PROPOSED SCHEME AMENDMENT NO. 74
PART LOT 1 MCGREGOR STREET, PORT HEDLAND (RESERVE 8214)

SEPTEMBER 2014

REF: 20179

REVISION HISTORY

Version	Date	Author	Reviewed	Change Description
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1 INTRODUCTION

Whelans – Town Planning (Whelans) has prepared the following report in support of a proposal to amend the Town of Port Hedland Town Planning Scheme No. 5 ('TPS5') to rezone a portion of Reserve 8214, being Part Lot 1 McGregor Street, Port Hedland ('subject site') from Reserve "Parks and Recreation" to "Mixed Business".

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

This report sets out the strategic planning context along with suitability and capability of the subject site for the rezoning. This report includes a description of the following matters:

- Site details and locational information;
- Background to formulation of the scheme amendment request;
- Description of the existing land uses and site attributes;
- Consideration of relevant State and local statutory planning and policy context;
- Detailed explanation of the proposed Scheme Amendment; and
- Justification for the proposed Scheme Amendment.

We consider the enclosed information adequately demonstrates the appropriateness of the proposed scheme amendment and respectfully request the Town of Port Hedland (ToPH) to support the initiation of the scheme amendment at the earliest opportunity.

2 SITE CONTEXT

2.1 Regional Location

The subject site is located in the Municipality of the Town of Port Hedland, within the Pilbara region of Western Australia.

Refer Figure 1 – Regional Location.

2.2 Local Location and Existing Improvements

The subject site is bound by McGregor Street to the west, Wilson Street to the south and Turf Club (Reserve 8214) to the east. All of the aforementioned roads are sealed, gazetted roads.

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

Refer Figure 2 – Aerial Map.

2.3 Cadastral Information

The subject site comprises a single land parcel, being:

- Part of Lot 1 Reserve 8214 on Deposited Plan 134051 contained on Crown Land Record Volume LR3141, Folio 765.

The subject site is approximately 1.15 hectares in size and is under management order by the Town of Port Hedland.

Refer Appendix 1 – Certificate of Title and Deposited Plan

2.4 Surrounding Land Uses

The subject site is surrounded by low to medium density housing to the northwest, Commercial, zoned land to the west and 'Parks and Recreation' reserves to the east and south.

Figure 1 – Regional Location

Figure 2: Aerial Map

3 PROPOSED SCHEME AMENDMENT

3.1 Scheme Amendment No. 74

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

- Rezoning a portion of Lot 1 McGregor Street, Port Hedland (Reserve 8214) from 'Parks and Recreation' to 'Mixed Business'.

4 TOWN PLANNING CONSIDERATIONS

4.1 Transport and Access

A Transport Impact Statement (TIS) was undertaken, which looks at the existing transport, traffic and access context of the subject site and the impact the proposed change of zone will have on the surrounding road network. A traffic generation and distribution exercise was undertaken to quantify the traffic impact of the proposed rezoning and development potential upon the surrounding road network.

The TIS found that the proposed change of zone will have minimal impact on the function of McGregor Street and the site-generated traffic for a typical development in this zone can be accommodated into the road capacity. Furthermore, the TIS concluded that due to the proximity to the local shopping centre traffic volumes in this area are higher than average but are still well accommodated. The development of the subject site for a Mixed Use development will have no significant adverse impact on the capacity or safety of the surrounding road network and therefore no changes to the existing road network are proposed or warranted.

With regards to access arrangements the TIS identified that there is a need to constrain any future development to a single crossover point on McGregor Street located midway between the intersection of Anderson Street and the shopping centre access. There are no obstructions in terms of sight lines and no other access issues for the proposed change of zone.

Refer Appendix 2 – Traffic Impact Assessment Environmental

4.2 Landform and Geology

The subject site has essentially been largely cleared and is generally flat with no major encumbrances for future development. The subject site consists primarily of Red Pindan sand soil type. These soils constitute the majority of soils within the Town of Port Hedland town site.

Red Pindan sands, with appropriate drainage, are sufficient for road building and can be used for building pads. Geology does not present a risk to rezoning of the subject area, although further geotechnical assessment will be undertaken to confirm soil suitability.

4.2.1 Flora and Fauna

The subject site has been cleared of native vegetation with only small pockets of shrubs and trees remaining scattered on the site. It is not anticipated that significant native fauna species inhabit the study area due to the lack of significant native habitat and the developments location within an urban area.

4.2.2 Acid Sulphate Soils

A review of the Department of Environment and Regulation's database shows the site is designated with moderate to low risk of ASS occurring within 3m of natural soil surface but high

to moderate risk of ASS beyond 3m of natural soil surface. Accordingly, under the Western Australian Planning Commission's planning requirements, the subject site would not be subject to any detailed Acid Sulphate Soil investigations.

4.2.3 Contamination

A search of the Department of Environmental Regulation's Database of Contaminated Sites has determined that the subject site is not registered as contaminated.

4.3 Social Impact

4.3.1 Aboriginal and Native Title

A search of the Department of Aboriginal Affairs database of Aboriginal Heritage Sites has determined that there are no known sites within the subject site. Similarly the subject site is not listed within the Town's Municipal Inventory of heritage sites.

Native Title over the subject site has been extinguished.

4.4 Infrastructuture and Services

An Infrastructure Capacity Report ('ICR') was undertaken by Porters Consulting Engineers ('PCE') which investigated the existing infrastructure capacity for the development on the subject site. The outcomes of the report are discussed below.

Refer Appendix 3 – Infrastructure Capacity Report

4.4.1 Water

A review of the current capacity of the area indicates that no infrastructure capacity issues currently exist. Given the size of adjacent water infrastructure present it has been assumed that the future development of this site would have little impact on the current infrastructure and water demand.

This area is included in future infrastructure planning by the Water Corporation and any future demands on this infrastructure can only be determined by a Water Corporation capacity review. There is no exact timeline indicated by the Water Corporation as to when this review will occur.

4.4.2 Sewer

It is expected that the future development of the subject site will connect into the existing sewer infrastructure, this being the Anderson Street Pump Station. An upgrade of this pump station is planned by the Water Corporation, for the future; however PCE have advised that increased demand from this site will not overly impact current demands on the existing infrastructure.

4.4.3 Hydrology

The subject site is generally flat with an average RL of 4m. PCE has advised drainage from the site will be directed away to the McGregor Street swale drain and Wilson Street drain.

Recent studies have shown that the 500 year storm event could flood the area to a level of 5.76m AHD this would equate to approximately 1.75m above the natural surface level. As a result fill will be required on site and finished floor levels of a future development will need to consider an increase of height at the detailed design stage.

4.4.4 Power

Horizon Power have indicated that power is connected to the site and no upgrades will be required if the development is to proceed on the site in accordance with the 'Mixed Business' zone.

4.4.5 Telecommunications

Telstra infrastructure currently exists in the area, servicing residential properties to the north. A telecommunications exchange exists to the north and connection to the subject site is not anticipated to be an issue.

5 TOWN PLANNING CONSIDERATIONS

5.1 Straetgic Planning

5.1.1 Pilbara Planning and Infrastructure Framework

The Pilbara Planning and Infrastructure Framework (Framework) was endorsed by the WAPC as a regional strategy and defines a strategic direction for the future development of the Pilbara region for the next 25 years. The Framework addresses the scale and distribution of future population growth and housing development, as well as identifying strategies for economic growth, environmental issues, transport, infrastructure, water resources, tourism and the emerging impacts of climate change. The Framework also sets out regional planning principles, together with goals, objectives and actions to achieve these. It represents an agreed 'whole of government' position on the broad future planning direction for the Pilbara, and will guide the preparation of local planning strategies and local planning schemes.

The Pilbara Cities Vision recognises the severe shortage of housing opportunities within the Pilbara region as a result of varying issues relating to the slow release and high costs of developing residential land resulting in the inability of securing affordable housing. The Framework also acknowledges the requirement of accommodating an increased residential population. As such, part of the vision is to provide increased affordable housing and greater housing choice through various strategic mechanisms

The proposed amendment fits in with the overall intention of the Framework and is therefore considered a vital component in achieving the aims and objectives of a Regional Framework.

5.1.2 Pilbara's Port City Growth Plan

The Pilbara's Port City Growth Plan (Growth Plan) was adopted by the Town of Port Hedland on the 23 May 2012 and endorsed by the Western Australian Planning Commission on the 27 December 2012. The Growth Plan is therefore operational as the Town's Local Planning Strategy.

The subject site is located on the western side of Precinct 2 – East End Urban Village. The precinct encourages on-going infill and redevelopment. The precinct highlights the subject site to feature a 'Neighbourhood Centre providing primary Port Hedland mixed use/retail opportunities'.

Relating to this is the desire for increased retail and commercial office floor space catering for up to 5,643 new dwellings in higher density residential settings. The population of these new dwellings will have increased demand for retail, commercial and employment.

5.1.3 Council's Strategic Community Plan 2012 - 2022

Council's Strategic Community Plan 2012 – 2022 (Community Plan) is a benchmark document detailing a vision towards of building an integrated planning and reporting framework. The

Community Plan ensures the policies and services of the Town of Port Hedland are aligned to the aspirations of the community.

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

Section 6.3.1 – 'Housing' addresses housing shortage and affordability, through using Council held land, providing high quality modular construction, providing incentives and other forms of inducement to deliver housing. The Community Plan identifies that in order to facilitate the provision of increased residential accommodation options, there is a need to create and provide land suitable to meet the demands for housing growth.

It is clear from the above that the proposed scheme amendment is consistent with Council's Strategic Community Plan 2012 - 2022.

5.1.4 Council's Strategic Plan 2010 - 2015

Council's Strategic Plan 2010 - 2015 identifies a number of goals relating to Land Development Projects including the following:

1. Fast-track the release and development of commercial, industrial and residential land.
2. Develop and maintain a register of development sites and project opportunities within the municipality. Promote this register widely.
3. Undertake Council operated land and building projects

Council's Strategic Plan, has a number of goals relating to Land Development Projects. The subject site is considered to be underutilised and shall provide an opportunity to meet with some of the Land Development Project goals identified within Council's Strategic Plan. As discussed previously, the subject site is located in a prominent area, has access to the necessary services and is therefore considered to have significant residential and commercial development potential.

5.1.5 Port Hedland Local Housing Strategy

Council endorsed the initiation of a Local Housing Strategy ('LHS') at the Ordinary Council Meeting of 22 May 2013. The project is likely to take 12 – 18 months involving research, review, analysis and consultation on a range of housing issues, to enable strategic direction to be set on the residential development in the Town. The principle recommendation of the LHS is to establish Housing Opportunity Areas where increased residential densities will be considered.

The proposed scheme initiation request is seeking to amend a portion of the reservation for 'Parks and Recreation' to the 'Mixed Business' zone, which is expected to take in the order of 12 months. Therefore, the scheme amendment has the potential to encompass the strategic outcomes and recommendations provided through the research undertaken by the LHS.

5.1.6 *Hedland Land Availability Plan*

The Hedland Land Availability Plan (HLAP) was commissioned by the ToPH as a review of the earlier released Port Hedland Land Rationalisation Plan (LRP) to ensure the documents' ongoing relevance. The HLAP encompassed work undertaken by the Department of Planning ('DoP') through the Port Hedland Regional Hotspots Land Supply Update (HLSU) to ensure a coordinated and consistent approach. The comments from DoP included within the HLAP are as follows:

> *"Commercial uses are concentrated in three areas, these being the West End and Boulevard Plaza in Port Hedland and the town centre area in South Hedland. There is currently 86 ha zoned 'Town Centre' zone, 20 ha zoned 'Mixed Business' Zone and approximately 5 ha zoned 'Commercial'. Just under two-thirds of this land is developed."*

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

- The subject site is under a Management Order by the ToPH, but is considered to be surplus to their requirements as part of the turf club, being Reserve 8214; and
- There is the requirement for more commercially viable land to become available since two-thirds of the current allocation of land is already developed.

The HLAP also identifies the potential future growth of Port Hedland and the pressure this will put on residential and service infrastructure:

> *"TOPH envisions a city of 40,000 people by 2025 and the Western Australian Government has further established the Pilbara Cities vision which is for 50,000 people by 2035."*

> *"Land availability and affordability both residential and non-residential has become a key issue for Pilbara Cities in both Port Hedland and Karratha."*

Given the above, it is considered the proposed scheme amendment is in accordance with the strategic direction of both the State and Local Government Frameworks pertaining to future commercial and economic development.

5.1.7 *Liveable Neighbourhoods*

Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans and subdivisions to facilitate the development of sustainable communities. Whilst this application isn't for a structure plan or subdivision, it does provide an opportunity to improve the function of the subject site with regard to the principles and objectives Liveable Neighbourhoods.

The proposed Scheme Amendment will rezone the subject site to be 'Mixed Business' with the incorporation of several design principles of the Liveable Neighbourhoods Policy. Relevant design features which are featured in the development approach of the subject site are identified as follows:

SOCIAL SUSTAINABILITY:

- Provide opportunity to develop a mix of dwelling types and styles to accommodate the different needs of the Port Hedland community;
- A suitable housing density can be achieved in buildings of a suitable scale which responds to the amendment areas landform characteristics and which takes into account the nature and form of adjoining developments;
- The proposed amendment contributes significantly to Port Hedland's much-needed housing supply; and
- The scheme amendment encourages active street frontages to be used both actively and passively to encourage interaction with the streetscape.

LAND USE EFFICIENCY:

- The proposed amendment seeks to optimise the utilisation of the increased density over the subject site to provide a range of residential accommodation options, thus delivering more housing choices to the market.
- The high amenity location is not required to be rendered to accommodate desired development.

