

**DEVELOPMENT PLAN
FOR
LOT 503 FORREST CIRCLE, SOUTH HEDLAND**

PART 1 – STATUTORY PLANNING PROVISIONS

JULY 2011

TOWN OF PORT HEDLAND	
APPROVED	
For <i>DEVELOPMENT PLAN</i>	
PLANS ARE APPROVED SUBJECT TO THE STATED CONDITIONS AND COMPLIANCE WITH COUNCIL'S TOWN PLANNING SCHEME	
<i>27.7.11</i>	<i>2011/46</i>
Date of Council Meeting	Approval Number
<i>[Signature]</i>	Per DIRECTOR PLANNING AND DEVELOPMENT

Title: DEVELOPMENT PLAN - LOT 503 FORREST CIRCLE, SOUTH HEDLAND –
PART 1 – STATUTORY PLANNING PROVISIONS - JULY 2011

Prepared for: West End Integration Project (WEIP) Consortium

Prepared by: Roberts Day Planning and Design / Hatch Associates Pty Ltd

Reference: RAP GAT

Version: Rev B

Status: Final Draft for Advertising

Date: July 2011

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**RECORD OF AMENDMENTS MADE TO DEVELOPMENT PLAN
FOR LOT 503 FORREST CIRCLE, SOUTH HEDLAND
- PART 1 STATUTORY PLANNING PROVISIONS**

NO.	DESCRIPTION OF AMENDMENT	DATE OF FINAL APPROVAL BY COUNCIL	DATE OF ENDORSEMENT BY WAPC

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APPENDIX 1 "Guidance Note For Potential Developers Of Transient Workforce Accommodation" (TWA) (Town of Port Hedland, August 2008)

CERTIFICATION

CERTIFIED THAT THE DEVELOPMENT PLAN – PART ONE – STATUTORY PLANNING
PROVISIONS FOR LOT 503 FORREST CIRCLE, SOUTH HEDLAND

WAS ADOPTED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

an officer of the Commission duly authorised by the Commission pursuant to section 24 of
the Planning and Development Act 2005 for that purpose, in the presence of:

..... Witness

..... Date

AND BY

RESOLUTION OF THE COUNCIL OF THE TOWN OF PORT HEDLAND
(or as otherwise delegated under its Delegated Authority Register)

ON

AND THE SEAL OF THE MUNICIPALITY WAS PURSUANT

TO THE COUNCIL'S RESOLUTION HEREUNTO AFFIXED IN THE

PRESENCE OF:

.....

Mayor, Town of Port Hedland

..... Date

.....

Chief Executive Officer, Town of Port Hedland

..... Date

1.0 APPLICATION

- 1.1 The provisions of this Development Plan relate to the land denoted in Plan A – Short/Medium Term Land Use and Plan B – Long Term Land Use for Lot 503 Forrest Circle, South Hedland.
- 1.2 The provisions of this Development Plan have been made pursuant to clauses 5.2 (Development Plans), 6.4 (Urban Development Zone), 6.5 (Transient Workforce Accommodation) and Appendix 6 of the Town of Port Hedland Town Planning Scheme No.5.
- 1.3 The Development Plan may vary the requirements of the Scheme, in particular compliance with clause 5.3.5 the South Hedland Entry Precinct Objectives. Where there are any inconsistencies between the Scheme and the Development Plan, the provisions of the Development Plan shall prevail.

Explanatory Note – In accordance with clause 5.2.8 of the Scheme, the Council shall forward the Development Plan to the Western Australian Planning Commission for endorsement.

2.0 PLAN OBJECTIVES

- 2.1 Land use, development and subdivision of land within the Development Plan area shall be generally guided by the Objectives of the Development Plan.
- 2.2 The objectives of the Development Plan are to:
 - (a) Provide for transient and key worker accommodation, with some initial residential development and transition to full residential development over the long-term.
 - (b) Facilitate high quality built form and landscaping reflective of the standard expected for the South Hedland Town Centre.
 - (c) Ensure integration with the South Hedland Town Centre through:
 - placement of residential land uses along Forrest Circle; and
 - legible entries and connecting streets and pathways that provide a variety of convenient pedestrian and vehicle accessways to shopping and recreational facilities in the Town Centre.
 - (d) Provides a clear sequence from public to semi-public to private spaces.

