background

The purposes of Scheme Amendment 31, which pertains to Lot 502 Scadden Road (Area B) is to enable the proposed development to occur in a manner consistent with the proposed South Hedland Town Centre Development Plan.

In April 2010, Council resolved to adopt the amended South Hedland Town Centre Development Plan, which was the precursor to the proposed Scheme Amendment.

Consultation

In accordance with the Town Planning Regulations 1967, the proposed Scheme Amendment has been advertised and circulated as follows:

- North West Telegraph – 12 and 26 May 2010
- Notification on information board at the Civic Centre 12/05/2010 until 23 June 2010
- Written notification to - Water Corporation, Telstra, Horizon Power, Main Roads WA

The following comment from Water Corporation was the only submission received:

"...With respect to the amendment above, although the Water Corporation doesn't object in principle to this proposed rezoning, the provision of Water and Wastewater infrastructure and/or upgrades will be required at the developers cost. Please refer to the Water Corporations previous comments to the DPI regarding the South Hedland Town Centre Development Plan."

Planning Department Comment:

The applicant is aware of the current situation around the water and wastewater service in the area, and is working together with the Water Corporation to solve the problem.

Therefore, the application should be adopted without any modifications.

Statutory Implications

- Council is able to amend the Town Planning Scheme pursuant to part 5 of the Planning and Development Act 2005 (as amended)
-
- The Town Planning Regulations 1967 establish the procedure required to amend a Town Planning Scheme. The proposal is consistent with that procedure.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 2: Community Pride

Goal 1: Litter

Strategy 4: Work with key stakeholders to commence implementation of the South Hedland CBD Structure Plan to significantly improve the appearance and vitality of this area.

Key Result Area 4: Economic Development

Goal 4: Land Development Projects

Strategy 1: Fast-track the release and development of commercial, Industrial and residential land in a sustainable manner including:

- South Hedland New Living developments
- South Hedland CBD Developments

Goal 5: Town Planning & Building

Strategy 1: Work with key stakeholders to ensure that the Land Use Master Plan is implemented.

Budget Implications

The applicant has paid \$1,711.00 for the initiation of the amendment scheme.

Should Council resolve to adopt the amendment, the applicant will be invoiced for an additional \$1,711.00 as per Councils adopted Fees and Charges.

Officer’s Comment

The Scheme Amendment is in line with the adopted South Hedland Town Centre Development Plan. The adoption of the Scheme Amendment will allow the property (Area B) to be developed as envisaged by Council.

The subsequent development of the area may act as a catalyst to encourage significant public and private investment in the revitalization process of the South Hedland Town Centre.

Attachments

Scheme Amendment Documentation

201011/006 Council Decision/Officer’s Recommendation

Moved: Cr A A Carter

Seconded: Cr W Dziombak

That Council:

1. adopts the amendment to the Town Planning Scheme No.5, Scheme Amendment 31, without any modifications,
2. the following Schedule of Submission and recommendations be forwarded to the Western Australian Planning Commission for the Minister’s consideration:

Author	Date	Comment
Telstra		No Comment
Water Corporation		<p>“I refer to your letter dated the 6th May 2010, requesting comments on the above amendment from this Corporation. Thank you for giving the Water Corporation the opportunity to comment.</p> <p>With respect to the amendment above, although the Water Corporation doesn’t object in principle to this proposed rezoning, the provision of Water and Wastewater infrastructure and/or upgrades will be required at the developers cost. Please refer to the Water Corporations previous comments to the DPI regarding the South Hedland Town Centre Development Plan.”</p>

Horizon Power		No Comment
Main Roads WA		No Comment

3. forward all required documentation to the Western Australia Planning Commission for Ministerial Consent in accordance with the *Town Planning Regulations 1967* (as amended); and
4. authorises the Mayor and Chief Executive Officer to execute three (3) copies of the amendment documents in accordance with the *Town Planning Regulations 1967* (as amended), including the fixing of the Council's seal in the event that the Minister for Planning and Infrastructure approves the Amendment without modification; and
5. invoices the applicant an amount of \$1,711.00 as per Council's adopted Fees and Charges.

CARRIED 6/0

5:50pm Councillor George J Daccache re-entered the room and assumed his chair. Mayor advised Councillor Daccache of Council's decision.

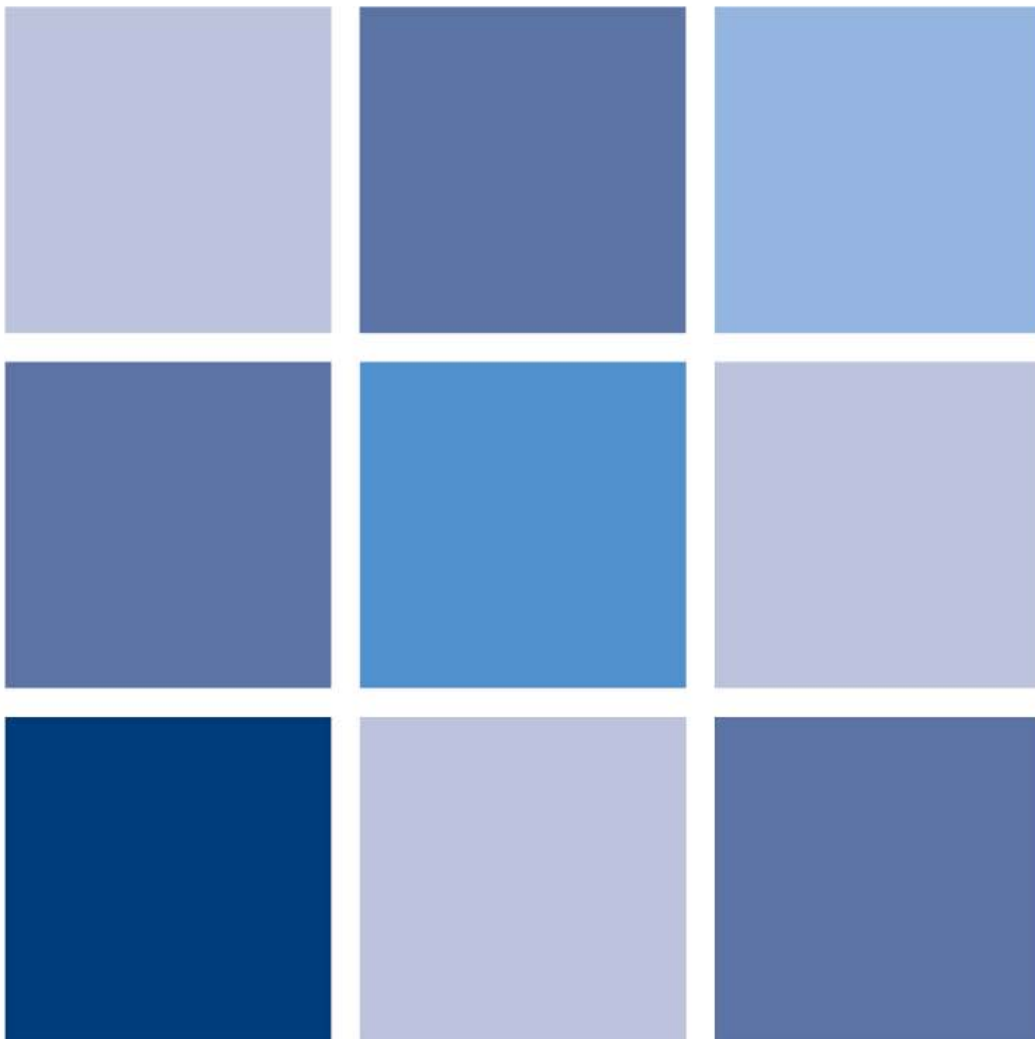


Proposed Scheme Amendment (Site B)



Town of Port Hedland Town Planning Scheme No. 5

March 2010



www.rpsgroup.com

Lot 502 Scadden Road, South Hedland

PROPOSED SCHEME AMENDMENT (SITE B)

MARCH 2010

Prepared for

Auzcorp

Prepared by



Town Planners, Project Managers,

Development Consultants & Urban Designers

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I. INTRODUCTION

This submission, prepared on behalf of Auzcorp, seeks support to amend the Town of Port Hedland Town Planning Scheme No. 5 (TPS No. 5) to rezone Lot 502 Scadden Road, South Hedland (the 'subject land') to Urban Development.

The Town Planning Scheme Amendment has been lodged concurrently with a request to amend the South Hedland Town Centre Development Plan (SHTCDP), which will facilitate the development of a mix of high, medium and low density residential development in the western portion of the South Hedland Town Centre precinct.

I.1 LOCATION AND CONTEXT

The subject land is located west of the South Hedland Town Centre precinct in the locality of South Hedland. Lot 502 is generally bound by the Scadden Road Reserve to the east, James Street reserve to the South, and a drainage reserve (Reserve 35380) to the north and west (refer **Figure 1 - Location Plan**).

The subject land is located approximately 1km from the main commercial centre of South Hedland. The area generally east of Scadden Road has either been developed for commercial and retail services; or, is planned for development through the South Hedland Town Centre Development Plan (SHTCDP) which envisages the development of a new vibrant centre supported by increased commercial and retail development; and increased housing diversity. The revitalised town centre will be oriented around a new main street along Colebatch Way.

The new South Hedland regional hospital is located at the corner of Wise Street and Colebatch Way in the South Hedland Town Centre and approximately 750m from the subject site. Existing regional recreational and education facilities including the South Hedland Oval and South Hedland TAFE are located directly north of the subject site.

I.2 BACKGROUND

Lot 502 is the subject of a development agreement between the State Government and Auzcorp, with master planning for the area having been developed in discussion with the Town of Port Hedland, LandCorp and the State Government. Lot 502 is commonly referred to as 'Site B' and has been recognised as a key urban development opportunity by the State Government. Our client has a contractual arrangement with the Department of Regional Development and Lands (DRDL) to purchase the land. It is a requirement of the contract of tenure that Auzcorp complete the construction of all residential and commercial premises as soon as practicable in accordance with an agreed development plan and schedule, which at this time the Lessee envisages, within 5 years from the approximate date of rezoning of the Land.

The initial phase of development over the subject land will be for the purposes of a temporary Transient Workers Accommodation facility. A development application for this proposal has been recently lodged with the Town of Port Hedland under the provisions of the Rural zone of TPS No. 5.



LEGEND
 --- Site B Boundary

FIGURE 1

LOCATION PLAN

Lot 502 Scadden Road, SOUTH HEDLAND

0 200 400 600 800m
 1:15,000@A4 3581_3-6-001.dgn February 2010
 Source: Landgate and StreetSmart
 Travellers Atlas 9th Edition Checked: NT

RPS koltasz smith
 RPS PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING

2. TOWN PLANNING CONSIDERATIONS

2.1 STATUTORY FRAMEWORK

2.1.1 TOWN OF PORT HEDLAND TOWN PLANNING SCHEME NO. 5

The Town of Port Hedland Town Planning Scheme No. 5 (TPS No. 5) is the operative town planning scheme in the area and was gazetted on 31 August 2001. The following outlines the current statutory town planning framework as it affects the subject land.

2.1.1.1 Rural Zone

Lot 502 is currently zoned 'Rural' under TPS No. 5. The Rural zoning reflects the existing use of land, being vacant. While Clause 6.8.1 allows Council to consider proposed development in Rural zoned areas where strategic proposals for urban or industrial development, the Rural zone is not considered to represent the most appropriate zoning for the ultimate development of Lot 502.

2.1.1.2 Development Plans

The subject land is located within the 'South Hedland Town Centre' Development Plan Area, as identified in Appendix 5 of TPS No. 5. Council requires the preparation of a Development Plan for these areas in accordance with the provisions of Clause 5.2 of TPS No. 5.

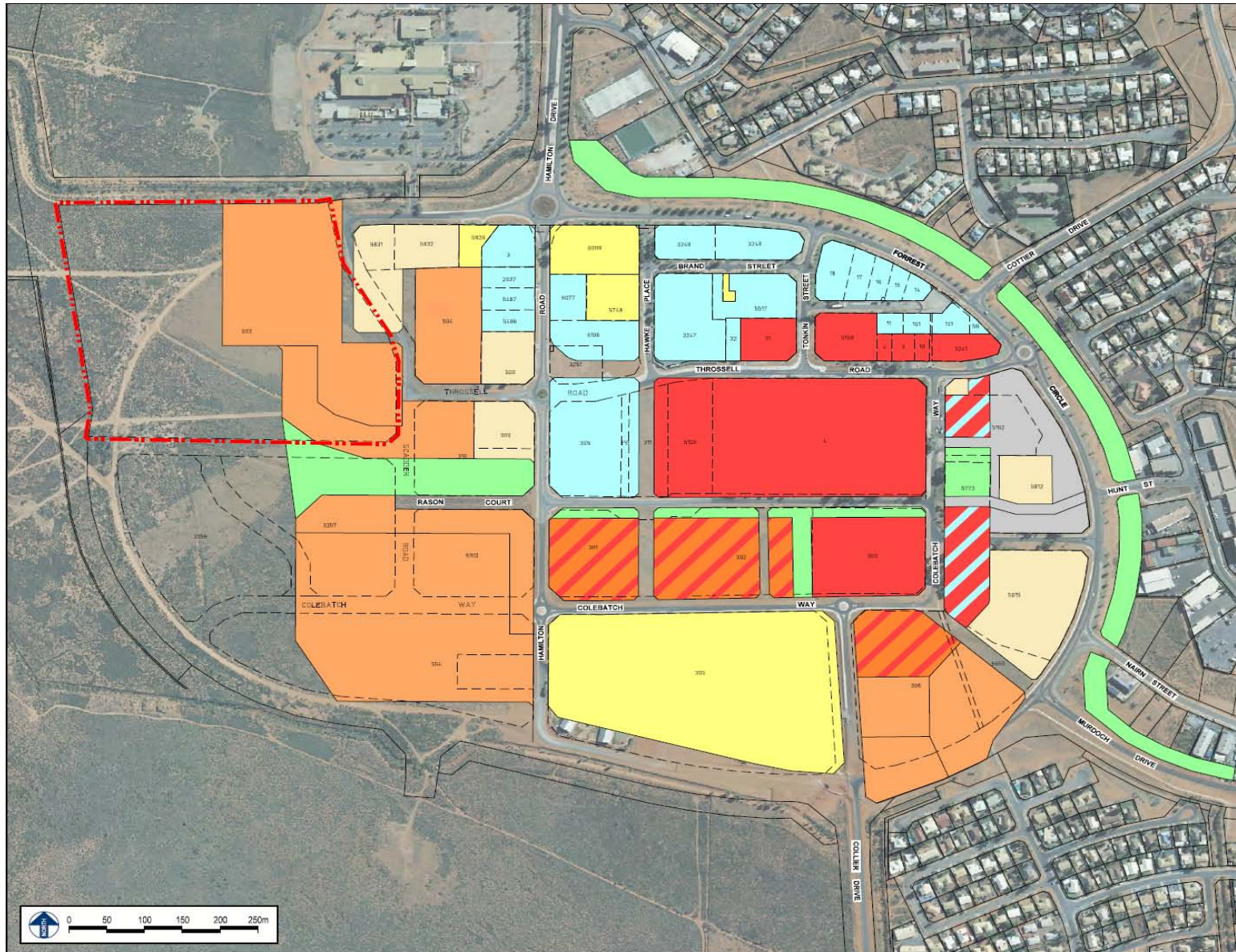
A Development Plan currently exists for the area defined as the South Hedland Town Centre in TPS No. 5, titled the South Hedland Town Centre Development Plan (SHTCDP). The SHTCDP partially affects the subject land, identifying it as 'Residential – Surrounds' and 'Community Use'. Residential density codes of R30 and R40 apply to a portion of the subject land (refer **Figure 2 – South Hedland Town Centre Development Plan**).

A Master Plan, covering the entirety of the subject landholding, has been prepared and lodged with the Town of Port Hedland concurrent with this Town Planning Scheme amendment request. The Master Plan includes a proposal to amend the existing SHTCDP. The supporting technical information within the Master Plan submission addresses the requirements contained in Appendix 6 of TPS No. 5.

2.1.1.3 Urban Development Zone

Clause 6.4.1 of TPS No. 5 explains the purpose of the Urban Development zone, and specifically states:

"The purpose of the Urban Development zone is to identify land where detailed planning and the provision of infrastructure is required prior to the further subdivision and development of land. This planning should be documented in the form of a Development Plan. Although subdivision and development may take place prior to the Scheme maps being amended to reflect



**SOUTH HEDLAND
TOWN CENTRE
DEVELOPMENT
PLAN**

Lot 502 Scadden Road,
SOUTH HEDLAND

LEGEND

- - - Site B Boundary
- Existing Lot Boundaries
- Town Centre
- Retail
- Residential - Town Centre
- Residential - Surrounds
- Mixed Use - Retail/Commercial
- Public Purpose
- Community Use
- Public Open Space
- Parking and Access
- R50 R-Code Boundary and Density Code
- Area Subject to Further Investigation

FIGURE 2

Autorip : CLIENT
 1:5,000@A3 : SCALE
 25 February 2010 : DATE
 3581_34-006.dgn : PLAN No
 + : REVISION
 R.D. : PLANNER
 M.H. : DRAWN
 N.T. : CHECKED

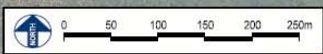
Base data supplied by MAPS

Projection PHQ84, Aerial Photography dated January 2008.

Areas and dimensions shown are subject to final survey calculations.
 All cartageways are shown for illustrative purposes only and are subject to detailed engineering design.

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the details of Development Plans; the Scheme maps should be amended as soon as practicable following the creation of lots and Crown reserves.”

The Development Plan is required to address the matters outlined in Appendix 6. Clause 6.4.4 allows Council to impose additional conditions under Appendix 10 of the Scheme for Development Plans in Urban Development zones. It is considered that the Urban Development zone represents the most appropriate zoning for Lot 502.

3. PROPOSED TOWN PLANNING SCHEME AMENDMENT

3.1 PROPOSED ZONING

It is proposed to rezone the subject land from 'Rural' to 'Urban Development' under TPS No. 5 (refer **Figure 3 – Zoning Map**).

The Zoning Table in TPS No. 5 provides for a range of land uses under the Urban Development zone with the focus on residential development (including Transient Workers Accommodation), health and community land uses, but limited commercial and industrial development. This provides a general outline of the range of land use desired for the Urban Development zone and its intended purpose. It is possible however, to modify and tailor the permissibility of land uses to provide for the desired range of uses over the site through the preparation of the Development Plan itself.

The application of an Urban Development zone is considered the most suitable mechanism to facilitate development of the desired mix and scale of land uses through a Development Plan, rather than the Transient Workforce Accommodation zone, Residential zone or Town Centre zone. NOTE: Transient Workforce Accommodation is not a permitted use in the Town Centre zone under TPS No. 5.

Overall, TPS No. 5 provides a very robust set of provisions to guide and manage the land use and development of the site through a Development Plan over the short and long-term. The approach to rezone the land to 'Urban Development' under TPS No. 5 is consistent with the recently initiated Scheme Amendment for Lot 503 Forrester Circle, South Hedland (Site A).

3.2 DEVELOPMENT PLAN AMENDMENT

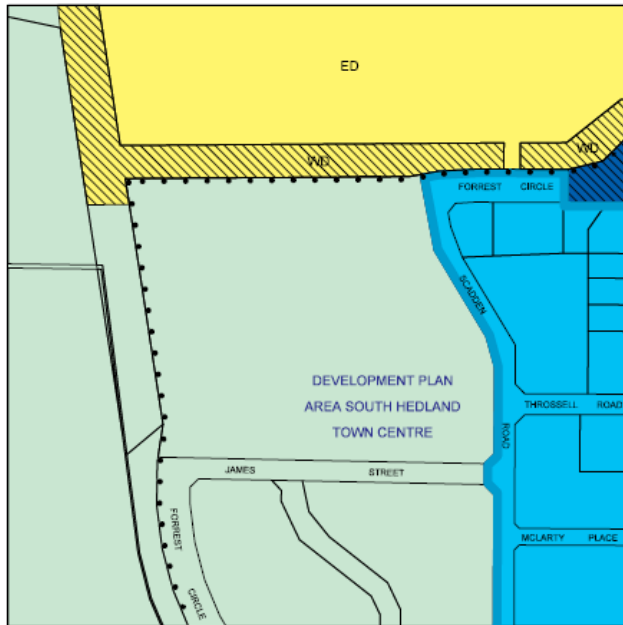
The area immediately east of the subject land is zoned 'Town Centre' and is subject to the requirements of the SHTCDP.

Rezoning of the subject land to 'Urban Development' will facilitate the endorsement of an amended Development Plan that depicts the land uses, road layout, residential densities as well as matters relating to open space, services, drainage and staging relating to Site B as well as its integration with the wider Town Centre area.

A copy of the proposed amended Development Plan, relating to Site B, is included as **Figure 4** of this submission.

SCHEME AMENDMENT MAP

TOWN OF PORT HEDLAND TOWN PLANNING SCHEME No. 5 AMENDMENT No. ??




EXISTING ZONING







PROPOSED ZONING

LEGEND

LOCAL SCHEME RESERVES

-  DISTRICT ROAD
-  OTHER PUBLIC PURPOSES
Denoted as:
WD WATER AND DRAINAGE

ZONES

-  URBAN DEVELOPMENT
-  TOWN CENTRE
-  OTHER PUBLIC PURPOSES
Denoted as:
ED EDUCATION
-  RURAL

OTHER

-  DEVELOPMENT PLAN AREAS



FIGURE 3

0 50 100 200 300 400m

Scale 1:7,500@A4
Date:2/3/2010

3581_3-5-004a.dgn
CHECKED : N.T.



SHTC Development Plan Policy Provisions

1) Description of Area
 The South Hedland Town Centre Development Plan applies to all land identified as lying within the Development Plan boundary in accordance with the established area under TPS5.

2) Policy Provisions

a. Subdivision, strata subdivision and development of land within the SHTC Development Plan land shall be undertaken in accordance with these policy provisions and as depicted on the Development Plan.

b. The development area is divided into 8 categories of prevailing use precincts (generally exclusive of roads).

c. No development shall occur (except demolition of existing structures) and no subdivision or strata subdivision shall occur except upon the creation for land release purposes in accordance with the Development Plan on land earmarked:

- i. as either "Residential - Town Centre" or "Residential - Surrounds" unless the land is appropriately zoned "Town Centre" or "Urban Development" under TPS5 and site specific Design Guidelines for a street block, or if the Town of Port Hedland agrees, a portion of a street block, have first been approved by the Town of Port Hedland; or
- ii. as either "Retail" or "Town Centre" unless SHTC General Guidelines have first been approved by the Town of Port Hedland for application in part, or throughout the Development Plan area, as required by the Town of Port Hedland.

d. The uses permitted within the Development Plan shall accord with those permitted under the Zoning Table of Town Planning Scheme No. 5 (as amended) as they relate to the underlying zoning of the land with the addition of the following modifications:

- i. "Residential - Surrounds" shall be limited in use to single, grouped or multiple residential development to the R-Code density shown on the Development Plan and in accordance with Town of Port Hedland endorsed Design Guidelines for the site.
- ii. "Residential - Town Centre" shall be developed to accommodate a mixed use of commercial uses at ground level and residential above in accordance with Town of Port Hedland endorsed Design Guidelines for the site.
- iii. The prevailing use of land designated other than "Town Centre" on the Development Plan shall be consistent with the SHTC Development Plan. The use of land designated "Town Centre" on the Development Plan shall be in accordance with land use permissibility under TPS5 for the "Town Centre" zone.
- iv. Where a single land use is stipulated in text form on the SHTC Development Plan for any site, the stated use in text shall be the predominant use. Ancillary uses shall accord with the use permissibility of the underlying zoning of the land under TPS No. 5.

e. An application for a development approval must be made to the Town of Port Hedland for all land within the SHTC Development Plan.

f. Development height shall be in accordance with endorsed Design Guidelines for the site.

g. Design Guidelines shall, if appropriate, include details as to:

- i. building envelopes, building materials and finishes;
- ii. distribution of land uses within a lot or within a development;
- iii. minimum and/or maximum numbers and plot ratio floor area of dwellings or other structures;
- iv. private open space;
- v. services;
- vi. vehicular access, parking, loading and unloading areas, storage yards and rubbish collection clearances;
- vii. the location, orientation, height and design of buildings and the space between buildings in response to the Hedland climate;
- viii. advertising signs, lighting and fencing;
- ix. landscaping, finished site levels and drainage;
- x. protection of sites of heritage, conservation or environmental significance;
- xi. elements of the SHTC Development Plan Sustainability Goals as appropriate; and
- xii. other provisions or information considered to be appropriate by the Town of Port Hedland.

AMENDED SOUTH HEDLAND TOWN CENTRE DEVELOPMENT PLAN
 Lot 502 & Lot 504 Scadden Road, SOUTH HEDLAND

<p>Base data supplied by Landgate</p> <p>Aerial Photography dated January 2008, accuracy +/- 4m, Projection PHQ84</p> <p>Areas and dimensions shown are subject to final survey calculations.</p> <p>All cartways are shown for illustrative purposes only and are subject to detailed engineering design.</p> <p>The concepts presented in this plan remain the © copyright of RPS Koltasz Smith. No copies in whole or in part may be made without RPS Koltasz Smith's permission.</p>	<p>LEGEND</p> <ul style="list-style-type: none"> Development Plan Area Amendment Boundary Existing Lot Boundaries Town Centre Retail Residential - Town Centre Residential - Surrounds Mixed Use - Retail/Commercial Public Purpose Community Use Public Open Space Parking and Access R50 R-Code Boundary and Density Code Area Subject to Further Investigation 	<p>Auzcorp : CLIENT 1:5,000@A3 : SCALE 22 February 2010 : DATE 3581_3-5-005.dgn : PLAN No - : REVISION R.D. : PLANNER M.H. : DRAWN Not : CHECKED</p>	<p>RPS koltasz smith</p> <p>TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING</p> <p>141 Burswood Road BURSWOOD WA 6100 Tel: (08) 9486 2222 Fax: (08) 9486 2233 PO Box 127 BURSWOOD WA 6100 Email: perth@rpsgroup.com.au</p>	<p>FIGURE 4</p>
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4. SUMMARY AND JUSTIFICATION

The purpose of the amendment is to facilitate the endorsement of an amended Development Plan over the site to guide the development of a mix of high, medium and low density residential development (refer **Figure 4 – Amended South Hedland Town Centre Development Plan**).

The current zoning of the land as 'Rural' does not represent an appropriate zone for the orderly and proper planning of the land in both the short and long term.

Rezoning of the land to 'Urban Development' under TPS No. 5 will facilitate the development of appropriate land use and development that will contribute towards the revitalisation of the South Hedland Town Centre.

11.1.2.3 Proposed Amendment 25 to the Town of Port Hedland Town Planning Scheme No. 5 to Rezone Lot 2115, 2116 and 2117 North Circular Road from “Community” to “Tourism” and Lot 1693 and 2119 Parker Street South Hedland, from “Community” to “Urban Development”. (File No.: 18/09/0032)

Officer	Leonard Long Manager Planning
Date of Report	1 July 2010
Application No.	2009/755
Disclosure of Interest by Officer	Nil

Summary

In November 2009, Council received a request from Taylor Burrell Barnett, on behalf of APC Pty Ltd and Taryc Pty Ltd and the Town of Port Hedland to initiate Scheme Amendment 25. Council subsequently granted the request at its Ordinary Meeting held on 21st December 2009.

The application was subsequently forwarded to the Environmental Protection Authority (EPA) and advertised in accordance with the relevant legislation.

This report seeks Council's approval to finalise the Scheme Amendment.

Background

The purposes of Scheme Amendment 25 is to bring the current zoning of Lot 2115, 2116 and 2117 in line with the actual use of the lots, being “Tourism” (Black Rock Caravan Park).

Lots 1693 and 2119 Parker Street, which also form part of the scheme amendment, have been identified through the Land Rationalisation Plan and the Land Use Master Plan for future development.

Consultation

In accordance with the Town Planning Regulations 1967, the proposed scheme amendment has been advertised and circulated as follows:

- North West Telegraph – 19/05/2010 & 02/06/2010
- Notification on information board at the Civic Centre 19/05/2010 until 30 June 2010

- Written notification to - Dept: Regional Development & Lands, Water Corporation, Telstra, Horizon Power and Main Roads WA

The following comment from Water Corporation was the only submission received:

“With respect to the amendment, although Water Corporation doesn’t object in principle to this proposed rezoning, of Lot 2115, 2116 and 2117 as this reflects the current use, can’t support the rezoning of Lots 1693 and 2199 at this point in time.....”

Planning Department Comment:

Lots 1693 and 2199 have been included in the Land Use Master Plan as potential new residential development sites. This has also been re-confirmed by Council through the approval of the Land Rationalisation Plan.

At the recent land release conducted by the Minister, Lot 2115 and Lot 1693 were allocated to developers for residential development, thereby indicating government support for the residential development. It would therefore be anticipated that any problems relating to water reticulation and waste water can be resolved, albeit at some cost to the developer.

Therefore, the application should be adopted without any modifications.

Statutory Implications

- Council is able to amend the Town Planning Scheme pursuant to part 5 of the Planning and Development Act 2005 (as amended)
- The Town Planning Regulations 1967 establish the procedure required to amend a Town Planning Scheme. The proposal is consistent with that procedure.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 4: Economic Development

Goal 1: Tourism

Strategy 4: Identify sites for the development of new caravan park/eco tourism facilities (both permanent and temporary).

Goal 4: Land Development Projects

Strategy 2: Work with DPI to indentify additional crown land that can be released for development in a timely manner.

Goal 5: Town Planning & Building

Strategy 1: Work with key stakeholders to ensure that the Land Use Master Plan is implemented.

Budget Implications

The applicant has paid \$1,711.00 for the initiation of the scheme amendment.

Should Council resolve to adopt the amendment, the applicant will be invoiced for an additional \$1,711.00 as per Councils adopted Fees and Charges.

Officer's Comment

The scheme amendment once finalized ensures that the current development of Lot 2115, 2116 and 2117 North Circullar Road complies with the zoning of the Port Hedland Town Planning Scheme No. 5.

In addition the zoning of Lots 2119 and 1693 Parker Street, will allow the development thereof for residential purposes, which will serve a much needed purpose within the Town.

Attachments

Scheme Amendment Documentation

201011/007 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr J M Gillingham

That Council:

1. adopts the amendment to the Town Planning Scheme No.5, Scheme Amendment 25, without any modifications; and
2. the following Schedule of Submission and recommendations be forwarded to the Western Australian Planning Commission for the Minister's consideration:

Author	Date	Comment
Telstra		No comment
Water Corporation		“With respect to the amendment, although Water Corporation doesn't object in principle to this proposed rezoning, of Lot 2115, 2116 and 2117 as this reflects the current use, can't support the rezoning of Lots 1693 and 2199 at this point in time.....”
Dept: RDL		No comment
Horizon Power		No comment

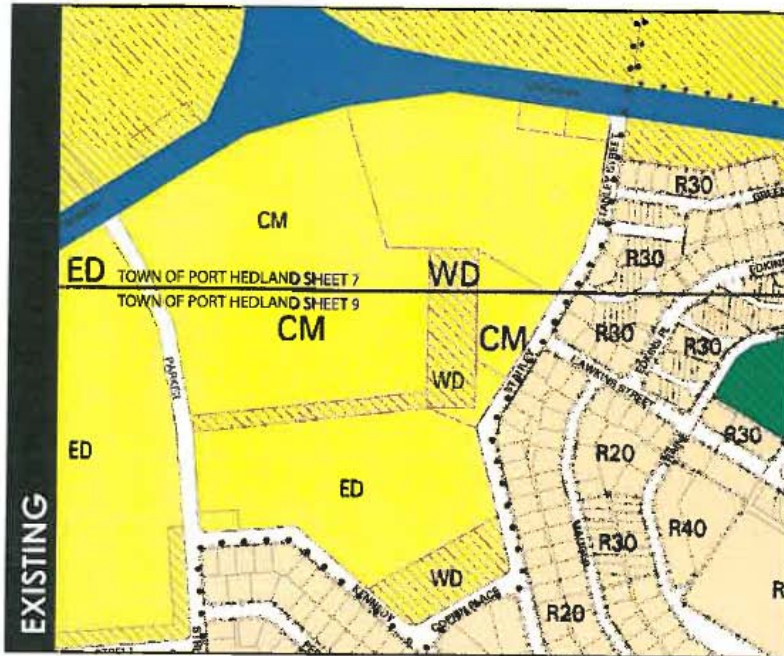
Main Roads WA		No comment
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3. forward all required documentation to the Western Australia Planning Commission for Ministerial Consent in accordance with the Town Planning Regulations 1967 (as amended).
4. authorises the Mayor and Chief Executive Officer, to execute three (3) copies of the amendment documents in accordance with the *Town Planning Regulations 1967* (as amended), including the fixing of the Council's seal in the event that the Minister for Planning and Infrastructure approves the Amendment without modification.
5. invoices the applicant an amount of \$1,711 as per Council's adopted Schedule of Fees and Charges.

CARRIED 7/0

ATTACHMENT 1
Scheme Maps

TOWN OF PORT HEDLAND



Town of Port Hedland
Town Planning Scheme No.5
Amendment No.25



LEGEND

- DISTRICT ROAD
- LOCAL ROAD
- OTHER PUBLIC PURPOSES
DENOTED AS FOLLOWS:
- WATER AND DRAINAGE
- PARKS AND RECREATION
- RESIDENTIAL
- URBAN DEVELOPMENT
- TOURISM
- COMMUNITY
DENOTED AS FOLLOWS:
- COMMUNITY
- EDUCATION
- R CODES
- SPECIAL CONTROL AREAS
- DEVELOPMENT PLAN AREAS

11.1.2.4 Proposed Amendment to the Town of Port Hedland Town Planning Scheme No. 5, Scheme Amendment No. 34, South Hedland Town Centre and Surrounds- Amend Zonings and Density Codings (File No.: 18/09/0041)

Officer	Luke Cervi Senior Planning Officer
Date of Report	30 June 2010
Disclosure of Interest by Officer	Nil

Summary

Council has received a request from Koltasz Smith on behalf of Landcorp to initiate a scheme amendment to amend the Zoning and Density Codings on a number of sites within the South Hedland Town Centre and the immediate surrounds.

The proposal will assist in the implementation of a number of initiatives identified under the South Hedland Town Centre Development Plan (SHTCDP). The proposed changes are as follows:

1. Extend the "Town Centre" Zone in accordance with the SHTCDP including a portion of Forrest Circle proposed for closure.
2. Reserve land proposed to link Daylesford Close and Forrest Circle as "Local Road".
3. Increase Density Codings from R20 to R30 & R40 on Lots 6058 & 6059 Eucla Close, as well as providing a "Parks and Recreation" reservation linking Eucla Close to Murdoch Drive.

Background

Amendment of the SHTCDP was approved for final adoption by Council at its Ordinary Council Meeting dated 28 April 2010. Landcorp are a substantial stakeholder of the SHTCDP and key figure in ensuring its implementation. Landcorp have requested the changes to assist in the implementation of the SHTCDP and ensure the land can be developed as envisaged. The proposal also included increased density coding for some land in close proximity to the Town Centre.

Consultation

Should Council resolve to initiate this amendment to TPS 5 as recommended, the documentation is to be submitted to the Environmental Protection Authority (EPA) for consideration pursuant to section 81 of the *Planning and Development Act 2005* (PDA).

Following approval from the Environmental Protection Authority to advertise the amendment, Council is then required pursuant to section 83 of the *Planning and Development Act 2005* to consult persons likely to be affected by the amendment, and advertise the amendment for a minimum of 42 days pursuant to section 84 of the *Planning and Development Act 2005*.

At the completion of this consultation, Council is to consider all submissions and determine whether to adopt the amendment, adopt the amendment with modifications, or not adopt the amendment.

Statutory Implications

The *Planning and Development Act 2005* and the *Town Planning Regulations 1967* provide Council the authority to amend its Local Planning Scheme and establish the procedure required to make this amendment.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications

A Scheme initiation fee of \$1,711.00 was paid on lodgement and deposited into account 10063260 – Town Planning Fees.

Officer's Comment

Whilst the Scheme Amendment is generally supported, the request does provide an opportunity to more effectively zone the land which will provide greater development opportunities and flexibility.

It is therefore recommended that the following changes be required:

1. "Other Purposes" reservation and thin strip of "Residential" adjacent to Daylesford Close be rezoned to "Town Centre"

Reason for change

The majority of this land is currently reserved for drainage purposes however, a drainage study is currently being undertaken to better address drainage needs. By rezoning the land to Town Centre, this will enable the land to be developed. Drainage would still need to be addressed with any application and easements or drainage reserves could still be obtained where necessary to ensure adequate drainage without preventing development of land.

2. "Parks and Recreation" reservation adjacent to Murdoch Drive being rezoned to Residential and coded R30 & R40.

Reason for change

Land currently reserved "Parks and Recreation" (lot 4509) in this area has been identified within the land rationalization plan to be developed in conjunction with the adjoining Lot 6059 and the change of zone is necessary for this to occur. The land proposed by the applicant to be reserved "Parks and Recreation" was to facilitate a PAW linking Eucla Court to Murdoch Drive. Due to the change to the road and pedestrian networks in this area, it is not considered necessary or desirable to have a PAW linking Eucla Court to Murdoch Drive. Therefore this land would be better zoned "Residential" and incorporated into adjoining developments.

3. Land reserved "Parks and Recreation" adjacent to Delamere Place rezoned to "Local Road".

Reason for change

This is a residual portion of Lot 4509 that would be incapable of "Residential" development and provides no "Parks and Recreation" value due to the size. Rezoning to "Local Road" would allow for future pedestrian or vehicle linkages between Delamere Place and Murdoch Drive.

