



## LPP/08 Port Hedland International Airport

### 1.0 Citation

This is a Local Planning Policy prepared under Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). This Policy may be cited as Port Hedland International Airport (LPP/08).

### 2.0 Purpose

The purpose of this Policy is to guide land use and development within the Port Hedland International Airport having regard for the spatial arrangements of land use, movement networks, natural features, amenity, and the on-going operation of the Port Hedland International Airport.

Land use permissibility is set out in Table 6 – Special Use Zone 1 (SU1) of the Town of Port Hedland Local Planning Scheme No.7 which includes a broad range of discretionary ‘D’ and ‘A’ uses. This Policy seeks to guide the exercise of discretion by coordinating ‘D’ and ‘A’ uses via a precinct-based approach as set out below.

### 3.0 Objectives

The objectives of the Policy are:

1. Support the ongoing growth and operation of the Port Hedland International Airport as the primary air transport hub in the Pilbara region.
2. Define land use precincts for the Port Hedland International Airport based on existing activities and development and the varying locational attributes of each precinct.
3. Foster business investment and encourage a diverse range of services and amenities to establish at the Port Hedland International Airport.
4. Manage the potential for land use conflict between sensitive land and incompatible land uses by consolidating similar uses within specific precincts and establishing assessment criteria for future development applications.
5. Provide a clear framework to coordinate land uses across the Port Hedland International Airport and guide the exercise of discretion.
6. To ensure that construction and operational aspects of development are examined for their potential impact on the operations of the Port Hedland International Airport.
7. To acknowledge height limits for development to maintain clearance to protect controlled airspace and maintain public safety.

### 4.0 Applications subject of this Policy

#### 4.1 Application

This Policy applies to all referrals or development applications for at Port Hedland International Airport as defined by the ‘Precinct Plan’ outlined in Figure 1 – Precinct Plan, below.



If the Policy is inconsistent with the *Town of Port Hedland Local Planning Scheme No. 7* (LPS7) and the Regulations, LPS7 and the Regulations prevail to the extent of any inconsistency.