DEVELOPMENT AND BUILDING SUSTAINABILITY:

- The proposed Scheme Amendment seeks to maximise the development potential of the subject site, enabling future higher density development and to benefit from the effective design principles.

5.2 *Statutory Planning and Guidelines*

5.2.1 *Town of Port Hedland Town Planning Scheme No. 5*

In accordance with the provisions of TPS5, the subject site is reserved "Parks and Recreation". The scheme amendment proposes to rezone the subject site to "Mixed Business", the Zoning Table in TPS5 provides for a range of land uses under the 'Mixed Business' zone, with a focus on residential development, health and community land uses.

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

- Industry – Cottage
- Office
- Outdoor Display
- Shop

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

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

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

> *"6.6.2 In determining applications for planning approval within the Commercial, Tourism and Mixed Business zones, Council may take into consideration any relevant policy adopted in accordance with the Scheme.*
>
> *6.6.3 Within the Mixed Business zone buildings shall be set back from the street frontage of a lot no less than 6 metres. The land between the building and the street frontage shall be used for no purpose other than car parking, outdoor display or landscaping.*
>
> *6.6.4 In the absence of precinct objectives, Policy Statements or a Development Plan for land within the zones referred to in subclause 6.6.2 Council, when considering a planning application, shall take into account other matters it considers relevant to the proposal including floorspace limitations, setbacks from boundaries and height of structures. 6.6.3."*

Clause 5.2.1 of TPS5 reveals the following:

> *"Council may prepare, or require the preparation of, a Development Plan prior to considering subdivision or development proposals for:*
>
> *(a) Development Plan Precincts identified in Appendix 5."*

The subject site is situated within the 'Spinifex Hill Commercial/Community Precinct' and is subject to Clause 5.3.2 which lists the following precinct objectives:

(a) *reinforce the precinct as the entrance to Port Hedland,*

(b) *consolidate community and recreation uses between McGregor and Coolinda Streets,*

(c) *maintain the role of the Boulevard commercial centre as a local retail centre which will not compete with the Port Area Town Centre,*

(d) *encourage pedestrian connections to the coast,*

(e) *encourage participation of the local Aboriginal community in the preparation of development plans for the precinct,*

(f) *improve sport and recreation facilities in accordance with the 1996 Port Hedland Sport and Recreation Study,*

(g) *give priority to active recreation facilities which require developed infrastructure and facilities, and*

(h) *consolidate the existing civic and community function of the precinct having particular regard for the cohesive location of buildings, structures and open spaces.*

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

(a) *Combine residential and compatible non-residential development;*

(b) *Ensure residential uses are not developed on the ground floor except Short Stay Accommodation that must have minimum ceiling height of 3 metres from the finished floor level to facilitate future retail and/or commercial modifications;*

(c) *Facilitate Short Stay Accommodation on the ground level not fronting any street; and*

(d) *Ensure lots with more than one street frontage address each frontage.*

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

Consideration of these existing precinct objectives (Spinifex Hill Commercial/Community Precinct) is relative in assessing the suitability and scale of desired future development on the subject site. Thus, in reviewing the precinct objectives of the Mixed Business zone, the necessity to create any additional precinct objectives can be investigated and determined.

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

Situated on the corner of McGregor Street and Wilson Street, the subject site is considered to be a future focal point given its desirable location along the entrance path into Port Hedland. The current precinct objective (a) remains relative to the subject site, however the current reservation is restrictive in allowing such development to occur.

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

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

5.3 Development Plan

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

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

i. *landform, topography, landscape, vegetation and soils of the area,*

ii. *location, existing roads, land uses and surrounding land uses and features,*

iii. *legal considerations, ownership, title description, area and encumbrances,*

iv. *existing and proposed services and infrastructure including reticulated or other potable water supply, sewerage, energy, communications, drainage and catchment considerations,*

v. *existing places and features of Aboriginal and non-Aboriginal heritage and/or cultural significance, including natural landscapes, flora and fauna in addition to built structures and other modified environments,*

vi. *road layouts and traffic assessments, communal and incidental parking areas, pedestrian/cycle network/underpasses, including impacts on the surrounding movement networks,*

vii. *public open space and recreation provision, environmental protection areas, and relationships to natural features,*

viii. *assessment of the impact of the proposal on the natural environment, including management of potential effluent, emissions and other forms of pollution,*

ix. *comprehensive drainage systems for stormwater runoff and natural drainage lines,*

x. *indicate the design of the proposal including lot layout, major buildings roads and landscaping*

xi. *proposals,*

xii. *the demand for the development in relation to the overall market for similar developments,*

xiii. *the method of carrying out the development including the projected times of completion of each stage,*

xiv. *provide provisions, as may be considered appropriate by Council, for inclusion in the Policy Manual, and*

xv. *other information as may be required by the Council."*

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

6 JUSTIFICATION

The intent of the Scheme Amendment is to provide a zone to promote residential/commercial development in a manner that is cognisant of contemporary planning principles and that responds to and takes maximum advantage of the unique site characteristics of the surrounding amenity and streetscape. Additionally, the rezoning is intended to facilitate the subdivision and subsequent development of the land.

Infill development in Port Hedland is particularly important at the present time given the release of any greenfield subdivision land in the next 2 – 4 years may be limited as a result of environmental and project cost concerns. Infill developments will therefore provide the only opportunity to meet on-going strong demand for housing in Port Hedland.

The Town of Port Hedland may develop the land itself, sell the land to the private market or undertake a joint venture development. Any profit generated from the project will be placed into a reserve to contribute to the improvement in the quality and provision of Public Open Space in Port Hedland.

Through providing housing diversity, the Town of Port Hedland can meet the different needs of residents based on income, cultural background, family type or stages of life. The identification and development of the site for development has followed due process, therefore the proposed amendment is considered appropriate for the following key reasons:

- Facilitate additional private investment in the region;
- It facilitates the maximum potential utilisation of the land for residential and commercial purposes, consistent with the strategic planning framework and objectives for the area;
- It will allow for the immediate development, and future redevelopment, of more varied residential development types, contributing to the areas vibrancy and improvement of housing choice and affordability in Port Hedland;
- Maximise the development potential of the land in a manner that presents a consistent and continuous streetscape along McGregor Street. This will ensure that built form, building setbacks and density are consistent along the streetscape;
- Provide commercial space in close proximity to existing residential land promote the growth of the area as a future commercial/community precinct;
- Provide additional commercial/retail space to address long term demand;
- Ability to deliver successful development outcomes in a timely and efficient manner.

6.1 Development Potential

Given the location of this area there are several attractors for future business and residential opportunities on this site.

The subject site abuts the site of the Port Hedland Turf Club, allowing for potential residential development views of the race track and providing a business location that could meet the needs of Turf Club and its associated events.

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

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

An R60 scenario of Plot Ratio calculations is used here as a base line to illustrate the possible development potential of the site. The parameters of these requirements are set out in Table 4 of the RCodes, under 'General site requirements for multiple dwellings in areas coded R30 or greater, within mixed use development and/or activity centres.' The provisions in this table give a maximum plot ration of 0.7. This equates to a plot ration area of 8050m2. This would to equate to approximately 3000m2 of commercial floor space and between 25 and 40 multiple dwelling residential units.

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

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

Below is a breakdown of parking requirements for potential commercial uses:

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

7 CONCLUSION

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

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

- The proposal accords with the objectives of 'Precinct 2 – East End Urban Village' as contained in Pilbara's Port City Growth Plan;
- An 'Mixed Business zone on the subject site is appropriate given the strategic location and ease of access via two street frontages;
- The rezoning addresses the notion of the efficient use of land, which is a finite resource in Port Hedland; and
- An 'Mixed Business' zone on the subject site is consistent with 'Pilbara Cities' vision for Port Hedland – i.e. building the population of Port Hedland to 50,000 people by 2035 and growing Port Hedland into a more attractive, sustainable local community.

In light of the preceding report and justification provided, support for the proposed scheme amendment is respectfully sought at the earliest opportunity.

APPENDIX 1 – CERTIFICATE OF TITLE AND DEPOSITED PLAN

WESTERN AUSTRALIA

REGISTER NUMBER	
1/DP134051	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

VOLUME LR3141 FOLIO 765

RECORD OF QUALIFIED CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE of WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 1 ON DEPOSITED PLAN 134051

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: TOWN OF PORT HEDLAND OF POST OFFICE BOX 41, PORT HEDLAND
(XE H105765) REGISTERED 12 MAY 1999

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

1. TITLE EXCLUDES THE LAND SHOWN ON DP'S 181072, 181568, 210976
2. E985344 EASEMENT TO WATER AUTHORITY OF WESTERN AUSTRALIA FOR WATER, SEWAGE, STORMWATER PURPOSES. SEE INSTRUMENT E985344 AND DEPOSITED PLAN 95488. REGISTERED 10.9.1992.
3. H105763 H105765 PART RESERVE 8214 FOR THE PURPOSE OF RECREATION REGISTERED 12.5.1999. MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. WITH POWER TO LEASE FOR ANY TERM NOT EXCEEDING 21 YEARS, SUBJECT TO THE CONSENT OF THE MINISTER FOR LANDS. REGISTERED 12.5.1999.

Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
(3) The interests etc. shown hereon may have a different priority than shown.

----------END OF CERTIFICATE OF CROWN LAND TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3007-766 (1/DP134051).
PREVIOUS TITLE: LR3007-766.

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LANDGATE COPY OF ORIGINAL NOT TO SCALE Thu Apr 17 16:41:19 2014 JOB 44468309

Landgate
www.landgate.wa.gov.au

ORIGINAL CERTIFICATE OF CROWN LAND TITLE
QUALIFIED

REGISTER NUMBER: 1/DP134051 VOLUME/FOLIO: LR3141-765

PROPERTY STREET ADDRESS: LOT 1 MCGREGOR ST, PORT HEDLAND.
LOCAL GOVERNMENT AREA: TOWN OF PORT HEDLAND.
RESPONSIBLE AGENCY: DEPARTMENT OF LANDS (SLSD).

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APPENDIX 2 – TRAFFIC IMPACT ASSESSMENT

SHAWMAC

CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS.

Project:	Transport Impact Statement – Rezoning of Part Lot 1 McGregor Street portion of Reserve 8214 Port Hedland Turf Club to permit Mixed Use Development.
Client:	Whelans
Job Number	1406017
Author:	Tony Shaw
Signature:	
Date:	07/07/14

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1. Introduction

This Transport Impact Assessment has been prepared by Shawmac Pty Ltd on behalf of Whelans in support of a proposal to rezone a portion of Lot 1 McGregor Street, Port Hedland from recreation to commercial (Mixed Use). The assessment has been prepared in accordance with the Western Australian Planning Commission's (WAPC) Transport Assessment Guidelines for Developments Volume 4 – Individual Developments document. In order to quantify impacts, the site was assessed under a potential development scenario consistent with the proposed rezoning code. The tasks addressed as part of this statement include:

- Assessment of future traffic generation from the site based on a potential concept development;
- Assignment of predicted traffic flows onto the road network;
- Review and assessment of access and egress requirements for the site;
- Review and assessment of pedestrian and cyclist facilities in terms of availability and safety and including any recommendations for modification to or addition of facilities;
- Review and assessment of public transport availability to the residential development;
- Review and assessment of parking provisions to ensure they meet the local government requirements and are in line with the relevant standards;
- Safety assessment of the roads affected by traffic through formal review and Road Safety Auditing techniques; and
- Identification of any unacceptable risks and prescription of remedial actions required to moderate risks.

2. Objective

The primary objective of the traffic statement is to assess the traffic impacts that a potential development of the site should it be rezoned for mixed use would have on the adjacent local road network and to assess the requirements in the context of vehicle manoeuvring and car parking supply. The assessment covers all transport aspects of the site should it be developed including estimation of the potential traffic generation and its impact on the surrounding roads, evaluation of the access and parking requirements, assessment of the pedestrian/cyclist facilities, public transport availability and overall safety aspects of the site. The report has been prepared according to the relevant WAPC guidelines.

3. Location

The site is located on vacant land located on the east side of McGregor Street in Port Hedland and is located approximately 2 km east of the Port Hedland CBD. The parcel of vacant land is bounded by residential development to the north, a shopping centre to the west, and Wilson Street to the south. Figure 1 shows the locality of the proposed development and Figure 2 shows the site location and the surrounding layout.

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

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

4. Development Potential

4.1. Site Use

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

Land Use / Details	Estimated Area	Assumed Yield
Total site area	10,900 m²	-
Developable area (assume 60% coverage)	6,540 m²	-
Residential (Assume 75% @ R50)	4,900 m²	25 dwelling units
Commercial (Assume 25%)	1,640 m²	1,640 m² GFA

Table 1. Assumed Development Yield

4.2. Regional Context

According to the Town of Port Hedland *Town Planning Scheme No. 5* (TPS 5), the site is zoned as *Parks and Recreation*.

5. Existing Characteristics

5.1. Site Use, Access and Parking Arrangements

The site is currently vacant land and forms the most western part of the Port Hedland Turf Club. The site is bounded by a residential property immediately to the north and commercial developments to the west.

5.2. Traffic Generation

The site currently generates no vehicular traffic under the current land uses.

5.3. Road Network

McGregor Street

McGregor Street is classified as a Local Distributor under the Main Roads Western Australia (MRWA) *Functional Road Hierarchy*. The hierarchy describes a Local Distributor as a road which "*carries traffic within a cell and links District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of Local Distributors only carries traffic belonging to, or serving the area. These roads should accommodate buses but discourage trucks and are managed by local government*".

McGregor Street in the vicinity of the development site has a posted speed limit of 60 km/hr and is a single

carriageway road with an urban cross section, kerbed and sealed to a width of about 9m.

