



Town of Port Hedland

MINUTES

OF THE

ORDINARY MEETING
OF THE TOWN OF PORT HEDLAND COUNCIL

HELD ON

WEDNESDAY 13 OCTOBER 2010

AT 5.30 PM

IN COUNCIL CHAMBERS
McGREGOR STREET, PORT HEDLAND

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*Paul Martin
Acting Chief Executive Officer*

OUR COMMITMENT

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

ITEM 1	OPENING OF MEETING	5
1.1	OPENING	5
ITEM 2	RECORDING OF ATTENDANCE AND APOLOGIES.....	5
2.1	ATTENDANCE.....	5
2.2	APOLOGIES	5
2.3	APPROVED LEAVE OF ABSENCE.....	5
ITEM 3	RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE	5
3.1	QUESTIONS FROM PUBLIC AT ORDINARY COUNCIL MEETING HELD ON WEDNESDAY 22 SEPTEMBER 2010.....	5
3.1.1	MR WAYNE NESS.....	6
3.1.2	MR JAY JAY GONZALES	7
3.2	QUESTIONS FROM ELECTED MEMBERS AT ORDINARY COUNCIL MEETING HELD ON WEDNESDAY 22 SEPTEMBER 2010	7
ITEM 4	PUBLIC TIME	8
4.1	PUBLIC QUESTION TIME	8
4.1	Mr Chris Whalley	8
4.2	PUBLIC STATEMENT TIME	8
4.2.1	Mr Chris Whalley	8
ITEM 5	QUESTIONS FROM MEMBERS WITHOUT NOTICE.....	8
5.1	Councillor S Coates	8
ITEM 6	DECLARATION BY MEMBERS TO HAVE GIVEN DUE CONSIDERATION TO ALL MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING.....	9
ITEM 7	CONFIRMATION OF MINUTES OF PREVIOUS MEETING	9
7.1	CONFIRMATION OF MINUTES OF ORDINARY MEETING OF COUNCIL HELD ON WEDNESDAY 22 SEPTEMBER 2010	9
ITEM 8	ANNOUNCEMENTS BY CHAIRMAN WITHOUT DISCUSSION.....	9
ITEM 9	REPORTS BY ELECTED MEMBERS WITHOUT DISCUSSION.....	11
9.1	Councillor M Dziombak.....	11
9.2	Councillor J M Gillingham	12
9.2	Councillor D W Hooper	12
ITEM 10	PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS	12
ITEM 11	REPORTS OF OFFICERS	13
11.1	REGULATORY SERVICES.....	13
11.1.2	PLANNING SERVICES.....	13
11.1.2.1	Proposed Community Use – Garage Addition to Existing Rectory at Lot 1(2B) Mitchie Crescent, South Hedland (File No.: 156110G)	13
11.1.2.2	Final Adoption of Amendment No. 33 to the Town of Port Hedland Town Planning Scheme No. 5 to Amend the Scheme Text of Appendix 8 – Minimum Car Parking Specifications (File No.: 18/09/0041)	20
11.1.2.3	Proposed Subdivision of Lot 6042 Masters Way to Create 14 Additional Lots and Road Reserves (File No.: 802471G).....	28
11.1.2.4	Proposed Partial Closure of Road Reserve – John Way, South Hedland (File No.: 804128G & 103460G).....	36
11.1.2.5	Motor Vehicle and/or Marine Service Station – Redevelopment of Destroyed Service Station, Lot 3 Great Northern Highway, Port Hedland (File No.: 119200G).....	42
11.1.2.6	Proposed Mixed Use Development – Lot 675 Dowding Way, Pretty Pool (File No: 804280G) 54	

11.1.2.7	<i>Proposed Subdivision of Lot 3281, Steamer Avenue, South Hedland into 11 Lots (File No: 113874G)</i>	66
11.1.2.8	<i>Proposed Transient Workforce Accommodation Located at the Marquee Park on Lot 6108 Stanley Street and Lot 6177 Cottier Drive, South Hedland (File No.: 21/05/0011)</i>	70
11.1.2.9	<i>Proposed Permanent Closure of Portion of Catamore Court Road Reserve, South Hedland (File No.: 28/01/0017)</i>	79
11.1.2.10	<i>Proposed Use of Drainage Reserve Adjacent to Lot 270 Nairn Street South Hedland for Parking Purposes (File No.: 123209G & 05/12/0016)</i>	85
11.1.2.11	<i>Proposed Demolition of a Heritage Building (Nissen Hut) on Lot 1 (3A) Kingsmill Street Port Hedland listed in the Municipal Heritage Inventory (File No.: 126060G)</i>	92
11.1.2.12	<i>Proposed Amendment to the Town of Port Hedland Town Planning Scheme No. 5 to Rezone Lot 534 and 535 Keel Close, Lot 545 and 549 Banksia Street, Lot 568, 569 and 580 Mooring Loop, Lot 616 Demarchi Road and Lot 8006 Kennedy Street in South Hedland (File No.: 18/09/0030)</i>	116
11.1.2.13	<i>Current Status of Compliance Matters (File No.: 18/02/0002)</i>	124
11.2	ENGINEERING SERVICES	138
11.2.1	<i>Tender 10/22 Port Hedland Airport Part 2 Electrical Upgrade (File No.: ...)</i>	138
11.3	COMMUNITY DEVELOPMENT	149
11.3.1	<i>Library Policy (File No.: 03/04/0003)</i>	149
11.3.2	<i>Refocus of the Role of the Multipurpose Recreation Centre Working Group (File No.: 26/14/0001)</i>	152
11.3.3	<i>Introduction of Fees and Charges for Use of the Overhead Lights at McGregor Street Reserve, Port Hedland (File No.: 26/02/0048)</i>	159
11.3.4	<i>South Hedland Skate Park Redevelopment (File No.: 26/06/0004)</i>	162
11.4	GOVERNANCE AND ADMINISTRATION	166
11.4.1	GOVERNANCE	166
11.4.1.1	<i>Hedland's Future Today Version 3 and Top Ten List of Priority Projects (File No. : .../...)</i>	166
ITEM 12	LATE ITEMS AS PERMITTED BY CHAIRPERSON/COUNCIL	181
ITEM 13	MOTIONS OF WHICH PREVIOUS NOTICE HAVE BEEN GIVEN	181
ITEM 14	CONFIDENTIAL ITEMS	181
14.1	<i>Confidential Item: Appointment of Senior Employee - Director Corporate Services (File No: ...)</i> 181	
ITEM 15	APPLICATIONS FOR LEAVE OF ABSENCE	183
ITEM 16	CLOSURE	183
16.1	DATE OF NEXT MEETING.....	183
16.2	CLOSURE.....	183

ITEM 1 OPENING OF MEETING

1.1 Opening

The Mayor declared the meeting open at 5:37 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 Stan R Martin
 Councillor Steve J Coates
 Councillor Michael (Bill) Dziombak
 Councillor David W Hooper
 Councillor Jan M Gillingham (entered the meeting at 5:48pm)

Mr Paul Martin	Acting Chief Executive Officer
Ms Natalie Octoman	Acting Director Corporate Services
Mr Russell Dyer	Director Engineering Services
Ms Debra Summers	Acting Director Community Development
Mr Terry Sargent	Director Regulatory Services
Miss Josephine Bianchi	Administration Officer Governance

Members of the Public	4
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Members of the Media	2
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2.2 Apologies

Nil.

2.3 Approved Leave of Absence

Councillor George J Daccache

ITEM 3 RESPONSE TO PREVIOUS QUESTIONS TAKEN ON NOTICE

3.1 Questions from Public at Ordinary Council Meeting held on Wednesday 22 September 2010

3.1.1 Mr Wayne Ness

With reference to Agenda Item 11.1.2.7 'Proposed Storage Facility/Depot/Laydown Area – Incidental Drivers Rooms, Lot 5884, Manganese Street, Wedgefield' presented to Council on 8 September 2010, pages 49-56:

- 1. How do the proposed plans as submitted for the meeting page 54 match up page 49 when in Background 'The proposal' refers to 6 drivers rooms and 2 locker rooms and only contain a bed and would rely on other common facilities such as bathrooms and showers, when the rooms actually show 8 rooms, all with ensuites?*
- 2. Is a laundry with 4 proposed washing machines consistent with 6 'rest rooms in a laydown yard'?*
- 3. How often will Council inspect these rooms and log books to ensure compliance?*
- 4. Why would you require 16 car bays if the rooms can only be used by each person for 2 x 12 periods in a 72 hour period and there is only supposed to be 6 rooms, with beds only?*
- 5. Why does 201011/090 Councils decision/Officers Recommendation Item 4 refer to seven drivers rooms?*
- 6. Is Council going to permit other fatigue management proposals the same right, for example other crane companies, trucking companies & bus companies?*
- 7. Was the applicant asked at any time how many employees they actually had, how many employees were actually going to be using the lay down rooms and where the drivers usually reside to ensure satisfaction that the rooms are to be used as stated in the application before being put to full Council vote?*

The Director of Regulatory Services advises the following:

1. The Council Report shows the plans as they were submitted to Council. However, the applicant has provided amended plans to comply with the allowable six (6) drivers room approved by Council.
2. Yes, a laundry with four (4) proposed washing machines is consistent with six (6) 'rest rooms in a laydown yard'?
3. If a complaint arises or it becomes apparent that the rooms are no longer used as drivers rooms, Council will conduct an inspection of the site and if necessary will commence legal action to ensure compliance with the conditions.
4. Parking is calculated for the overall use of the property and does not relate solely to the six (6) drivers rooms.
5. This is unfortunately a typing error, the actual amount of drivers rooms to be approved is six (6) and two (2) storage rooms. The applicant has been advised of this error.
6. Every application will be evaluated on its merits, specifically long haul haulage.

7. As part of the application the applicant provided sufficient justification without being specifically asked to do so.

3.1.2 Mr Jay Jay Gonzales

On Wednesday 28 July 2010 I sent an email to a Town of Port Hedland employee requesting that my Taekwondo Club access the Gratwick Hall free of charge for our End of Year Awards and Presentation Night on 11 December 2010. By 28 August 2010 I still hadn't received a reply, I enquired to the Town as to the delay and received an email from the same employee stating that my request was denied; I would like to know why?

Acting Director of Corporate Services advised that any applicant requesting to have fees waived that are \$1,000 or under make their application to the Acting Chief Executive Officer (ACEO), and this request does not go to Council for consideration as it's within the ACEO's delegation (Delegation 6) to make the decision to approve or otherwise the request. As part of the decision-making process, the applicant is required to demonstrate:

1. Significant direct benefit to the local community;
2. The group is a community group or non profit making organisation or running a non profit activity;
3. The groups financial status is such as to justify a donation from Council;
4. Special circumstances or needs exist in the opinion of the Chief Executive Officer to warrant a donation, e.g. support of needy groups and individuals who bring credit to the municipality by achieving state or national representation or awards, which sees them requiring financial assistance for travelling, accommodation or other incidental expenses.

At the time of their application Acting Chief Executive Officer made the decision to decline the request on the basis that the applicant could not demonstrate that they were a not for profit organisation by being registered with the Australian Taxation Office as an incorporated entity, which would have outlined their not for profit status.

A response to the initial request was provided back to the applicant on 30 August and a booking form was attached in case they still wanted to go ahead and book the facility as they had not done so to date.

3.2 Questions from Elected Members at Ordinary Council Meeting held on Wednesday 22 September 2010

Nil.

ITEM 4 PUBLIC TIME

4.1 Public Question Time

4.1 *Mr Chris Whalley*

Is it possible for Council to ask airport management to reinstall telephones for taxis at the airport terminal?

Mayor advised that this question will be referred to the Airport Committee Meeting.

Could Council contact the management of ABC television Perth and ask them why Port Hedland has been obliterated from the nightly 7pm weather report map? Could Council ask ABC management Perth to reinstate Port Hedland onto the ABC nightly weather report map?

Mayor advised that this question will be taken on notice.

NOTE: Mayor also advised Mr Whalley that, together with the Deputy Mayor and the Acting Chief Executive Officer, she recently met with the management of the South Hedland Shopping Centre. It was a positive meeting and within 6-8 weeks there will be announcements regarding the plans for the future of the Shopping Centre. Acting Chief Executive Officer advised that the management of the South Hedland Shopping Centre will be doing a public presentation to Council at one of the next Ordinary Council Meetings.

4.2 Public Statement Time

4.2.1 *Mr Chris Whalley*

Mr Whalley attended the Expo 2010 in Shanghai, China, and brought back some literature to distribute to Mayor, Councillors and staff of the Town of Port Hedland. The topic for this year's Expo regarded the development of more sustainable environments and cities across the globe. Mr Whalley described some of the pavilions he visited and pointed out how some of the concepts presented at the Shanghai Expo are very relevant to Port and South Hedland and should inspire the growth of our Town.

ITEM 5 QUESTIONS FROM MEMBERS WITHOUT NOTICE5.1 *Councillor S Coates*

With regard to the South Hedland Aquatic Centre, can it have more early morning openings (i.e. 5:30am); as the Port Hedland pool opens at 5:30am three times a week, whilst the pool in South Hedland (where the majority of residents live) only opens at 5:30am twice a week?

Can the South Hedland Aquatic Centre continue its 5:30am openings over the Christmas holidays?

Can the South Hedland Aquatic Centre open earlier on a Saturday morning, for example at 7am, as opposed to its current Saturday opening time of 10am?

Mayor advised that these questions will be taken on notice.

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 S J Coates
Cr A A Carter	Cr D W Hooper
Cr S R Martin	Cr M (Bill) Dziombak

ITEM 7 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

7.1 Confirmation of Minutes of Ordinary Meeting of Council held on Wednesday 22 September 2010

201011/116 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr D W Hooper

That the Minutes of the Ordinary Meeting of Council held on Wednesday 22 September 2010 be confirmed as a true and correct record of proceedings.

CARRIED 6/0

ITEM 8 ANNOUNCEMENTS BY CHAIRMAN WITHOUT DISCUSSION

Mayor Howlett's Activity Report for the September/October 2010 period to date as follows:

Friday, 17th September

- Attended Meeting For Port Hedland Development Plan + Deputy Mayor + Cr Dziombak + Cr Hooper + DREG + MPL
- Meeting Water Corporation Regional Manager Kerrie Chapman + DREG
- Meeting LandCorp (Matt Reid) Marina-Spoilbank Project
- Visit To Baler Primary School

- Attended 2010 Rates Incentive Draw + Deputy Mayor + Cr Daccache + A/DCORP

Saturday, 18th September

- Mayor Coffee Session (Shana's Cafe, Port Hedland)
- Presented Awards 2010 Garden of Year Competition
- Mayor Coffee Session (Muffin Break, South Hedland)
- Presented Award 2010 Port Hedland Chamber Commerce Business of Year Awards + Deputy Mayor + Cr Dziombak + Cr Daccache + Cr Gillingham

Monday, 20th September

- Field Trip To Cloudbreak (FMG) + Deputy Mayor + Cr Martin + Cr Gillingham + Cr Daccache + MELD
- Attended Meeting Hedland Regional Hospital Plaque Dedication Meeting
- Meeting Greening Australia (Michael Clarke)
- Attended Dinner FMG Expansion Plan Announcement + Cr Daccache + Cr Gillingham + A/CEO+ A/DCD+A/DCORP+ DENG+DREG

Tuesday, 21st September

- Weekly Spirit Radio Interview
- Chair Informal Briefing Council + Deputy Mayor + Cr Martin + Cr Daccache + Cr Dziombak + A/CEO+ A/DCD+A/DCORP+ DENG+DREG
- Meeting With Representative Port Hedland Cricket Club + A/DCD
- Meeting With Resident (Jan Tate)
- Attended Make Hedland Home BBQ

Wednesday, 22nd September

- Weekly Catchup Meeting Deputy Mayor & Mayor
- Weekly Catchup Meeting CEO, Deputy Mayor & Mayor
- Weekly Media Meeting + Deputy Mayor
- Attended Meeting PDC Strategic Directions Funding Group
- Chair OCM September 2010
- Attended Port Hedland Primary School Yr 6/7 Music Camp Presentation Night

Thursday, 23rd September

- Pilbara Mayor/Shire President Fortnightly Phone Link Up
- Meeting With Mark Irving
- Meeting With WALGA Roadwise (Pilbara) Adrienne Buckle +DENG

Friday, 24th September

- Attended PortBound Pilbara Youth & Health Festival (Dunk Machine & Opening/Welcome)

Tuesday, 28th September

- Speaker – Resources & Regions Forum [Brisbane] Promoting Sustainable Development In The Pilbara – Focus On Pilbara Cities Initiative & Housing Provision

Wednesday, 29th September

- Presented At TOPH & Port Hedland Port Authority Joint Dinner + Deputy Mayor + Cr Dziombak + Cr Daccache + A/CEO+ A/DCD+A/DCORP+ DENG+DREG

Thursday, 30th September

- Meeting With BHPBIO (Housing) Nick & Patrik Mellberg
- Weekly Media Meeting + Deputy Mayor
- Attended PRC Meet & Greet Business Members [Tom Price] + Deputy Mayor + DENG

Friday, 1st October

- Pilbara Mayor/Shire President Catch Up
- PRC Meeting [Tom Price] + Deputy Mayor + DENG

Saturday, 2nd October

- Interview With PhD Student Amy Re: Housing In The North West
- Attended Manhattan Short Film Festival + A/DCD

Sunday, 3rd October

- Played In 2010 Prostrate Cancer Charity Golf Day

Tuesday, 5th October

- Weekly Spirit Radio Interview
- Meeting With Charter Hall (South Hedland Shopping Centre Management) + Deputy Mayor + A/CEO + MELD Meeting With Resident (Gordon Hobbs) + A/CEO

Mayor advised that this has been a very busy fortnight and it was very positive to have a meeting with Charter Hall, the new management of the South Hedland Shopping Centre. Mayor also thanked everybody's condolences for the passing of her grandmother.

ITEM 9 REPORTS BY ELECTED MEMBERS WITHOUT DISCUSSION*9.1 Councillor M Dziombak*

Councillor Dziombak advised that the Port Hedland Chamber of Commerce had a very successful 'Business After-Hours' event on 12 October and thanked the Acting Chief Executive Officer and the Town for its support.

5.48pm Councillor J M Gillingham entered the room and assumed her chair.

9.2 *Councillor J M Gillingham*

Councillor J Gillingham advised that hospital staff have approached her with concerns related to their new office space. They advised Councillor Gillingham that they have put forward their concerns to management however these have not been taken in consideration.

Mayor advised that the Town will raise this issue with relevant personnel at Department of Health as this issue falls under their jurisdiction.

Cr Gillingham advised that when driving back in to Town she did not see any billboards welcoming tourists; could Council together with other businesses come together to change this and add to it?

Acting Chief Executive Officer advised that one of the options discussed for the country local government funds at a regional level is regional tourism signage. The signage will promote the whole Pilbara Region when driving through certain areas.

9.2 *Councillor D W Hooper*

Councillor Hooper advised that the tour of the new hospital for Mayor and Councillors on the 13 October had to be rescheduled due to lack of attendees.

ITEM 10 PETITIONS/DEPUTATIONS/PRESENTATIONS/SUBMISSIONS

Nil.

ITEM 11 REPORTS OF OFFICERS**11.1 Regulatory Services**

11.1.2 Planning Services

11.1.2.1 Proposed Community Use – Garage Addition to Existing Rectory at Lot 1(2B) Mitchie Crescent, South Hedland (File No.: 156110G)

Officer	Luke Cervi Senior Planning Officer
Date of Report	16 September 2010
Application No.	2010/169
Disclosure of Interest by Officer	Nil

Summary

The Town received an application submitted by Gordon Hobbs on behalf of Trustees of the Diocese North WA for a proposed Garage addition to an existing Rectory at Lot 1(2B) Mitchie Crescent, South Hedland.

The development has been classified as 'Community Use – Garage addition to Rectory'. As 'Community Use' is an 'SA' use in a residential zone, the application requires Council approval.

Background*Location and Area*

The subject site is located at Mitchie Crescent on a 90 degree bend giving it the appearance of a corner lot although it only has frontage to Mitchie Crescent. The site is flat and covers an area of 4083m².

Current Zoning

In accordance with the Port Hedland Town Planning Scheme No. 5, the subject site is zoned Residential R20.

Current Use

The site is developed with a church and rectory with internal fencing providing clear delineation of the uses. Each use has its own access to Mitchie Crescent.

The Proposal

The applicant proposes to construct a double garage addition to the existing rectory. The garage will be 6m wide by 7.5m long and with a wall height of 3m.

The applicant is seeking a variation to the minimum car parking widths to 2.7m plus 300mm for each obstruction in accordance with initiated Scheme Amendment 33.

Consultation

The application has been circulated internally and the comments captured in the report. The application was advertised in accordance with clause 4.3.1 of the Town Planning Scheme by placing a site notice on the site for a period of 14 days, no submissions were received.

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 Nil

Budget Implications

An application fee of \$135.00 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

An application was required due to the garage being associated with a 'Community Use' (Church/Rectory) and the car parking bay widths being only 2.7m wide as opposed to 3m as currently specified in TPS5. The reduction of car parking bay width is consistent with Scheme Amendment 33 (car parking bay widths) which has been initiated by Council. The proposal is consistent with the Residential Design Codes of Western Australia and Local Planning Policy 11 (Regional R Code Variations).

Options

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

1. Approve the proposal.
2. Refuse the proposal.

It is recommended that Council approve the proposal subject to conditions.

Attachments

1. Locality Map
2. Site Plan
3. Elevation Plan

201011/117 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr S R Martin

That Council approves the planning application submitted by Gordon Hobbs on behalf of Trustees of the Diocese North WA for a proposed Garage addition to an existing Rectory at Lot 1(2B) Mitchie Crescent, South Hedland subject to the following conditions:

1. This approval relates only to the proposed COMMUNITY USE – Garage addition to Rectory and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
2. The land must only be used for purposes, which are related to the operation of a “Community Use”. Under the Town of Port Hedland’s Town Planning Scheme No. 5 a “Community Use” is defined as:

“Land or buildings designed or adapted primarily for the provision of educational, social and recreational facilities and services by organisations involved in activities for community benefit.”
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. Stormwater disposal to be designed in accordance with Council’s Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.

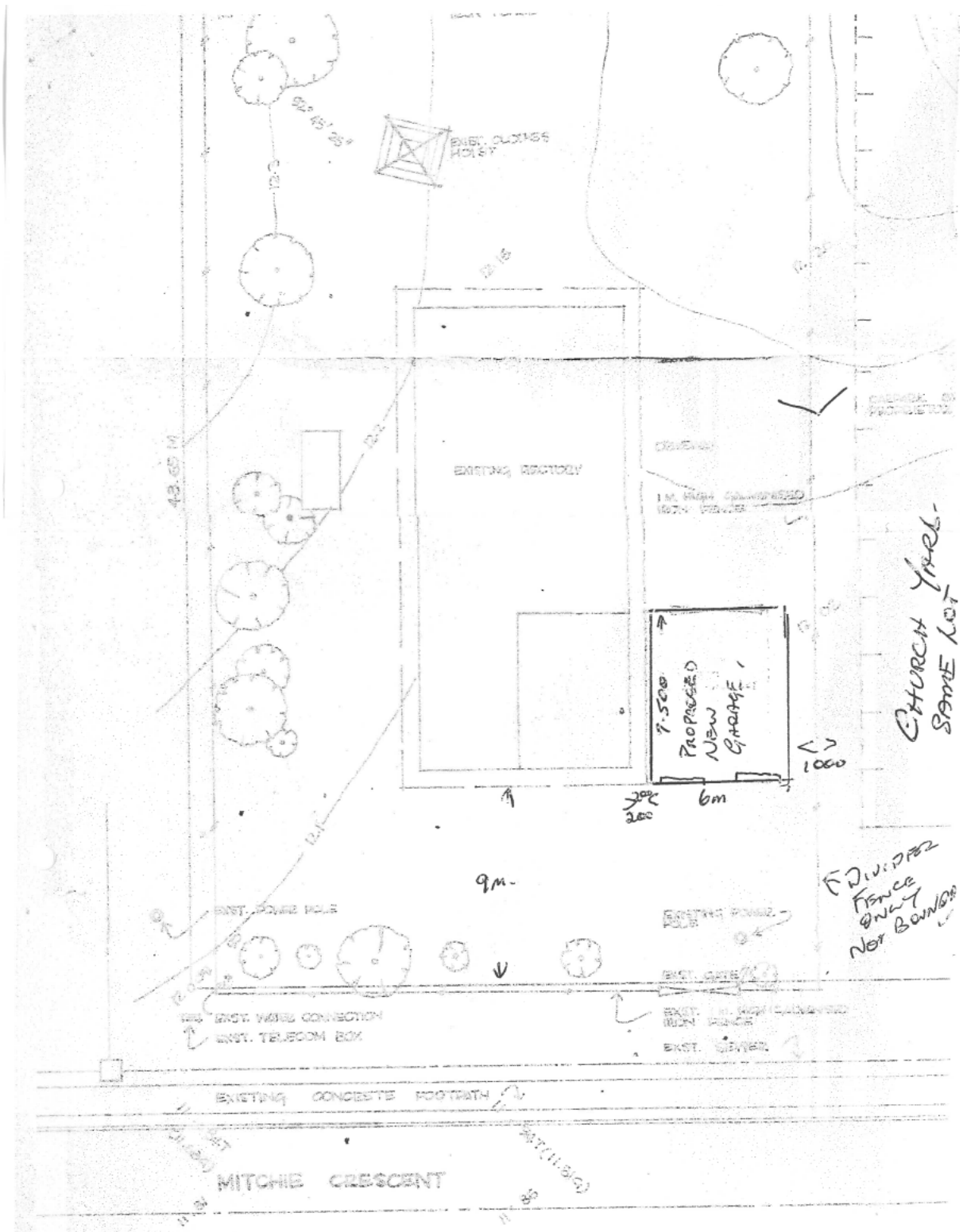
FOOTNOTES:

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. 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)-meter 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.
3. 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





M&S

Ahrens M&S
Goombungee
PO Box 40
Goombungee QLD

CLADDING		FINISH	COLOUR
ROOF	COLORBOND		MANOR RED
WALLS	COLORBOND		CLASSIC CREAM
BARGE	COLORBOND		MANOR RED
GUTTER	COLORBOND		MANOR RED
DOWNPIPE	COLORBOND		CLASSIC CREAM

ACCESSORY SCHEDULE & LEGEND

QTY	MARK	DESCRIPTION
2	Z	Roller Door 2350H x 2700W
1	PA	Deluxe Personal Access Door Colorbond

ARCHITECTURAL DRAWING ONLY
NOT FOR CONSTRUCTION USE

Wind Category
C3 (W60C)

CLIENT
Gordon Hobbs

SITE
Anglican Church 1 Mitche Crescent South Hedland
6721

BUILDING
1. Budget Garages
5m SPAN x 3m HIGH x 7.5m LONG

TITLE
FLOOR PLAN & ELEVATION

DRAWING NUMBER
Q-AMS-66-0066

PAGE
1 / 1

Left View A1 - A4
Grid lines: ①, ②, ③, ④
Dimensions: 3000, 3804

Right View C1 - C4
Grid lines: ①, ②, ③, ④
Dimensions: 3000, 3804

Front View A1 - C1
Grid lines: A, B, C
Dimensions: 6000, 15

Rear View C4 - A4
Grid lines: A, B, C
Dimensions: 6000, 15

Plan View
Grid lines: A, B, C (vertical); ①, ②, ③, ④ (horizontal)
Dimensions: 7500, 6000

SUBURBAN ENGINEERING SOLUTIONS

CHECKED BY SES	INITIAL <i>js</i>	DATE 30/6/10
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11.1.2.2 Final Adoption of Amendment No. 33 to the Town of Port Hedland Town Planning Scheme No. 5 to Amend the Scheme Text of Appendix 8 – Minimum Car Parking Specifications (File No.: 18/09/0041)

Officer	Ryan Djanegara Planning Officer
Date of Report	8 September 2010
Application Number	2010/4
Disclosure of Interest by Officer	Nil

Summary

Council at its Ordinary Meeting held on 24 May 2010 resolved to initiate a Scheme Amendment to reduce the width of parking bays as required by Appendix 8 of the Port Hedland Town Planning Scheme No. 5 (TPS 5).

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 Scheme Amendment 33, proposed to amend the car parking width requirements as specified under the Port Hedland Town Planning Scheme No. 5 – Appendix 8 – from 3.0 metres to 2.7 metres.

The amendment would be consistent with other surrounding Local Government car parking requirements in the Pilbara (including the Shires of Roebourne, Broome and East Pilbara).

In addition the amendment would reduce the car parking constraints on residential, commercial and industrial developments, and potentially increase the number of car parking bays for those developments.

Consultation

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

- North West Telegraph – 4/08/2010 – 15/09/2010.
- Written notification to – Telstra, Horizon Power, Optus, Water Corporation and Main Roads WA.

Two submissions were received from the Water Corporation and a member from the public. The comments have been captured in the report.

Statutory Implications

Any amendment to a Town Planning Scheme is to be in accordance with the *Planning and Development Act 2005* and the *Town Planning Regulations 1967*.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications Nil

Officer's Comment

Scheme Amendment No. 33

Scheme Amendment 33, proposed to amend the car parking width requirements as specified under the Port Hedland Town Planning Scheme No. 5 – Appendix 8 – from 3.0 metres to 2.7 metres.

The amendment to the car parking requirements will reduce the development constraints experienced by most residential, commercial and industrial proposals. For example, the 3.0 metre wide bays reduce the availability of space and therefore reduce the number of possible car parking bays. Consequently these developments would require paying cash-in-lieu (where possible) or make the project unviable and ultimately cancelled.

The reduced car parking width requirements will afford space and therefore additional car parking bays can be provided whereas they may not have been able to under the current Scheme.

Comments Received

During the advertising period, there was a comment received from a member of the public who raised some concerns regarding the proposed scheme amendment. The individual felt that the reduced parking widths would cause potential car accidents in parking areas as most Port Hedland residents generally have larger vehicles (4 wheel drives) and that Council may be held liable.

Notwithstanding their concerns, at the previous Council meeting on 9 June 2010 a survey of the 4 large vehicle manufacturer (Ford, Mazda, Nissan and Toyota) indicated that the width of a Toyota Land Cruiser (the widest of the four compared) was 1.97 metres.

Taking into consideration that most vehicles now have power steering (making manoeuvrability much easier around tight spaces) the need for 3.0 metre wide car parking spaces is onerous and excessive.

Furthermore, the proposed car parking reduction from 3.0 metres to 2.7 metres is still considered more onerous than the Australian Standard AS2890.1 – 1993. The minimum car parking bay width required by the Australian Standards is 2.6 metres (high usage car parking bay).

In addition the proposed amendment would be consistent with the other surrounding Local Governments in the Pilbara (including the Shires of Roebourne, Broome and East Pilbara), with regard to the car parking requirements. These Local Governments experience similar circumstances to Port Hedland, in terms of vehicle sizes and car parking spaces.

In light of the above, it is considered that the individual's concerns have been adequately addressed and that the scheme amendment should be adopted by Council.

Attachments

1. Scheme Amendment Documentation
2. E-mail from a member of the public

201011/118 Council Decision/Officer's Recommendation

Moved: Cr S R Martin

Seconded: Cr A A Carter

That Council:

1. Adopts Scheme Amendment 33, to Town of Port Hedland Town Planning Scheme No. 5.
2. Forwards all required documentation to the Western Australia Planning Commission for Ministerial Consent in accordance with the Town Planning Regulations 1967 (as amended).
3. Authorise 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 approves the Amendment

CARRIED 7/0

APPENDIX 8 – MINIMUM CAR PARKING SPECIFICATIONS

Where car parking is required or provided in conjunction with the use or development of land, the following specifications shall be met.