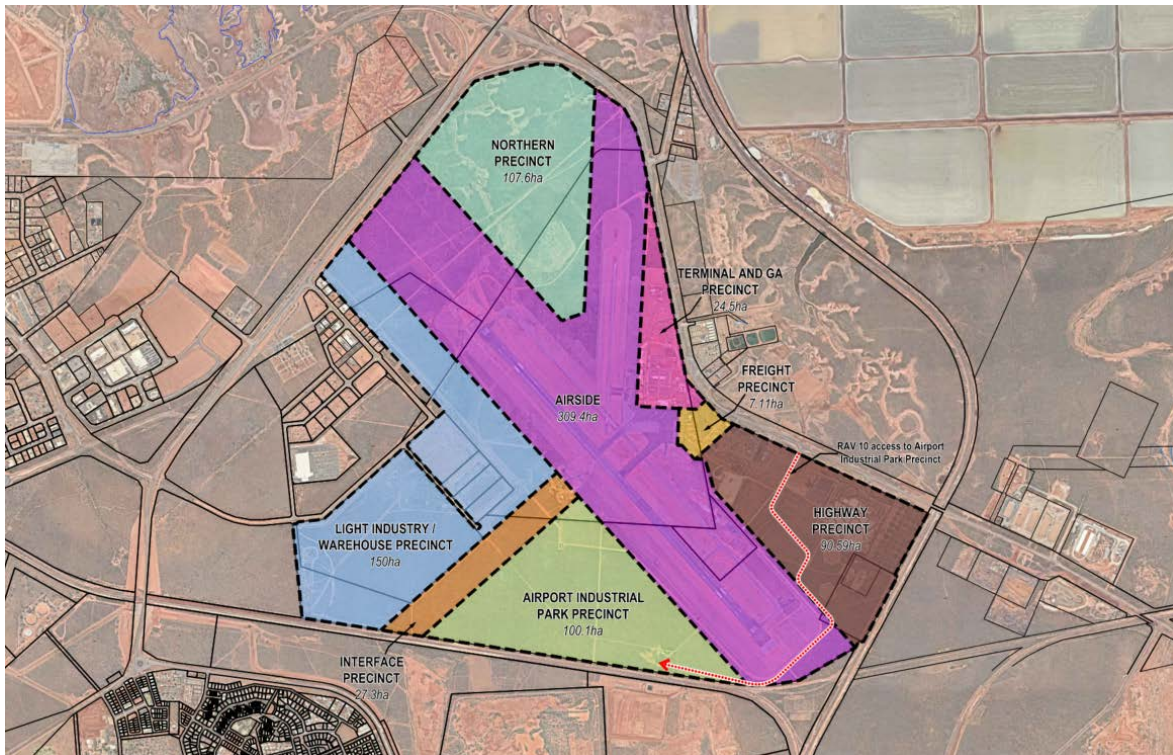


Figure 1 – Precinct Plan

## 4.2 Exemptions

It is not intended for this Policy to be applied retrospectively to existing approved development, except where development applications are made to vary existing approvals, and these are not considered by the Town to be minor variations.

## 5.0 Submission requirements

- 5.1 The Town may require development applications to be accompanied by studies and documentation provided at the proponents cost, including but not limited to:
- Noise management plan;
  - Traffic impact assessment and management plan;
  - A BAL Assessment in accordance with State Planning Policy 3.7 - Planning in bushfire prone areas;
  - Waste water management;
  - Stormwater management plan in accordance with LPP/11 Stormwater Management; and/or
  - Glint and glare assessment and management plan.



## 6.0 Precinct Objectives

### 6.1 Airside Precinct

- Support and maintain the ongoing general aviation operations of Port Hedland International Airport.
- Accommodate expected future growth while delivering a safe and optimal level of service.
- Provide for land uses that are aviation related or public purpose uses that do not compromise its primary airport function.

### 6.2 Northern Precinct

- Accommodate a range of 'passive' land uses that do not detract from the safe and efficient operation of the Port Hedland International Airport.
- Have a high standard of presentation and built form as the Precinct is visible from the Great Northern Highway interchange.
- Respond to the constraints for the Northern Precinct, including limited access and the hydrological and topographical features of the land.

### 6.3 Terminal & General Aviation Precinct

- Facilitate activities that complement the primary function of the passenger terminal through the provision of short-term accommodation, retail, and hospitality services.
- Enhance the amenity and experience for those travelling to Port Hedland by plane and act as a 'gateway' to Port Hedland through high quality design, built form, landscaping, and streetscapes.
- Provide for land uses that do not compromise the potential future expansion of passenger terminal operations and other aviation related infrastructure.

### 6.4 Freight Precinct

- Facilitate a range of freight and logistical activities as well as community facilities that support and complement the adjoining workforce accommodation and airport operations.
- Provide for land uses that do not compromise the potential future expansion of terminal operations associated with the 'Terminal & General Aviation' Precinct.

### 6.5 Highway Precinct

- Provide for land uses that benefit from a close proximity to Great Northern Highway including service and commercial land uses that are capable of co-existing with existing workforce accommodation sites.
- Have a high standard of presentation and built form as the Precinct is visible from Great Northern Highway.



6.6 Airport Industrial Park Precinct

- Provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from short-term accommodation and other sensitive land uses.
- Seek to manage impacts such as noise, dust, and odour within the Precinct.
- Provide opportunity for development that requires RAV 10 access from Great Northern Highway through the 'Highway Precinct' and future road connection to Kingsford Smith Business Park.

6.7 Light Industry / Warehouse Precinct

- Facilitate typical light industrial, commercial and supply chain logistical activities servicing the operations of the Port Hedland International Airport and broader Port Headland business community.
- Provide for land uses that benefit from larger leasehold lots with a close proximity to Port Hedland International Airport, including temporary short-term accommodation uses that do not prejudice the longer-term development of the Precinct for light industry and warehouse land uses.
- Manage the potential for land use conflict where any development adjoins any short-term accommodation use, by ensuring the development suitably mitigates or manages impacts such as noise, dust, and odour.
- Compliment the adjoining Kingsford Smith Business Park, zoned SU2, through the provision of high quality design, built form and streetscapes.

6.8 Interface Precinct

- Manage the potential for land use conflict by establishing a buffer between interim sensitive land uses within the 'Light Industry / Warehouse Precinct' and the 'Airport Industrial Park Precinct'.
- Accommodate uses that are compatible with any temporary workforce accommodation facilities located in the 'Light Industry / Warehouse Precinct'.

## 7.0 Policy provisions

### 7.1 Land Use


7.1.1 The following table 'Table 1: Preferred Land Uses' sets out the preferred  land uses for each Precinct. The table should guide the exercise of discretion by decision makers when considering development applications for 'D' or 'A' uses at Port Hedland International Airport. The distribution of uses should be considered in conjunction with the 'Precinct Objectives'.