McGregor Street is connected to Wilson Street at its southern extremity, which is classified as a dual carriageway Primary Distributor with an 80 km/h speed limit. The intersection of McGregor Street and Wilson Street forms an unsignalised channelised "T" junction with a right turn auxiliary lane from Wilson Street into McGregor Street. Adjacent to the north of the site, McGregor Street forms a channelised "T" junction with Anderson Street, a two lane Local Distributor Road.

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

Figure 3. MRWA Road Hierarchy - Local Road Network

5.4. Traffic Volumes and Flows

Traffic counts undertaken between 2012 and 2013 were sourced from Main Roads WA for Anderson Street, Wilson Street and McGregor Street and these are shown on Figure 4. Given the location of an unrestricted access to the shopping centre located on McGregor Street between Wilson Street and Anderson Street, flows on the section of McGregor Street south of the Anderson Street are expected to be higher than those shown on Figure 4. Traffic flow generated by the shopping Centre is expected to be in the order of 1,800 vehicles per day with between 45 and 160 vehicles per hour in the AM and PM peak hours respectively. Given the access arrangements at the shopping centre, it is likely that the traffic volumes moving into and out of the McGregor Street access would be in the order of 600 vehicles daily, 15 in the AM peak hour and 55 in the PM peak hour.

Figure 4. Existing Traffic Counts

5.5. Public Transport

5.5.1. Bus Transport

The proposed development site is directly serviced by the 501 bus route with bus stops located in the vicinity on McGregor Street and Anderson Street. Figure 5 shows the 501 bus route.

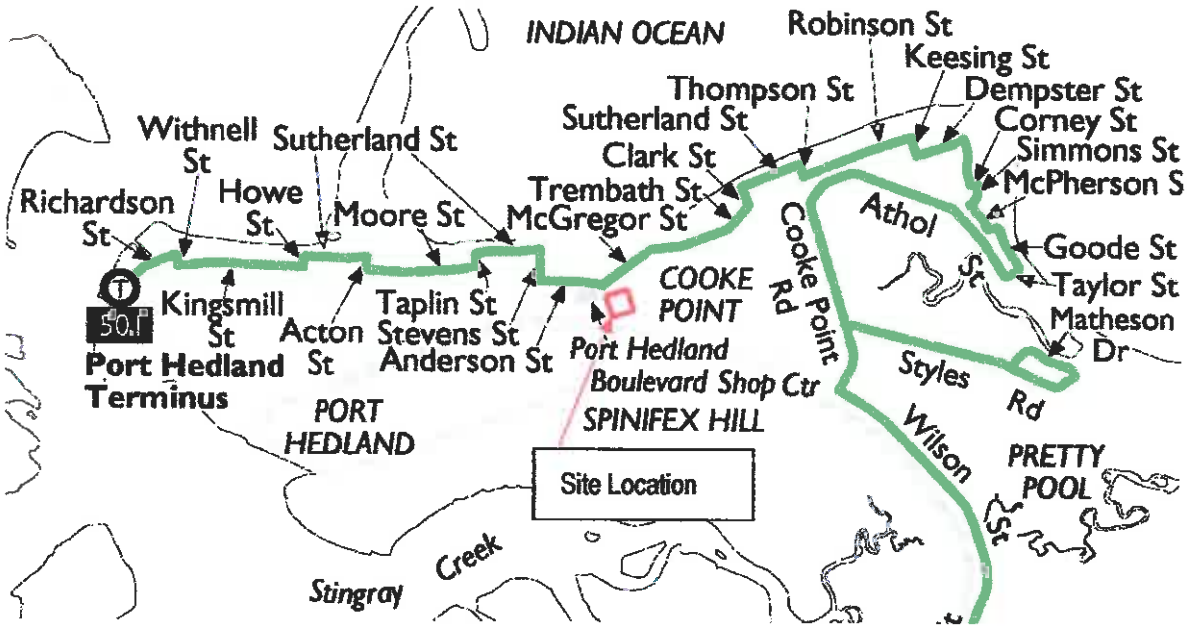

Figure 5. Port Hedland Bus Route 501

5.6. Pedestrian and Cycle Facilities

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

Street	Section	Path
Anderson Street	West from McGregor Street.	Concrete path north side.
Anderson Street	Adjacent to the shopping centre access.	Concrete path between Anderson Street and the shopping centre.
McGregor Street	North from Anderson Street.	Concrete path west side.
McGregor Street	South from Anderson Street.	Concrete path west side between Anderson Street and the shopping centre.

Table 2. Existing Path Network

6. Traffic Generation

In order to assess the potential traffic impacts associated with the site, a traffic generation and distribution exercise was undertaken based on an assumed yield as indicated on Table 1.

The predicted daily traffic volume generated by the site was estimated based on recognised land use traffic generation databases: as follows:

- Land Use Traffic Generation Guidelines, March 1987 - Director General of Transport, South Australia;
- Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales; and
- Trip Generation 7th edition, 2003 - Institute of Transportation Engineers, Washington, US

Results of the trip generation predictions based on the assumed yield indicated in Table 3 show a total of 930 trips daily, 54 during the a.m. peak and 54 during the p.m. peak.

Land use	Generation rate			Unit	Quantum	Estimated Generation			Source
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak	
Residential.- Dwelling House	9.00	0.85	0.85	Dwelling	25	225	21	21	RTA Guide.
Specialty retail	43.00	2.00	2.00	GFA (m2)	1640	705	33	33	ITE Guide
Total						**930**	**54**	**54**	

Table 3. Estimated Daily Traffic

7. Trip Distribution

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

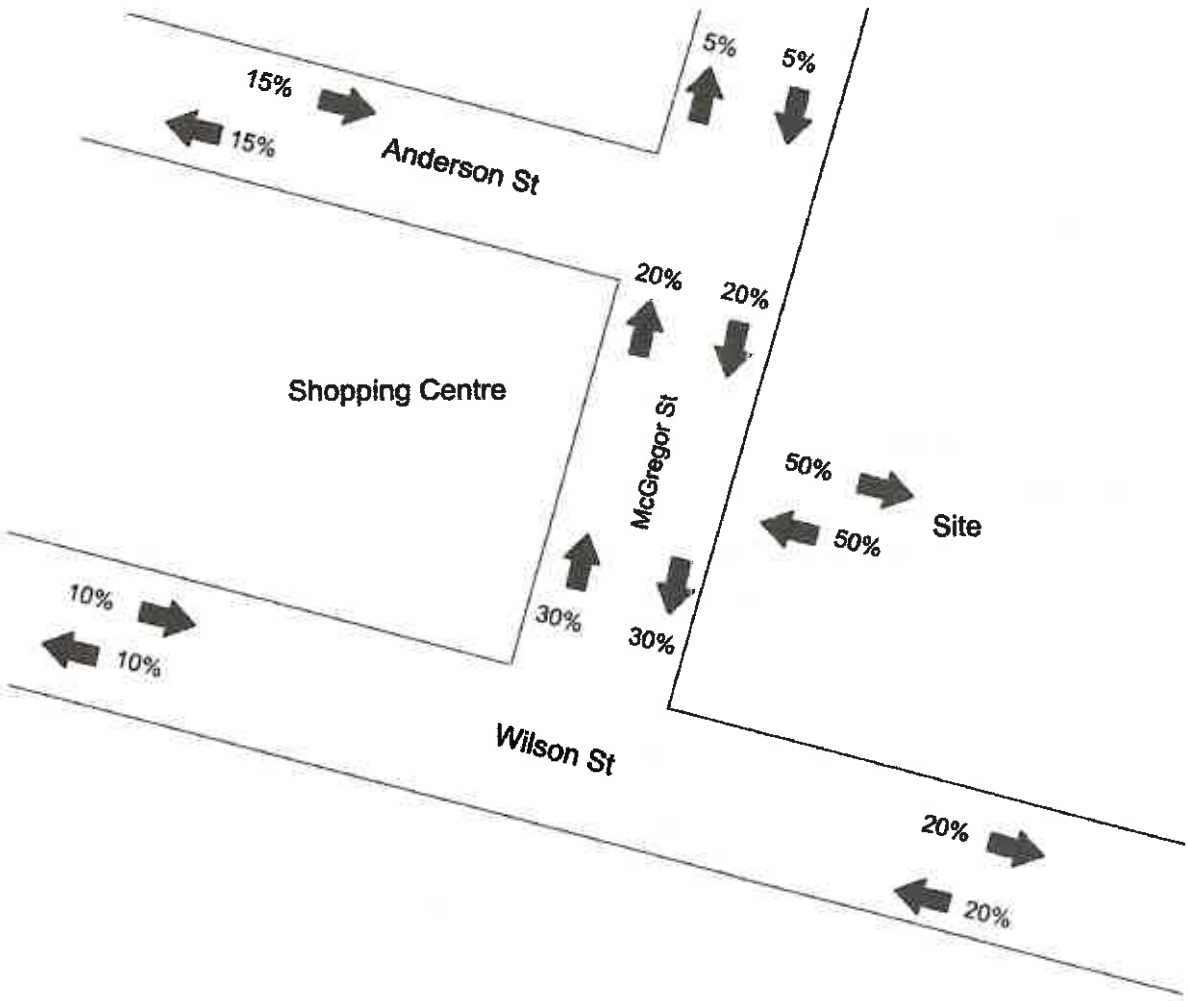

Figure 6. Assumed Distribution

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

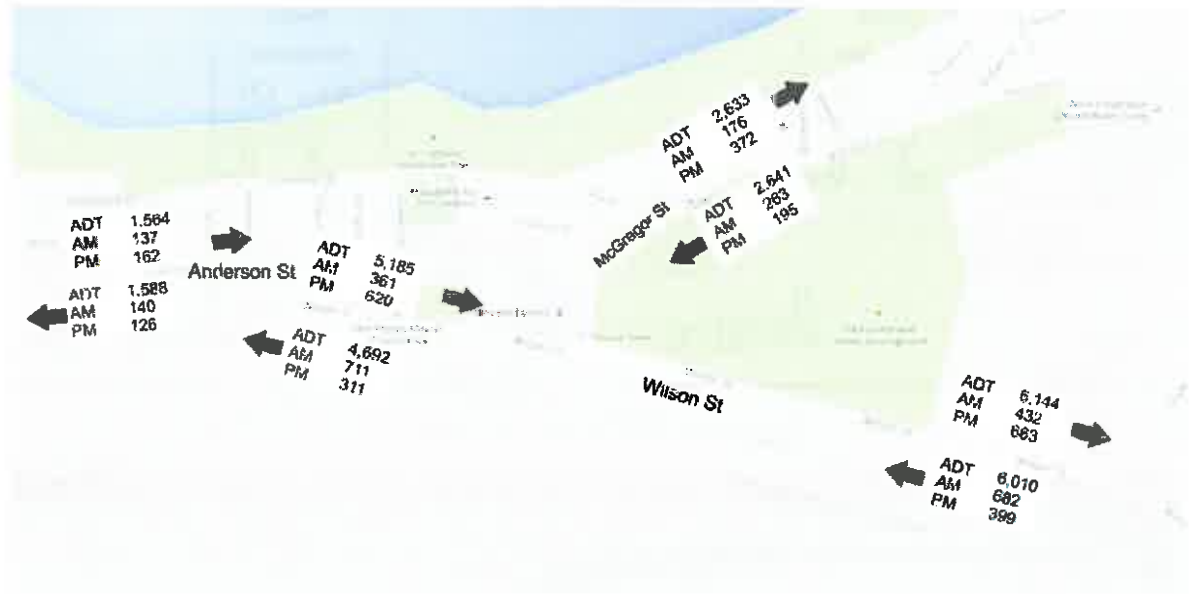

Figure 7. Predicted Traffic Flow

8. Intersection Analysis

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

Type of Road	Light Cross turning volumes maximum design hour volumes per hour (two way)		
Two- lane major road Cross road	400 250	500 200	650 100
Four-lane major road Cross road	1000 100	1500 50	2000 25
Site Assessment			
McGregor Street Anderson Street		560 170	Analysis not required
Wilson Street McGregor Street	1020 220		Analysis required

Table 4. Intersection volumes below which capacity analysis is unnecessary

Based on the above warrants, and predicted turning movements shown on Figure 8, a Sidra analysis was undertaken for both the AM and PM peak periods for the intersection of Wilson Street and McGregor Street and the results are shown on Tables 5 and 6.