Options

When considering the proposal to initiate the scheme amendment, Council has the following three options:

1. Initiate the scheme amendment as proposed by applicant,
2. Initiate the scheme amendment subject to changes, or
3. Refuse the proposal to initiate the scheme amendment.

It is recommended that Council initiate the Scheme Amendment subject to the changes specified in the officer's comment section of the report.

Attachments

1. Applicants proposed zoning.
2. Proposed zoning incorporating changes recommended by Officer.

201011/008 Council Decision/Officer's Recommendation

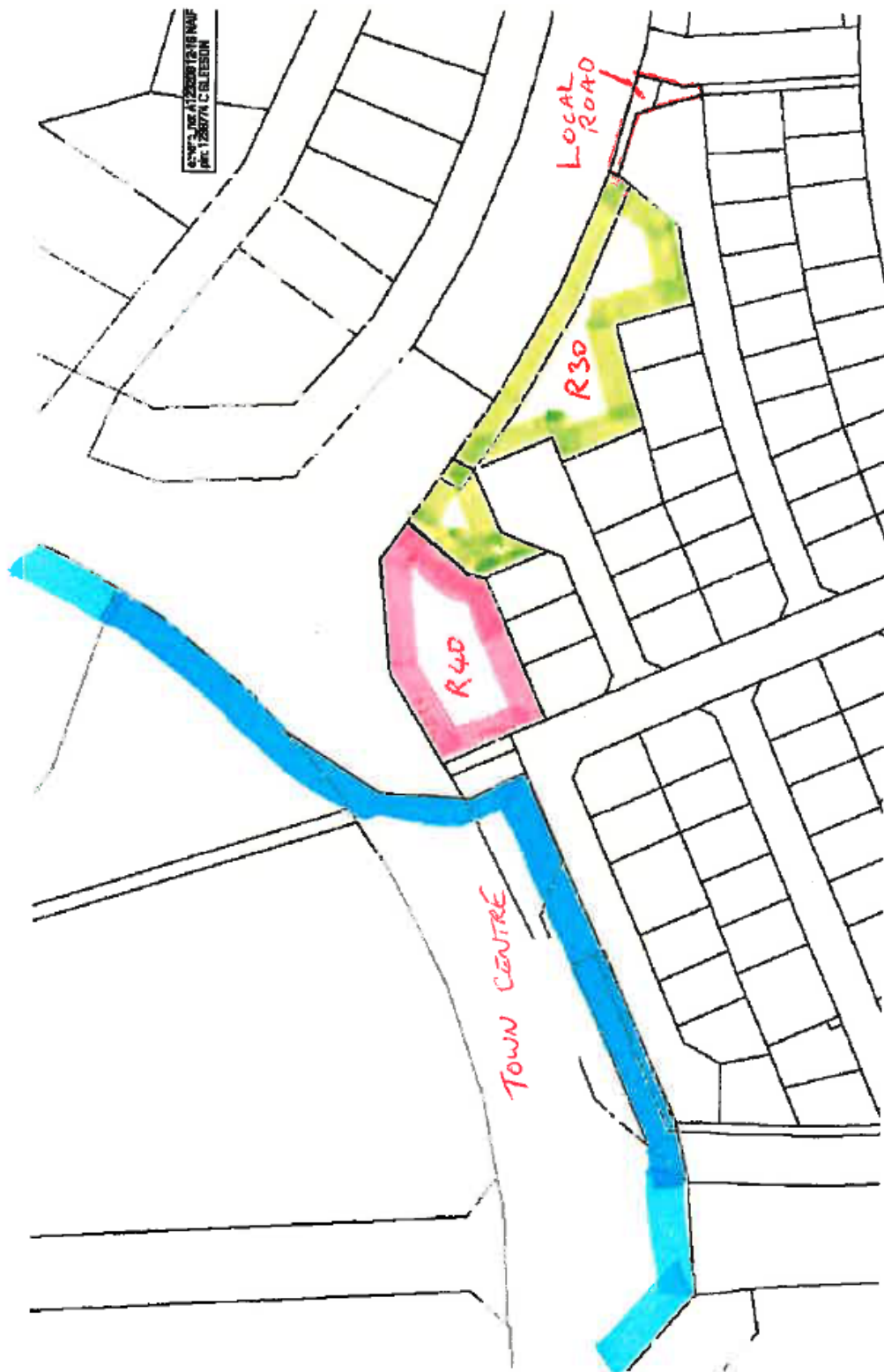
Moved: Cr A A Carter

Seconded: Cr W Dziombak

That Council grants the request from Koltasz Smith on behalf of LandCorp to initiate a scheme amendment to amend the Zoning and Density Codings on a number of sites within the South Hedland Town Centre and the immediate surrounds, subject to the following conditions:

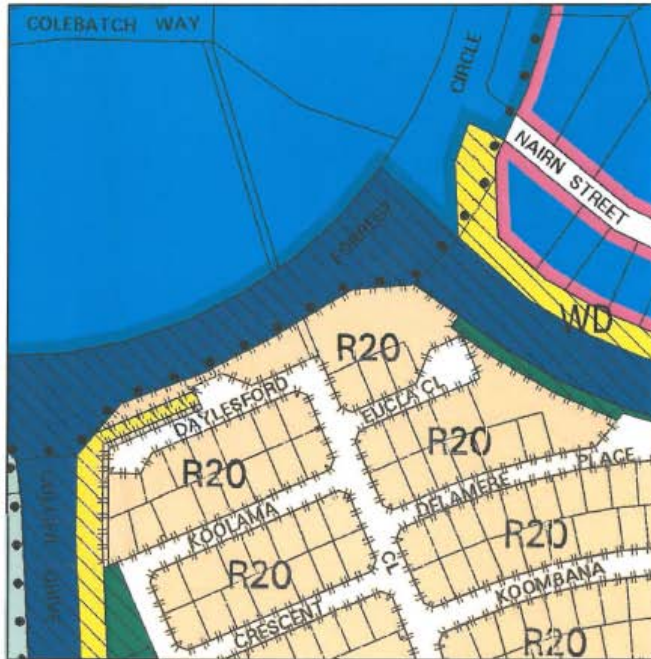
1. Pursuant to Section 75 of the Planning and Development Act 2005 (as amended), initiate a Town Planning Scheme Amendment to the Town of Port Hedland Town Planning Scheme No. 5, by amending Scheme Map 9 – as per Attachment 2,
2. Authorises the Director Regulatory Services to forward the Scheme Amendment documentation to the Environmental Protection Authority,
3. Authorises the Director Regulatory Services to on receipt of permission from the Environmental Protection Authority to advertise the proposed scheme amendment and obtain comments from any relevant authority/person.

CARRIED 7/0



SCHEME AMENDMENT MAP

TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME No. 5
AMENDMENT No. ??



EXISTING ZONING

LEGEND

LOCAL SCHEME RESERVES

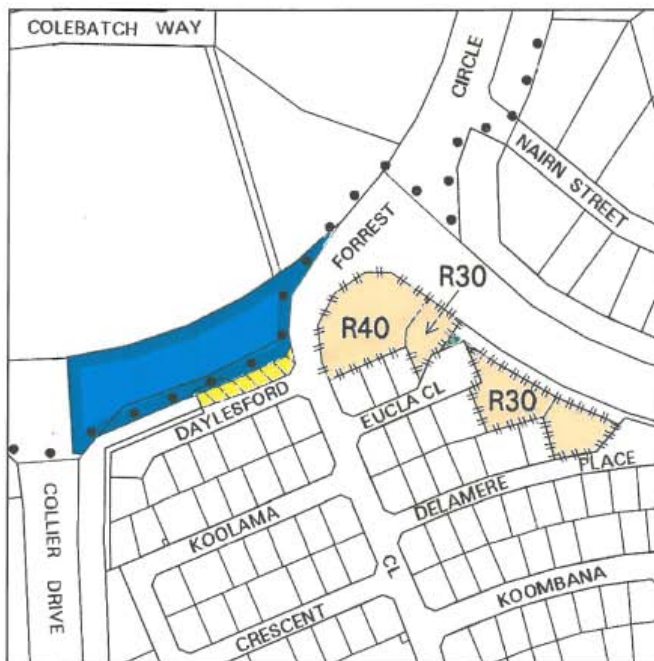
- DISTRICT ROAD
- LOCAL ROAD
- OTHER PUBLIC PURPOSES
- PARKS AND RECREATION

ZONES

- RESIDENTIAL
- MIXED BUSINESS
- TOWN CENTRE
- RURAL

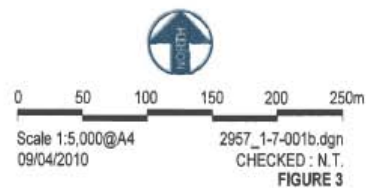
OTHER

- R CODES
- DEVELOPMENT PLAN AREAS



PROPOSED ZONING

DRAFT



11.1.2.5 Proposed Ammonium Nitrate Storage Facility on Lot 503 and Lot 504 (Reserve 30985) Great Northern Highway. (File No.: 802303G)

Officer	Leonard Long Manager Planning
Date of Report	29 June 2010
Application No.	2010/147
Disclosure of Interest by Officer	Nil

Summary

The Town has received an application from Whelans on behalf of Coleman Brothers Pty Ltd, to utilize the newly created Lot 503 and Lot 504 Great Northern Highway for the storage of ammonium nitrate.

The lots form part of a reserve, which in terms of the Port Hedland Town Planning Scheme No.5 is reserved for "Explosive Safety Area".

In terms of Clause 2.2 *Development and Use of Reserves*, any development taking place within a reserve must be considered by Council.

Background

Locality

The newly created lots are located on the northern side of Great Northern Highway, approximately 5km east of its T-junction with Wilson Street.

The lots have a combined frontage of 300m onto the Great Northern Highway, and together measure 8ha.

Current Zoning:

In terms of the Port Hedland Town Planning Scheme No. 5, the lots are located on "Reserve 30985" for the purpose of an "Explosive Safety Area."

In this regard the proposed use, storage of ammonium nitrate is permitted, subject to the approval of Council.

Proposal

Development of the lots will be done in stages, with the initial construction of one shed of approximately 5,000m² on each lot, with an additional shed of a similar size to be constructed at a later stage on each lot.

The development will include an administration office and two amenities building which will consist of a kitchen, bathroom, laundry, dining and recreation area.

Consultation

The application has been circulated internally to obtain comments. As access to the proposed development is off the Great Northern Highway, comments have been requested from Main Roads WA.

All comments/conditions have been included in the officer's recommendation.

The applicant has also through the process of obtaining the land consulted with the following:

1. Orica (adjoining development)
2. Dept' Consumer & Employment Protection

None of which have any objection to the proposed development.

Statutory Implications

In accordance with the Planning and Development Act 2005 the proposed development is subject to the provisions of the TPS5.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 4: Economic Development

Goal 4: Land Development Projects

Strategy 2: Promote and support initiatives that attract new developers, builders and/or trades people to the Town.

Budget Implications

An application fee of \$4,900.00 was paid on lodgment and deposited into account 10063260 – Town Planning Fees.

*Officer's Comment**Need:*

Ammonium nitrate is essential to the operation of the resource sector. With unprecedented growth within the resource sector the demand for ammonium nitrate is increasing.

Currently ammonium nitrate is being brought in over land by truck and occasionally by sea on a regular basis as there is no facility within Port Hedland to store the material.

With the high demand for ammonium nitrate and the lengthy delivery times experienced due to the transportation methods it has become imperative to have a storage facility that can supply the resource sector in a short timeframe.

The development of a storage facility will make it possible to bring in bulk loads of ammonium nitrate via sea, which is currently not possible.

*Desirability:**Proposal*

The proposed development will improve services to the resource sector, and at the same time bring another permanent industry to the Town, thereby further encouraging permanent residence within the town.

In addition the facility will allow for large shipments of ammonium nitrate to be brought through the port. This would result in the reliance of long distance road travel being reduced, which in its own has a positive impact on road safety and road maintenance and reinforces the port's value for imports as well as export trade.

Locality

The location of the site being adjacent to a national highway provides good access without the need for heavy vehicles to utilize the greater Port Hedland road network.

In addition the proposed development is located within a reserve for "Explosive Safety Area", located well away from any sensitive uses or non-compatible uses.

Amenity

Whilst the location of the proposed development along the national highway has advantages, care must be taken to ensure that the development does not detract from the "streetscape".

In this regard it will be required that a bund be constructed to suitably “screen” the development from the Great Northern Highway.

Development Controls

The proposed development is able to comply with all the development controls applicable to the type of use.

In light of the above the application is supported from a Town Planning point of view.

Attachments

1. Locality Plan
2. Site Plan.

201011/009 Council Decision/Officer’s Recommendation

Moved: Cr G J Daccache

Seconded: Cr A A Carter

That Council approves the application submitted by Whelans on behalf of Coleman Brothers Pty Ltd, to utilise the newly created Lot 503 and Lot 504 Great Northern Highway as a “Storage facility/Depot/Laydown Area” for the storage of ammonium nitrate, subject to the following conditions:

1. This approval relates only to the proposed “Shed” on Lot 503 and Lot 504 and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
2. The Town of Port Hedland Town Planning Scheme No. 5 defines ‘Storage Facility/Depot/Laydown Area’ as

‘any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling of prefabricated components of products and includes milk, transport and fuel depots and salvage yards’.
3. Notwithstanding the definition in condition 2, Lot 503 and Lot 504 may only be used for the purpose of storing ammonium nitrate and directly related materials.
4. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only.

5. Prior to occupation of the Storage Facility/Depot/Laydown Area – ammonium nitrate storage facility, the applicant is to apply for and obtain approval for access to the lots from Main Roads Western Australia, to the satisfaction of the Manager Planning.
6. All activities on Lot 503 and Lot 504 are to be carried out in accordance with the requirements of the Department of Mines and Petroleum and Department of Consumer and Employment Protection – Dangerous Goods Branch.
7. An approved effluent disposal system is to be installed to the specification of Environmental Health Services and/or the Health Department of Western Australia to the satisfaction Manager Planning.
8. Any effluent disposal system installed to service the Storage Facility/Depot/Laydown Area is to be a separate system from any other effluent disposal system servicing any other development on this lot.
9. Where petrol, benzene or other inflammable or explosive matter, grease, oil or greasy/oily matter is likely to be discharged, a sealed wash down area and a petrol and oil trap are to be installed and connected to an approved leach drain to the specification of the Health Department of Western Australia to the satisfaction Manager Planning
10. Prior to the submission of a Building Licence Application, written advice is to be submitted to Council demonstrating that the developer has liaised with Main Roads Western Australia (MRWA) with regard to the construction and location of the crossover from Great Northern Highway.
11. The driveways and crossover shall be designed and constructed to specifications of the Manager Technical Services and to the satisfaction of the Manager Planning, prior to the occupation of the Building(s).
12. A minimum of 50 car parking spaces are to be provided in conjunction with the proposed building on each lot (total of 100 car parking bays) to the satisfaction Manager Planning.
13. Car parking bays are to be constructed in accordance with Appendix 8 of Council's Town Planning Scheme No.5, to the satisfaction Manager Planning.

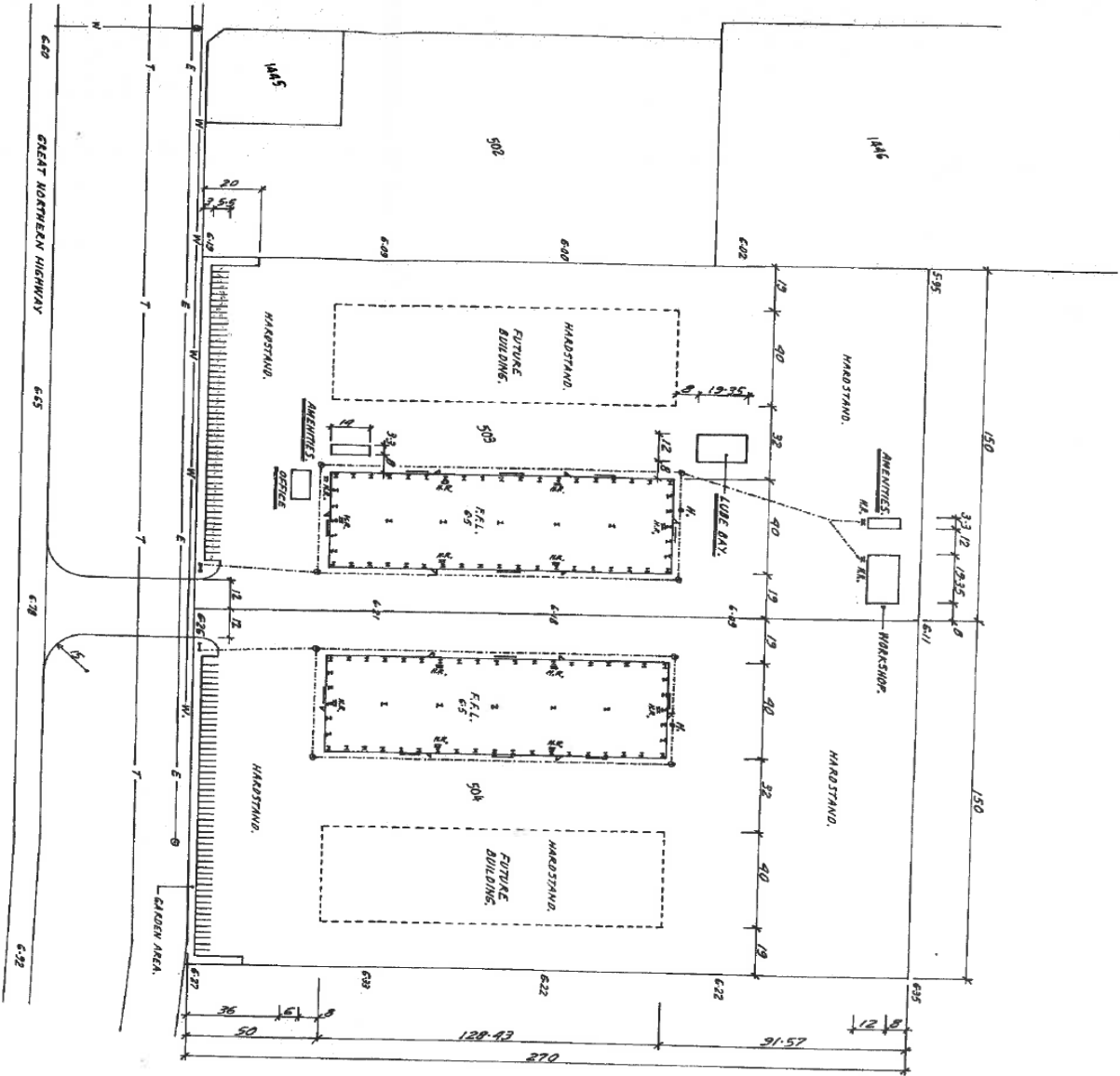
14. In regard to condition 9 and 10, any requirements regarding the crossover design or location requested by the Main Roads Western Australia shall be implemented to their specifications, prior to the use of the subject building and to the satisfaction of the Manager Planning.
15. Within 30 days of this approval, a detailed landscaping and reticulation plan must be submitted to and approved by the Manager Planning. The plan to include a suitably landscaped bund to screen the proposed development from the Great Northern Highway. The plan is to include species and planting details with reference to Council's list of Recommended Low-Maintenance Tree and Shrub Species for General Landscaping included in Council Policy 10/001.
16. Within 60 days, or such further period as may be agreed by the Manager Planning, landscaping and reticulation to be established in accordance with the approved detailed plans to the satisfaction of the Manager Planning.
17. Appropriate dust suppression measures being taken at all times where any operation on the site is likely to generate a dust nuisance to the specification of Engineering Services and Environmental Health Services and the satisfaction Manager Planning.
18. No accommodation or habitation is permitted in the buildings approved as part of this application.
19. Any roof mounted or freestanding plant or equipment such as air conditioning units to be located and/or screened so as not to be visible from beyond the boundaries of the development site.
20. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.
21. Prior to the commencement of any new clearing or earthworks, the applicant/owner shall ensure that there is no sites of aboriginal significance or protected vegetation that will be affected by the proposed works to the satisfaction of the Manager Planning

FOOTNOTES

1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.

2. In regard to condition 15, the bund is to be constructed in such a way that it screens the development from the Great Northern Highway; this may require the bund to be constructed along the side boundaries as well as the road frontage boundary.
3. The applicant/owner is required to lodge an application for a Building Licence under the provisions of the Building Regulations and approval from the Town of Port Hedland before commencing any works whatsoever
4. The developer to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10) metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.
5. Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.

CARRIED 7/0



LEGEND:
 ■ HYDRAKANT & BOOSTER
 * HYDRAKANT
 H HOSE ROLL
 ○ ISOLATION VALVE
 ■ HARDSTAND : 150 MM. ROADBASE
 ■ GARDEN AREA: INITIAL VEGETATION

ITEM	SIZE	SECT.	WT.	LENGTH	Nº

WESTATE DRAFTING & DESIGN SERVICE.
 Unit 17 Victoria Court,
 885 Albany Highway, East Victoria Park, 3982 4841

COLEMAN BROS. PTY. LTD: BULK STOR.
 Lots 503-504 GREAT NORTHERN HIGH
 PORT MELBAND: BLOCK PLAN.

ATTACHMENT
 SHEET NO. 1

11.1.2.6 Proposed Request to Partial Closure of Lot 5545 Reserve 34445 Drainage Reserve – Munda Way, Wedgefield (File No.: 154420G & 802327G)

Officer	Ryan Djanegara Planning Officer
Date of Report	29 June 2010
Application No.	2010/76
Disclosure of Interest by Officer	Nil

Summary

The Town has received a request from Sanmel Contracting Pty Ltd to close a portion of Reserve 34445 (Lot 5545 Munda Way Wedgefield). The request was made so that the portion of land would be used to expand the existing industrial business on Lot 5546, 33 Harwell Way, Wedgefield.

A storm water drainage study has not been conducted for Wedgefield and is therefore recommended that Council not surrender the vesting. A proposed temporary solution is that Council enters into a licence agreement with the adjoining land owners until such time a drainage study is conducted.

The report is presented to Council as the Director Regulatory Services has no delegations to consider applications pertaining to reserves.

Background*Location and Area*

The subject site is located along Harwell and Munda Way, Wedgefield and is approximately 3020m². The site is currently vacant and is owned by the Department of Regional Development and Lands.

Current Zoning

In terms of the Port Hedland Town Planning Scheme No. 5, the subject Reserve is zoned "Industry".

Current Land Use

The land is owned by the Department of Regional Development and Lands and vested in the Town of Port Hedland for drainage purposes.

Proposal

The Town has received a request from Sanmel Contracting Pty Ltd to close a portion of Reserve 34445 (Lot 5545 Munda Way Wedgefield). The request was made by Melissa Macpherson, Director of Sanmel Contracting Pty Ltd, the current landowners of Lot 5546, 33 Harwell Way, Wedgefield.

The Landowner wants to use the reserve for parking and developing a second gate to allow for improved road train ingress and egress from the premises.

Consultation

The proposal has been referred to Council's Engineering Services and has advised the following:

- No structures should be permitted over the land. It is recommended that the land be used for parking and storage purposes, such that the land can be cleared should any drainage issues arise.
- Detailed drainage designs to protect the drainage function of the land will need to be provided and approved prior to the handover of the land.
- All works associated with the preparation of the land should come to no cost of the Council.

Statutory Implications

In accordance with the Planning and Development Act 2005, the proposed development is subject to the provisions of the Port Hedland Town Planning Scheme No. 5.

Policy Implications

Nil

Strategic Planning Implications

The following sections of Council's Plan for the Future 2008-2013 are considered relevant to the proposal:

Key Result Area 1 – Infrastructure

Goal Number 1 – Roads, Footpaths and Drainage

Strategy 1 – Ensure that Council's core community infrastructure assets are being managed appropriately.

Key Result Area 4 – Economic Development

Goal Number 3 – Business Development

That the Town of Port Hedland is recognised as local government authority that works closely with businesses to achieve sustainable economic growth and a broad economic base.

Goal Number 4 – Land Development Projects

Strategy 1 – Fast-track the release and development of commercial, industrial and residential land in a sustainable manner.

Budget Implications

Nil

Officer's Comment*Applicant's Request*

The subject Reserve 34445 (Lot 5455 Munda Way, Wedgefield) was vested in the Town of Port Hedland in 1989, for the purposes of a drainage reserve. In terms of the Port Hedland Town Planning Scheme No. 5 the subject Reserve 34445 is zoned "Industry".

The Town has received a request to partially surrender the Reserve in order to facilitate the future expansion of the adjoining industrial business (Sanmel Contracting Pty Ltd) on Lot 5546 Harwell Way, Wedgefield.

Engineering Services have advised the applicant of the development constraints relating to the use of the Reserve. The applicant is aware of these issues and was planning to use the Reserve for parking.

Justification to permit the utilization of the Reserve

The Reserve is owned by the Department of Regional Development and Lands and vested in the Town of Port Hedland for drainage purposes. It is recommended that Council permit the applicant to use the Reserve 34445 (Lot 5545 Munda Way, Wedgefield) for the following reasons:

- The Reserve has not been well kept or managed. In addition with the lack of lighting and passive surveillance, the site lends itself as a crime and safety issue;
- Due to the lack of industrial land in Wedgefield for businesses to relocate and develop, land vested in Council and currently not being utilized to its full potential should be allowed to be utilized by adjoining properties whilst still being retained for the possible use as a storm water drainage reserve.

It is therefore recommended that Council support the utilization of the Reserve 34445, in its entirety rather than partially.

Lack of Storm Water Drainage Study

A storm water drainage study has not been conducted for the Wedgefield Industrial area. It is therefore uncertain whether the Town should surrender Reserve 34445, without a comprehensive storm water drainage study being undertaken.

License arrangement

A temporary solution is that Council enters into a license agreement with the adjoining land owners. The License can ensure that the land is still retained for storm water drainage purposes whilst allowing the applicant to utilize the land. It is recommended that Council permit the applicant to utilize Reserve 34445 via a License agreement.

Options

Council has the following options for responding to the request to close part of Reserve 34445:

1. To refuse the request to surrender the reserve, and allows the reserve to be licensed to the applicant subject to conditions.
2. To completely surrender the reserve subject conditions.
3. Refuse the request to partially surrender the reserve and retain it exclusively for drainage purposes.

It is recommended that Council refuse the request to surrender the reserve, and allows the reserve to be licensed to the applicant subject to conditions.

Attachments

1. Aerial Photo with reserve area hatched
2. Scheme Map with reserve area hatched
3. Landowner's request letter

Officer's Recommendation

That Council:

1. refuses the request from Sanmel Contracting Pty Ltd to close a portion of Reserve 34445 (Lot 5545 Munda Way Wedgefield); and
2. authorises the Director Corporate Services to negotiate and prepare a licence agreement (at market value) between the Council and the applicant (Sanmel Contracting Pty Ltd) in order to utilize portion of Reserve 34445, Lot 5545 Munda Way, Wedgefield solely for parking purposes for such a period as may be agreed by the Director Engineering Services; and
3. requires the preparation of a license agreement and drainage design for the land to be completed at the licensee's expense.

201011/010 Council Decision

Moved: Cr A A Carter

Seconded: Cr G J Daccache

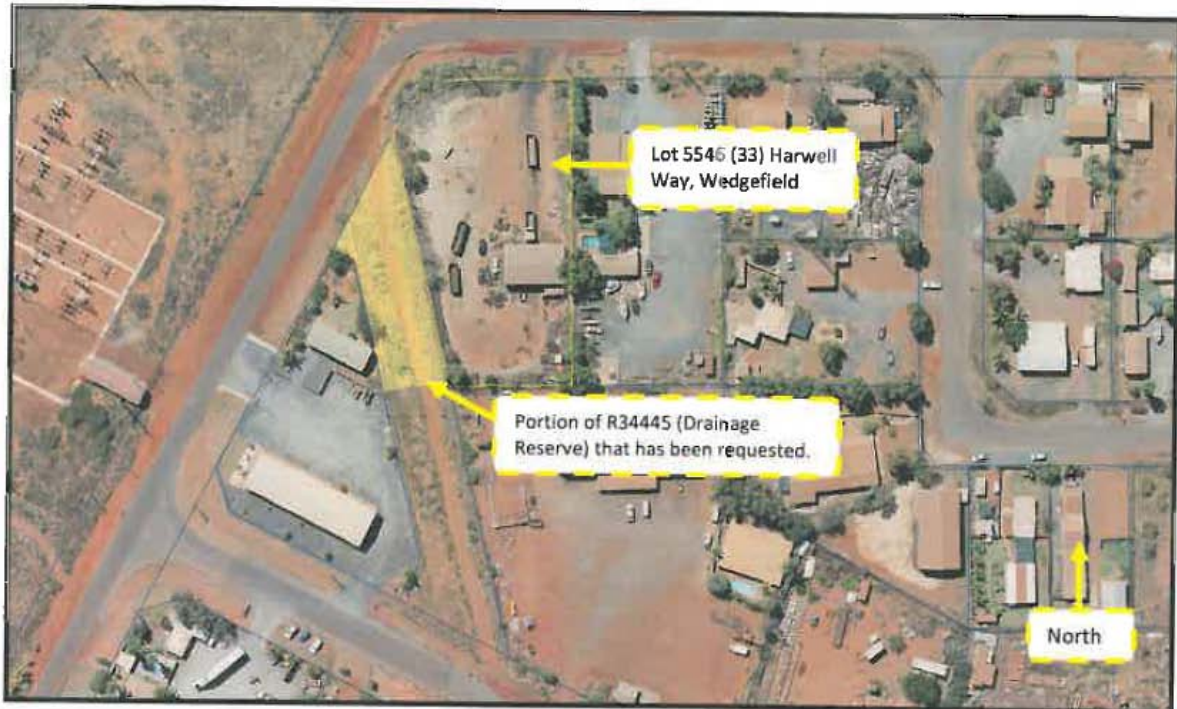
That Council:

1. refuses the request from Sanmel Contracting Pty Ltd to close a portion of Reserve 34445 (Lot 5545 Munda Way Wedgefield); and
2. authorises the Director Corporate Services to negotiate and prepare a licence agreement (at market value) between the Council and the applicant (Sanmel Contracting Pty Ltd) in order to utilise portion of Reserve 34445, Lot 5545 Munda Way, Wedgefield solely for parking purposes for a period period of three (3) months; and
3. requires the preparation of a license agreement and drainage design for the land to be completed at the licensees expense.

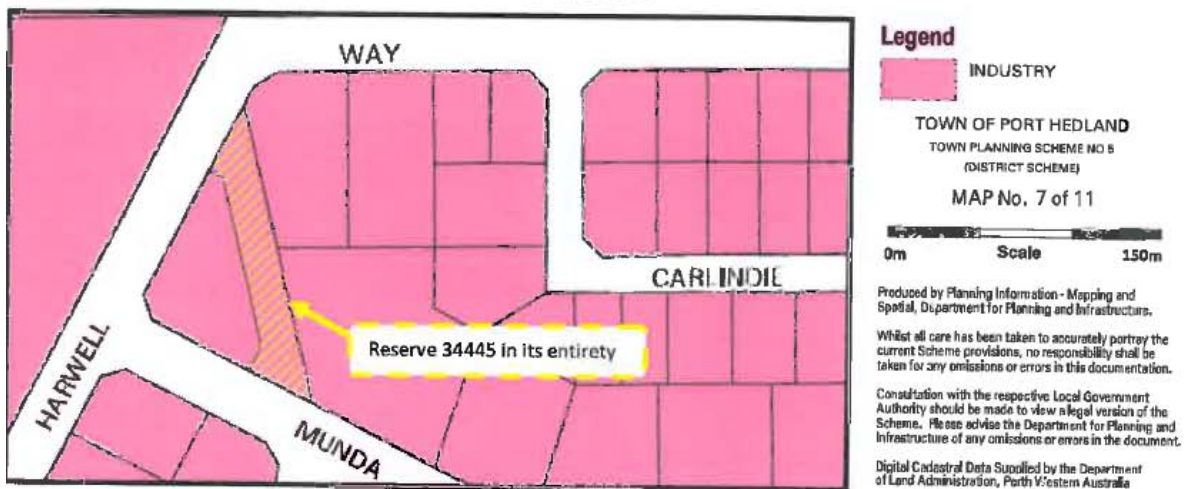
CARRIED 7/0

REASON: Council amended Clause 2 of the Officer's Recommendation to reflect a limited set period of three (3) months for the use of the area for parking.

Attachment 1: Aerial photo with reserve area hatched



Attachment 2: Scheme with entire reserve hatched





SANMEL

Attachment 3 - Applicant's L

Document #: ICR4242
Date: 30.03.2010
Officer: NICHOLE SULLIVAN
File: 154420G

2010/76

A.B.N. 57 121 764 065

P O Box 3156, South Hedland WA 6722

Ph: 08 91402 330 Fx: 08 91402 363

Mobile: 0417 952 478 / 0417 174 910

Email: sanmel@bigpond.com

24 March 2010

Town of Port Hedland
P O Box 41
PORT HEDLAND WA 6721

ATTN: NICOLE SULLIVAN

Dear Nicole,

RE: LOT 5546 HARWELL WAY, WEDGEFIELD

I spoke to you on the 24th February regarding our property at the above address.

We would like to approach the council regarding purchasing a portion on the land at Lot 5545 Harwell Way, Wedgefield.

I have spoken also with Landgate who informed me that the responsible agent is Department for Planning and Infrastructure. When I spoke with them they notified me that we should seek permission from the Town of Port Hedland as that is what is listed under the Management Orders section.

We are aware that the land use at the moment is classified as drainage and we would ensure that there would still be a system for drainage as we have a large amount of culvert pipe which we would install and do not expect that the council would have to do that.

- 2 -

The purpose for wanting this land is that our business has expanded and we would like extra space for this reason.

We are also aware that this request will need to go to the council meeting.

Should there be any problems or questions please do not hesitate contacting myself.

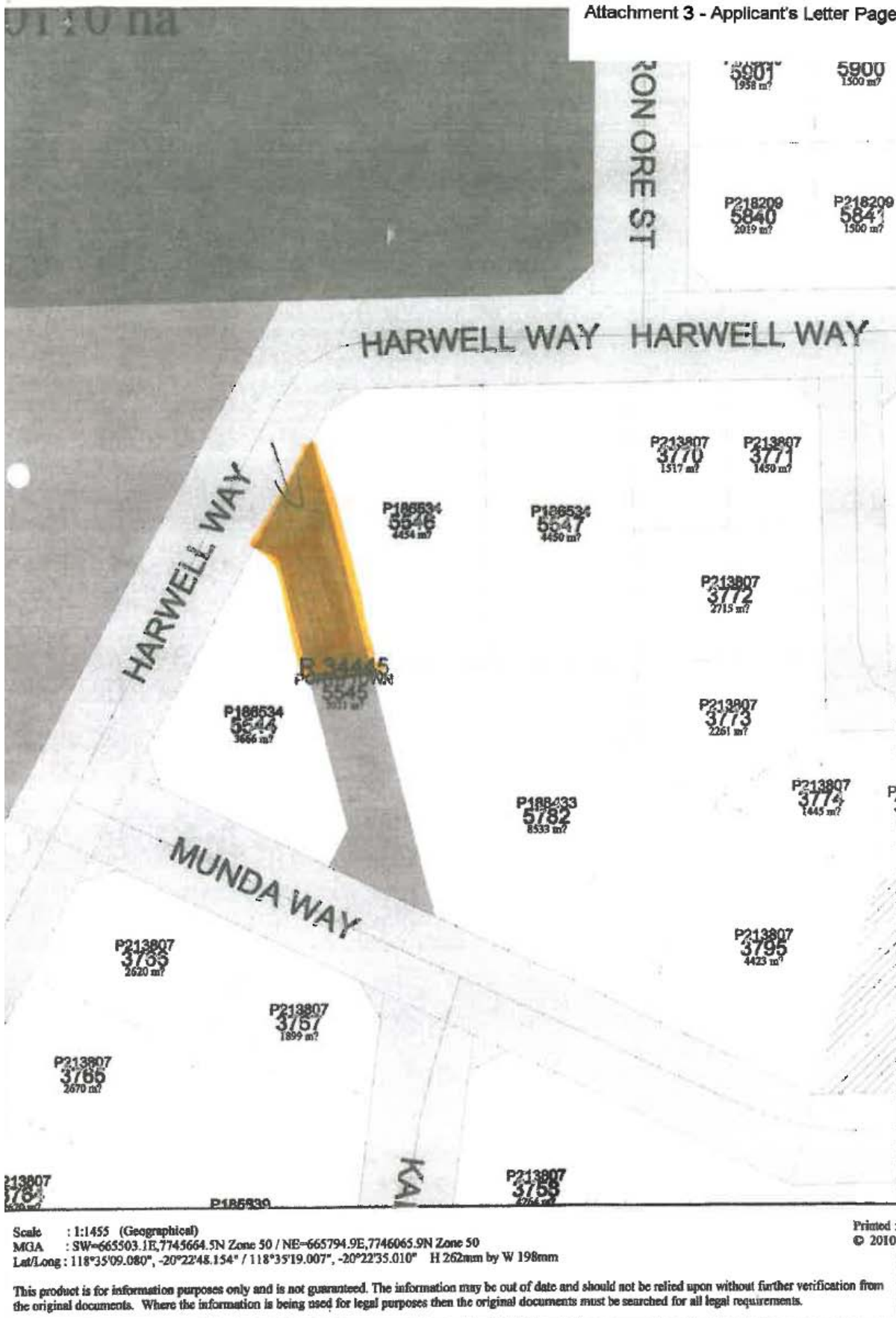
Please find also attached a copy of block situation with the area we would like to purchase outlined and also a copy of the Reserve Enquiry Detail obtained from Landgate.