Parking Angle	Width of Bay	Depth of Bay	Aisle Width		Distance Along Kerb	Kerb Overhang	Total Depth (1 row, aisle + bay)	
			1 Way	2 Way			1 Way	2 Way
90°	2.7m	5.4m	5.4m	5.8m	3.0m	0.7m	10.8m	11.2m
60°	2.7m	5.7m	4.0m	5.8m	3.3m	0.6m	9.7m	11.5m
45°	2.7m	5.3m	2.9m	5.8m	4.1m	0.5m	8.2m	11.1m
30°	2.7m	5.0m	2.9m	5.8m	5.8m	0.3m	7.9m	10.8m
0° (Parallel)	2.7m	2.7m (Width)	3.0m	5.8m	6.3m	0m	6.0m	8.8m
			3.3m		6.1m		6.3m	8.8m
			3.6m		5.9m		6.6m	8.8m

1. Bays situated adjacent to walls or other obstructions that affect door opening, shall be increased in width by 0.3m on the side of the obstruction.
2. The length of parallel parking bays may be reduced to 5.5m for end bays where free access is available.
3. For blind aisles, an aisle extension of 2m shall be provided to facilitate access.
4. Where aisles intersect, adequate truncations shall be provided to facilitate the movement of vehicles (Refer AS 2890.1 – 85 percentile vehicle swept path with 300mm clearance each side)

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF PORT HEDLAND

TOWN PLANNING SCHEME No. 5

AMENDMENT No. 33

RESOLVED that Council 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 Appendix 8 – Minimum Car Parking Specifications from:

APPENDIX 8 – MINIMUM CAR PARKING SPECIFICATIONS

Where car parking is required or provided in conjunction with the use or development of land, the following specifications shall be met.

Parking Angle	Width of Bay	Depth of Bay	Aisle Width		Distance Along Kerb	Kerb Overhang	Total Depth (1 row, aisle + bay)	
			1 Way	2 Way			1 Way	2 Way
90°	3.0m	5.4m	5.4m	5.8m	3.0m	0.7m	10.8m	11.2m
60°	3.0m	5.7m	4.0m	5.8m	3.3m	0.6m	9.7m	11.5m
45°	3.0m	5.3m	2.9m	5.8m	4.1m	0.5m	8.2m	11.1m
30°	3.0m	5.0m	2.9m	5.8m	5.8m	0.3m	7.9m	10.8m
0° (Parallel)	3.0m	2.7m (Width)	3.0m	5.8m	6.3m	0m	6.0m	8.8m
			3.3m		6.1m	0m	6.3m	8.8m
			3.6m		5.9m	0m	6.6m	8.8m

1. Bays situated adjacent to walls or other obstructions that affect door opening, shall be increased in width by 0.3m on the side of the obstruction.
2. The length of parallel parking bays may be reduced to 5.5m for end bays where free access is available.
3. For blind aisles, an aisle extension of 2m shall be provided to facilitate access.
4. Where aisles intersect, adequate truncations shall be provided to facilitate the movement of vehicles (Refer AS 2890.1 – 85 percentile vehicle swept path with 300mm clearance each side)

to,

APPENDIX 8 – MINIMUM CAR PARKING SPECIFICATIONS

Where car parking is required or provided in conjunction with the use or development of land, the following specifications shall be met.

Parking Angle	Width of Bay	Depth of Bay	Aisle Width		Distance Along Kerb	Kerb Overhang	Total Depth (1 row, aisle + bay)	
			1 Way	2 Way			1 Way	2 Way
90°	2.7m	5.4m	5.4m	5.8m	3.0m	0.7m	10.8m	11.2m
60°	2.7m	5.7m	4.0m	5.8m	3.3m	0.6m	9.7m	11.5m
45°	2.7m	5.3m	2.9m	5.8m	4.1m	0.5m	8.2m	11.1m
30°	2.7m	5.0m	2.9m	5.8m	5.8m	0.3m	7.9m	10.8m
0° (Parallel)	2.7m	2.7m (Width)	3.0m	5.8m	6.3m	0m	6.0m	8.8m
			3.3m		6.1m		6.3m	8.8m
			3.6m		5.9m		6.6m	8.8m

1. Bays situated adjacent to walls or other obstructions that affect door opening, shall be increased in width by 0.3m on the side of the obstruction.
2. The length of parallel parking bays may be reduced to 5.5m for end bays where free access is available.
3. For blind aisles, an aisle extension of 2m shall be provided to facilitate access.
4. Where aisles intersect, adequate truncations shall be provided to facilitate the movement of vehicles (Refer AS 2890.1 – 85 percentile vehicle swept path with 300mm clearance each side)

ADOPTION

Adopted by resolution of the Council of the Town of Port Hedland at the Meeting of the Council held on the day of 2010.

.....
MAYOR

.....
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 2010 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

.....
CHIEF EXECUTIVE OFFICER

Recommended / Submitted for Final Approval

Delegated under Section 16 of the Planning and Development Act 2005 (as amended)

.....
For CHAIRPERSON OF WESTERN AUSTRALIAN PLANNING COMMISSION

DATE

Final Approval Granted

.....
MINISTER FOR PLANNING

DATE

Sorry - don't know Paul's email address so via you if ok.

Bob

----- Original Message -----

From: Bob Neville <mailto:bneville@bigpond.com>

To: martinp@PortHedland.wa.gov.au ; chris adams <mailto:adamsc@PortHedland.wa.gov.au>

Sent: Sunday, August 08, 2010 12:14 PM

Subject: Submission to TPS No. 5 Amendment No. 33

Dear Paul

Having read the Amendment 33 to TPS 5, it would appear that we have gone backwards in the area of car parking, whereas the TPS was changed some years ago to amend parking widths from 2.7 to 3 metres as it was recognised that the majority of vehicles were 4WD and larger, and that entry and exits for people to and from vehicles at car parks, particularly those with children, were proving difficult, while the incidence of minor crashes were considered to be on the increase in car parks.

It is obvious that today the number of larger 4WD vehicles, and including small trucks, are on the increase and utilising the car parks in and around Port Hedland, and it is my opinion that smaller parking bays would obviously create more issues, particularly for families, in entering and exiting vehicles within 2.7m parking bays.

There is also the issue of incidents and costs to Insurance companies, and as a rate payer I am concerned if the ToPH may become liable for minor crashes in car parks which may be attributed to smaller parking bays attempting to cater for more and more larger vehicles.

Your comments would be appreciated to allay any of the above-mentioned issues contributing to this proposed amendment.

Regards

2

Bob Neville

This email has been scanned by the MessageLabs Email Security System.
For more information please visit <http://www.messagelabs.com/email>

11.1.2.3 Proposed Subdivision of Lot 6042 Masters Way to Create 14 Additional Lots and Road Reserves (File No.: 802471G)

Officer	Caris Marshall Lands Officer
Date of Report	23 September 2010
Application No.	2010/179
Disclosure of Interest by Officer	Nil

Summary

The Western Australian Planning Commission has requested that the Town of Port Hedland provide comments on the proposed subdivision of Lot 6042 Masters Way, South Hedland (WAPC reference file: 142753).

The proposed subdivision seeks to create 14 lots and road reserves and forms part of the overall subdivision of Lot 6041 and 6042 Masters Way, South Hedland.

The application is before Council as the Director of Regulatory Services only has the delegation to consider applications that consist of 10 lots or less.

Background

Location and Area

The proposed site is located along Masters Way and is approximately 7535m².

Current Zoning and Land Use

In accordance with the Port Hedland Town Planning Scheme No. 5, the site is currently reserved "Parks and Recreation", however the lot is subject to the proposed Scheme Amendment No. 30, which amends the current zoning to "Residential" R20.

The site is currently vacant and is not being used for recreational purposes.

Proposal

The proposed subdivision of Lot 6042 Masters Way seeks to create 14 lots ranging in size from 508m² to 604m² and subsequent road reserves. The proposed lot layout is generally consistent with the approved subdivision of Lot 6041 Masters Way, South Hedland.

Consultation

The proposed subdivision has been referred internally to Engineering Services with the comments captured within the report.

Statutory Implications

In accordance with the Planning and Development Act 2005, the proposed subdivision 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 2010-2015 are considered relevant to the proposal:

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.

Budget Implications

Nil

Officer's Comment

This subdivision will contribute to the overall implementation of the South Hedland New Living Project which is intended to improve the quality of the built environment, increase movement legibility throughout South Hedland and provide new opportunities for the development of appropriately located public open space.

From a planning perspective the proposed subdivision would result in much needed residential infill.

Attachments

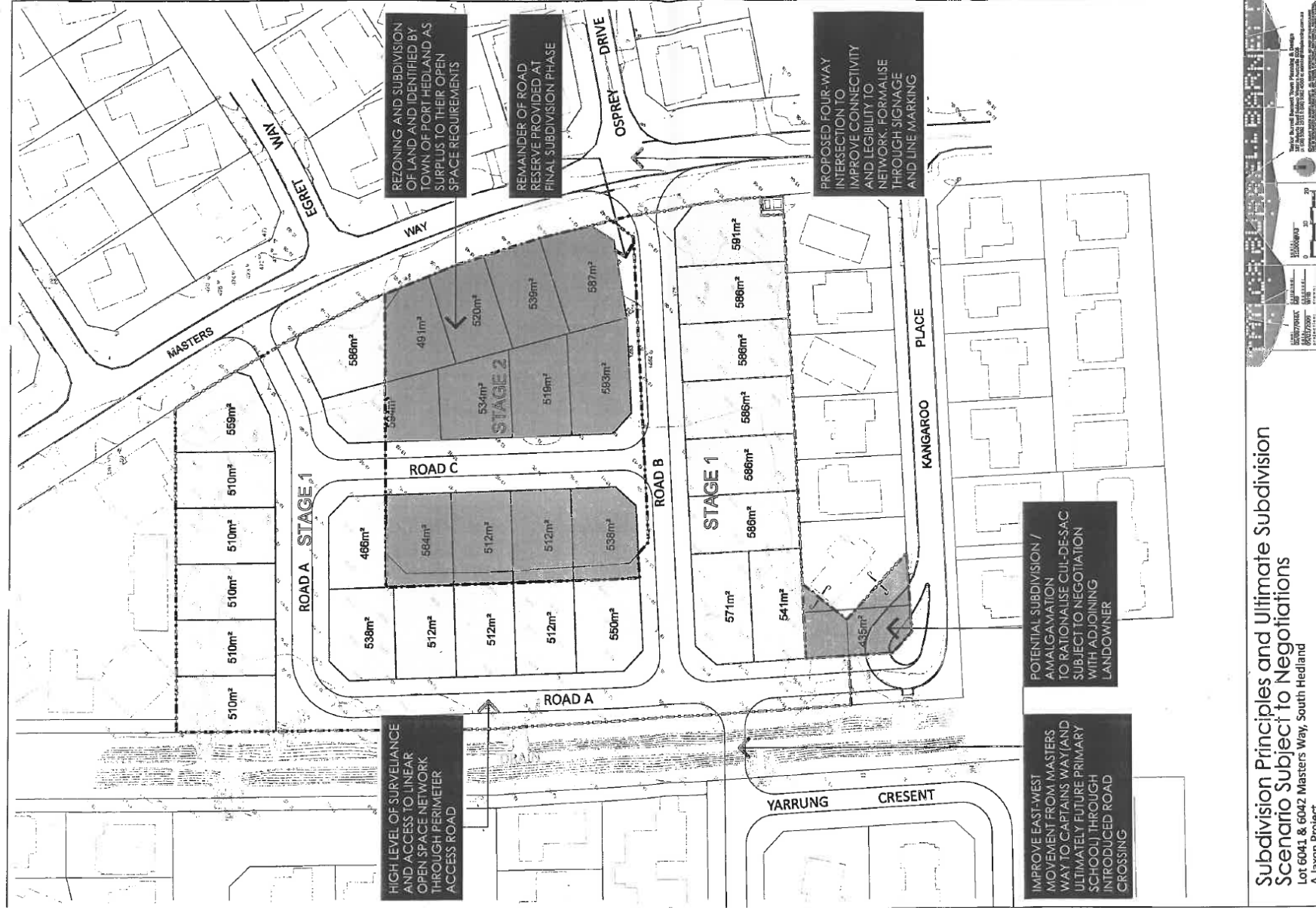
1. Locality Plan
2. Subdivision Plan 142753
3. Copy of approved Subdivision plan 139206
4. Copy of Scheme Amendment No. 30 map

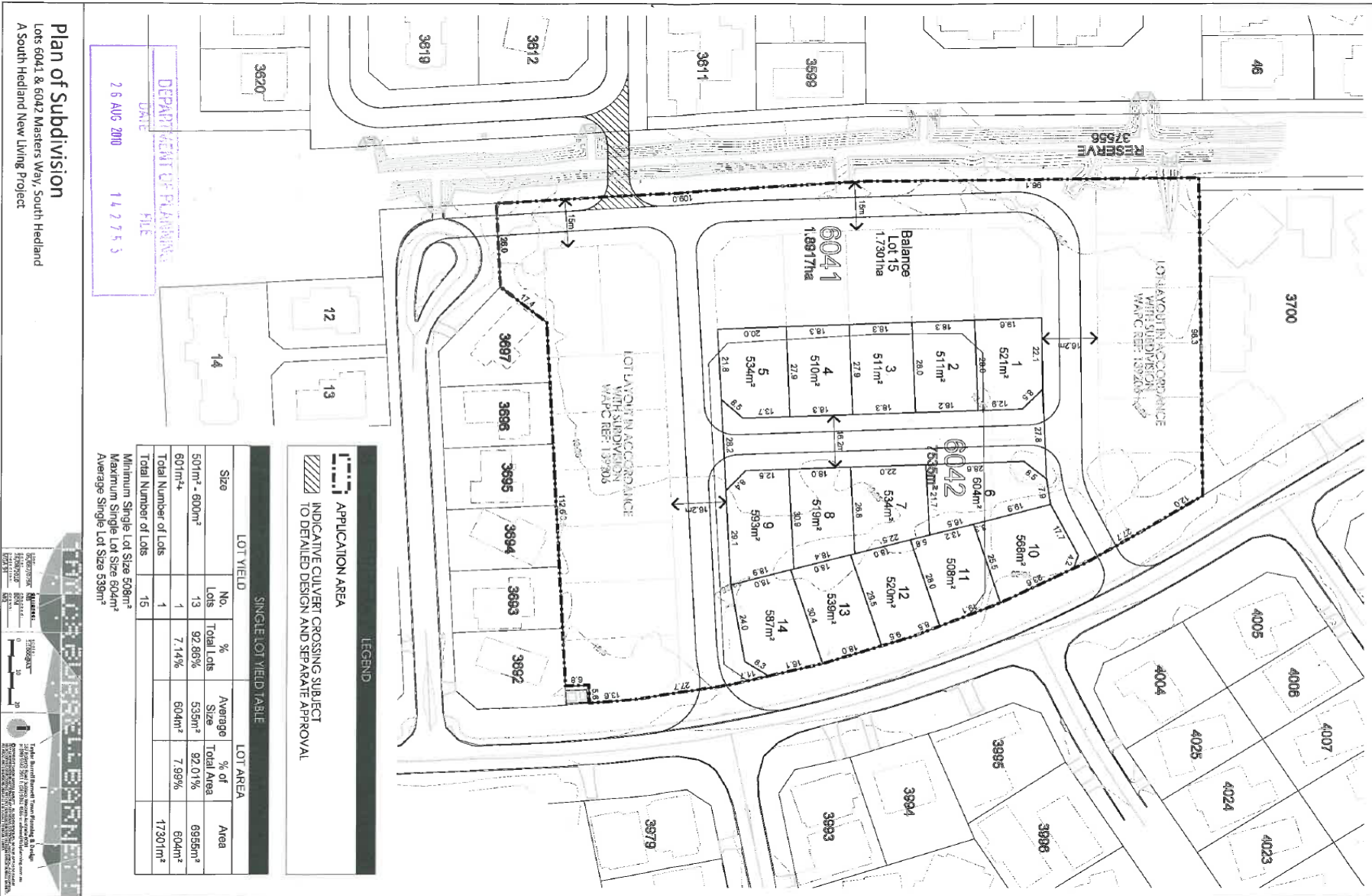
201011/119 Council Decision/Officer's Recommendation**Moved:** Cr A A Carter**Seconded:** Cr M Dziombak

That Council advise the Western Australian Planning Commission that the Council support the proposed subdivision of Lot 6042 Masters Way, South Hedland subject to the final adoption and gazettal of Scheme Amendment No. 30 and recommend that the following conditions be imposed:

- i. Those lots not fronting an existing road being provided with frontage to a constructed road(s) connected by a constructed road(s) to the local road system and such road(s) being constructed and drained at the applicant/owner's cost. As an alternative the WAPC is prepared to accept the applicant/owner paying to the local government the cost of such road works as estimated by the local government subject to the local government providing formal assurance to the WAPC confirming that the works be completed within a reasonable period as agreed by the WAPC;
- ii. Street corners within the subdivision are to be truncated to the standard truncation of 8.5 meters;
- iii. Suitable arrangements being made with the local government for the provision of vehicular crossover(s) to service the lot(s) shown on the approved plan of subdivision;
- iv. The land being graded and stabilised;
- v. The land being filled and/or drained at the sub dividers cost to the satisfaction of the Western Australian Planning Commission and any easements and/or reserves necessary for the implementation thereof, being granted free of cost;
- vi. Drainage systems to be designed and constructed consistent with the Stormwater Management Manual for Western Australia;
- vii. The preparation and submission of design guidelines for all corner residential lots within the subdivision to the specifications of the Town of Port Hedland

CARRIED 7/0





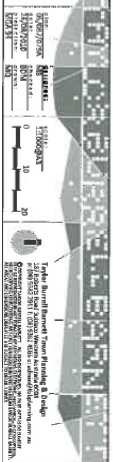
DEPARTMENT OF PLANNING
 DATE: 26 AUG 2010
 FILE: 1427753

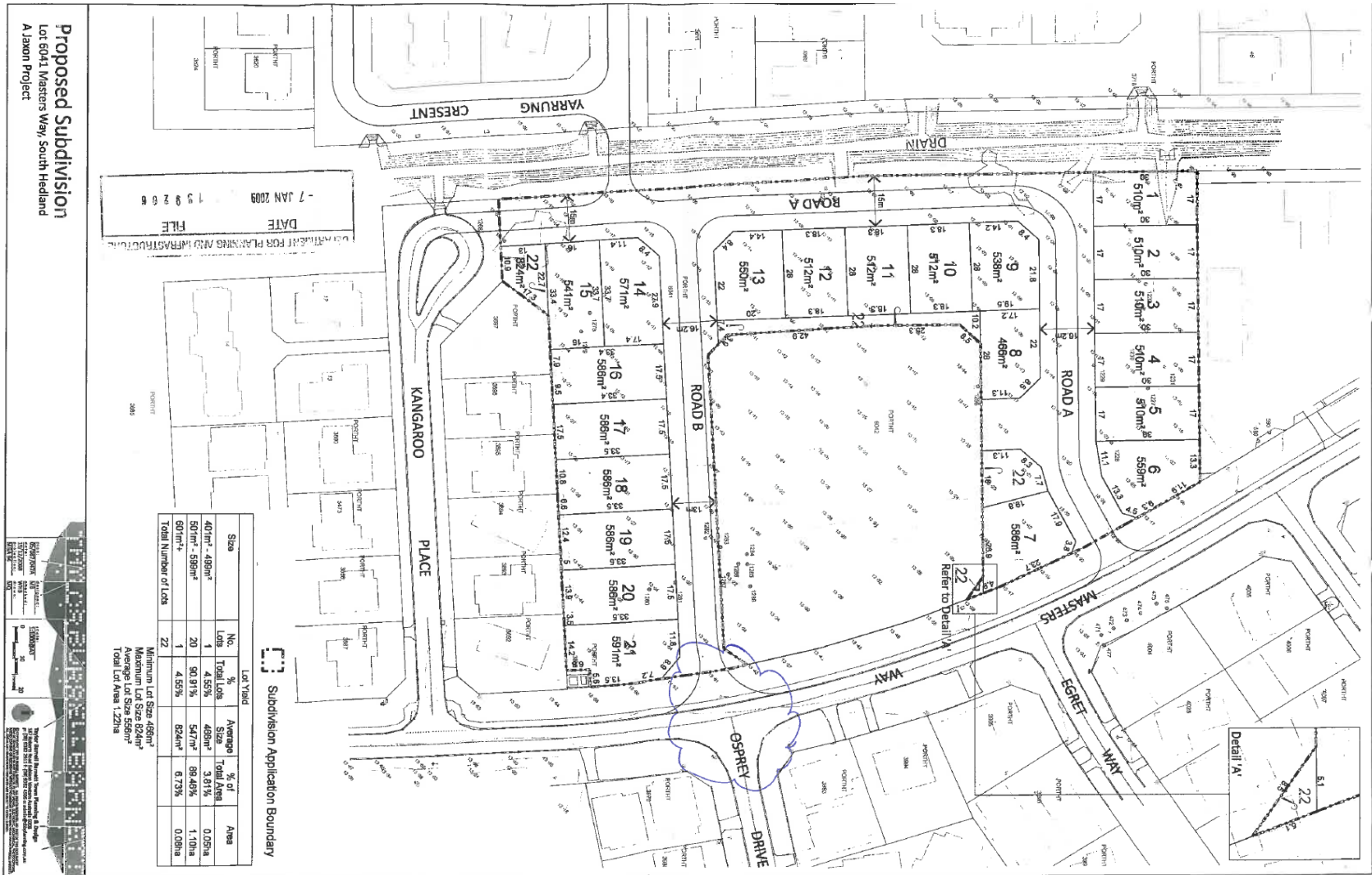
Plan of Subdivision
 Lots 6041 & 6042 Masters Way, South Hedland
 A South Hedland New Living Project

LEGEND
 [Hatched Box] APPLICATION AREA
 [Dashed Box] INDICATIVE CULVERT CROSSING SUBJECT TO DETAILED DESIGN AND SEPARATE APPROVAL

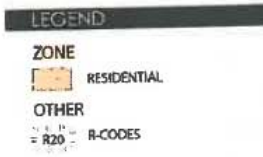
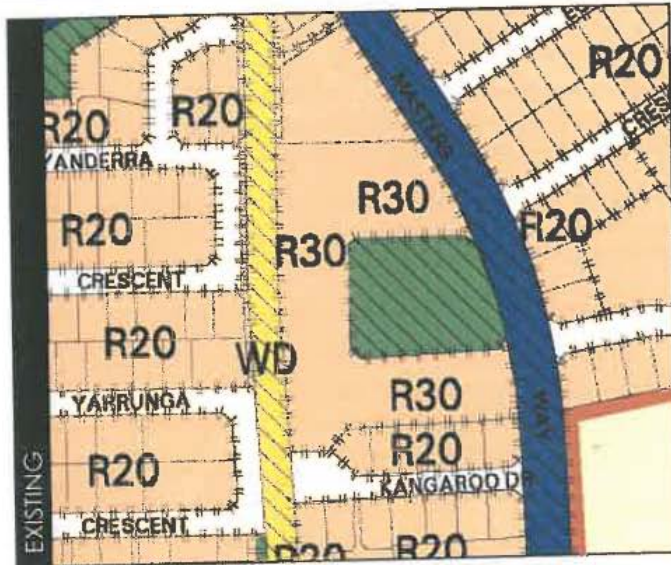
SINGLE LOT YIELD TABLE

LOT YIELD		LOT AREA	
Size	No. of Lots	Average Size	% of Total Area
501m ² - 600m ²	13	539m ²	92.01%
601m ² +	1	604m ²	7.99%
Total Number of Lots		17301m ²	
Minimum Single Lot Size 508m ²			
Maximum Single Lot Size 604m ²			
Average Single Lot Size 539m ²			





3.3 LOTS 6041 AND 6042 MASTERS WAY




 NTS
 dt: August 2010
 f: 09/08S

5:53pm Mayor Kelly Howlett declared impartiality interest in Agenda Item 11.1.2.4 "Proposed Partial Closure of Road Reserve – John Way, South Hedland" as she is the Deputy Chair of Care for Hedland. Mayor Kelly Howlett did not leave the room.

11.1.2.4 Proposed Partial Closure of Road Reserve – John Way, South Hedland (File No.: 804128G & 103460G)

Officer	Caris Marshall Lands Officer
Date of Report	23 September 2010
Application No.	2009/43
Disclosure of Interest by Officer	Nil

Summary

Council has received a request from M & G Pike and W & R Coles to close and purchase a portion of a Public Access Way and portion of John Way that adjoins their property (26 John Way, South Hedland).

Background

The applicants have previously written to the Department of Planning and Infrastructure (DPI) seeking to obtain land that adjoins their property (a Public Access Way being Lot 55 John Way). DPI advised that Lot 55 is a freehold title (which Council records indicate is owned by the Crown) and that the consent of the Council is required to close the Public Access Way (PAW).

Council resolved at its Ordinary meeting on 27 May 2009 that it does not support the closure of the PAW, however supported the closure of partial closure of the John Way Road Reserve.

Consultation

Section 58(3) of the Land Administration Act 1997 states:

“A local government must not resolve to make a request under subsection (1) until a period of 35 days has lapsed from the publication in a newspaper circulating in its district of notice of motion for that resolution, and the local government has considered any objections made to it within that period concerning the proposals set out in that notice.”

Consultation with all interested parties, including public service providers, has been undertaken and the following comments received.

Council has received a submission from Telstra that it has assets in the vicinity and does not object to the proposal “in principal” subject to access to these assets being protected. The plan received from Telstra indicates this road closure will not affect the protection of assets within the area.

Water Corporation has advised they have no objection to the proposed road closure in principle; however they would require an easement over the existing sewer located within the closed section.

Statutory Implications

Section 58 of the *Land Administration Act 1997* and regulation 9 of the *Land Administration Regulations 1998*, establishes the procedure for closing a road.

The subsequent sale of the Crown Land is undertaken by State land Services on behalf of the Minister in accordance with Part 6 of the *Land Administration Act 1997*.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications

The application fee of \$287.50 has been received in accordance with Council's adopted Town Planning Fees and Charges, and deposited into account 0010063260.

Officer's Comment

The small section of John Way Road Reserve (approximately 30m²) which is being sought by the applicant is no longer required for road purposes. The land to be transferred (road reserve) would result in the applicants land becoming more regular in shape providing greater opportunity to develop/maximize use of the land in its entirety.

Options

Council has the following options for responding to the request:

1. Support the request for closure of part of the John Way Road Reserve.
2. Reject the request for closure of part of the John Way Road Reserve.

It is recommended that Council support the closure of part of the John Way Road Reserve.

Attachments

1. Aerial Photo
2. Site Plan
3. Water Corporation Asset Location Plan

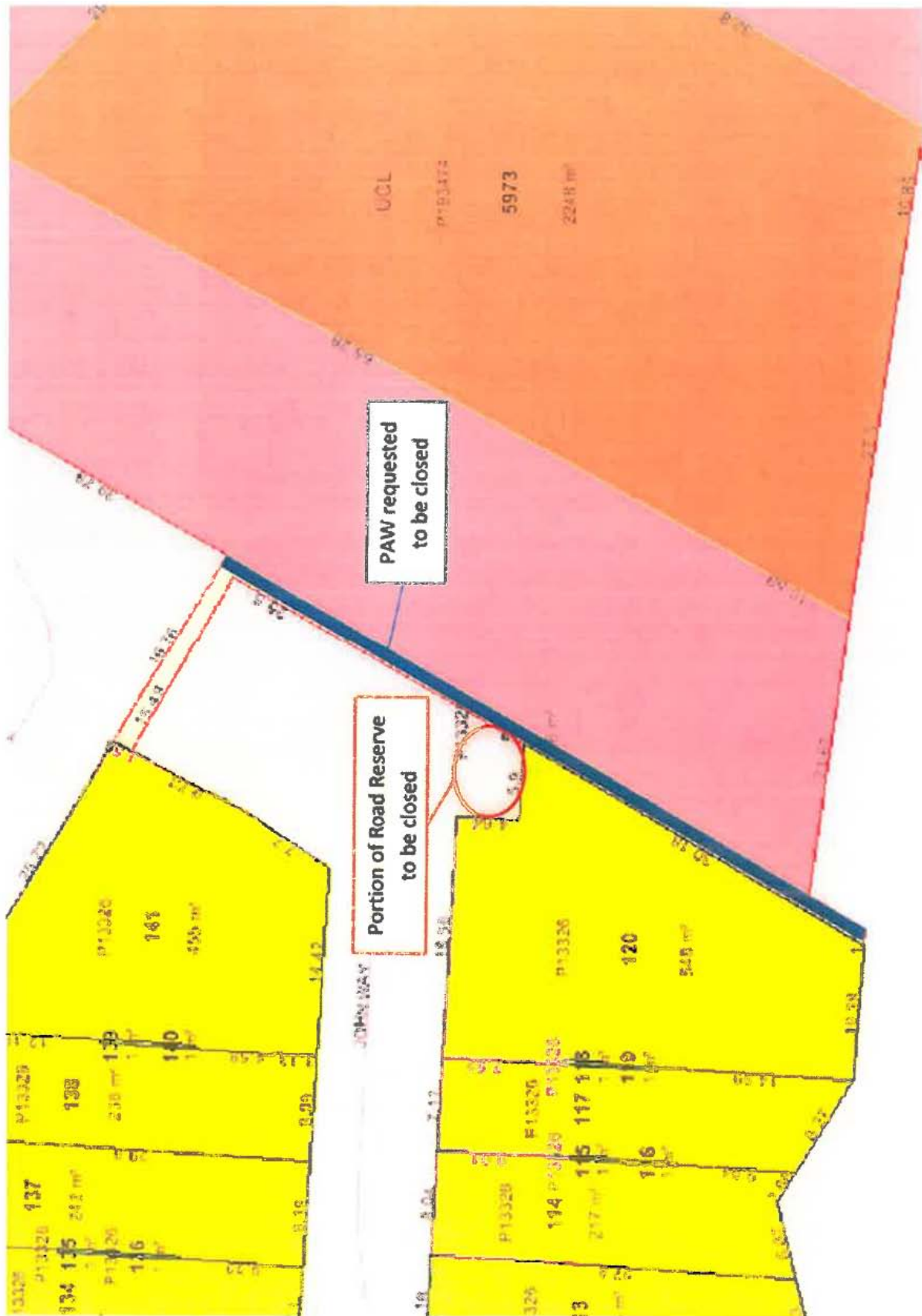
201011/120 Council Decision/Officer's Recommendation**Moved:** Cr A A Carter**Seconded:** Cr S R Martin

That Council:

1. approve that request form M & G Pike and W & R Coles, to permanently close a portion of John Way road reserve, South Hedland; and
2. request the Department for Planning and Infrastructure – State Land Services to close that part of John Way Road Reserve in accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*; and
3. advise the applicant that it will be required to register an easement at his cost over the closed portion of road in favour of the Water Corporation, the exact location of which is to be agreed upon by the applicant and Water Corporation.

CARRIED 7/0





11.1.2.5 Motor Vehicle and/or Marine Service Station – Redevelopment of Destroyed Service Station, Lot 3 Great Northern Highway, Port Hedland (File No.: 119200G)

Officer	Luke Cervi Senior Planning Officer
Application No	2010/184
Date of Report	1 October 2010
Disclosure of Interest by Officer	Nil

Summary

An application has been received for the redevelopment of the BP Service Station on the Great Northern Highway. The redevelopment will replace the existing Service Station destroyed by fire in June 2009.

In addition to the existing site, the redevelopment proposes to incorporate part of the Great Northern Highway road reserve to enable a distinct separation between light and heavy vehicle refuelling areas. The development has been classified as 'Motor Vehicle and/or Marine Service Station' which is an 'SA' use in a Tourism zone, the application requires Council approval.

Background

In June 2009 a fire destroyed the BP Service Station on the Great Northern Highway. At the time Council was considering an application for the redevelopment of the existing Holiday Accommodation Facility also located on the land. Subsequently, Council when considering the Holiday Accommodation Facility also resolved to:

Advise the applicant that:

- a. The temporary buildings proposed for the interim operation of the service station will require a separate planning application.
- b. The Director of Regulatory & Community Services has delegation to determine any planning application outlined in a) above.
- c. It is recommended that pre application discussions are had with planning staff prior to the submission of any application.

The landowner met with Main Roads and Council officers and agreement reached for the temporary placement of buildings. It is expected that the temporary buildings will be decommissioned and removed from site in December 2010.

Consultation

The application has been referred internally to the Engineering, Building and Health Departments. Externally the proposal has been referred to Main Roads and public notification undertaken by the placement of a sign on site. No submissions were received during the notification period.

Statutory Implications

In accordance with the Planning and Development Act 2005, the proposed development is subject to the provisions of the Town Planning Scheme TPS 5.

The Town Planning Scheme TPS 5 identifies part of the land (Lot 3) as being within a Tourism Zone and the road reserve identified as State and Regional Road. Motor Vehicle and/or Marine Service Station is an SA use in the Tourism Zone, being a use that is not permitted unless the Council has granted planning approval after giving notice. Within the road reservation, written approval is required from Council.