- (d) To ensure that the design of the Accommodation Village replicates the structure of a residential neighbourhood, where practical, to:
 - minimise the need to modify any residual infrastructure when converted to a residential neighbourhood such as streets, open space or drainage areas; and
 - ensure integration with adjoining residential areas and the Town Centre.
- (e) Where practical, provide physical infrastructure that can be easily converted to use within a residential neighbourhood if required.
- (f) Minimise and manage any negative impacts from the Accommodation Village on the proper and orderly functioning of the Town Centre and adjacent facilities.
- (g) Provide an indication of desired future residential densities and neighbourhood structure (refer to Plan B – Long-Term Land Use) that will be used to guide future amendments to the Development Plan and/or subdivision to achieve transition to full residential development.

Explanatory Note – The Department of Regional Development and Lands has identified Lot 503 as suitable for Temporary Workers Accommodation (TWA) for the short to medium term and will grant a 10 year + 10 year option lease for such accommodation. Should the TWA land use operate for a significant period of time, then it is recommended that a thorough review of Plan B be undertaken prior to transition to full residential development to ensure that the plan best reflects the demand housing and market conditions in South Hedland at that time

3.0 GENERAL PLANNING REQUIREMENTS

3.1 Subdivision and development of land within the Development Plan area shall be guided by the objectives and provisions of the Development Plans A and B, the Town of Port Hedland Town Planning Scheme No.5 and other relevant policies, unless the Council, having regard to the matters listed under clause 4.5 of the Scheme, determines that the proposal or application is for one or more of the following:

- (a) the creation of super-lots for the purpose of land release;
- (b) the purpose of allowing access; or
- (c) the provision of services or infrastructure that would not prejudice future development outcomes.

3.2 The Development Plan – Plan A - Short/Medium Land Uses designates the following precincts and provides particular planning requirements for each Precinct:

Residential Precinct
Accommodation Village Precinct

- 3.3 The Plan B – Long Term Land Use provides for transition of the site to full residential development and/or other land uses in the long-term as determined by the landowner and the Town of Port Hedland.
- 3.4 Where the development of land for a particular purpose is not specifically mentioned in clause 4.3, then the Council may determine whether the development or land use is consistent with the objectives of the Urban Development zone, the Development Plan and the relevant sub-precinct objectives.
- 3.5 Earthworks shall be provided at a minimum RL 11.0 m with a minimum 300 mm freeboard for habitable buildings, unless refined following further investigations and studies.
- 3.6 Prior to any subdivision or development being supported, the Town will require:
- (a) a report accompanying any application that outlines the manner in which the findings and recommendations of the plans and strategies listed in Table A below have been incorporated into or addressed by the proposed subdivision or development or will be implemented in subsequent stages of development.

Table A – Reports, Surveys, Strategies and Plans

Documentation	Approval Stage	Approving Authority
Flora and Fauna Assessment	Prior to clearance of conditions of development and/or subdivision approval.	Town of Port Hedland + Department of Environment
Urban Water Management Plan	Concurrently with approval of development and / or subdivision.	Town of Port Hedland + Department of Water
Traffic Impact Assessment and Management Plan (if required)	Concurrently with approval for development.	Town of Port Hedland
Infrastructure Servicing Plan	Prior to clearance of development and /or subdivision conditions.	Town of Port Hedland + relevant authorities.
Geotechnical Engineering Report	Concurrently with approval of development and / or subdivision.	Town of Port Hedland
Earthwork and Contour Plan	Prior to clearance of conditions of development approval.	Town of Port Hedland
Landscaping Plan	Prior to clearance of conditions of development approval.	Town of Port Hedland

Note – Development of the Accommodation Village shall be subject to lodgement of a separate application for planning approval in accordance with the Town of Port Hedland Town Planning Scheme No.5.