Regards



Melissa Macpherson
Director

Attachment 3 - Applicant's Letter Page



11.1.2.7 Proposed Amendment 24 to the Town of Port Hedland Town Planning Scheme No. 5 to Facilitate the Wedgefield Industrial Estate, and the Adoption of the Wedgefield Industrial Estate Development Plan (File No.: 18/09/0031)

Officer	Leonard Long Manager Planning
Date of Report	1 July 2010
Application No.	2009/756
Disclosure of Interest by Officer	Nil

Summary

In January 2010, Council initiated Scheme Amendment 31 which aimed to facilitate The Wedgefield Industrial Estate Development Plan.

The development plan has been advertised in accordance with the Port Hedland Town Planning Scheme No. 5 and the Scheme Amendment forwarded to the Environmental Protection Authority (EPA) and advertised in accordance with the relevant legislation.

This report seeks Council's approval to finalise both the Scheme Amendment and the development plan.

Background

The Land Use Master Plan (LUMP) was adopted by Council to guide the growth and development of the Town over the next 20 – 25 years. Section 3.2 of the Land Use Master Plan identified a short supply of four types of industrial land within Port Hedland; being noxious uses, transport related business, light industry and mixed business.

The Land Use Master Plan established the following policies for industrial development:

“2.4(a) Contain the spread of industrial uses in well planned, orderly precincts that are located to take advantage of existing infrastructure wherever possible, to support existing industrial development, and to avoid conflicts with adjacent land uses.

2.4(b) Identify appropriate locations for different types of industrial uses, promoting synergies among related businesses and avoiding conflicts between noxious and light industrial uses.

2.4(c) Establish high standards of design and construction quality and landscape development to protect the “view from the road” on

Great Northern Highway and the entries to South Hedland, Wedgefield and the Port Area.”

The Land Use Master Plan made the following recommendations in regard to Wedgefield:

“Rezone the Wedgefield Special Control Area to Light Industry, making noxious uses “non-conforming”, and converting existing general industrial uses to “additional uses” for a period of ten years from the date that new land suitable for general industrial use is released for development. Following this 10 year period, all general industrial uses in Wedgefield also become non-conforming.”

This Scheme Amendment and development plan is a direct result of what has been envisaged by Council through the Land Use Master Plan.

Consultation

Scheme Amendment

In accordance with the Town Planning Regulations 1967, the proposed scheme amendment has been advertised and circulated as follows:

- North West Telegraph – 26/05/2010 & 09/06/2010
- Notification on information board at the Civic Centre 26/05/2010 until 30th June 2010
- Written notification to – Telstra, Water Corporation, Port Hedland Port Authority, LandCorp, Horizon Power

Development Plan

The proposed Development has been advertised in accordance with clause 4.3 of the Port Hedland Town Planning Scheme No. 5.

- North West Telegraph – 15/05/2010

As a result of the above advertising/circulation, the following comment from Water Corporation was the only submission received:

“With respect to the Amendment above, although the Water Corporation doesn’t object in principle this proposed rezoning can’t fully be supported at this point in time as the Water Corporation is currently revising the water planning for Port Hedland, South Hedland and Wedgefield.”

Planning Department Comment

Whilst the concerns of the Water Corporation are noted, the area has officially been identified since September 2008 for industrial purposes.

Should Council resolve to adopt both the scheme amendment and the development plan, development in the area will still be sometime away.

Given the enormous demand for both residential and industrial land the Town cannot afford to wait for services to be installed and should rather by way of adopting the scheme amendment and the development plan encourage the installation of services sooner rather than later.

Therefore, the application should be adopted without any modifications.

Statutory Implications

Scheme Amendment

- Council is able to amend the Town Planning Scheme pursuant to part 5 of the Planning and Development Act 2005 (as amended)
- The Town Planning Regulations 1967 establish the procedure required to amend a Town Planning Scheme. The proposal is consistent with that procedure.

Development Plan

- Town Planning Scheme No. 5, requires that Development Plans be advertised in accordance with the requirements of sub clauses 4.3.3 and 4.3.4 which state:
- *“4.3.3 Where the Council is required or decides to give notice of an application for planning approval the Council shall:*
 - (a) determine a submission period of not less than 14 days which is appropriate to the potential impact of the development and takes into account calendar events which may detract from the effective advertising of the proposal or the preparation of submissions,*
 - (b) determine the level of notice required as one or more of the following:*
 - (i) serving notice of the proposed development, adequately describing and illustrating the proposal, on the owners and occupiers as likely to be affected by the granting of planning approval, stating that submissions may be made to the Council within the submission period,*
 - (ii) publishing notice of the proposed development, adequately describing and illustrating the proposal, in a local newspaper circulating in the Scheme area stating that submissions may be made to the Council within the submission period, which may be 14 days or longer*

as determined by Council pursuant to subclause 4.3.3 (a), and

(iii) erecting a sign or signs displaying notice of the proposed development, adequately describing and illustrating the proposal, in a conspicuous position on the land for the duration of the submission period,

(c) give notice of the proposed development in accordance with its determination pursuant to subclause 4.3.3 (b).

4.3.4. The Council may require that further plans, sketches, scale models, photographs or other similar aids to explain the proposal, are deposited at the offices of the Council for viewing during normal office hours for the duration of the submission period. All costs associated with the advertising and display of a proposed development shall be borne by the applicant."

Policy Implications

Scheme Amendment

Nil

Development Plan

The South Hedland Town Centre Development Plan, upon endorsement, is required to be included in the Town of Port Hedland Local Planning Policy Manual as a policy statement.

Strategic Planning Implications

Key Result Area 4: Economic Development

Goal 4: Land Development Projects

Strategy 1: Fast-track the release and development of commercial, industrial and residential land in a sustainable manner including:

- LandCorp's Various Industrial Land Release programs

Budget Implications

The applicant has paid \$1,650 for the initiation of the amendment scheme.

Should Council resolve to adopt the amendment, the applicant will be invoiced for an additional \$1,711.00 as per Councils adopted Fees and Charges.

Officer's Comment

The Land Use Master Plan identified a short supply of four types of industrial land within Port Hedland being:

- noxious uses – including operations that generate excessive noise, odour, dust or other negative impacts;
- transportation-related businesses – that operate over-sized equipment and need immediate access to various kinds of specialised services such as refuelling and tyre replacement depots, truck washes or maintenance yards;
- light industry – including construction yards, prefabricators and mechanical maintenance and repairs – similar to the array of small businesses that make up much of Wedgefield; and
- mixed businesses – including showrooms, warehousing, car and boat sales yards – the type of large scale retail and service activities that are inappropriate in a town centre.

The new zones to be created are Light Industry and Transport Development. The intent of the Light Industry zone is to provide land for the purpose of generally small scale industrial development, which exhibit a high standard of design and environmental performance in terms of amenity, noise, emissions and generation of vehicular traffic. The purpose of the Transport Development zone is to accommodate the operation of over-sized equipment and services supporting the transport industry.

It is important to note that the proposed Wedgefield Industrial Development Plan has been developed to facilitate the expansion of Wedgefield for Light and Transport related industries in accordance with the Land Use Master Plan. It will not provide for noxious uses and general industry uses. It is acknowledged that there is pressure to release land for these purposes, however, this land is not appropriate for such purposes. Permitting noxious and general industry uses would conflict with policy 2.4(a) and 2.4(b) of the LUMP and the recommendation for Wedgefield, which are as follows:

“2.4(a) Contain the spread of industrial uses in well planned, orderly precincts that are located to take advantage of existing infrastructure wherever possible, to support existing industrial development, and to avoid conflicts with adjacent land uses.

2.4(b) Identify appropriate locations for different types of industrial uses, promoting synergies among related businesses and avoiding conflicts between noxious and light industrial uses.

Rezone the Wedgefield Special Control Area to Light Industry, making noxious uses “non-conforming”, and converting existing general industrial uses to “additional uses” for a period of ten years from the date that new land suitable for general industrial use is released for development. Following this 10-year period, all

general industrial uses in Wedgefield also become non-conforming.”

Attachments

1. Scheme Amendment Documentation
2. Development PLaN

Officer’s Recommendation

That Council:

1. adopts the amendment to the Town Planning Scheme No.5, Scheme Amendment 24, without any modifications; and
2. the following Schedule of Submission and recommendations be forwarded to the Western Australian Planning Commission for the Minister’s consideration:

Author	Date	Comment
Telstra		No comment
Water Corporation		<p>“With respect to the amendment above, although the Water Corporation doesn’t object in principle this proposed rezoning can’t fully be supported at this point in time as the Water Corporation is currently revising the water planning for Port Hedland, South Hedland and Wedgefield.</p> <p>Water Currently the Water Corporation is assessing the issues of limited capacity in the water source and water supply scheme within Port Hedland, South Hedland and Wedgefield. This area subject to this rezoning has been included in the review of the Water Supply Scheme, the extent and timing of upgrades are yet to be determined to cater for the proposed new developments and these upgrades may require funding.</p> <p>Waste Water The existing adjoining Wedgefield industrial area is not served by a sewer scheme. The Water Corporation recommends that development in</p>

		Industrial areas in country towns are developed without a connection to the reticulated wastewater scheme for the town as there is a high risk of contamination of the scheme because of the relatively low volumes within these country wastewater schemes.”
Horizon Power		No comment
Port Authority		No comment

3. forward all required documentation to the Western Australia Planning Commission for Ministerial Consent in accordance with the Town Planning Regulations 1967 (as amended); and
4. authorises the Mayor and Chief Executive Officer, to execute three (3) copies of the amendment documents in accordance with the Town Planning Regulations 1967 (as amended), including the fixing of the Council’s seal in the event that the Minister for Planning and Infrastructure approves the Amendment without modification; and
5. invoices the applicant an amount of \$1,711.00 as per Councils adopted Fees and Charges; and
6. endorses the South Hedland Town Centre Development Plan subject to the following modifications:
 - a. The Development Plan is to incorporate the land to the north of the subject area south of the proposed Highway; and
7. advises RPS Koltasz Smith Town Planners that subject to the revised plan being received and approved by the Chief Executive Officer or his nominated representative that the Development Plan will be:
 - a. included within the Town of Port Hedland Local Planning Policy Manual in accordance with Clause 5.2.2 of Town Planning Scheme No. 5; and
 - b. forwarded to the Western Australian Planning Commission for the adoption in accordance with Clause 5.2.7 of Town Planning Scheme No. 5;

201011/011 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr W Dziombak

That Agenda Item 11.1.2.7 'Proposed Amendment 24 to the Town of Port Hedland Town Planning Scheme No. 5 to Facilitate the Wedgefield Industrial Estate, and the Adoption of the Wedgefield Industrial Estate Development Plan' lay on the table for further discussion by Council.

CARRIED 7/0

REASON: Council sought to have further discussion relating to the Wedgefield Industrial Estate Development Plan, prior to considering it formally.

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5 – AMENDMENT NO. 24

RESOLVED that the local government, in pursuance of Section 75 of the Planning and Development Act 2005, amend the above Local Planning Scheme by:

1. Rezoning Lots 300, 301, 5871 and 5872 Schillaman Street currently zoned "Transient Workforce Accommodation R20" and Lot 5858 Schillaman Street reserved "Parks and Recreation" to "Industry" zone as depicted on the amendment map.
2. Rezoning the land generally bound by Great Northern Highway, Pinga Street, and the boundary of the Port Hedland Port Authority land currently reserved for "Other Purpose – Infrastructure", "Parks and Recreation" and "Local Road" and "State and Regional Road" and "Transient Workforce Accommodation R20" to "Transport Development" zone as depicted on the amendment map.
3. Rezoning the land generally bound by Wallwork Road, The Port Hedland – Goldworthy Railway, Cajarina Road and Great Northern Highway currently reserved for "Other Purpose – Infrastructure" and "State and Regional Road" to "Light Industry" zone as depicted on the amendment map.
4. Amending the Scheme text by:
 - i). Inserting section "3.1 (c) iv. Transport Development"
 - ii). Inserting section "3.1 (c) v. Light Industry"
 - iii). Amending section 3.2.3 to read "Notwithstanding the provisions of 3.2.2, development may only be permitted within the Urban Development, Industrial Development or Transport Development zones where:
 - (a) A Development Plan has been adopted for the subject land and the development is in accordance with the plan: or
 - (b) Council has resolved that a Development Plan is not required."
 - iv). Inserting section "5.2.1 (g) Transport Development zone"
 - v). Inserting section "5.2.1 (h) Light Industry zone"
 - vi). Amending section 6.7.1 to read "In determining applications for planning approval within the Strategic Industry, Industry, Industrial Development, Transport Development and Light Industry

zones, Council shall have regard to any relevant Council Policy Statement adopted under Part V of the Scheme."

vii). Amending section 6.7.2 to read "In considering planning applications within the Strategic Industry, Industry, Industrial Development, Transport Development and Light Industry zones, Council shall have regard for the:

- (a) compatibility of uses,
- (b) potential impact of the proposal on the efficient and effective operations of the existing and planning industry, infrastructure or public purpose, and
- (c) risks, hazards, health and amenity associated with the proposed use being located in proximity to existing and planned industry, infrastructure or public purpose or any other use."

viii). Amending section 6.7.8 to read "When considering applications for planning approval in the Industry, Industrial Development, Transport Development and Light Industry zones Council shall require any buildings to:

- (a) Be set back a minimum of six metres from the front boundary,
- (b) Cover no more than fifty percent of the lot,
- (c) Include building facades comprised of materials to Council's satisfaction,
- (d) Include on-site car parking, wholly or partly within the setback area, with a minimum of one car parking bay for each person employed or normally engaged on the site plus three visitor bays, unless otherwise stipulated in Appendix 7 or section 6.13,
- (e) Provide for the storage of materials not within the front setback unless for a temporary period as determined by Council, and
- (f) Have regard for any other development standard contained in the Policy Manual."

ix). Inserting as section 6.7:

Transport Development Zone

6.7.15 The purpose of the Transport Development zone is to accommodate the operation of over-sized equipment and services supporting the transport industry.

6.7.16 When considering applications within the Transport Development zone, in addition to the requirements of 4.5, Council must have regard to the following:

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

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

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

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

Light Industry Zone

6.7.20 The purpose of the Light Industry zone is to accommodate for a range of generally small scale industrial development, which exhibit a relatively high standard of design and environmental performance in terms of amenity, noise, emissions and generation of vehicular traffic.

6.7.21 All development requirements related to the Industry zone also apply to the Light Industry zone.

6.7.22 Council may prepare, or require to be prepared, a Development Plan for land within the Light Industry zone. The provisions of subclauses 5.2.2 to 5.2.11 of the Scheme shall apply in relation to the adoption, approval, modification and implementation of any such plan.

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

- x). Amending section 6.14.5 to read "Within the Industry, Industrial Development, Transport Development and Light Industry zones, any outside area which Council considers may become untidy or is currently untidy when visible from the street shall be screened by a wall, fence or planting, including gates where access is required, to the satisfaction of Council."

- xi). Renumbering the subsequent sections accordingly;
- xii). Inserting the following rows and columns in the Zoning Table and renumbering the Use Classes accordingly:

ZONING TABLE		Transport Development	Light Industry
Residential			
1	Aged or Dependent Persons Dwelling	~	~
2	Ancillary Accommodation	~	~
3	Caretaker's Dwelling	~	~
4	Grouped Dwelling	~	~
5	Holiday Accommodation	~	~
6	Home Occupation	~	~
7	Hotel	~	~
8	Motel	~	~
9	Movable Dwelling	~	~
10	Multiple Dwelling	~	~
11	Residential Building	~	~
12	Rural Settlement	~	~
13	Single House	~	~
14	Transient Workforce Accommodation	~	~
Industry			
15	Abattoir	~	~
16	Agriculture	~	~
17	Arts and Crafts Centre	~	~
18	Intensive Agriculture	~	~
19	Fuel Depot	AA	~
20	Harbour Installation	AA	~
21	Hire Service (Industrial)	P	AA
22	Industry – Cottage	~	P
23	Industry – Extractive	~	~
24	Industry – General	~	~
25	Industry – Light	~	P
26	Industry – Noxious	~	~
27	Industry – Rural	SA	~
28	Industry – Service	~	AA
29	Industry – Resource Processing	~	~
30	Industry - Transport	AA	~
31	Infrastructure	AA	AA
32	Stockyard	~	~
33	Storage Facility/Depot/Laydown Area	SA	~
34	Container Park	P	~
35	Distribution Centre	P	AA
36	Transport Depot	P	~
37	Truck Stop	SA	~
Commerce			
38	Aerodrome	~	~
39	Display Home Centre	~	AA
40	Dry Cleaning	~	P
41	Market	~	AA

42	Motor Vehicle and/or Marine Repair	AA	AA
43	Motor Vehicle and/or Marine Sales or Hire	SA	AA
44	Motor Vehicle and/or Marine Service Station	AA	SA
45	Motor Vehicle and/or Marine Wrecking	~	~
46	Motor Vehicle Wash	AA	AA
47	Office	IP	IP
48	On-site Canteen	IP	IP
49	Outdoor Display	IP	IP
50	Reception Centre	~	~
51	Restaurant (includes café)	~	~
52	Restricted Premises	~	AA
53	Shop	~	~
54	Showroom	~	AA
55	Take-away Food Outlet	~	SA
56	Warehouse	AA	P
Health, Welfare & Community Services			
57	Carpark	P	AA
58	Child Care Service	~	~
59	Community Use	~	~
60	Consulting Rooms	~	~
61	Education Establishment	~	AA
62	Emergency Services	~	AA
63	Funeral Parlour	~	AA
64	Hospital	~	~
65	Juvenile Detention Centre	~	~
66	Medical Centre	~	~
67	Nursing Home	~	~
68	Place of Animal Care	~	SA
69	Place of Public Meeting, Assembly or Worship	~	~
70	Prison	~	~
71	Public Mall	~	~
72	Public Utility	P	P
Entertainment, Recreation & Culture			
73	Equestrian Centre	~	~
74	Entertainment Venue	~	SA
75	Private Recreation	~	AA
76	Public Recreation	~	AA

The symbols used in the zoning table have the following meanings:

- P The development is permitted by the Scheme
- AA The development is not permitted unless the Council has granted planning approval
- SA The development is not permitted unless the Council has granted planning approval after giving notice in accordance with clause 4.3
- IP The development is not permitted unless the use to which it is put is incidental to the predominant use as decided by Council
- ~ A development that is not permitted by the Scheme

xiii). Inserting the following definitions in Appendix I – Definitions

“container park” means land, including outbuildings, used for the receiving, interim storage and forwarding of containers used for the transporting of equipment, goods and products, materials or similar either by sea, road or rail transport.

“distribution centre” means regional premises, building and land, used for the receipt and wholesale distribution of retail goods and products by air, sea, road or rail to retail, showroom and warehouse outlets.

“fuel depot” means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel, but does not include a service station and specifically excludes the sale by retail.

“industry – transport” means an industry which involves road, rail, air or sea freight transportation and includes supporting transport related industries providing services including fabrication and/or engineering of parts and components to the transport industry.

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

“truck stop” means land used for the parking of motor vehicles used for carrying goods, and may include facilities for ancillary accommodation of drivers and the retail sale of petroleum products and convenience goods, but excludes the garaging, management, and repair of any motor vehicle.

xiv). Amending the **“storage facility/depot/laydown area”** definition in Appendix I - Definitions to read:

“storage facility/depot/laydown area” – any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling of prefabricated components of products and includes milk depots, earthworks contracting yards and salvage yards.

xv). Amending Appendix 5 – Development Plan Areas to show the **“Wedgefield Industrial Estate”** as per the modified Appendix 5 – Development Plan Areas plan.

xvi). Amending the Scheme Map accordingly.

Dated this.....day of.....201

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF PORT HEDLAND

TOWN PLANNING SCHEME NO. 5

AMENDMENT NO. 24

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. Rezoning Lots 300, 301, 5871 and 5872 Schillaman Street currently zoned "Transient Workforce Accommodation R20" and Lot 5858 Schillaman Street reserved "Parks and Recreation" to "Industry" zone as depicted on the amendment map.
2. Rezoning the land generally bound by Great Northern Highway, Pinga Street, and the boundary of the Port Hedland Port Authority land currently reserved for "Other Purpose – Infrastructure", "Parks and Recreation" and "Local Road" and "State and Regional Road" and "Transient Workforce Accommodation R20" to "Transport Development" zone as depicted on the amendment map.
3. Rezoning the land generally bound by Wallwork Road, The Port Hedland – Goldworthy Railway, Cajarina Road and Great Northern Highway currently reserved for "Other Purpose – Infrastructure" and "State and Regional Road" to "Light Industry" zone as depicted on the amendment map.
4. Amending the Scheme text by:
 - i). Inserting section "3.1 (c) iv. Transport Development"
 - ii). Inserting section "3.1 (c) v. Light Industry"
 - iii). Amending section 3.2.3 to read "Notwithstanding the provisions of 3.2.2, development may only be permitted within the Urban Development, Industrial Development or Transport Development zones where:
 - (a) A Development Plan has been adopted for the subject land and the development is in accordance with the plan; or
 - (b) Council has resolved that a Development Plan is not required."
 - iv). Inserting section "5.2.1 (g) Transport Development zone"
 - v). Inserting section "5.2.1 (h) Light Industry zone"
 - vi). Amending section 6.7.1 to read "In determining applications for planning approval within the Strategic Industry, Industry, Industrial Development, Transport Development and Light Industry

zones, Council shall have regard to any relevant Council Policy Statement adopted under Part V of the Scheme."

vii). Amending section 6.7.2 to read "In considering planning applications within the Strategic Industry, Industry, Industrial Development, Transport Development and Light Industry zones, Council shall have regard for the:

- (a) compatibility of uses,
- (b) potential impact of the proposal on the efficient and effective operations of the existing and planning industry, infrastructure or public purpose, and
- (c) risks, hazards, health and amenity associated with the proposed use being located in proximity to existing and planned industry, infrastructure or public purpose or any other use."

viii). Amending section 6.7.8 to read "When considering applications for planning approval in the Industry, Industrial Development, Transport Development and Light Industry zones Council shall require any buildings to:

- (a) Be set back a minimum of six metres from the front boundary,
- (b) Cover no more than fifty percent of the lot,
- (c) Include building facades comprised of materials to Council's satisfaction,
- (d) Include on-site car parking, wholly or partly within the setback area, with a minimum of one car parking bay for each person employed or normally engaged on the site plus three visitor bays, unless otherwise stipulated in Appendix 7 or section 6.13,
- (e) Provide for the storage of materials not within the front setback unless for a temporary period as determined by Council, and
- (f) Have regard for any other development standard contained in the Policy Manual."

ix). Inserting as section 6.7:

Transport Development Zone

6.7.24 The purpose of the Transport Development zone is to accommodate the operation of over-sized equipment and services supporting the transport industry.

6.7.25 When considering applications within the Transport Development zone, in addition to the requirements of 4.5, Council must have regard to the following:

- d) the purpose of the zone;
- e) consideration to the size of vehicles, with a preference for larger vehicles;
- f) preference to industries supporting the transport and heavy vehicle industry.

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

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

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

Light Industry Zone

6.7.29 The purpose of the Light Industry zone is to accommodate for a range of generally small scale industrial development, which exhibit a relatively high standard of design and environmental performance in terms of amenity, noise, emissions and generation of vehicular traffic.

6.7.30 All development requirements related to the Industry zone also apply to the Light Industry zone.

6.7.31 Council may prepare, or require to be prepared, a Development Plan for land within the Light Industry zone. The provisions of subclauses 5.2.2 to 5.2.11 of the Scheme shall apply in relation to the adoption, approval, modification and implementation of any such plan.

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

- x). Amending section 6.14.5 to read "Within the Industry, Industrial Development, Transport Development and Light Industry zones, any outside area which Council considers may become untidy or is currently untidy when visible from the street shall be screened by a wall, fence or planting, including gates where access is required, to the satisfaction of Council."

- xi). Renumbering the subsequent sections accordingly;
- xii). Inserting the following rows and columns in the Zoning Table and renumbering the Use Classes accordingly:

ZONING TABLE		Transport Development	Light Industry
Residential			
1	Aged or Dependent Persons Dwelling	~	~
2	Ancillary Accommodation	~	~
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4	Grouped Dwelling	~	~
5	Holiday Accommodation	~	~
6	Home Occupation	~	~
7	Hotel	~	~
8	Motel	~	~
9	Movable Dwelling	~	~
10	Multiple Dwelling	~	~
11	Residential Building	~	~
12	Rural Settlement	~	~
13	Single House	~	~
14	Transient Workforce Accommodation	~	~
Industry			
15	Abattoir	~	~
16	Agriculture	~	~
17	Arts and Crafts Centre	~	~
18	Intensive Agriculture	~	~
19	Fuel Depot	AA	~
20	Harbour Installation	AA	~
21	Hire Service (Industrial)	P	AA
22	Industry – Cottage	~	P
23	Industry – Extractive	~	~
24	Industry – General	~	~
25	Industry – Light	~	P
26	Industry – Noxious	~	~
27	Industry – Rural	SA	~
28	Industry – Service	~	AA
29	Industry – Resource Processing	~	~
30	Industry - Transport	AA	~
31	Infrastructure	AA	AA
32	Stockyard	~	~
33	Storage Facility/Depot/Laydown Area	SA	~
34	Container Park	P	~
35	Distribution Centre	P	AA
36	Transport Depot	P	~
37	Truck Stop	SA	~
Commerce			
38	Aerodrome	~	~
39	Display Home Centre	~	AA
40	Dry Cleaning	~	P
41	Market	~	AA

42	Motor Vehicle and/or Marine Repair	AA	AA
43	Motor Vehicle and/or Marine Sales or Hire	SA	AA
44	Motor Vehicle and/or Marine Service Station	AA	SA
45	Motor Vehicle and/or Marine Wrecking	~	~
46	Motor Vehicle Wash	AA	AA
47	Office	IP	IP
48	On-site Canteen	IP	IP
49	Outdoor Display	IP	IP
50	Reception Centre	~	~
51	Restaurant (includes café)	~	~
52	Restricted Premises	~	AA
53	Shop	~	~
54	Showroom	~	AA
55	Take-away Food Outlet	~	SA
56	Warehouse	AA	P
Health, Welfare & Community Services			
57	Carpark	P	AA
58	Child Care Service	~	~
59	Community Use	~	~
60	Consulting Rooms	~	~
61	Education Establishment	~	AA
62	Emergency Services	~	AA
63	Funeral Parlour	~	AA
64	Hospital	~	~
65	Juvenile Detention Centre	~	~
66	Medical Centre	~	~
67	Nursing Home	~	~
68	Place of Animal Care	~	SA
69	Place of Public Meeting, Assembly or Worship	~	~
70	Prison	~	~
71	Public Mall	~	~
72	Public Utility	P	P
Entertainment, Recreation & Culture			
73	Equestrian Centre	~	~
74	Entertainment Venue	~	SA
75	Private Recreation	~	AA
76	Public Recreation	~	AA

The symbols used in the zoning table have the following meanings:

- P** The development is permitted by the Scheme
- AA** The development is not permitted unless the Council has granted planning approval
- SA** The development is not permitted unless the Council has granted planning approval after giving notice in accordance with clause 4.3
- IP** The development is not permitted unless the use to which it is put is incidental to the predominant use as decided by Council
- ~** A development that is not permitted by the Scheme

xiii). Inserting the following definitions in Appendix I – Definitions

“container park” means land, including outbuildings, used for the receiving, interim storage and forwarding of containers used for the transporting of equipment, goods and products, materials or similar either by sea, road or rail transport.

“distribution centre” means regional premises, building and land, used for the receipt and wholesale distribution of retail goods and products by air, sea, road or rail to retail, showroom and warehouse outlets.

“fuel depot” means premises used for the storage and sale in bulk of solid or liquid or gaseous fuel, but does not include a service station and specifically excludes the sale by retail.

“industry – transport” means an industry which involves road, rail, air or sea freight transportation and includes supporting transport related industries providing services including fabrication and/or engineering of parts and components to the transport industry.

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

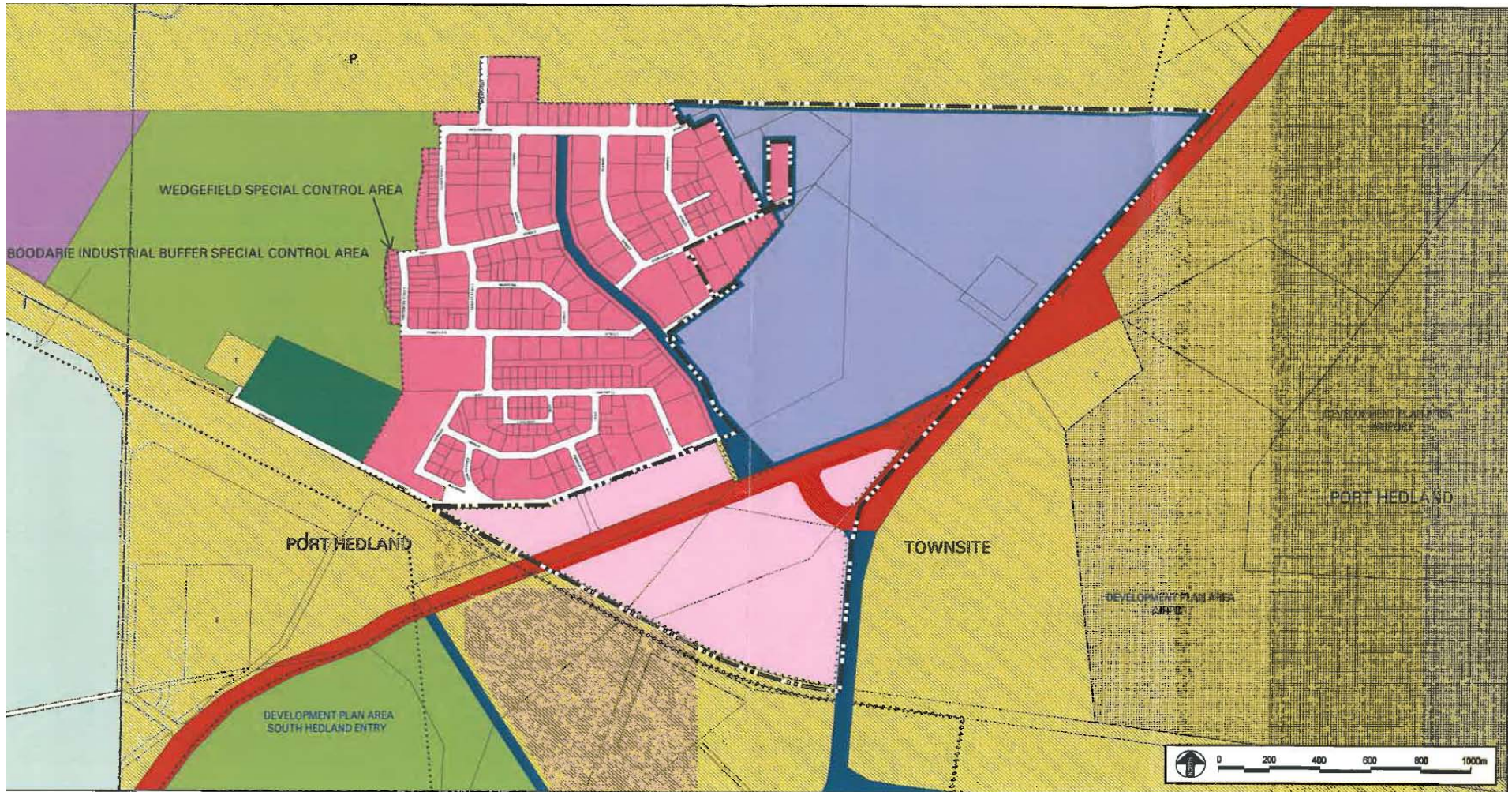
“truck stop” means land used for the parking of motor vehicles used for carrying goods, and may include facilities for ancillary accommodation of drivers and the retail sale of petroleum products and convenience goods, but excludes the garaging, management, and repair of any motor vehicle.

xiv). Amending the **“storage facility/depot/laydown area”** definition in Appendix I - Definitions to read:

“storage facility/depot/laydown area” – any land, buildings or other structures used for the storage and transfer of goods including salvaged items, the assembling of prefabricated components of products and includes milk depots, earthworks contracting yards and salvage yards.

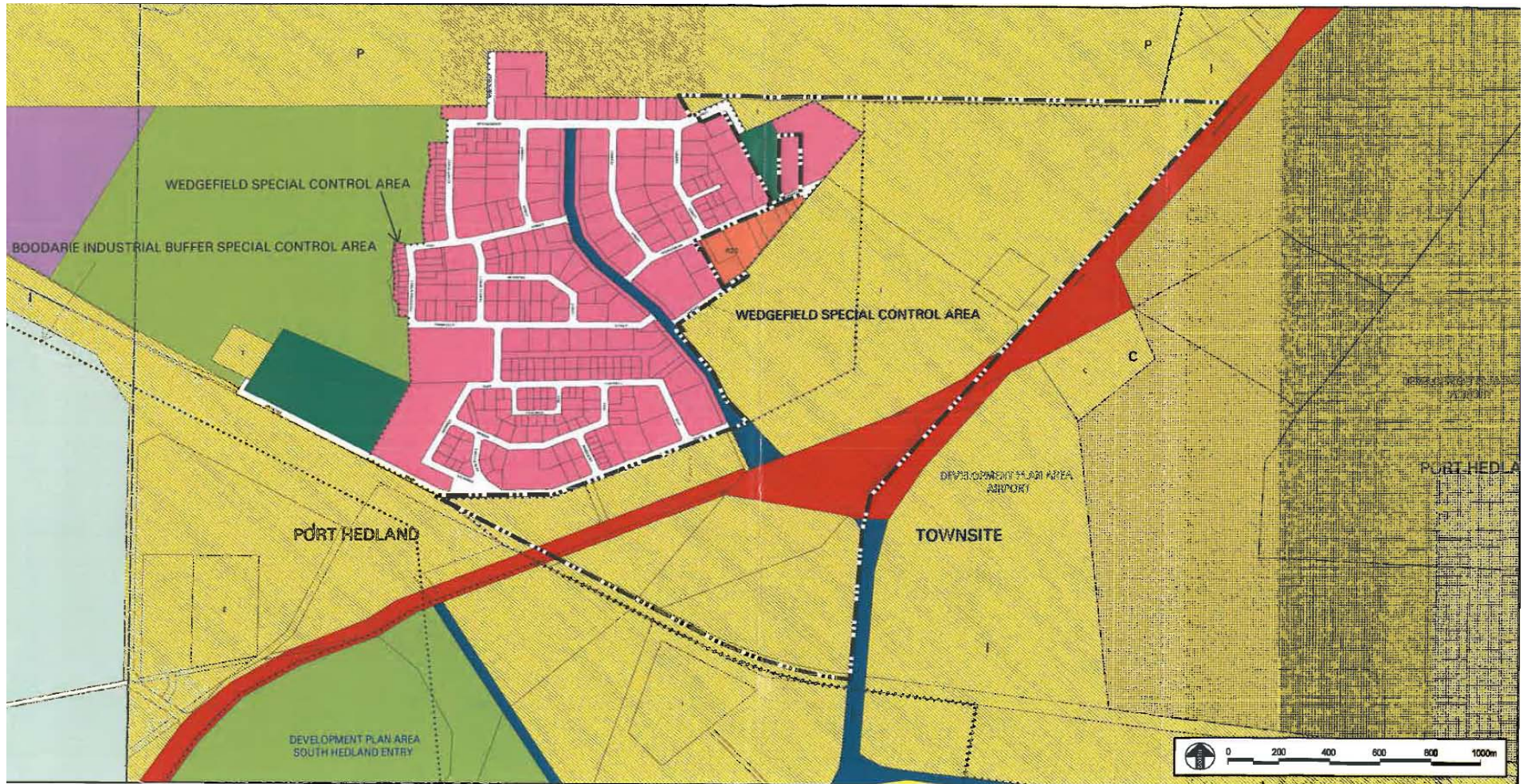
xv). Amending Appendix 5 – Development Plan Areas to show the **“Wedgfield Industrial Estate”** as per the modified Appendix 5 – Development Plan Areas plan.

xvi). Amending the Scheme Map accordingly.



