



Date & time: Monday 20th June 12pm-2pm, Council Chamber, Civic Centre

Participants:

- Kim Bailey (Port Hedland Chamber of Commerce)
- Craig Wilson (Port Hedland Port Authority)
- Brian Wood (Dep. State Development)
- Wanda Kaucz (Dep. Planning)
- Trish Brennan (Pilbara Development Committee)
- Kelly Howlett (Mayor of Port Headland)
- Paul Martin (CEO ToPH)
- Leonard Long (ToPH)
- Eber Butron (ToPH)
- Brye Holland (ToPH)
- Michael Campbell (AEC Group)
- Liam Wilson (RPS)
- Owen Hightower (RPS)
- Daniel Marsh (WorleyParsons – Facilitator)
- Ned Baxter (WorleyParsons- Scribe)
- Cassandra Woodruff (ToPH – Scribe)

Session Objectives & Process

The session objectives were to gain stakeholder insight into focus questions prepared by the consultants.

A short presentation was made to introduce the Pilbara's Port City Growth Plan, summarise the relevant work done to date and present the context for these key issues.

The key issues identified by the consultant team were:

- Primacy of Operations – protecting industry from urban encroachment
- Community Development – exploring opportunities for coordination
- Accommodation - accommodating a construction workforce and addressing affordability
- Utilities and Servicing – efficient delivery and operation of infrastructure
- Economic Development & Diversification – exploring off-site employment locations, downstream processing and complimentary industry

The presentation and associated plans are attached.

Confirming Key Issues

The group was invited to add additional issues perceived as key for consideration by the Growth Plan, or to qualify or redirect the consultant team on the list of issues.

Related issues were raised in relation to:





- Newman Road turnoff – the potential for logistics/industrial uses and opportunities for resource recovery
- Design guidelines for residential areas in proximity to industry eg acoustic treatment

Advice on Strategic Directions

Three key issues were discussed and advice provided to the study on the broad directions management of each issue should consider. Stakeholders provided a perspective on: Primacy of Industry, Community Development and Accommodation.

Primacy of Industry:

The group reviewed plans showing existing buffers and environmental constraints such as flood modelling. There was general acceptance that these buffers are appropriate and required to avoid land use conflicts such as those that have developed in the West End.

“We don’t want the West End situation to happen again at South Hedland”

It was noted that the latest ‘Master Plan’ for the Port area is nearing completion and will shortly be available from Port Hedland Port Authority/Dept of Transport. The plan details expansion plans including the Outer Harbour and indicates appropriate buffers. It was confirmed that the Master Plan buffer zones are consistent with those presented in the workshop and consistent with Amendment 22.

Similarly, a structure plan for Boodarie Strategic Industrial Area (SIA) was noted as being around two weeks away from completion. Advice was provided that urban growth at South Hedland should develop south and east away from Boodarie SIA with the South West Creek forming a natural barrier to expansion.

Some stakeholders felt it is appropriate, however, for the Growth Plan to propose compatible land uses within the various heavy industry buffer zones. Compatible land uses may include occasional recreation activities, municipal landfill or non-noxious industry; the power station buffer zone was one site in particular that gained special consideration as a possible avenue for multiple use growth.

“We need a location for landfill”

“Industry is everywhere but there is also a need for urban growth and therefore compromise is needed”

“We can’t afford for these [buffer] areas to become too stagnant and need to remain open to opportunities”

**Community Development:**

The group noted the important contribution the resources sector makes to community development in Port Hedland and the expertise that resides in this sector as a result of many years of social impact assessment studies and community development work. This group heard that community investment decisions are made in a competitive environment, that the companies have a right to make their own investment decisions, and warned against undermining business attraction efforts by expecting upfront investment in community infrastructure:

“There’s a balance between attracting investment in the community and chasing-off potential investors with onerous ‘developer contributions’.”

“Let the companies decide what they invest in”

Accommodation:

The accommodation shortage was recognised as pervasive in all aspects of Port Hedland life. The Dept of Planning was identified as having significant expertise in this area having worked on the Pilbara accommodation issue for four years.

The consultants tested the concept of integrating FIFO accommodation into South and Port Hedland to create greater amenity, community cohesion and business opportunities. The group made a distinction between large construction workforces of a very transient nature and smaller, more family-oriented operational workforces. The view was expressed that construction workforces should be accommodated distant from established settlements whereas there should be an attempt to host operational workforces in town and to deter FIFO in favour of a greater proportion of resident workers. Community acceptance of the integration of operational worker accommodation into the existing towns was seen to rest on the quality of the buildings and aesthetics: this is looking to move work accommodation from being seen as ‘accommodation villages’ rather than simply ‘camps’.

“It’s not the people that are the problem it is the infrastructure that they’re sitting in that is” ...

“Camps, donga facilities, are fine out in the middle of nowhere, but not in the town”

The concept of sequential land use – where services and street layout services first a Transient Worker Accommodation (TWA) camp and then becomes an urban sub-division – was tested and the Airport site and east of Port Hedland were offered as appropriate sites for such an innovation. The addition to this concept was also the creation of guidelines that in effect enforced this transition.

“If this is to work, there is a need for some decent guidelines to be put in place”



The group were asked to confirm South Hedland as the primary growth centre and host of the bulk of additional population. Whilst it was generally agreed South Hedland presented the best opportunity to provide sufficient housing, there was no agreement on the formula:

“I'd like us to challenge the model of 1/3rd Port Hedland: 2/3rds South Hedland”

There was a view that the key to a successful place was not the precise balance of residential growth, but connectivity between Port Hedland and South Hedland (and the various precincts within each that will develop over time).

“If you do the South well, the amenity and demand for property will change”

“I can just imagine how it will look when those newly planted trees are grown”

There is an expectation that the Growth Plan and the attached community development strategy will offer guidance on the appropriate mix of the housing stock and how it will match the future demographic.

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