4.0 PLAN A - PRECINCT PLANNING REQUIREMENTS

Residential Precinct

- 4.1 The objectives of the Residential Precinct are:
- (a) to provide a transition in land use and built form between the Accommodation Village and the South Hedland Town Centre;
 - (b) to contribute to a wider choice of housing in South Hedland by applying higher residential densities that facilitate the development of smaller lot housing, grouped dwellings and/or multiple dwellings; and
 - (c) to promote higher population densities in close proximity to facilities and services within the South Hedland Town Centre.
- 4.2 Subdivision and/or development of land shall achieve at least the lower Residential Density Code as depicted on the Development Plan.
- 4.3 Land uses permitted within this Precinct shall be in accordance with the Town of Port Hedland Town Planning Scheme No.5 "Residential Zone".
- 4.4 The layout of lots, buildings and open spaces should respond to regional climate and landscape, where practical through:
- (a) orientation buildings to take advantage of prevailing breezes;
 - (b) orientation buildings to take advantage of shade to east/west walls; and
 - (c) location, shading and landscaping of private open space.

4.5 Development shall:

- (a) provide primary building frontage to Forrest Circle and other external boundaries, where practical, to provide visual streetscape amenity and increase passive surveillance;
- (b) locate parking areas at the rear of buildings away from primary streets and avoid large communal parking lots where possible;
- (c) be constructed of materials and finishes that display a sense of quality and permanence;
- (d) be a maximum height of three storeys; and
- (e) be provided with high quality private landscaping.

Accommodation Village Precinct

4.6 The objectives of the Accommodation Village Precinct are:

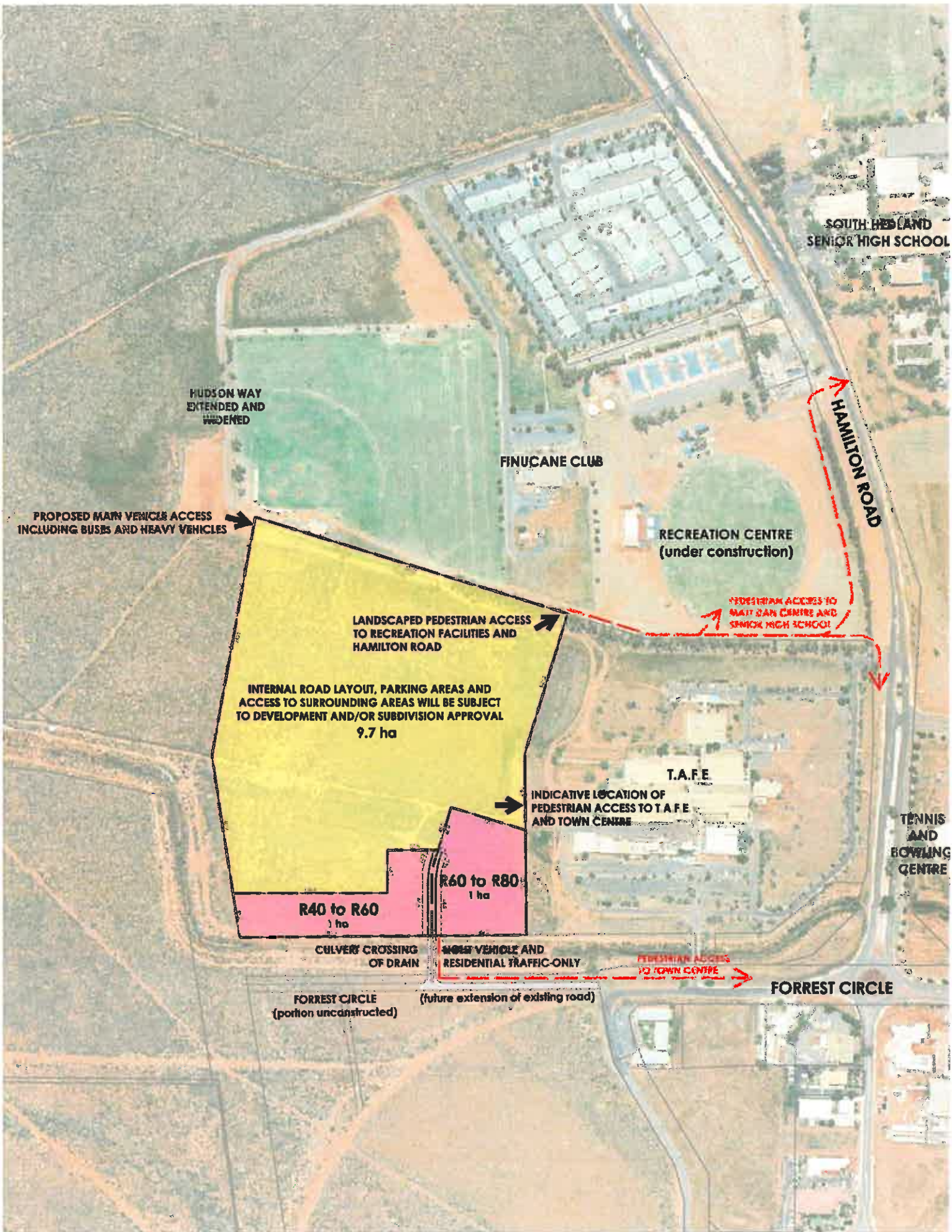
- (a) to primarily provide accommodation for the transient and key-worker workforce;
- (b) to allow for the incidental provision of other forms of short-stay accommodation; and
- (c) to facilitate development in a manner that contributes to good quality urban design and amenity within the South Hedland Town Centre.