Policy Implications

Nil

Strategic Planning Implications

The following section of the Plan for the Future is considered relevant to the proposal:

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). Implement key priority projects.

Budget Implications

An application fee of \$7,282.00 was paid on lodgement and deposited into account 1006326 – Town Planning Fees.

Officer's Comment

The redevelopment of the Service Station has taken longer than first anticipated with the temporary structures having been in place for over 12 months.

The redevelopment proposes a distinct separation between the heavy and light vehicle refuelling areas. This involves the use of part of the Great Northern Highway road reserve which has been agreed to by Main Roads. The amended configuration will provide improved safety by reducing the conflict between heavy and light vehicles by separating their refuelling points.

The major issues requiring consideration are as follows:

1. Land tenure
2. Vehicle maneuverability and traffic flow
3. Access to the site

Land tenure

The proposal includes part of the Great Northern Highway road reserve which is managed by Main Roads. It is proposed to obtain a lease over the land which has been agreed to in principle by Main Roads.

When considering application on 'reserved' land, Council need to consider the matters specified in Section 2.3 of TPS5 which are:

- a. Have regard to the ultimate purpose intended for the reservation.
- b. Have regard for the intentions of agencies with responsibility for managing and developing the reservation, and
- c. Confer with the organizations it considers relevant to the reservation and the proposed use or development.

The proposal was referred to Main Roads for comment and a number of meetings relating to the site have occurred over the past 18 months involving Council and Main Roads. The area of the road reserve proposed for the heavy vehicle refuelling is currently used as a truck parking area. Although road duplication/widening is proposed in the medium term, the proposed lease area will not impact on those plans.

Vehicle maneuverability and traffic flow comments

The manoeuvrability and flow of traffic at the site is proposed to be altered with the redevelopment. These changes are supported by Council's Engineering Department and Main Roads and are expected to improve road safety in the vicinity of the site by providing clearer more legible vehicle movement paths for both light and heavy vehicles.

Access to the site comments

As part of the approval for redevelopment of the adjacent Caravan Park, a condition was imposed requiring all access to the Holiday Accommodation be via Stirrup Iron Street. This has been successful in separating the uses. As part of this application light and heavy vehicles will also be separated for refuelling purposes further reducing conflict.

Options

Council has the following options for dealing with the application:

1. Approve the application as submitted
2. Approve the application subject to changes
3. Refuse the application

It has been recommended that the application be approved as submitted and subject to conditions.

Attachments

1. Site plan
2. Floor and elevation plans of new buildings.

201011/121 Council Decision/Officer's Recommendation

Moved: Cr S R Martin

Seconded: Cr D W Hooper

That Council approves the Planning Application for Motor Vehicle and/or Marine Service Station – Redevelopment of destroyed Service Station, at Lot 3 Great Northern Highway, Port Hedland subject to the following conditions:

1. This approval relates only to the proposed Motor Vehicle and/or Marine Service Station – Redevelopment of destroyed Service Station and other incidental development, as indicated on the approved plans. It does not relate to any other development on this lot.
2. The development must only be used for purposes, which are related to the operation of a "*Motor Vehicle and/or Marine Service Station*" business. Under the Town of Port Hedland's Town Planning Scheme No. 5 "*Motor Vehicle and/or Marine Service Station*" is defined as:

“land and/or buildings used for the retail sale of fuel and lubricants and motor vehicle or marine vessel accessories and may include minor repairs, motor vehicle wash facilities, café/restaurant or sale of convenience items with a nett lettable retail floorspace not exceeding 300m², but does not include a transport depot, spray painting, major repairs and wrecking.”
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. An approved effluent disposal system shall be installed to the specification of the Town's Environmental Health Services and to the satisfaction of the Manager of Planning.
5. If mains water connection is unavailable the development is to be connected to an adequate potable water supply to the specifications of Council's Health Local Laws 1999.

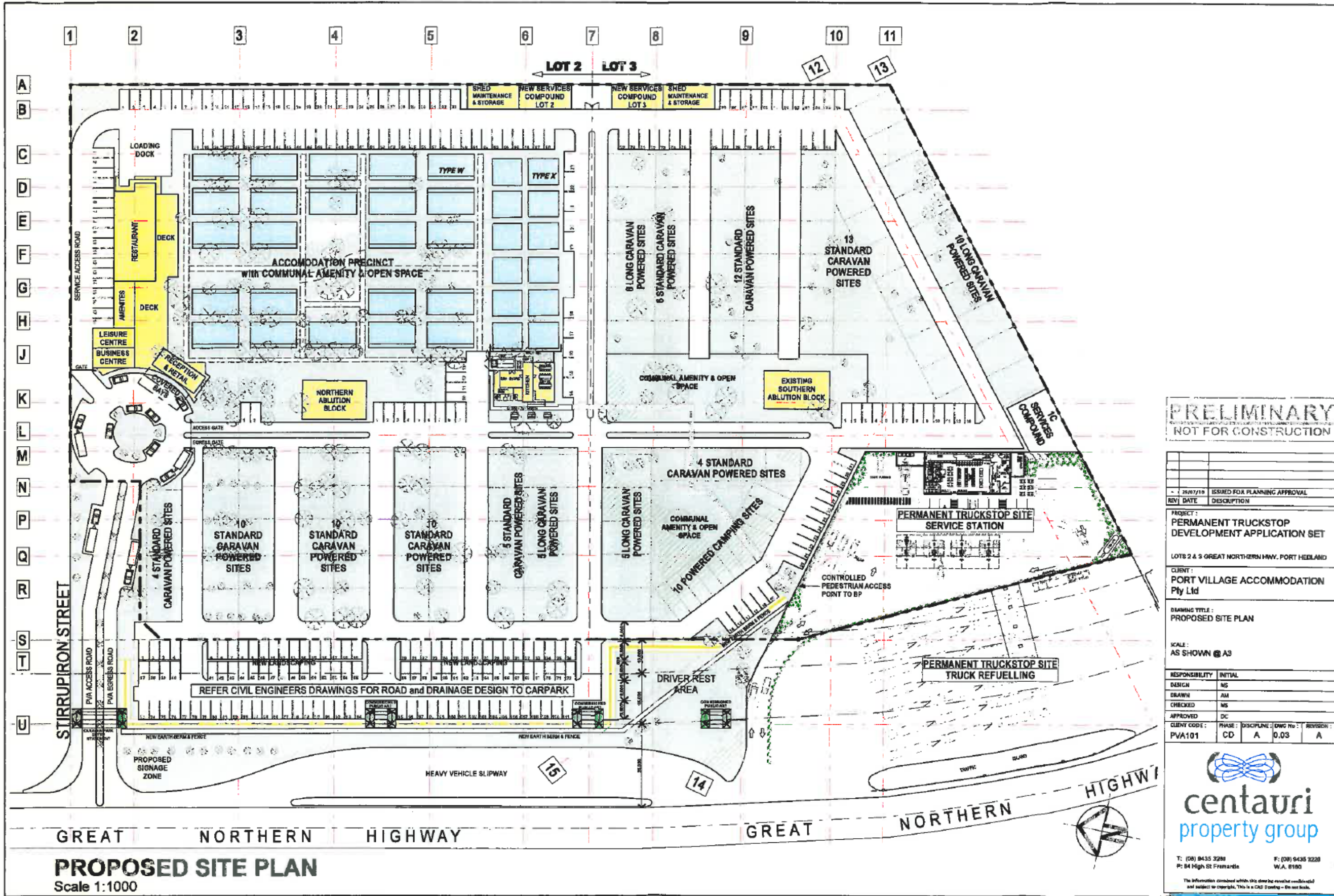
6. All dust and sand to be contained on site with the use of suitable dust suppression techniques to the satisfaction of the Manager Planning.
7. A minimum of 11 car parking bays are to be provided on-site to the satisfaction of the Manager Planning.
8. The car parking bays and access way shall be designed in accordance with the requirements of Town Planning Scheme No. 5 – Appendix 8. Such areas are to be constructed, drained, marked and thereafter maintained to the satisfaction of the Manager Planning prior to the development first being occupied.
9. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.
10. The development must comply with the Environmental Protection (Noise) Regulations 1997 at all times.
11. 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.

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. The applicant is advised that the construction and use of the proposed premises is required to comply with the *Health (Food Hygiene) Regulations 1993*.
3. It is a requirement under the Food Act 2008 that all food premises be registered prior to beginning operations
4. The applicant is advised that the construction and use of the proposed premises is required to comply with the Food Regulations 2009 and the Food Safety Standards
5. Prior to the issue of a building licence, a fit out plan of all internal fixtures, finishes and fittings must be provided and approved to the specifications of Town's Environmental Health Services

6. Be advised that the effluent disposal system required by Condition 5 may also require the approval of the Western Australian Department of Health.
7. 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.
8. 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



PRELIMINARY
NOT FOR CONSTRUCTION

REV	DATE	DESCRIPTION
-	25/07/10	ISSUED FOR PLANNING APPROVAL

PROJECT:
PERMANENT TRUCKSTOP DEVELOPMENT APPLICATION SET

LOTS 2 & 3 GREAT NORTHERN HWY, PORT HEADLAND

CLIENT:
PORT VILLAGE ACCOMMODATION Pty Ltd

DRAWING TITLE:
PROPOSED SITE PLAN

SCALE:
AS SHOWN @ A3

RESPONSIBILITY	INITIAL
DESIGN	MS
DRAWN	AM
CHECKED	MS
APPROVED	DC

CLIENT CODE	PHASE	DISCIPLINE	DWG No.	REVISION
PVA101	CD	A	0.03	A

centauri
property group

T: (08) 9435 3280 F: (08) 9435 3228
P: 84 High St Fremantle W.A. 6160

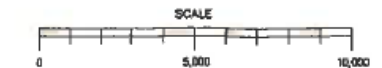
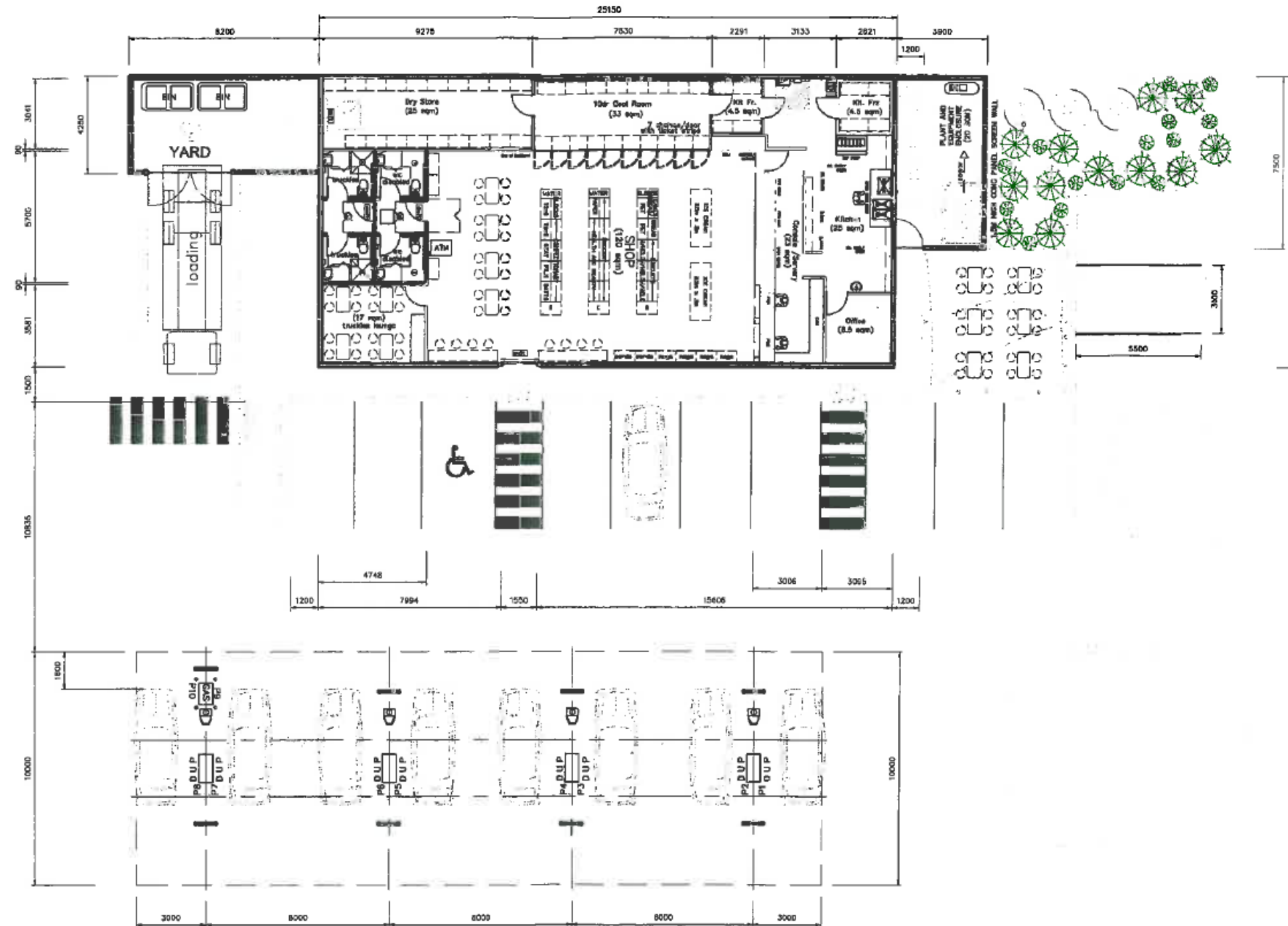
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PROPOSED SITE PLAN
Scale 1:1000



CAD drawing		FUELTECH CONSULTING PTY LTD		Client: CENTAURI PROPERTY GROUP		Date: 23-07-2010		Title: SITE PLAN	
A1 SHEET		COMPUTER AIDED DESIGN, SURVEY AND PROJECT MANAGEMENT		Project: PROPOSED ROADHOUSE REDEVELOPMENT		Drawn: LCH		Drawing No.: PH2010-A01	
Rev: Date Description		DO NOT SCALE		Refer. Drawing No.		Checked: LCH		Revision: B	
Chk: Appd: Rev: Date Description		ALL DIMENSIONS IN METERS UNLESS OTHERWISE STATED		Refer. Drawing No.		Approved: RM		Scale: AS SHOWN	
Chk: Appd: Rev: Date Description		DO NOT SCALE		Refer. Drawing No.		Scale: AS SHOWN		Copyright: THIS DRAWING & DESIGN MUST NOT BE COPIED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF FUELTECH CONSULTING PTY LTD.	

CONCEPT PLAN



BP PORT HEDLAND PROPOSED SHOP PLAN
SCALE 1:100 @ A1

CONCEPT PLAN

CAD drawing		F		ALL DIMENSIONS IN MM UNLESS OTHERWISE STATED		Client: CENTAURI		Date: 10-02-2010		FUELTECH CONSULTING PTY LTD		Title: SHOP PLAN ENLARGMENT	
A1 SHEET		E		DO NOT SCALE		Project: PROPOSED ROADHOUSE REDEVELOPMENT		Drawn: ICH		FUELTECH CONSULTING PTY LTD		Drawing No.: PH2010-CP3-2	
		D		Reference Title		Great Northern Highway Port Hedland		Checked: ICH		Drawing No.: PH2010-CP3-2		Revision: B	
		C		Reference Title		Refer Drawing No.		Approved: AS SHOWN		Drawing No.: PH2010-CP3-2		Revision: B	
		B		Reference Title		Refer Drawing No.		Scale: AS SHOWN		Drawing No.: PH2010-CP3-2		Revision: B	
		A		Reference Title		Refer Drawing No.		Scale: AS SHOWN		Drawing No.: PH2010-CP3-2		Revision: B	
		Rev		Description		Date		Scale		Drawing No.		Revision	



- 5.55pm Councillors A A Carter and M Dziombak declared a financial interest in Agenda Item 11.1.2.6 "Proposed Mixed Use Development – Lot 675 Dowding Way, Pretty Pool" as they are BHP Billiton shareholders. Councillors A A Carter and M Dziombak left the room.
- 5:55pm Councillor S J Coates declared a financial interest in Agenda Item 11.1.2.6 "Proposed Mixed Use Development – Lot 675 Dowding Way, Pretty Pool" as he is a BHP Billiton employee and shareholder. Councillor S J Coates left the room.

NOTE: Mayor advised that in accordance with authority delegated by the Minister for Local Government, the Director General approved the Town's application for a reduced quorum of four (4) Councillors to enable the Council to consider Agenda Item 11.1.2.6 Proposed Mixed Use Development – Lot 675 Dowding Way, Pretty Pool'.

11.1.2.6 Proposed Mixed Use Development – Lot 675 Dowding Way, Pretty Pool (File No: 804280G)

Officer	Luke Cervi Senior Planning Officer
Date of Report	30 September 2010
Application No.	2010/163
Disclosure of Interest by Officer	Nil

Summary

Council has received an application from Jones Coulter Young Architects on behalf of BHP Billiton Minerals Pty Ltd, Mitsui-Itochu Iron Pty Ltd, Itochu Minerals & Energy of Australia Pty Ltd, to construct a Mixed Use Development at Lot 675 Dowding Way, Pretty Pool. The proposal includes 1 commercial tenancy (restaurant/café) of 210m² and 44 multiple dwellings.

The proposal is being referred to Council for determination as the development is deemed a "Use not listed". A use for which the Director Regulatory Services does not have delegation to consider.

Background

Site Description

The lot is irregular in shape and covers an area of 5519m². The lot has three road frontages being Counihan Crescent, Dowding Way and Jarpull Lane. The lot is currently vacant and is identified as part Residential R60/80 and part Town Centre under the Pretty Pool Development Plan.

Proposal

The applicant is proposing to construct a 210m² commercial tenancy and 44 multiple dwellings incorporating communal open space facilities including a central landscaped garden with a covered outdoor area and BBQ facilities. The built form will comprise of 7 free standing buildings that are 3 storey in height. The building incorporating the commercial tenancy will be located on the corner of Dowding Way and Counihan Crescent with the commercial tenancy presenting to both Dowding Way and Counihan Crescent.

95 car parking bays are proposed to be provided for the development with 74 being provided on site (74 bays are required for the residential component of the development) and 21 on street bays (20 bays are required for the commercial component of the development).

Town Planning Scheme 5

In terms of the Port Hedland Town Planning Scheme No. 5, the land is identified as Town Centre and Residential R60/R80 under the Pretty Pool Development Plan. Under the zoning table the proposed land uses are specified as follows:

Restaurant (includes Café)	“P” (the development is permitted by the scheme)
Multiple Dwellings:	“SA” (the development is not permitted unless the Council has granted planning approval after giving notice in accordance with clause 4.3)

The Residential Design Codes allow for mixed use developments where dwellings can be combined with non-residential uses, provided that such development is compatible with “Multiple Dwelling” standards. The development complies with the definition of a “Mixed Use Development” as defined.

However, the Town of Port Hedland Town Planning Scheme No.5, does not make provision for “Mixed Use Developments”, so the development needs to be considered as a “Use Not Listed”.

The application has been assessed in accordance with both the Residential Design Codes and the Port Hedland Town Planning Scheme No. 5, and the assessment is further discussed under the officer’s comments.

Consultation

Consultation has occurred internally and also with JCY Architects (also the applicant firm) who act on behalf of Landcorp to ensure compliance with the Pretty Pool Design Guidelines. In addition, the application was advertised by a sign on site and notices sent to adjoining landowners. No objections have been raised.

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 and subsequently the Residential Design Codes of Western Australia (R Codes).

A draft amendment to the R Codes, Multi Unit Housing Code, is currently out for Public Comment and although not currently in force, has some relevance to the proposal.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 4 – Economic Development

Goal Number 5 – Town Planning and Building

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

Budget Implications

An application fee of \$30,600 was paid on lodgement and deposited into account 10063260.

Officer's Comment

Commercial Component

A 'Town Centre' has been identified within the Pretty Pool Development Plan approved by Council. The 'Town Centre' is identified as being part of lots 675 and 676 and is essentially either side of the intersection of Counihan Crescent and Dowding Way. The Development Plan does not identify dimensions of the 'Town Centre'.

When considering the application for lot 676 Counihan Crescent (Adjacent Town Centre site), the report provided the following information:

'To achieve the desired vitality of the 'Town Centre' it is considered imperative to have a proportionate distribution of commercial space on each side of Counihan Crescent. Therefore if Council support the development of the proposed 3 tenancies with 343m² floor area on this site, it should require between 300-350m² floor area on lot 675. This would result in approximately 650-700m² in total commercial area for the 'Town Centre' which according to the 'Retail and Café Strategy' is viable and sustainable.'

The application proposes only 210m² of commercial space and is contained in one tenancy. It is the opinion that the reduction in the area would not result in a negative impact on the sustainability of the retail component or undermine the recommendation of the retail study.

Residential Component

The residential component of the proposal includes 44 multiple dwellings contained within 7 buildings. The buildings are designed around a central landscaped garden with a covered outdoor area and BBQ facilities to encourage neighbourly interaction. Each dwelling contains 2 bedrooms, bathroom with separate bath and shower, laundry and separate toilet. An open plan living / kitchen / dining area adjoins an outdoor terrace of a minimum 20m².

The residential component is consistent with the provision of the R Codes (including Local Planning Policy 11 – Regional R Code Variations) and TPS5.

Car parking

Under TPS5, the proposal requires 74 residential car parking bays and 20 commercial parking bays. The proposal has provided for all residential bays to be provided on site however, it is proposed that all commercial bays be provided within the road reserve. In approving the permit for lot 676 Counihan Crescent (Adjacent Town Centre site), Council accepted on street parking for the commercial bays and also a 1/3 reduction to the number of commercial bays based on reciprocal use between commercial tenancies and also the commercial uses predominately providing for local residents. It has therefore been recommended a condition requiring 88 (74 residential and 14 commercial) car bays be imposed with a minimum of 74 to be provided on site. It is the applicant's intention to provide 95 bays however, some of those bays are not supported due to engineering concerns.

Options

Council has the following options of dealing with the application:

1. Approve the application as submitted.
2. Approve the application subject to changes.
3. Refuse the application.

It is recommended that Council approve the application as submitted and subject to conditions.

Attachments

1. Locality Plan
2. Site and floor plans
3. Elevations

201011/122 Council Decision/Officer's Recommendation

Moved: Cr S R Martin

Seconded: Cr J M Gillingham

That Council approves the application submitted by Jones Coulter Young Architects on behalf of BHP Billiton Minerals Pty Ltd, Mitsui-Itochu Iron Pty Ltd, Itochu Minerals & Energy of Australia Pty Ltd, to develop a "Mixed use development" as a "Use not listed", on Lot 675 Dowding Way, Pretty Pool, subject to the following conditions:

1. This approval relates only to a MIXED USE DEVELOPMENT incorporating 210m² of commercial space (Restaurant) and 44 multiple dwellings and other incidental development, as shown on the approved plans. It does not relate to any other development on this lot.
2. Under the Town of Port Hedland Town Planning Scheme No. 5, the above approved uses are defined as follows:

 “Restaurant (includes café):
 A building and any associated outbuildings and grounds where food is prepared for sale and consumption on the premises and may be licensed to sell liquor”

 “Multiple dwelling:
 A dwelling in a group of more than one where any part of a dwelling is vertically above part of another.
3. Any change to the approved commercial use will be subject to further planning approval.
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. The restaurant ‘seating area’ shall be limited to 100m².
6. A minimum of 74 ‘residential’ parking bays including 8 for the exclusive use of visitors, are to be provided in accordance with Appendix 7, of Council’s Town Planning Scheme No. 5, and to the satisfaction of the Manager Planning.
7. Cash in lieu of parking is to be provided for 14 ‘commercial’ car bays.
8. The driveways and crossovers shall be designed and constructed to specifications of the Manager Infrastructure Development, and to the satisfaction of the Manager Planning, prior to the occupation of the building.
9. The parking areas and / or associated accessways shall not be used for storage (temporary or permanent) without the prior approval of the Town.
10. All storage/service areas shall be suitably screened and access doors/gates closed other than when in use, to the satisfaction of the Manager Planning.

11. Provision must be made for clothes drying within the dwellings or in a secure, visually screened area, to the satisfaction of the Manager Planning.
12. 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, to the satisfaction of the Manager Planning.
13. Within 30 days of this approval, a detailed landscaping and reticulation plan including the Dowding Way, Jarpull Lane and Counihan Crescent verges, 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.
14. 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.
15. Stormwater disposal to be designed in accordance with Council's Engineering Department Guidelines, and all to the satisfaction of the Manager Planning.
16. 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.
17. The development must comply with the Environmental Protection (Noise) Regulations 1997 at all times.
18. All dust and sand to be contained on site with the use of suitable dust suppression techniques to the specification of the Manager Environmental Health Services and to the satisfaction of the Manager Planning.
19. 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 material and equipment to the site;**
 - b) **The storage of material 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 material;**
 - f) **Other matter likely to impact on the surrounding uses;**
 - g) **Building waste management control;**

h) Point of contact of personnel for control of enquiries and any complaints; 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. In regard to Condition 7, negotiations in regard to the cash in lieu contribution and/or in kind works are at the discretion of the Director Regulatory Services having regard to Section 6.13 Vehicle and vehicle areas, of Town Planning Scheme No.5. The construction of the bays may be considered as in kind works.
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 average recurrence interval (A.R.I) cycle of flooding could affect any property below the ten (10) meter 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 4/0

5:56pm Councillors A A Carter, M Dziombak and S J Coates re-entered the room and resumed their chairs.

Mayor advised Councillors A A Carter, M Dziombak and S J Coates of Council's decision.





TOWN ACCOMMODATION PROJECT PORT HEDLAND. GROUPED HOUSING SITE PROJECT 4
LOT 675 Counihan Crescent, Pretty Pool | Site Layout - Ground Floor

SCALE: 1:200 @ A1 | Proj: 1003 20 01 10

architects and urban designers

JAXON



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SK1.01

D



BHPB Housing Port Hedland | **Corner View from Counihan Crescent**

Project No. 1003 / 29 July 2010 / ISSUED FOR INFORMATION

SK11.01b



BHPB Housing Port Hedland | **Counihan Crescent View**

Architectural 100% | 19 July 2010 | ISSUED FOR INFORMATION

SK11.02a



BHPB Housing Port Hedland | Dowding Way View

Project Number: 1003 | 19 July 2010 | ISSUED FOR INFORMATION

2, 23 | Port Street, Perth, Western Australia 6000 | T: +61 8 9411 0771 | F: +61 8 9 264 8866 | www.jcy.com.au | 08 948 9410 | 08 948 9410 | 08 948 9410 | © 2010, JCY AND COLLEGE YOUNG PTY LTD not to be reproduced without permission of the author. Check all dimensions and verify all settings before fabrication starts.

SK11.03

11.1.2.7 Proposed Subdivision of Lot 3281, Steamer Avenue, South Hedland into 11 Lots (File No: 113874G)

Officer	Luke Cervi Senior Planning Officer
Date of Report	13 September 2010
Application No.	ICR7758
Disclosure of Interest by Officer	Nil

Summary

WAPC have received an application from Oracle Surveys Pty Ltd on behalf of Tolicoli Homes Pty Ltd for the subdivision of Lot 3281, Steamer Avenue, South Hedland into 11 lots. WAPC have referred the application to TOPH for comment.

The application has been referred to Council as Director Regulatory Services does not have delegation to consider applications over 10 lots.

Background

The site is located in the South Hedland township and covers an area of 3415m² and is zoned Residential R20. The land is developed with seven dwellings and proposed to be subdivided into 11, four of which will not be capable of containing dwellings as they are only 1m². These common property lots will contain either mail boxes and/or service related infrastructure such as water meters.

Consultation	Nil
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Statutory Implications

The Western Australian Planning Commission (WAPC) is required under Part 10 – Subdivision and Development Control, Clause 142 – Objections and Recommendations of the Planning Development Act 2005 (P & D 2005) to refer for comments any applications for subdivision.

Within 42 days of receiving the application from the Western Australian Planning Commission, the Town is required to provide their comments.

Policy Implications	Nil
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Strategic Planning Implications	Nil
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Budget Implications

The applications are only referred to the Town for comment and therefore no fees are applicable.

Officer's Comment

Although the application is for an 11 lot subdivision, it is essentially a 7 lot subdivision. 4 of the lots will be only 1m2 in size and be held as 'common property'. The site has already been developed with seven dwellings.

Options

Council has the following options to dealing with the matter:

1. Support the proposed subdivision
2. Object to the proposed subdivision

It is recommended that Council support the proposed subdivision.

Attachments

1. Subdivision Plan
2. Approved Grouped Dwelling site plan

201011/123 Council Decision/Officer's Recommendation

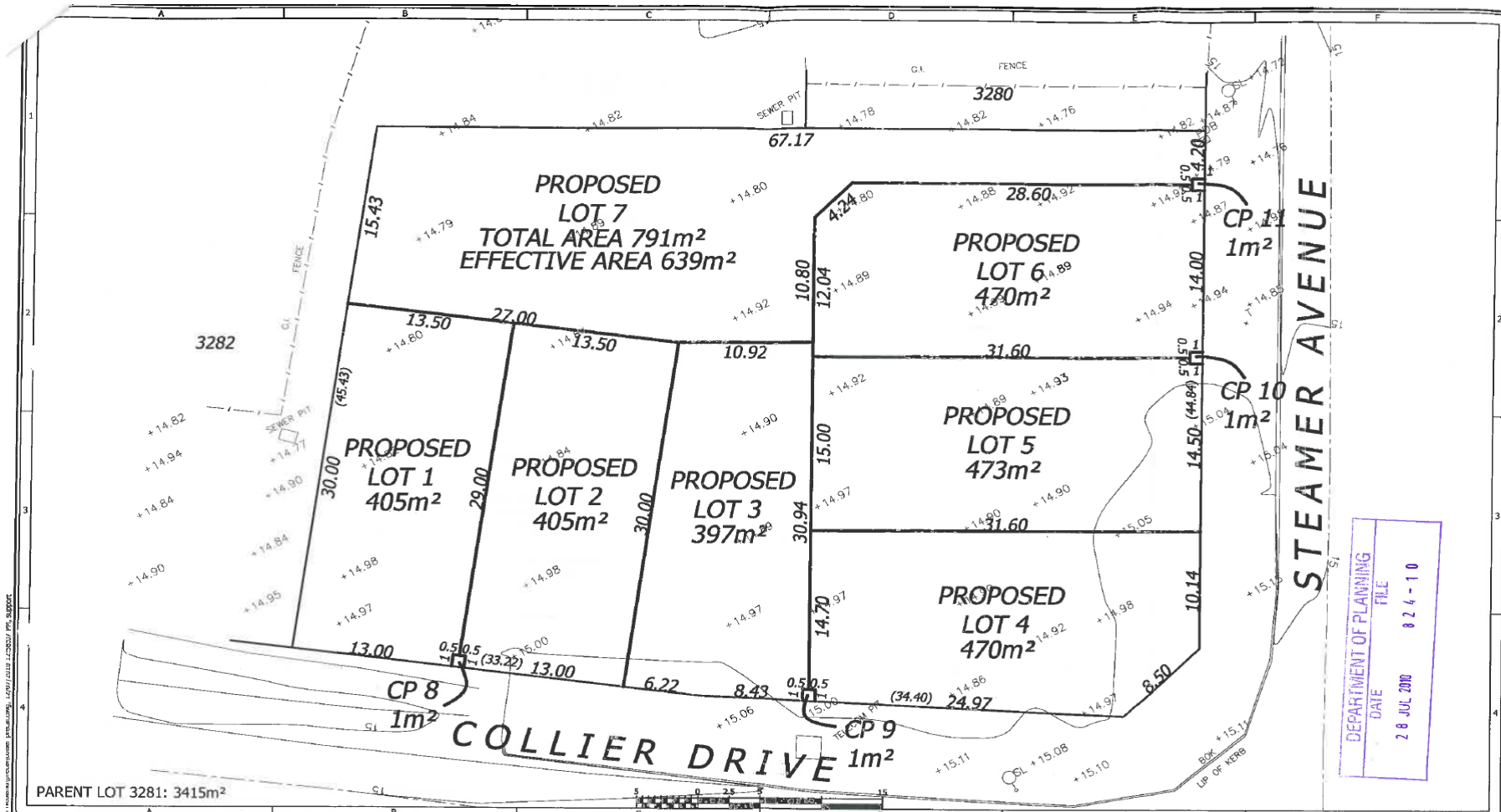
Moved: Cr S R Martin

Seconded: Cr A A Carter

That Council advises the Western Australian Planning Commission that it supports the subdivision application of lot 3281 Steamer Avenue, South Hedland into 11 lots subject to the following condition:

1. Prior to the endorsement of the Deposited Plan, planning permit 2009/275 for Grouped Dwellings x 7 must be completed to the satisfaction of the Manager Planning.