Table 1 - Preferred Land Uses

Preferred Land Uses	Precincts							
	Airside	Northern	Terminal & General Aviation	Freight	Highway	Airport Industrial Park	Light Industry / Warehouse	Interface Precinct
Aerodrome	✓		✓					
Agriculture – intensive						✓		
Amusement parlour			✓					
Animal establishment						✓		
Bulky goods showroom				✓	✓		✓	✓
Carpark		✓	✓					✓
Child care premises			✓					
Civic use				✓			✓	✓
Club premises				✓				✓
Commercial vehicle parking				✓	✓	✓	✓ <sup>1</sup>	✓
Community purpose				✓				
Convenience store			✓					
Educational establishment			✓	✓			✓	✓
Emergency services	✓	✓	✓			✓		
Fast food outlet / lunch bar			✓		✓		✓	✓
Fuel depot				✓		✓		
Hotel			✓		✓			
Industry						✓		
Industry – light				✓		✓	✓	✓
Industry – primary production						✓		
Motel			✓		✓			
Motor vehicle, boat, or caravan sales		✓						
Motor vehicle repair		✓		✓		✓		
Motor vehicle wash		✓	✓	✓	✓	✓	✓	✓
Reception centre			✓					
Renewable energy facility	✓	✓						
Restaurant			✓					
Restricted premises			✓					
Serviced apartment			✓		✓			
Service station				✓	✓	✓		
Telecommunications infrastructure		✓				✓		
Trade display				✓	✓	✓	✓	✓
Trade supplies				✓		✓	✓	✓
Transport depot				✓ <sup>2</sup>		✓		
Warehouse / storage		✓		✓		✓	✓	✓
Workforce accommodation					✓ <sup>3</sup>		✓ <sup>4</sup>	



**NOTES:**

1. The use of 'Commercial Parking' shall only be considered where the access road has a sufficient RAV rating to accommodate vehicle sizes.
2. The use of 'Transport Depot' within the Freight Precinct shall only be considered where the proponent can demonstrate synergies exist between the use and the Airside, and Terminal and General Aviation Precincts.
3. The use of 'Workforce Accommodation' within the 'Highway Precinct' shall only be considered where the facility cannot be reasonably located in closer proximity to urban centres in line with *LPP/05 – Workforce Accommodation*.
4. The use of 'Workforce Accommodation' within the 'Light Industry / Warehouse Precinct' shall only be considered where temporary approval is sought for a period of 5 years or less.

**7.2 Safe Airport Operations**

7.2.1 Applications for development approval, shall demonstrate compliance with Clause 32 (4) of Local Planning Scheme No. 7.

**7.2.2 Obstacle Limitation Surfaces (OLS)**

- a) All development and structures, including flood lights and cranes, shall comply with the height limitations associated with the Obstacle Limitation Surfaces.
- b) In considering applications for development approval, due regard shall be given to the Obstacle Limitation Surfaces maps as provided by the Port Hedland International Airport.
- c) The Town will not support permanent intrusions into the OLS without consultation or support from the Port Hedland International Airport. The Town may require amendments to heights of buildings, structures, and obstacles to avoid encroaching into the OLS.
- d) All applications for development approval where the building height is above 8 metres in height from finished ground level, shall be referred to the Port Hedland International Airport for advice as per Part 8 of this policy.
- e) Where a temporary intrusions to the OLS is proposed, the applicant shall submit a Temporary Crane/Obstacle Notification Form and receive written consent from the local government or Port Hedland International Airport prior to erection.
- f) Proponents should liaise with Port Hedland International Airport regarding any planned activity which could possibly interfere with the OLS.

**7.2.3 Artificial Light Hazard**

- a) Developers and designers should take advice upon the zones of restricted lighting within a 6km radius (applied from the the Aerodrome Reference Point - ARP) of the Port Hedland International Airport and refer to the *National Airports Safeguarding Framework Principles and Guidelines* and the guideline issued by CASA *Lighting in the Vicinity of Aerodromes – Advice to Designers*.
- b) All applications for development approval where coloured external lights are proposed shall be referred to the Port Hedland International Airport, shall be referred to the Port Hedland International Airport for advice as per Part 8 of this policy.