4.7 Subdivision and development within the Accommodation Village Precinct should comply with the key principles for Accommodation Village provided in the Town of Port Hedland's "Guidance Note For Potential Developers Of Transient Workforce Accommodation" (TWA) (August 2008) (refer to Appendix 1).

4.8 The internal street network will provide a basic super-block structure that supports future transition and subdivision to a residential neighbourhood over time and orientation of future residential lots to capture solar orientation and cooling breezes.

4.9 Service vehicle access will be restricted to an upgraded extension of the existing bitumen road terminating at the north-west corner of the site (accessed via Hudson Way). Other vehicle access will be determined through an application for planning approval and associated traffic studies.

4.10 As per Section 6.13.5 of the Scheme, variations to parking may be sought and considered by the Town through applications for planning approval.



Accommodation Village Precinct

Residential Precinct

Neighbourhood Connector B (20m reserve)

Pedestrian Linkages

Please refer to Development Plan Report - Part 1 - Statutory Planning Provisions



Please refer to Development Plan Report - Part 2 - Statutory Planning Provisions

**DEVELOPMENT PLAN
FOR
LOT 503 FORREST CIRCLE, SOUTH HEDLAND**

PART 2 – EXPLANATORY REPORT

JULY 2011

TOWN OF PORT HEDLAND	
APPROVED	
For <i>DEVELOPMENT PLAN</i>	
PLANS ARE APPROVED SUBJECT TO THE STATED CONDITIONS AND COMPLIANCE WITH COUNCIL'S TOWN PLANNING SCHEME	
..... <i>27.7.11</i> <i>2011/46</i>
Date of Council Meeting	Approval Number
<i>[Signature]</i>	Per DIRECTOR PLANNING AND DEVELOPMENT