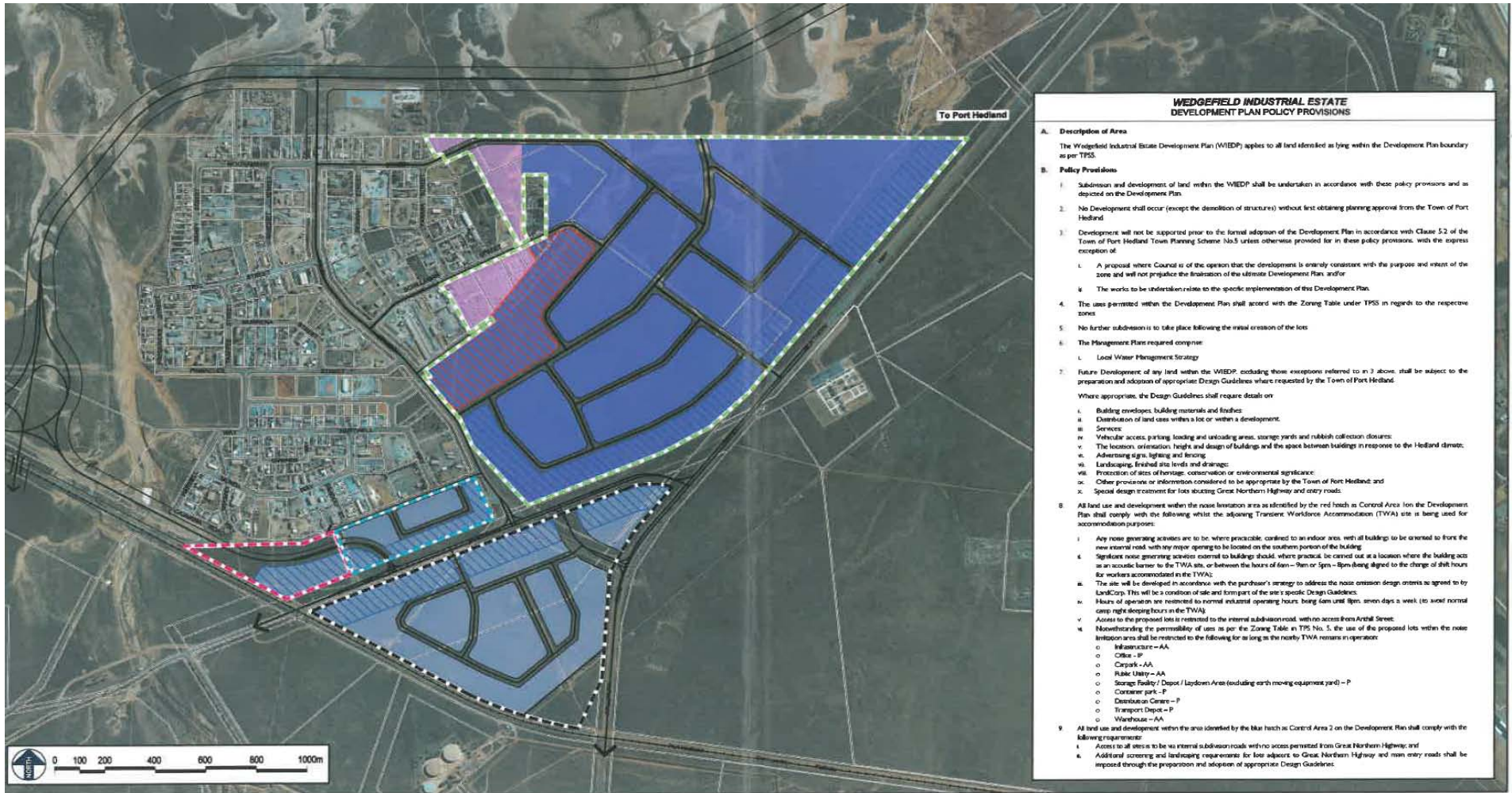
PROPOSED ZONING PLAN - TPS 5
WEDGFIELD INDUSTRIAL ESTATE

<p>Base data supplied by Landgate, Projection MGA Zone 50</p> <p>Areas and dimensions shown are subject to final survey calculations, cartageways are shown for illustrative purposes only and are subject to detailed engineering design.</p> <p>The concepts presented in this plan remain the © copyright of RPS Koltasz Smith, copies in whole or in part may be made without RPS Koltasz Smith's permission.</p>	<p>LEGEND</p>	<p>Wedgfield Industrial Estate Development Plan Area</p> <p>LOCAL SCHEME RESERVES</p> <ul style="list-style-type: none"> WEDGFIELD SPECIAL CONTROL AREA BOODARIE INDUSTRIAL BUFFER SPECIAL CONTROL AREA PORT HEDLAND TOWNSITE DEVELOPMENT PLAN AREA SOUTH HEDLAND ENTRY <p>ZONES</p> <ul style="list-style-type: none"> RESERVE INDUSTRIAL COMMERCIAL RESIDENTIAL RECREATION OTHER 	<p>OTHER</p> <ul style="list-style-type: none"> BOUNDARY ROAD RAILWAY WATERWAY POWERLINE TELEPHONE LAND 	<p>Scale and File Information</p> <p>Scale: 1:15,000@A3</p> <p>Date: 16 November 2009</p> <p>File: 3414_1-1-018c_SA.dgn</p>	<p>Client and Revision Information</p> <p>Client: CLIENT</p> <p>Scale: SCALE</p> <p>Date: DATE</p> <p>Plan No: PLAN No</p> <p>Revision: REVISION</p> <p>Planner: PLANNER</p> <p>Drawn: DRAWN</p> <p>Checked: CHECKED</p>	<p>RPS koltasz smith</p> <p>TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING</p> <p>141 Burwood Road BURWOOD WA 8100 Tel. (08) 9486 2222 Fax. (08) 9486 2233 PO Box 127 BURWOOD WA 6100 Email: rps@rps.com.au</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">PLAN 4</p>
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EXISTING ZONING PLAN
WEDGEFIELD INDUSTRIAL ESTATE

<p>Base data supplied by Landgate Aerial Photography dated October 2008, accuracy +/- 4m, Projection MGA Zone 50</p> <p>Areas and dimensions shown are subject to final survey calculations. All cartageways are shown for illustrative purposes only and are subject to detailed engineering design.</p> <p>The concepts presented in this plan remain the © copyright of RPS Koltasz Smith. No copies in whole or in part may be made without RPS Koltasz Smith's permission.</p>		<p>LEGEND</p> <p>--- Wedgefield Industrial Estate Development Plan Area</p> <p>LOCAL SCHEME RESERVES</p> <ul style="list-style-type: none"> 1. LOCAL SCHEME RESERVE 2. LOCAL SCHEME RESERVE 3. LOCAL SCHEME RESERVE 4. LOCAL SCHEME RESERVE 5. LOCAL SCHEME RESERVE 6. LOCAL SCHEME RESERVE 7. LOCAL SCHEME RESERVE 8. LOCAL SCHEME RESERVE 9. LOCAL SCHEME RESERVE 10. LOCAL SCHEME RESERVE 		<p>ZONES</p> <ul style="list-style-type: none"> 1. ZONE 2. ZONE 3. ZONE 4. ZONE 5. ZONE 6. ZONE 7. ZONE 8. ZONE 9. ZONE 10. ZONE 11. ZONE 12. ZONE 13. ZONE 14. ZONE 15. ZONE 16. ZONE 17. ZONE 18. ZONE 19. ZONE 20. ZONE 21. ZONE 22. ZONE 23. ZONE 24. ZONE 25. ZONE 26. ZONE 27. ZONE 28. ZONE 29. ZONE 30. ZONE 31. ZONE 32. ZONE 33. ZONE 34. ZONE 35. ZONE 36. ZONE 37. ZONE 38. ZONE 39. ZONE 40. ZONE 41. ZONE 42. ZONE 43. ZONE 44. ZONE 45. ZONE 46. ZONE 47. ZONE 48. ZONE 49. ZONE 50. ZONE 51. ZONE 52. ZONE 53. ZONE 54. ZONE 55. ZONE 56. ZONE 57. ZONE 58. ZONE 59. ZONE 60. ZONE 61. ZONE 62. ZONE 63. ZONE 64. ZONE 65. ZONE 66. ZONE 67. ZONE 68. ZONE 69. ZONE 70. ZONE 71. ZONE 72. ZONE 73. ZONE 74. ZONE 75. ZONE 76. ZONE 77. ZONE 78. ZONE 79. ZONE 80. ZONE 81. ZONE 82. ZONE 83. ZONE 84. ZONE 85. ZONE 86. ZONE 87. ZONE 88. ZONE 89. ZONE 90. ZONE 91. ZONE 92. ZONE 93. ZONE 94. ZONE 95. ZONE 96. ZONE 97. ZONE 98. ZONE 99. ZONE 100. ZONE 		<p>OTHER</p> <ul style="list-style-type: none"> 1. OTHER 2. OTHER 3. OTHER 4. OTHER 5. OTHER 6. OTHER 7. OTHER 8. OTHER 9. OTHER 10. OTHER 11. OTHER 12. OTHER 13. OTHER 14. OTHER 15. OTHER 16. OTHER 17. OTHER 18. OTHER 19. OTHER 20. OTHER 21. OTHER 22. OTHER 23. OTHER 24. OTHER 25. OTHER 26. OTHER 27. OTHER 28. OTHER 29. OTHER 30. OTHER 31. OTHER 32. OTHER 33. OTHER 34. OTHER 35. OTHER 36. OTHER 37. OTHER 38. OTHER 39. OTHER 40. OTHER 41. OTHER 42. OTHER 43. OTHER 44. OTHER 45. OTHER 46. OTHER 47. OTHER 48. OTHER 49. OTHER 50. OTHER 51. OTHER 52. OTHER 53. OTHER 54. OTHER 55. OTHER 56. OTHER 57. OTHER 58. OTHER 59. OTHER 60. OTHER 61. OTHER 62. OTHER 63. OTHER 64. OTHER 65. OTHER 66. OTHER 67. OTHER 68. OTHER 69. OTHER 70. OTHER 71. OTHER 72. OTHER 73. OTHER 74. OTHER 75. OTHER 76. OTHER 77. OTHER 78. OTHER 79. OTHER 80. OTHER 81. OTHER 82. OTHER 83. OTHER 84. OTHER 85. OTHER 86. OTHER 87. OTHER 88. OTHER 89. OTHER 90. OTHER 91. OTHER 92. OTHER 93. OTHER 94. OTHER 95. OTHER 96. OTHER 97. OTHER 98. OTHER 99. OTHER 100. OTHER 		<p>LandCorp : CLIENT 1:15,000@A3 : SCALE 27 November 2009 : DATE 3414_1-1-01@_SA.dwg : PLAN No D : REVISION T.C. : PLANNER R.F. : DRAWN N.T. : CHECKED</p>		<p>RPS koltasz smith</p> <p>TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING</p> <p>141 Burwood Road BURWOOD WA 6100 Tel: (08) 9486 2222 Fax: (08) 9486 2233 PO Box 127 BURWOOD WA 6100 Email: per@rps.com.au</p>		<p>PLAN 3</p>
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WEDGEFIELD INDUSTRIAL ESTATE DEVELOPMENT PLAN
WEDGEFIELD INDUSTRIAL ESTATE

Base data supplied by Landgate
 Aerial Photography dated October 2008, accuracy +/- 4m, Projection MGA Zone 80
 Areas and dimensions shown are subject to final survey calculations.
 UJ overflights are shown for illustrative purposes only and are subject to detailed engineering design.
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LEGEND

LIA 3	LIGHT INDUSTRY
LIA 4	TRANSPORT DEVELOPMENT
LIA 5	INDUSTRY
TRANSPORT DEVELOPMENT	CONTROL AREA 1
	CONTROL AREA 2

LandCorp : CLIENT
 1:15,000@A3 : SCALE
 2 December 2009 : DATE
 3414_1-4-006c_DP.dgn : PLAN NO.
 T.C. : REVISION
 M.H. : DRAWN
 N.T. : CHECKED

RPS koltasz smith
 TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING
 141 Burwood Road BURWOOD WA 8100 Tel: (08) 9486 2222 Fax: (08) 9486 2233
 PO Box 127 BURWOOD WA 8100 Email: rps@rpsasm.com.au

PLAN 14

11.1.2.8 Proposed Amendment 28 to the Town of Port Hedland Town Planning Scheme No. 5 to Permit Residential Development Above a Density of R50 Within the Town Centre Zone where Consistent with a Development Plan.(File No.: 18/09/0035)

Officer	Leonard Long Manager Planning
Date of Report	1 July 2010
Application No.	2010/11
Disclosure of Interest by Officer	Nil

Summary

In January 2010, Council received a request from Koltz Smith, on behalf of Landcorp to initiate Scheme Amendment 28. Council subsequently granted the request at its Ordinary Meeting held on 27th January 2010.

The application was subsequently forwarded to the Environmental Protection Authority (EPA) and advertised in accordance with the relevant legislation.

This report seeks Council's approval to finalise the Scheme Amendment.

Background

The South Hedland Town Centre Development Plan has been developed in response to the recommendations of the Land Use Master Plan. The Hon. Minister for Planning and Infrastructure directed LandCorp, in conjunction with the Town of Port Hedland, to commission a Development Plan as the precursor to encouraging significant public and private investment in the revitalisation process of the South Hedland Town Centre.

The South Hedland Town Centre Development Plan was considered by Council at its meeting in April 2010 and subsequently forwarded to the WAPC for endorsement.

Consultation

In accordance with the Town Planning Regulations 1967, the proposed scheme amendment has been advertised and circulated as follows:

- North West Telegraph – 26/05/2010 & 09/06/2010

- Notification on information board at the Civic Centre 26/05/2010 until 30 June 2010
- Written notification to - Horizon Power, Water Corporation, Telstra

Only one submission was received from Water Corporation which reads as follows:

“With respect to the amendment, although the Water Corporation doesn’t have object in principle to this proposed rezoning, the provision of Water and Wastewater infrastructure and/or upgrades will be required at the developers cost.”

The application should be adopted without any modifications.

Statutory Implications

- Council is able to amend the Town Planning Scheme pursuant to part 5 of the Planning and Development Act 2005 (as amended)
- The Town Planning Regulations 1967 establish the procedure required to amend a Town Planning Scheme. The proposal is consistent with that procedure.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 2: Community Pride

Goal 1: Litter

Strategy 4: Work with key stakeholders to commence implementation of the South Hedland CBD Structure Plan to significantly improve the appearance and vitality of this area.

Key Result Area 4: Economic Development

Goal 4: Land Development Projects

Strategy 1: Fast-track the release and development of commercial, industrial and residential land in a sustainable manner including:

- Pretty Pool Developments
- South Hedland New Living developments
- LandCorp’s Various Industrial Land release programs.
- Moore St Development and West End Developments
- South Hedland CBD Developments
- Redevelopment of the Port Hedland Telstra/Water Corporation Site

Key Result Area 4: Economic Development

Goal 5: Town Planning & Building

Strategy 1: Work with key stakeholders to ensure that the Land Use Master Plan is implemented.

Budget Implications

The applicant has paid \$1,711.00 for the initiation of the amendment scheme.

Should Council resolve to adopt the amendment, the applicant will be invoiced for an additional \$1,711.00 as per Councils adopted Fees and Charges.

Officer's Comment

Council has committed significant time, effort and resources towards the improvement and revitalisation of the South Hedland Town Centre. As stated within the Land Use Master Plan, the Development Plan is a precursor to encouraging significant public and private investment in the revitalisation process of the South Hedland Town Centre.

Increasing residential density assists in activating public spaces and is an integral aspect of the South Hedland Town Centre Development Plan and thinking behind the revitalisation of the West End (which includes the Port Area Town Centre). Currently Section 6.6.5 of Town Planning Scheme No. 5, restricts residential density within the Town Centre zone (South Hedland and the Port Area Town Centre) to R50. The South Hedland Town Centre Development Plan outlines the need to amend Clause 6.6.5 of Town Planning Scheme No. 5, the adoption of the scheme will enable the South Hedland Town Centre to be developed as envisaged by both the Land Use Master Plan and the South Hedland Town Centre Development Plan.

Attachments

Scheme Amendment Documentation

201011/012 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr J M Gillingham

That Council:

1. adopts the amendment to the Town Planning Scheme No.5, Scheme Amendment 28, without any modifications; and
2. the following Schedule of Submission and recommendations be forwarded to the Western Australian Planning Commission for the Minister's consideration:

Author	Date	Comment
Telstra		No Comment
Water Corporation	28th June	"With respect to the amendment, although the Water Corporation

	2010	doesn't have object in principle to this proposed rezoning, the provision of Water and Wastewater infrastructure and/or upgrades will be required at the developers cost."
Horizon Power		No Comment

3. forward all required documentation to the Western Australia Planning Commission for Ministerial Consent in accordance with the *Town Planning Regulations 1967* (as amended); and
4. authorises the Mayor and Chief Executive Officer, to execute three (3) copies of the amendment documents in accordance with the *Town Planning Regulations 1967* (as amended), including the fixing of the Council's seal in the event that the Minister for Planning and Infrastructure approves the Amendment without modification; and
5. invoices the applicant an amount of \$1,711 as per Council's adopted Schedule of Fees and Charges.

CARRIED 7/0

ATTACHMENT 1

TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5
AMENDMENT NO. 28

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME
TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME NO. 5
AMENDMENT NO. 28

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

1. Amending Clause 6.6.5 to read:

Residential densities in the Town Centre zone shall not exceed R50 in the absence of a Development Plan approved in accordance with the provisions of Clause 5.2.

Dated this day of 200

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. 28
5. **PROPOSAL** :

Amend Clause 6.6.5 to read:
Residential densities in the Town Centre zone shall not exceed R50 in the absence of a Development Plan approved in accordance with the provisions of Clause 5.2.

Town of Port Hedland

Proposed Scheme Amendment

January 2010

Prepared for
LandCorp

Prepared by



Town Planning, Project Management,
Urban Design and Development Consulting
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Figure 1 South Hedland Town Centre Development Plan

I. INTRODUCTION

This submission, prepared on behalf of LandCorp, seeks support to amend the Town of Port Hedland Town Planning Scheme No. 5 (TPS No. 5) to allow for residential development above a density coding of R50 within the ‘Town Centre’ zone where it is consistent with an adopted Development Plan.

The amendment is sought in light of the adoption of the South Hedland Town Centre Development Plan (SHTCDP) by the Western Australian Planning Commission (WAPC). The SHTCDP allows residential development up to a density code of ‘R80’ in the ‘Town Centre’ zone.

This amendment will ensure development can be undertaken in accordance with the SHTCDP by permitting development in the ‘Town Centre’ zone to exceed ‘R50’ in appropriate circumstances. It will also allow greater housing choice in the Town of Port Hedland in appropriately planned locations.

2. SOUTH HEDLAND TOWN CENTRE DEVELOPMENT PLAN

A Development Plan currently exists for the area defined as the South Hedland Town Centre in TPS No. 5, titled the South Hedland Town Centre Development Plan (SHTCDP). The SHTCDP was formally adopted by the Town of Port Hedland at its May 2008 Ordinary Council Meeting, subject to modifications, and finalised in September 2008. This final version was endorsed by the WAPC on the 10th November 2009 (refer **Figure 1 – South Hedland Town Centre Development Plan**).

The SHTCDP includes a mix of medium and high density housing ranging from 'R30' to 'R80'. The SHTCDP highlights the importance of higher residential density to the enhancement of the Town Centre:

"Whilst the Master Plan incorporates some limited traditional residential development throughout the town centre, the introduction of medium and high density residential, together with areas of mixed use will add to the revitalisation of the SHTC by bringing significant numbers of people into the core. In addition, retail viability and housing choice are important outcomes from this type of development."

Clause 6.6.5 of TPS No. 5 restricts density in the 'Town Centre' to 'R50'. This provision will impede on the implementation of the adopted SHTCDP. In recognising the limitations of TPS No. 5, the SHTCDP outlines the need to amend Clause 6.6.5 of TPS No. 5 to read as follows:

"The density of residential development in the Town Centre Zone shall not exceed R50 in the absence of an approved Development Plan and R80 where shown in an approved Development Plan endorsed by the Town of Port Hedland and the Western Australian Planning Commission".

3. TOWN PLANNING SCHEME NO. 5 PROVISIONS

3.1 TOWN CENTRE ZONE

All dwelling types (i.e. single house, grouped dwelling, and multiple dwelling) dealt with by the Residential Design Codes of Western Australia (Variation 1) may be permitted within the 'Town Centre' zone in accordance with the TPS No. 5 Zoning Table.

The following provisions specifically apply to development in the 'Town Centre' zone:

"6.6.1 Development within the Town Centre zone shall be in accordance with the development plan or development plans approved in accordance with the provisions of Clause 5.2".

6.6.5 The density of residential development in the Town Centre shall not exceed R50."

3.2 RESIDENTIAL PLANNING CODES

Clause 6.2 of TPS No. 5 relates to the application of the Residential Planning Codes (or Residential Design Codes of Western Australia) within the Scheme area.

Clause 6.2.6 of TPS No. 5 provides that:

"The density for residential development on land not within the residential zone shall be determined by Development Plans where approved in accordance with the Scheme."

The other provisions listed in Clause 6.2 are not relevant to this amendment proposal.

3.3 DEVELOPMENT PLANS

All land zoned 'Town Centre' is either located in the 'South Hedland Town Centre' or 'Port Area Town Centre' Development Plan areas identified in Appendix 5 of TPS No. 5. Council may require the preparation of a Development Plan for these areas in accordance with the provisions of Clause 5.2 of TPS No. 5.

Clause 5.2.3 of TPS No. 5 provides that:

"Development of land shall be generally consistent with the requirements of endorsed development plans, subject to compliance with the Scheme."

Put simply, the above provision provides that in instances where an adopted Development Plan includes development requirements which are inconsistent with the provisions TPS No. 5, the provisions of TPS No. 5 shall prevail.

The SHTCDP allows for residential development to a density coding of 'R80', however the provisions of TPS No. 5 restrict residential development in the 'Town Centre' zone to 'R50'. Notwithstanding the SHTCDP density provisions, residential development in the SHTCDP area therefore can not exceed a residential density of 'R50' under the current provisions of the Scheme.

4. PROPOSED AMENDMENT

4.1 PROPOSED TEXT

It is proposed to amend Clause 6.6.5 of TPS No. 5 to read as follows:

“6.6.5 Residential densities in the Town Centre zone shall not exceed R50 in the absence of a Development Plan approved in accordance with the provisions of Clause 5.2.”

4.2 JUSTIFICATION

The proposed scheme amendment allows for Development Plans to control density provisions in the 'Town Centre' zone without being restricted by specific Scheme provisions. Development Plans require detailed planning and design to be undertaken and are therefore considered to be a more appropriate mechanism to prescribe residential density requirements. This is reflected in the detail of the SHTCDP which considers the importance of higher density in the South Hedland Town Centre to support a vibrant and commercially viable activity centre.

The proposed scheme text includes a maximum density coding of 'R50' where a Development Plan has not been adopted. This provides Council and landowners with guidance for the preparation and consideration of development applications on land in the 'Town Centre' zone where a Development Plan has not been prepared or adopted. It also reflects the current TPS No. 5 provisions whilst removing the ambiguity in relation to density in Development Plan areas.

The proposed scheme text is more appropriate than the text provided in the SHTCDP as it allows Council to consider residential development beyond a density of 'R80' where it has been demonstrated to be appropriate through the preparation of, or amendment to a Development Plan.

5. CONCLUSION

This proposed amendment to the Town of Port Hedland Town Planning Scheme No. 5 allows for residential development in 'Town Centre' zoned areas to be determined through the detailed planning and design undertaken in the preparation of a Development Plan such as the South Hedland Town Centre Development Plan. It also ensures appropriate residential development requirements are in place in the absence of a Development Plan in the 'Town Centre' zone.

Council is therefore requested to initiate the proposed Scheme Amendment.

Rpt 2957-I TPS Amd 000110

PLANNING AND DEVELOPMENT ACT 2005**TOWN OF PORT HEDLAND****TOWN PLANNING SCHEME NO. 5****AMENDMENT NO. 28**

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. Amending Clause 6.6.5 to read:

Residential densities in the Town Centre zone shall not exceed R50 in the absence of a Development Plan approved in accordance with the provisions of Clause 5.2.

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.....

11.1.2.9 Proposed Steering Group for the Preparation of the Development Plan for Port Hedland. (File No. 18/12/0020)

Officer	Leonard Long Manager Planning
Date of Report	6 July 2010
Disclosure of Interest by Officer	Nil

Summary

The Port Hedland Air Quality and Noise Management Plan endorsed by State Cabinet in March 2010, makes a number of recommendations. One of which is that the Town of Port Hedland in conjunction with the Western Australian Planning Committee prepare a development plan for Port Hedland area.

Due to the significance of the Development Plan will hold for the Town it is imperative that a steering committee be established to co-ordinate and progress the Development Plan.

Council is requested to establish the proposed steering group.

Background

The Land Use Master Plan endorsed by the Western Australian Planning Commission in September 2008, is effectively broken down into three tiers:

- Tier One: Land Use Master Plan,
- Tier Two: Planning Scheme Control, and
- Tier Three: Design Guidelines

As a result of "Tier Two", Scheme Amendment 22, to the Port Hedland Town Planning Scheme No. 5, this comprises of the residential land West of Taplin Street to Withnell Street.

The aim of the scheme amendment is to specify uses that would not be allowed within that area including schools, child care facilities and aged care facilities. Residential dwellings should be permitted but single houses should be discouraged to make it less attractive for families and elderly people living in the area and more attractive for working-aged people to live there. The scheme amendment includes controls such as dwelling size limitations and bedroom number restrictions.

With the initiation of Scheme Amendment 22, the scheme amendment was forwarded to the Environmental Protection Authority. Subsequently the Environmental Protection Authority requested that a detailed assessment be commissioned to evaluate the air quality and noise management within the scheme area.

As part of the findings of the Port Hedland Air Quality and Noise Management Plan, it is recommended that the Town of Port Hedland in conjunction with the Western Australian Planning Committee prepare a development plan for Port Hedland area. The aim of the development plan is to:

- Identify sites for proposed new development within the entirety of Port Hedland,
- Promote a predominance of future residential development opportunity in the more eastern areas of Port Hedland,
- Identify appropriate locations in the West End of Port Hedland for the redevelopment of properties for the purpose of additional commercial premises, entertainment complexes and short stay accommodation facilities,
- Provide greater detail regarding residential density, dwelling types and building design for all areas of Port Hedland, and
- Prescribe additional planning controls that assist in addressing amenity issues associated with residing in those areas that have elevated noise and dust levels.

Before going to public comment it is important to ensure that the development plan has received input from key agencies, therefore compounding the need for a steering group.

Consultation

The creation of a steering group does not require any consultation.

Statutory Implications

Section 5.2 and 4.3 of the Port Hedland Town Planning Scheme No.5, prescribes the process of a development plan.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 4: Economic Development
Goal Number 5: Land Development Projects
Strategy 3: Develop Structure Plans for key precinct areas with a particular focus on Spoilbank / Hospital / Hotel Precinct.

Budget Implications

The funding for the Port Hedland Development Plan is being sourced by the Western Australian Planning Committee from the North West Planning Program using Royalties for Regions funds.

Officer's Comment

The preparation of a Port Hedland Development Plan is a requirement of the Port Hedland Air Quality and Noise Management Plan, which has been approved by the Department of State Development.

To ensure that the development plan addresses the needs and desires of the Town it is recommended that a steering committee comprising of the following members be established to work together with the Western Australian Planning Committee:

- Councillor
- Councillor
- CEO
- Director Regulatory Services
- Manager Planning
- Manager Economic and Land Development
- Western Australian Planning Commission (Dept' of Planning
- LandCorp
- Department of Housing
- Office of the Environmental Protection Authority
- Pilbara Development Commission
- Port Hedland Chamber of Commerce and Industry
- BHP
- FMG
- North West Iron Ore Alliance

The early stages of the preparation of a development plan are technically orientated, and thus the proposed steering group comprises mainly of technical staff.

As the development plan progresses it will be appropriate to draw on the expertise and experience of the elected members and broader community (as with the LUMP process.)

In the interim, Council will be regularly updated on the progress of the development plan and will have the opportunity to comment on the proposal.

Attachments

Nil

Officer's Recommendation

That Council:

- i) Endorses the establishment of the Port Hedland Development Plan Steering Group.
- ii) Nominates Cr _____ and Cr _____ to represent Council on the Port Hedland Development Plan Steering Group.
- iii) Requires regular updates on the progress of the development plan.

201011/013 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr G J Daccache

That Council:

- i) endorses and leads the establishment of the Port Hedland Development Plan Steering Group;
- ii) nominates Mayor Kelly A Howlett and Councillors Arnold A Carter, Bill (W) Dziombak, George J Daccache and Jan M Gillingham to represent Council on the Port Hedland Development Plan Steering Group;
- iii) seeks expressions of interest in Steering Group nominations from:
 - . **WAPC (or Dept Planning)**
 - . **LandCorp**
 - . **Department of Housing**
 - . **Department of Environment and Conservation**
 - . **Environmental Protection Authority**
 - . **Pilbara Development Commission**
 - . **Port Hedland Port Authority**
 - . **Regional Development Australia (WA) Pilbara**
 - . **Port Hedland Chamber of Commerce and Industry**
 - . **BHP Billiton Iron Ore**
 - . **Fortescue Metals Group Limited**
 - . **Dampier Salt Limited**
 - . **North West Iron Ore Alliance**
 - . **Hancock Prospecting**
 - . **Water Corporation**
 - . **Horizon Power**
 - . **MainRoads**
 - . **Department of Indigenous Affairs**
 - . **Pilbara Native Title Service**
 - . **PNTS**
 - . **other relevant authorities/organisations**

- (iii) advertises and seeks interest from members of the community for up to 5 community member positions on the Steering Group**
- (iv) notifies the Western Australian Planning Commission of the formation of the Steering Group and seeks their involvement and assistance in progressing the development of the Plan in a timely manner.**

CARRIED 7/0

6:03 pm Councillor George J Daccache declared an impartiality interest in Agenda Item 11.1.2.10 'Proposed Development of a Workshop and Office with a Variation to the Front Setback Requirement on Lot 1 (20) Anderson Street, Port Hedland' as he is a friend of the applicant/proponent. Councillor Daccache advised that as a consequence, there may be a perception that his impartiality on the matter may be affected. Councillor Daccache declared that he will consider this matter on its merits and vote accordingly.

Councillor Daccache did not leave the room.

11.1.2.10 Proposed Development of a Workshop and Office with a Variation to the Front Setback Requirement on Lot 1 (20) Anderson Street, Port Hedland (File No: 125400)

Officer	Ryan Djanegara Planning Officer
Date of Report	21 June 2010
Disclosure of Interest by Officer	Nil

Summary

The Town received an application submitted by Trevelle Engineering on behalf of Thirty Second Cirland Pty Ltd for the proposed development of workshop and office on Lot 1 (20) Anderson Street, Port Hedland.

The proposed development does not comply with the setback requirements of the Scheme and requires Council approval.

Background

Location and Area

The subject site is located along Anderson Street, and measures approximately 2226m². Vehicular access will be achieved via Anderson and McKay Street.

Current Zoning

In terms of the Port Hedland Town Planning Scheme No. 5 the subject site is zoned "Industrial" and located within the Development Plan Port Area Town Centre.

Current Use

The proposed land use is defined as "Industry – General", in accordance with the definition contained in Appendix 1 of the Scheme, "Industry – General" is considered an AA- Council Discretion use and is defined as:

"an industry other than a cottage, extractive, light, noxious, rural or service industry."

The subject site will be used for steel fabrication, mechanical maintenance and metal machining for mining and industry.

Previous Approvals

On the 16 December 2008, the Western Australian Planning Commission approved the subdivision of the land to create two lots of 3323m² and 2226m².

The Proposal

The applicant proposes to construct a workshop and office building to replace the existing factory unit on Lot 1 (20) Anderson Street, Port Hedland.

The office component of the development is setback 1.5 metres from the front boundary. The workshop component of the development is setback 4.5 metres from the front boundary.

Consultation

The application has been circulated internally and the comments captured in the report.

Statutory Implications

The development of the land must be done in accordance with the Town of Port Hedland Town Planning Scheme No. 5.

Policy Implications

Nil

Strategic Planning Implications

The following sections of Council's Plan for the Future 2008-2013 are considered relevant to the proposal:

Key Result Area 4 – Economic Development

Goal Number 3 – Business Development

That the Town of Port Hedland is recognised as local government authority that works closely with businesses to achieve sustainable economic growth and a broad economic base.

Goal Number 4 – Land Development Projects

Strategy 1 – Fast-track the release and development of commercial, industrial and residential land in a sustainable manner.

Strategy 2 – Promote and support initiatives that attract new developers, builders and/or tradespeople to the Town.

Budget Implications

An application fee of \$1, 160.00 has been received as per the prescribed fees approved by Council. This application fee has been deposited into the following planning account: 10063260

Officer's Comment

Port Area Town Centre Precinct

In terms of the Port Hedland Town Planning Scheme No. 5 the subject site is zoned "Industrial" and located within the Port Area Town Centre.

The Port Area Town Centre is a precinct area with a list of objectives that Council must consider in the assessment of applications located within the precinct. In accordance with Clause 5.3.6 of the Scheme the objectives of the precinct are to:

"(a) consolidate the town centre status of the precinct and to redefine and optimise its visual quality and its administrative, commercial and community function,

(b) consolidate existing development,

(c) ensure that there is continuity in the character of old and new structures, landscaping and other improvements whilst promoting innovative approaches to design which are consistent with the climatic and cultural context of the precinct,

(d) make safe, efficient and convenient provision for pedestrian movement, road transport and car parking, and

(e) improve the utility and appearance of public spaces and street furniture."

Given that the existing development has not been well maintained and its appearance does not contribute to the amenity or streetscape of the Port Area Town Centre. The proposed development will improve the current appearance of the site and better address Anderson Street than the existing buildings. In light of the above, the application demonstrates that it complies with objectives (b), (c), (d) and (e) of Clause 5.3.6 of the Scheme.

Setback requirements

In accordance with Clause 6.7.8 (a) of the Scheme, in the industrial zone all development is required to be set back a minimum of six (6) metres from the front boundary.

The office component of the development is setback 1.5 metres from the front boundary. The workshop component of the development is setback 4.5 metres from the front boundary. The proposal does not comply with Clause 6.7.8 (a) of the Scheme and therefore requires a variation to the front setback.

It is recommended that Council approve the proposed workshop and office as it will improve the existing streetscape as highlighted.

Maximum Site Coverage

In accordance with the Scheme, the proposed development is to have a site cover of no more than 50 percent of the lot. The proposed development seeks to have a site cover of no more than 25 percent.

Minimum Floor Area requirements

The proposed building must have a minimum floor area of 100m² in accordance with Clause 6.7.9 of the Scheme. The proposed development complies with this Scheme provision, providing a total floor space of 565.3m².

Car parking

The development requires a minimum of 13 car parking bays in accordance with the Appendix 7 of the Scheme. The applicant has provided 6 car parking bays. It is recommended that should the proposal be approved that an amended plan be submitted addressing car parking requirements.

Amenity and Streetscape

Although the application does not comply with the prescribed setbacks as defined in the Scheme, the application proposes to improve the existing streetscape. The subject site addresses Anderson Street, a major arterial road that leads into the commercial town centre of Port Hedland.

The current building facade is not considered to enhance the streetscape. The proposal will help improve the streetscape of Anderson Street replacing the existing derelict building. Furthermore a condition will be imposed requiring for landscaping to be provided within the 3 metre front setback to further enhance the streetscape.

In light of the above comments it is considered that supporting the proposal would present an improved streetscape to what is existing.

Options

The Council has the following options in response to the application:

1. Approve the proposal as submitted subject to conditions. This will enable the lot to be developed as proposed, resulting in an improved streetscape.
2. Approve the proposal subject to an amended plan. This would require the complete redesign of the proposal to demonstrate compliance with the Port Hedland Town Planning Scheme No. 5.

It is recommended that Council approve the proposal subject to conditions as it seeks to improve the amenity and streetscape of the surrounding area replacing the existing derelict buildings.

Attachments

1. Site Plan
2. Floor Plan and Elevations
3. Artist Impression of Development
4. Existing Photos

201011/014 Council Decision/Officer's Recommendation**Moved:** Cr A A Carter**Seconded:** Cr S J Coates

That Council approves the application submitted by Trevelle Engineering on behalf of Thirty Second Cirland Pty Ltd, to construct a workshop and office building on Lot 1 (20) Anderson Street, Port Hedland subject to the following conditions:

1. This approval relates only to the proposed INDUSTRY – GENERAL – Workshop and Office and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
2. The unit/development/subject area must only be used for purposes, which are related to the operation of an “INDUSTRY – GENERAL” business. Under the Town of Port Hedland’s Town Planning Scheme No. 5 an “INDUSTRY – GENERAL” is defined as:

“an industry other than a cottage, extractive, light, noxious, rural or service industry.”
3. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only
4. Prior to the submission of a Building License, revised plans to be submitted and approved by the Manager Planning showing a minimum of 13 car parking bays are to be indicated in accordance with the Town Planning Scheme No. 5 – Appendix 7.
5. With regard to Condition 4, the car parking bays be designed and constructed in accordance with the requirements of the Town Planning Scheme No. 5 – Appendix 8.

6. Any unenclosed area of the site used for storage must be provided with on site carparking bays at a rate of 1 space per 100m² or part thereof in addition to the carparking bays required by Condition 4, all to the satisfaction of the Manager Planning
7. Within 30 days of this approval, a detailed landscaping plan for the development site, including the first 3m adjacent to the primary street (Anderson and McKay Street) must be submitted to and approved by the Manager Planning. The plan to include species and planting details with reference to Council's list of Recommended Low-Maintenance Tree and Shrub Species for General Landscaping included in Council Policy 10/001.
8. Within 60 days, or such further period as may be agreed by the Manager Planning, landscaping and reticulation to be established in accordance with the approved detailed plans to the satisfaction of the Manager Planning.
9. All dust and sand to be contained on site with the use of suitable dust suppression techniques to specification of the Manager Environmental Health Services and to the satisfaction of the Manager Planning.
10. Prior to the commencement of any works whatsoever a Dust Management Plan shall be submitted to and approved by the Town.
11. The driveways and crossover shall be designed and constructed in accordance with Council's Crossover Policy 9/005, prior to the occupation of the dwelling.
12. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.

FOOTNOTES:

1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.
2. Waste receptacles are to be stored in a suitable enclosure to be provided to the specifications of Council's Health Local Laws 1999 and to the satisfaction of Manager Planning Services.