7.2.4 Australian Noise Exposure Forecast (ANEF)

- a) Noise sensitive development should not be proposed below the approach and departure flight paths for both runways and helipads. Noise-sensitive development within the N70 Noise Contours (as provided by the Port Hedland International Airport) shall have regard to aircraft noise, and document how the proposal will mitigate noise and reduce adverse noise impacts on the receiver(s) to acceptable levels.
- b) In considering applications for development approval, due regards shall be given to Australian Standards 2021-2000: Acoustics – Aircraft Noise Intrusion – Building Siting and Construction. This Standard provides guidance on the siting and construction of buildings in the vicinity of airports to minimise aircraft noise intrusion.

7.2.5 Photovoltaic solar panels

- a) All applications for development approval for a renewable energy facility use incorporating photovoltaic solar panels shall be supported by a glint and glare assessment and management plan.

7.3 Design Standards

7.3.1 The 'basic design standards' as provided in Table 2 applies to all land use proposals within the Precinct Plan area as shown on Figure 1 - Precinct Plan.

7.3.2 In addition to the 'basic design standards' outlined in Table 2, LPP/05 - Workforce Accommodation may apply to workforce accommodation developments within the Precinct Plan area.

7.3.3 In addition to the 'basic design standards' outlined in Table 2, additional provisions apply for developments within the Highway Precinct area, as provided in section 7.4.

Table 2 - Basic Design Standards

Design Element		Acceptable Development Provision	
1	<b>Siting the development</b>	(a)	Where any development is proposed on a site with a lease boundary abutting Altitude Avenue, buildings are to be setback a minimum of 40 metres from the Altitude Avenue boundary.
		(b)	Where any development is proposed on a site with a lease boundary abutting Great Northern Highway, buildings are to be setback a minimum of 15 metres from the Great Northern Highway boundary.
		(c)	Where any development is proposed on a site with a lease boundary abutting an internal road, buildings are to be setback a minimum of 25 metres from the primary street boundary and 10 metres from the secondary street boundary.
		(d)	Other, side, or rear setbacks to lease boundaries shall provide sufficient space for vehicle circulation and reciprocity where practicable with abutting properties. Consideration shall also be given to natural light



			penetration, natural crossflow ventilation, opportunity for landscaping, and on-site drainage.
		(e)	Where an 'Industry-Light', 'Trade Display', 'Transport Depot' and 'Warehouse/ Storage' use is proposed to be located closer than 200 metres to a sensitive land use including, but not limited to, a 'Hotel', 'Workforce Accommodation', and 'Serviced Apartment' use, which is existing or substantially commenced, or vice versa, the development application shall demonstrate the following management measures: <ul style="list-style-type: none"> <li>i. The uses shall not be located closer than 200 metres as measured from the site boundary of the commercial use to the nearest accommodation dwelling; or</li> <li>ii. Where the uses are proposed less than 200 metres as measured from the site boundary of the commercial use to the nearest accommodation dwelling, management plans shall be provided demonstrating the impacts on the amenity of the area in which the premises is located can be mitigated, avoided or managed or address potential offsite impacts. Management plans shall include, but are not limited to: a noise management plan and dust management plan. The noise management plan shall consider measures to reduce disturbance to night-shift workers sleeping during the day.</li> </ul>
2	<b>Designing the building</b>	(a)	Where any development is proposed on a site with a lease boundary abutting Altitude Avenue, the design shall orientate towards and obtain its primary access from Altitude Avenue.
		(b)	Where any development is proposed on a site with a lease boundary abutting Great Northern Highway or an internal road, the design shall address all butting roads through building articulation and visual connection.
		(c)	Buildings shall provide a legible and visible entry to the street.
		(d)	The primary entrance point to a building should provide weather protection for pedestrian through the use of a veranda, canopy, awning or similar.
		(e)	Blank, monotonous façades are not permitted to the primary street. Façade treatments to break up the bulk and scale of buildings must be incorporated into the design.
		(f)	Plant and equipment, including air conditioning units, must be screened from the street view using roof structures, architectural elements, and screening devices.