CARRIED 7/0

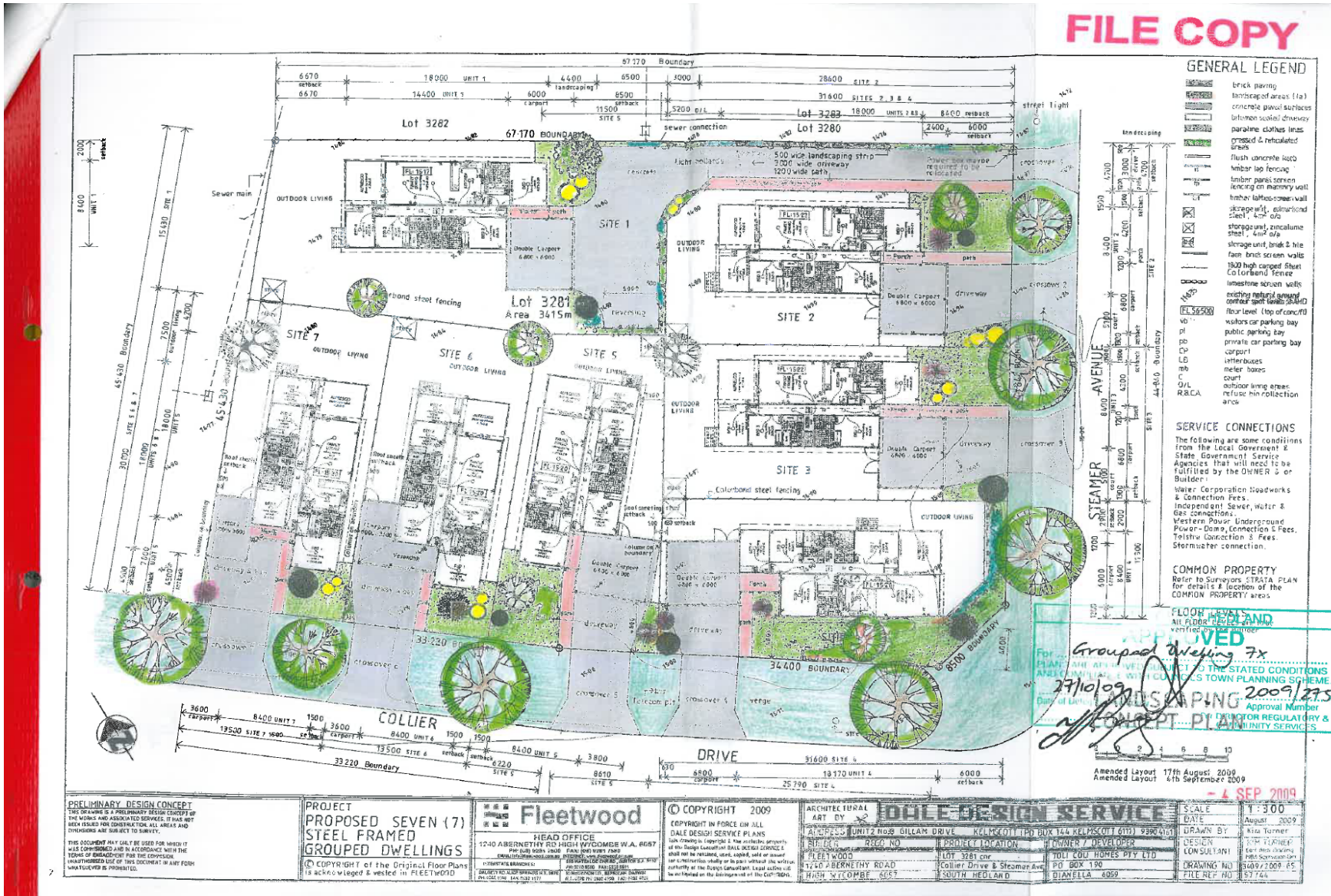


DEPARTMENT OF PLANNING
FILE
DATE 28 JUL 2010 024-10

TITLE PROPOSAL FOR 7 LOT SURVEY STRATA LOT 3281 COLLIER DRIVE SOUTH HEDLAND		CLIENT TOLLICOLLI		SURVEYOR ORACLE DWG REF collier.precal.dwg		SERVICE RECORD																																																	
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11.1.2.8 Proposed Transient Workforce Accommodation Located at the Marquee Park on Lot 6108 Stanley Street and Lot 6177 Cottier Drive, South Hedland (File No.: 21/05/0011)

Officer	Leonard Long Manager Planning
Date of Report	5 October 2010
Application No.	2010/233
Disclosure of Interest by Officer	Nil

Summary

Council has received an application from Earthcare Landscapes on behalf of the Town of Port Hedland, for the development of temporary transient workforce accommodation (TWA) on Lot 6108 Stanley Street and Lot 6177 Cottier Drive, South Hedland.

Earthcare Landscapes has been awarded the tender for the Marquee Park development and the TWA is proposed to provide accommodation for workers over the duration of the development.

The report is presented to Council as a TWA is considered an "SA" use requiring Council approval.

Background

As part of the tender period Council indicated that a temporary accommodation camp would be considered on the lot to house the approved contractor developing the Marquee Park.

Site Description

The lot is located on the northern side of Cottier Drive approximately 100m west of the JD Hardie Centre, and measures approximately 2ha.

Zoning

The property is currently zoned "Residential" which permits a TWA as a "SA" use.

Proposal

The proposed TWA camp will consist of 16 single bedroom units each with its own en-suite, undercover and open grassed recreation area as well as common meal areas. The perimeter of the camp will have a 1.8m high fence covered with shade cloth.

The facility will accommodate Earthcare Landscape employees working on the Marquee Park.

Consultation

In terms of clause 3.2.2 of the Port Hedland Town Planning Scheme No 5, the development may not be permitted unless Council has granted planning approval after giving notice in accordance with clause 4.3 of the scheme.

It is the Planning department's opinion that since the proposed TWA will only be of a temporary nature that it is not necessary to advertise the proposal to the adjoining property owners.

The proposal has been circulated internally and the following comments 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 \$135.00 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:

- \$13 million project value
- Estimated project length of 12 months
- 16 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 development of the Marquee Park 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 will be providing semi permeable fencing to assist in providing passive surveillance of the construction site 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 in 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 / Floor & Elevation

201011/124 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr M Dziombak

That Council approves the planning application from Earthcare Landscapes on behalf of the Town of Port Hedland, for the development of a transient workforce camp (TWA) on Lot 6108 Stanley Street and Lot 6177 Cottier Drive, South Hedland subject to the following conditions:

1. This approval relates only to the proposed 16 single bedroom units, undercover and open grassed recreation area as well as common meal areas. It does not relate to any other development on these lots.
2. 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 development of the Marquee Park.
3. During the approval period referred to in condition 2 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.”

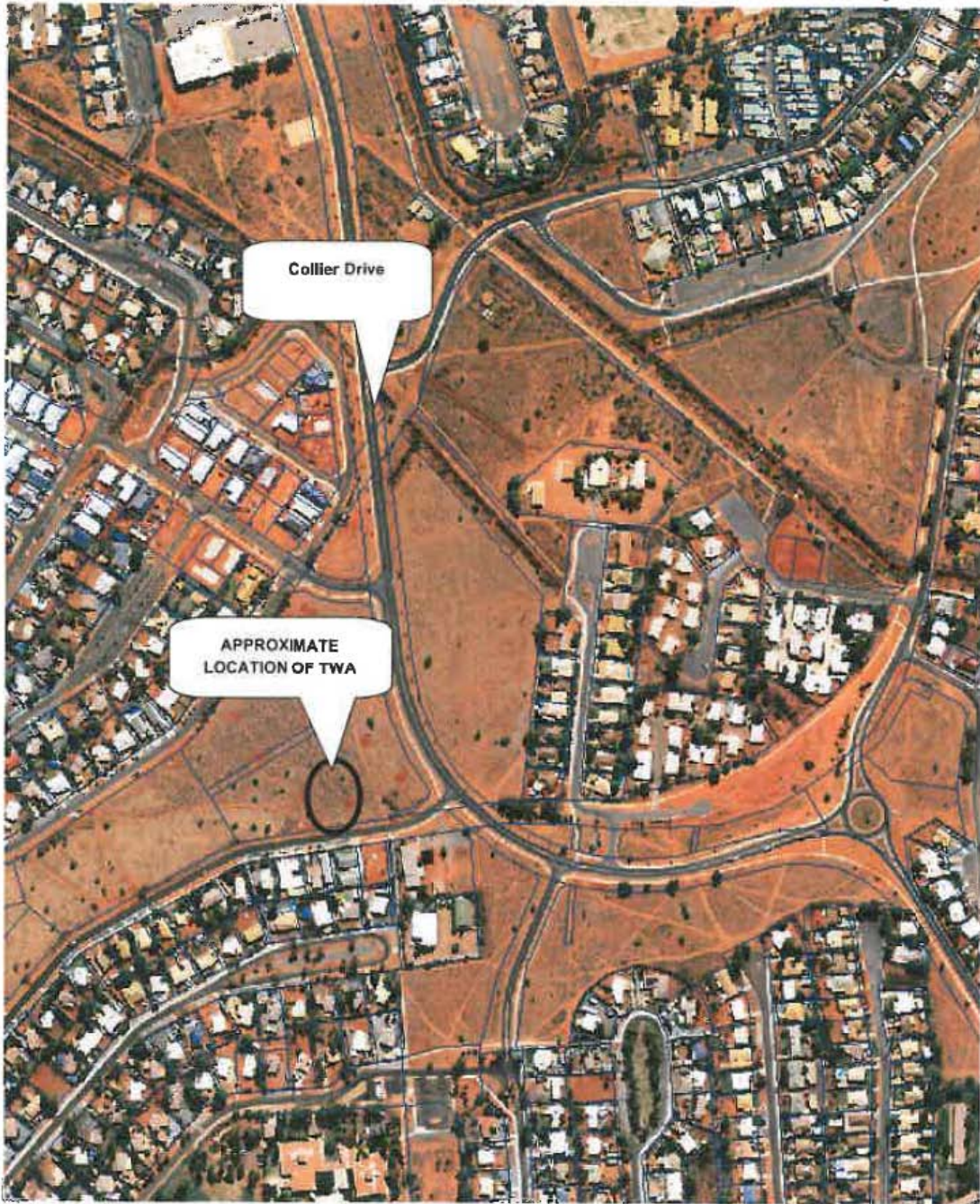
4. The development shall comprise of a maximum of 16 single bedroom units and have a maximum capacity for 16 residents including support staff on the site at any one time.
5. The premises to be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction Manager Planning.
6. 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.
7. 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.
8. In regard to condition 7, any garbage storage area shall be screened from public view to the satisfaction Manager Planning.
9. The development must comply with the Environmental Protection (Noise) Regulations 1997 at all times.
10. 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.
11. The development must be connected to the reticulated main sewer.
12. The kitchen must be used by residents only and not in a commercial manner.

FOOTNOTES:

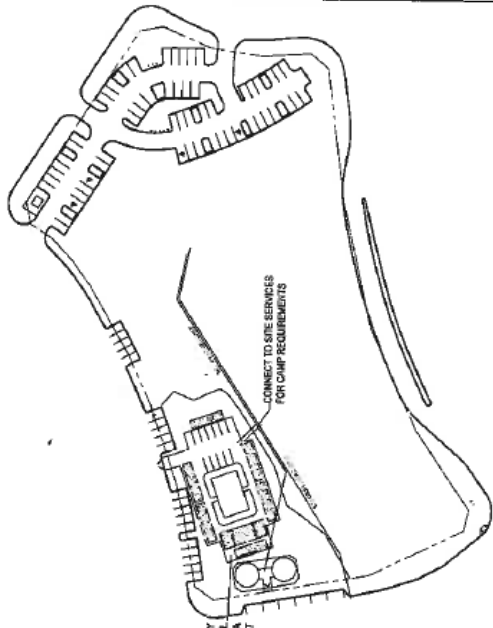
1. You are reminded that this is a Planning Approval only and does not obviate the responsibility of the developer to comply with all relevant building, health and engineering requirements.
2. A Building Licence to be issued prior to the commencement of any on site works.
3. In regard to condition 12, 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

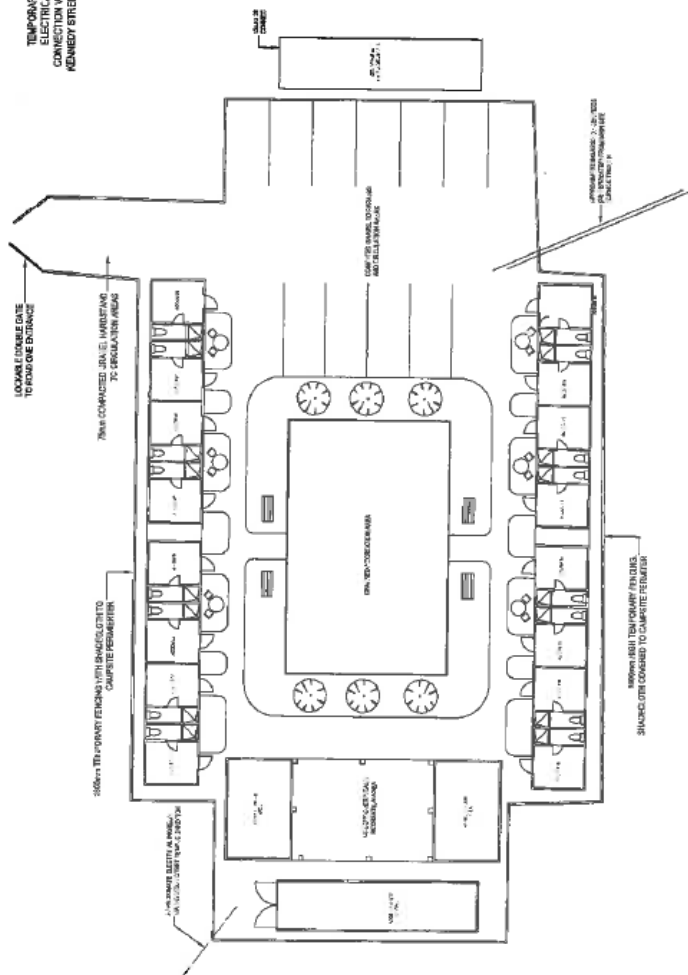
ATTACHMENT 1
Locality Plan



ATTACHMENT 2
Site / Floor and Elevation Plan



TYPICAL TEMPORARY STRUCTURE ELEVATION



EARTHCARE LANDSCAPES	CLIENT: Town of Port Hedland	DRAWING: Site Camp - Site Overview
	PROJECT: Marquarie Parklands	DATE: 11-10-2010
	SCALE: 1:150 @ A1	DRAWN: MF

11.1.2.9 Proposed Permanent Closure of Portion of Catamore Court Road Reserve, South Hedland (File No.: 28/01/0017)

Officer	Caris Marshall Lands Officer
Date of Report	23 September 2010
Application No.	ICR6998
Disclosure of Interest by Officer	Nil

Summary

Council has received a request from Taylor Burrell Barnett, Town Planners on behalf of the South Hedland New Living project to permanently close a portion of the Catamore Court Road Reserve, South Hedland.

The road closure is required to facilitate the subdivision of the land.

Background

Council resolved at its Ordinary meeting on 27 June 2007 to support the road closure of a portion of Catamore Court to facilitate the subdivision of the land. That request inadvertently omitted to include the 109m² referred to above.

Council resolved to at its Ordinary meeting on 28 July 2010 to support the inadvertently omitted road closure of a portion of Catamore Court that was to facilitate the subdivision of the land and commence the advertisement of the road closure for a period of 35 days pursuant to section 58(3) of the *Land Administration Act 1997*.

Consultation

Section 58(3) of the Land Administration Act 1997 states:

“A local government must not resolve to make a request under subsection (1) until a period of 35 days has lapsed from the publication in a newspaper circulating in its district of notice of motion for that resolution, and the local government has considered any objections made to it within that period concerning the proposals set out in that notice.”

Consultation with all interested parties, including public service providers, has been undertaken and no objections were raised.

Council has received a submission from Telstra that it has assets in the vicinity and does not object to the proposal "in principal" subject to access to these assets being protected.

Horizon Power has advised that they have underground assets at the end of Catamore Court.

Optus has advised that they do not have any underground assets in the area of enquiry.

Water Corporation has advised they have no objection to the proposed road closure in principle; however they would require an easement over the existing sewer located within the closed section.

Statutory Implications

Section 58 of the *Land Administration Act 1997* and regulation 9 of the *Land Administration Regulations 1998*, establishes the procedure for closing a road.

The subsequent sale of the Crown Land is undertaken by State land Services on behalf of the Minister in accordance with Part 6 of the *Land Administration Act 1997*.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications

The application fee of \$115.00 has been received in accordance with Council's adopted Town Planning Fees and Charges, and deposited into account 0010063260.

Officer's Comment

This portion of the road is identified for development by the Land Rationalisation Plan. This small parcel of land was inadvertently omitted by the consultant from a previous road closure request that was supported by Council. Approving the road closure will facilitate its development for residential purposes in accordance with the Land Rationalisation Plan and will not have a detrimental impact on the function of the road.

Options

Council has the following options for responding to the request:

- 1) Support the request for closure of part of the Catamore Court Road Reserve.

- 2) Reject the request for closure of part of the Catamore Court Road Reserve.

It is recommended that Council support the closure of part of the Catamore Court Road Reserve.

Attachments

1. Proposed Road Reserve Closure Plan
2. Proposed Subdivision Plan
3. Water Corporation Asset Location Plan

201011/125 Council Decision/Officer's Recommendation

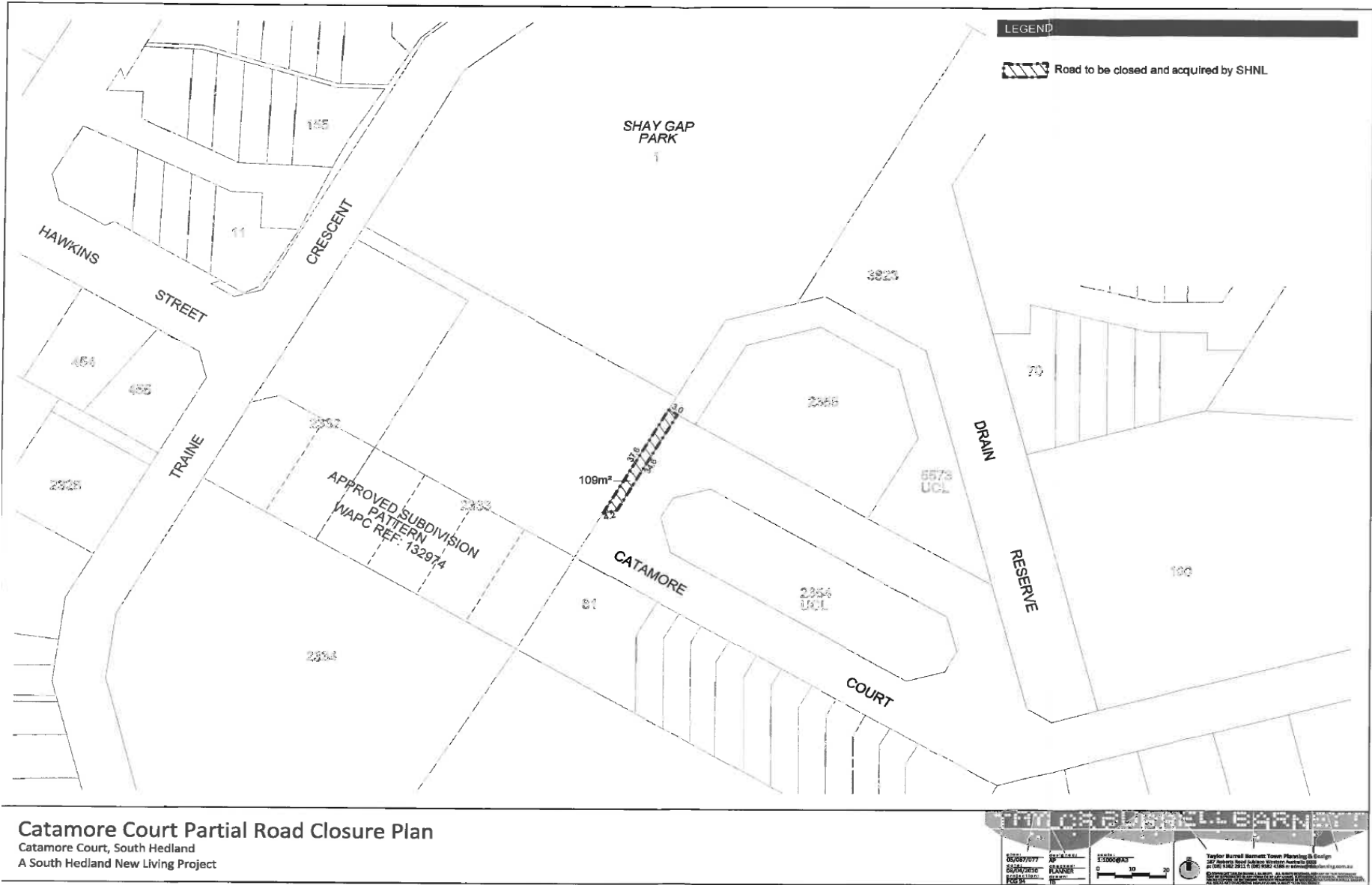
Moved: Cr S R Martin

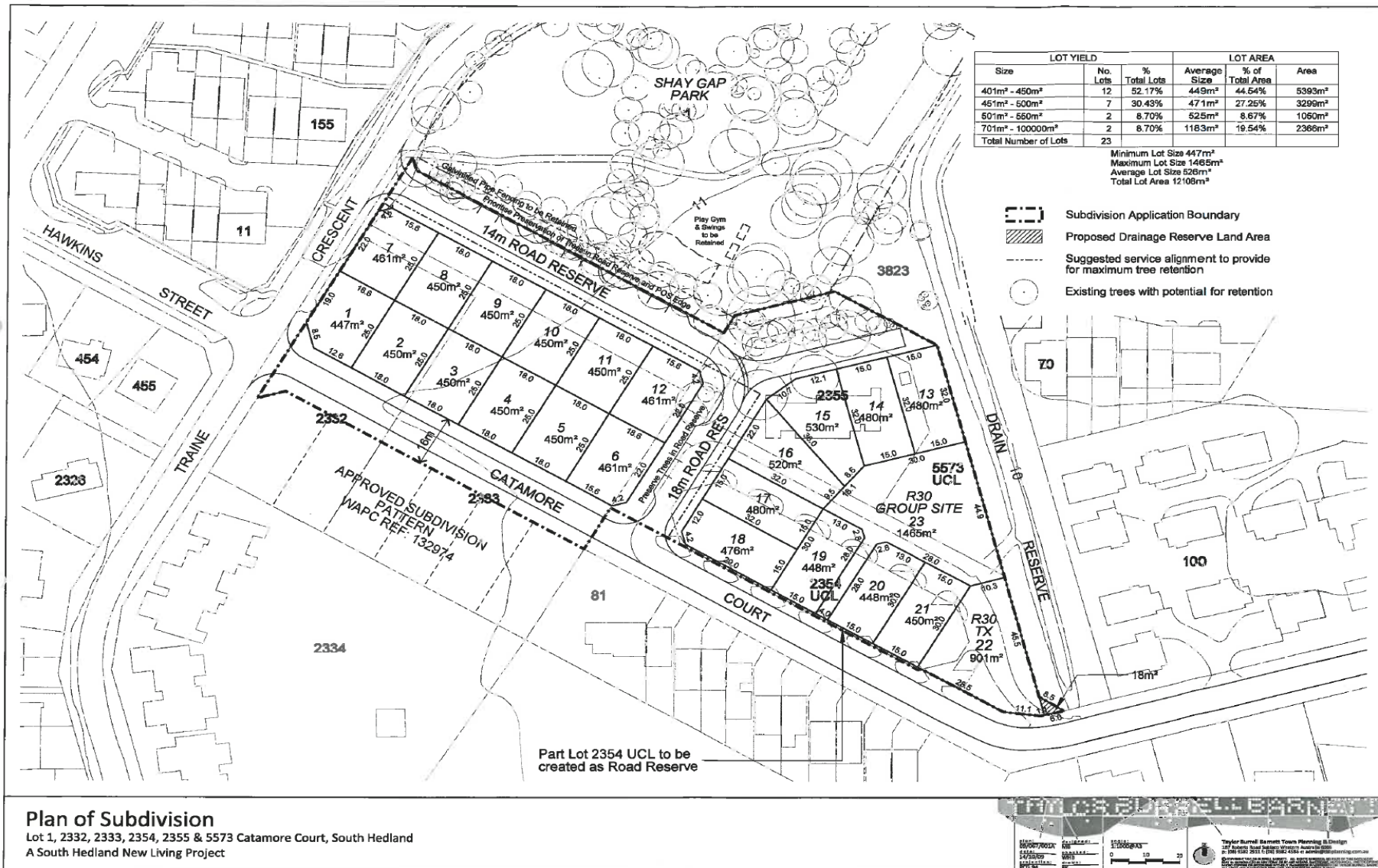
Seconded: Cr D W Hooper

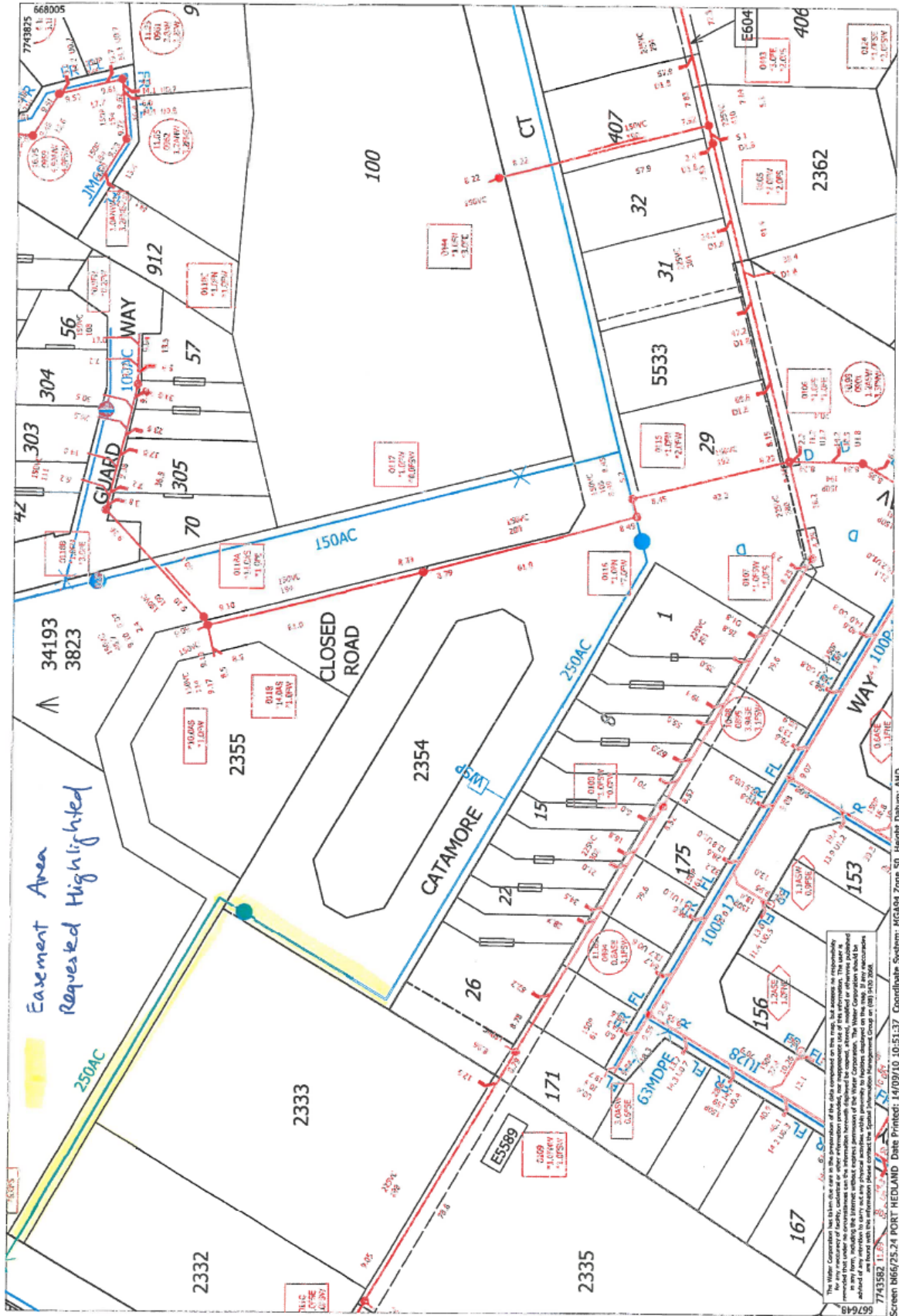
That Council:

1. approve the request from Taylor Burrel Barnett, Town Planners on behalf of the South Hedland New Living to permanently close a portion of Catamore Court road reserve, South Hedland; and
2. request the Department for Planning and Infrastructure – State Land Services to close that part of Catamore Court Road Reserve in accordance with the *Land Administration Act 1997* and *Land Administration Regulations 1998*; and
3. advise the Department of Regional Development and Lands to create an easement in favor of the Water Corporation to protect their assets located within the portion of the road closure.

CARRIED 7/0







11.1.2.10 Proposed Use of Drainage Reserve Adjacent to Lot 270 Nairn Street South Hedland for Parking Purposes (File No.: 123209G & 05/12/0016)

Officer	Leonard Long Manager Planning
Date of Report	20 October 2010
Application No.	2010/224
Disclosure of Interest by Officer	Nil

Summary

The Town has received a request from Chill Motel Group on behalf of C Zoghbi and Moon Point Pty Ltd the owners of Lot 269 and 270 Nairn Street respectively, to utilize portion of Reserve 37447 for parking.

The request is before Council, in terms of clause 2.2 of the Town Planning Scheme No. 5, a person shall not use or develop a reserve without first obtaining the written consent of Council.

Background

Locality

The portion of the reserve in question is located on the north eastern corner of the T-junction of Nairn Street and Forrest Circle.

The proposed development which is reliant on the inclusion of the reserve for parking purposes is located on the northern side of Nairn and adjoins the portion of the reserve.

Current Zoning

In terms of the Port Hedland Town Planning Scheme No. 5, the portion of reserve is zoned "Town Centre", while the purpose of the reserve is for drainage purposes.

Proposal

It is proposed that Lot 269 and 270 Nairn Street be amalgamated and developed as a mixed development consisting of retail and short stay residential uses. In order to comply with the parking requirement it is necessary for the developers to utilise portion of the reserve adjacent to the lot which is reserved for drainage purposes for parking.

The applicant has submitted the request to utilize the reserve for the parking requirement to obtain Council's support prior to having detailed designs prepared.

Consultation

Should Council resolve to support the request to utilize portion of the reserve for parking purposes clause 2.3(c) of the Port Hedland Town Planning Scheme requires Council to confer with each organisation it considers relevant. In this regard since the Town holds the management orders it will be necessary to obtain comments from the Department of Regional Development and Lands as the owners.

Statutory Implications

The change / additional use of a reserve are dealt with under Part 4 of the Land Administration Act 1997.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications Nil

Officer's Comment

The land on which the proposed parking is requested forms part of the greater storm water network, a use that must be retained. However, the costs involved with the maintenance of storm water reserves are high. Storm water drains are often located adjacent to main arterials and do not contribute aesthetically to the area.

It is essential that whatever development takes place within storm water reserves it still allows for the unhindered flow of storm water. There are a number of ways in which this can be achieved i.e. piping or contouring. Notwithstanding this it will be required to provide detailed engineering drawings to be submitted and approved by the relevant department.