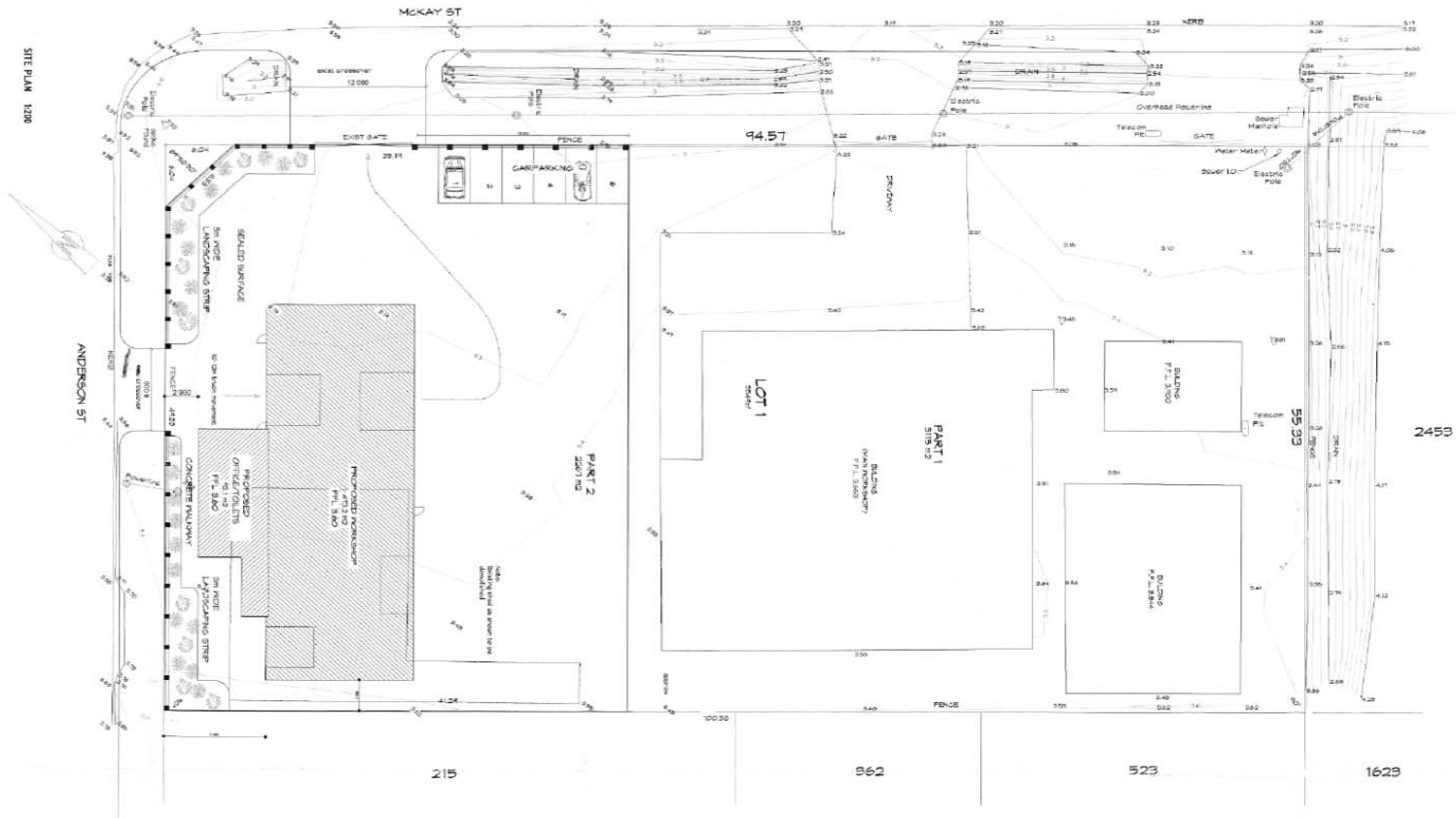
3. The developer to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year cycle of flooding could affect any property below the ten (10) metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.

4. Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.

CARRIED 7/0

VARIATION AUGUST 09
 SITE PLAN - Landscaping and carpark changes
 PLANS & ELEVATIONS - window changes

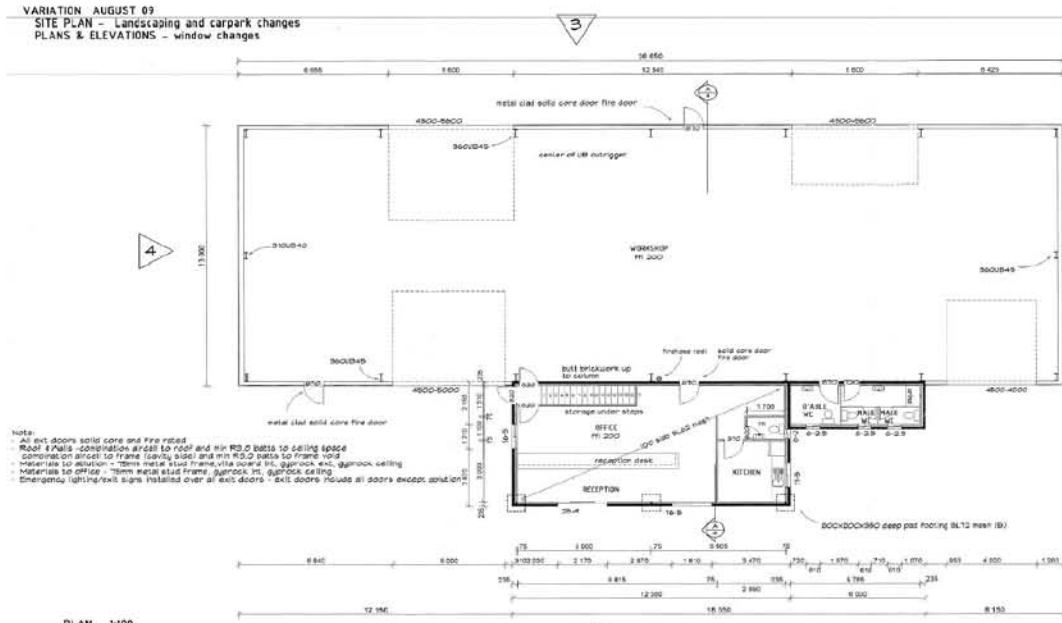
Attachment 1 – Site Plan



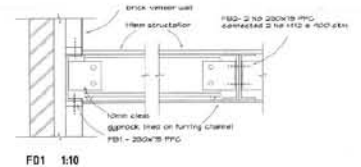
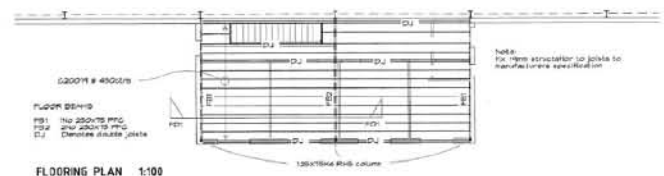
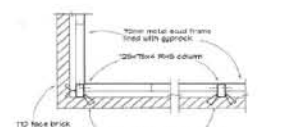
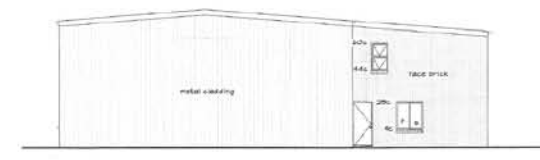
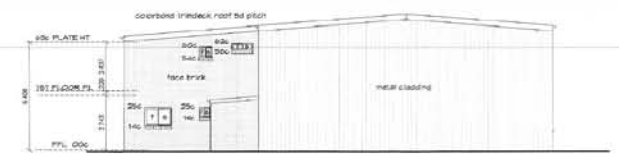
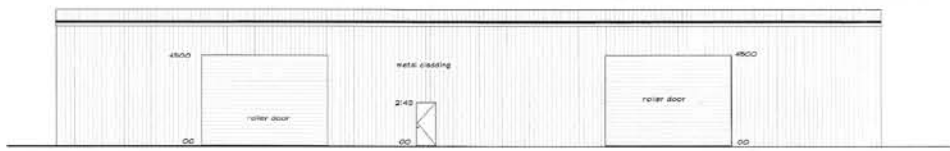
NOTATION: THE PROTECTION OF BUILDINGS FROM SUBSTANTIATION REQUIREMENTS
 1. These notes are to be read in conjunction with and form part of the standard wording and shall apply
 2. The shall apply to all buildings and structures within the performance criteria specified in the 2007 Residential Code and
 3. The shall apply to all buildings and structures within the performance criteria specified in the 2007 Residential Code and
 4. The shall apply to all buildings and structures within the performance criteria specified in the 2007 Residential Code and
 5. If an owner, architect or contractor is required to provide a building or structure in accordance with the provisions of the 2007 Residential Code and
 6. If an owner, architect or contractor is required to provide a building or structure in accordance with the provisions of the 2007 Residential Code and
 7. If an owner, architect or contractor is required to provide a building or structure in accordance with the provisions of the 2007 Residential Code and
 8. If an owner, architect or contractor is required to provide a building or structure in accordance with the provisions of the 2007 Residential Code and
 9. If an owner, architect or contractor is required to provide a building or structure in accordance with the provisions of the 2007 Residential Code and
 10. If an owner, architect or contractor is required to provide a building or structure in accordance with the provisions of the 2007 Residential Code and

<p>callaway design 176 wattle rd fremantle 6152 ph: 9433 9000 fax: 9433 0000</p>	<p>PROPOSED NEW OFFICE & WORKSHOP FOR THE BRIKE UNIT TRUST FUND LOT 1 MCKAY ST PORT HEADLAND</p>	<p>© COPYRIGHT all rights reserved no part of this document may be reproduced without the prior written permission of callaway design 176 wattle rd fremantle 6152 ph: 9433 9000 fax: 9433 0000</p>	<p>DATE: 14 JULY 2010 DRAWN BY: J. SMITH CHECKED BY: J. SMITH SCALE: AS SHOWN</p>
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Attachment 2 – Floor Plan and Elevations Page 1



PLAN 1:100



calanway design
 179A walton st whangarei valley
 whangarei 9513
 ph 011 838 889
 fax 011 838 888

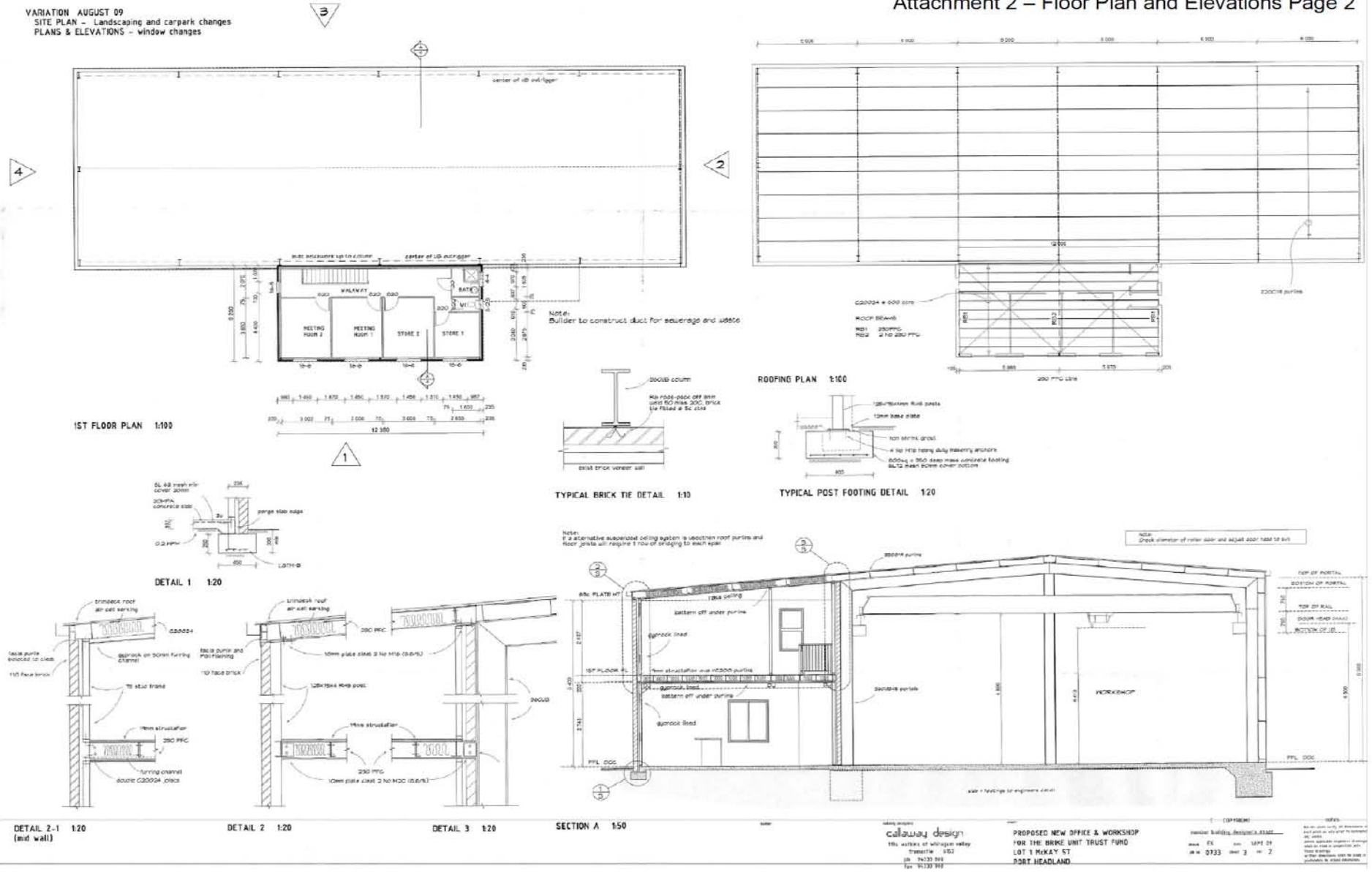
PROPOSED NEW OFFICE & WORKSHOP
 FOR THE BRIKE TRUST FUND
 LOT 1 MUKAY ST
 PORT HEADLAND

C COPYRIGHT
 modern building designers inc
 EX 0133 2 1 2

notes
 further detail verify all dimensions in
 our drawings with your construction
 team
 please contact modern building designers
 inc for any queries or variations to
 our drawings. L&B to issue a
 planning or council consent

Attachment 2 – Floor Plan and Elevations Page 2

VARIATION AUGUST 09
 SITE PLAN – Landscaping and carpark changes
 PLANS & ELEVATIONS – window changes



Attachment 3 – Artists Impression



builder

building designers

callaway design
119a watkins st whitegum valley
fremantle 6162
ph 94333 800
fax 94333 900

client

PROPOSED NEW OFFICE & WORKSHOP
FOR THE BRIKE UNIT TRUST FUND
LOT 1 MCKAY ST
PORT HEADLAND

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member building designers assoc

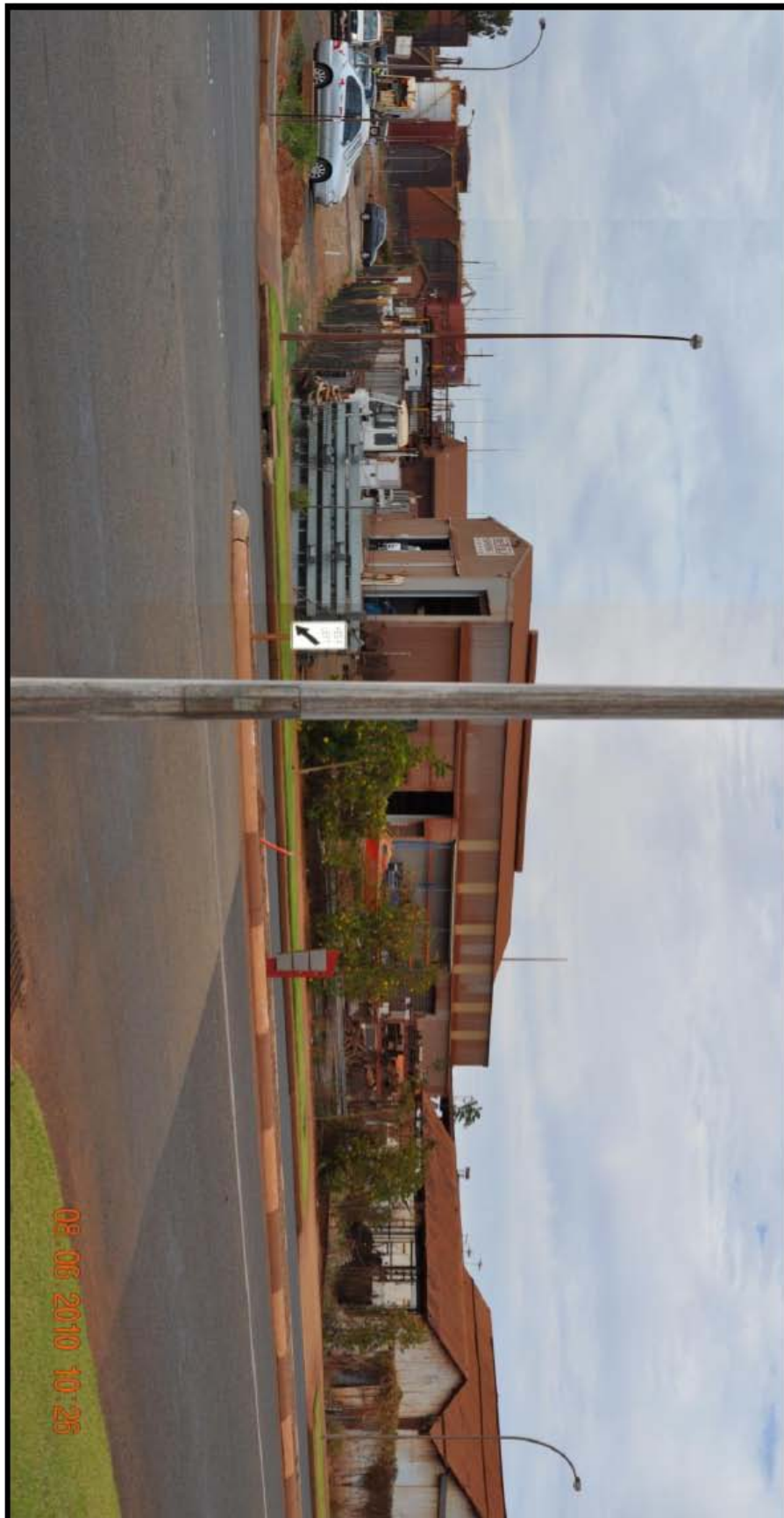
drawn EK date SEPT 09

job no sheet 1 rev

notes

builder shall verify all dimensions and
roof pitch on site prior to commencing
any works.
where applicable engineers drawings
shall be read in conjunction with
these drawings
written dimensions shall be used in
preference to scaled dimensions

Attachment 4 – Existing Photo



11.1.2.11 Proposed Multiple Dwellings – 36 Additional Dwellings at Lot 2594, 4 Clam Court, South Hedland (File No.: 113352G)

Officer	Luke Cervi Senior Planning Officer
Date of Report	29 June 2010
Application No.	2010/110
Disclosure of Interest by Officer	Nil

Summary

Council has received an application from Ryan Cusack on behalf of owners Kedi Trading Pty Ltd, PPL Cusack and GB & KM Clancy to construct an additional 36 Multiple Dwellings on Lot 2594, 4 Clam Court, South Hedland.

Under the delegation approved by Council on 13 December 2006 (as amended), the Director Regulatory Services may not determine 'SA' applications therefore, Council determination is required.

Background*The Site*

Lot 2594 is rectangular in shape and measures 8599m² being 91m x 94.5m. The land is wholly within a Residential Zone and has a R30/R60 coding. The site currently contains 24 existing single bedroom dwellings and associated parking bays, store rooms and common facilities.

The Proposal

The proposal includes the development of 36 two bedroom multiple dwellings in addition to the existing 24 one bedroom multiple dwellings. The dwellings would be contained within 4 apartment buildings which would run east-west in 2 rows and be located in the middle of the 2 existing apartment buildings.

Parking bays will be increased to provide 89 onsite with 12 being accessed from a service lane at the front of the site where informal carparking currently exists. In addition, communal facilities will be upgraded to include a pool and renovation of the BBQ area.

Consultation

The application was advertised for 14 days to adjoining and adjacent landowners and a sign placed on site. During the advertising period one submission was received that identified concerns relating to car parking, traffic increases and noise. A further submission was received 2 weeks after the advertising period ended that expressed similar concerns but also expressed concern regarding the density of the development and devaluation of their property if the proposal is approved.

The application was also referred internally to the Engineering, Building and Environmental Health Departments.

Statutory Implications

In accordance with the Planning and Development Act 2005, the proposed development is subject to the provisions of the Port Hedland Town Planning Scheme No. 5.

Policy Implications

Nil

Strategic Planning Implications

The following sections of Council's Plan for the Future 2008-2013 are considered relevant to this proposal:

Key Result Area 4

Goal 4: Land Development Projects

Strategy 2: Promote and support initiatives that attract new developers, builders and/or trades people to the Town.

Budget Implications

An application fee of \$10,705.00 was paid on lodgement and deposited into account 10063260.

Officer's Comment

There were initial concerns with the proposal particularly in regard to car parking and flow of traffic on the site. However, those concerns were addressed and amended plans provided. The proposal is now consistent with TPS5 and the R Codes.

Due to the application being for Multiple Dwellings which is a 'SA' use, the application was advertised in accordance with TPS5 requirements. Two submissions have been received albeit one well after the completion of the notification period. The issues raised in the submissions are summarised below and commentary provided:

1. Lack of Car Parking

Under TPS5 and the R Codes the overall development will require 73 parking spaces whereas the development proposes 89 spaces. Although a number of valid points were raised such as trailer and boat parking, the applicant has provided an additional 16 spaces to what is required and therefore is considered acceptable.

Some concern was also expressed over existing informal parking at the front of the property. This has been addressed and will be formalized in a manner supported by Council's Engineering Services and will see the amenity increased with the provision of landscaping.

2. Increased Traffic

Concern has been raised regarding the increase in traffic particularly the safety issues for pedestrians as no footpaths exist, as well as drivers speeding along the street.

Whilst the proposal will result in an increase of traffic the Towns Engineering Section have not indicated any concerns.

With regard to safety issues pertaining to pedestrian traffic it must be noted that the additional car parking bays and maneuvering area will be contained on the lot, and will make use of the existing crossovers.

From the comments received it would appear that speeding traffic is an existing problem. It is therefore unreasonable to assume that with the increase in development there will be an increase in speeding traffic. Such issues should be directed to the local Police to investigate.

3. Increased Noise

The concern regarding increased noise due to the increase of residents and vehicles whilst it may occur, the impact is considered negligible. Any noise generated by the proposal will be residential in nature and commensurate with existing residential development.

4. Density

The density of the development is below the maximum density permitted under the R30/R60 coding applying to the site. The coding of the land in the vicinity of the site varies greatly and this is a site with a relatively high density compared to surrounding properties. The development will provide a housing choice at a density not abundant in the vicinity.

5. Impacts on property values
It has been contended that the development would adversely impact on property values of surrounding properties. However, this cannot be substantiated and is purely subjective in nature.

The impacts of the development can be minimized through conditions and is considered appropriate development under the zone and coding of the land.

Options

Council has the following options of dealing with the application:

1. Approve the planning application with conditions
2. Refuse the planning application

As the proposal is consistent with TPS5 and the R Codes it is recommended that the application be approved subject to conditions.

Attachments

1. Locality Plan
2. Site Plan
3. Floor and Elevation Plans

201011/015 Council Decision/Officer's Recommendation

Moved: Cr G J Daccache

Seconded: Cr D W Hooper

That Council approves the planning application submitted by Ryan Cusack on behalf of owners Kedi Trading Pty Ltd, PPL Cusack and GB & KM Clancy to construct an additional 36 Multiple Dwellings on Lot 2594, 4 Clam Court, South Hedland, subject to the following conditions:

1. This approval relates only to the proposed MULTIPLE DWELLINGS – addition of 36 dwellings and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
2. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only.
3. The carparking bays and accessway shall be designed and constructed in accordance with the requirements of Town Planning Scheme No. 5 – Appendix 8.
4. The driveways and crossover shall be designed and constructed in accordance with Council's Crossover Policy 9/005, prior to the occupation of the dwellings.

5. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.
6. All fencing shall be installed in accordance with the Residential Design Codes and/or the Dividing Fences Act and prior to the occupation of the dwellings all to the satisfaction of the Manager Planning.
7. Any roof mounted or freestanding plant or equipment such as air conditioning units to be located and/or screened so as not to be visible from beyond the boundaries of the development site.
8. Within 30 days of the date of this approval, a detailed landscaping plan must be submitted to and approved by the Manager Planning.
9. Within 60 days, or such further period as may be agreed by the Manager Planning, landscaping and reticulation must be established in accordance with the approved detailed landscaping plans to the satisfaction of the Manager Planning.
10. The submission of a construction management plan at the submission of a Building Licence application stage for the proposal detailing how it is proposed to manage:
 - a. **The delivery of materials and equipment to the site;**
 - b. **The storage of materials and equipment on the site;**
 - c. **The parking arrangements for the contractors and subcontractors;**
 - d. **Impact on traffic movement;**
 - e. **Operation times including delivery of materials; and**
 - f. **Other matters likely to impact on the surrounding residents;****to the satisfaction of Manager Planning.**

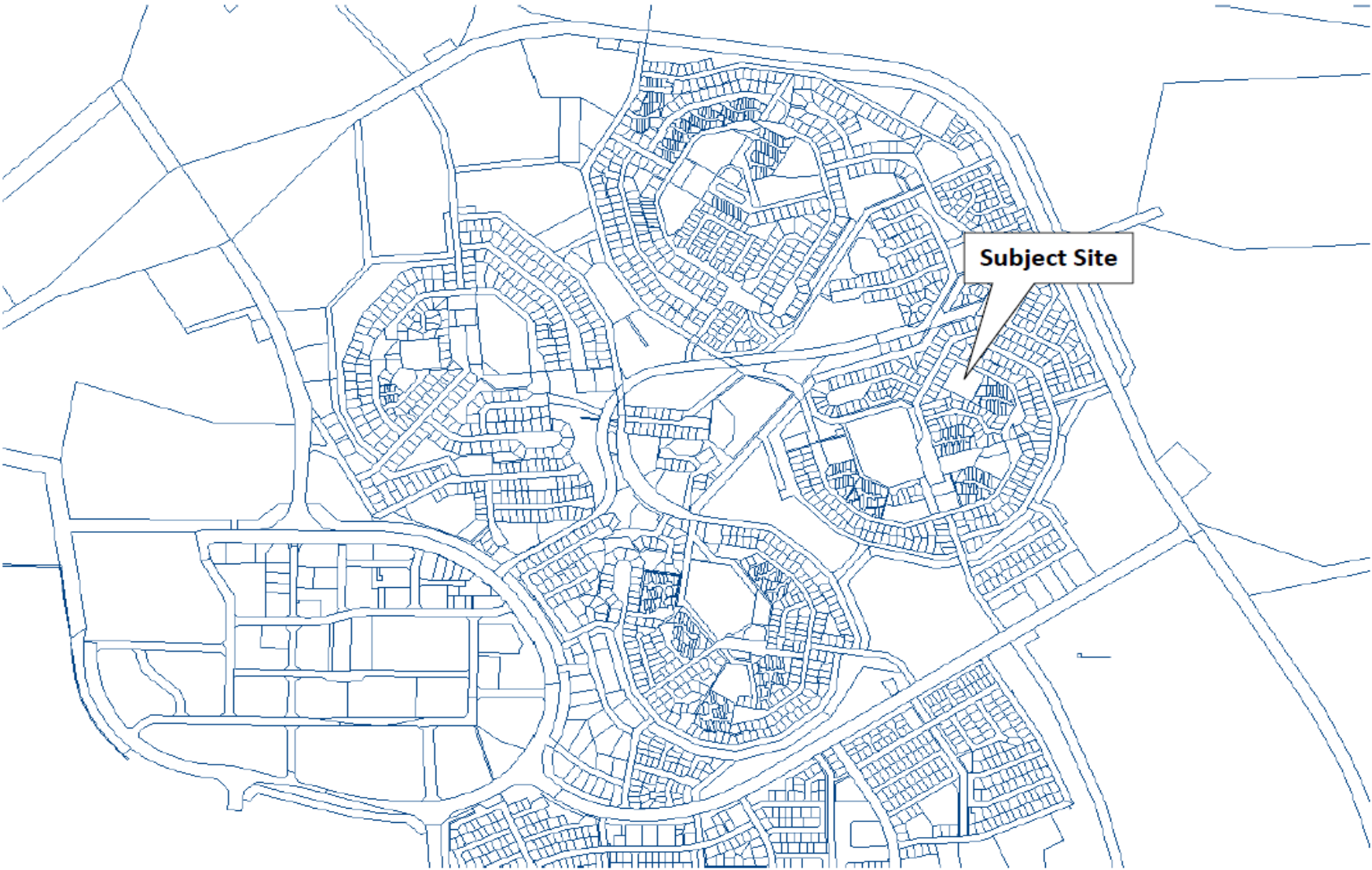
FOOTNOTES:

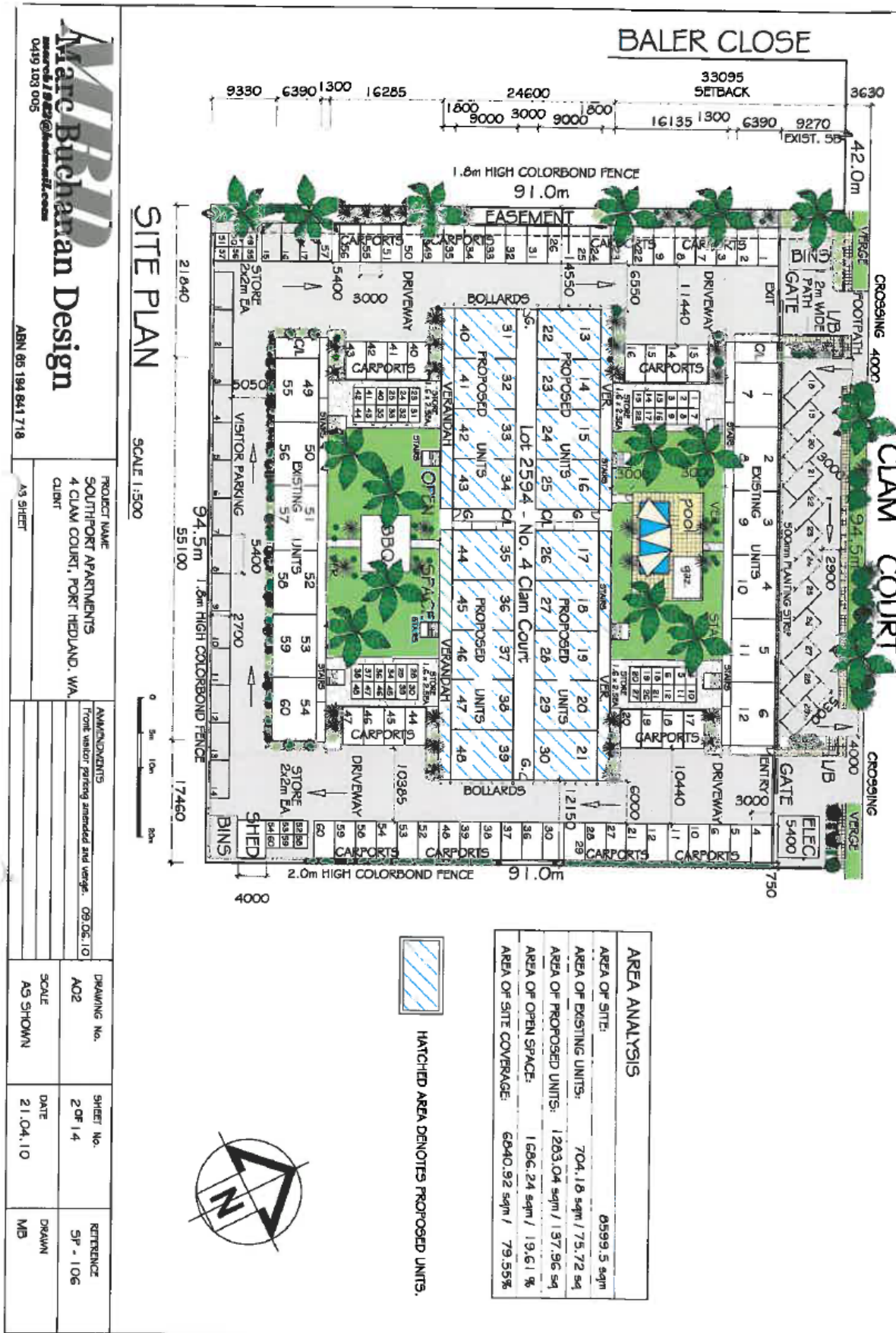
1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.
2. You are advised that drawings submitted for Building License are to be properly drawn and signed by a practicing structural engineer.
3. In relation to Conditions 4 and 5 please contact the Manager Infrastructure Development 9158 9350 for further details.

4. The developer to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10)-metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.

5. Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.

CARRIED 7/0

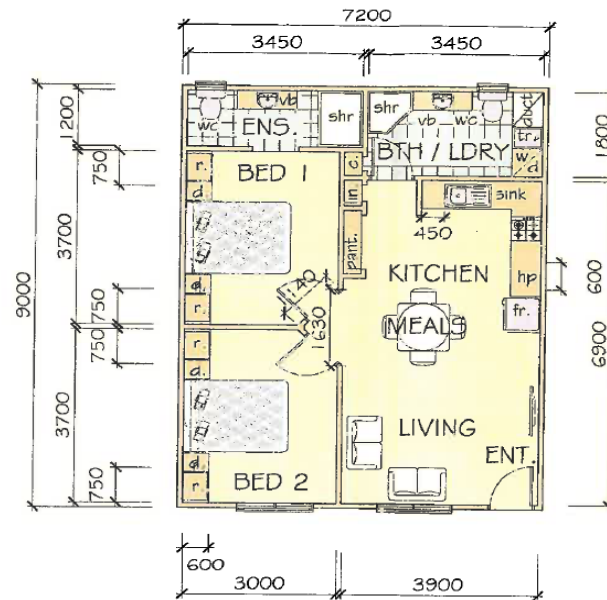




Marc Buchanan Design
0439 103 005
marc@mbd.com.au
ABN 85 184 841 718

SITE PLAN
SCALE 1:500





FLOOR PLAN SCALE 1:100

MIRD
Marc Buchanan Design
 marc1982@hotmail.com
 0419 103 005
 ABN 65 194 841 718

PROJECT NAME
 SOUTHPORT APARTMENTS
 4 CLAM COURT, PORT HEDLAND. WA.
 CLIENT
 A3 SHEET

PROPOSED UNITS
 FLOOR PLAN
 AMMENDMENTS

DRAWING No. A03	SHEET No. 3 OF 8	REFERENCE SP - 106
SCALE AS SHOWN	DATE 21.04.10	DRAWN MB

11.1.2.12 Proposed Transient Workforce Accommodation Located on Lot 5991 Cottier Drive, South Hedland (JD Hardie Centre). (File No.: 130019G)

Officer	Luke Cervi Senior Planning Officer
Date of Report	6 July 2010
Application No.	2010/
Disclosure of Interest by Officer	Nil

Summary

Council has received an application from Broad Construction on behalf of the Town of Port Hedland, for the development of temporary transient workforce accommodation (TWA) on Lot 5991 Cottier Drive, South Hedland.

Broad Construction has been awarded the tender for the JD Hardie redevelopment and the TWA is proposed to provide for workers required for that project.

The report is presented to Council as the Director Regulatory Services has no delegations to consider applications pertaining to reserves.

Background*Site Description*

The lot is located on the northern side of Cottier Drive and measures approximately 3.76ha. The land has been vested to the Town of Port Hedland for the purpose of "Recreation" and contains the JD Hardie sports complex.

Proposal

The proposed TWA will consist of 9 dongas and be able to accommodate 36 people. Each donga will consist of 4 bedrooms each with an ensuite. In addition to the units the development will include separate kitchen and laundry facilities.

The facility will accommodate Broad Construction employees working on the JD Hardie redevelopment.

Consultation

The application has been discussed internally and the following comments have been received.

Building Services:

- “1. *Building Licence required,*
2. *Demolition licence will be required when temporary buildings are to be removed.*”

Environmental Health Services:

- “1. *The proposed development shall be connected to reticulated mains sewer.*
2. *Waste receptacles are to be stored in a suitable enclosure to be provided to the specifications of Council’s Health Local Laws 1999 and to the satisfaction of Manager Planning Services.*
3. *Waste disposal and storage is to be carried out in accordance with Council’s Health Local Laws 1999.*
4. *The development must comply with the Environmental Protection (Noise) Regulations 1997 at all times.*
5. *All dust and sand to be contained on site with the use of suitable dust suppression techniques to the satisfaction of the Manager Planning.*”

Statutory Implications

In accordance with the Planning and Development Act 2005 the proposed development is subject to the provisions of the TPS5.

Policy Implications

Although Council does not have a policy in regard to Transient Workforce Accommodation, it has endorsed a “guidance note for potential developers of Transient Workforce Accommodation (TWA) – August 2008”.

Strategic Planning Implications

Key Result Area 4: Economic Development

Goal Number 4: Land Development Projects

Strategy 1: Fast-track the release and development of commercial, industrial and residential land in a sustainable manner including:

- Pretty Pool developments
- South Hedland New Living developments
- LandCorp’s Various Industrial Land release programs
- Moore Street Development and West End Developments
- South Hedland CBD Developments
- Redevelopment of the Port Hedland Telstra/Water Corporation Site.

Budget Implications

An application fee of \$870.00 was paid on lodgment and deposited into account 001006326 – Town Planning Fees.

Officer's Comment

In August 2008 Council put out a guidance note to all potential developers of TWA's, advising of the following key principles which will be considered when applications are submitted for potential TWA facilities:

- Town Centre Development Focus
- Community benefit
- Integration
- Quality
- Safety

The guidance note also identifies a number of TWA styles and identifies locations Council considers these facilities may be most appropriate. The current proposal best fits into the "Building Construction Camp" style which states possible/preferred locations as:

"Not the Town's preferred option. All other alternates should be explored/exhausted prior to implementation. Potentially allowable on specific larger scale building construction projects with a construction period of no longer than 18 months."

The guidance note does not define "larger scale building construction" and therefore Council need to determine whether this project fits within this category. Key characteristics of the projects are:

- \$7.2 million project value
- Estimated project length of 55 weeks
- 36 person workforce

In respect to the key principles, the following comments are provided:

1. Town Centre Focus:
The location of the proposed development is within the South Hedland residential area and walking distance of the Town Centre. It is not considered to have a Town Centre focus however, communal facilities such as a mess hall and gymnasium are not provided for the occupants. This will result in the facility having a reliance on the Town Centre and promotes integration of the facility into the wider community.
2. Community Benefit:
The TWA is required for the workers associated with the redevelopment of the JD Hardie Centre being a community facility.