		(g)	Outbuildings and other structures that are not integrated with the main building should be set behind the main building line.
		(h)	Where development includes any transportable buildings and/or sea containers, they shall incorporate all building design elements as per <i>Local Planning Policy 03 - Shipping/Sea Containers And Transportable Buildings</i> (LPP/03).
<b>3</b>	<b>Fencing</b>	(a)	Boundary fencing to Great Northern Highway, Altitude Avenue, or internal roads shall be garrison or palisade fencing with a maximum height of 2.4m.
		(b)	Boundary fencing that does not abut a road shall be black chain link or steel mesh fencing with a maximum height of 2.4m.
		(c)	No barbed wire or razor fencing is permitted.
<b>4</b>	<b>Landscaping</b>	(a)	A detailed landscaping plan shall be provided for all internal landscaping and verge landscaping areas, including but not limited to: Plant species and minimum planting densities, surface treatments (i.e., provision of mulch including details on depth and minimum size), and irrigation to all areas.
		(b)	A 15m landscape area shall be established and maintained to all lease boundaries abutting Great Northern Highway to screen the development.
		(c)	A 10m landscape area shall be established and maintained to all lease boundaries abutting Altitude Avenue or any internal road to screen the development.
		(d)	All car parking areas are to be provided with suitable species (refer Appendix 1) of shade tree at a ratio of one tree per four parking bays evenly throughout the parking areas. A variation may be considered whereby alternate shading is provided for bays adjacent to a building.
		(e)	All new planting within the development shall comprise of species selected from those listed in Appendix 1.
		(f)	Vegetation in verges and landscape areas to be maintained as 'low threat vegetation'. For development in the Highway Precinct, refer to Section 7.4.
<b>5</b>	<b>Movement network</b>	(a)	Provision and design of car parking bays shall be in accordance with the Town's LPS 7.
		(b)	Parking areas and access driveways shall be sealed to the Town's specifications and satisfaction in accordance with the Town's LPS 7.
		(c)	Heavy vehicle and commercial vehicle parking shall be separated from visitor and staff parking areas, screened from the street, and located behind the front building line to the rear or sides of the buildings (where buildings are proposed). Swept path diagrams may be required to be submitted with a development application, demonstrating that vehicles can enter and exit the site in forward gear.



		(d)	Development applications for Industry, Transport depot, Warehouse/ storage or any other land use involving the use of heavy vehicles as determined by the local government, shall be accompanied by a Transport Impact Assessment/Transport Impact Statement, prepared in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines, by a suitably qualified person, and to the satisfaction of the local government.
		(e)	A development application that proposes to utilise the access through the 'Highway Precinct' for RAV 10 vehicles shall be supported by a noise management plan. The noise management plan is to include, but is not limited to, the following management measures: <ul style="list-style-type: none"> <li>i. No more than one RAV 10 to be generated per hour;</li> <li>ii. RAV 10 movements are only permitted between the hours of 07:00 and 19:00; and</li> <li>iii. A maximum speed of 20km per hour.</li> </ul>
		(f)	Construction and provision of crossovers shall be appropriate for the proposed vehicle types and weight. The crossover and culvert design standards are to be in accordance with the Town's Crossover Policy.
		(g)	Development shall connect to a footpath network if there is one in the area.
<b>6</b>	<b>Storage, waste, and collection</b>	(a)	An on-site treatment and disposal system for sewerage will be required. Indicative details can be shown on the Site Plan, with an advice note for submitting <i>Application to Construct or Install an Apparatus for the Treatment of Sewage</i> .
		(b)	All servicing, loading/unloading or open storage areas shall be located behind the building line (where buildings are proposed) and screened from all street frontages.
		(c)	Provision must be considered for the collection of waste on-site, including waste storage and area for collection vehicle turning. Waste and recycling storage areas are to be screened from all road frontages. The dimensions and location of rubbish bin storage areas will be at the discretion of the Town.
		(d)	Development applications for industrial uses, short term accommodation uses, or any other land use involving the potential for large amounts of waste generation as determined by the local government, shall be accompanied by a waste management prepared in accordance with the applicable WALGA Guidelines for Waste Management Plans, by a suitably qualified person, and to the satisfaction of the local government. The waste management plan is to include, but is not limited to, the following management measures:



			<ul style="list-style-type: none"> <li>i. Rubbish bins and waste storage areas are to be sealed and covered / enclosed and provided with a bin wash down facility; and</li> <li>ii. If not fenced or otherwise enclosed, tie down points or alternative means of securing bins during cyclones must be provided.</li> </ul>
7	<b>Signage</b>	(a)	Signage to be as per <i>Local Planning Policy 02 - Advertising Signs (LPP/02)</i> .
		(b)	Large scale signage may be considered on roofs, given proximity to the airport, where it is simple in design, is not offensive, and does not result in detrimental impacts to the safety or operational capability of the airport.
8	<b>Drainage</b>	(a)	A stormwater plan shall be prepared as part of a development application, designed in accordance with the Town's <i>Local Planning Policy 11 - Stormwater Management (LPP/11)</i> .
		(b)	Prior to discharging into the street drainage network, stormwater is required to be directed through a swale within the landscape strip along the front boundary
		(c)	Verges are not permitted to be used for anything other than landscaping or stormwater

7.4 Highway Precinct Design Standards

7.4.1 The 'Highway Precinct Design Standards' as provided in Table 2 applies to all land use proposals within the Precinct Plan area as shown on Figure 1 - Precinct Plan.