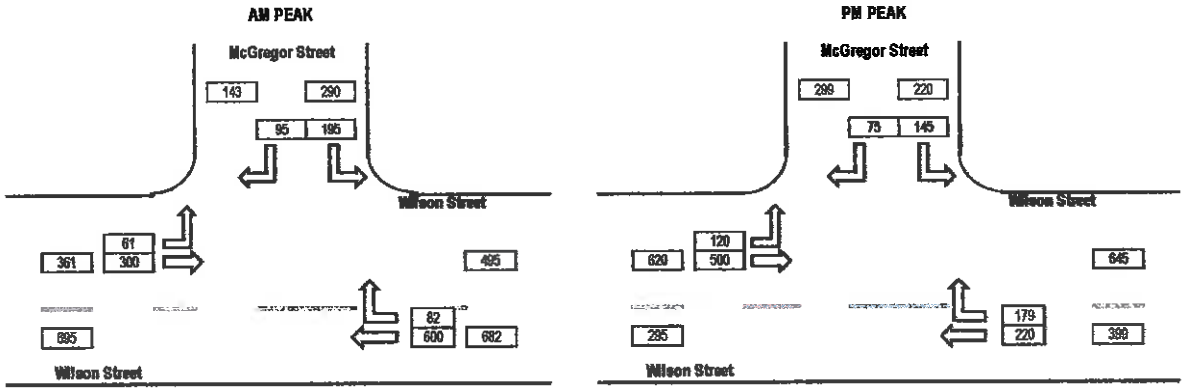

Figure 8. Predicted Peak hour Turning Movements

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
East Wilson Street											
11	T	632	15.0	0.178	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
12	R	86	3.0	0.070	9.6	LOS A	0.3	2.2	0.45	0.67	47.1
Approach		718	13.6	0.178	1.1	NA	0.3	2.2	0.05	0.08	58.1
North East Median (RT Stage 2)											
32	R	100	3.0	0.088	3.0	LOS A	0.3	1.7	0.43	0.52	29.0
Approach		100	3.0	0.088	3.0	LOS A	0.3	1.7	0.43	0.52	29.0
North McGregor Street											
1	L	205	3.0	0.342	13.6	LOS B	1.7	12.5	0.53	0.97	44.8
3	R	100	3.0	0.342	16.1	LOS C	1.7	12.5	0.53	0.94	46.1
Approach		305	3.0	0.342	14.4	LOS B	1.7	12.5	0.53	0.96	45.2
West Wilson Street											
4	L	64	3.0	0.107	8.3	LOS A	0.0	0.0	0.00	0.89	49.0
5	T	316	15.0	0.107	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		380	13.0	0.107	1.4	NA	0.0	0.0	0.00	0.15	57.8
All Vehicles		1503	10 6	0 342	4 0	NA	1 7	12 5	0 16	0 31	54 1

Table 5. AM Peak Hour Intersection Performance

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV Deg %	Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop Queued	Effective Stop Rate per veh	Average Speed km/h
East Wilson Street											
11	T	232	15.0	0.065	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
12	R	188	3.0	0.209	11.4	LOS B	0.9	6.7	0.61	0.83	45.8
Approach		420	9.6	0.209	5.1	NA	0.9	6.7	0.27	0.37	52.7
North East Median (RT Stage 2)											
32	R	79	3.0	0.051	1.9	LOS A	0.2	1.0	0.24	0.33	30.7
Approach		79	3.0	0.051	1.9	LOS A	0.2	1.0	0.24	0.33	30.7
North McGregor Street											
1	L	153	3.0	0.364	16.6	LOS C	1.8	12.9	0.65	1.06	42.4
3	R	79	3.0	0.364	19.1	LOS C	1.8	12.9	0.65	1.06	43.2
Approach		232	3.0	0.364	17.4	LOS C	1.8	12.9	0.65	1.06	42.6
West Wilson Street											
4	L	126	3.0	0.183	8.3	LOS A	0.0	0.0	0.00	0.87	49.0
5	T	526	15.0	0.183	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		653	12.7	0.183	1.6	NA	0.0	0.0	0.00	0.17	57.5
All Vehicles		1383	9 6	0 364	5 3	NA	1 8	12 9	0 20	0 39	52 4

Table 6. PM Peak Hour Intersection Performance

The intersection of McGregor Street and Wilson Street is predicted to operate at a satisfactory level in both the AM and PM peak hours.

9. Crash History

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

A total of 6 crashes have been recorded at the intersection of Wilson Street and McGregor Street and include 4 rear end crashes, 1 U Turn crash and 1 side swipe crash.

A total of 4 crashes have been recorded at the intersection of McGregor Street and Anderson Street and include 2 right angle crashes, 1 rear end crash and 1 unknown crash. The number of crashes is low and the addition of site-generated traffic is not expected to result in an increase in risk.

10. Parking

The required parking supply for the site will need to be as prescribed by the Town of Port Hedland *Town Planning Scheme No. 5* (TPS 5), and the State Planning Policy 3.1 'Residential Design Codes' as follows:

- 1 bay per small <75m^2 or 1 bedroom dwelling;
- 1.25 bays per medium dwelling 75-110m^2
- 1.5 bays per large dwelling >110m^2
- 0.25 bays per dwelling for visitor car parking.

Commercial parking 1 bay per 30 m2 GFA.

11. Review of Development Access

Access to the site should be constrained to a single point located midway between the intersection of Anderson Street and McGregor Street and the access to the shopping centre generally in line with the existing crossover to the turf club site.

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

No access issues associated with the use of the land should it be rezoned were identified.

12. Conclusions

Shawmac Consulting Pty Ltd has been commissioned by Whelans Town Planning to prepare a Transport Impact Statement in support of a proposal to rezone a portion of the existing Port Hedland turf club to permit a "Mixed Use" land use.

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

APPENDIX 3 – INFRASTRUCTURE CAPACITY REPORT

Porter
Consulting Engineers

INFRASTRUCTURE CAPACITY REPORT

PART OF RESERVE 8214, PORT HEDLAND

Porter

INFRASTRUCTURE CAPACITY REPORT

PART OF RESERVE 8214, PORT HEDLAND

Report Prepared For:

Town of Port Hedland

Report Prepared By:

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Date: 04/08/2014
Our Ref: R36114
Rev:
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APPENDIX A – Proposed Development Concept
APPENDIX B – Water Corporation Correspondence
APPENDIX C – Horizon Power Correspondence
APPENDIX D – Service Information

1.0 INTRODUCTION

Porter Consulting Engineers (PCE) was commissioned by the Town of Port Hedland to investigate the capacity of the existing services infrastructure available to the proposed Scheme Amendment and eventual development of a portion of Reserve 8214 Port Hedland, Turf Club, (the Site).

The Town of Port Hedland intend to rezone the Site from 'Parks and Recreation' to 'Mixed Business'. The site is part of the Spinifex Hill Commercial / Community Precinct as outlined within the Town of Port Hedland Town Planning Scheme No 5.

A copy of the current Town of Port Hedland Scheme, Airey Point Port Hedland Locality, is located within **Appendix A**.

2.0 EXISTING SITE

The Site is located within the local authority of the Town of Port Hedland and is bounded by McGregor Street to the north and west, Town of Port Hedland Racecourse to the east and Wilson Street to the south. The site is approximately 1 hectare.

There is the Port Hedland Boulevard Shopping Centre directly west of the site on the western side of McGregor Street.

Currently the site is vacant land, as shown below.

3.0 SITE INFRASTRUCTURE

3.1 Drainage & Earthworks

The Site is generally flat with an average relative level of 4m above sea level. Stormwater currently falls towards McGregor Street. A spoon drain runs south along the eastern side of McGregor Street and conveys stormwater south to Wilson Street. Wilson Street has an existing swale drain along the north side which conveys stormwater east. Wilson Street swale drain connects to Pretty Pool and eventually into the Indian Ocean.

Drainage from the Site will need to be managed through a combination of the overland flow path and a stormwater pit and pipe system. The Town of Port Hedland has no specific requirements for stormwater. However, the Town commissioned GHD Pty Ltd to complete a South Hedland flood study which the Town is still to endorse. This flood study refers to the following two conditions:

- 1 year ARI events should be retained on site through pit and pipe or storage basin if required.
- Storm events above the 1 year up to the 1 in 100 year ARI events should be conveyed via overland flow towards the Local Authority stormwater drainage system.

It is recommended that the site is earthworked to ensure overland flows are directed towards the McGregor Street swale drain and Wilson Street swale drain. Drainage design of the proposed development should include an assessment of the McGregor Street and Wilson Street swale drains to ensure that they are adequate to handle the additional flows generated from the proposed development. Otherwise, if considered inadequate the drains capacity will need to be upgraded to convey the new stormwater flows.

Cardno WA Pty Ltd was commissioned by Landcorp to undertake a Coastal Vulnerability Study of the Town of Port Hedland Region, in 2011. Results of this study showed that the East Port Hedland area (including Reserve 8214, Port Hedland) will be flooded during the 500 year storm event to a level of 5.76m AHD. This would equate to approximately 1.75m above the natural surface level.

Water Corporation has set a requirement for the site to be filled to a level of 6.4m AHD. Water Corporation has made their decision based on a selection of reference reports. Water Corporation correspondence is located within **Appendix B**.

Filling of the site is required as per the Coastal Vulnerability Study (Cardno 2011) and the requirements of the Water Corporation. The final fill levels and Finished Floor Levels will need to be determined at detailed design stage. It is likely that the site will need to be filled by 2.4m in accordance with Water Corporation requirements.

3.2 Roads

The Site has one adjacent local road, McGregor Street, with direct connection to the greater road network. In the vicinity of the proposed development, McGregor Street has the following properties:

- Is a single carriageway, in both direction and linemarked;
- Approximately 10m wide asphalt seal;
- Approximate 40m wide road reserve;
- Semi mountable kerbing on both sides; and
- Street Lighting along the eastern side.

McGregor Street has significant volumes of heavy vehicles that enter from Wilson Street. Therefore, access to the Site would likely be only available at two locations being:

- Midway between the Port Hedland Boulevard Shopping Centre access off McGregor Street and Anderson Street; and
- Northern most point of the development site onto McGregor Street (furtherest point north from Anderson Street.

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

3.3 Water

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

- 250mm diameter Asbestos Cement (AC) reticulation main along the south side of McGregor Street.
- 200mm diameter AC reticulation main along the north side of McGregor Street.
- Decommissioned 375mm diameter AC distribution main along the south side of Wilson Street.

The Water Corporation North West asset team cannot confirm the current water capacity for the site at present. Water Corporation requires a detailed review of the service before confirming any capacities and cannot confirm when this review can occur.

Considering the size of the water infrastructure adjacent to the site, it is likely that there would be sufficient capacity and water mains would not need to be upgraded to service the site as part of the development. There is no advice that there are existing water supply issues and the development Site is included within Water Corporation future planning. Therefore, it is assumed no upgrades are required for the development. However, this can only be known for certain following the Water Corporation capacity review.

Water Corporation correspondence is located within **Appendix B** and water services shown in **Appendix D**.

3.4 Sewer

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

- 200mm diameter, Unplasiticised Polyvinyl Chloride (PVC-U), pressure main runs through the southern portion of the site. This pressure main run from the existing SPS 10 Anderson Pumps Station on the southern side of McGregor Street. The pressure main extends east to the Town of Port Hedland Waste Treatment Evaporation Ponds.
- 2 x 80mm diameter PVC-U pressure mains that run along the southern side of McGregor Street.
- 150mm diameter PVC-U local gravity reticulation mains that runs along the northern side of McGregor Street. This sewer main runs through to the Anderson Pump Station. Possible site sewer connection point exists at an existing pit on the northern side of McGregor Street. This connection point would require a downstream invert level of 2.86m and is approximately 50m from the site.
- 225mm diameter, PVC-U, local gravity reticulation mains that runs along the southern side of McGregor Street. This sewer main runs through to the Anderson Pump Station. Possible site sewer connection point exists at an existing pit on the southern side of McGregor Street. This connection point would require a downstream invert level of 0.9m and is approximately 75m from site.
- Anderson Street Wastewater Pump Station PS10 is located on the southern side of Anderson Street.

Water Corporation has provided sewer planning for the 'East Port Hedland' development area, which includes the Site. This sewer planning shows gravity reticulation mains running from the eastern side of Reserve 8214 Port Hedland to the western side, discharging into the pump station at Anderson Street. This planning implies that Water Corporation expect the site to connect to the Anderson Street Pump Station. Water Corporation future planning shows the Anderson Street Pump Station been upgraded. This future planning is not part of the Water Corporation Capital Works programme. Therefore, the upgrade of Anderson Street Pump Station is unlikely to occur within the next 5 years. It is unlikely that the upgrade of the Anderson Street Pump Station will be required due to the proposed development of the Site.

Water Corporation correspondence is located within **Appendix B** and sewer services shown in **Appendix D**.

3.5 Power

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

- High Voltage (HV) underground power lines on the western side of McGregor Street.
- Low Voltage (LV) underground power lines on the eastern side of McGregor Street.

Horizon Power has been contacted regarding this development. Horizon Power has confirmed that the sites feeders / circuits in the vicinity have not reached critical values with no overloading

identified as yet. Horizon Power has estimated typical power requirements of the proposed development at 200KVa. It is not expect that significant infrastructure upgrades will be required.

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

3.6 Telecommunication

There is existing Telstra infrastructure to the north of the site which service existing residential properties.

The closest telecommunication exchange to the Site is located at 2 Condon Street, Port Hedland. As this exchange is relatively close, and there is existing infrastructure in the vicinity, it is expected that telecommunication service providers will be able to service the proposed development.