There are a number of benefits to Council should there be an engineering solution that allows the reserve to operate as a storm water drain at the same time as being used for parking. Council could recoup the maintenance cost associated with the reserve. The development being within the vicinity of the Town Centre will contribute to the redevelopment thereof. Although the applicant does propose a swimming pool Council may be able to reach an agreement that the cost associated with constructing the pool rather be a contribution to the upgrade of the public pool located adjacent to the site.

Attachments

1. Locality Plan
 2. Proposed Site Plan
-

Options

Council has the following options in dealing with the request to utilize portion of the reserve for parking purposes.

1. Grant support to the applicant subject to a number of conditions, or
2. Advise the applicant that Council does not support the proposed use of the reserve for parking purposes.

Considering the positive impact that such development could have on the Town as a whole it is recommended that Council consider option 1.

Officer's Recommendation

That Council:

1. grants its support in principle to the Chill Motel Group to formally apply to utilize portion of Reserve 37447 "Drainage Reserve" for parking purposes, subject to the following:
 - a. *The submission of a scheme amendment initiation request to include the relevant uses within the current zoning of "Mixed Business",*
 - b. *The submission of a Development Application in order to ascertain the required amount of parking and the subsequent area required,*
 - c. *The submission of formal application to utilize the portion of Reserve 37447 for parking purposes, such application is to include but not limited to the following information:*
 - i. Detailed drainage study,
 - ii Engineering details on any possible solution,
 - iii Maintenance strategy, and
 - iv. Security strategy (if piping was to be proposed)

OR

2. advises the Chill Motel Group that while it is not opposed to the proposed use of Reserve 37447 for parking purposes it requires the following to be address in more detail before granting it's in principle support:
 - a. *Detailed drainage study,*
 - b. *Engineering details on any possible solution,*
 - c. *Maintenance strategy, and*
 - d. *Security strategy (if piping was to be proposed)*
-

201011/126 Council Decision/Officer's Recommendation**Moved:** Cr S R Martin**Seconded:** Cr S J Coates

That Council suspends Standing Orders .

CARRIED 7/0

6:00pm Mayor advised that Standing Orders were suspended.

201011/127 Council Decision/Officer's Recommendation**Moved:** Cr A A Carter**Seconded:** Cr S J Coates

That Council resumes Standing Orders .

CARRIED 7/0

6:06pm Mayor advised that Standing Orders were resumed.

201011/128 Council Decision/Officer's Recommendation**Moved:** Cr D W Hooper**Seconded:** Cr sc

That Council grants its support in principle to the Chill Motel Group to formally apply to utilize portion of Reserve 37447 "Drainage Reserve" for parking purposes, subject to the following:

- a. The submission of a scheme amendment initiation request to include the relevant uses within the current zoning of "Mixed Business",
- b. The submission of a Development Application in order to ascertain the required amount of parking and the subsequent area required,
- c. The submission of formal application to utilize the portion of Reserve 37447 for parking purposes, such application is to include but not limited to the following information:
 - i. **Detailed drainage study,**
 - ii **Engineering details on any possible solution,**
 - iii **Maintenance strategy, and**
 - iv. **Security strategy (if piping was to be proposed)**

CARRIED 7/0

ATTACHMENT 1
Locality Plan



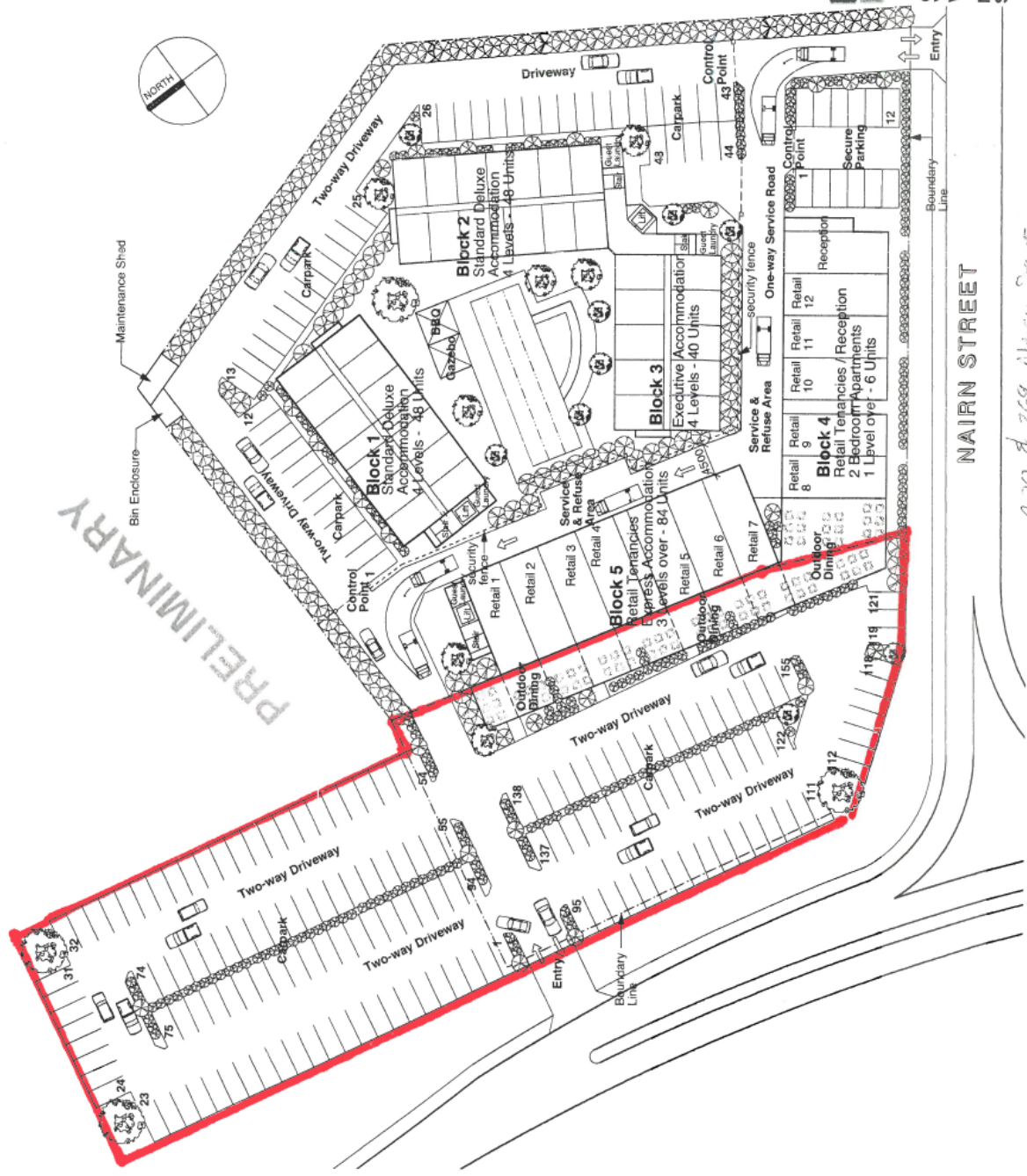
Block 1 Standard Deluxe: 12 x 4 = 48
Block 2 Standard Deluxe: 12 x 4 = 48
Block 3 Executive: 10 x 4 = 40
Block 4 Retail Tenancy: 5 Reception: 1 2 Bedroom Apartments: 6
Block 5 Retail Tenancy: 7 Express: 28 x 3 = 84
Total Accommodation: 226 units Retail Tenancy: 12 Reception: 1

Car Parking Total: 215

HUTCHINGS BUILDERS
ESTABLISHED 1977

ATTACHMENT 2
Proposed Site Plan

SOUTH HEDLA VILLAGE - SK01
Nairn Street, South Hedlar
SCALE: 1:500 DATE: 06/



NAIN STREET

270 of 269 Nairn Street

- 6:09pm Councillors A A Carter and M Dziombak declared a financial interest in Agenda Item 11.1.2.11 "Proposed Demolition of a Heritage Building (Nissen Hut) on Lot 1 (3A) Kingsmill Street Port Hedland Listed in the Municipal Heritage Inventory" as they are BHP Billiton shareholders. Councillors A A Carter and M Dziombak left the room.
- 6:09pm Councillor S J Coates declared a financial interest in Agenda Item 11.1.2.11 "Proposed Demolition of a Heritage Building (Nissen Hut) on Lot 1 (3A) Kingsmill Street Port Hedland Listed in the Municipal Heritage Inventory" as he is a BHP Billiton employee and shareholder. Councillor S J Coates left the room.

NOTE: Mayor advised that in accordance with authority delegated by the Minister for Local Government, the Director General approved the Town's application for a reduced quorum of four (4) Councillors to enable the Council to consider Agenda Item 11.1.2.11 'Proposed Demolition of a Heritage Building (Nissen Hut) on Lot 1 (3A) Kingsmill Street Port Hedland Listed in the Municipal Heritage Inventory'.

11.1.2.11 Proposed Demolition of a Heritage Building (Nissen Hut) on Lot 1 (3A) Kingsmill Street Port Hedland listed in the Municipal Heritage Inventory (File No.: 126060G)

Officer	Leonard Long Manager Planning
Date of Report	20 October 2010
Application No.	2010/181
Disclosure of Interest by Officer	Nil

Summary

The application received from Pilbara Construction on behalf of BHP Billiton Iron Ore, to permit the demolition of the "Nissen Hut" located on Lot 1 (3A) Kingsmill Street Port Hedland, was presented to Council at its Ordinary Council Meeting on 22nd September 2010. Council resolved to lay the matter on the table in order to obtain further information on the structural integrity of the building.

The applicant was advised of Councils request to obtain an engineer's report confirming the structural integrity of the building. The applicant advised that due to the costs involved and the time it would take to engage an engineer that they would obtain an independent report from Pilbara Supervision & Consulting Services. This has been provided and the proposal is now back with Council for determination.

Background

As a result of the Council resolution the applicant has engaged Pilbara Supervision & Consulting Services to prepare a report on the structural integrity of the "Nissen Hut" and the possible relocation. In this regard Pilbara Supervision and Consultant Services have indicated that it would not be possible to relocate the Nissen Hut in its current state.

Pilbara Supervision & Consulting Services has provided the following summary to the report attached as ATTACHMENT 4.

SUMMARY OF REPORT

Internal Inspection

The internal of the hut is in poor condition. There is a large quantity of office equipment, papers, boxes and other materials that require removal from the premises.

External

Walls and roof sheeting to the building is in poor condition – concrete section and footing is cracked – width 10mm.

Grounds

The property is at time of inspection, a severe fire hazard due to long dry grass on three (3) sides of the building.

Structural

The building is structurally unsound in its present condition. Recommend prompt demolition of the building prior to cyclone season.

As part of the original application submitted to Council, the applicant included an archival recording process conducted by Laura Gray (Heritage & Conservation Consultant) in which it has been identified that the conditions of the “Nissen Hut” is “Poor, Extensive intervention to the original fabric of the “Nissen Hut”, with considerable adhoc works. Lack of maintenance.” (ATTACHMENT 1).

The applicant has complied with Councils request by providing an independent report on the integrity and possibility of relocation. Furthermore the applicant has complied with the requirements of the Municipal Heritage Inventory of Heritage Places by photographing and documenting the structure.

Consultation

Should Council approve the development it is recommended that the proposal be advertised to include any possible comments into the archival record.

Statutory Implications

In terms of the *Heritage of Western Australia Act 1990*, Councils are required to compile a list of buildings which in its opinion, are or may become of cultural heritage significance. The building is listed but there is no absolute requirement that it be retained.

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications Nil

Officer's Comment

As described by both the independent consulting service and the heritage consultant that prepared the Towns Municipal Inventory of Heritage Place, the state of the building "Nissen hut" is poor. Photographs provided (ATTACHMENT 2) indicate major defects in the integrity of the building.

In terms of the Municipal Inventory of Heritage Places the building "Nissen hut" is categorized as a category 3 being "*a place with some cultural heritage significance to the Town of Port Hedland,*" and it is recommended to "*Encourage retention of the place. Photograph and document the place if retention is not possible.*"

As a result of the heritage buildings state of disrepair as well as the fact that it is located within a cyclone area, it is the opinion that the heritage building may pose a significant risk to surrounding property and the demolition should be supported.

Notwithstanding the above the possibility of constructing a replica of the Nissen Hut in a suitable location should be explored.

Attachments

1. Locality Plan
2. Current Photographs
3. Laura Gray Heritage Consultant Archival recording
4. Pilbara Supervision & Consulting Services Report

Options

Council has the following options when considering the application:

Option 1:

Approve the request to demolish the building "Nissen Hut" subject to conditions, or

Option 2:

Refuse the application to demolish the building "Nissen Hut".

201011/129 Council Decision/Officer's Recommendation

Moved: Cr S R Martin

Seconded: Cr D W Hooper

That Council approves the application from Pilbara Construction on behalf of BHP Billiton Iron Ore, to demolish the "Nissen Hut" located at Lot 1 (3A) Kingsmill Street Port Hedland, which is listed in the Municipal Heritage Inventory, subject to the following conditions:

- a. Prior to the Building Surveyor issuing a demolition permit for the heritage building, an advertisement is to be placed calling for public comment which if deemed relevant by the Director Community Development is to be included in the archival record details.

Advertising is to be done once a week for two consecutive weeks allowing for a commenting period of 14 days from the date of the first ad, to the specifications of the Manager Community Development and to the satisfaction of the Manager Planning.

- b. The owner / applicant are to provide an appropriate interpretation of the heritage building on site to the specifications of the Manager Community Development and to the satisfaction of the Manager Planning.
- c. Prior to the demolition the owner / applicant is to obtain an approval from the Manager Environmental Health that no hazardous materials are present.

CARRIED 4/0

6:12pm Councillors A A Carter, M Dziombak and S J Coates re-entered the room and resumed their chairs.

Mayor advised Councillors A A Carter, M Dziombak and S J Coates of Council's decision.



ATTACHMENT 2

Nissen Hut, 3A Kingsmill Street, Port Hedland



Street front view looking north



Front (south) elevation

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

Nissen Hut, 3A Kingsmill Street, Port Hedland



Front detail.



Front detail showing aluminium framed windows.

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

Nissen Hut, 3A Kingsmill Street, Port Hedland



Front detail showing adhoc nature of the Interventions; structural cracking.



Front of southeast corner (kitchen) showing off form concrete and steel bracing detail.

PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010

Nissen Hut, 3A Kingsmill Street, Port Hedland



View looking to southeast showing rear extension along the north.



Rear extension (north) elevation.

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

Nissen Hut, 3A Kingsmill Street, Port Hedland



Detail of northeast corner of the extension



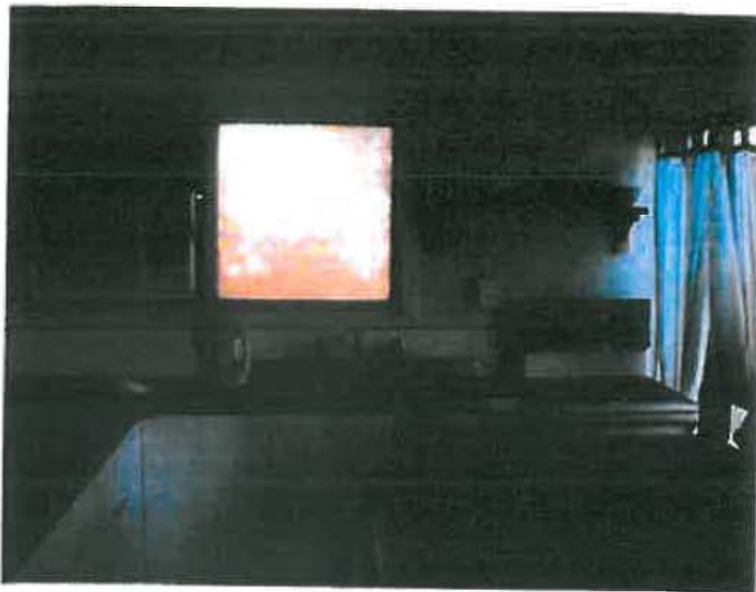
View of west end.

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

Nissen Hut, 3A Kingsmill Street, Port Hedland



Detail of the wall at the east end showing interventions.



Interior: kitchen at east end- central window per previous photo (right window to street front)

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

Nissen Hut, 3A Kingsmill Street, Port Hedland



Interior: kitchen, chimney alcove on the street frontage.



Interior: Covered ceiling lining in Nissen hut.

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

Nissen Hut, 3A Kingsmill Street, Port Hedland



Interior: View looking into the north extension where the wall has been removed, showing ceiling levels and linings.

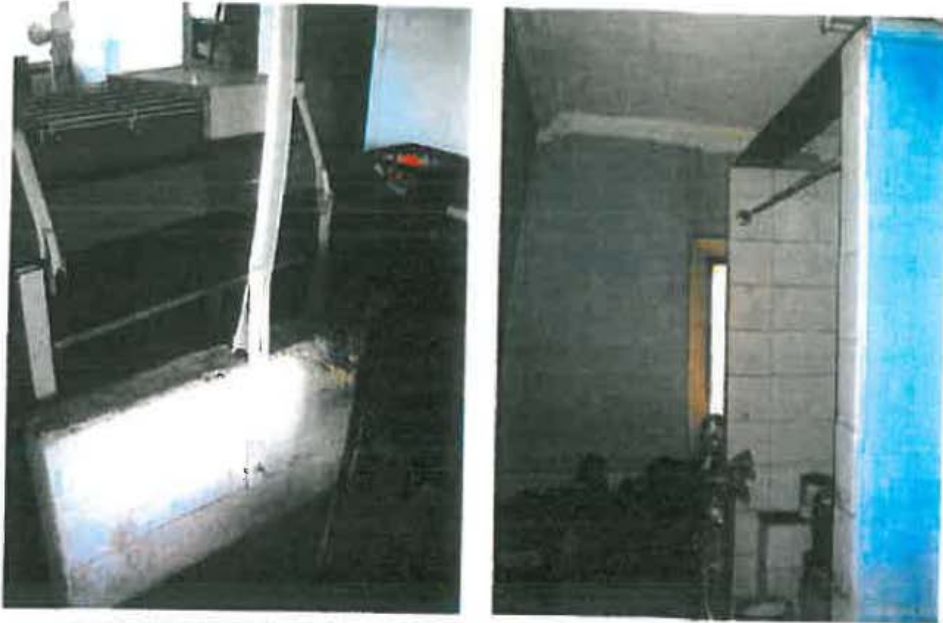


Interior: View looking into the north extension where the wall has been removed, showing the metal angle connection between ceiling and remnant wall.

PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore

July 2010

Nissen Hut, 3A Kingsmill Street, Port Hedland



Interior: The remnant wall and the metal angle connection to the ceiling; flat roof in shower area.



Interior: floor detail showing bare concrete and ceramic tiles.

**PHOTO ARCHIVE: photos courtesy of John Davey, Property Services BHP Billiton Iron Ore
July 2010**

ATTACHMENT 3

ARCHIVAL RECORDING
OF HERITAGE PLACES

Standard Brief and Standard Form:
Non-Registered places only

This form is used to record information about **non-registered** heritage places that are facing demolition or major alteration. It is designed for use by owners, developers, conservation practitioners and local governments.

It has been adapted for the Heritage Council from the *Minimum Requirements for Recording Places (2000)* prepared by Heritage and Precinct Management Branch, Department of Contract and Management Services.

If the recording of a **registered place** is to be undertaken, the *Minimum Requirements for Recording Places* brief should be used.

ARCHIVAL RECORD

NAME OF PLACE:

Nissen Hut

DATE:

JULY 2010

PREPARED BY:

Laura Gray, Heritage & Conservation Consultant

PREPARED FOR:

BHP Billiton Iron Ore.

ARCHIVAL RECORD DETAILS

1. PLACE DETAILS

Name of Place: Nissen Hut

Other Name(s):

Address (include Lot nos. if known):

3a Kingsmill Street PORT HEDLAND

Place Type: (please tick)

- Individual building or small group
 Precinct
 Park/Garden
 Other structure (e.g. Memorial)
 Other (describe)

2. OWNER DETAILS

Name of owner(s):

Address (if different from place details above):

PORT HEDLAND

3. HERITAGE LISTINGS (please tick)

Local (Municipal) Inventory (if yes, see details below)	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Town Planning Scheme	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
State Register of Heritage Places	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
National Trust	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Other (e.g. Art Deco Society)		

Local Inventory details:

Place No. 15

Significance Category: (please tick) 1 2 3 4 5

Local Inventory Place Record Form attached:

Yes No (if "No", insert details in section 5)

ARCHIVAL RECORD DETAILS

4. DETAILS OF ARCHIVAL RECORD

Reason for archival record being prepared:
(e.g. place subject to development application, place being demolished)

Place is being demolished

Archival Record prepared by:

- Owner:
 Consultant:
 Other:
 (On behalf of)

Archival Record submitted to Local Government:

Yes No Date: July 2010.

Archival Record endorsed by Local Government:

Yes No Date:

Changes/additional information required by the Local Government: (summarise below)

5. PLACE INFORMATION

The information in section 5 is to be completed only if:

- the information is not contained in the attached Municipal Heritage Inventory place form or
- the information in the Municipal Heritage Inventory place form is incorrect or not current (i.e. changes have occurred to the place have since the place form was originally prepared)

Otherwise tick:

Local Inventory Place Record Form attached: Yes

Physical Description: (Brief description of the site, general style, main construction materials etc.)

Set back from the road in line with other residences in Kingsmill Street, the Nissen hut is situated on a concrete pad at ground level. The curved roof/wall form, on a dado of off form concrete, has been removed along much of the street frontage, to provide for the intervention of a series of aluminium framed windows. Although the curved roof still evidences the original corrugated iron sheeting, all other wall sheeting is vertical profile ■

(This information should be supported by photographs/other images)

ARCHIVAL RECORD DETAILS

Date(s) of Construction: c. 1942.

Brief History:

(Either use the space provided or attach information. Include previous owners, original and subsequent uses, dates that additions or other changes were made)

Nissen hut was situated at Corunna Downs Airbase during World War Two. Sometime after the war, it was relocated to Port Hedland. It has subsequently been altered and extended to provide a residential function.

What is significant/important about the place or what is/are the main feature(s)?

(e.g. associated with an important person or event, interesting/unique style or fabric, rare example of its type, important to the local community and/or visitors, contributes to a streetscape or precinct etc. – refer also to municipal heritage inventory place form)

Nissen hut is significant for associations with Corunna Downs and World War Two Airbase activities, and as one of the few remaining examples of Nissen huts that had been relocated to Port Hedland.

Condition of place: (please tick)

Very Good Good Fair Poor

Comments:

Poor condition. Extensive intervention to the original fabric of the Nissen hut, with considerable adhoc works. Lack of maintenace.

Details of changes/alterations to be made: *(development application may be attached)*

Supporting Information

6. SUPPORTING INFORMATION *(To be attached)*

PHOTOGRAPHS Check option supplied: (please tick)

Black & white prints Colour prints Digital

External

- all elevations in full and details of interesting features (e.g. windows, front door, verandah detailing, chimney pots etc.)
- the place in its setting (i.e. in relation to other buildings, streetscape)
- associated buildings or outbuildings
- landscaping

Internal

- all rooms and any interesting features (e.g. ceiling roses, fireplaces, staircases, pressed metal ceiling)
- any interesting features of associated buildings or outbuildings

***Important: Photographs must include any rooms, features etc. that may/will be altered or removed if redevelopment proceeds. The photograph should clearly show the condition of the place.*

LOCATION PLAN:

To show street/lot in relation to locality/area/townsite

Attached
(please tick)

SITE PLAN:

Standard required: **Category 1:** architectural standard, to scale
 Category 2-5: sketch standard, to scale

BUILDING PLANS:

Standard required:

Floor plan: **Category 1:** architectural standard, to scale
 Category 2-5: sketch standard, to scale

Elevations:

Category 1: architectural standard, to scale
Category 2: sketch standard, to scale
Category 3-5: sketch standard, if possible

***Important: Plans must include any rooms, features etc. which may/will be altered or removed if redevelopment proceeds.*

HISTORIC PLANS:

If available, a copy of the plans should be attached
 Alternatively a reference to their holding location should be given, if known

CERTIFICATES OF TITLE:

If available, attach a copy of the current title
 It may be possible for the Local Government to supply an Historic Title Search

HISTORIC PHOTOGRAPHS:

If available

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**



PLACE NUMBER 15

PROPERTY IDENTIFICATION

Name of place/s Nissen hut
Former name
Address 3A McKay Street, Port Hedland Lot No Reserve
Construction Date/s c.1942
Designer/s **Builder/s**
Heritage listings none **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style
Setting Fronting McKay Street.
Description It is a 12-metre long cylindrical corrugated iron structure, on a concrete pad, with louvered windows.
Condition Fair Integrity Low degree Authenticity High degree
Changes to place Louvered windows

HISTORICAL BACKGROUND

Nissen huts were used during World War Two. It is claimed that this one was relocated from Corunna Downs World War Two Airbase after the war. Few examples still remain in the town.

STATEMENT OF SIGNIFICANCE

The site is significant for the associations with World War Two (Nissen hut).

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland.
Implications: No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

**REVIEW
2007**



PILBARA SUPERVISION & CONSULTING SERVICES
97 SUTHERLAND STREET, PORT HEDLAND W.A. 6721
PIEFAX: (08) 9473 2429
MOBILE: 041 983 1550

GORDON HODGES - Dip. B.
Registered Builder No. 3311

ATTACHMENT 4

ATT'N Mr. LEONARD LONG
PLANNING MANAGER
TOWN OF PORT HEDLAND
P. O. BOX - 41
PORT HEDLAND - W.A. - 6721

SUBJECT: - DILAPIDATION REPORT - 3A KINGSMILL ST. NISSAN HUT

Dear Leonard,

Report as requested by Pilbara Constructions for your information and action please.

SUMMARY OF REPORT

INTERNAL INSPECTION

The internal of the hut is in poor condition. There is a large quantity of office equipment, papers, boxes and other materials that require removal from the premises.

EXTERNAL

Walls and roof sheeting to the building is in poor condition - concrete section and footing is cracked - width 10mm. Refer to report for further detail.

GROUNDS

The property is at time of inspection, a severe fire hazard due to long dry grass on three (3) sides of the building.

STRUCTURAL

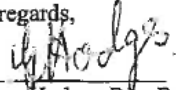
The building is structurally unsound in its present condition. Recommend prompt demolition of the building prior to cyclone season. Refer to report for further detail.

SPECIAL NOTE:

"I have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and I am therefore unable to report that any such part of the structure is free from defect"

I hope this report meets with your approval and that I may be of service again in the future.

Best regards,


Gordon Hodges Dip. B.

Reg. Builder 3311

Thursday, 30 September 2010

BUILDING INSPECTION AND REPORT

ADDRESS LOT No. 1 - No. 3A KINGSMILL STREET

DISTRICT PORT HEDLAND - WEST AUSTRALIA 6721

YEAR OF CONSTRUCTION - 1942

EXTERNAL

The building is constructed with a concrete slab and footing and a low concrete wall section – above the concrete is a curved “T” steel section forming the main building. Between these sections are timber wall and roof sections. The roof is covered with Custom Orb sheeting and the walls are covered with Kliplock sheets. There is a skillion section added to the rear of the building – timber framed and similar wall and roof cladding.

Internally – the building has been lined with asbestos sheets and the centre open area has metal profiled sheeting to the ceiling.

Due to the age, damage by termites and condition of the building – The building would not be suitable for relocation to another site.

REPORT**ROOF**

Curved custom orb sheeting – most sheets have been damaged by impact and dented. Most of the roofing screws are loose and the sheets are lifting at the lap joints. The lower section of the sheeting has corroded through and is no longer attached. Flashings are missing from the roof at the eastern end. Dangerous condition in the event of a cyclone.

SKILLION ROOF

Custom Orb sheeting bent over at ends to form flashing. Teck screw fixing is loose – was previously nailed sheeting. Dangerous condition in the event of a cyclone.

WALLS

Kliplock sheeting – short sections used (appears second hand) – the sheeting has many holes and the screw fixings are loose. Sheets are loose at laps. Flashings around windows are holed and loose. Wall sheeting is severely corroded at rear where buried below ground level. Dangerous condition in the event of a cyclone.

WINDOWS

Aluminium windows fitted – no cyclone screen protection, no catches to most sashes, Centre mullions are loose in frames and timber sills are termite damaged. Dangerous condition in the event of a cyclone.

CONCRETE WALL AND EXPOSED FOOTING

At the front approx. 4M from west end there is a large vertical settlement crack through the footing and wall approx. 10mm wide. Evidence of movement of the structure.

INTERNALLY

Front eastern corner – Kitchen area – asbestos to walls and ceiling to be removed. Electric stove is unserviceable. Cupboards contain food and liquids. Floor tiles are cracked and lifting – there is a large joint in the concrete floor. In the recess area of the front wall – the top section has collapsed due to termite damage.

OPEN AREA

Centre Front - Metal profiled sheeting loose and holed

OFFICE

Front west end – external hollow core door damaged – visible signs of water entry around door.

STORE

Centre west -- many items of garden and office equipment

OPEN AREA

Centre Rear -- large crack to floor slab
Skillion ceiling sheeting collapsing - asbestos
Solid core door to rear is badly damaged

TOILET/LAUNDRY

Rear eastern corner – quad cornice falling away from ceiling
Pan is unserviceable
Ledge and brace door collapsing
Double trough and cabinet is unserviceable
Light fittings exposed and dangerous

SHOWER AND BASIN

Centre eastern end – shower tiles lifting from all walls
Unable to access basin due to excessive storage of boxes and equipment
Cover battens missing to walls and loose on ceiling

GENERALLY

1. All room air conditioners are damaged
2. Exposed electrical cables in external walls and in rear open area near toilet and rear door
3. Concrete floor slabs are uneven
4. There are many old GPO's and faulty switches – some light fittings are exposed
5. Due to the slope of the land – water entry at rear door due to approximately 400 below ground level.
6. There is an extreme fire hazard due to long dry grass growth
7. Asbestos cladding to walls and ceilings internally
8. Damaged and loose roof and wall sheeting
9. Termite damage to structure of hut and skillion section of building

***** END OF REPORT *****

11.1.2.12 Proposed Amendment to the Town of Port Hedland Town Planning Scheme No. 5 to Rezone Lot 534 and 535 Keel Close, Lot 545 and 549 Banksia Street, Lot 568, 569 and 580 Mooring Loop, Lot 616 Demarchi Road and Lot 8006 Kennedy Street in South Hedland (File No.: 18/09/0030)

Officer	Luke Cervi Senior Planning Officer
Date of Report	10 September 2010
Application Number	2009/677
Disclosure of Interest by Officer	Nil

Summary

Council at its Ordinary Meeting held on 27 January 2010 resolved to initiate a Scheme Amendment to the Town Planning Scheme No. 5 (TPS 5) by rezoning a number of lots within the "Demarchi Estate".

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 finalize the Scheme Amendment.

Background

The Demarchi subdivision was approved by Council in June 2007, with the final subdivision comprising of 112 lots, of which all are currently zoned "Urban Development" R - 20.

The applicant of the Scheme Amendment requested that a number of lots be re-coded to R – 30 and also one commercial lot. The applicant's justification was based on the following:

"primarily based on the principle of economic land use, strong streetscape interface and the integration of medium density dwelling opportunities into the fabric of predominantly single residential community."

Council resolved at its Ordinary Meeting held on 27 January 2010 to initiate a modified amendment with the key changes being:

1. Removing Lot 510 from the Amendment.
2. Including Lot 545 Banksia Street into the Amendment (rezoned from R20 to R30).

Consultation

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

- North West Telegraph – 14/07/2010 – 4/08/2010.
- Written notification to – Telstra, Horizon Power, Water Corporation and Main Roads WA.

Submissions were received from the Water Corporation and Taylor Burrell Barnett (on behalf the applicant of the scheme amendment). The comments have been captured in the report.

Statutory Implications

Any amendment to a Town Planning Scheme is to be in accordance with the *Planning and Development Act 2005* and the *Town Planning Regulations 1967*.

Policy Implications

Nil

Strategic Planning Implications

Key Result Area 4 – Economic Development

Goal 4 - Land Development Projects

Strategy 4 - 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.

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 \$1,650 for the initiation of the Scheme Amendment. Should Council resolve to adopt the Scheme Amendment a further fee of \$1,711 will apply.