**Prepared for West End Integration Project (WEIP) Consortium
By Roberts Day Planning and Design**

Title: DEVELOPMENT PLAN - LOT 503 FORREST CIRCLE, SOUTH HEDLAND –
PART 2 – EXPLANATORY REPORT - JULY 2011

Prepared for: West End Integration Project (WEIP) Consortium

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Lot 503 Deposited Plan

Hatch Associates (April 2010) WEIP Consortium South Hedland Site A Development Hydrology Assessment

Parsons Brinkerhoff (June 2011) Gateway Village Transport Assessment

Dept of Environment (May 2011) Permit to Clear Native Vegetation CPS4260/1

Hatch Associates (June 2011) Gateway Village - Bulk Earthworks and Drainage Drawings

1.0 INTRODUCTION

1.1 Location, Legal Description and Tenure

The Development Plan area is identified as Lot 503 Forrest Circle, South Hedland and is approximately 12 hectares (refer to appendix – Deposited Plan).

The site is located to the north-west of the South Hedland Town Centre (approximately 1 kilometre) and directly west of the South Hedland TAFE.

The site is bounded by the South Hedland TAFE (to the east), the South Hedland sporting complex (to the north), vacant land (to the west) and a town centre main drainage reserve along Forrest Circle (to the south). The land directly south across Forrest Circle has received approval for the construction of housing and transient worker accommodation.

The site was previously portion of Reserve 38751 including the South Hedland TAFE under the management of the Department of Education and Training (DET), however the Department of Regional Development and Lands (DRDL) has now subdivided the land creating Lot 503 and removed the Reservation.

The land is subject to a '10 year + 10 year' lease and it is expected that the land will transition to a permanent residential neighbourhood in the longer term, with retention of facilities, infrastructure or other assets as deemed appropriate by the DRDL and the Town of Port Hedland.

 SUBJECT LAND



1.2 Zoning and Land use

The lot is zoned "Urban Development" under the Town of Port Hedland Town Planning Scheme No.5 (the "Scheme") and identified as "Development Plan Area – South Hedland Entry" in Appendix 5 of the Scheme.

The purpose of the "Urban Development" zone is *"to identify land where detailed planning and the provision of infrastructure is required prior to further subdivision and development of land"*. The Scheme requires that future land use and development be set out in an approved Development Plan to guide further subdivision and development.

The Scheme contains a number of objectives for the South Hedland Entry Precinct which are (summarised):

- improve the legibility of locational and functional relationships between land uses in the broader district;
- enhance visual amenity of entry roads to South Hedland;
- give priority to recreational and community uses; and
- protect the Boodarie strategic industrial buffer and infrastructure corridors.

The land is currently vacant.

1.3 Purpose of the Development Plan

The purpose of the Development Plan is to facilitate the development of accommodation for transient and key-workers and some medium density housing in the medium term, with transition to full residential development and/or other land uses as determined by the landowner and the Town, in the long-term.

As such, Part 1 – Statutory Provisions contains Plan A – Short/Medium Term Land Use and Plan B – Long-Term Land Use (assuming residential land in the long-term which will be confirmed during the Town's current growth planning exercise).

Part 1 Statutory Provisions set out land use objectives for the site, land use precincts and key planning and development requirements to guide future applications for development and subdivision of land.

Development of the Accommodation Village shall be subject to lodgement of a separate application for planning approval under the Town of Port Hedland Town Planning Scheme No.5.

2.0 PLANNING CONTEXT

2.1 Strategic Need - Demand for Housing and Accommodation

Port Hedland is currently experiencing a critical shortage of accommodation for both long-term residents including key workers (required for service industries and the retail sector) and transient, short-term workers due to the increased demand as a result of the expansion of the resource industries and the inability of housing supply to keep pace with demand.

This has led to widespread accommodation shortages across all sectors of the housing market and significantly higher housing costs, exacerbated by high construction costs. The latest figures released by the Pilbara Development Commission show the average price of a house in South Hedland is over \$640,000 and the average weekly rental for a 3 bedroom is over \$1200¹. Caravan parks and other accommodation villages are also at or near capacity.