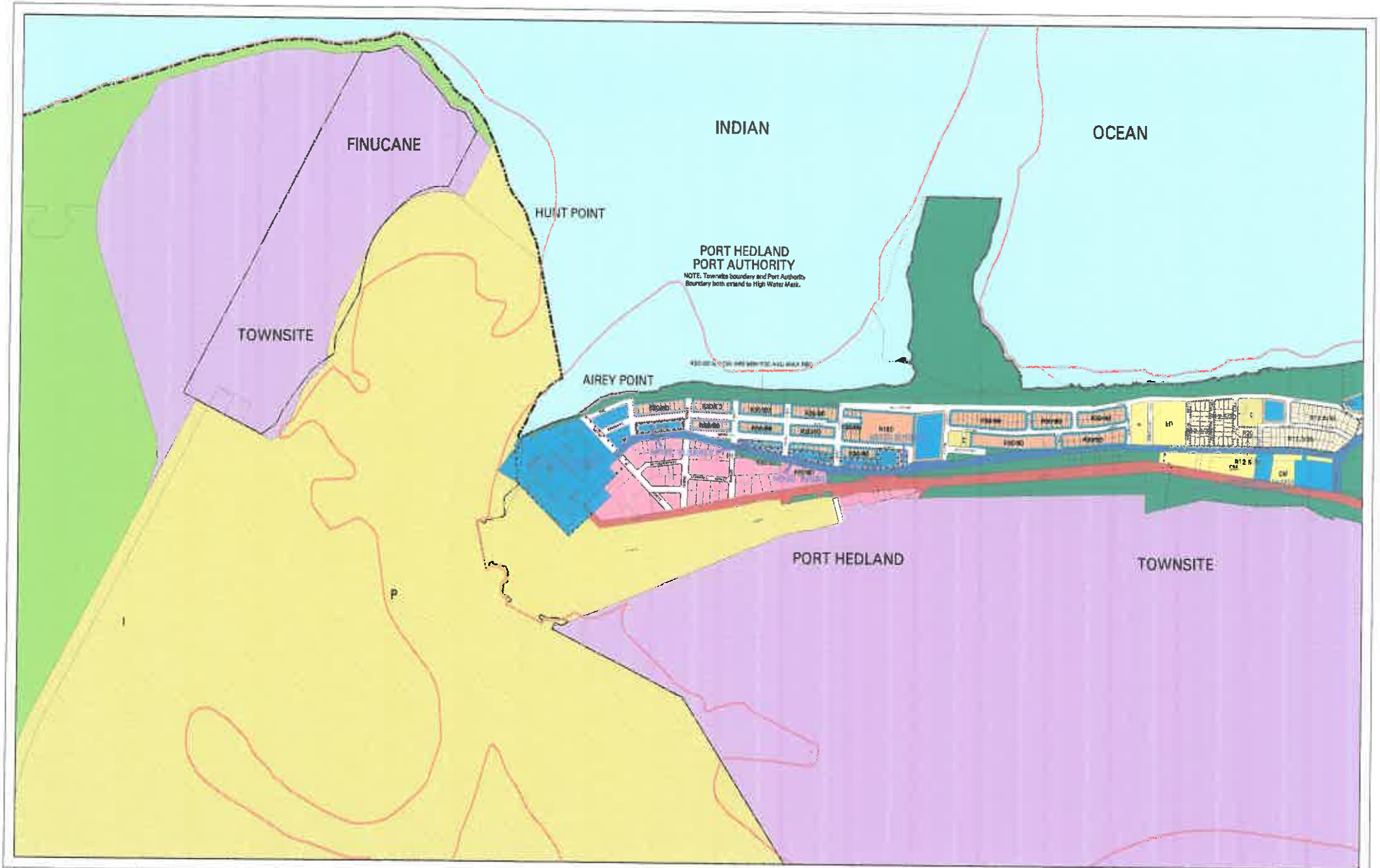
Telstra services are shown in **Appendix D**.

4.0 CONCLUSION

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

- Water; Water Corporation is not is a position to provide service capacity at this time. However, considering the water infrastructure adjacent to the site, it is unlikely that the Water Corporation will require water services to be upgraded to the site as part of the development
- Sewer; Water Corporation is not in a position to provide service information at this time. Water Corporation future planning shows the site connecting to the Anderson Street Pump Station. Therefore, it is expected that there is capacity available.
- Drainage; Filling of the site is required as per the Coastal Vulnerability Study (Cardno 2011) and the requirements of the Water Corporation. The final fill levels and Finished Floor Levels will need to be determined at detailed design stage. It is likely that the site will need to be filled by 2.4m in accordance with Water Corporation requirements.
- Power; Horizon Power has been contacted regarding this development. Horizon Power has confirmed that the sites feeders / circuits in the vicinity have not reached critical values with no overloading identified as yet. Horizon Power has estimated typical power requirements of the proposed development at 200KVa. It is not expect that significant infrastructure upgrades will be required.
- Telecommunications; are not anticipated to be an issue.

APPENDIX A
Town Planning Scheme



town OF PORT HEDLAND

TOWN PLANNING SCHEME NO 5

(DISTRICT SCHEME)

SCALE 1:15000

GDA

MAP OVERVIEW

Authorised: Victor Chew
Plot date: 28 Jul 2014
G.Gazette: 31 August 2001

TOWN PLANNING SCHEME MAP No. 4 of 11

APPENDIX B
Water Corporation Correspondence

From:
Sent:
To:
Subject:

The following information was used to determine WC position on the level:

a) Worley's 2004 Flood study for PS 11 determined 6.86m AHD storm surge level.
b) GHD 2008 flood level report for PS11 determined 5.95m AHD storm surge level.
c) Bureau of Meteorology recorded high tide 6.72m AHD in Feb 2011 and storm surge levels equating to 6.6m AHD in 1939 cyclone. Seawater was 1.5m deep at Pier Hotel in 1939 cyclone.
d) LandCorp increased level to 7.5m for residential development in Pretty Pool area.
e) Flood mapping from various studies and BOM hydrological geo fabric show inundation of all the area in question.

If you require this information suggest that obtain directly or through the Town of Port Hedland

Note – points (a) and (b) above have been provided in confidence by these consultants and are not for release externally without their permission.

Mark Willson
Development Planner
Development Services
Water Corporation

T: (08) 9923 4910 | **F:** (08) 9923 4966
www.watercorporation.com.au

Please consider the environment before printing this email.

From: Stuart Murphy [mailto:stuart@portereng.com.au]
Sent: Thursday, 24 July 2014 11:01 AM
To: Mark Willson
Subject: RE: Portion of Reserve 8214 - Port Hedland

Thanks for talking to me Mark. Very interesting.

Don't know what happened on the phone?

Regards

Stuart Murphy Civil/Traffic Engineer

Porter Consulting Engineers
58 Kishorn Road Mt Pleasant WA 6153
PO Box 1036 Canning Bridge WA 6153
T: (08) 9315 9955 M: 0430 328 760

website vCard map email

From: Stuart Murphy [mailto:stuart@portereng.com.au]
Sent: Thursday, 24 July 2014 9:52 AM

To: 'Mark Willson'
Subject: Portion of Reserve 8214 - Port Hedland

Mark,

I have been having trouble with your comment below about the 6.4m RL in order to service the Portion of Reserve 8214 in question.

You refer to some flood studies that direct you to this determination. Is there any way I can have a copy or the name of the report?

My main concerns are:

- There are existing residents to the north of the site (example Lot 812 on the corner of Anderson Street and McGreggor Street) that are at approximate RL 5.0.
- I have looked at the I.L's that might be possible to connect and there appears to be plenty of cover available to service the site. Refer attached.

I just can't think of why there would be a requirement to lift to 6.4m ?

Regards

Stuart Murphy Civil/Traffic Engineer

Porter Consulting Engineers
58 Kishorn Road Mt Pleasant WA 6153
PO Box 1036 Canning Bridge WA 6153
T: (08) 9315 9955 M: 0430 328 760

website vCard map email

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

Stuart,

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

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

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

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

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

Wastewater

The area is required to be filled to 6.4m in order to be served by gravity, as per the current planning. The height has been determined from advice provided in flood studies. An

alternative may be to serve with a private pump station, and should the area flood the pump station is able to switches off and to avoid pumping flood water into the corporations system.

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

Regards

Mark

Mark Willson
Development Planner
Development Services
Water Corporation

T: (08) 9923 4910 | **F:** (08) 9923 4966
www.watercorporation.com.au

Please consider the environment before printing this email.

From: Stuart Murphy [mailto:stuart@portereng.com.au]
Sent: Thursday, 10 July 2014 11:39 AM
To: Mark Willson
Subject: RE: please provide attachment

Mark,

Thanks for talking to me about Lot 550 Heditch and the Turf Club.

Just to make sure you are 100% on what I'm doing (P.S would like a box to right this in on your online form). The Town of Port Hedland are rezoning both sites as shown to Mixed Business as described under their Town Planning

APPENDIX C
Horizon Power Correspondence

From:
Sent:
To:
Subject:

Stuart,

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

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

Regards,

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

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

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

Hi Noel,

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

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

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

Regards

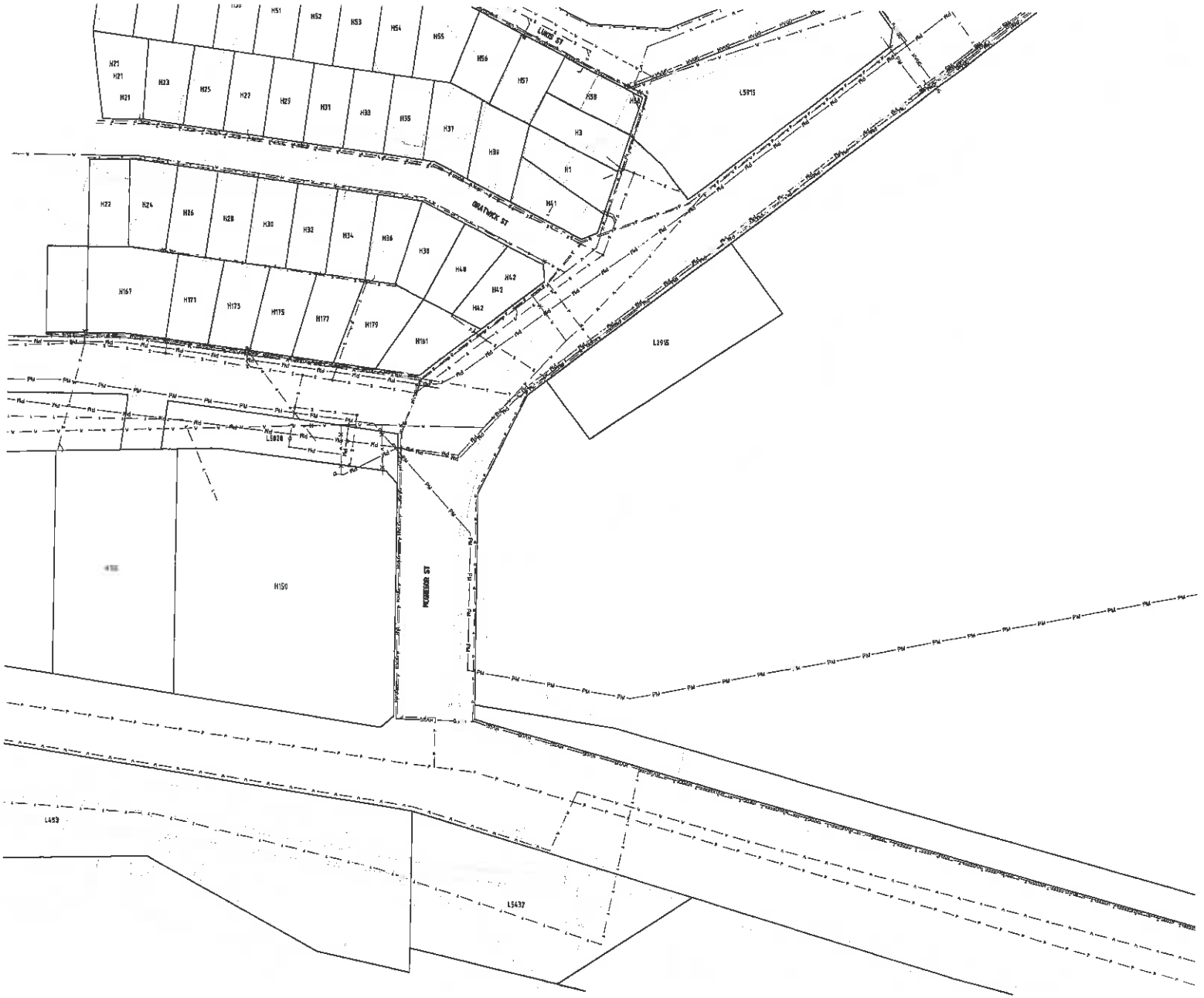
Stuart Murphy Civil/Traffic Engineer

Porter Consulting Engineers
58 Kishorn Road Mt Pleasant WA 6153
PO Box 1036 Canning Bridge WA 6153
T: (08) 9315 9955 M: 0430 328 760

website vCard map email

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

APPENDIX D
Services



PROJECT:

PORT HEDLAND TURF CLUB
PORT HEDLAND

No.	DATE	REVISION	BY
A	15-7-2014	ISSUED FOR INFORMATION	MCG

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ONLY PLANS WITH ORIGINAL SIGNATURE (BLUE 'I' OR BLACK) AND DATED AS APPROVED SHALL BE USED FOR CONSTRUCTION.