7.4.2 The 'Bushfire Management Plan PHIA - Highway Precinct' dated December 2019, (the BMP) applies to all leasehold lots located within the Highway Precinct and all development is to ensure compliance with the BMP, including but not limited to Part 6: Responsibilities for Implementation and Management of Bushfire Measures. Note: Vegetation screening within the Highway Precinct may warrant an addendum or revised BMP. See Appendix 4.

Table 3 - Highway Precinct Design Standards

Design Element		Acceptable Development Provision	
1	Siting the development	(a)	Setbacks to be as per the Setback and Landscape Plan (Appendix 2)
2	Drainage	(b)	Lot levels to be as per the Plan of Minimum Lot Levels (Appendix 3)

**8.0 Consultation**

8.1 Consultation Requirements

8.1.1 In accordance with LPS7 all land use zoned 'A' within SU1 are not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the deemed provisions



8.1.2 At its discretion the Town may seek to giving notice in accordance with clause 64 of the deemed provisions for applications that do not comply with the acceptable development provisions contained within this Policy or may otherwise impact adjoining leasehold lots.

8.1.3 The Town should be involved and consulted prior to the lodgement of a development application. Pre lodgement will allow the Town to advise applicants of any supplementary information or management plans required to be lodged with the application.

## 8.2 Referral Requirements

8.2.1 The Town may refer any planning proposal to the Port Hedland International Airport at [operations@phia.com.au](mailto:operations@phia.com.au) for advice on matters including, but not limited to:

- a) Development that may intrude or infringe upon the OLS including activities that could cause the emission of steam, other gas, smoke, dust, or other particulate matter that could affect the ability of aircraft to operate in the prescribed airspace; and
- b) Lighting that may cause conflict (including its height, intensity, coloured lights).

8.2.2 Under the *Civil Aviation Safety Regulations* 1998 Part 139, any object which extends to a height of 100 metres or more above local ground level must be notified to Civil Aviation Safety Authority (CASA).

8.2.3 Development applications may be delayed to accommodate referrals to these stakeholders, due to the significance and importance of the safe operations of the airport. It is recommended that liaison with the Town and/or Port Hedland International Airport occurs early to minimise delays.

## 9.0 Definitions

For this Policy, the following definitions apply:

**“Amenity”** means all those factors which combine to form the character of an area and include the present and likely future amenity. Amenity includes the ‘liveability’, comfort or quality of a place which makes it pleasant and agreeable to be in for individuals and the community. Amenity is essential in the public, communal and private domains and includes the enjoyment of sunlight, views, privacy and quiet. It also includes protection from pollution and odours.

**“Internal Road”** means a road that is a public thoroughfare for vehicles (as defined in section 4 of the *Road Traffic (Administration) Act 2008*) which is located within the policy area as shown in Figure 1 – Precinct Plan.

**“Lease Boundary”** means the boundary of a parcel of land which is subleased from the Port Hedland International Airport by a lessee.



**“OLS”** means Obstacle Limitation Surfaces which are a series of surfaces that set the height limits of objects in order to control the airspace around an aerodrome.

**“Short-term accommodation”** means land uses where temporary accommodation is provided either continuously or from time to time with no guest accommodated for periods totalling more than 3 months in any 12 month period.

Relevant legislation	<i>Planning and Development Act 2005</i> <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> <i>Town of Port Hedland Local Planning Scheme No. 7</i> Civil Aviation Safety Regulations 1998, Part 139 (Cth) Manual of Standards Part 139 – Aerodromes (Cth)		
Delegated authority	Director Regulatory Services Manager Town Planning and Development Senior Urban Planner		
Business unit	Planning & Development		
Directorate	Regulatory Services		
<i>Governance to complete this section</i>			
Version Control	Version No.	Resolution No.	Adoption date
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