The Western Australian Planning Commission's (WAPC) Pilbara Regional Profile (August 2009) provides a forecast of both resident and FIFO populations to the year 2020. The FIFO population is expected to peak at 2015 with 4,310 people (note – these are medium-term estimates that are subject to the vagaries of the regional economy).

The Port Hedland Public Land Rationalisation Plan (Part B: Identified Site Schedules) (October 2009) identified the land as suitable for "Urban Development" and estimated a potential lot yield of 264 lots. However, direction has been given by the State Government that the site be set aside primarily for transient and key worker accommodation for the short to medium term.

2.2 Town Planning Scheme No.5

The Scheme requires a Development Plan be prepared prior to consideration of applications for subdivision or development, addressing:

- location and density of housing and other land uses and any specific development requirements;
- demand for commercial and community facilities generated by the development and how it is addressed;
- consideration of site features such as topography, vegetation, heritage and surrounding land uses;

¹ PDC - Housing and Land Snapshot – Port and South Hedland – September Quarter Report 2010

- infrastructure servicing, including drainage; and
- road layout, vehicle access and impacts, pedestrian and cycle access.

The Scheme has the ability to apply conditions on approval of the Development Plan and may append them to Appendix 10 of the Scheme.

Clause 6.5 (Transient Workforce Accommodation) provides the Council with the ability to require TWA developments to:

- comply with the Residential Planning Codes (R-Codes) and the Residential zone (Clause 6.3);
- vary the requirements of the R-Codes for TWA's;
- demonstrate 'normalisation' of land uses over time; and
- make agreements relating to conversion and rehabilitation of sites.

2.3 Integrating Development with South Hedland Town Centre

There is a strong desire from the both State Government and the Town of Port Hedland that accommodation villages for transient and key workers integrate both physically and socially with the South Hedland community and Town Centre, providing where possible, benefits to the broader community.

To this effect, the Town of Port Hedland and the Department of Regional Development and Lands have issued guidelines for the development of a Transient Workforce Accommodation (TWA) facility in respect of Lot 503.

The broad objective for the development of Lot 503 is to *"increase the density of people living close to services and amenity of the (South Hedland) Town Centre"* ensuring that development becomes an *"extension to the fabric of the Town, rather than a gated community"*.

More specific objectives are:

- to provide for a TWA to address short-term demand;
- to contribute to a strong town centre;
- to integrate with surrounding activities;
- to be a quality development;
- to contribute positively to the safety and wellbeing of the community;
- to develop or contribute to community facilities that will benefit the broader community during and after the development; and
- to improve road connectivity to the site to address the additional traffic.

The guidelines state that the layout of the development should address the following aspects:

- be highly connected and integrated to the Town Centre through connecting streets and pathways providing a variety of convenient pedestrian and vehicle access to shopping and recreational facilities;
- provide primary access from the future North Circular Road, with secondary access from an extension of Forrest Circle, Hudson Way and a link from Hamilton Road between the TAFE and Kevin Scott Oval;
- provide a grid of internal streets that reflects and extends the town Centre street pattern and connect with the development south of Forrest Circle;
- provides legible entries and a clear sequence from public to semi-public to private spaces;
- accommodation and housing should:
 - be sited to address the street, public spaces and external boundaries to maintain visual amenity and increase passive surveillance of spaces
 - maximise cooling from north-west breezes and solar orientation
 - be architecturally interesting and display a sense of quality and permanence
 - provide consistency of scale and proportion in each street block
- parking should be integrated and sleeved into the development, avoiding large communal parking lots where possible;
- end uses must reinforce the function and urban form of the town Centre as a whole.

The Town of Port Hedland has issued more general Guidance Notes for TWA developers that require proponents to:

- demonstrate how their proposed development(s) will assist in improving the Town Centre;
- demonstrate that service and infrastructure demands are sufficiently self contained so to not detract from the Town's existing provisions;
- integrate the facilities, infrastructure and services offered at temporary facilities into the Town environment; and
- encourage quality of urban design and visual amenity.