Porter Consulting Engineers

Level 3, Kirkbank Court
88 Williams Street
West Perth 6005 WA

PO Box 1594
Osborne Park 6916 WA

Tel (08) 9328 4355
Fax (08) 9328 4399
Email admin@porterengineers.com.au
www.porterengineers.com.au

CLIENT

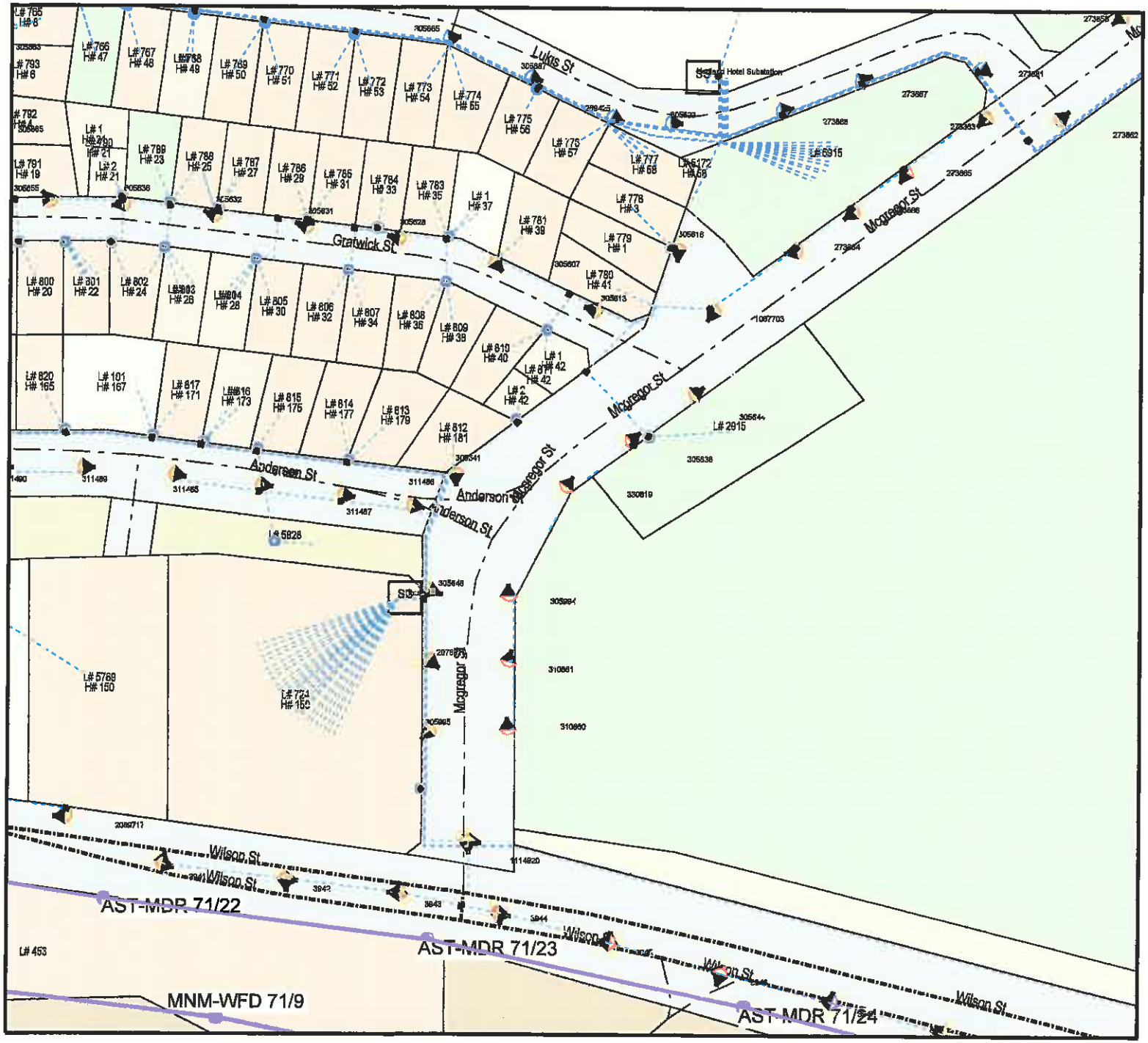
TOWN OF PORT HEDLAND

DRAWING

EXISTING SERVICES PLAN

STATUS **FOR INFORMATION**

SCALE	1:1000
DATE	JULY 2014
DRAWN	SM
DESIGN	MCG
CHECK	
APPD	
DRAWING No.	14-6-87/800
REV No.	A
SHEET SIZE	A1
FILE NAME	I:\ACTIVE PROJECTS\14-6-87\CAD\14-6-87-800.dwg



Legend

Segments [Electric]
- Cable Segment.LV Route - Existing
- Cable Segment.Distribution HV Route - Existing
- Connector Point Inst.LV Location - Joint, Existing
- Connector Point Inst.LV Location - Underground Joints, Existing
- Connector Point Inst.Distribution HV Location - Joint, Existing
- Communication Cable.ex[...]oute
- Wire Segment.Transmission HV Route - Existing
- Wire Segment.LV Route - Existing

Equipment [Electric]
- Luminaire.LV Location - , Existing

Distribution Structures [Electric]
- Pillar.Existing Location - Mini Pillar
- Pillar.Existing Location - Universal Pillar
- Pole.Existing Location
- Pole.Existing Annotation

Transmission Structures [Electric]
- Transmission Pole.Existing Location - Unknown
- Transmission Pole.Existing Annotation

Substation Site [Electric]
- Substation.Existing Location
- Substation.Existing Annotation
- Admin.Town-site Land Act Extent
- Cadastre Parcel.Crown Allotment Extent
- Cadastre Parcel.Leasehold Extent
- Cadastre Parcel.Miscellaneous Extent
- Cadastre Parcel.Plan Or Diagram Extent
- Cadastre Parcel.Reserve Extent
- Cadastre Parcel.Road Extent
- Cadastre Parcel.Strata Plan Extent
- Cadastre Parcel.Survey Strata Plan Extent
- Road Centreline.Minor Route
- Road Centreline.State Highway Route
- Road Centreline Annotation.Minor Annotation
- Road Centreline Annotation.State Highway Annotation
- Lot Parcel.Annotation Crown Allotment
- Lot Parcel.Annotation Hse Plan Or Diagram
- Lot Parcel.Annotation Hse Strata Plan
- Lot Parcel.Annotation House Number Crown Allotment
- Lot Parcel.Annotation Plan Or Diagram
- Lot Parcel.Annotation Strata Plan
- Lot Parcel.Annotation Survey Strata Plan
- Lot Parcel.Crown Allotment Extent
- Lot Parcel.Plan Or Diagram Extent
- Lot Parcel.Strata Plan Extent
- Lot Parcel.Survey Strata Plan Extent
- Lot Parcel.Annotation Hse Survey Strata Plan

Copyright Horizon Power

Scale 1:2488

0m 20m 40m 60m 80m 100m 120m

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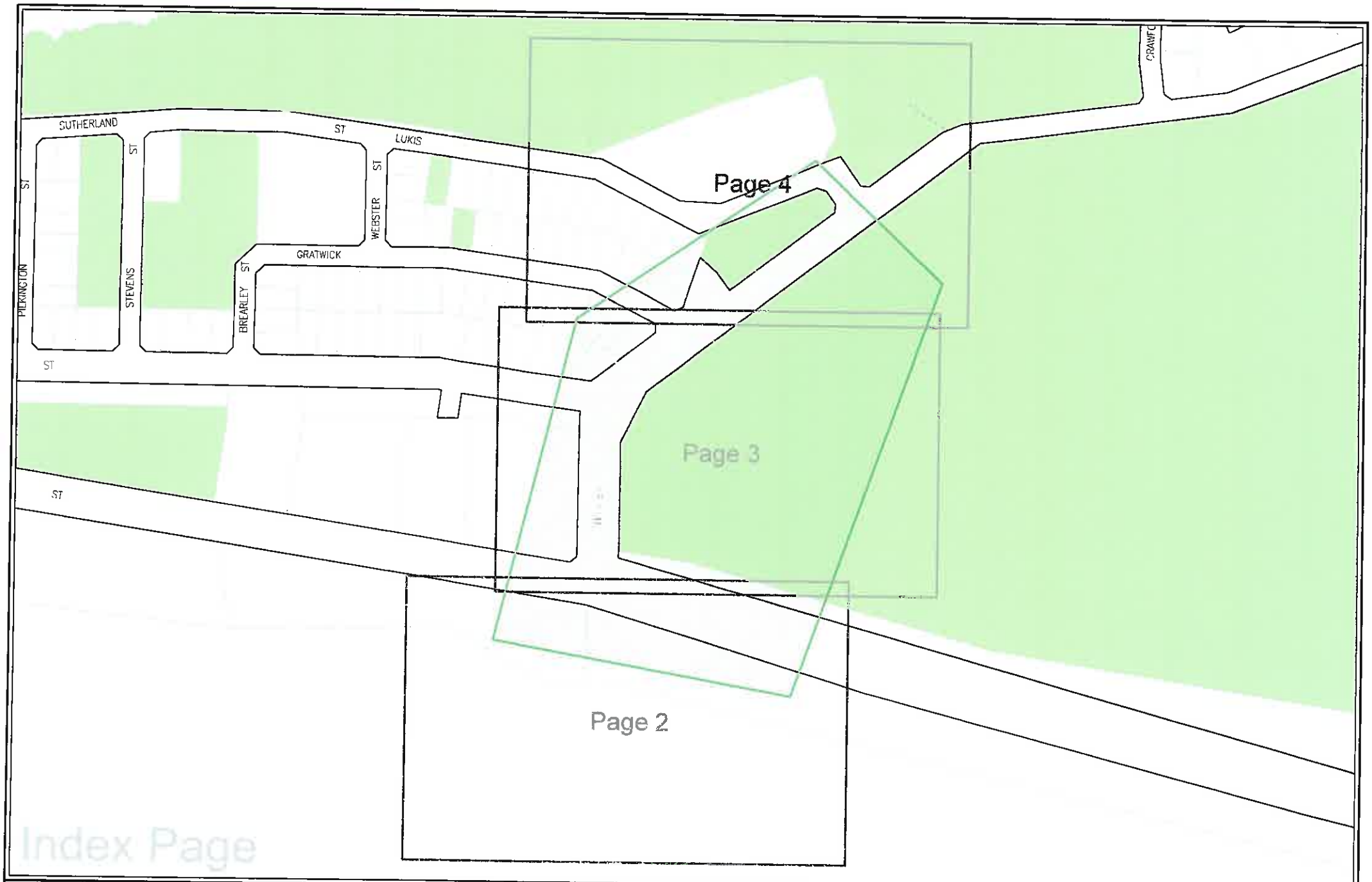
HORIZON POWER



WATER CORPORATION

Scale: *1:4567*

Sequence No: **33614683**

Print Date: 17/04/2014 Page: 1 of 4

Water

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

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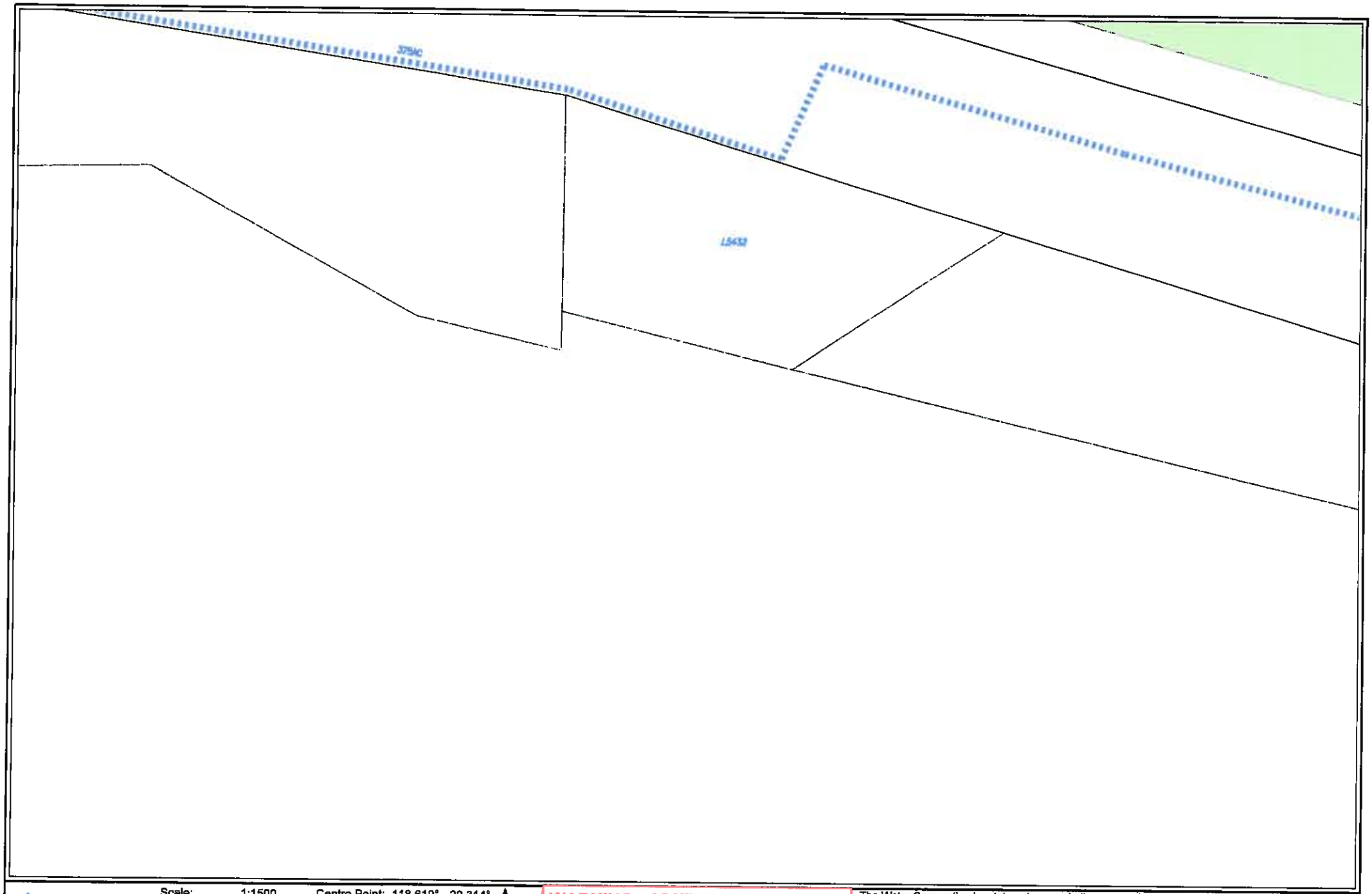