Officer's Comment

Council received two submissions during the advertising of the proposed Scheme Amendment. The submission from Water Corporation identified some capacity issues currently being experienced and made the following statement:

“The Water Corporation cannot guarantee the availability of water and wastewater services at this time”

Whilst this statement is concerning, it is understood that a number of options are currently being investigated to ensure water and wastewater capacity is increased to meet the demands of the growing town.

The second submission was received by Taylor Burrell Barnett, who are acting on behalf of the applicant's for the amendment (South Hedland New Living). The submission requests 2 changes to the initiated Scheme Amendment being:

1. Lot 510 Fairlead Bend be rezoned from 'Urban Development R20' to 'Residential R30'; and
2. That all lots within the general application area and not specifically rezoned by Amendment 23 be rezoned from 'Urban Development R20' to 'Residential R20'.

In response to the requests the following comments are provided:

1. Lot 510 Fairlead Bend be rezoned from 'Urban Development R20' to 'Residential R30'

The justification included in the submission is summarized as follows:

- The increase is only minor
- The lot is on a corner and easily developed
- Makes more efficient use of available land
- Negligible impacts on services
- The land overlooks a stormwater drain which they consider is 'linear open space'

The request was considered as part of the initiation request and was rejected by Council. Although some additional information was provided through the submission, it remains the planning department opinion that the increase in density for Lot 510 is not justified and would continue a historic pattern of scattered density which is no longer considered appropriate.

1. That all lots within the general application area and not specifically rezoned by Amendment 23 be rezoned from 'Urban Development R20' to 'Residential R20'.

The submission rightly refers to Section 6.4 of TPS5 and more specifically 6.4.1 which identifies the purpose of the Urban Development zone. The purpose is summarized to provide for the detailed planning of Urban Development land prior to the development/subdivision occurring.

As the subdivision has now been completed with the land being developed for residential purposes (excluding the commercial zoning proposed for lot 549 Banksia Street) and a recreation reserve, rezoning the land to 'Residential' makes sense.

The land has been planned and subdivided to an 'R20' density and therefore should change from 'Urban Development R20' to 'Residential R20'. The Residential zone is more restrictive than the Urban Development zone as the Urban Development zone provides for all forms of urban expansion (commercial, education, ect) not just residential expansion. However, it is considered that the additional uses that could be considered in the Urban Development zone are either unlikely to occur now that the land has been subdivided or not appropriate within a residential precinct. It is also preferred to have roads identified as such on the Scheme Maps and therefore recommended that all roads be reserved 'Local Road'.

Options

Taking the above into consideration the Council has the following options when considering the request for final adoption.

1. Approve the final adoption of Scheme Amendment 23 as initiated (No change to what was advertised)
2. Approve the final adoption of Scheme Amendment 23 subject to changes (this could include either or both requests made under the submission by Taylor Burrell Barnett)
3. Abandon Scheme Amendment 23

It is recommended that final adoption of Scheme Amendment 23 be endorsed subject to the inclusion of all adjoining Urban Development zoned land being rezoned to 'Residential R20' and 'Local Road'.

Attachments

1. Option 1 Scheme Amendment Map
2. Option 2/Officer Recommendation Scheme Amendment Map

201011/130 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr S R Martin

That Council:

1. Adopts Scheme Amendment 23, to Town of Port Hedland Town Planning Scheme No. 5 subject to the following changes:
 - a. **All Urban Development zoned land within the 'Demarchi Subdivision' as shown on DP 63683 being included into the amendment.**

- b. The additional land referred to in a. being zoned Residential R20 and Local Road as shown on attachment 2.**
2. Forwards all required documentation to the Western Australia Planning Commission for Ministerial Consent in accordance with the Town Planning Regulations 1967 (as amended).
3. Authorise 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 approves the Amendment.

CARRIED 7/0





- 6:13pm Councillor S R Martin declared a financial interest in Agenda Item 11.1.2.13 "Current Status of Compliance Matters" as he owns one of the properties listed in the item. Councillor S R Martin left the room.
- 6:13pm Councillor S J Coates declared a impartiality interest in Agenda Item 11.1.2.13 "Current Status of Compliance Matters" as he knows some of the people listed in the item. Councillor S J Coates did not leave the room.

11.1.2.13 Current Status of Compliance Matters (File No.: 18/02/0002)

Officer	Luke Cervi Senior Planning Officer
Date of Report	24 September 2010
Disclosure of Interest by Officer	Nil

Summary

The purpose of the report is to inform Council of the current compliance matters being undertaken by the Planning Department.

Background

To ensure compliance with the relevant acts, guidelines and planning scheme and to promote good orderly planning within a town thereby ensuring its orderly growth and protection of amenity, it is imperative that any controls or conditions imposed on development are properly managed.

Consultation	Nil
Statutory Implications	Nil
Policy Implications	Nil
Strategic Planning Implications	Nil

Budget Implications

Funds are allocated to the department's budget for legal cost of which, through the successful prosecution the costs of the legal proceedings are recouped

Officer's Comment

The following information is provided to keep Councillor's aware of the status of actions taken in relation to alleged offences in relation to land use and development in the Town of Port Hedland. The list includes two categories:

- Active Matters – matters of alleged non compliance currently been pursued by the Compliance Officer.
- Listed Matters – matters where complaints have been received and need to be investigated to ascertain any non compliance issues.

In addition, there are a number of different status's which are used.

They include:

- Active – Notices are pending or have been sent.
- Under Investigation – Inspections and file audits are being processed.
- Listed - matters awaiting investigation.
- Negotiating – matters where the owners are working with the Town with an aim of ensuring their property complies with all Council requirements.

In addition to the matters listed, the following matters have been resolved:

Lot 2585 (77) Limpet Crescent	S Coolican	Unauthorised development	DRDL advised of Council decision to relinquish reserve adjacent
Lot 11 (39- 41) Greenfield Street	Outlook Contracting (new owners Sullivan)	Unauthorised laydown / storage area	Court decision 27/07/10 guilty – Fine \$27063
Lot 3 (3) Trig Street	I Yujnovich	Non-compliance with planning conditions	Trial date 13-14 Sept 2010 – Decision to be handed down
Lot 3442 (6) Dorrigo Loop	RW & SL Granger	4 commercial vehicles being parked on the property	
Lot 5353 (23) Etrema Loop	Elphick B J	Unauthorised residential accommodation	
Lot 5354 (25) Etrema Loop	Collins	Unauthorised residential accommodation	
Lot 61 (147-151) Greenfield Street	Quartz South Hedland Pty Ltd	Unauthorised laydown/storage and Workshop	
Lot 69 (173) Greenfield Street	B Godenzi and L Rowland	Unauthorised Laydown/ Storage	

REDBANK CURRENT (Active Matters)			
Address	Owner	Issue	Status
Lot 33 (30) Redbank Road	Abdii Izet Izesdin (Dec'd) Executor Meaghan Kerr	Unauthorised movable dwellings (caravans)	Active
Lot 107 (80) Redbank Road	H R & T J Cook	Unauthorised movable dwellings (caravans) and sea containers	Compliance currently being arranged
Lot 206 (86) Redbank Road	D Ford	Unauthorised development	Active
Lot 134 (26) Roche Road	Western Desert Puntukurnaparna	Laydown/ storage	guilty plea – fine \$16,000.00 Legal action re- instituted
SOUTH HEDLAND (Active Matters)			
Address	Owner	Issue	Status
Lot 1 (2-6) Byass Street	Manday Investments Pty Ltd	Unauthorised caravans and sea containers in rear car park	Caravans – Resolved Sea Containers – Negotiating
Lot 26 (12) Centennial Loop	P G Butson	Unauthorised storage of car wrecks and unauthorised sea container	Compliance currently being arranged
Lot 2053 Hamilton Road (Hamilton Motel)	Karribi Development Pty Ltd	Non-compliance with planning conditions	Compliance currently being arranged
Lot 1 (2A) Mitchie Crescent (Anglican Church)	Trustees of the Diocese North WA	Unauthorised use as an office, unauthorised storage of sea containers	Active
SOUTH HEDLAND RURAL ESTATE (Active Matters)			
Address	Owner	Issue	Status
Lot 5 (7-21) Greenfield Street	K A Hall	Unauthorised sea container	Compliance currently being arranged
Lot 7 (27) Greenfield Street	B Gould	Unauthorised sea container	Compliance currently being arranged
Lot 12 (43- 45) Greenfield Street	D P Stevens	Unauthorised sea containers	Compliance currently being arranged

Lot 17 (63) Greenfield Street	R W Anderson	Unauthorised structures	Compliance currently being arranged
Lot 62 (153- 55) Greenfield Street	J E Smart (Snr)	Unauthorised dumping & filling of borrow pit, unauthorised storage	Compliance currently being arranged
Lot 63 (157- 161) Greenfield Street	S R Ginbey	Unauthorised storage	Compliance currently being arranged
Lot 69 (173) Greenfield Street	B Godenzi	Unauthorised sea container	Compliance currently being arranged
Lot 71 (179- 183) Greenfield Street	M Potocznyl	Unauthorised sea container	Compliance currently being arranged
Lot 2 (5-7) Quartz Quarry Road	D H Macpherson	Unauthorised laydown / storage area	Guilty plea – fine \$31,000.00 Legal action re- instituted
TURNER RIVER (Active Matters)			
Address	Owner	Issue	Status
Lot 2 Manilinha Drive	C W & K L Ferris	Unauthorised storage facility/ structures	Compliance currently being arranged
Lot 4 Manilinha Drive	L J Harper	Unauthorised residential accommodation	Active
Lot 6 Manilinha Drive	R K White	Unauthorised residential accommodation	Compliance currently being arranged
Lot 8 Manilinha Drive	P J Meaney	Unauthorised residential accommodation	Compliance currently being arranged
Lot 12 Manilinha Drive	N D Wood	Unauthorised storage and residential accommodation	Compliance currently being arranged
Lot 13 Manilinha Drive	J T & C M Shayler	Unauthorised storage and residential accommodation	Active
Lot 14 Manilinha Drive	C A & D L Baum	Unauthorised residential accommodation	Compliance currently being arranged
Lot 15 Manilinha Drive	L E Harper	Unauthorised residential accommodation	Compliance currently being arranged
Lot 16 Manilinha Drive	R K White	Unauthorised storage facility	Compliance currently being arranged

Lot 18 Manilinha Drive	S A Filsell	Unauthorised storage facility and residential accommodation	Active
REDBANK – (Active Matters)			
Address	Owner	Issue	Status
Lots 1 and 2 Redbank Road	Deepblue Enterprises	Non-compliance with planning conditions	Under investigation
Lot 39 (74) Redbank Road	T Healey	Unauthorised storage facility	Under investigation
Lot 51 (39) Redbank Road	M Forbes	Non-compliance with planning conditions	Under investigation
Lot 101 (54) Redbank Road	D T Malcolm	Unauthorised sea container	Under investigation
Lot 102 (48) Redbank Road	S J Malcolm	Unauthorised sea container	Under investigation
Lot 103 (42) Redbank Road	B D'Onofrio	Unauthorised sea container	Under investigation
Lot 104 (36) Redbank Road	P Pearce	Unauthorised sea containers	Under investigation
Lot 105 (65) Redbank Road	L K Jones and M F Vrancic	Non-compliance with planning conditions	Under investigation
Lot 106 (55) Redbank Road	S & L Starling	Non-compliance with planning conditions	Under investigation
Lot 138 (75) Redbank Road	H McGrath	Unauthorised sea container	Under investigation
Lot 139 (87) Redbank Road	A Sheehy	Unauthorised residential accommodation	Under investigation
Lot 205 (92) Redbank Road	Tigerstar Pty Ltd	Unauthorised sea containers	Under investigation
Lot 52 (52) Roche Road	Gravity Crane Services	Unauthorised sea containers	Under investigation
PORT HEDLAND (Listed Matters)			
Address	Owner	Issue	Status
Lot 1440 (26) Anderson Street (PMG)	Jeve NNA Holdings Pty Ltd	Non-compliance with planning conditions	Listed

ot 944 & 1611 Great Northern Highway / (Walkabout Hotel)	Goldland Corp PL / Ironcreek Corp PL	Non-compliance with planning conditions	Listed
Lot 15, 10 Wedge Street (Dental Surgery)	Mega Holding Pty Ltd / J & F Love	Non-compliance with planning conditions	Listed
SOUTH HEDLAND (Listed Matters)			
Address	Owner	Issue	Status
Lot 2212 (5) Brodie Crescent	S M Dodd	Unauthorised residential accommodation	Listed
Lot 2382 (42) Brodie Crescent	Ballantyne	Unauthorised residential accommodation	Listed
Lot 8 (6) Bullara Place	Gibbons C J and M A	Unauthorised residential accommodation	Listed
Lot 5259 (3) Byass Street	Pilbara Constructions Pty Ltd	Illegal land use - illegal structures - planning application requirements have not been fulfilled	Listed
Lot 3650 (43) Captains Way	Hayman M T & Bennett J	Unauthorised residential accommodation	Listed
Lot 3651 (41) Captains Way	A J and E Taponen	Unauthorised residential accommodation	Listed
Lot 797 (24) Centaur Avenue	Pilbara Housing Services Pty Ltd	Complaint from neighbour regarding construction and dongas on site.	Listed
Lot 28 (8) Centennial Loop	M Bray & S Olsthorn	Unauthorised sea container	Listed
Lot 5 (4) Draper Place	Sclater C R and Skelton S F	Unauthorised residential accommodation	Listed
Lot 2361 (6) Draper Place	R L Hardy & D E P McClintock	Trucking business being operated from site	Listed
Lot 2371 (15) Draper Place	Sharpe G H	Unauthorised residential accommodation	Listed

Lot 2133 (14) Greene Place	Ciric A M	Unauthorised residential accommodation	Listed
Lot 2137 (22) Greene Place	Mills P R T	Unauthorised residential accommodation	Listed
Lot 2292 (4) Hawkins Street	Hawser	Unauthorised residential accommodation	Listed
Lot 3826 (10) Hedditch Street (The Edge Gym)	M Maunz	Non-compliance with planning conditions	Listed
Lot 7 (121A) Kennedy Street	Gibbs J	Unauthorised residential accommodation	Listed
Lot 2581 (69) Limpet Crescent	Neech	Unauthorised residential accommodation	Listed
Lot 276 - 277 (3-5) Nairn Street (Home Hardware)	P W and L-G B Hicks and The Little Ones (WA) Pty Ltd	Non-compliance with planning conditions	Listed
Lot 5515 (39) Osprey Drive	Beswick	Unauthorised residential accommodation	Listed
Lot 2222 (1) Paton Road	Kennedy Heritage Pty Ltd Atf The Instalment Trust	Unauthorised residential accommodation	Listed
Lot 2708 (108) Paton Road	B and C J George	Unauthorised residential accommodation	Listed
Lot 3892 (30) Rutherford Street	Reed C	Unauthorised residential accommodation	Listed
Lot 254 Shoata Road	South Hedland Owners & Riders Ass	Unauthorised residential accommodation	Listed
Part Lot 1/Lot 4107 (19A) Spoonbill Cres	Crafter W R & Goodall C A	Unauthorised residential accommodation	Listed
Lot 4126 (26) Spoonbill Cres	OTR Investments Pty Ltd	Unauthorised residential accommodation	Listed
Lot 2246 (25) Stanley Street	McIlwain B & Tait T L	Unauthorised residential accommodation	Listed

Lot 2316 (9) Traine Crescent	Libera Pty Ltd	Unauthorised residential accommodation	Listed
Lot 2319 (15) Traine Crescent	Cookson G A	Unauthorised residential accommodation	Listed
SOUTH HEDLAND RURAL ESTATE (Listed Matters)			
Address	Owner	Issue	Status
Lot 84 (6) Councillor Road	J L Grebert	Unauthorised sea container	Listed
Lot 96 (7) Councillor Road	A G Masters	Non-compliance with planning conditions	Listed
Lot 99 (1) Councillor Road	K S Gilbert	Unauthorised sea container	Listed
Lot 3 (9-11) Greenfield Street	Singleton A R	Unauthorised dumping & filling of borrow pit	Listed
Lot 8 (31) Greenfield Street	Goodman M K	Unauthorised dumping of rubble, unauthorised sea containers	Listed
Lot 9 (33) Greenfield Street	M A Roberts	Unauthorised sea container, residential accommodation and storage of car wrecks	Listed
Lot 14 (51- 53) Greenfield Street	S R Martin	Unauthorised sea containers, caravans, structure	Listed
Lot 15 (55- 57) Greenfield Street	J Purcell	Unauthorised donga	Listed
Lot 16 (59- 61) Greenfield Street	S A Attwood	Unauthorised sea containers and storage of vehicles	Listed
Lot 65 (165) Greenfield Street	D A J Edwards	Unauthorised sea containers	Listed
Lot 66 (167) Greenfield Street	J B Relf	Unauthorised sea container	Listed
Lot 68 (171) Greenfield Street	S J MacPherson	Unauthorised storage facility	Listed

Lot 73 (16-26) Greenfield Street	G Anagnostopoulos & Levissianos	Non-compliance with planning conditions	Listed
Lot 91 (122-124) Greenfield Street	C C Farber	Unauthorised agricultural use	Listed
Lot 93 (13-132) Greenfield Street	C D Cooke	Non-compliance with planning conditions	Listed
Lot 94 (134-136) Greenfield Street	J E J Corke	Unauthorised sea container, donga, caravan inhabited	Listed
TURNER RIVER (Listed Matters)			
Address	Owner	Issue	Status
Lot 1 Manilinha Drive	C S Rodger	Unauthorised sea container	Listed
Lot 9 Manilinha Drive	L M Gibbs	Unauthorised storage facility	Listed
WEDGEFIELD (Listed Matters)			
Address	Owner	Issue	Status
Lot 101 (4) Abydos Place	Manning R	Unauthorised residential accommodation	Listed
Lot 3807 Cajarina Road	Komatsu	Non-compliance with planning conditions	Listed
Lot 3772 (22) Carlindie Way	P J Jarkiewicz & S J Sayers	Unauthorised residential accommodation	Listed
Lot 3773 (20) Carlindie Way	J G Van Maanen	Unauthorised residential accommodation	Listed
Lot 3774 (18) Carlindie Way	Hedland Asset Management Pty Ltd ATF the M & J Forbes F/T	Unauthorised residential accommodation	Listed
Lot 3775 (16) Carlindie Way	J S Paterson	Unauthorised residential accommodation	Listed
Lot 3776 (14) Carlindie Way	Lynne A Nanini & S A Nanini	Unauthorised residential accommodation	Listed

Lot 3780 (6) Carlindie Way (Scarboro Painting)	J J & A G Brockman	Unauthorised residential accommodation	Listed
Lot 3782 (2) Carlindie Way / (Boom Crane Hire)	Glen Lee' P J Farrell	Unauthorised residential accommodation	Listed
Lot 3764 (41) Harwell Way (Pilbara Waste)	Green	Unauthorised residential accommodation	Listed
Lot 3770 (29) Harwell Way	B J McGee & M A C McGee	Unauthorised residential accommodation	Listed
Lot 3797 (25) Harwell Way	Artfield Holdings Pty Ltd	Unauthorised residential accommodation	Listed
Lot 3798 (23) Harwell Way	Gavin Ness and Jo-anne Cummings	Unauthorised residential accommodation	Listed
Lot 3800 (19) Harwell Way	S P Doorgasingh	Unauthorised residential accommodation	Listed
Lot 5274 (5) Harwell Way	Gravity Cranes Pty Ltd B J & J A Racine	Unauthorised residential accommodation	Listed
Lot 5547 (31) Harwell Way	Youngs Earthmoving	Unauthorised residential accommodation	Listed
Lot 5841 (34) Harwell Way	The Brown Property Trust	Unauthorised residential accommodation	Listed
Lot 5842 (32) Harwell Way	McCorry Brown Earth Moving Pty Ltd	Unauthorised residential accommodation	Listed
Lot 5846 (24) Harwell Way	Youngs Earthmoving	Unauthorised residential accommodation	Listed
Lot 3767 (2) Kangan Way	Mr J W Kubala & N M Youngman	Unauthorised residential accommodation	Listed
Lot 1 (17) Leehey Street	E R Willis & W G Willis	Unauthorised residential accommodation	Listed
Lot 8 (9) Leehey Street	TW Cassidy Pty Ltd	Unauthorised residential accommodation	Listed

Lot 972 Leehey Street	Keyflash Pty Ltd ATF Thea & S Olive Family Trust	Unauthorised residential accommodation	Listed
Lot 2051 (6) Miller Street	I Yujnovich	Non-compliance with Crown lease conditions	Listed
Lot 6270 (5) Miller Street	CL Blasting & Painting / WJ Woods	Unauthorised sandblasting & spray painting business	Listed
Lot 2505 (7) Moorambine Street	J E Smart & Z M Smart	Unauthorised residential accommodation	Listed
Lot 2506 (5) Moorambine Street	Kajini Nominees Pty Ltd	Unauthorised residential accommodation	Listed
Lot 2508 (12) Moorambine Street	Moltoni Scrap Metal - CMA	Unauthorised residential accommodation	Listed
Lot 2509 (10) Moormabine Street	Burkeair	Unauthorised residential accommodation	Listed
Lot 2113 (38) Moorambine Street	J Skender	Unauthorised residential accommodation	Listed
Lot 2445 (32) Moorambine Street	A J Miller (Miller Contracting)	Unauthorised residential accommodation	Listed
Lot 2448 (26) Moorambine Street	K & S Earthworks Pty Ltd	Unauthorised residential accommodation	Listed
Lot 3012 (17) Moorambine Street	Wilson R F	Unauthorised residential accommodation	Listed
Lot 5834 (40) Moorambine Street	PFJ Pty Ltd	Unauthorised residential accommodation	Listed
Lot 1670 (15) Munda Way	Gnarla Mumu Aboriginal Corp	Unauthorised residential accommodation	Listed
Lot 3786 Munda Way	Munda Fabrication	Unauthorised residential accommodation	Listed
Lot 3788 (4) Munda Way	All Ways Self Storage	Unauthorised residential accommodation	Listed

Lot 3793 (14-16) Munda Way	DJ Pennington	Unauthorised residential accommodation	Listed
Lot 1008 (6) Murrena Street	Goodline Engineering	Unauthorised residential accommodation	Listed
Lot 1013 (13) Murrena Street	Northwest Shedmasters Pty Ltd	Unauthorised residential accommodation	Listed
Lot 1014 (11) Murrena Street	J Kordt & L Kordt	Unauthorised residential accommodation	Listed
Lot 1016 (7) Murrena Street	Luke and Karen O'Malley	Unauthorised residential accommodation	Listed
Lot 1017 (5) Murrena Street	Fleuron Holdings (Hedland Dairy)	Unauthorised residential accommodation	Listed
Lot 1033 (14) Murrena Street	Kingsmill Enterprises Pty Ltd	Unauthorised residential accommodation	Listed
Lot 3001 (20) Murrena Street	Mr H Wottke	Unauthorised residential accommodation	Listed
Lot 3810 (7) Pardoo Street	Stonebolt Australia Pty Ltd	Unauthorised residential accommodation	Listed
Lot 3812 (3) Pardoo Street	Allworks WA PTY LTD ATFT Sarich Trust	Unauthorised residential accommodation	Listed
Lot 3813 (1) Pardoo Street	S R Ginbey & A N Ginbey	Unauthorised residential accommodation	Listed
Lot 984 (15) Peawah Street	Simsmetal	Unauthorised residential accommodation	Listed
Lot 1 (2) Pinnacles Street	Dieselmech / Purcell Nominees	Unauthorised office	Listed
Lot 1021 (12) Pinnacles Street	S Jamieson & Alliance Contracting Pty Ltd	Unauthorised residential accommodation	Listed
Lot 1402 (34) Pinnacles Street	Elabor Piers Nominees Pty Ltd	Unauthorised residential accommodation	Listed
Lot 3264 (16) Pinnacles Street	E T Wagland & S A Wagland	Unauthorised residential accommodation	Listed

Lot 116 (17) Ridley Street	A C Sheilds	Unauthorised residential accommodation	Listed
Lot 117 (27) Ridley Street	E R Watt	Unauthorised residential accommodation	Listed
Lot 309 (19) Ridley Street	Bresen (WA) PL Instant Products Group	Unauthorised residential accommodation	Listed
Lot 1029 (4) Ridley Street	Carey Gardner Engineering	Unauthorised residential accommodation	Listed
Lot 2485 (23 & 23A) Ridley Street	Northwest Crane Hire Pty Ltd	Unauthorised residential accommodation	Listed
Lot 3820 (6) Ridley Street	A C Sheilds	Unauthorised residential accommodation	Listed
Lot 5777 (10- 12) Ridley Street	Arrowsmith Transport	Unauthorised residential accommodation	Listed
Lot 3014 (9) Sandhill Street	Pennington D J	Unauthorised residential accommodation	Listed
Lot 1632 (12) Schillaman Street	Hedland Bus Lines	Unauthorised residential accommodation	Listed
Lot 1003 (9) Trig Street	R L Liddiard	Unauthorised residential accommodation	Listed
Lot 1004 (7) Trig Street	KG Stewart	Unauthorised residential accommodation	Listed
Lot 1637 (16) Yanana Street	Tim Landrigan Contracting Pty Ltd	Unauthorised residential accommodation	Listed
Lot 1638 (18) Yanana Street	Citiplex Pty Ltd	Unauthorised residential accommodation	Listed
Lot 2950 (14) Yanana Street	A Nicholls (Nicholls Transport)	Unauthorised residential accommodation	Listed
Lot 2951 (12) Yanana Street	Hedland CDEP Aboriginal Corporation	Unauthorised residential accommodation	Listed
Lot 2954 (3)Yanana Street	Pilbara Meta Maya Aboriginal Assoc	Unauthorised residential accommodation	Listed

Attachments

Nil

201011/131 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr M Dziombak

That Council notes the current status of compliance matter being dealt with.

CARRIED 6/0

6:14pm Councillors S R Martin re-entered the room and resumed his chair.

Mayor advised Councillor S R Martin of Council's decision.

11.2 Engineering Services**11.2.1 Tender 10/22 Port Hedland Airport Part 2 Electrical Upgrade (File No.: ...)**

Officer **Russell Dyer**
Director Engineering

Date of Report 6 October 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 10/22 – Port Hedland Airport Part 2 Electrical Upgrade.

Background

Aurecon have worked on the electrical services infrastructure at Port Hedland international Airport over the last 4 years and were commissioned in 2007 to provide an Electrical Services Infrastructure upgrade Specification. It was agreed with the Town of Port Hedland to split this work into stage 1 and stage 2.

Stage 1 works were carried out in late 2008 by O'Donnell Griffin.

Consultation

- Airport Manager
- Aurecon (Connell Wagner Pty Ltd)
- Director Engineering

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 Nil

Strategic Planning Implications

Key Result Area 1 - Infrastructure
Goal 3 – Airport

Strategy 1. Undertake necessary capital upgrades to airport including redevelopment of the electrical infrastructure.

Budget Implications

Airport Non Operating Expenditure account 1210473 includes an allocation of \$521,964 for this project.

Officer's Comment

The tender for Electrical Upgrade Works Part 2 closed on the 21st of July 2010 and tenders were submitted by the following Companies, O'Donnell Griffin, Goodline and Total Electrical Communication Services.

From the table bellow all tenders received were above the budgeted amount of \$521,964.

TEC Services	\$1,129,902.14 excluding GST
Goodline	\$1,412,390.22 excluding GST
O'Donnell Griffin	\$1,501,246.00 excluding GST

A Tender Report on the Port Hedland Airport Part 2 Electrical Upgrade was carried out by Aurecon, where 4 options were considered to reduce the scope of works however all carried considerable risk and the final recommendation from Aurecon was to carry out the entire part 2 electrical works as a single contract.

Therefore it is recommended not to accept any tenders at this stage pending securing further funding.

Attachments

Tender Report Port Hedland Airport Part 2 Electrical Upgrade

201011/132 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

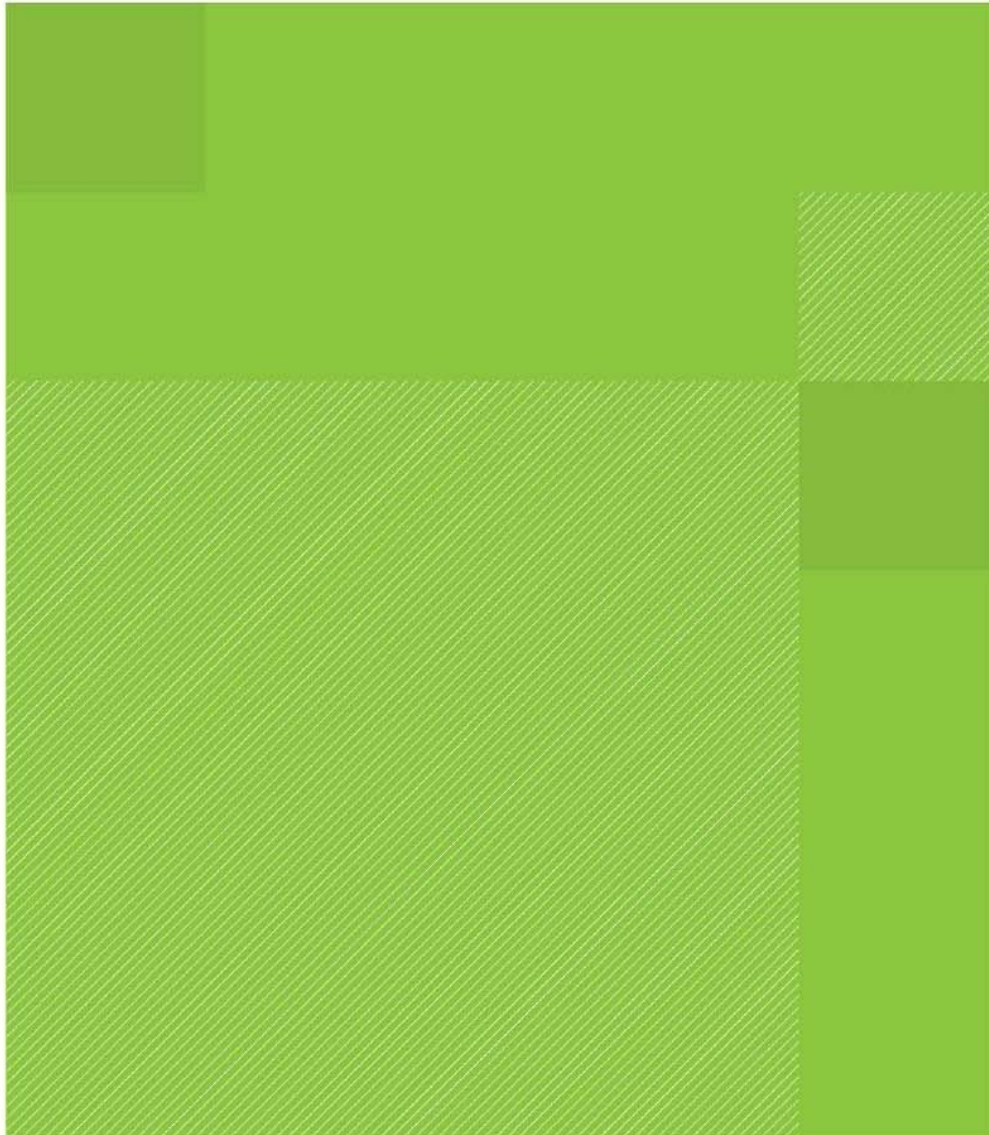
Seconded: Cr M Dziombak

That Council:

1. Reject all tenders and reconsider the electrical upgrade in the 2011/2012 budget process; and
2. request that staff investigate the possibility of grant funding for the project; and
3. approves that the balance of funds allocated for the 2010/2011 budget be transferred back to the Airport Reserve; and

4. request that staff advises all tenders that they were unsuccessful.

CARRIED 7/0



**Tender Report
Port Hedland Airport Part 2
Electrical Upgrade
Town of Port Hedland**

Report ref:
203081
8 October 2010
Revision 02



Document prepared by:

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Tender Report

Contents

1.	Introduction	1
2.	Tender Results Forwarded	1
3.	Tender Comparison	2
4.	Conclusion & Recommendation	3

1. Introduction

This report has been produced to compare the Electrical Services returned tenders forwarded to Aurecon by the Town of Port Hedland (ToPH), Tender 10/22.

Tenders received as follows;

TEC Services	\$1,129,902.14 excluding GST
Goodline	\$1,412,390.22 assumed to be excluding GST (Unclear from tender)
O'Donnell Griffin	\$1,501,246.00 excluding GST and any contingencies

Aurecon note that the tender returns are above budget so have included cost saving scope reductions.