The Development Plan response to these requirements is addressed in section 4.0 Development Plan Explanation.

3.0 SITE CONTEXT

3.1 Climate

The South Hedland Town Centre Development Plan provides an overview of the arid sub-tropical climate of South Hedland. The climate is characterised by:

- consistently high temperatures all year around, milder in winter months between May to September and hotter in summer months between October to April;
- high rainfall events during January, February and March; and
- predominantly north westerly winds, with hot summer easterly winds.

The Development Plan is able to respond to these conditions through management of stormwater run-off to avoid flooding, reducing impermeable surfaces as far as possible to increase rainfall infiltration on-site and avoid 'heat island' effects and orientation of lots/buildings to take advantage of breezes for cooling and facilitate shading of east/west walls.

3.2 Topography and Drainage

The site is relatively flat with a gentle slope to the north east from RL 11.4 m to RL 10.6 m AHD (approximately 0.2% slope).

A large municipal drain traverses the southern boundary of the site, taking water from the South Hedland Town Centre to the west to the South Creek.

A flood and drainage study for the site has been undertaken by Jim Davies and Associates. Based on this study, a detailed bulk earthworks and drainage design has been completed for the development of Lot 503 for an Accommodation Village and residential uses to ensure that the site is above the 1 in 100 year ARI flood level. The drainage strategy incorporates drains on the north and west boundaries and an internal drain between portion of the Residential Precinct and the Accommodation Village Precinct.

The Town of Port Hedland has advised that the existing municipal drain on the southern boundary of the site has sufficient capacity to cater for drainage from the wider South Hedland Town Centre (pers. com. Janella Voitkevich – Port Hedland Engineering Dept).

Preliminary advice regarding water management was received from the Department of Water (email from Bill Till 26 July 2010):

*"In this climatic zone the key issue is management of flow **velocity** to minimise erosion and sediment mobilisation and transport. The principle of assessing downstream flood risk to determine whether downstream flow rates need to be restricted/limited is an appropriate course of action. Thus management of flow rates, for events greater than 1 yr ARI, in this climatic zone and situation very close to the coast, is not the dominant design issue.*

It is agreed that flood storage detention areas need only be provided where this is required to mitigate downstream flood risk, for events greater than 1yr 1hr ARI.

Assessments and designs should aim to limit velocities and sediment transport for all events, both small (less than 1yr ARI) and large (greater than 1 and up to 5 and 100 yr) rainfall events."

These comments have been taken into consideration and are reflected in the drainage strategy for the site (refer to Section 4.3). As mentioned above, the existing drain on the southern boundary of the site has sufficient capacity to cater for drainage from the wider South Hedland Town Centre (pers. com. Janella Voitkevich – Port Hedland Engineering Dept).

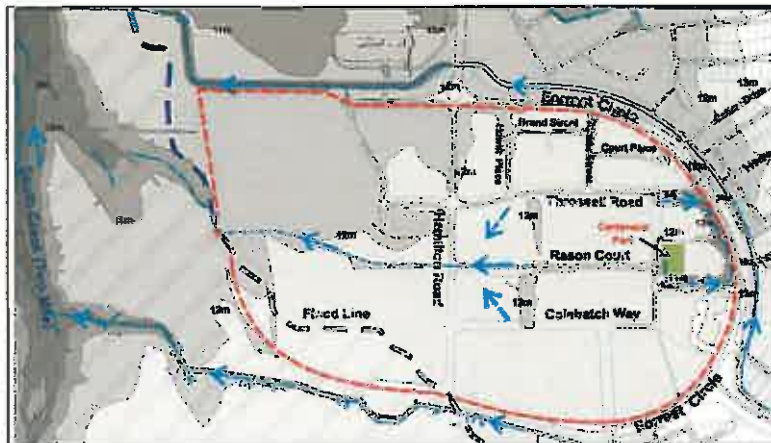


Illustration showing Flood Line to west of Lot 503 (Source: South Hedland Town Centre Development Plan -Landcorp and Town of Port Hedland, 2008)

Preliminary studies conducted for the South Hedland Town Centre Development Plan estimated storm surge / flood levels around 8 to 9 metres AHD and at around 12 metres AHD inundation due to storm surge was unlikely to affect development of the Town Centre (Landcorp and Town of Port Hedland, 2008). The Plan recommended consideration of drainage at "detailed implementation".