3. Integration:
As mentioned the proposed TWA does not provide for communal facilities such as a mess hall or gymnasium. This will result in the occupants having a reliance on the Town Centre and promotes integration of the facility into the wider community.
4. Quality:
The proposed development will consist of traditional donga style accommodation units. The quality of the buildings particularly from an amenity perspective is considered to be low.
5. Safety:
The proponent has agreed to provide 'breezeway' fencing to assist in providing passive surveillance of the facility and the street.

It is noted that this style of TWA is not preferred by Council and it is considered that some of Council's key principles for TWA's have not be appropriately addressed. Having regard to the guidance note as it stands, it is difficult to support the proposal. The focus of the guidance note appears to be towards larger longer term facilities as opposed to short term facilities of perhaps 12-18 months such as the current proposal.

For a small short term facility, costs need to be minimized to actually provide a benefit to the project and achieve the objectives of a TWA. This generally results in facilities that are structurally sound but of a poor visual appearance. The short term/temporary impact of the TWA is generally outweighed by the benefits of improved amenity and other benefits that result from completion of the projects.

It is considered that based on the size and temporary nature of the proposal the design and quality of the facility is appropriate. However, this is contrary to the guidance note for TWA's and hence as the recommendation is for approval, it also includes a recommendation that the guidance note be reviewed.

Options

Council has the following options of dealing with the application:

1. Approve the application with or without conditions
2. Refuse the application

If Council decides to approve the proposal, it is considered imperative that the guidance note be reviewed.

Attachments

1. Locality Plan
2. Site/Layout Plan
3. Elevation Plans

4. Floor Plans
5. Guidance note for potential developers of Transient Workforce Accommodation (TWA) – August 2008

201011/016 Council Decision/Officer's Recommendation**Moved:** Cr .A A Carter.**Seconded:** Cr S J Coates

That Council approves the planning application from Broad Constructions on behalf of the Town of Port Hedland, for the development of a transient workforce camp (TWA) on Lot 5991 Cottier Drive, South Hedland, subject to the following conditions:

1. This approval to remain valid for a period of twenty-four (24) months if development is commenced within twelve (12) months, otherwise this approval to remain valid for twelve (12) months only.
2. This approval relates only to the proposed 9 dongas, kitchen/laundry and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
3. The approval is only valid for a period of 12 months or such further time agreed by the Manager Planning to enable the completion of the redevelopment of the JD Hardie Centre.
4. During the approval period referred to in condition 3 the development area shall only be used for purposes, which are related to the operation of "Transient Workforce Accommodation". Under the Town of Port Hedland's Town Planning Scheme No. 5 "Transient Workforce Accommodation" is defined as:

"dwellings intended for the temporary accommodation of transient workers and may be designed to allow transition to another use or may be designed as a permanent facility for transient workers and includes a contractors camp and dongas."
5. The development shall comprise of a maximum of 10 dongas/building and have a maximum capacity for 36 residents including support staff on the site at any one time.
6. The premises to be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction Manager Planning.

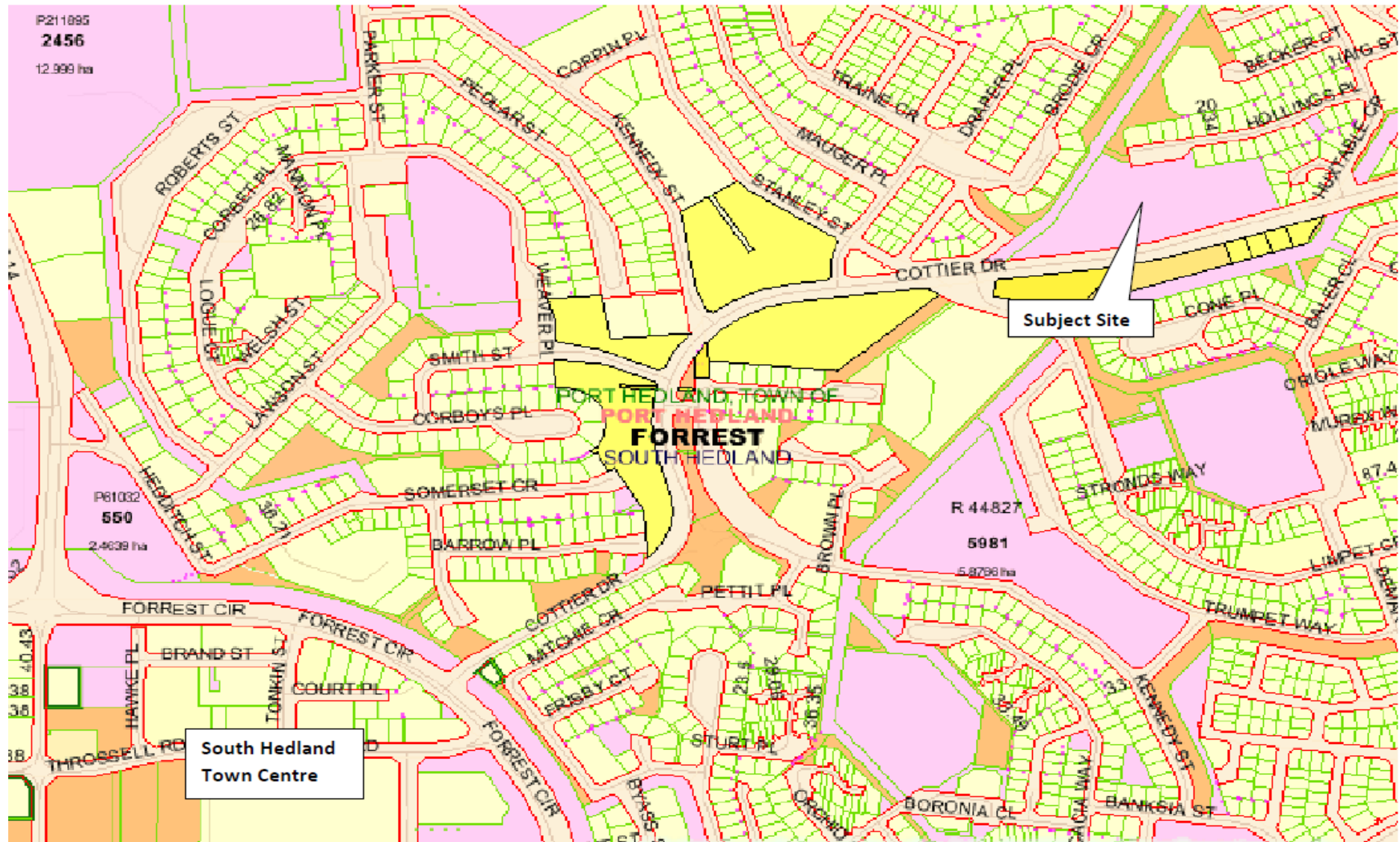
7. At all times, all vehicle parking (both small - cars etc and heavy - trucks etc) associated (resident and visitor) with the Transient Workforce Accommodation shall be contained within the development area (i.e. no verge parking is permitted) and all to the satisfaction of the Manager Planning.
8. Waste receptacles are to be stored in a suitable enclosure to be provided to the specifications of Council's Health Local Laws 1999 and to the satisfaction of the Manager Planning.
9. In regard to condition 8, any garbage storage area shall be screened from public view to the satisfaction Manager Planning.
- 10 The development must comply with the Environmental Protection (Noise) Regulations 1997 at all times.
11. All dust and sand to be contained on site with use of appropriate dust suppression measures being taken at all times where any operation on the site is likely to generate a dust nuisance to nearby land uses to the specifications of Council's Engineering Services and Environmental Health Services and to the satisfaction Manager Planning.
12. The development must be connected to the reticulated main sewer.
13. The kitchen must be used by residents only and not in a commercial manner.

FOOTNOTES:

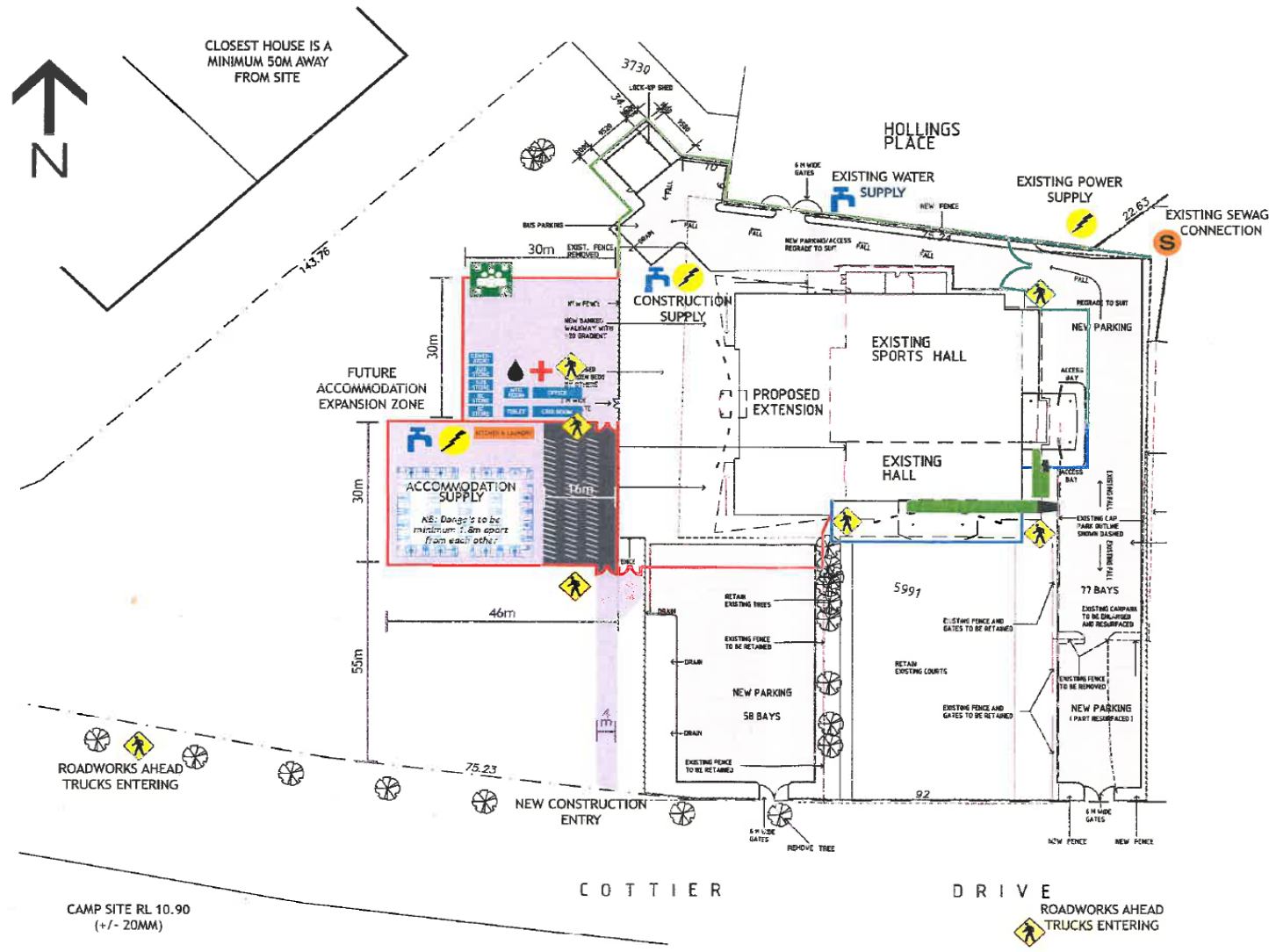
1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.
2. A Building Licence to be issued prior to the commencement of any on site works.
3. In regard to condition 13, a designated chef/cook providing for residents in a mess hall manner is not permitted.
4. A demolition licence will be required when temporary buildings are to be removed.

5. The developer to take note that the area of this application may be subject to rising sea levels, tidal storm surges and flooding. Council has been informed by the State Emergency Services that the one hundred (100) year Annual Recurrence Interval cycle of flooding could affect any property below the ten (10)-metre level AHD. Developers shall obtain their own competent advice to ensure that measures adopted to avoid that risk will be adequate. The issuing of a Planning Consent and/or Building Licence is not intended as, and must not be understood as, confirmation that the development or buildings as proposed will not be subject to damage from tidal storm surges and flooding.
6. Applicant is to comply with the requirements of Worksafe Western Australia in the carrying out of any works associated with this approval.
7. Review “guidance note for potential developers of Transient Workforce Accommodation (TWA) – August 2008” having regard to resolution i.

CARRIED 7/0



TOWN OF PORT HEDLAND - JD HARDIE CENTRE YOUTH PRECINCT
 SITE CONTROL & ACCOMMODATION PLAN - Rev 02 (29th June 2010)



LEGEND

- SITE OFFICES & AMMENITIES (6m/12m)
- WORKERS ACCOMMODATION (36 MEN MAX)
- TEMPORARY ACCESS & CONSTRUCTION MATERIALS LAYDOWN AREA
- SITE PARKING
- WATER
- POWER
- SEWER
- SECURE DUST/SCRIM FENCING
- SOLID COLOURBOND SECURITY FENCE
- TEMPORARY FENCE (AS REQUIRED)
- ACCESS GATES
- KITCHEN & LAUNDRY
- ALTERNATIVE DISABLED & GENERAL BUILDING ENTRIES (SEE STAGING PLAN)
- PEDESTRIAN & SAFETY SIGNAGE
- SPILL KIT & FIRST AID
- ASSEMBLY POINT

NOTE: DRAWING NOT TO SCALE

11.2 Engineering Services**11.2.1 Landfill Weekend Hours (File No.: 3110)**

Officer **Russell Dyer**
Director Engineering

Date of Report 7 July 2010

Disclosure of Interest by Officer Nil

Summary

The purpose of this report is to provide Council with the opportunity to increase the weekend operating hours on Sunday from 4 hours to 6 hours.

Background

In 2009 an investigation was carried out to determine the feasibility of the then weekend operating hours of the South Hedland Waste Management Facility.

This investigation was carried out over an eleven week period and the results were then reported to Council , from this report the weekend operating hours were changed from 8.00am to 5.00pm for Saturday and Sunday to;

Saturday: 8.00am to 4.00pm

Sunday; 8.00am to 12.00pm

Consultation

Manager Engineering Services
Waste Coordinator
Landfill Staff

Statutory Implications

Environmental Protection Act 1986 – License L6917/1997/7

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications

GL 1004201 – Increase the hours of operation will increase the salaries and wages expense.

Officer's Comment

The investigation that was carried out back in 2009 was purely focused on revenue and expense and did not take into account the convenience factor of the landfill be open for extended hours on the weekend for the general public.

While new hours have been in place for over 12 months , the staff at the landfill and engineering depot are still receiving request from the public to increase the hours on Sunday as they are finding that 12.00pm closure is not giving people enough time to work in their yards and get to the landfill to dump their rubbish.

If Council does increase the hours on Sunday it is unlikely that the revenue will increase as the main users are public and not business however the increased hours will reduce rubbish being dumped at the front gates.

Officer's Recommendation

That Council changes the weekend operating hours for the South Hedland Waste Management Facility on Sunday from 4 hours to 6 hours and undertakes advertising of the change for a period of one month.

201011/017 Council Decision

Moved: Cr G J Daccache **Seconded:** Cr J M Gillingham

That Council suspends Standing Orders .

CARRIED 7/0

6:07pm Mayor advised that Standing Orders were suspended.

201011/018 Council Decision

Moved: Cr S J Coates **Seconded:** Cr J M Gillingham

That Council resumes Standing Orders .

CARRIED 7/0

6:11 pm Mayor advised that Standing Orders were resumed.

201011/019 Council Decision

Moved: Cr A A Carter

Seconded: Cr S J Coates

That Council changes the weekend operating hours for the South Hedland Waste Management Facility on Sunday from 4 hours to 6 hours, being from 10am to 4pm, and undertakes advertising of the change for a period of one month.

CARRIED 7/0

REASON: Council resolved for the increase of open hours (6) for the South Hedland Landfill facility to be set from 10am to 4pm on Sundays.

11.2.2 South Hedland CBD Redevelopment – Tree Relocation and Removal (File No.: 18/12/0010)

Officer	Jenella Voitkevich Manager Infrastructure Development
Date of Report	5 July 2010
Disclosure of Interest by Officer	Nil

Summary

The purpose of this report is to request Council approval for tree relocation and removal in conjunction with the South Hedland CBD redevelopment project.

Background

The redevelopment of the South Hedland CBD is being managed by LandCorp and is progressing in various stages. This report relates directly to the area of land incorporating Colebatch way, Murdoch drive extension, the shopping centre car park and Centenary Park. Subdivisions have been approved and Council is currently assessing applications for rezoning and formalization of road reserves and closures in this area. Once approvals are gained, works can commence on the realignment of Colebatch way and development of the new Town Centre Park.

In order to implement these works several mature trees require relocation or removal.

Consultation

- LandCorp
- Urban Design Landscape Architecture (UDLA) – assessment of trees suitable for relocation

Statutory Implications	Nil
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Policy Implications

Council Policy 10/002 states that:

“Where groups of ten trees or more are to be removed the matter of tree removal shall be referred to Council.”

Strategic Planning Implications

Key Result Area 1 – Infrastructure

Goal 1 – Roads, Footpaths and Drainage

Strategy 3 – Undertake road works in South Hedland to improve road permeability

Key Result Area 1 – Infrastructure

Goal 2 – Parks and Gardens

Strategy 2 – Implement Council's street tree planting policy by:

Ensuring that no trees are removed from public places by Council without the prior consent of Council

Key Result Area 2 – Community Pride

Goal 1 – Litter

Strategy 4 – Work with key stakeholders to commence implementation of the South Hedland CBD Structure Plan to significantly improve the appearance and vitality of this area

Key Result Area 2 – Community Pride

Goal 3 - Townscape

Strategy 1 – In conjunction with industry, business and the community, develop improved verge and streetscape treatments throughout the Town

Key Result Area 4 – Economic Development

Goal 4 – Land Development Projects

Strategy 1 – Fast-track the release and development of commercial, industrial and residential land in a sustainable manner including:

- South Hedland CBD Developments

Budget Implications

Nil

Officer's Comment

The realignment of Colebatch way and development of the new Town Centre park is an integral component of the redevelopment of the South Hedland CBD. To accommodate this it is necessary to relocate or remove several mature trees, as referenced on the attached plan.

UDLA are the landscape architects engaged by LandCorp to manage this component of the SH CBD redevelopment. UDLA has consulted with a qualified arboricultural sub-consultant to determine the suitability of each tree for relocation, based on size, quality, species and availability of replacement trees.

The majority of the relocated trees will be transplanted within the new Town Centre Park to create an immediate impact on the landscaping treatments. The trees proposed to be removed are predominately eucalyptus and melaleuca varieties that are small, weak structured and would not transplant well. These varieties are also readily available if there was a requirement to replace them in future landscaping works.

The remainder of the South Hedland CBD development will be landscaped including the planting of new verge trees, subject to future submissions be UDLA on behalf of LandCorp.

Although the road and subdivision works aren't scheduled to commence until mid-late August, pending the formalization of relevant approvals, it's imperative that the tree relocation and removals are approved to ensure the necessary 2 month preparation timeframes for transplantation. This will encourage optimum survival rates for the transplanted trees.

Attachments

1. Transplant Tree Exhibit 280610
2. South Hedland CBD – Tree Relocation Photographs

Officer's Recommendation

That Council approves the tree relocation and removal for the South Hedland CBD development as proposed in attached plans.

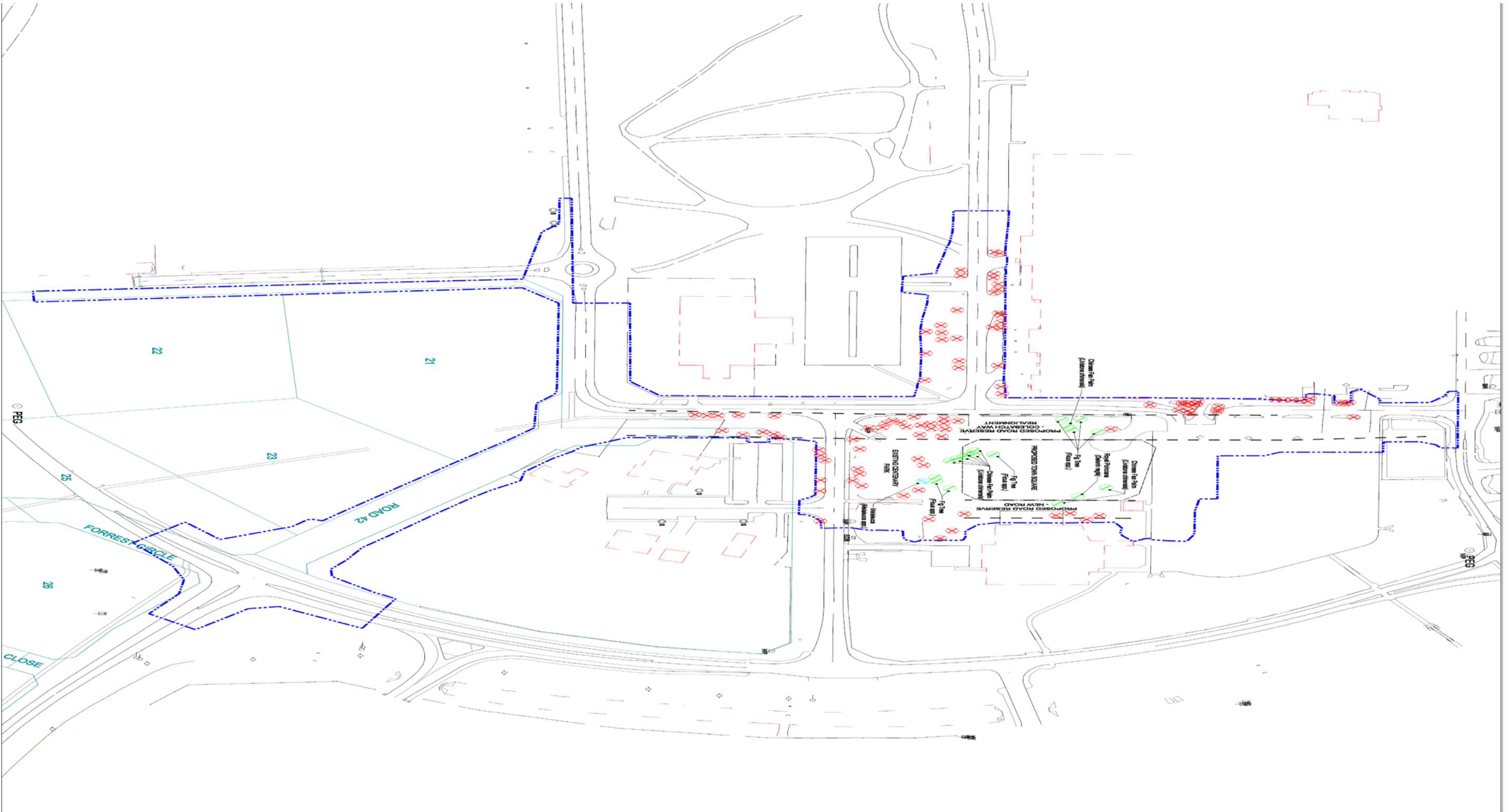
201011/020 Council Decision**Moved:** Cr A A Carter**Seconded:** Cr W Dziombak

That Council:

- i) approves the tree relocation and removal for the South Hedland CBD development as proposed in attached plans;
- ii) the works be advertised; and
- iii) reuse of removed trees to be undertaken.

CARRIED 7/0

REASON: Council sought for the community to be advised of relocation and removal of trees being undertaken throughout the South Hedland CBD development; and that those trees being removed to be reutilised elsewhere.



Rev.	Revision Description	Date

INFORMATION

GENERAL NOTES
 ALL LOTS AND DIMENSIONS INDICATED ON PLANS ARE NOMINATE DIMENSIONS TO BE OBTAINED BY THE CONTRACTOR.
 PRIOR TO COMMENCING WORKS THE CONTRACTOR SHALL CONSULT WITH RELEVANT SERVICE AUTHORITIES TO ASCERTAIN THE LOCATION OF ANY SERVICES.
 ALL SERVICES SHALL BE PROTECTED BY HAND FROM THE START OF AN EXCAVATION OR ERECTION. SERVICES IN CLOSE PROXIMITY TO PROPOSED WORKS BE EXPOSED BY HAND BEFORE WORK IS COMMENCED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR BEARING THE COST OF HANDING OF ANY DAMAGE TO EXISTING SERVICES AND DIMENSIONS NOT THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL SERVICES AND DIMENSIONS TO REMAIN THROUGHOUT THE CONSTRUCTION OF ALL SERVICES.
 ALL WORK SHALL BE IN ACCORDANCE WITH THE APPROPRIATE AUSTRALIAN STANDARDS AND SPECIFICATIONS IN THE LANDSCAPE SPECIFICATION.

CONTRACTOR TO BE RESPONSIBLE FOR THE PROTECTION OF EXISTING SERVICES AND DIMENSIONS TO REMAIN THROUGHOUT THE CONSTRUCTION OF ALL SERVICES AND DIMENSIONS TO REMAIN THROUGHOUT THE CONSTRUCTION OF ALL SERVICES.

SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING SERVICES AND DIMENSIONS TO REMAIN THROUGHOUT THE CONSTRUCTION OF ALL SERVICES AND DIMENSIONS TO REMAIN THROUGHOUT THE CONSTRUCTION OF ALL SERVICES.

LEGEND

- ⊗ TREE TO BE REMOVED ENTIRELY
- TREE TO BE RELOCATED AND TRANSPLANTED - UDLA USE (Species noted on plan)
- TREE TO BE RELOCATED AND TRANSPLANTED - OTHER USE (Species noted on plan)
- BOUNDARY OF STAGE 1 WORKS

CLIENT

PREPARED BY

udlo
 Urban Design Landscape Architects
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 www.udlo.com.au

**SOUTH HEDLAND
 STAGE 1 WORKS**

**MATURE TREE
 RELOCATION PLAN**

Drawing No.:	
Scale:	1:1000 @ A1 Revision:
Issued For:	INFORMATION Date: 28/06/2010
Project No.:	
Drawn By:	SG
Checked By:	
Sheet:	1 of 1



South Hedland CBD – Tree Relocation Photographs



11.2.3 Boulevard Tree Planting Program (File No.: 21/05/0007)

Officer Anthony Williams
Project Development
Officer

Date of Report 30 June 2010

Disclosure of Interest by Officer Nil

Summary

This item is to obtain Council approval for prioritization of street tree planting in Port Hedland.

Background

The objective of Council's Boulevard Tree Planting project is to provide tree lined boulevards through the main corridors within and around Port and South Hedland. This project has been in progress since 2008 with the establishment of street trees along Cottier Drive. Since then we've also completed stage 1 of the Murdoch Drive planting and commenced work on Masters Way and Captains Way. The tree's chosen to mark these corridors were the Royal Poinciana (*Delonix Regia*).

At the Ordinary Council Meeting on 22 April 2009 Council resolved:

"200809/303 Council Decision/Officer's Recommendation

Moved: Cr S J Coates Seconded: Cr K A Howlett

That Council approves the prioritisation of the following streets in the Boulevard Tree Planting program, pending adoption of Council's budgets in future years:

- 1. Murdoch Drive*
- 2. Hamilton Road*
- 3. Banksia Street*
- 4. Masters Way*
- 5. Captains Way"*

This report will review the prioritization of the tree planting program.

Consultation

The proposed Boulevard Tree Planting program is consistent with Council's Street Tree Master plan, where the main corridors are identified separately by the suburb groups. The program also considers future land developments which may impact on tree planting.

Statutory Implications

Nil

Policy Implications

The proposed program is consistent with Council's Policy 9/008 Verge Treatments, Section 5.4 Street Trees on Verges which refers to the street tree master plans for Port and South Hedland.

Strategic Planning Implications

Key Result Area 1 – Infrastructure

Goal 2 - Parks & Gardens: That Council's parks are recognised by the community as being well maintained, well utilised, safe and accessible.

Strategy 2 – Implement Council's street tree planting policy by:

- Developing treed boulevards along major thoroughfares
- Actively encouraging the planting and maintenance of verge trees in accordance with Council policy
- Ensuring that no trees are removed from public places by Council without the prior consent of Council

Budget Implications

The proposed reprogramming of the tree planting schedule will have no impact on the budget for the Boulevard Tree Planting project.

The current budget for the Boulevard Tree Planting project is \$820,057 (account 1201450). This has been funded by the Town of Port Hedland, South Hedland New Living and BHP Billiton Iron Ore. During the 09/10 program \$461,053 was spent for this project. \$359,000 has been allocated in the 10/11 budget.

Officer's Comment

In accordance with the previous Council resolution Murdoch drive, Masters Way and Captains Way tree planting has commenced and will be completed within the coming weeks. Hamilton road verge treatments have been identified as a 2010/11 project by BHP Billiton, therefore it isn't necessary for Council to include it in its program.

A review of Banksia Street has found issues with the verge width which is insufficient for tree planting. This may proceed once the open drainage network has been reviewed (due end September), which runs adjacent to Banksia Street.

In the Council's Street Tree Master Plan the following remaining streets have been identified as the main corridors in South Hedland:

- North Circular road
- Collier drive
- Kennedy street
- Parker street
- Stanley street
- Forrest circle

Kennedy street, Stanley street and Parker street are not considered suitable for tree planting at this stage due to the location of overhead power lines. It was thought that the underground power project would've commenced allowing tree planting in these areas, however timeframes are still uncertain.

North Circular road and Collier drive are considered low priority in comparison with other streets and Forrest circle will be addressed by the South Hedland CBD redevelopment project.

All possible South Hedland tree planting has commenced or is complete so in order to keep the boulevard tree planting progressing it is recommended that the following Port Hedland streets are prioritized:

- Cooke Point drive
- Styles road

The remainder of the South Hedland streets will be reassessed upon completion of this program or if significant events occur that change their suitability.

Attachments

Nil

Officer's Recommendation

That Council:

1. approves the inclusion & prioritization of the following streets in the Boulevard Tree Planting program:
 - a.. Cooke Point Drive
 - b. Styles Road
2. reviews the South Hedland tree planting locations in conjunction with the underground power program and external developments

201011/021 Council Decision

Moved: Cr A A Carter

Seconded: Cr S J Coates

That Council:

1. approves the inclusion and prioritisation of the following streets in the Boulevard Tree Planting program:
 - a. **Cooke Point Drive**
 - b. **Styles Road**
2. reviews the South Hedland tree planting locations in conjunction with the underground power program and external developments; and
3. commences planning for future tree planting opportunities alongside the cycleway between South and Port Hedland.

CARRIED 7/0

REASON: Council inserted an additional Clause to the Officer's Recommendation to ensure planning commences for future tree planting activities along the cycleway between Port and South Hedland.

11.2.4 Tender 10/09 Supply & Delivery of Signs (File No.: 23/08/0058)

Officer Lynne Nanini
Operations Technical/
Safety Officer

Date of Report 5th July 2010

Disclosure of Interest by Officer Nil

Summary

The purpose of this report is to provide a summary and assessment of the tenders received for Tender 10/09 – Supply & Delivery of Signs.

Background

The Town of Port Hedland currently asset manages an extensive local road network and associated street signage. It has a responsibility to ensure that all signage installed on local government roads meets current Australian Standards.

Signs will be required for the replacement of existing and damaged signage throughout the Town of Port Hedland and on occasions for new infrastructure projects

Signage requirements include all street name and community facility name signs, hazard markers, roadwork & warning signs, tourist and guide signs, parking control signs. Posts, brackets and fittings for installation of signage are also required.

The current practice for ordering signs is to ask for quotations from different suppliers as per the Town of Port Hedland Procurement Policy.

In order to have a continuous supply of signs and associated furniture, a Tender was undertaken for a preferred sign manufacturer and supplier.

Consultation

Council's Engineering staff has reviewed all the tender submissions prior to recommending Council's resolution. Furthermore, Ross Moody from RVM Management was engaged to independently review and sit on the panel assist with the scoring of the tender submissions received.

Statutory Implications

This tender was called in accordance to the Local Government Act (1995).

3.57. Tenders for providing goods or services

- (1) A local government is required to invite tenders before it enters into a contract of a prescribed kind under which another person is to supply goods or services.*
- (2) Regulations may make provision about tenders.*

Policy Implications

This tender was called in accordance with Council's Procurement Policy 2/015.

Strategic Planning Implications

Key Result Area 1 – Infrastructure

Goal 1 – Roads, Footpaths and Drainage (to have a developed network of roads, footpaths and verges that are well maintained.)

Budget Implications

The allocation of funding for the provision of replacement signage will be provided from the current operational budget. For 2009/10 - \$150,000 was provided in account number 1204282. The amount of signage that will be required to be replaced will vary from year to year – depending on need.

Officer's Comment

Tenders closed on 7 of April 2010 with only 1 tender submitted despite 15 sign companies requesting Tender packages.

Jason Signmakers was the only company that submitted the tender.

Jason Signmakers are a reputable sign making company and produce signs for a number of Local Governments as well as Main Roads contractors. They also hold contracts with a number of State Government Departments including the Department of Environment & Conservation, the Public Transport Authority and Water Corp.

Over a number of years they have developed a streamlined set of systems and protocols – including those associated with production and quality control of all digital printing.

Jason Signmakers have a system of quality control for all lamination of digital prints and anti-graffiti films and are 3M approved

Referees were contacted by the Town of Port Hedland in assessing the tender and feedback was positive – particularly in relation to Jason Signmakers ability to meet deadlines, and produce and high quality product on a wide variety of signage needs.

Jason Signmakers have clearly demonstrated in their tender submission that they will be able to meet the following requirements in relation to sign manufacture and the following Australian Standards.

Australian Standard	Details
AS1742.5	Manual of uniform traffic control devices – Street name and community facility name signs
AS1906.1	Retroreflective materials and devices for road traffic control purposes – Retroreflective sheeting
AS2700	Colour standards for general purposes
AS1743	Road signs – Specifications
AS1744	Forms of letters and numerals for road signs (known as Standard alphabets for road signs)

The Town of Port Hedland has previously purchased signs from Jason Signmakers and has been satisfied with the product and the level of service provided by them.

The prices submitted by Jason Signmakers are detailed in table 1 below.

Table 1 (prices ex gst).

Item	Item Description	Tendered Unit	Estimated Quantities (per annum)	Rate per Tendered Unit (ex. GST)
1	Street Name (Type A) Sign 150mm x 1m	Ea	100	\$50.00
2	Street Name (Type A) Sign 200mm x 1.2m	Ea	100	\$65.00
3	Street Name (Type C) Sign 150mm x 1.2m	Ea	<20	\$50.00
4	Street Name (Type C) Sign 200mm x 1.2m	Ea	<10	\$58.00

5	Street Name (Type C) Sign 300mm x 1.2m	Ea	<10	\$120.00
6	Parking Control Sign 225mm x 300mm	Ea	10	\$20.00
7	Regulatory/Warning Sign 300mm x 450mm	Class 1 Ea	<10	\$28.00
8	Regulatory/Warning Sign 450mm x 600mm	Class 1 Ea	<10	\$34.00
9	Regulatory/Warning Sign 600mm x 600mm (yellow diamond shape)	Class 2 Ea	6	\$35.00
10	Regulatory/Warning Sign 600mm x 900mm	Class 1 Ea	<6	\$58.00
11	Guide Sign 450mm x 600mm	Class 2 Sign	<10	\$30.00
12	Guide Sign 400mm x 600mm (ie No Through Road)	Class 2 Ea	10	\$29.00
13	Guide Sign 900mm x 600mm	Class 1 Ea	6	\$58.00
14	Flat Signs - 1200mm x 300mm (uni strut framework)	Class 2 Ea	<10	\$60.00
15	Flat Signs - 1200mm x 900mm (uni strut framework)	Class 2 Ea	<10	\$175.00
16	Other Signs – 1500mm x 900mm (uni strut framework)	Class 2 Ea	<10	\$215.00
17	Other Signs – 1800mm x 1200mm (uni strut framework)	Class 2 Ea	<10	\$330.00
18	Advanced Warning Signs – 2100mm x 1500mm	Class 2 Ea	10	\$485.00
19	Other Signs – 2100mm x 200mm (finger board)	Class 2 Ea	<10	\$90.00
20	Service Sign 1200mm x 200mm	Class 2 Ea	<10	\$75.00
21	Service Sign 1200mm x 150mm	Class 2 Ea	<10	\$45.00
22	Service Sign 2100mm x 450mm	Class 2 Plate	<10	\$160.00
23	Service Sign 1500mm x 450mm	Class 2 Sign	<10	\$120.00

24	Mounting Brackets (Type A) (SEC TP) Including all Nuts, Bolts & Washers	100 pair per unit	3 Units	\$700.00
25	Mounting Brackets (Type B) (TD1) Including all Nuts, Bolts & Washers	100 pair per unit	3 Units	\$700.00
26	Mounting Brackets (Type B) (TD2) Including all Nuts, Bolts & Washers	100 pair per unit	2 Units	\$900.00
27	Mounting Brackets (Type B) (Frisbee brackets) Including all Nuts, Bolts & Washers	100 pair per unit	2 Units	\$740.00
28	Bandit strapping 19mm wide	Per 30m Roll	10 Rolls	\$105.00
29	Clamps for strapping	100 per unit	2 Units	\$50.00
30	Brackets for strapping	100 per units	2 Units	\$490.00
31	Link Brackets (BBC 060)	100 per unit	2 Units	\$180.00
32	Drop Tag Link Brackets	100 per unit	1 Unit	\$540.00
33	Saddle Clamp Brackets (ARC 60/61) for uni struts	100 per unit	2 Units	\$360.00
34	Galvanised Posts 3.2m (end caps inclusive)	Per Post	200	\$38.00
35	Powder Coating Posts 3.2m (price shall not include post cost)	Per Post	50	\$15.00
36	Galvanised Posts 3.5m (end caps inclusive)	Per Post	100	\$41.00
37	Powder Coating Posts 3.5m (price shall not include post price)	Per Post	50	\$17.00
38	Graffiti coat signs	Square metre	20 m/2	\$35.00
39	Painted Bolts (to suit TD1 Bracket) 22mm length, thread 18mm	100 per unit	2 Units	\$40.00

40	Decal Symbol – No Parking	50 per unit	1 Unit	\$70.00
41	Decal Symbol – No Standing	50 per unit	1 Unit	\$70.00
42	Decal – Red Parking Arrow	50 per units	1 Unit	\$50.00
43	Decal – Green Parking Arrow	50 per unit	1 Unit	\$50.00
44	M-8 Security Washer	200 per unit	1 Unit	\$28.00
45	M-10 Security Washer	200 per unit	1 Unit	\$32.00
46	8mm Cup Head Bolts with nuts and spring washers. (to suit SEC Brackets)	200 per unit	1 Unit	\$35.00

In order to undertake a comparison of the tendered rates, a range of sign items was selected from the schedule of rates and a quote was requested from another sign company.