WATER CORPORATION

Scale: 1:1500 Centre Point: 118.610°, -20.314°

Sequence No: 33614683

Print Date: 17/04/2014 Page: 2 of 4

Water

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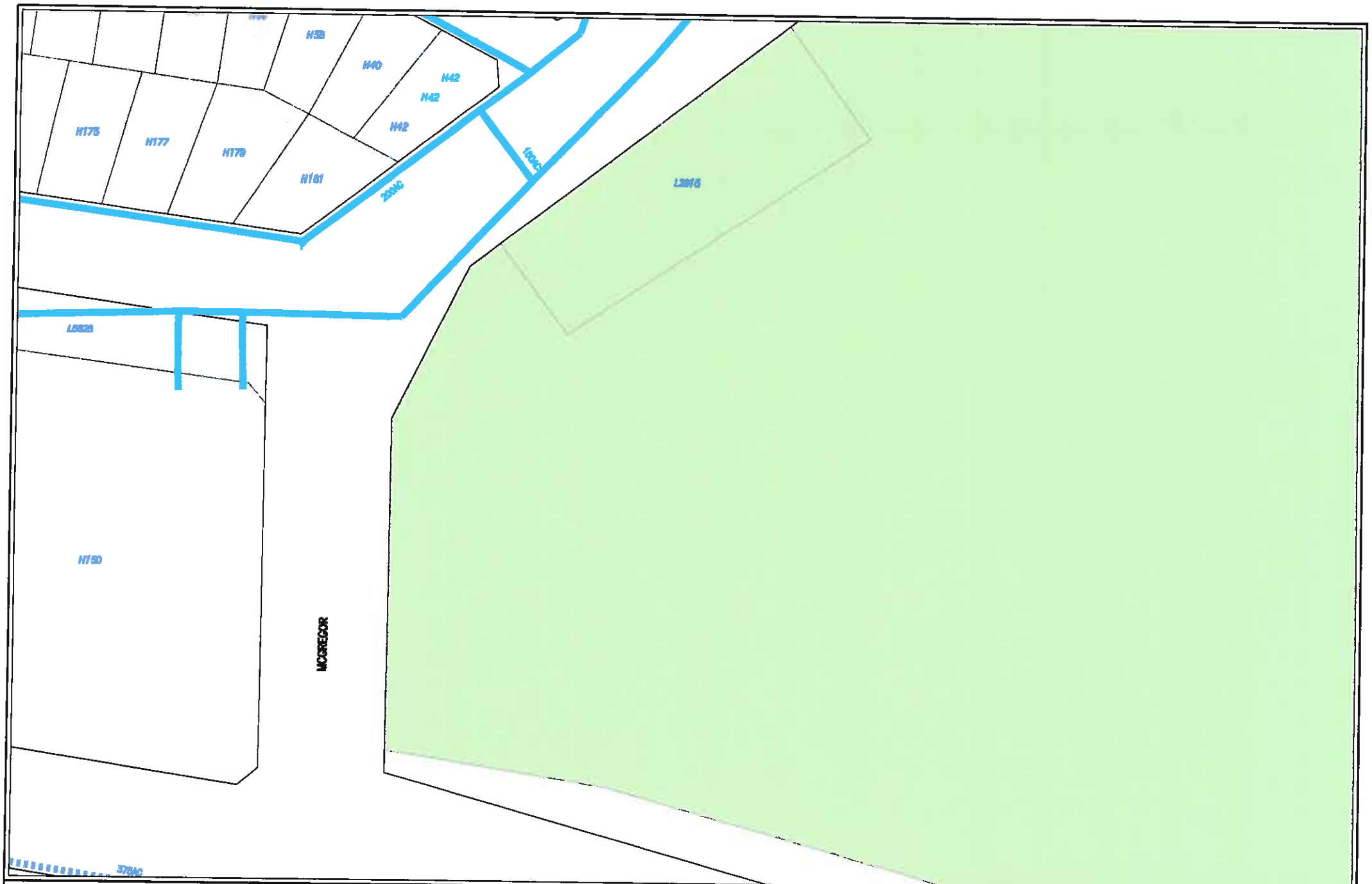

WATER CORPORATION

Scale: 1:1500 Centre Point: 118.610°, -20.311°

Sequence No: 33614683

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Water

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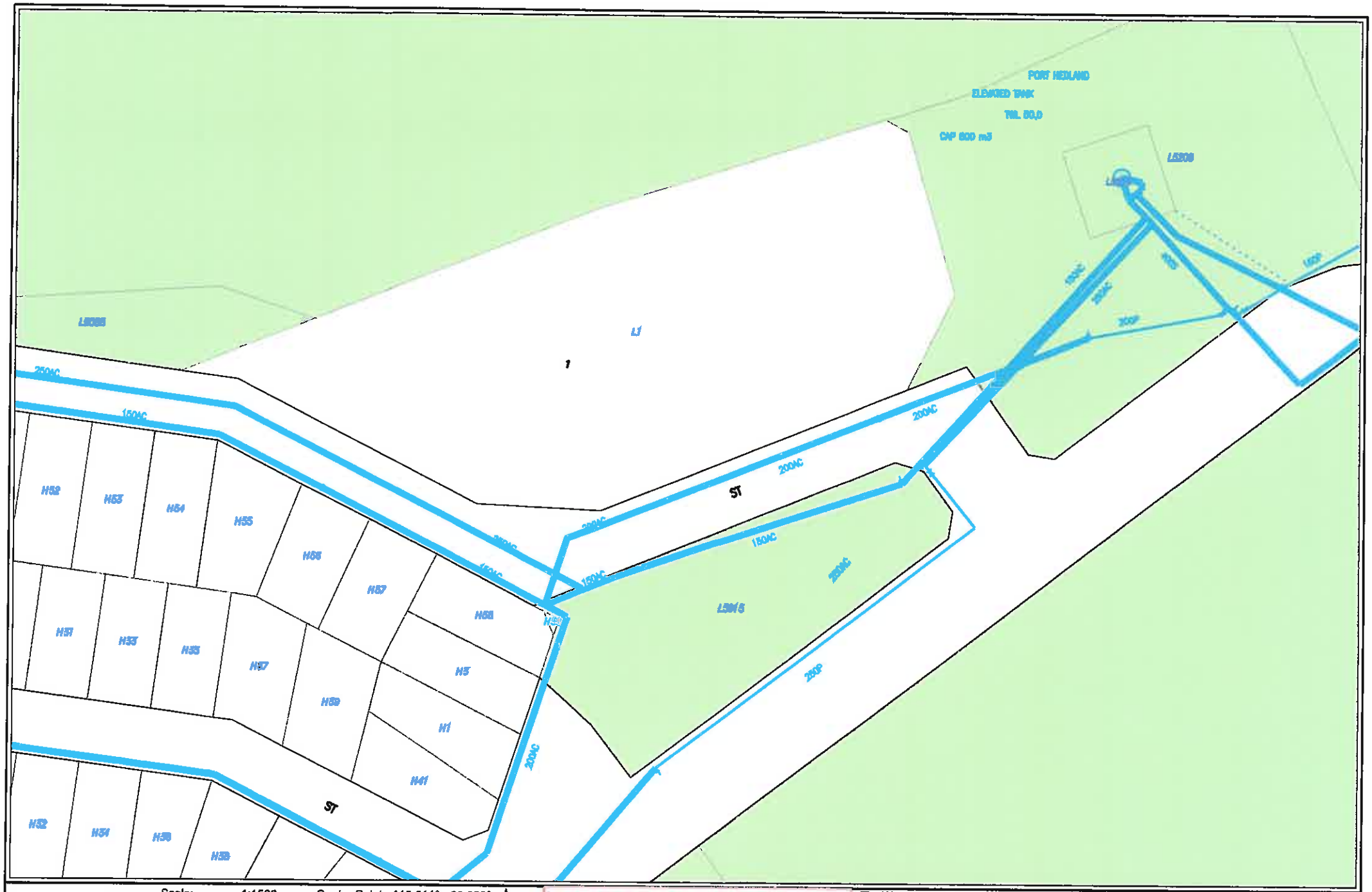

WATER CORPORATION

Scale: 1:1500 Centre Point: 118.611°, -20.309°

Sequence No: 33614683

Print Date: 17/04/2014 Page: 4 of 4

Water

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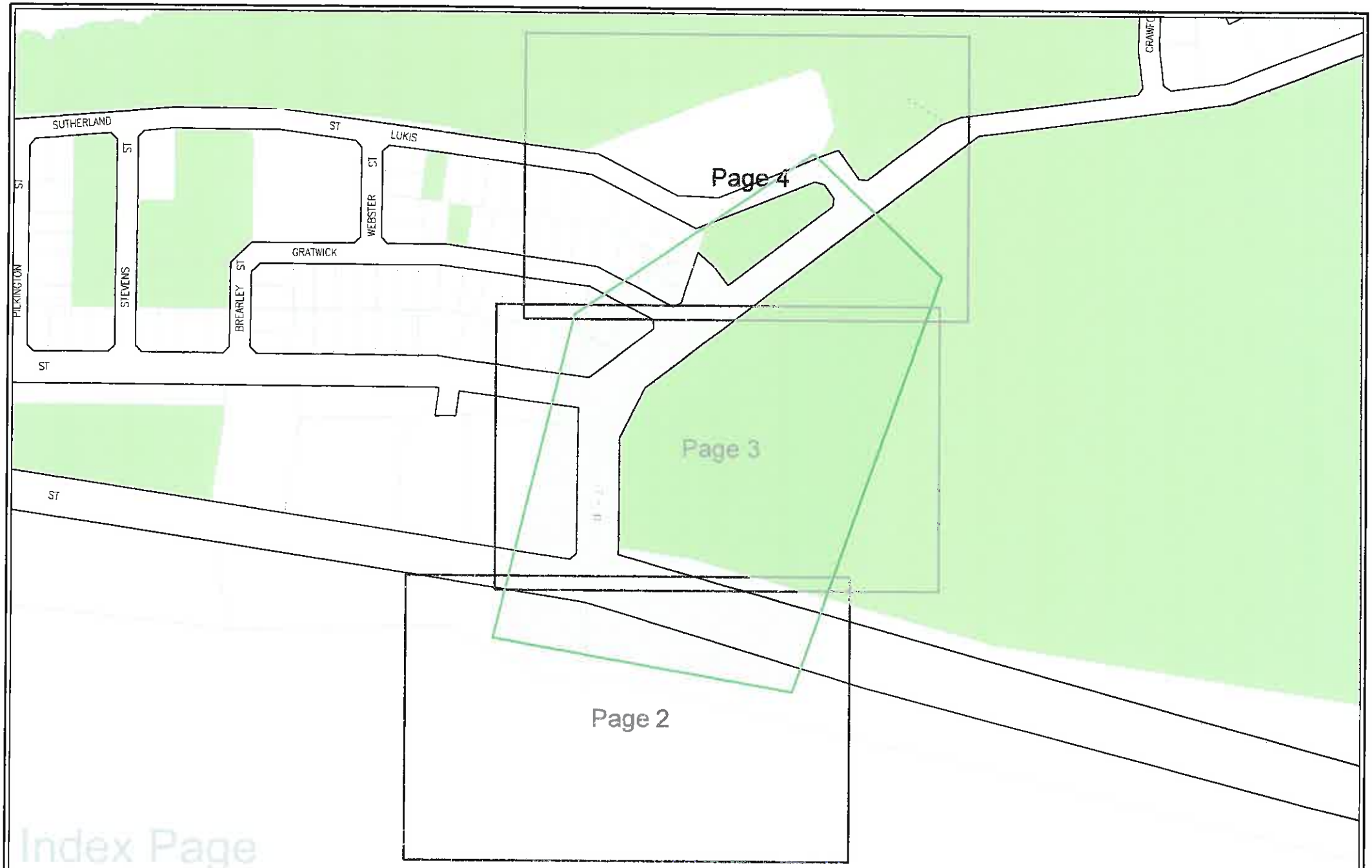

WATER CORPORATION

Scale: *1:4567*

Sequence No: **33614683**

Print Date: 17/04/2014 Page: 1 of 4

Sewer

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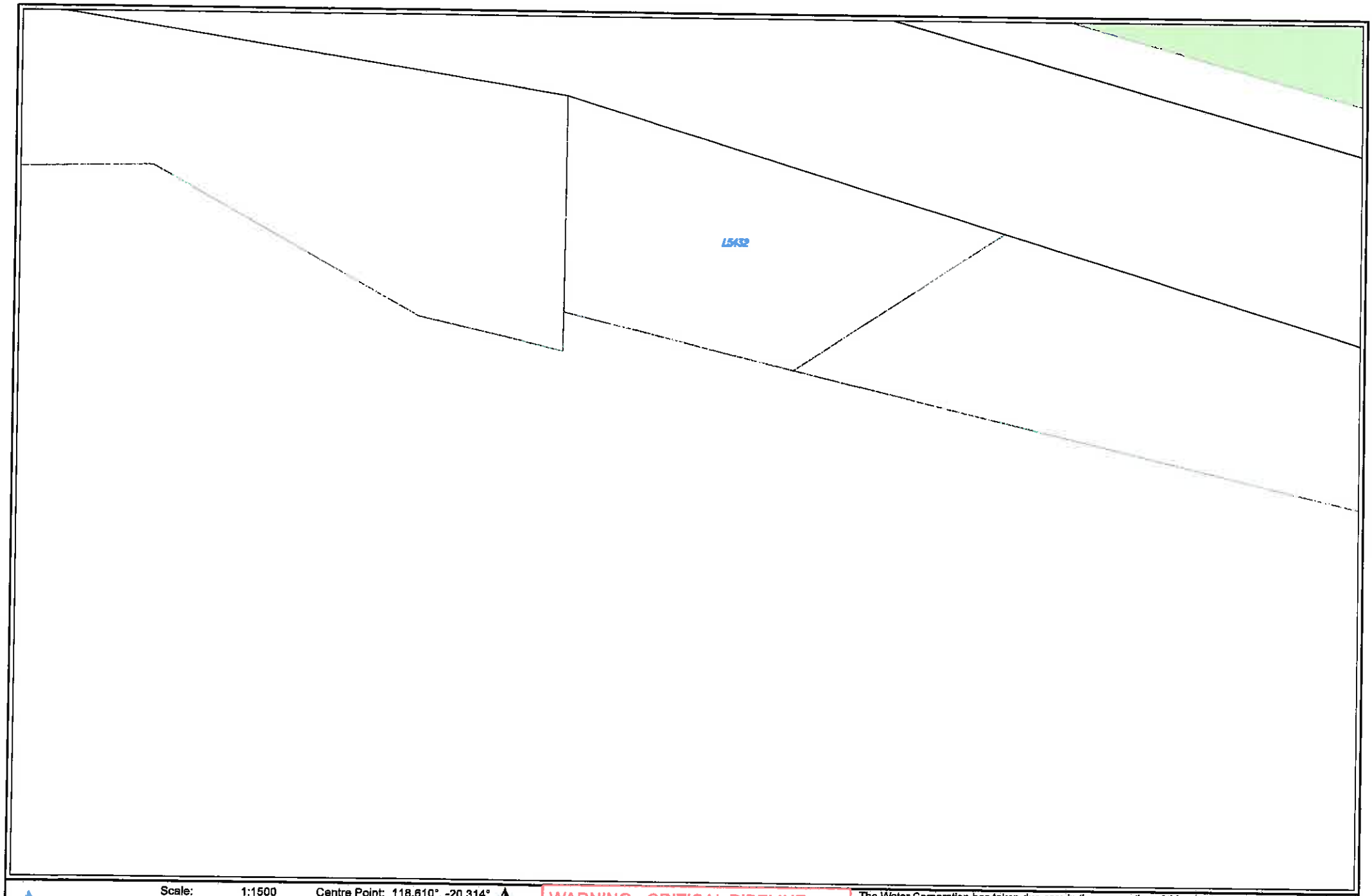