2. Tender Results Forwarded

The following overall tender breakdown prices have been forwarded to Aurecon

Port Hedland Airport Part 2 Electrical Upgrade Tender Breakdown			
	TEC Services	Goodline	O'Donnell Griffin
Prelims/ General Overheads	\$ 78,586.40	\$ 174,339.40	
Switchboards/Pillars	\$ 254,285.70	\$ 258,918.80	
Excavation & UG Conduits	\$ 270,728.40	\$ 400,071.50	
UG Cabling	\$ 500,274.84	\$ 490,813.40	
Earthing		\$ 9,196.62	
Locating existing services	\$ 6,440.00		
Removals	\$ 12,420.00	\$ 35,501.00	
Test and Commission	\$ 7,166.80	\$ 12,274.00	
Maintenance		\$ 11,650.00	
Drawings/O&M's		\$ 19,625.50	
Totals	\$ 1,129,902.14	\$ 1,412,390.22	\$ 1,501,246.00
Other costs			
Contingencies			\$ 50,000.00
Horizontal Boring	\$ 136,692.00		\$ 26,069.00
Generator - PC Sum	\$ 30,000.00		

The above prices **exclude GST**

3. Tender Comparison

TEC Services

The tender submitted by TEC appears to be technically acceptable however we would highlight the following items noted in the tender return documentation;

- Contractor has stated that due to varying copper prices should the price of cables vary due to AEEMA published copper prices by + or - \$100 they will alter their tender price.
- Rock free excavation allowed which seems reasonable with no information suggesting rock
- 16 week programme offered
- Existing services locations and change over to new electrical services identified as critical items.
- Additional \$136,692 for horizontal boring if required
- PC Sum of \$30,000 for generator to reduce disruption to the Airport.
- \$50,000 Contingency not included

We would advise that the additional cost of providing horizontal boring is confirmed as being the correct value as it seems very high. Horizontal boring would be of great benefit in terms of reducing disruption if it could be afforded. Also the provision of a generator for circa \$30,000 would greatly reduce disruption to the airport electrical supplies.

From the information supplied the company experience and resources appear satisfactory. The work schedule submitted and items listed as unique and critical demonstrates an understanding of the project, also from the offer of horizontal boring and the offer of a generator plus the Inclusion and Exclusions listed in the tender return letter is back up of an understanding of the project requirements.

Local Industry Development items are included and appear satisfactory.

Goodline

The tender submitted by Goodline appears to be technically acceptable however we would highlight the following items noted in the tender return documentation;

- No programme offered.
- Disconnection and reconnection of switchboards noted as critical and requiring a 12 hour night time shut down.
- No alternatives offered.
- Assumptions appear acceptable and correct
- \$50,000 Contingency not included

From the information supplied the company experience and resources appear satisfactory. The items listed as unique and critical go some way to providing evidence of an understanding of the project however there is no other specific items that back up this understanding.

Local Industry Development items are included and appear satisfactory.

O'Donnell Griffin

The tender submitted by ODG appears to be technically acceptable however we would highlight the following items noted in the tender return documentation;

- No cost breakdown submitted

Tender Report

- Additional \$26,069 for horizontal boring offered in option B, this seem very good value as an additional cost
- No alternative to tender offered apart from horizontal boring noted above
- \$50,000 Contingency allowed, note not allowed in the other 2No. tenders.
- 26 week programme offered
- Assumes rock free excavation which seem reasonable with no information suggesting rock
- Assumes no dewatering of excavations which seem reasonable with no information suggesting the presence of water
- No allowance for removal of excess material, this seems an unreasonable qualification and should be removed if this bid is to be considered.
- No allowance for survey work. Surveys of existing services should be allowed and included

From the information supplied the company experience and resources appear satisfactory. The programme submitted and items listed as unique and critical in their the bid plus the project description demonstrates an understanding of the project, also the offer of horizontal boring is back up of an understanding of the project requirements. Having carried out phase 1 ODG will have a very good understanding of what is required.

Local Industry Development items are included and appear satisfactory.

4. Conclusion & Recommendation

We assume that the Town of Port Hedland will incorporate the above into their standard tender assessment systems along with the information of a contractual nature such as 'Demonstrate an understanding of WUC'.

Aurecon would recommend that ToPH apply the items noted in this report to their standard assessment procedure in order to select a contractor. Following this procedure the following should be actioned with the preferred contractor;

1. Request the copper price fluctuation clause is retracted
2. Request removal of excess debris clause is retracted (ODG only)
3. Include PC sum of \$50,000 for contingency
4. Consider including for a generator to reduce disruption of supplies. The use of a generator is recommended.
5. Consider including the cost of horizontal boring to minimise disruption
6. Confirm cost break down (ODG only)
7. Confirm programme (Goodline only)
8. Confirmation that all documented works are included in the tender price

Should cost reductions be required then if in line with ToPH procedures lowest tender, lowest two tenderers or all tenderers be requested to submit fixed cost for the required options selected from the list below. Costs saving options proposed are indicated below with budget estimates;

Option 1 - Replace pillars reusing existing cables

- | | |
|---|-----------|
| • Preliminaries | \$50,000 |
| • Switchboards/Pillars | \$260,000 |
| • Testing of existing cables for reconnection | \$10, 000 |
| • Removals | \$8,000 |
| • Final Testing and Commissioning plus O&M's | \$10,000 |
| • Contingencies | \$100,000 |

Tender Report

Total **\$420,000**

Recommend that provision for a generator at an additional \$30,000 is also included
A \$100,000 provisional sum is included to cover replacement/modifications to existing cabling found to be not up to required standards when tested and to allow for fluctuating copper prices. The re-use of existing distribution cabling and fluctuating copper prices would be a risk to ToPH.

Option 2 - Replace distribution cables reusing existing pillars

• Preliminaries	\$50,000
• Underground cabling	\$780,000
• Location of existing UG services	\$7,000
• Testing of existing Pillars for reconnection	\$7,000
• Removals	\$8,000
• Final Testing and Commissioning plus O&M's	\$10,000
• Contingencies	\$50,000
Total	\$912,000

A \$50,000 provisional sum is included to cover modifications to existing pillars found to be not up to required standards when tested and fluctuating copper prices. The re-use of existing distribution pillars would be a risk to ToPH.

Option 3 – Replace pillars and essential distribution cables only (existing non essential cables to remain subject to testing)

• Preliminaries	\$60,000
• Switchboards/Pillars	\$260,000
• Underground Essential cabling	\$450,000
• Location of existing UG services	\$7,000
• Testing of existing cables for reconnection	\$8,000
• Removals	\$10,000
• Final Testing and Commissioning plus O&M's	\$10,000
• Contingencies	\$50,000
Total	\$855,000

Recommend that provision for a generator at an additional \$30,000 is also included
A \$50,000 provisional sum is included to cover replacement/modifications to existing non essential cabling found to be not up to required standards when tested. The re-use of existing non essential distribution cabling would be a risk to ToPH.

Option 4 – Replace pillars and non essential distribution cables only (essential cables to remain subject to testing)

• Preliminaries	\$60,000
• Switchboards/Pillars	\$260,000
• Underground Essential cabling	\$500,000
• Location of existing UG services	\$7,000
• Testing of existing cables for reconnection	\$8,000
• Removals	\$10,000
• Final Testing and Commissioning plus O&M's	\$10,000
• Contingencies	\$50,000
Total	\$905,000

Recommend that provision for a generator at an additional \$30,000 is also included

**Tender Report**

A \$50,000 provisional sum is included to cover replacement/modifications to existing essential cabling found to be not up to required standards when tested. The re-use of existing essential distribution cabling would be a risk to ToPH.

Recommendation

Aurecon would recommend carrying out the entire part 2 electrical works as a single contract. We do recognise that the tender price is well over budget. For this reason and as requested we have listed the above scope reduction options for your consideration. All the above options carry risk to ToPH should 'existing to remain' electrical installations prove unsuitable for reconnection. For this reason the first item of works with all the above options should be that prior to committing to manufacture of pillars or purchase of cables the contractor should investigate, test and confirm that 'existing to remain' parts of the electrical installation are suitable for reconnection.

11.3 Community Development*11.3.1 Library Policy (File No.: 03/04/0003)*

Officer **Sharon Groch**
Coordinator Library
Services

Date of Report 21 September 2010

Disclosure of Interest by Officer Nil

Summary

Library policies, as detailed in the Town of Port Hedland Policy Manual, need to be up-dated in line with present practice, community expectations and new directions that have resulted from the adoption of the Library Services Strategic Plan 2010-2015.

Background

Council adopted the Library Services Strategic Plan at its meeting held on Wednesday 25 August 2010. Some aspects of the policy dealing with library operations, as documented in the Town of Port Hedland Policy Manual, now contradict objectives and actions contained within this Plan. Examples of this are limitations on the number of library resources to be borrowed, restriction of loan periods to unusually short periods of time and an outline of charges for internet usage

Consultation

In developing the Library Services Strategic Plan extensive consultation was undertaken with key community and operational stakeholders.

- Acting Chief Executive Officer
- Manager Sport and Recreation
- Acting Director Community Development

Statutory Implications

Library practice and procedures must comply with the Library Board of Western Australia Act 1951-1983.

Policy Implications

Policy 5/002 – Library Membership, Policy 5/003- Library Loans and Policy 5/004 Public Use of Personal Computers will need to be revoked.

Strategic Planning Implications

Key Result Area 3 – Community Development

Goal 3 - Arts and Culture

Immediate priorities - Implement the recommendations of the Library Services Plan

Budget Implications

There will be no immediate impact on fees and charges given that the fees and charges currently being levied to library users were adopted by Council for the full 2010/11 financial year.

Officer's Comment

Best practice in library service provision recognize that practices and procedures that dictate elements of library service management such as opening hours, loan limits and management of internet bookings are operational matters and don't require Council policies. The development of new practices and procedures after the implementation and assessment of trial periods as outlined in the Library Services Strategic Plan will provide a more accurate framework for the future direction of the library service.

These new practices and procedures will need to be responsive to new strategies and actions outlined in the Library Services Strategic Plan such as:

- The ability for patrons to download both audio and print E-books to their E-Readers;
- The provision of wireless access which will allow for unlimited access to technology within the library facility;
- Development of on-line resources which includes gaming, interactive literacy sites for children and the ability for patrons to download E-Books from the public use personal computers;
- The feasibility of providing fee for service opportunities facilitated by the library.

201011/133 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr J M Gillingham

That Council:

1. revoke the following Polices within the Town of Port Hedland Policy Manual 2009/10:
 - a. **Policy 5/002 – Library Membership**
 - b. **Policy 5/003- Library Loans, and**
 - c. **Policy 5/004 Public Use of Personal Computers; and**

2. request the Chief Executive Officer to utilise the strategic and operational objectives and outcomes of the endorsed Town of Port Hedland Library Strategic Plan 2010-2015 as the library policy guidelines during the trial periods.
3. request the Chief Executive Officer to develop new Library practices and procedures for Council's consideration as required following the completion of the trial periods as defined in the timeframes of the TOPH Library Services Plan 2010-2015.

CARRIED 7/0

11.3.2 Refocus of the Role of the Multipurpose Recreation Centre Working Group (File No.: 26/14/0001)

Officer **Bob Tomlins**
Acting Manager
Community Development

Date of Report 5 October 2010

Disclosure of Interest by Officer Nil

Summary

This report recommends a refocusing of the Multipurpose Recreation Centre Working Group to deal, in the first instance, with issues associated with the re-opening of Kevin Scott Oval, anticipated in April 2011 – and secondly, with issues associated with the anticipated opening of the MPRC in April 2012.

Background

At its meeting of 28 October 2009 Council established the Multipurpose Recreation Centre Working Group with the following purpose/aim:

'To liaise with the architects, contractors and community during the construction phase of the Multipurpose Recreation Centre'

This focus is on construction issues rather than on the operation and use of the centre post construction. However, considerable professional expertise is presently being applied to the construction stage, whilst post construction issues require greater consideration.

Construction of the Multi-Purpose Recreation Centre (MPRC) will commence shortly with an anticipated completion date of April 2012. Prior to this time further extensive business planning will be undertaken to ensure the Centre maximises its benefit to the community whilst minimising the financial cost borne by the Town of Port Hedland.

This business planning process will be most successful when informed by the expressed expectations of user groups and the broader community. It is recommended that these expectations be expressed through a re-definition of the role of this Working Group of Council.

The issues that the Working Group would be required to address fall into two areas:

1. In the short term the Kevin Scott Oval, which is adjacent to the MPRC, is being re-aligned and re-constructed. Work is being fast-tracked to enable the new playing surface to be ready in time for the commencement of the winter season sporting fixtures in March/April 2011.

Discussions are required around the provision of temporary facilities such as change rooms, storage, ablutions and kiosk for the 2011 season. In addition the four sporting groups involved have expressed an interest in beginning to explore the joint use of such facilities, including a clubroom, which will be provided as part of the new MPRC in the following 2012 season.

The four sporting groups are:

- Swans Football Club
- Junior Football Association
- Junior Rugby Association
- Hedland Touch Association

2. In the medium term, sporting and other recreation groups, as well as the broader community, have a strong interest in the operation of the MPRC when it commences operation as anticipated in April 2012. Discussion and planning around the associated issues, such as programs, access and fees, needs to occur in a timely manner.

Consultation

- A/Director Community Development
- Co-ordinator Recreation Services
- Swans Football Club
- Junior Football Association
- Junior Rugby Association
- Hedland Touch Association

Statutory Implications Nil

Policy Implications Nil

Strategic Planning Implications

Key Result Area 3 – Community Development

Goal 2 – Sports and Leisure

That the community has access to sports and leisure facilities at or above the quality that they would be able to access in the metropolitan area.

Budget Implications Nil

Officer's Comment

A two stage process of re-defining the MPRC Development Working Group would enable consultation on the short term issues with the four (4) sporting groups to start immediately.

The Working Group would be expanded in March 2011 to include additional representation from sporting, other recreation groups and the broader community. The medium term issues would then be addressed by this enlarged stakeholder group.

A report to Council in February 2011 would refine the Terms of Reference for the Working Group and recommend a process to appoint the new membership.

The following news *Terms of Reference* are proposed for Phase 1 of the life of the Working Group:

Scope

Planning for the shared use of Kevin Scott Oval during the 2011 winter sporting season and early consideration of the shared use of facilities to be provided by the MPRC beginning in the 2012 season.

Purpose

To consider and advise Council in regard to the following:

- The allocation of training and playing time on the Kevin Scott Oval during the 2011 winter season.
- The requirement, during the 2011 winter season, for temporary facilities to be made available at the oval, such as change rooms, storage, ablutions and kiosk.
- The shared use of facilities to be provided to the sporting groups as part of the MPRC, commencing in season 2012, including the clubroom.

Process

The Working Group will meet as required to successfully meet its purpose in the period leading up to the commencement of the winter sporting season in March/April 2011.

These terms of reference will be amended and the membership extended in February 2011 to extend the scope to include the full operation of the MPRC.

Membership

Membership includes Mayor, Councillors, Town of Port Hedland staff and representatives from Swan Football Club, Junior Football Association, Junior Rugby Association and Hedland Touch Association – as per Council resolution.

Attachments**Nil****Officer's Recommendation**

That Council:

1. adopts the proposed Terms of Reference for Phase 1 of the Multipurpose Recreation Centre Working Group, as follows:

- a. Scope

Planning for the shared use of Kevin Scott Oval during the 2011 winter sporting season and early consideration of the shared use of facilities to be provided by the MPRC beginning in the 2012 season.

- b. Purpose

To consider and advise Council in regard to the following:

The allocation of training and playing time on the Kevin Scott Oval during the 2011 winter season.

The requirement, during the 2011 winter season, for temporary facilities to be made available at the oval, such as change rooms, storage, ablutions and kiosk.

The shared use of facilities to be provided to the sporting groups as part of the MPRC, commencing in season 2012, including the clubroom.

- c. Process

The Working Group will meet as required to successfully meet its purpose in the period leading up to the commencement of the winter sporting season in March/April 2011.

These terms of reference will be amended and the membership extended in February 2011 to extend the scope to include the full operation of the MPRC.

- d. Membership

Membership includes Mayor, Councillors, Town of Port Hedland staff and representatives from Swan Football Club, Junior Football Association, Junior Rugby Association and Hedland Touch Association – as per Council resolution.

2. nominate the following Council Representatives on the MPRC Development Working Group:
 - Mayor Kelly Howlett
 - Councillor (to be determined)
 - Councillor (to be determined)
 - Acting Director Community Development
 - Acting Manager Community Development
 - Coordinator Recreation Services
 - Club and Project Development Officer

3. request the following sporting groups to nominate up to three representatives to become members of the MPRC Development Working Group:
 - Swans Football Club
 - Junior Football Association
 - Junior Rugby Association
 - Hedland Touch Association

4. reconsider the Terms of Reference (as adopted above) at an Ordinary Council Meeting to be held in February 2011 to refocus the Working Group on consideration of issues associated with the full operation of the MPRC in April 2012.

201011/134 Council Decision

Moved: Cr A A Carter

Seconded: Cr J M Gillingham

That Council:

1. adopts the proposed Terms of Reference for Phase 1 of the Multipurpose Recreation Centre Working Group, as follows:
 - a. **Scope**

Planning for the shared use of Kevin Scott Oval during the 2011 winter sporting season and early consideration of the shared use of facilities to be provided by the MPRC beginning in the 2012 season.

 - b. **Purpose**

To consider and advise Council in regard to the following:

The allocation of training and playing time on the Kevin Scott Oval during the 2011 winter season.

The requirement, during the 2011 winter season, for temporary facilities to be made available at the oval, such as change rooms, storage, ablutions and kiosk.

The shared use of facilities to be provided to the sporting groups as part of the MPRC, commencing in season 2012, including the clubroom.

c. Process

The Working Group will meet as required to successfully meet its purpose in the period leading up to the commencement of the winter sporting season in March/April 2011.

These terms of reference will be amended and the membership extended in February 2011 to extend the scope to include the full operation of the MPRC.

d. Membership

Membership includes Mayor, Councillors, Town of Port Hedland staff and representatives from Swan Football Club, Junior Football Association, Junior Rugby Association and Hedland Touch Association – as per Council resolution.

2. nominate the following Council Representatives on the MPRC Development Working Group:

- Mayor Kelly Howlett**
- Councillor Arnold A Carter**
- Councillor David W Hooper (proxy)**
- Acting Director Community Development**
- Acting Manager Community Development**
- Coordinator Recreation Services**
- Club and Project Development Officer**

3. request the following sporting groups to nominate up to three representatives to become members of the MPRC Development Working Group:

- Swans Football Club**
- Junior Football Association**
- Junior Rugby Association**
- Hedland Touch Association**

4. reconsider the Terms of Reference (as adopted above) at an Ordinary Council Meeting to be held in February 2011 to refocus the Working Group on consideration of issues associated with the full operation of the MPRC in April 2012.

CARRIED 7/0

REASON: Council appointed the following representatives on the Multipurpose Recreation Centre Working Group.

11.3.3 Introduction of Fees and Charges for Use of the Overhead Lights at McGregor Street Reserve, Port Hedland (File No.: 26/02/0048)

Officer Sarah Cunningham
Club and Project Development Officer

Date of Report 29 September 2010

Disclosure of Interest by Officer Nil

Summary

Until recently the Town of Port Hedland has not had the capacity to charge, on a user-pays basis, the different groups using the overhead lights at McGregor Street Reserve. As such, no fees and charges were included in the 2010/2011 budget. However, a token operated system has recently been installed enabling users to now be charged.

Background

McGregor Street Reserve has traditionally been used by only one user group per season, allowing the Town of Port Hedland to use the electricity meter to invoice individual sporting groups for usage. However, over the past few years a number of sporting groups have started using the reserve and it became impossible to allocate costs between them from the one meter.

To overcome this problem a token operated machine has recently being installed where tokens are purchased and used as required.

Fees are included in the 2010/11 budget for all other sporting reserves with overhead lighting, based on the recovery of operating and maintenance costs. It is proposed that similar fees be introduced for overhead light use at McGregor Street Reserve as follows:

Item	Fee (including GST)
30 minutes	\$7.50
60 minutes	\$15.00

It is proposed that 50% of the these fees be placed in Account: 1108395 T/F Lighting Reserve for much needed additional lighting maintenance on the Town's reserves.

Consultation

- Director Community Development
- Manager Community Development
- Recreation Services Coordinator

- North West Branch Manager, O'Donnell Griffin

Statutory Implications

Section 6.19 of the Local Government Act 1995 states:

*“6.19. Local government to give notice of fees and charges
If a local government wishes to impose any fees or charges under this Subdivision after the annual budget has been adopted it must, before introducing the fees or charges, give local public notice of —*

- (a) its intention to do so; and*
- (b) the date from which it is proposed the fees or charges will be imposed.”*

Policy Implications Nil

Strategic Planning Implications Nil

Budget Implications

It is anticipated that the addition of the fee for the overhead lighting at McGregor Street Reserve will result in increased revenue of approximately \$2,000 per annum.

Officer's Comment

This is the first token operated system to be installed at a Town of Port Hedland sporting reserve. Most of the other sporting grounds operate on a user pin and code system, which involves significant staff time reading meters and creating invoices. The efficiency of this new system will be monitored by staff to determine if it should be installed at other locations.

201011/135 Council Decision/Officer's Recommendation

Moved: Cr S R Martin

Seconded: Cr A A Carter

That Council:

1. adopt the following fees as part of the 2010/2011 budget:

Overhead lighting at McGregor Street Reserve

Item	Fee (including GST)
30 minutes	\$7.50
60 minutes	\$15.00

2. request the Chief Executive Officer to give public notice of the new fees as per Section 6.19 of the Local Government Act 1995 for two (2) weeks prior to their implementation.

3. approves the placement of 50% of the fees received for the use of lights at McGregor St Reserve into Account: 1108395 T/F Lighting Reserve for lighting maintenance purposes.

CARRIED 7/0

11.3.4 South Hedland Skate Park Redevelopment (File No.: 26/06/0004)

Officer **Debra Summers**
Acting Director
Community Development

Date of Report 7 October 2010

Disclosure of Interest by Officer **Nil**

Summary

Since August 2010 the Town of Port Hedland has been in negotiation with LandCorp in regard to the impact of its realignment of Colebatch Way on the South Hedland Skate Park. LandCorp is undertaking this work as part of the South Hedland Revitalisation Project.

This report provides an overview of the progress of these negotiations and their present status. It makes recommendations for moving forward.

Background

At its meeting on 11 August 2010 Council considered two options offered by LandCorp in regard to how the impact of the realignment of Colebatch Way on the South Hedland Skate Park might be managed. These options were:

- Modify the existing skate park and build a replacement section on the eastern end at LandCorp cost, or
- Build a new facility at an alternate location again at LandCorp cost.

LandCorp indicated that the second option was preferred and supported by the results of its consultations with young people living in South Hedland. Council officers couldn't support this assertion given the very minimal consultation actually undertaken. Council resolved as follows:

"That Council:

- 1. Advises LandCorp that its proposal to relocate the existing South Hedland Skate Park is not supported.*
- 2. Acknowledges that some changes are required to the current South Hedland Skate Park to facilitate the realignment of Colebatch Way."*

(201011/053 Council Decision/Officer's Alternative Recommendation)

As a result of this decision LandCorp attended Council's meeting on 8 September 2010 and outlined two further options for the skate park. These were:

- Close a portion of the park to allow required construction works but leave a portion functional and safe at all time and then build a replacement section on the eastern end,

or

- Close a portion of the park to allow required construction works but leave a portion functional and safe at all time and then build a new facility at an alternative location.,

Both options were to be at LandCorp cost. Both were on the proviso that LandCorp engineers confirmed that a remaining section of the skate park could in fact be made safe during construction.

This confirmation was received 4 October 2010. However, LandCorp also indicated the following;

"The existing skate park does impact on the proposed works to manage drainage through the area due to the changes in road levels required to manage drainage away from the proposed and existing shops.

There is also a 300mm diameter drainage pipe that runs beneath the park that needs to be increased in size to manage increased flows. To replace it involves the complete removal of the existing basin in the skate park.

The alternative drainage plan involves a lot more disruption to services and at a significantly higher cost to the project"

In the light of this, LandCorp suggests a further alternative for skating provision during the construction phase, as follows:

"Seek funding to acquire some temporary board ramps that can be used until either a new park is built or the old park is reinstated. Subject to approval of funding the temporary ramps would become as asset of the Council to use at other events or temporarily on other sites as required.

With the loss of shade in this hot part of the year any temporary arrangements would also include some shade shelter.

Work with the Shopping Centre Managers to facilitate above."

LandCorp has also indicated the following in regard to replacing the skate park on the same site:

“The existing skate park already encroaches across the road and with a realignment of Colebatch Way, to facilitate an avenue of shops and ultimately a shaded and pedestrian friendly road, the skate park will lose from its existing development 8 to 9 meters at its western side. The impact will be on the loss of shade shelters and the plinth structures.”

Statutory Implications Nil

Policy Implications Nil

Strategic Planning Implications

Key Result Area 3 – Community Development

Goal 2 – Sports and Leisure: That the community has access to sports and leisure facilities at or above the quality that they would be able to access in the metropolitan area.

Budget Implications

The redevelopment of the South Hedland Skate Park will be funded by LandCorp as part of the South Hedland Town Centre Revitalization Project.

LandCorp will be required to fund the additional consultation process recommended.

FMG has requested an opportunity to partner with Council and LandCorp in the provision of enhanced skating opportunities in South Hedland.

Officer’s Comment

In the short term it appears that significant disruption to the skate park is unavoidable during the realignment of Colebatch Way – as part of the CBD revitalisation process that Council supports. Council has successfully established with LandCorp that some skating facilities must be available throughout the entire period of road construction. The challenge ahead is to negotiate the best possible facilities using temporary ramps, potentially in conjunction with the useable aspects of the skate park that may remain.

- In the longer term there is an opportunity to consider with young people, the location and design of the skate park in the context of best practice skating facilities around the world. To facilitate this process young people could work with a representative of a national Skate Park design firm.

Officer's Recommendation

That Council:

1. Request the CEO advise LandCorp that the provision of temporary skating elements in a shaded and appropriate location, and which are appropriately challenging to South Hedland's skaters, is a necessary requirement before any temporary closure of the existing South Hedland Skate Park.
2. Require LandCorp to pay for all costs associated with making these temporary skating arrangements.
3. Request the CEO negotiate and implement with LandCorp a process to identify the site for the new skate park and its skating elements.
4. Request a further report be presented back to Council on the outcomes of resolutions 1, 2 and 3.

201011/136 Council Decision/Officer's Alternative Recommendation

Moved: Cr A A Carter

Seconded: Cr M Dziombak

That Council:

1. request the Chief Executive Officer to advise LandCorp that is supports the closure of a portion of the skatepark to allow construction works associated with the realignment of Colebatch Way, but to leave a portion of the park functional, challenging and safe at all times.
2. request the Chief Executive Officer to advise LandCorp to consult with young people to plan the construction of an extension to the eastern end of the existing skatepark.

CARRIED 7/0

11.4 Governance and Administration

11.4.1 Governance

11.4.1.1 Hedland's Future Today Version 3 and Top Ten List of Priority Projects (File No. : .../...)

Officer **Paul Martin**
Acting Chief Executive Officer

Date of Report 7 October 2010

Disclosure of Interest by Officer Nil

Summary

This item seeks Council's endorsement of the content of the Hedland's Future Today (Version 3) and the top ten (10) priority projects for the town over the coming two years.

Background

Officers have been preparing Hedland's Future Today version 3 for the past few months. This has involved reviewing all existing plans relevant to Port Hedland, Councillor workshops and meetings with a number of senior members of State Government Agencies.

Projects are identified under headings relating to Mercers Quality of Living Index and allocated across future years for implementation.

The document is primarily designed to be an infrastructure plan, however some planning is included as it relates to major infrastructure being developed.

The attached matrix of projects is now presented for Councils consideration.

Consultation

- Councillors
- Directors
- State Government Agencies
- Industry

Statutory Implications Nil

Policy Implications Nil

Strategic Planning Implications

Hedland's Future Today version 3 (and the list of 10 priority projects) will become the high level strategic document providing direction to the Council and the State Government on development in Port Hedland for the coming years.

This document will provide direction and focus to Council for future strategic plans for the Town of Port Hedland.

Budget Implications

This document will be used to guide the development of a ten (10) year financial plan for the Council. However the financial aspects of each project will be considered individually on its merits and as part of the annual budget process.

Endorsement of this list of projects does not commit Council to funding any of these projects.

Officer's Comment

Although this document indicates a timeline of 2025 to achieve all the projects it is likely that future reviews will be undertaken every two years (as per previous versions).

Identified in the consultation was the need for the Council to indicate its top 10 list of projects for the coming two year period. These top 10 projects will be explained in more details in the document and provided to the State Government and industry as the priorities for the Council.

In identifying the top 10 projects Council could use the following criteria:

- Projects should be differing in size, resource requirements and complexity
- It should not include funding for projects which are already committed or just about to be committed
- Projects that are identified should be able to be delivered in partnership with others.
- Not all the projects need to be delivered by the Town of Port Hedland. Funding could be provided to other organizations to deliver these projects
- Projects should be developed to a point of being construction ready.
- Projects are infrastructure only and not program or planning based.

Officers have prepared a draft list of projects for Council's consideration. In no particular order this list includes:

1. Airport Upgrade including new terminal, land development, parking improvements and other associated development to see the implementation of the Port Hedland International Airport Master Plan.
2. Marrapikurinya Tower Project at the Port/West End
3. South Hedland Library and Community Centre
4. Development of camping facilities/coastal access
5. South Hedland Town Centre Stage 2
6. Aboriginal Arts/Cultural Centre
7. Development of the Spoil Bank Marina
8. Infrastructure (water/power etc) associated with South Hedland Stages 1 and 2 land release
9. McGregor Street Reserve Master Plan implementation/development (including relocation of Race Track to South Hedland)
10. Relocation of the Port Hedland sewerage treatment ponds to South Hedland

As mentioned above these projects will be the focus in the Hedland Future Today version 3. The attached matrix in a revised format will also form part of the document for reference.

Following endorsement of the content of the matrix and top 10 priorities, the design and text associated with the document will be finalised and printed.

Attachments

Hedland's Future Today Version 3 project matrix.