Furthermore, it was then estimated that the Town of Port Hedland would require certain quantities of sign items throughout the year.

Table 2 below was produced as a means of comparison of the tendered rates Table 2 (ex. gst) and the quote received from an independent signage company:

Item	Qty	Jason Signmakers	Perth Sign Company
6	Parking Control Signs (225mm x 300mm) 10 signs	\$200	\$220
9	Regulatory/ Warning Sign (600mm x 600mm – Class 2) 6 signs	\$210	\$250
12	Guide signs – 400mm x 600mm – Class 2) 10 signs	\$290	\$265
28	Bandit strapping – 19mm wide per 30m roll (10 rolls)	\$1050	\$667
34	Galvanised posts 3.2m (end caps inclusive (200 posts)	\$7600	\$9080
	TOTAL:	\$9350	\$10482

Due to only one tender being received, a tender evaluation was unable to be carried out.

However, with the prices received from another signage company and used as a comparison, it appears that the prices submitted by Jason Signmakers are competitive.

In summary, it is recommended to award Tender 10/09 Supply and Delivery of Signs to Jason Signmakers.

201011/022 Council Decision/Officer's Recommendation

Moved: Cr G J Daccache

Seconded: Cr W Dziombak

That Council awards Tender 10/09 Supply & Delivery of Signs to Jason Signmakers, as per the submitted schedule of rates, for the period 1 August 2010 to 30 June 2013.

CARRIED 7/0

11.3 Community Development**11.3.1 *General Practitioner (GP) Housing Project (File No.: .../...)***

Officer **Paul Martin**
Director Community
Development

Date of Report 6 July 2010

Disclosure of Interest by Officer Nil

Summary

The Town of Port Hedland has been successful in acquiring \$1.5 million from the Royalties for Regions Program; and a commitment of \$1.5 million from BHPB Iron Ore to provide General Practitioner (GP) Housing in Port Hedland.

This report outlines the project for Council's consideration and also proposes some short term options to meet immediate demand.

Background

BHPB Iron Ore commissioned Creating Communities in 2009 to prepare a Business Case for Accommodation of GP's in Port Hedland. A copy of this Business Case is attached at Appendix 1.

The Business Case recommends a model whereby BHPB Iron Ore and the State Government contribute \$1.5 million in cash and the Town of Port Hedland contribute \$1.5 million via a self supporting loan (repaid from rental income) to a fund to construct housing on vacant crown land in Port Hedland.

An application was made to the Pilbara Revitalisation Program for \$1.5 million as per this proposal. This application was successful.

BHPB has also confirmed a contribution of \$1.5 million towards this model, however this is subject to contractual and conditions negotiations with the Town.

Separate to this an issue has arisen in respect to the provision of short term accommodation for GP's associated with the Edgar Street Medical Centre.

Recently Council was advised that the Edgar Street Medical Practice was being sold. An approach has been made by the new owners for assistance with providing GP Housing in the short term.

The practice requires a total of five (5) houses to make the business sustainable and ensure medical services continue to be available to the Port Hedland community. BHPB currently provides two houses leaving a shortfall of 3 houses to be provided by other means.

Atlas Iron has committed one house for GP's use which takes the shortfall to two houses for the next two years. The Council is being asked if it can use the funds from BHPB and the State to provide the shortfall of two houses (either rented or leased) until houses can be constructed (see Officer's Comment). Further investigation on the merits, acceptability and financial implications of each of these options is required prior to proceeding further.

Options that are being considered include:

1. Use the interest earned from the \$3 million (\$1.5m BHPB and \$1.5m State) to rent two properties on the open market.
2. Use the capital (\$1.5m BHPB and \$1.5m State) to purchase two houses on the open market. These houses would then be sold once new houses are constructed and the funds directed into offsetting the costs of construction.

Some initial work has been done on the financial implications of these two options. Prior to further detailed work being undertaken on these options direction from Council is required on support or otherwise for this initiative.

Officers consider that it is worth pursuing these options if there is limited financial impact upon the organisation.

Consultation

In scoping this project consultation has been undertaken with representatives of the following organizations:

- BHPB Iron Ore
- FMGL
- WA Country Health Services
- OHS Medical
- Town of Port Hedland
- Atlas Iron
- Foundation Housing
- Pilbara Development Commission

Statutory Implications

There are two aspects to this project which have statutory implications namely the purchase or lease of existing housing and the development of new housing.

Both these activities require a Business Plan be produced in accordance with section 3.59 of the Local Government Act 1995.

The Council's proposed contribution of \$1.5 million by way of a self supporting loan is identified in the 2010/11 budget documentation and therefore does not require separate advertising.

The development of new houses would be required to comply with the normal development approval processes.

Policy Implications

Nil

Strategic Planning Implications

An action in the Strategic Plan is to

Goal 5 – Health

Strategy 2

Provide information and feedback to the Department of Health regarding any perceived health services and/or health issues.

Budget Implications

As mentioned above the model being proposed requires the Council to take out a self supporting loan for the value of \$1.5 million. This loan has been reflected in the 2010/11 financial year budget. Further work on the financial model is currently being undertaken which will demonstrate the ability of the loan to be self funding. This model will be presented to the Council prior to any requirements for accessing this loan facility.

Officer's Comment

There are a number of milestones at which this project will come before the Council over the next two years, namely to:

- Select/agree upon the site(s) on which houses will be constructed;
- Call and award tenders for the design and construction of the houses based upon the capacity identified in the financial model; and
- Establish a management agreement with an agency for the operation of the houses once constructed.

An independent project management company is being engaged to manage the project. Costs for this will form part of the project budget.

The following is a broad outline of the expected timeline for the project:

Main Activities/Milestone	Milestone Date
Site assessment and agreement	October 2010
Site preparation/tenure resolved	April 2011
Design/Documentation completed	December 2010
Construction Tender awarded	March 2011
Construction commence	May 2011
Construction complete	April 2012
Commissioning	May 2012

The main issue the Council needs to consider as part of this report is if it wants to play a role in meeting the short term needs of GP housing while houses are constructed.

Attachments

Business Case on GP Housing

Officer's Recommendation

That Council:

1. notes the funding provided and the indicative timeline associated with the GP Housing Project; and
2. notes the Chief Executive Officer, or his nominated delegate, will prepare a Business Plan that is compliant with Section 5.39 of the Local Government Act 1995 for Council's consideration, that details options for short and long term solutions for the delivery of subsidised housing for General Practitioners in Port Hedland.

201011/023 Council Decision

Moved: Cr A A Carter

Seconded: Cr D W Hooper

That Council:

1. notes the funding provided and the indicative timeline associated with the GP Housing Project; and
2. notes the Chief Executive Officer, or his nominated delegate, will prepare a Business Plan that is compliant with Section 5.39 of the Local Government Act 1995 for Council's consideration, that details options for short and long term solutions for the delivery of subsidised housing for General Practitioners **throughout the Town** of Port Hedland.

CARRIED 7/0

REASON: Council amended Clause 2. of the Officer's Recommendation to ensure that the delivery of subsidised housing would be for GPs throughout the Town of Port Hedland.

DRAFT

Accommodation for General Practitioners –
Port Hedland Business Case

BHP Billiton Iron Ore

July 2009



Project Details

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Document prepared July 2009.

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Executive Summary

A lack of housing for General Practitioners (GPs) is having detrimental effects on Pilbara industry and community services provision, and is particularly evident in the Town of Port Hedland (ToPH). Without intervention, the scale of this problem can be expected to grow.

As reported in The Australian newspaper on the 20th October 2008, the biggest surgery in the town of Port Hedland was forced to close because it had no doctors, leaving the private clinic to consider fly-in, fly-out GPs. The Edgar Street practice manager said that a lack of quality accommodation was one of the reasons the surgery had difficulty recruiting and retaining doctors.

Port Hedland will soon become the world's largest tonnage port, and an expansion of operations by BHP Billiton Iron Ore and the entry of the Fortescue Metals Group as a major producer is already exerting an impact on demand for accommodation. A quarantined set of dwellings for GP use only will ensure provision of GP services in the town are able to be maintained at a satisfactory level.

BHP Billiton Iron Ore (BHBBIO) has commissioned Creating Communities Australia (CCA) to prepare an order of magnitude business case for initiatives supporting the provision of GP accommodation within the ToPH.

CCA has examined a range of scenarios for GP housing provision in the ToPH. On the basis of available evidence, there is a compelling case for the State Government, BHBBIO and other stakeholders to use a not-for-profit housing company model as a mechanism to provide essential housing for GPs.

It is recommended that land assets be leased over a 20 year period from the State Government at low or peppercorn rates and returned the landowner at the end of the period. It is proposed that 9 dwellings be constructed on the land using donated funds totalling \$4.2m.

A commitment by BHBBIO, the State Government and other stakeholders to ensuring that a supply of GP housing at a controlled cost is maintained in Hedland will serve three main purposes:

- It will assist in maintaining an appropriate GP to population ratio in the ToPH;
- It will help build a local economy that supports heavy industry's presence in the region; and
- It will demonstrate the resolve of BHBBIO, State Government and other stakeholders, to address wherever possible, significant community concerns.

This report includes a comprehensive assessment, and identifies design criteria for the proposed new housing. It examines a number of different scenarios involving variations in dwelling numbers and seed funding, and provides a financial analysis of each. The report recommends land provision by the State Government and financial commitment from BHBBIO, the State Government and other stakeholders so that implementation of the preferred model is not delayed.

1. Introduction

This document provides an order of magnitude business case to support the provision of accommodation for General Practitioners (GPs) in the Town of Port Hedland. The proposed accommodation is aimed at providing appropriate accommodation for GPs in order to ensure that the Town of Port Hedland can maintain a satisfactory level of medical services.

1.1 Rationale

The provision of the appropriate number of General Practitioners in Port Hedland is essential for the future sustainability of the town. The current lack of modern family housing in suitable locations is the number one issue impacting on the attraction and retention of doctors in the Pilbara, according to Dr Tim Hackett of the Gemini Medical Group.

Other regional areas in Australia, such as the Shire of Roebourne, have introduced incentives schemes in order to address the ongoing issue of attracting and retaining doctors. The key component of these incentives schemes is to provide executive style housing at nominal rent. The Shire of Roebourne scheme, which includes a pool of 11 houses, has been successful to date with a waiting list of doctors wanting to enter the program.

The success of incentive schemes in Australia has generated sufficient interest within the Pilbara region to investigate options for the provision of accommodation for doctors in the Town of Port Hedland.

The following extract from Pilbara Health Network Pilbara Division of General Practice 2007/2008 raises staff turnover due to housing costs as a key issues in the provision of primary health care needs and delivery.

Recruitment and retention of staff - this has proved particularly difficult with 100% turnover of staff in the preceding 18 months including at the CEO level. The Division is not in a position to offer housing to staff and as a result of the high cost of housing most staff are partners of people working in the mining industry. The mining sector employees are very mobile and this combined with the isolation of the region makes it difficult to sustain a stable workforce with the flow on effect that much effort is expended in recruitment and training.

There is the very real threat of the lack of doctors impacting on the economic viability of the town of Port Hedland. If doctors cannot be accommodated in appropriate dwellings, they can easily choose to work elsewhere. The issue is perhaps best summarised by the following quote from The Australian Newspaper, October 20, 2008:

THE biggest surgery in Western Australia's booming town of Port Hedland was forced to close last week because it had no doctors, leaving the private clinic to consider fly-in, fly-out GPs.

The Edgar Street Medical Practice needs four full-time practitioners to accommodate a long list of patients but has only one part-time doctor.

Australian Medical Association WA North West representative, Scott Teasdale, said Port Hedland was just one example of the severe rural doctor shortage affecting WA. The AMA estimates the

state is short 150 rural doctors. Edgar Street practice manager Erica Pyke said a lack of quality accommodation was one of the reasons the surgery had difficulty recruiting and retaining doctors. She said an accommodation budget of \$1500 a week per doctor was inadequate because of steep rents imposed by landlords seizing on a shortage of housing.

"I can only get a tin shack for my doctors, one bedroom or two bedrooms, because of the housing costs," she said. "We want to make them comfortable, if they say they're going to stay for a couple of years, we want them to have a pool in the backyard or a three-bedroom, two-bathroom house, but you just can't do it up here."

The practice has also made doctor salaries more attractive, paying GPs up to 80 per cent of patient fees taken.

"We give a good service here and we've always had a good reputation for what we do, but when we don't have doctors, we can't offer people a service."

Ms Pyke said the clinic was now trying to find doctors who would fly in and fly out of Port Hedland, about 1300km from Perth. Edgar Street is one of two general surgeries in Port Hedland, which has a population of more than 15,000.

The fact that one of only two medical practices in Port Hedland closed due to a shortage of doctors brought about by lack of appropriate accommodation is alarming. A shortage of doctors may result other essential service workers moving out of Port Hedland. This issue needs to be addressed urgently.

1.2 Objective

The objective of this study is to provide an order of magnitude Business Case model for the delivery of GP housing. The business case includes elements such as financial contributions, recommended rent caps, funding sources, and cash flow and Net Present Value (NPV) calculations to enable decisions on how appropriate accommodation for doctors may be provided in the Town of Port Hedland. The study uses well researched base information and assumptions to inform the business case financial analysis where required.

2. Background

2.1 General Affordability Indicators

There is limited available recent data on rental prices in the Town of Port Hedland. However, there is some excellent data available on historical dwelling sale prices and it is expected that increases in dwelling prices will be reflected in increased rental prices. The table below shows data on housing affordability in the Town of Port Hedland.

Table 1: Port Hedland Housing Affordability

Port Hedland Urban Area	2006	2007	2008
Median House Price (REIWA)	286,000	455,000	560,000
Change Mining Wages Index		6.24%	5.44%
Median Household Income per Annum*	\$96,980	\$103,030	\$108,635
Affordability Index	2.9	4.4	5.2
Affordability (similar to Demographia Model)	Affordable	Seriously Unaffordable	Severely Unaffordable

**Median Household Income Adjusted from ABS 2006 Census using Mining Wages Index*

The affordability rating index of 5.2 is just over the 5.1 index achieved by Canberra in the 5th Annual Demographia International Housing Affordability Survey 2009. The index simply measures the ratio of the Median House Price to the Median Household Income per annum. In 2006, the median cost of a dwelling was 2.9 times the median household income in Port Hedland. In 2008, the median cost of a house reached 5.2 times the median household income.

A recent sale in Port Hedland of a residence in Rawling Close fetched \$1.28m. The same dwelling was purchased in 1993 for \$104,000. This is equivalent to an average annual growth rate of 17% over the period. In comparison, the median house price in 1993 for a four-bedroom house in either Quinns Rocks or Ballajura was \$105,000 growing to \$460,000 in March 2009 or 9.7% per annum average annual growth. In economics terms, the difference between the Perth suburb results and Port Hedland is the result of differing demand and supply variables. That is, the demand in Port Hedland for housing has increased and the supply has not been sufficient and the price has increased accordingly.

The suburb of Port Hedland currently has a median house price of \$937,000 for a four- bedroom dwelling. This illustrates the capital outlay required to secure tenure on an appropriate dwelling to house a GP in the Town of Port Hedland.

1.2.1 Building Approvals 2007 - 2008

The following table shows recent ABS building approvals data for the Town of Port Hedland.

Table 2: Building Approvals

ABS Building Approvals – Town of Port Hedland	Houses Approved	Value of Approval (\$000's)	Average Value of Approval
Jul-07	0	0	NA
Aug-07	2	374	\$187,000
Sep-07	3	2,935	\$978,333
Oct-07	1	46	\$46,000
Nov-07	6	4,260	\$710,000
Dec-07	22	8,866	\$403,000
Jan-08	0	0	NA
Feb-08	17	10,309	\$606,412
Mar-08	13	6,047	\$465,154
Apr-08	5	1,892	\$378,400
May-08	23	9,044	\$393,217
Jun-08	6	2,259	\$376,500
Jul-08	26	8,873	\$341,269
Aug-08	32	16,724	\$522,625
Sep-08	43	22,352	\$519,814
Oct-08	37	16,476	\$445,297
Nov-08	44	22,827	\$518,795
Dec-08	4	1,944	\$486,000
Jan-09	17	8,756	\$515,059
Feb-09	20	9,411	\$470,550
Mar-09	9	3,266	\$362,889
Apr-09	22	8,933	\$406,045
TOTAL	352	165,594	\$470,438

Source: ABS Building Approvals Data 2007 - 2009

There were over 350 single dwelling building approvals in the Town of Port Hedland between July 2007 and April 2009 (average of 17 per month).

The value of approval is the estimated value of the building work when completed. The average value of approval is derived from the building approvals data and provides an indication of the range of typical building values in the Town of Port Hedland. The data indicates minimum value of single house construction of approximately \$340,000.

For the purposes of this business case, it is assumed that the executive style dwelling requirements for doctors would require houses costing between \$450,000 for a medium density style dwelling and \$550,000 for a larger four-bedroom dwelling.

2.2 Sales Data

Recent sales data from January 2009 to June 2009 sourced from Landgate for vacant land and existing dwellings in Port Hedland and South Hedland is analysed in this section.

2.2.1 Vacant Land

Vacant land sales data show that the average price per square metre of land for lots in Port Hedland and lots in South Hedland have the following values:

- ▶ Port Hedland - \$586 per m²
- ▶ South Hedland - \$253 per m²

The average lot size for the sales data are:

- ▶ Port Hedland - 1,091 m²
- ▶ South Hedland - 562 m²

The above values can be used to inform the order of magnitude value of lots contributed to the scheme by the State Government or other contributors. These values will be useful in comparing the options with respect to returns to contributors at the end of the proposed 20-year land lease period.

2.2.2 Dwellings

Recent sales data for existing dwellings in Port Hedland and South Hedland show the following attributes.

Table 3: Sales Averages – Port Hedland and South Hedland January 2009 to June 2009

Dwelling Location	Dwelling Type	Average Sale Price	Average Lot Size
Port Hedland	4 bedroom	\$1,017,000	920
	3 bedroom	\$724,686	754
South Hedland	4 bedroom	\$612,716	562
	3 bedroom	\$513,705	519

Source: Landgate Sales Data January 2009 to June 2009

2.3 Proposed Accommodation Profile

The following tables show the number and location of dwellings under various potential scenarios.

Table 4: Scenario 1 – 10 Dwellings Total

Scenario 1 - 10 dwellings	South Hedland	Port Hedland	TOTAL
Medium Density Dwellings	4	2	6
Low Density Dwellings		4	4
Land Value	\$780,000	\$2,607,800	\$3,387,800
Dwelling Construction Costs	\$1,800,000	\$3,100,000	\$4,900,000

The above Scenario 1 anticipates land contribution (State Government or other) to the value of approximately \$3.4 million with construction costs (contributed by various parties) to the value of approximately \$4.9 million. The outcome is 10 dwellings for the GP housing scheme.

Table 5: Scenario 2 – 9 Dwellings Total

Scenario 2 - 9 dwellings	South Hedland	Port Hedland	TOTAL
Medium Density Dwellings	4	2	6
Low Density Dwellings		3	3
Land Value	\$780,000	\$2,106,300	\$2,886,300
Dwelling Construction Costs	\$1,800,000	\$2,550,000	\$4,350,000

Scenario 2 anticipates land contribution (State Government or other) to the value of approximately \$2.9 million with construction costs (contributed by various parties) to the value of approximately \$4.35 million. The outcome is 9 dwellings for the GP housing scheme.

3. Design Criteria

The design for planning rental accommodation to house essential general practitioners should consider the following criteria:

- ▶ Be safe and secure (focus on Crime Prevention Through Environmental Design Principles);
- ▶ Require low maintenance;
- ▶ Sustain its asset value;
- ▶ Have an appearance that is similar to other housing in the location;
- ▶ Be high quality and demand the same and even higher standards as the remainder of the community;
- ▶ Be integrated with the existing community having a positive impact on neighbouring residents and property;
- ▶ Be designed in harmony with the character of the neighbourhood and demonstrate quality urban design;
- ▶ Be environmentally sustainable (providing high energy rating, and adopt water and waste saving techniques);
- ▶ Be economically sustainable (viable in the long term); and

The above list has been adapted from Planning Institute of Australia Submission to National Affordable Rental Scheme technical Paper May 2008. It is also recommended that the dwellings be finished in an executive style in order to assist in attraction and retention of GPs in the area.

3.1 Single Dwellings

Dwellings on single R20 zoned lots are likely to be similar to existing dwellings of the same type in Port Hedland. Indicative cost for construction of these dwelling types is approximately \$470,000 per dwelling based on recent ABS approvals data. For the purposes of GP housing it is assumed that the specifications would result in a cost of construction in the order of \$550,000. These dwellings are likely to include items such as swimming pools.

3.2 Medium Density Dwellings

The medium density type dwellings are likely to be constructed on R20 or R30 zoned lots which would allow 2 or 3 dwellings on a 1,000m² lot respectively. The indicative cost of construction for these dwellings is approximately \$450,000 assuming executive style finishes and items.

4. Potential Commitments

The potential commitment from BHPBIO would represent up to one third of the total contributions. This would leave additional contribution requirements from the State Government, industry and other agencies. It may also be possible for a Not for Profit Housing Company to be an equity partner in the project.

4.1 Scenario 1

Scenario 1 involves the contribution by the State Government of between 7 and 10 lots to accommodate 10 dwellings in total. The precise composition of the lots will depend on availability but it is anticipated that the dwelling outcomes will be as shown in Table 4.

This scenario assumes \$4.5million in seed funding for dwelling construction, including \$1.5million each from BHPBIO, State Government and other industry and stakeholder groups contributing the remaining \$1.5million.

4.2 Scenario 2

Scenario 2 involves the contribution by the State Government of between 6 and 9 lots to accommodate 9 dwellings in total. The precise composition of the lots will depend on land availability and location but it is anticipated that the dwelling outcomes will be as shown in Table 5.

This scenario assumes \$4.5million in seed funding for dwelling construction, including \$1.5million each from BHPBIO, State Government and the remaining \$1.5million being a loan through Treasury.

4.3 Scenario 3

An additional scenario similar to Scenario 2 but with a equal contributions of \$1.4million each from BHPBIO, State Government and other industry and stakeholder groups, is also investigated. The outcome of Scenario 3 is 9 dwellings constructed on land contributed by the state Government.

The financial analysis of the scenarios is summarised section 5.2.

5. Project Delivery

The project will require a not for profit housing company such as Foundation Housing, to manage the dwelling construction and deliver the leasing and property management over the course of the proposed 20 year timeframe. Foundation Housing has verified the assumptions provided in the business case and has signalled support for the scheme. A letter from Foundation Housing stating that this proposal has synergies with the aims and purpose of Foundation Housing is included as an attachment to this report.

This delivery mechanism will be the most suitable for Port Hedland. The scenario development options are analysed in the financial analysis section below.

5.1 Model

In summary, the potential funding options for delivery of between 9 and 10 dwelling units of accommodation over a 20 year timeframe include:

- Grant of land assets from the State Government on a land lease basis to be handed back to the owner at the end of the 20 year project;
- A donation of between \$1.4million and \$1.5million from the State Government;
- The receipt of tax deductible donations from the private sector for between \$2.8 and \$3m million; and
- A low interest loan from the State or other authority of \$1.5 million (Scenario 2 only).
- Outcome of 9 to 10 dwelling s that are quarantined for use by General Practitioners working locally only. Specific conditions will apply.

5.2 Financial Analysis

The following table lists the assumptions included within the financial model analysis.

Table 6: Financial Model Assumptions

NFPHC Income and Costs	
Rent of \$300 per week for medium density - rent per annum	\$15,600
Rent of \$400 per week for low density - rent per annum	\$20,800
Land Lease cost per medium density dwelling per annum	\$1,000
Land Lease cost per low density dwelling per annum	\$1,200
Management Costs % of Rent	10%
Construction Costs (based on ABS building approvals data)	
Construction Cost per medium density dwelling	\$450,000
Construction Cost per large dwelling	\$550,000
Other Recurrent Costs (estimated)	
Building Maintenance per building pa	\$500
Administration	\$1,000
Insurance	\$1,000
Rates	\$1,000
Total Other Recurrent Costs Per Dwelling	\$3,500
Other Assumptions for Contributor Financial Analysis	
Residual values assumed appreciation per annum above CPI	5%
Average Lot Value medium density (4 Sth Hedland, 2 Pt Hedland)	\$230,000
Average Lot Value low density (All PH)	\$500,000

Note that all costs above are in 2009 dollars. All costs in the financial modelling are also in 2009 dollars to enable ease of comparison.

The figures in Table 6 are included as base information for the financial model over the 20-year project timeframe. The financial analysis and comparison of each of the scenarios is summarised in the next section. The detailed analysis of each of the scenarios is included in section 6 Introduction Appendices – Detailed Financial Analysis.

5.2.1 Not for Profit Housing Company

The following table summarises the financial analysis of the 3 scenarios in terms of the running costs and cash flow of the not for profit housing company (NFPHC) over a 20 year project timeframe. The full analysis is shown in section 6, Appendices – Detailed Financial Analysis.

Table 7: Not for Profit Housing Company 20 year Project Financial Summary

20 year Project	Scenario 1	Scenario 2	Scenario 3
Dwellings	10	9	9
Capital Costs and Income			
Dwellings Construction Cost	-\$4,900,000	-\$4,350,000	-\$4,350,000
Investment Contributions	\$4,500,000	\$4,500,000	\$4,200,000
Income (Rent)	\$3,161,600	\$2,808,000	\$2,808,000
Land Lease Costs	-\$193,200	-\$172,800	-\$172,800
Interest (@5%) costs		-\$1,425,000	
Management Costs	-\$316,160	-\$280,800	-\$280,800
Other Costs (Maint/fees/Ins etc)	-\$626,500	-\$567,000	-\$567,000
Cash Flow at 2028/29	\$1,625,740	\$512,400	\$1,637,400
Yrs Cumulative Cash Flow positive (out of 20)	17	20	19
NPV @ 5%	\$851,880	\$460,028	\$1,010,340

The analysis shows that Scenario 3 provides the best outcome for the NFPHC. The company is able to operate with a positive cash flow (except for year 3) operation and the net present value is over \$1 million assuming a 5% discount rate. Note that all of the scenarios provide a positive NPV outcome.

5.2.2 Contributors (BHPBIO, State Government, Others)

The following table summarises the financial analysis of the 3 scenarios in terms of the investment costs and land contribution (lease) cash flows over a 20 year project timeframe.

Table 8: Contributors 20 Year Project Financial Summary

20 year Project	Scenario 1	Scenario 2	Scenario 3
Dwellings Completed	10	9	9
Capital Costs and Income			
Investment	-\$4,500,000	-\$4,500,000	-\$4,200,000
Land Lease Income	\$193,200	\$172,800	\$172,800
Interest (@5%) Income		\$1,425,000	
Residual less land input	\$18,642,371	\$16,621,738	\$16,621,738
Cash Flow at 2028/29	\$14,335,571	\$13,719,538	\$12,594,538
Contributors NPV @ 5%	\$1,282,503	\$1,483,157	\$932,845

The contributors to the project are in a healthy financial position at the end of the project 20 year life. The financials show a positive NPV and net cash position at the end of the project. This is due to the residual land and building assets being retained by the contributors.

Therefore, under a 20 year project timeframe, Scenario 2 provides the best financial outcome for the contributors to the project. However, Scenario 3 provides a better outcome for the NFPHC without requiring loan funds and still provides the contributors with an NPV of \$930,000 assuming a 5% discount rate.

5.2.3 Recommended Scenario and Option

The financial analysis shows that the overall best option that provides the best outcome for the NFPHC and an excellent outcome for the contributors is Scenario 2.

5.3 Implementation

Whilst an expressions of interest mechanism could be utilised to attract a not for profit housing company to undertake the project, it is noted that Foundation Housing will be setting up an office in Port Hedland in August 2009. An expression of interest could add significant delays to the implementation of the scheme. It is therefore recommended that Foundation Housing be approached directly for assistance in implementing the project.

5.3.1 Timeframe

If commitments of dollars and land can be secured from the proposed contributors, then the project can proceed soon after. The financial analysis above assumes that the construction will be over a 4 year period.

6. Appendices – Detailed Financial Analysis

6.1 Not for Profit Housing Company Financial Analysis

Scenario 1 - 10 dwellings \$1.5m BHP, \$1.5m Others, \$1.5m State

10	Totals	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2028/29
Medium Density Dwellings Completed			2	2	2			
Low Density Dwellings Completed			1	1	2			
Capital Costs and Income								
Dwellings	-\$ 4,900,000	-\$ 1,450,000	-\$ 1,450,000	-\$ 2,000,000	\$ -			
Investment	\$ 4,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000				
Income	\$ 3,161,600		\$ 52,000	\$ 104,000	\$ 176,800	\$ 176,800	\$ 176,800	\$ 176,800
Land Lease	-\$ 193,200		-\$ 3,200	-\$ 6,400	-\$ 10,800	-\$ 10,800	-\$ 10,800	-\$ 10,800
Management Costs	-\$ 316,160		-\$ 5,200	-\$ 10,400	-\$ 17,680	-\$ 17,680	-\$ 17,680	-\$ 17,680
Other Costs (Maint/fee s/ins etc)	-\$ 626,500		-\$ 10,500	-\$ 21,000	-\$ 35,000	-\$ 35,000	-\$ 35,000	-\$ 35,000
Cash Flow	\$ 1,625,740	\$ 50,000	\$ 83,100	-\$ 433,800	\$ 113,320	\$ 113,320	\$ 113,320	\$ 113,320
Cumulative Cash Flow		\$ 50,000	\$ 133,100	-\$ 300,700	-\$ 187,380	-\$ 74,060	\$ 39,260	\$ 1,625,740
20 Year Net Present Value								
	NPV	6%	\$ 753,767					
	NPV	5%	\$ 851,880					
	NPV	4%	\$ 964,843					

NFPHC would be able to depreciate the cost of dwellings over the life of the project

Scenario 2 - 9 dwellings \$1.5m BHP, \$1.5m State Govt, \$1.5m loan

9	Totals	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2028/29
Medium Density Dwellings Completed			2	2	2			
Low Density Dwellings Completed			1	1	1			
Capital Costs and Income								
Dwellings	-\$ 4,350,000	-\$ 1,450,000	-\$ 1,450,000	-\$ 1,450,000	\$ -			
Investment	\$ 4,500,000	\$ 3,000,000	\$ 1,500,000					
Income	\$ 2,808,000		\$ 52,000	\$ 104,000	\$ 156,000	\$ 156,000	\$ 156,000	\$ 156,000
Land Lease	-\$ 172,800		-\$ 3,200	-\$ 6,400	-\$ 9,600	-\$ 9,600	-\$ 9,600	-\$ 9,600
Interest (@5%)	-\$ 1,425,000		-\$ 75,000	-\$ 75,000	-\$ 75,000	-\$ 75,000	-\$ 75,000	-\$ 75,000
Management Costs	-\$ 280,800		-\$ 5,200	-\$ 10,400	-\$ 15,600	-\$ 15,600	-\$ 15,600	-\$ 15,600
Other Costs (Maint/fee s/ins etc)	-\$ 567,000		-\$ 10,500	-\$ 21,000	-\$ 31,500	-\$ 31,500	-\$ 31,500	-\$ 31,500
Cash Flow	\$ 512,400	\$ 1,550,000	\$ 8,100	-\$ 1,458,800	\$ 24,300	\$ 24,300	\$ 24,300	\$ 24,300
Cumulative Cash Flow		\$ 1,550,000	\$ 1,558,100	\$ 99,300	\$ 123,600	\$ 147,900	\$ 172,200	\$ 512,400
20 Year Net Present Value								
	NPV	6%	\$ 458,401					
	NPV	5%	\$ 460,028					
	NPV	4%	\$ 463,816					

NFPHC would be able to depreciate the cost of dwellings over the life of the project

Scenario 3 - 9 dwellings \$1.4m BHP, \$1.4m State Govt, \$1.4m others

9	Totals	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2028/29
Medium Density Dwellings Completed			2	2	2			
Low Density Dwellings Completed			1	1	1			
Capital Costs and Income								
Dwellings	-\$ 4,350,000	-\$ 1,450,000	-\$ 1,450,000	-\$ 1,450,000	\$ -			
Investment	\$ 4,200,000	\$ 2,100,000	\$ 2,100,000					
Income	\$ 2,808,000		\$ 52,000	\$ 104,000	\$ 156,000	\$ 156,000	\$ 156,000	\$ 156,000
Land Lease	-\$ 172,800		-\$ 3,200	-\$ 6,400	-\$ 9,600	-\$ 9,600	-\$ 9,600	-\$ 9,600
Management Costs	-\$ 280,800		-\$ 5,200	-\$ 10,400	-\$ 15,600	-\$ 15,600	-\$ 15,600	-\$ 15,600
Other Costs (Maint/fee s/ins etc)	-\$ 567,000		-\$ 10,500	-\$ 21,000	-\$ 31,500	-\$ 31,500	-\$ 31,500	-\$ 31,500
Cash Flow	\$ 1,637,400	\$ 650,000	\$ 683,100	-\$ 1,383,800	\$ 99,300	\$ 99,300	\$ 99,300	\$ 99,300
Cumulative Cash Flow		\$ 650,000	\$ 1,333,100	-\$ 50,700	\$ 48,600	\$ 147,900	\$ 247,200	\$ 1,637,400
20 Year Net Present Value								
	NPV	6%	\$ 932,832					
	NPV	5%	\$ 1,010,340					
	NPV	4%	\$ 1,100,324					

NFPHC would be able to depreciate the cost of dwellings over the life of the project

6.2 Contributors Financial Analysis

Scenario 1 - 10 dwellings \$1.5m BHP, \$1.5m Others, \$1.5m State

	Totals	2009/10	2010/11	2011/12	2012/13	2028/29
Dwellings Completed			2	2	2	
			1	1	2	
Capital Costs and Income						
Dwellings	\$ -					
Investment	-\$ 4,500,000	-\$1,500,000	-\$1,500,000	-\$1,500,000		
Income	\$ -		\$0	\$0	\$0	\$0
Land Lease	\$ 193,200		\$3,200	\$6,400	\$10,800	\$10,800
Management Costs	\$ -		\$0	\$0	\$0	\$0
Other Costs (Maint/fees/Ins etc)	\$ -					\$0
Residual less land input*	\$18,642,371	-\$960,000	-\$960,000	-\$1,460,000		\$22,022,371
Cash Flow	\$14,335,571	-\$2,460,000	-\$2,456,800	-\$2,953,600	\$ 10,800	\$22,033,171

20 Year Net Present Value	NPV	6%	-\$25,512
	NPV	5%	\$1,282,503
	NPV	4%	\$2,904,953

*residual value calculated at present value +5% per annum above CPI

Scenario 2 - 9 dwellings \$1.5m BHP, \$1.5m State Govt, \$1.5m loan

	Totals	2009/10	2010/11	2011/12	2012/13	2028/29
Dwellings Completed			2	2	2	
			1	1	1	
Capital Costs and Income						
Dwellings	\$ -					
Investment	-\$ 4,500,000	-\$3,000,000	-\$1,500,000	\$0		
Income	\$ -		\$0	\$0	\$0	\$0
Land Lease	\$ 172,800		\$3,200	\$6,400	\$9,600	\$9,600
Interest (@5%)	\$ 1,425,000		\$75,000	\$75,000	\$75,000	\$75,000
Management Costs	\$ -		\$0	\$0	\$0	\$0
Other Costs (Maint/fees/Ins etc)	\$ -		\$0	\$0	\$0	\$0
Residual less land input*	\$16,621,738	-\$960,000	-\$960,000	-\$960,000		\$19,501,738
Cash Flow	\$13,719,538	-\$3,960,000	-\$2,381,800	-\$878,600	\$84,600	\$19,586,338

20 Year Net Present Value	NPV	6%	\$231,621
	NPV	5%	\$1,483,157
	NPV	4%	\$3,024,435

*residual value calculated at present value +5% per annum above CPI

Scenario 3 - 9 dwellings \$1.4m BHP, \$1.4m State Govt, \$1.4m others

	Totals	2009/10	2010/11	2011/12	2012/13	2028/29
Dwellings Completed			2	2	2	
			1	1	1	
Capital Costs and Income						
Dwellings	\$ -					
Investment	-\$ 4,200,000	-\$2,100,000	-\$2,100,000			
Income	\$ -		\$0	\$0	\$0	\$0
Land Lease	\$ 172,800		\$3,200	\$6,400	\$9,600	\$9,600
Management Costs	\$ -		\$0	\$0	\$0	\$0
Other Costs (Maint/fees/Ins etc)	\$ -		\$0	\$0	\$0	\$0
Residual less land input*	\$16,621,738	-\$960,000	-\$960,000	-\$960,000		\$19,501,738
Cash Flow	\$12,594,538	-\$3,060,000	-\$3,056,800	-\$953,600	\$9,600	\$19,511,338

20 Year Net Present Value	NPV	6%	-\$242,810
	NPV	5%	\$932,845
	NPV	4%	\$2,387,927

*residual value calculated at present value +5% per annum above CPI

Attachment 1 – Foundation Housing Letter of Support

3 July 2009



Mr Steve Marmion
Creating Communities Aust. Pty Ltd
PO Box 544
WEMBLEY WA 6913

Dear Steve

Affordable GP Housing Port Hedland

Thank you for the opportunity to meet with you yesterday to discuss the needs for affordable housing within the Pilbara and specifically in this instance the need for housing for GPs' within Port and South Hedland.