WATER CORPORATION

Scale: 1:1500 Centre Point: 118.610°, -20.314°

Sequence No: 33614683

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Sewer

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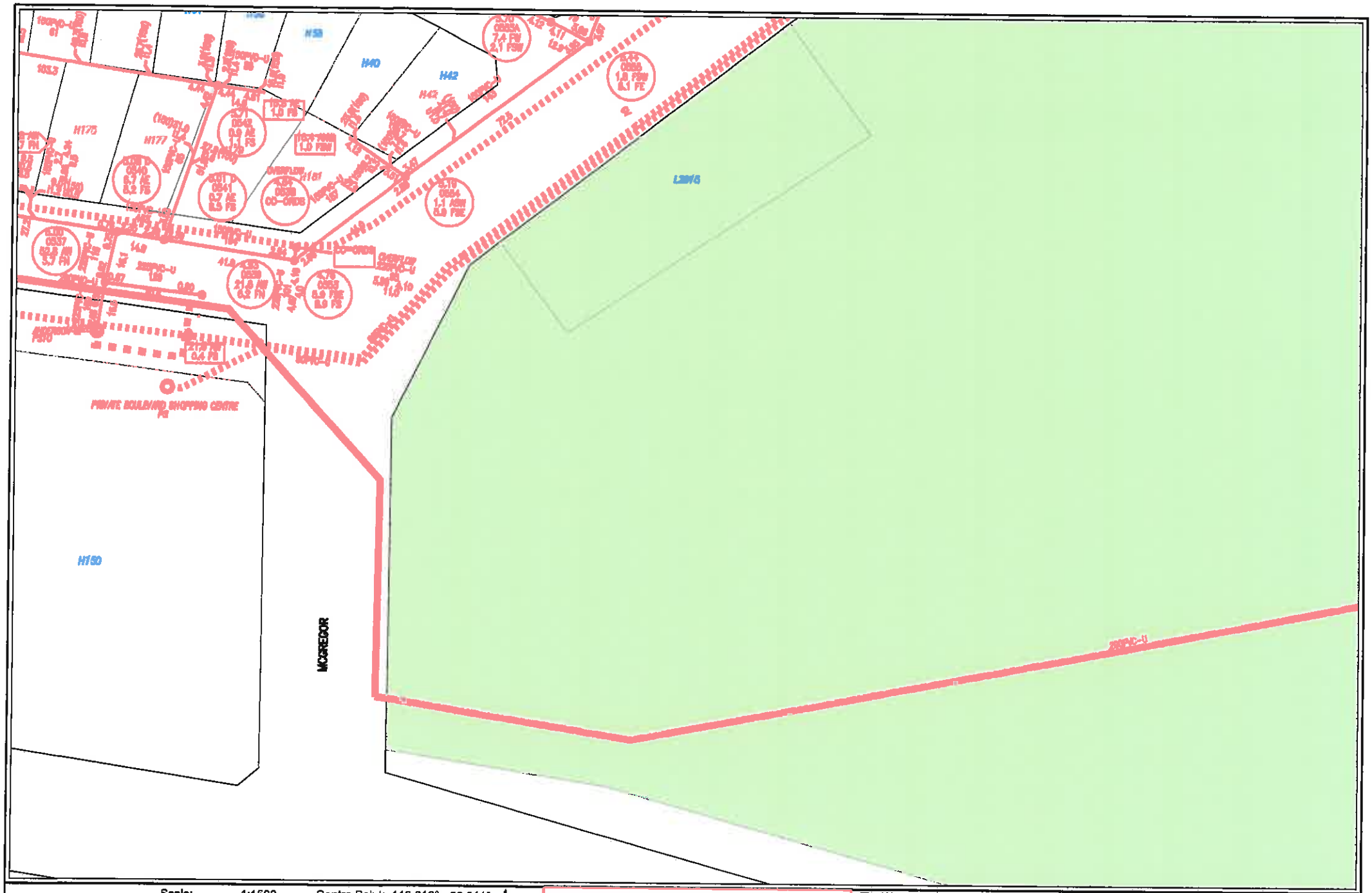

WATER CORPORATION

Scale: 1:1500 Centre Point: 118.610°, -20.311°

Sequence No: 33614683

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Sewer

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WATER CORPORATION

Scale: 1:1500 Centre Point: 118.611°, -20.309°

Sequence No: 33614683

Print Date: 17/04/2014 Page: 4 of 4

Sewer

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www.porterseng.com.au

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF PORT HEDLAND

TOWN PLANNING SCHEME NO. 5

AMENDMENT NO. 74

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

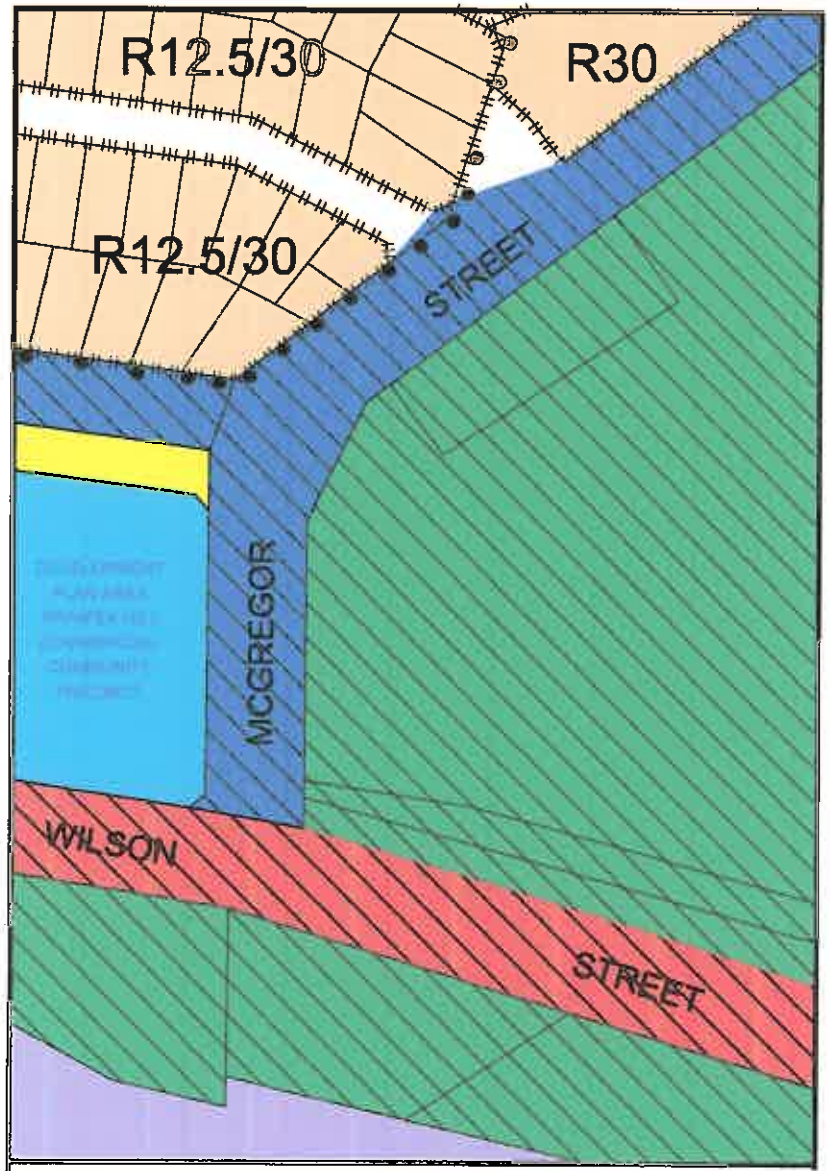
B. Part 5 of the Planning and Development Act 2005, initiate Scheme Amendment No.74 to the Town of Port Hedland Town Planning Scheme No.5 to:

4. Rezone a portion of Lot1 McGregor Street, Port Hedland (Reserve 8214) from 'Parks and Recreation' to 'Mixed Business'

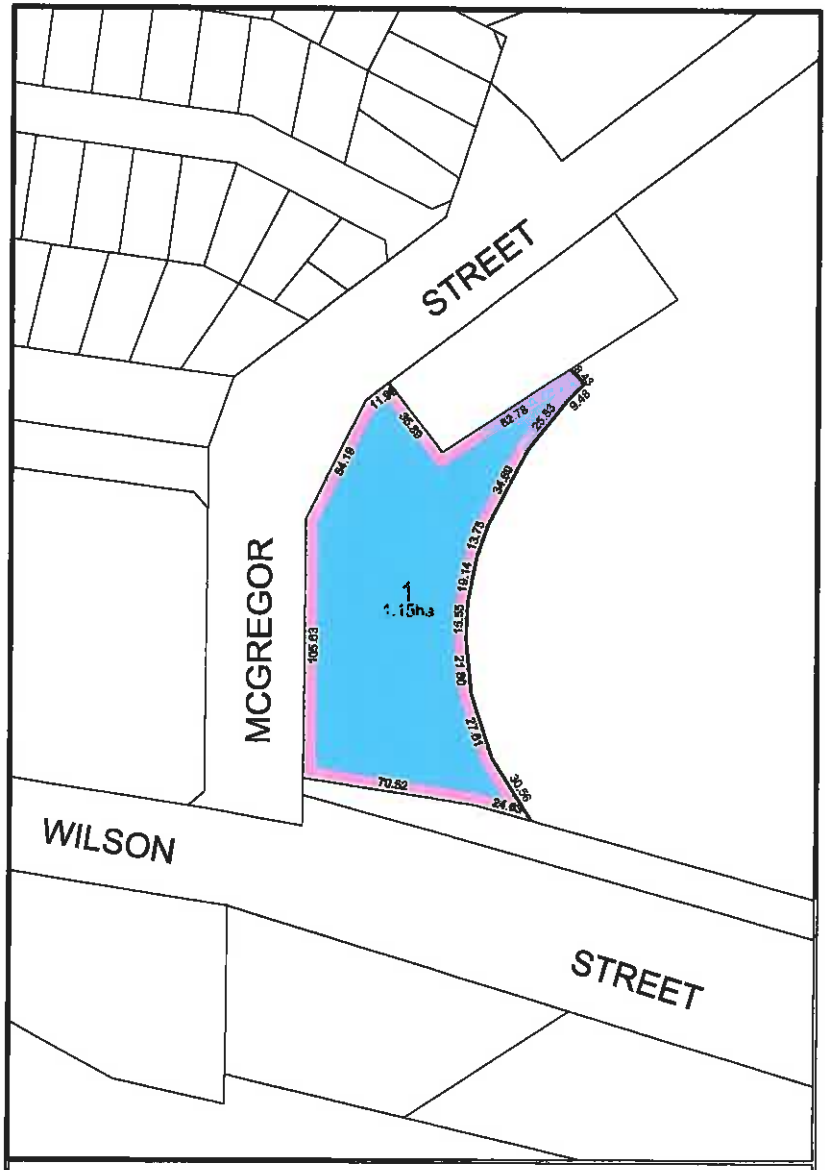
5. Amend Appendix 5 – Development Plan Areas accordingly.

6. Amend the Scheme map accordingly.

TOWN OF PORT HEDLAND
TOWN PLANNING SCHEME No. 5 -Amendment No.



EXISTING ZONING



SCHEME (AMENDMENT) MAP

LEGEND

LOCAL SCHEME RESERVES

- District Road
- Local Road
- Parks and Recreation
- State and Regional Road

ZONES

- Residential
- Mixed Business
- Commercial
- Community
- Strategic Industry

OTHER

- R25 R Codes
- Development Plan areas

SCALE 1:3000

ADOPTION

Adopted by resolution of the Council of the Town of Port Hedland at the Meeting of the Council held on the day of 20

MAYOR/SHIRE PRESIDENT

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted for final approval by resolution of the Town of Port Hedland at the Meeting of the Council held on the day of 20 and the Common Seal of the Town of Port Hedland was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR/SHIRE PRESIDENT

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

.....
DELEGATED UNDER S.16 OF
PD ACT 2005

DATE.....

Final Approval Granted

.....
MINISTER FOR PLANNING

DATE.....