201011/137 Council Decision/Officer's Recommendation

Moved: Cr A A Carter

Seconded: Cr M Dziombak

That Council:

1. endorses the Hedland Future Today Version 3 matrix;and
2. identifies its top 10 priority projects for the coming 2 years to be (in no particular order):
 - a. **Airport Upgrade including new terminal, land development, parking improvements and other associated development to see the implementation of the Port Hedland International Airport Master Plan.**
 - b. **Marrapikurinya Tower Project at the Port/West End**
 - c. **South Hedland Library and Community Centre**
 - d. **Development of camping facilities/coastal access**

- e. **South Hedland Town Centre Stage 2**
- f. **Aboriginal Arts/Cultural Centre**
- g. **Development of the Spoil Bank Marina**
- h. **Infrastructure (water/power etc) associated with South Hedland Stages 1 and 2 land release**
- i. **McGregor Street Reserve Master Plan implementation/development (including relocation of Race Track to South Hedland)**
- j. **Relocation of the Port Hedland sewerage treatment ponds to South Hedland**

CARRIED 7/0

Hedland's Future Today: Infrastructure development matrix

Draft 6.0 - 17 September 2010

Key Notes:

- The sections in this document is structured in line with Mercer Livable Cities Index
- The population numbers and timelines are TOPH projections. The State Government projection is 50,000 by 2035

Key: **TOPH activity**
State Government activity
Federal Government activity
Other/Private Sector activity

References:

PPIF - Pilbara Planning and Infrastructure Framework
 PHSP - Port and South Hedland Strategic Plan
 HFT - Hedland's Future Today
 TPP - The Pilbara Plan
 PIP - Pilbara Infrastructure Priorities (not publicly available)
 PRP - Pilbara Revitalisation Plan
 ES - Engineering Services

YEAR	2011 - 2013	2013 - 2018	2018 - 2025
EXPECTED POPULATION	19,000 +	27,000 +	40,000 +
OVERALL THEME FOR PERIOD	Aligning overall vision and projects already planned and underway	Delivery of major projects already planned and under construction, improving lifestyle	Normalising the community through economic diversity
Political & Social			
Crime & Law Enforcement			
TOPH	<ul style="list-style-type: none"> • Refine and implement a Community Safety Crime Prevention Plan (PHSP 15). The major projects include: <ul style="list-style-type: none"> ○ Redesigning the streets of South Hedland to improve safety ○ Lighting, particularly public walkway lighting ○ More CCTV and optimising the current CCTV network (PIP 45) ○ Cost - \$5.3m (HFT 23) Finalize implementation of the CCTV program. 		
Customs and Border Protection		<ul style="list-style-type: none"> • Attract a Commonwealth Immigration Facility, possibly by identifying a former construction camp for alternative use as a temporary accommodation or detention centre. Port Haven adjacent to airport will revert to TOPH control during this period. Alternatively attract an immigration processing and transit facility as part of Hedland airport/transport hub. This would bring additional Federal agency employment to town, ie Quarantine officers 	<ul style="list-style-type: none"> • Open an immigration facility either for longer term accommodation or for processing and transit.
Department of Corrective Services		<ul style="list-style-type: none"> • Planning for potential juvenile remand centre/low security correctional facility. 	<ul style="list-style-type: none"> • Development of juvenile remand centre/low security correctional facility

		<ul style="list-style-type: none"> Establish a work camp for adult offenders who may otherwise be sent to Karratha. 	
Department of Child Protection	<ul style="list-style-type: none"> Establish domestic violence houses/safe houses for kids, particularly for Indigenous families. 		
Police Services	<ul style="list-style-type: none"> Upgrade and expand the Port Hedland police station complex (PPIF 45). Make Port Hedland the regional police command centre as part of larger State Government commitment to basing key services in town. This will offset Karratha is gaining regional administrative and funding departments like Pilbara Cities. (Note: see also Water Corp and Main Roads). 	<ul style="list-style-type: none"> Develop facilities required for a regional rapid response team. The specialist team would have TRG skills, collaborate with SES and ability to coordinate/assist response to gas and oil, transport and defence incidents. Could be co-located with current or new police or Port Authority facilities. 	
Department of Attorney General		<ul style="list-style-type: none"> Upgrade the court facilities and provide capacity for extra magistrate/s. 	
Economic Environment			
Tourism			
TOPH	<ul style="list-style-type: none"> Develop the Cultural and Tourist Precinct in West End including: <ul style="list-style-type: none"> Relocating the visitor centre to allow development of Murrupikarinya Tower Developing the Murrupikarinya Tower and Interpretation Centre Project in conjunction with the Port Hedland Port Authority. (PHSP 14) Developing permanent backpackers' facilities Commence planning for a Turtle Discovery Centre (PHSP 19) Improve signage to suburbs and in parks. 	<ul style="list-style-type: none"> Develop new caravan park facilities in Port Hedland at some key coastal areas. (PHSP 15) Establish an Expo Area, to allow displays of machinery, tools and recreational equipment Develop existing golf club into resort with caravan park Establish a cruise ship terminal / landing facilities within the inner harbour by extending the town jetty. Port Hedland ideally located between Perth and Darwin for cruising distances. Requires infrastructure to fuel and service cruise ships Establish tourism infrastructure associated with cruise ship visits, including specific port, industry, town and Indigenous tours. Construct a Turtle Discovery Centre (PHSP 19). Investigate opportunities for using Goldsworthy Lake for skiing and recreation, including camping site. Includes confirmation of water quality. 	<ul style="list-style-type: none"> Commence development of recreational townsite at Condon that is similar to Point Samson. This would leverage off an initial caravan park/serviced cabin development and then grow into a small town providing permanent accommodation and other facilities (PHSP 16). Open Goldsworthy Lake for skiing and recreational activities, including short stay accommodation and/or caravan park.
Port Hedland Port Authority		<ul style="list-style-type: none"> Construct a public fishing jetty in the inner harbour area (PHSP 12) 	
Landcorp	<ul style="list-style-type: none"> Commence development of the Spoilbank Tourism and Residential Precinct, which would include: <ul style="list-style-type: none"> A marina and yacht club (total 256 berth docking area and boat stacker), ability to service super yachts, on-shore tourist accommodation, waterfront amenities such as boardwalk with coffee shops, restaurants, bait store. Also provide base for RSL. (HFT 29) Cost - \$78m estimate for Marina, \$176 m estimate for whole development 	<ul style="list-style-type: none"> 	

Business Development			
TOPH	<ul style="list-style-type: none"> • Rezone land to allow development of a Bulky Goods Retail Precinct along both sides of Port Hedland Rd between Broome Road intersection and South Hedland (PHSP 18) • Establish a Business Incubator centre to help develop the local SME sector. Possibly co-locate the Small Business Enterprise Centre at this site to leverage both services. Also include offices to encourage Indigenous small business opportunities. (PHSP 17) • Develop a Business Progression Program that allows development of more levels of business. • Seek to group service delivery agencies in Port Hedland, ie WaterCorp and Main Roads with policy agencies in Karratha, ie Pilbara Cities, Development Commission. Seek relocation of regional WaterCorp to Port Hedland. This will then lead to the development of appropriate office/commercial accommodation. • Investigate opportunities for meat processing to augment live cattle exports. There is no abattoir currently in the north west of Australia and Port Hedland suited because of its road and sea transport infrastructure. 	<ul style="list-style-type: none"> • Complete the headworks and utilities required for a Bulky Goods Retail Precinct along Port Hedland Rd between Broome Road intersection and South Hedland. (PHSP 18) • Encourage construction of a commercial centre / office building in South Hedland to house offices of key government agencies for the region. Part of seeking co-location of key regional infrastructure agencies including WaterCorp, Main Roads and Horizon Power. Encourage Government to support development through taking long-term lease. Other relevant agencies that require some representation in Hedland include DSD, DMP, DEC, DIA, DCA. • Allocate a site for an abattoir and feedlots for meat processing. Suitable sites could be adjacent to sewage treatment plants or salt processing areas as there can be little other development on these sites. 	
Port Hedland Port Authority		<ul style="list-style-type: none"> • Develop training facility at or near Port for tugboat drivers. • Co-location of naval defence facilities within the inner harbour, including refueling station. 	
Department of Defence	<ul style="list-style-type: none"> • Commence discussions on opportunity to establish naval defence support facilities in Port Hedland, including refueling station to help patrols of north west coast line. • Similar discussions re airforce (see section on airport below) 	<ul style="list-style-type: none"> • Development of refueling station for naval vessels. • Development of refueling infrastructure for airforce and commence temporary visits. 	<ul style="list-style-type: none"> • Create ability for more permanent deployment of naval vessels to the region.
Socio-cultural Environment			
Indigenous Affairs		<ul style="list-style-type: none"> • Support Way Forward Project for communities in townships surrounding Port Hedland to receive Local Government services. • Support excise of land from Piping Yarra Station adjacent to South Hedland. This will allow development to the east of the town and provide long term revenue stream for Traditional Owners. (From DIA) 	
TOPH	<ul style="list-style-type: none"> • Hedland Aboriginal Cultural Precinct – an integrated Indigenous arts, cultural and social precinct, including a restaurant as training, employment and small business project for 	<ul style="list-style-type: none"> • Upgrade the facilities in Yandeyarra to ensure all weather access roads, footpaths, parks and pools. Maintain existing infrastructure. (Note: DIA suggests providing business case to Pilbara 	<ul style="list-style-type: none"> • Expand the managed accommodation facilities as rapid demographic growth in outlying Indigenous communities likely to mean more visitors in Port Hedland. (Note:

	<p>Indigenous community and youth. Indicative cost - \$40m (TPP 30, 36) (PHSP 14)</p> <ul style="list-style-type: none"> • Centralised group training for Indigenous people. Possibly provided via TAFE. (DIA believes this is being done through \$1 million given to Bloodwood Tree) • Establish managed accommodation facilities including hostel style and camp spots to house larger groups of Aboriginal visitors coming to town for community meetings, funerals etc. Cost - \$8.5m (HFT 29). (Note: DIA estimates \$12m minimum based on Broome.) 	<p>Revitalisation Fund).</p>	<p>Advice comes from DIA)</p>
Medical & Health Considerations			
Hospital/health services			
TOPH	<ul style="list-style-type: none"> ○ 	<ul style="list-style-type: none"> • Additional public health facilities in Port Hedland and South Hedland. • Identify and allocate land to allow development of a lifestyle/retirement village that allows independent seniors to live in apartment style accommodation. Possible joint venture between TOPH and private sector. (PHSP 14) • Develop housing for Allied Health practitioners including dentists, chiropractors 	<ul style="list-style-type: none"> • Encourage creation of training campus for medical skills/services.
WA Department of Health	<ul style="list-style-type: none"> • Medical services suites • Additional HACC and Disability Services infrastructure to cater for a multi-generational community • Develop a senior citizens centre • Expand number of aged care/ nursing home bed available in Hedland. Joint venture between State Government and private sector. • Construct a purpose built primary health care services facility on the South Hedland Health Campus site (proposed) <ul style="list-style-type: none"> ○ Cost - \$17-20m (PIP 16) 	<ul style="list-style-type: none"> • Cancer Care Centre - provide basic chemotherapy as part of Hedland Regional Resource Centre. Minor equipment and patient accommodation. (TPP 28) • Drug & Alcohol Facilities (including for Indigenous community) • Pathology Centre to do testing in Hedland for residents. Encourage establishment of service by also undertaking drug and alcohol testing for mining companies. • Indigenous Health Services –professional resources for screening, intervention and referral, health promotion and supplies (TPP 28) • Expanded the regional hospital with new annex (PPIF 41) • Provide regional additional midwifery services / specialists for child birth 	<ul style="list-style-type: none"> • Specialist cardiac or cancer services available in Hedland. • Health clinic at Yandeyarra to service growing and more permanent community.
Royal Flying Doctor Service	<ul style="list-style-type: none"> • Complete a new RFDS hanger (BHPBIO funding) • Add an aircraft and crew to the Hedland base as well as a medical jet from Perth. (PPIF 41) 		<ul style="list-style-type: none"> • Maintenance centre for RFDS aircraft at airport
St Johns Ambulance Service	<ul style="list-style-type: none"> • Additional paramedics and an ambulance (BHPBIO funded) 	<ul style="list-style-type: none"> • Normalise the ambulance service with employment of full-time drivers and paramedics. 	<ul style="list-style-type: none"> • New building for expanded ambulance service.
Waste management			
TOPH	<ul style="list-style-type: none"> • Re-develop the South Hedland Landfill Facility in accordance with the Landfill Strategic Plan (PHSP 	<ul style="list-style-type: none"> • Establish a secure document disposal facility at the Landfill on a pay for use by industry. 	<ul style="list-style-type: none"> • Gasification plant as part of power generation process. Heat recovery steam

	<p>19)</p> <ul style="list-style-type: none"> • Undertake master planning for a regional recycling facility • Identify a new landfill site and need for waste transfer station. 	<ul style="list-style-type: none"> • Develop the regional recycling facility at Port Hedland. 	<p>generator (HRSG) – producing electricity from waste heat</p> <ul style="list-style-type: none"> • New landfill site developed outside town site as well as the associated waste transfer station within Port Hedland. • Develop a waste education centre near regional recycling facility, landfill site or waste transfer station.
Troublesome/Destructive Insects & Animals			
TOPH	<ul style="list-style-type: none"> • Drain local mosquito breeding areas through drainage and pump infrastructure and implement long-term Mosquito Management Plan (PHSP 14) 		
Schools & Education Services			
Youth & Schools			
TOPH	<ul style="list-style-type: none"> • Continue developing the Hedland Youth Zone (formerly the JD Hardie Centre), including a youth lounge, basketball courts, outdoor stage, kiosk, Youth Council office. Cost - \$9.55m, completion Apr 2011 (HFT 19) (PIP 45) • Identify sites for 8 new primary schools within LUMP2 process as part of residential planning. 	<ul style="list-style-type: none"> • Implement Town of Port Hedland Child Care Plan including the refurbishment or development of a childcare centre to create 100 places plus staff quarters. (PHSP 13). Indicative cost - \$12m (TPP 36) 	
ToPH	<ul style="list-style-type: none"> • Construction of South Hedland Library and Community Centre. o Cost - \$18m. Completion Aug 2012. (PRP SHLCC) 		
WA Department of Education and Training	<ul style="list-style-type: none"> • Hedland Senior High School upgrade in partnership with BHP Billiton. Cost estimated as \$8 - 14m. Funding from Royalties for Regions and BHP Billiton. Upgrade will provide capacity for population growth of at least another 5,000 people in Port Hedland. Up to \$22 million for full upgrade of site. • Establish a Family Learning Centre at South Hedland Primary School. Funded by \$4.5 million from Commonwealth Government. 	<ul style="list-style-type: none"> • Two new primary schools constructed during this period. Anticipated one in South Hedland and another in Pretty Pool. Total four new primary schools would be needed to support population of 27,000 (DET notes) • Trade training workshops – South Hedland o Cost - \$10 m (TPP 29) • Establish University options for the region as offshoot of Perth campus ie. Pilbara business, nursing or engineering schools. (Note: DET believes university cannot be successful supported by this population level or even probably a town of 40,000) • School of Mines campus • Development of more teacher accommodation options to support expanding numbers required for extra primary schools. 	<ul style="list-style-type: none"> • Another four new primary schools (part of 8 outlined in the Pilbara Education Plan, with 4 built by this time). Could include co-location of one primary school at the Hedland Senior High School. • At least 500 teaching and 300 allied staff required at this time within Port Hedland. GRO accommodation required by Department likely to be up to 500 houses.
Private School Providers		<ul style="list-style-type: none"> • Identify site for a private high school as additional secondary school option for parents who currently send kids to Perth. Encourage involvement of Independent or Catholic education provider. 	
Pilbara TAFE		<ul style="list-style-type: none"> • Upgrade Pundulmurra TAFE in South Hedland by refurbishing, pre-trade workshops, new classrooms, upgraded security, landscaping. o Indicative cost - \$40m (State, Federal government 	

Public Services & Transport		and other funding) (TPP 36)	
Electricity			
TOPH	<ul style="list-style-type: none"> • Allocate a site for a solar farm via Land Planning Scheme 6, probably on 110 hectares to north of airport terminal within the airport industrial zone. • Additional 80 MW power requirement means development of additional generating infrastructure. 	<ul style="list-style-type: none"> • Develop a solar energy pilot plant in the designated solar farm area. • Install solar power generation capacity on civic buildings, particularly for development of new civic centre. • Program to encourage installation of solar power generation on shopping centres and other high energy use buildings. 	<ul style="list-style-type: none"> • Expand solar farm to utilize majority of 110 hectares to north of airport.
Horizon Power	<ul style="list-style-type: none"> • Various headworks and planning to enable developments planned for this period and 2013 – 2018 to progress. • South Hedland Underground Power Project, commence in 2011, funded by Royalties for Regions. <ul style="list-style-type: none"> ◦ Cost - \$120m (PIP 4) (PHSP 11) • Construction of new 100-120MW power station in Port Hedland (proposed) or alternative option <ul style="list-style-type: none"> ◦ Cost - \$368m (PIP 31, 4) 	<ul style="list-style-type: none"> • Reticulated town gas system • North West Interconnected System (NWIS) comprising the 86 MW Karratha power station and new transmission line from Port Hedland to Newman. <ul style="list-style-type: none"> ◦ Cost - \$500m. (PPIF 36) (TPP 32) 	<ul style="list-style-type: none"> • NWIS (continued) • Reticulated town gas system (continued) • Heat recovery steam generator (HRSG) – producing electricity from waste heat
Water availability			
TOPH	<ul style="list-style-type: none"> • Reticulation infrastructure to encourage bore water use as an alternative to mains (PHSP 19) • Completion of infrastructure required to re-use water on school ovals. Requires tanks, pumps and pipes for Baler, Cassia and High School Ovals • Expansion of Town's waste water re-use facilities (PHSP 19) 		
Water Corporation	<ul style="list-style-type: none"> • Various headworks and planning to enable developments planned for this period and 2013 – 2018 to progress. • Upgrades to East Pilbara Scheme – De Grey & Yule River borefields to be expanded to increase supply system capacity from 11GL to 15.5GL per annum and meet short term increase in demand. <ul style="list-style-type: none"> ◦ Cost - \$19m (PIP 3,8) (PPIF 32) • Civil infrastructure projects including: <ul style="list-style-type: none"> ◦ Port Hedland infill sewerage, deep sewer connections to all properties <ul style="list-style-type: none"> - 2 adjoining areas of Port Hedland, involving more than 250 residential blocks, to be provided with sewerage service by 2012. Cost - \$7.5m ◦ Relocation of Port Hedland sewerage treatment ponds and develop new waste water treatment facility elsewhere to provide more residential land in Port Hedland. Cost estimated \$45m (PIP 3) (PPIF 39) (PHSP 17) 	<ul style="list-style-type: none"> • Source water for development of Condon camping facilities. • Source water for continuing development of Yandeyarra 	<ul style="list-style-type: none"> • Upgrade water infrastructure at Condon to suit township status.

	<ul style="list-style-type: none"> • New water source / desalination plant required to support industry growth 5GL desalination plant to be investigated. <ul style="list-style-type: none"> ○ Cost - \$320m (PIP 3) • Prepare for South Hedland waste water treatment plant reaching disposal capacity in 2011/12 <ul style="list-style-type: none"> ○ Cost of upgrade - \$30m (not currently funded) (PIP 3, 27) (PIIF 34) • Upgrade the water pressure in the West End. 		
Telephone/telecommunications			
Department of Broadband, Telecommunications and the Digital Economy/ Telstra Country Wide and other service providers	<ul style="list-style-type: none"> • Wireless North project to upgrade the network to achieve continuous mobile phone coverage along North West Coastal Highway to Broome and out to ships. (PIIF 37) • Fibre optic connections to all houses in Port Hedland, including the South Hedland Fibre Optic Program. <ul style="list-style-type: none"> ○ Cost - \$36m 	<ul style="list-style-type: none"> • Ensure early inclusion in National Broadband Network, to provide affordable access to high-speed broadband telecommunications • Seek to reduce regional lag in internet message timing by encouraging set up of regional ISPs • Establish wireless hotspots in Port Hedland, South Hedland, Airport, Wedgefield. 	
Public transport			
TOPH		<ul style="list-style-type: none"> • Identify transport corridors to allow expansion of public transport system, including rapid bus transit or light rail from West End to South Hedland and/or within West End. • Hydrogen buses and fuelling depot. 	<ul style="list-style-type: none"> • Light rail or monorail transport system developed to link West End and South Hedland and/or loop within West End. • Electric car charge points.
Traffic congestion			
TOPH	<ul style="list-style-type: none"> • Develop new industrial and transport corridors. • Develop designated truck storage area and transport hub at Wedgefield (PHSP 18) • South Hedland road improvements to improve road permeability, particularly into the CBD area. (PHSP 10) • Establish new entry ways into South Hedland. 	<ul style="list-style-type: none"> • Continue South Hedland road development projects to improve access between neighbourhoods and CBD. (PHSP 10). • Make Pretty Pool Road a levee bank to allow further residential development in this area. 	
Main Roads	<ul style="list-style-type: none"> • Wallwork Rd bridge project comprising the design and construction of a four lane bridge over rail tracks. (ES 2) • Upgrade the Port Hedland Hwy to four lane divided standard and construct a new two lane bridge at Redbank to duplicate the current two lane structure. <ul style="list-style-type: none"> ○ Cost - \$55m (PIIF 52) • Construction of Port Hedland Bypass by re-aligning the Great Northern Hwy around the north and west side of Wedgefield industrial area to reach Broome Highway at airport (PIIF 52). Will remove heavy vehicles other key roads. 	<ul style="list-style-type: none"> • Upgrade all road bridges into Hedland to allow for increasing truck use in terms of size, weight and frequency. • New road connection into South Hedland from Karratha to bring tourism traffic direct into town centre. Road then extended to Broome Highway near airport. 	
Airport			
TOPH	<ul style="list-style-type: none"> • Complete initial implementation of the Airport Land Development Plan including; 	<ul style="list-style-type: none"> • Continuing development of land around Port Hedland International Airport. 	

	<ul style="list-style-type: none"> ○ 200 long term parking spaces ○ Runway, taxiway and apron upgrades ○ Cost - \$32.7m, completion 2013. \$800,000 from Royalties for Regions towards upgrades (PHSP11) (PIF 54) (PIP 14, 18) ● Upgrade and extend terminal building (PHSP 11) <ul style="list-style-type: none"> ○ Cost - \$50m ● Commence development of 900ha land surrounding Port Hedland International Airport for industrial, transport and other uses. Other uses could include facilities for airforce temporary or full time deployment (see below) and an immigration detention processing facility. 	<ul style="list-style-type: none"> ● Develop an air freight hub with access for major freight companies to southern side of existing runway. ● Establish a regional aircraft maintenance facility that could also service Asian airlines. ● Establish a pilot training facility that uses a mining airport / Yandeyarra airstrip. 	
Department of Defence	<ul style="list-style-type: none"> ● Seek opportunities to develop defence related services at airport, including refueling and secure storage and parking. 	<ul style="list-style-type: none"> ● Development of initial facilities to service temporary deployments of full frontline squadron of fighters and transport planes. 	<ul style="list-style-type: none"> ● Ongoing development of defence related facilities to service squadron deployment in the region.
Recreation			
Sports & leisure			
TOPH	<ul style="list-style-type: none"> ● Ongoing Hedland Park Improvement Program <ul style="list-style-type: none"> ○ Cemetery Beach additional facilities via Royalties for Regions. ○ Koombana Community Park created in South Hedland under Royalties for Regions. \$6m for Cemetery and Koombana with \$3m from Royalties for Regions. ○ Other neighbourhood park upgrades – Shay Gap, Demarchi, Marrapikurinya and Pretty Pool Parks. Cost - \$2.8m (HFT 28) ● Upgrades to 30kms of drainage reserves principally in South Hedland via reprofiling, establishing walkways or development of formal Local Linear Reserves. ● Develop Master Plan for Rock of Ages recreation reserve ● Develop sports facilities: <ul style="list-style-type: none"> ○ Construct South Hedland Bowling and Tennis club, including café, play centre, function room. Cost - \$3.5m ○ Upgrade lighting at sports facilities (PHSP 13) (HFT) <ul style="list-style-type: none"> ● Upgrade/resurface the Faye Gladstone Netball Courts. ● Identify and allocate land for additional sporting ovals based on community growth. ● Complete the McGregor St Precinct redevelopment, including the grandstand, office spaces and function rooms. And relocation of the Turf Club to South Hedland 	<ul style="list-style-type: none"> ● Development of Rock of Ages recreation reserve as per Master Plan ● Develop an Entertainment Precinct in South Hedland that includes an Entertainment Centre, ten pin bowling and cinema complex (see Tourism section below). Could also include a new Theatre or Performing Arts Centre. ● Development of new oval with night sports facilities, including cricket and baseball. ● Commence redevelopment of current speedway to create an integrated Motor Sports Complex for speedway, motocross and karts. 	<ul style="list-style-type: none"> ● Develop facilities to host indoor Exhibitions and outdoor Expos involving major equipment and other displays. ● Build a suspension bridge between Pretty Pool and Cooke Point as part recreational and tourism development. ● Develop a South Hedland Lake as a community recreational facility.

	<ul style="list-style-type: none"> o Cost - TBD (HFT 21) 		
ToPH/BHP/State Govt/CSRFF	<ul style="list-style-type: none"> • Complete the South Hedland Aquatic Centre (SHAC) upgrade in Nov 2011. • Cost - \$5.4m. (PRP – SHAC) 	<ul style="list-style-type: none"> • Heated aquatic centre with facilities to complement and support health services, ie rehabilitation from injury. 	
Variety of restaurants and entertainment			
TOPH	<ul style="list-style-type: none"> • Included within various Precinct and recreational developments. • Encourage further development of facilities in town centre. 	<ul style="list-style-type: none"> • Develop a Finucane Island Community Function Centre including bar, restaurant, etc. o Cost - \$9m (HFT 28) 	<ul style="list-style-type: none"> • Establish additional art gallery in a new or existing building.
Cinemas			
TOPH		<ul style="list-style-type: none"> • Entertainment Precinct in South Hedland to include a cinema complex and nightclub (PHSP 14). Developed in joint venture with the private sector. 	
Arts & culture			
TOPH	<ul style="list-style-type: none"> • Implement Library Services Plan (PHSP 14), 	<ul style="list-style-type: none"> • Better infrastructure for performing arts either through upgrade of Matt Dann Theatre or development of a new Theatre or Performing Arts Centre within new Civic Centre or Entertainment Precinct. 	
Department of Culture and Arts	<ul style="list-style-type: none"> • Locate a DCA officer in Port Hedland to act as liaison point for all arts and cultural groups, Indigenous and non-Indigenous. 	<ul style="list-style-type: none"> • 	
Housing			
Town planning & land development			
TOPH	<ul style="list-style-type: none"> • Complete LUMP2 process to create master plan for land use throughout Port Hedland up to and beyond 2025 • Plan for another 4,000 houses needed for population of 40,000. Consultants to examine realistic supply housing over next ten years. Complete Housing Capacity Study. • Commence TOPH developments: <ul style="list-style-type: none"> o Catamore Court Housing development (PHSP 17) o Airport housing (PHSP 17) o Urban Land Availability Plan (series of land releases over next five years) o Wedgefield transport hub (refer to Transport section above) • South Hedland residential development – Area B • Commence a key worker housing project, i.e. like the Karratha project with National Lifestyle Villages • Develop several local activity and community centres in suburban areas that comprise small group of shops and IGA style/size supermarkets • Commence West End residential renewal by 	<ul style="list-style-type: none"> • South Hedland residential development – Area A • South Hedland Rural Estate to provide 90 lots • Potential relocation of Council’s Wedgefield Depot to northern side of airport industrial area (PHSP 17) • Build new Civic Centre in South Hedland (PHSP 17). Civic Centre to include additional community facilities, possible library and performing arts venue. Current building would be sold for use or demolition to allow redevelopment of site. o Cost > \$5-10m 	<ul style="list-style-type: none"> • Development of a permanent recreational townsite at Condon (also outlined in Tourism section).

	<p>enabling developers to construct units, apartments and townhouses, as well as undertake street upgrades. This project supported by water pressure upgrades in West End (see Water section above).</p> <ul style="list-style-type: none"> • Undertake a State Government supported study into delivering affordable housing. 		
Regional Development and Lands	<ul style="list-style-type: none"> • Develop and implement staging plans for land releases over next 20 years. Stages 1 -4 in this period should be released. First two stages detailed below. • South Hedland Stage 2 land release with 60ha allocated to 9 developers for residential, key worker accommodation, retirement units and offices. Includes plans for 300 dwellings accommodating 500 people. Developers include Cedar Woods, Jaxon Pty Ltd, RPS, North West Developments, Colin Wilkinson Developments, Guardian Affordable House, Pindan, IBN & Co. • Provision of infrastructure associated with South Hedland Stage 1 release of approximately 45 hectares with focus on housing for key workers and not for profit organisation • Two land parcels for Aboriginal joint venture partners – Karkla Nyiyaparli JV. • 	<ul style="list-style-type: none"> • Land releases Stages 5 - 8 	<ul style="list-style-type: none"> • Ongoing land release stages 9 onwards
LandCorp	<ul style="list-style-type: none"> • South Hedland Town Centre revitalisation Stage 2 	<ul style="list-style-type: none"> • Development of Pretty Pool precinct (PHSP 18) • Styles Road residential development on 120 hectares including hotel accommodation. (Note: Development initially attempted by Satterley but halted). • Development of racecourse site. • Development of wastewater treatment site. • Development of Boodarie site for industrial uses. 	<ul style="list-style-type: none"> • South Hedland multi-story mixed use CBD development (stage 2 or 3).
Private developers	<ul style="list-style-type: none"> • Auzcorp - South Hedland - 400 town houses, apartments and single residences plus supporting services . • Humphrey Land - South Hedland - townsite on 1.2ha site with mix of residential and commercial including up to 70 apartments (Part of South Hedland CBD redevelopment). • Rapley Wilkinson – Area 9 • Cedar Woods Joint Venture estate for 170 dwellings providing a mix of residential, key worker and affordable housing (part of 9 developers above). • Jaxon estate for 104 dwellings including mix of residential and affordable housing and central park (part of 9 developers above). 	<ul style="list-style-type: none"> • Mirvac development of hotel within or near Spoilbank Marina. • Development of land near South Hedland previously part of Piping Yarra Station. 	

	<ul style="list-style-type: none"> • Kariyarra JV Housing Project for 140 lot subdivision. \$12.5 million provided in headworks by Royalties for Regions. Allows Aboriginal people to become developers, provide some houses for Indigenous owners who can afford them and sell others to allow participation in other developments to create ongoing revenue stream. 		
Department of Housing	<ul style="list-style-type: none"> • Sell housing stock to reduce concentration of DOH housing in some areas and reinvest in new housing options. 	<ul style="list-style-type: none"> • Develop a student housing unit with 90 beds in Port Hedland funded by State and Federal government, TOPH and private sector or not for profit) (TPP 25 – 26, 34) 	<ul style="list-style-type: none"> • Additional Government employees' housing to support relocation/establishment of new agencies in Hedland. (see Business Development section above).
Natural Environment			
Natural disasters			
Fire and Emergency Services Authority / volunteers	<ul style="list-style-type: none"> • Identify a site for a manned fire station in South Hedland. 	<ul style="list-style-type: none"> • Manned fire station in South Hedland with capacity to house at least two vehicles plus hardstand areas. 	
Other			
TOPH	<ul style="list-style-type: none"> • Environmental/eco-system protection infrastructure to protect dunes, creeks and wetlands from degradation by off-road vehicles, etc (PHSP 19) • Foreshore rehabilitation in partnership with other agencies as part of the Coastal Plan, including development of the Redbank Mangrove Walk (PHSP 19) 		

ITEM 12 LATE ITEMS AS PERMITTED BY CHAIRPERSON/COUNCIL

Nil.

ITEM 13 MOTIONS OF WHICH PREVIOUS NOTICE HAVE BEEN GIVEN

Nil.

ITEM 14 CONFIDENTIAL ITEMS**14.1 Confidential Item: Appointment of Senior Employee - Director Corporate Services (File No: ...)**

Section 5.23 of the Local Government Act 1995 states (in part):

“5.23. Meetings generally open to public

(1) Subject to subsection (2), the following are to be open to members of the public —

(a) all council meetings; and

(b) all meetings of any committee to which a local government power or duty has been delegated.

(2) If a meeting is being held by a council or by a committee referred to in subsection (1)(b), the council or committee may close to members of the public the meeting, or part of the meeting, if the meeting or the part of the meeting deals with any of the following —

(a) a matter affecting an employee or employees;...”

201011/138 Council Decision

Moved: Cr A A Carter

Seconded: Mayor K A Howlett

That the meeting be closed to members of the public for Council to consider Agenda Item 14.1 ‘Confidential Item: Appointment of Senior Employee – Director Corporate Services’ in accordance with Section 5.23 (2) (a) of the Local Government Act 1995.

CARRIED 7/0

6:29 pm Mayor advised the meeting is closed to members of the Public.

201011/139 Council Decision/Officer's Recommendation**Moved:** Cr S R Martin**Seconded:** Cr S J Coates

That Council:

- i) endorse the appointment of Ms Natalie Octoman as the Director Corporate Services for a contract term of thee (3) years; and
- ii) Ms Octoman be offered a salary of \$145,000 per annum and a total package of \$191,600 per annum including superannuation, housing, private vehicle usage, utilities allowance and uniform allowance.

*CARRIED 7/0***201011/140 Council Decision****Moved:** Cr A A Carter**Seconded:** Mayor K A Howlett

That the meeting be opened to members of the public.

CARRIED 7/0

6:34 pm Mayor advised the meeting is opened to members of the Public.

ITEM 15 APPLICATIONS FOR LEAVE OF ABSENCE**201011/141 Council Decision/Officer's Recommendation****Moved:** Cr A A Carter**Seconded:** Cr S R Martin

That the following Application for Leave of Absence:

. Councillor S Coates 27 October 2010

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 27 October 2010, commencing at 5.30 pm.

16.2 Closure

There being no further business, the Chairman declared the meeting closed at 6.35 pm.

Declaration of Confirmation of Minutes

I certify that these Minutes were confirmed by the Council at its Ordinary Meeting of _____

CONFIRMATION:

MAYOR_____
DATE