Foundation Housing Ltd is a major Not for Profit community/affordable housing provider and registered Growth Provider under the Department of Housing. Foundation currently manages or owns in excess of 1000 units of housing mainly in the greater Perth metropolitan area and also has an office in Broome to service the Kimberley and will be opening an office in South Hedland in the next 6 weeks or so.

The decision to open in the Pilbara was endorsed by our Board after identification of the critical need for affordable service worker housing especially in Port Hedland and South Hedland. Working with the Department of Housing we anticipate making a meaningful contribution to assist in addressing the shortage of affordable rental housing.

The proposal for the establishment of GP rental housing has an immediate synergy with the aims and purpose of Foundation Housing's move to the Pilbara and we would be delighted to be part of this project as the tenancy and property manager for the completed housing or as a possible equity partner in the project.

Should you wish to progress this matter further please do not hesitate to contact the undersigned on 9227 6480 or alternatively at hans@foundationhousing.org.au

Yours sincerely


J J (Hans) Gerritsen
Manager Housing Development & Procurement

Manager, Cultural Development and Libraries
Coordinator, Community and Cultural Development
Events Coordinator

Statutory Implications Nil

Policy Implications Nil

Strategic Planning Implications

Key Result Area 3 - Community and Cultural - Goal 2 – Events supports the recommendation as follows:

Supporting community groups who are operating community events through training, support, advice and where appropriate financial support.

Budget Implications

In its 2010/11 Budget, Council has allocated expenditure of \$458,000 in General Ledger Account 811280 Community Events: and a loss of \$266,570 in Revenue Accounts 811325 Community Bus Hire, 811333 Contributions – BHP, and 811353 Donations/Sponsorship Community Pride; which totals a nett expenditure amount of \$191,430.

An allocation of \$31,784 in the 2010/2011 budget would enable Celebrate Hedland! Inc to manage the 2010 Heritage and Marine Festival in its entirety without any support from the Town.

The amount of \$31,784 is what the event cost the Town in the 2009/10 financial year plus CPI. This amount includes coordination, equipment hire, marketing and entertainment. It is proposed to use this figure as it is a real cost. It would be expected that as part of the full transition of events to Celebrate Hedland these amounts would reduce in time as replaced by external sponsorship.

An allocation of \$5,000 from Council in 2010/2011 financial year budget would contribute one third of the requested seed funding by the Committee.

Officer's Comment

Despite being keen to establish its independence from the Town, the Committee recognises that staging the transfer of the events management workload and associated funding over a reasonable period would enable Celebrate Hedland Inc to assume its responsibilities in manageable portions.

Responsibility for the 2010 Heritage and Marine Festival can be transferred to Celebrate Hedland Inc. inclusive of event management. Under this model, Town staff would retain responsibility for the 2010 Spinifex Spree, 2010 Portbound Festival and the 2011 Australia Day Event during this year.

Town events staff also has commitments towards the management of a series of regular smaller informal events to be held during this year.

Officers consider starting with this one event this year will enable the committee to develop processes and management structures. After the event a review can be undertaken, which will provide the basis for considering transfer of other events in future years.

To support further Celebrate Hedland Inc. in its sponsorship drive, the Council is being requested to provide \$5,000 towards a total of \$15,000 seed funding, if the remaining amount is able to be sourced from other sponsors.

Officer's Recommendation

That Council:

1. supports in principal the staged transfer over a number of years of major events management from the Council to Celebrate Hedland Inc.; and
2. transfers event management and responsibility for the 2010 Heritage and Marine Festival to Celebrate Hedland Inc.; and
3. provides to Celebrate Hedland Inc a donation of \$31,784 to deliver this event. These funds to come from General Ledger Account 811280 Community Events; and
4. requests the Chief Executive Officer, or his nominee, to consult with Celebrate Hedland Inc to develop agreed milestones for disbursement of this funding; and
5. upon notification that \$10,000 of seed funding being secured from other sponsors, contribute \$5,000 towards the total required.

NOTE: SIMPLE MAJORITY VOTE REQUIRED

201011/024 Council Decision**Moved:** Cr A A Carter**Seconded:** Cr S J Coates

That Council:

1. supports in principal the staged transfer over a number of years of major events management from the Council to Celebrate Hedland Inc.; and
2. transfers event management and responsibility for the 2010 Heritage and Marine Festival to Celebrate Hedland Inc.; and
3. provides to Celebrate Hedland Inc a donation of \$31,784 to deliver this event. These funds to come from General Ledger Account 811280 Community Events; and
4. requests the Chief Executive Officer, or his nominee, to consult with Celebrate Hedland Inc to develop agreed milestones for disbursement of this funding; and
5. upon notification that \$10,000 of financial and/or in kind seed funding being secured from other sponsors, contribute \$5,000 towards the total required.

CARRIED 7/0

REASON: Council considered that \$10,000 value of seed funding being secured by the Celebrate Hedland! Inc. Committee from other sources could be either financial and/or in kind support. Council amended Clause 5. of the Officer's Recommendation accordingly.

11.4 Governance and Administration

Nil.

ITEM 12 LATE ITEMS AS PERMITTED BY CHAIRPERSON/COUNCIL**12.1 Community Development***12.1.1 Proposed Preliminary Concept Plan for the Future Growth of Port Hedland (File No.: 18/09/0040)*

Officer Leonard Long
Manager Planning

Date of Report 8 July 2010

Disclosure of Interest by Officer Nil

Summary

Due to the extraordinary growth experienced within the Town which is projected to continue in the future, it is important to ensure that the Towns Land Use Master Plan (LUMP) is not only kept up to date but remains ahead of the development demand.

A preliminary consultation Draft of a revised LUMP has been prepared. The purpose of the draft is to stimulate discussion within Council and the Community on where and how the Town will grow into a city.

Background

The Land Use Master Plan was endorsed by the Western Australian Planning Commission in September 2008. One of the main purposes of the Land Use Master Plan is to guide the growth and development of Port Hedland over the next 20 – 25 years, focusing on the use of land and its development characteristics.

The Land Use Master Plan has also been adopted by Council as a Local Planning Strategy paving the way for the creation of the new Port Hedland Town Planning Scheme No. 6.

The updating of the L.U.M.P ensures that it will continue to be relevant to the community enabling future planning decisions to be based on a clear understanding of community opinion and not be seen as imposing decisions on the community.

Since the endorsement of the Land Use Master Plan by the Western Australian Planning Commission, the Town has experienced unprecedented growth in all sectors, residential, commercial and industrial.

As a result of the growth the LUMP needs to be updated to reflect the future growth of the Town. Areas such as the Spoilbank development, residential expansion and densification throughout the Town and the proliferation of the industrial development around the Port Hedland International Airport as well as south of Wedgefield need to be included. These were not previously considered in the LUMP.

Consultation

As has been the case with the current Land Use Master Plan, the updated version will be regarded as the Towns Local Planning Strategy.

The *Town Planning Regulations 1967*, prescribe the process for advertising Local Planning Strategy plans.

Statutory Implications

In terms of *Town Planning Regulations 1967*, a Local Planning Strategy shall:

- a. Set out the long-term planning direction for the local government,
- b. Apply state and regional planning policies, and
- c. Provide rationale for the zones and other provisions of the Scheme.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 4: Economic Development

Goal 5: Town Planning & Building

Immediate Priorities:

1. Develop Local Planning Scheme No 6 ensuring that opportunities for the following initiative are considered:
 - a. Identification of new areas for growth (urban and Industrial),
 - b. Bulky goods retail development along Port Hedland Road,
 - c. New entry ways into South Hedland,
 - d. Water related developments in South Hedland, and
 - e. The re-zoning of Wedgefield in accordance with the Land Use Master Plan,
2. Develop Structure Plans for key precinct areas with a particular focus on the Spoilbank Precinct, Airport and Pretty Pool.

Budget Implications

Nil

Officer's Comment

The updating of the Land Use Master Plan serves a number of important purposes. It provides the Town with direction as to where development in all sectors should take place, and forms the base document needed for the preparation of the Port Hedland Town Planning Scheme No. 6.

Through the development of the consultation draft there has been a number of areas identified for possible future growth/use, including community facilities such as aged care facilities, schools and small retail nodes etc, spread appropriately between Port Hedland and South Hedland.

Areas such as Spoilbank and Pretty Pool developments need to be included in the updated version of the Land Use Master Plan to reflect current developments planned for the areas. As included in the current Land Use Master Plan, the long term plan to relocate the Port Hedland Race Track to South Hedland is retained, however a green belt is being proposed along Wilson Street, south of McGregor Street, to create a soft attractive entry statement to the Town.

In order to facilitate the growth and rejuvenation of the Port Town Centre, the industrial area north of Wilson Street, east of Wedge Street, is identified as an area for mixed business / commercial.

Areas such as the Spinifex Hill Wastewater Treatment Plant has been identified for possible residential development, with the possibility of developing a caravan / tourist node on the eastern end of Gray Street (3 mile), to accommodate tourists to the Town.

The potential relocation of the speedway to the same vicinity as the go cart track will enable the development of shared facilities between the various sporting clubs ensuring better utilization of such facilities. The precinct identified for motor sport related uses is adequate to allow for considerable expansion and additional related uses in the future. The area has been identified as it will not have a negative impact on the growth of the Town and is located close enough to the Town to promote the use thereof.

Growth within the industrial sector was pre-empted by the current Land Use Master Plan, with the Wedgefield Industrial Transport zone well progressed.

However, the development of the airport land of which only a portion was previously identified for development is now also being progressed through the Airport Master Plan, of which a draft should be made available to Council shortly. The outcome of the Airport Master Plan will be captured into the revised Land Use Master Plan.

Current and projected growth with the Port has also necessitated the Port Hedland Port Authority to expand. This expansion has been identified as Port Authority Industrial Uses, located within the Port Authority boundary (Lumsden Point).

As the resource companies grow so does the demand on housing. Through the Land Rationalization Plan many of the underdeveloped / vacant lots owned by State Government has been and continues to be released for development. In addition the South Hedland Town Centre Development encourages medium to high density residential development, an important element to the ultimate success of the South Hedland Town Centre.

However, the proposed plan is conscious of the fact that there must be a variety of housing types available, and identifies the 12 mile area for "Rural Residential". In addition the areas bound by the South West Creek, Port Hedland Newman Railway line, Port Hedland Goldsworthy Railway Line and the boundary depicted on the preliminary concept plan is identified as "Urban Development" zone. This zone will include low, medium and high density residential development, and will also make provision for schools, aged care facilities, recreational facilities and small neighbourhood retail nodes.

It must be emphasised that the preliminary consultation draft is the beginning of a process which will ultimately require detailed consultation, discussion and debate with both public and potential stakeholders. In addition to the consultation requirements, numerous studies and investigations will need to be completed to ensure that the areas identified for the various development types are achievable.

Attachments

Master Growth Concept Plan

201011/025 Council Decision/Officer's Recommendation

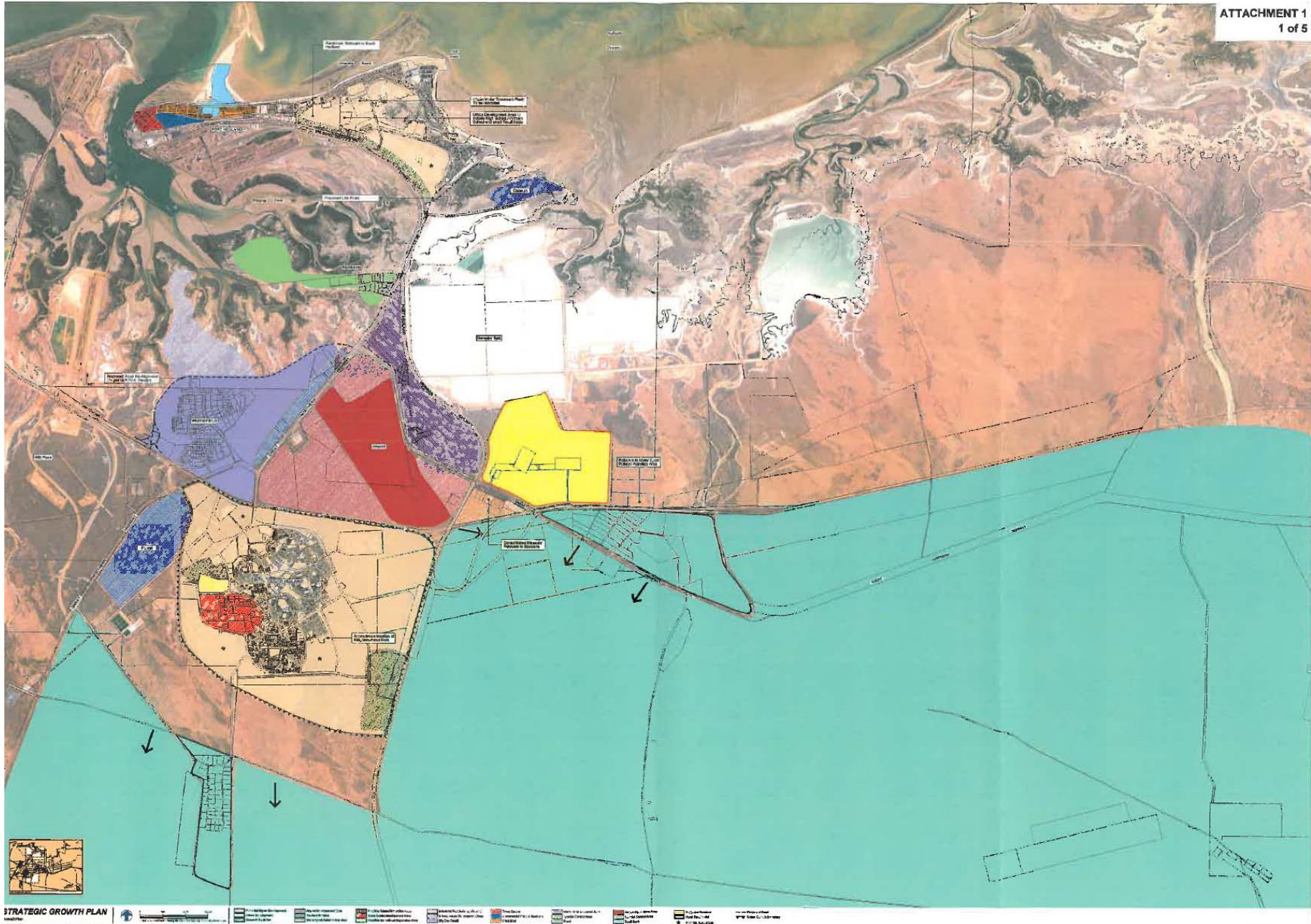
Moved: Cr A A Carter

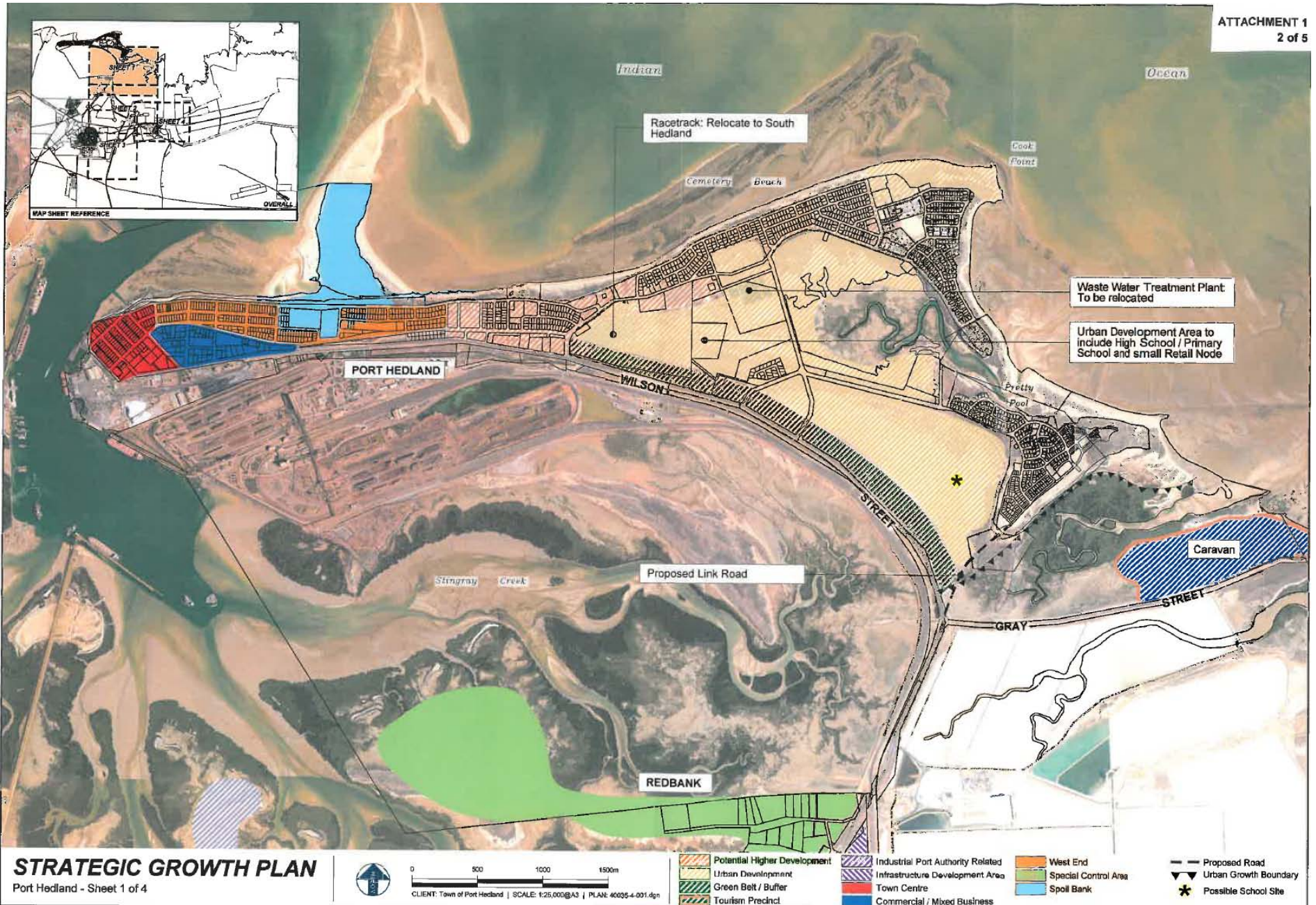
Seconded: Cr W Dziombak

That Council:

- i) endorses the proposed Preliminary Concept Plan as an initial discussion document guiding the future growth of the Town; and
- ii) permits the Preliminary Concept Plan to be advertised/ circulated to begin the community consultation process.

CARRIED 7/0





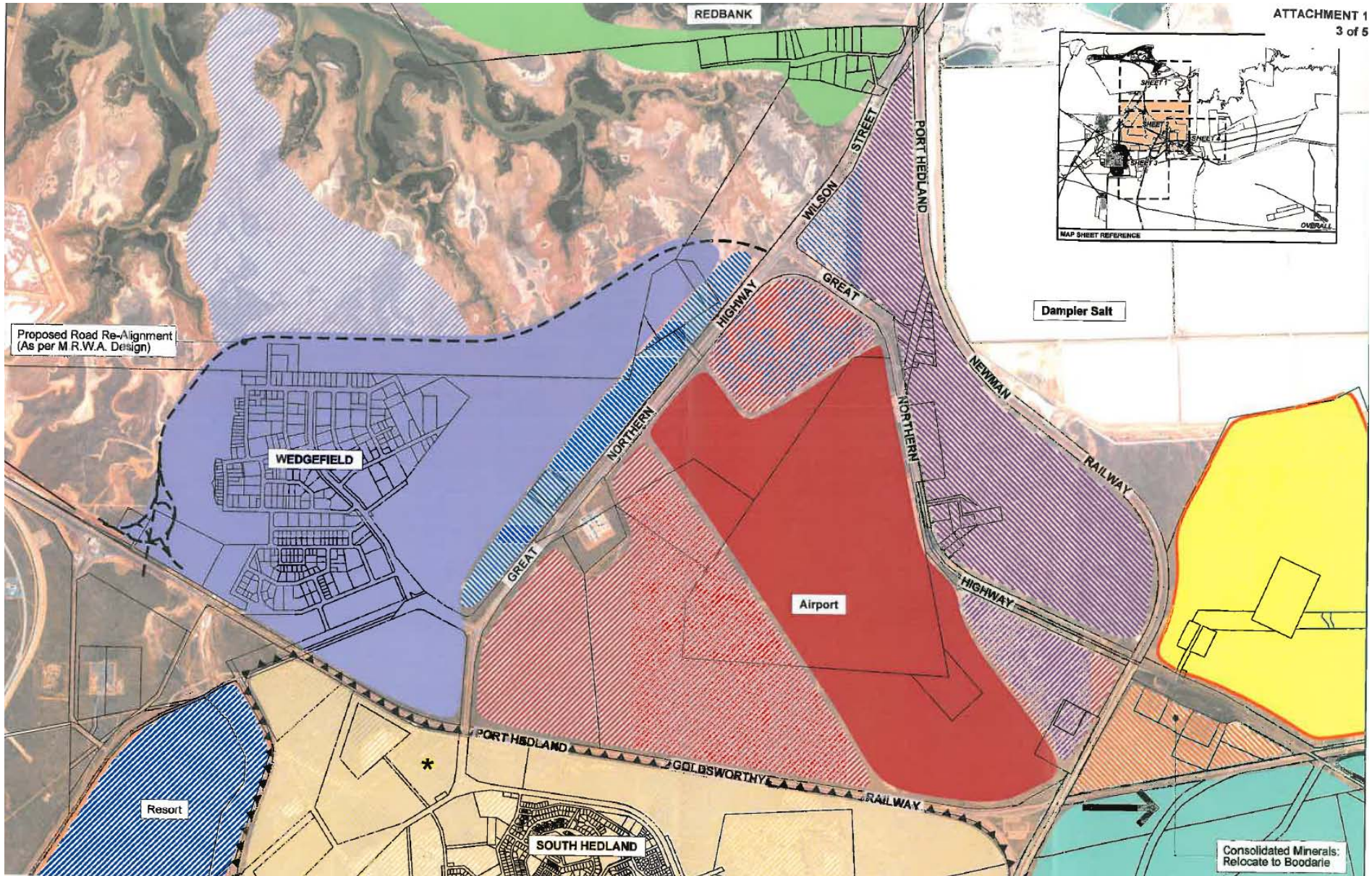
STRATEGIC GROWTH PLAN

Port Hedland - Sheet 1 of 4



CLIENT: Town of Port Hedland | SCALE: 1:25,000@A3 | PLAN: 40095-4-001.dgn

- Potential Higher Development
- Urban Development
- Green Belt / Buffer
- Tourism Precinct
- Industrial Port Authority Related Infrastructure Development Area
- Town Centre
- Commercial / Mixed Business
- West End
- Special Control Area
- Spoil Bank
- Proposed Road
- Urban Growth Boundary
- * Possible School Site



Proposed Road Re-Alignment
(As per M.R.W.A. Design)

Dampier Salt

Consolidated Minerals:
Relocate to Boodarie

STRATEGIC GROWTH PLAN

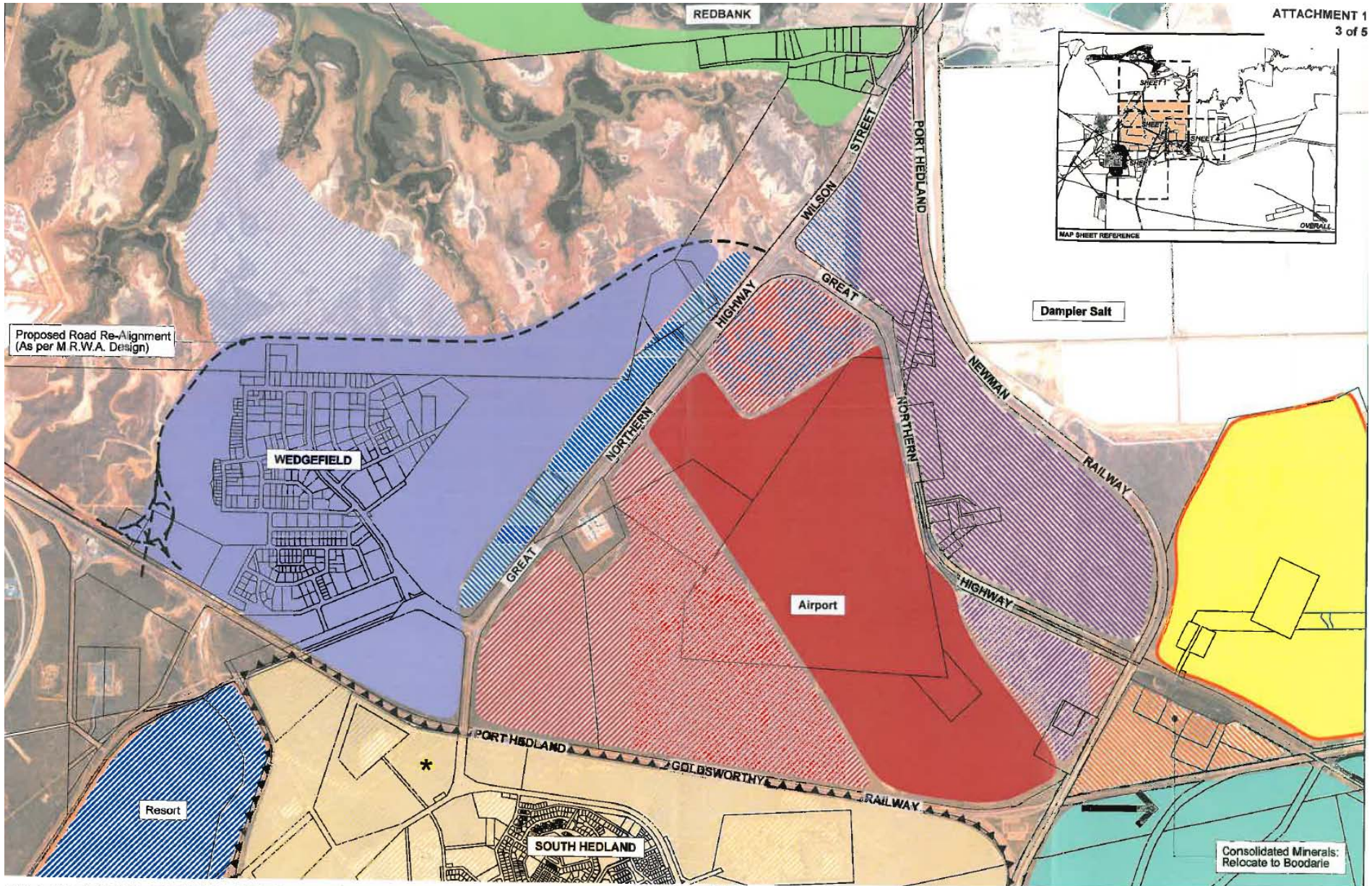
Wedgefield / Redbank - Sheet 2 of 4



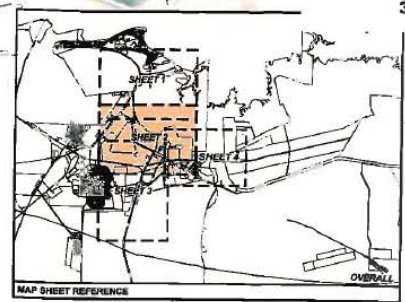
0 500 1000 1500m

CLIENT: Town of Port Hedland | SCALE: 1:25,000@A3 | PLAN: 40035-4-001.dgn

- | | | | |
|-----------------------------------|--------------------------------|----------------------------|-----------------------|
| Airport Development Zone | Tourism Precinct | Wedgefield Industrial Area | Explosive Reserve |
| Infrastructure Development Area | Motor Sport Related Activities | Special Control Area | Proposed Road |
| Industrial Port Authority Related | Urban Development | Rural | Urban Growth Boundary |



Proposed Road Re-Alignment
(As per M.R.W.A. Design)

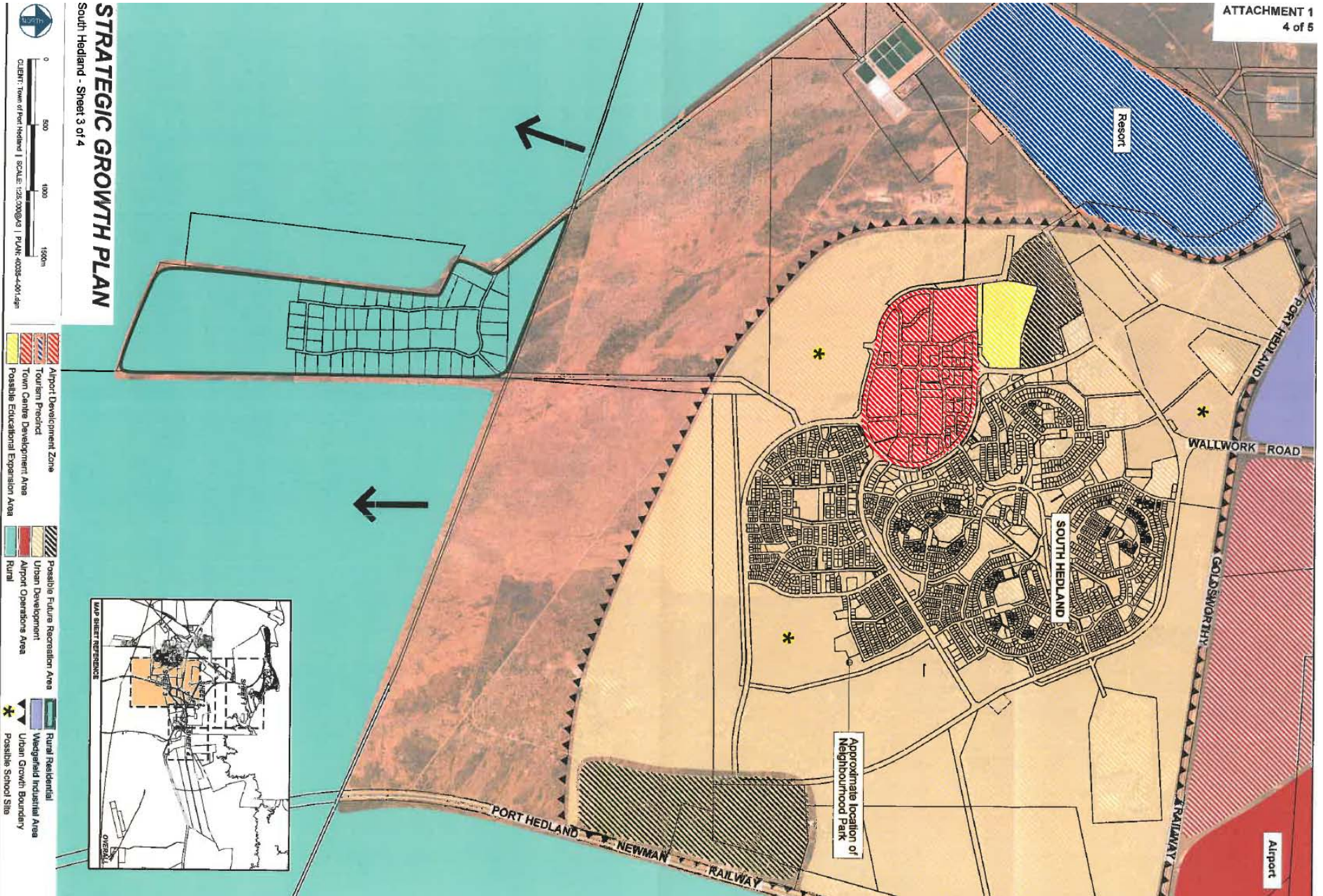


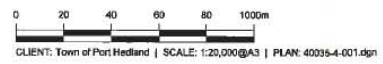
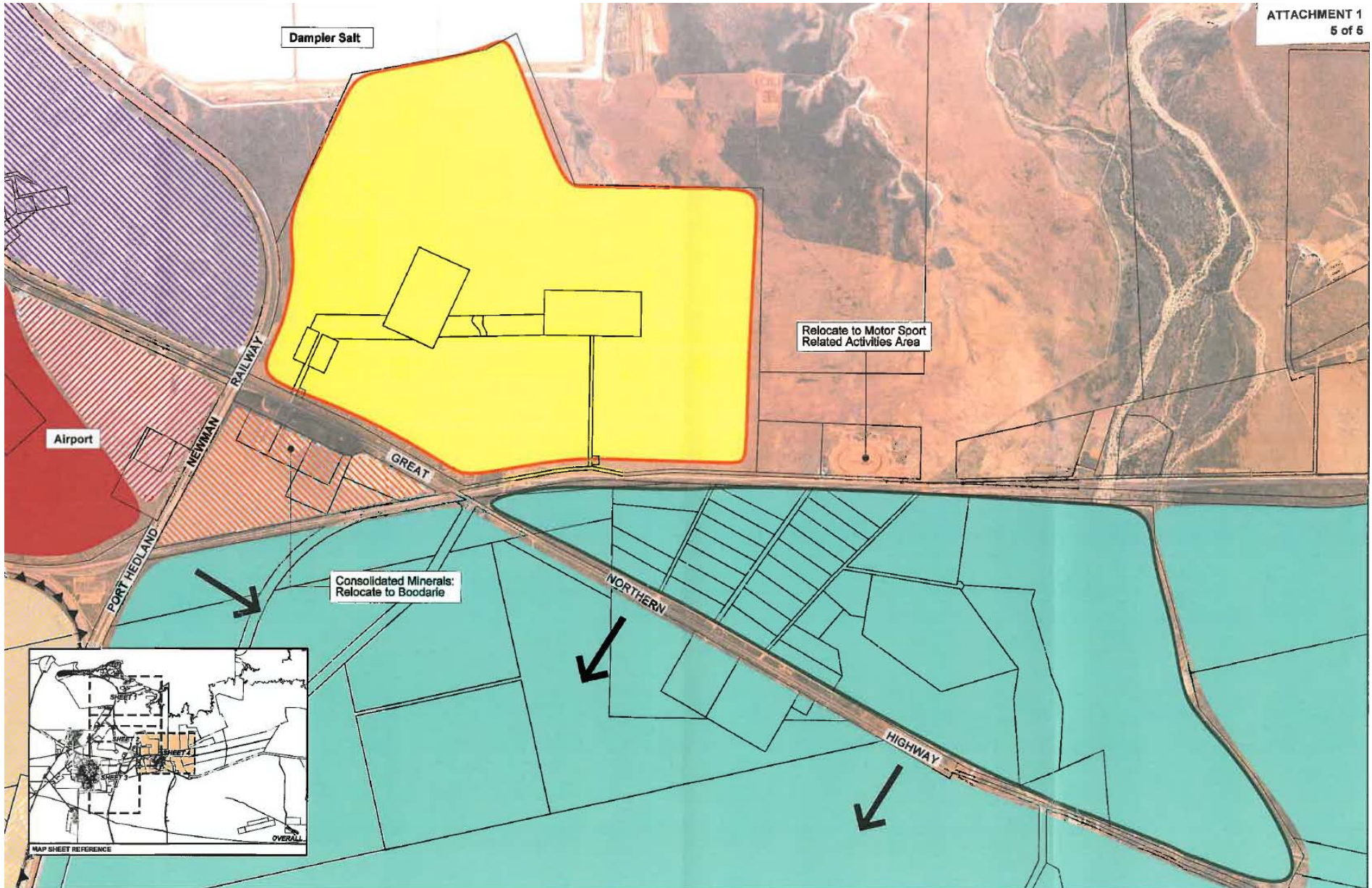
STRATEGIC GROWTH PLAN
Wedgefield / Redbank - Sheet 2 of 4



- Airport Development Zone
- Tourism Precinct
- Wedgefield Industrial Area
- Infrastructure Development Area
- Motor Sport Related Activities
- Special Control Area
- Explosive Reserve
- Industrial Port Authority Related
- Urban Development
- Rural
- Proposed Road
- Urban Growth Boundary

Consolidated Minerals:
Relocate to Boodarie





- | | | |
|---------------------------------|--------------------------------|-------------------------|
| Infrastructure Development Area | Motor Sport Related Activities | Airport Operations Area |
| Airport Development Zone | Explosive Reserve | Rural |
| Urban Development | Rural Residential | Urban Growth Boundary |

ITEM 13 MOTIONS OF WHICH PREVIOUS NOTICE HAVE BEEN GIVEN

Nil.

ITEM 14 CONFIDENTIAL ITEMS

Nil.

ITEM 15 APPLICATIONS FOR LEAVE OF ABSENCE

201011/026 Council Decision

Moved: Cr A A Carter

Seconded: Cr G J Daccache

That the following Applications for Leave of Absence:

- . Councillor S J Coates – from 30 July 2010 to 9 August 2010 inclusive;

be approved.

CARRIED 7/0

ITEM 16 CLOSURE

16.1 Date of Next Meeting

The next Ordinary Meeting of Council will be held on Wednesday 28 July 2010, commencing at 5.30 pm.

16.2 Closure

There being no further business, the Chairman declared the meeting closed at 6:18 pm.

Declaration of Confirmation of Minutes

I certify that these Minutes were confirmed by the Council at its Ordinary Meeting of _____

CONFIRMATION:

MAYOR

DATE