3.3 Flora and Fauna

The site is sparsely vegetated with small bushes and trees.

A flora and vegetation survey of Lot 503 was undertaken by Western Botanical and Native Vegetation Clearing Permit CPS4260/1 was granted on 12 May 2011 (see appended).

3.4 Heritage

There are no registered Aboriginal or European heritage sites over the land. However a heritage survey is scheduled to be undertaken by the Karriyarra people and consultants Anthropos Australis in July 2011 to confirm.

3.5 Access and Movement

The site does not currently have formal constructed road access.

3.6 Service Utilities

The capacity of current service utilities to cater for an Accommodation Village and residential development are as follows:

- **Water and Sewerage** - The Water Corporation has advised that the development can be connected to the Corporation's South Hedland water supply system on conditions including that water-using fittings and appliances are specified to the maximum WELS rating available and 'low water use' landscaping is installed. Wastewater is required to be pumped direct to the South Hedland Wastewater Treatment Plant via a private sewage pumping main along Shoata Road. Formal application for water and sewerage servicing has been made.
- **Electricity** - Application has been made to Horizon Power for an extension from the existing South Hedland network to service the development.
- **Telephone** - The development is in close proximity to Telstra infrastructure including the South Hedland Telephone Exchange.

Site opportunities and constraints outlined above are addressed in Section 4.0 Development Plan Explanation.

4.0 DEVELOPMENT PLAN EXPLANATION

This section explains the rationale behind the Development Plan – Plan A and Plan B and statutory provisions contained in Part 1 in response to Scheme and policy requirements and site opportunities and constraints.

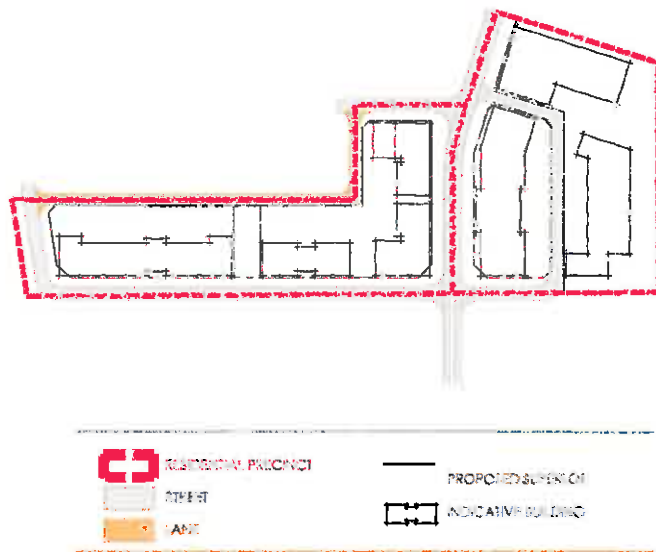
Detailed plans showing internal road and building layout and infrastructure servicing will be provided through applications for planning and/or subdivision approval.

4.1 Plan A – Short/Medium Term Land Use

4.1.1 Residential Precinct

Given its location adjacent to the South Hedland Town Centre and South Hedland TAFE, a Residential Precinct has been sleeved along the southern boundary adjacent the drainage reserve and Forrest Circle. This provides a transition between the town centre and the Accommodation Village and a clear sequence from public to semi-public to private realm as required by the TWA Guidelines.

The Residential Precinct is approximately 2.2 ha and subdivided and/or developed as indicated in the sketch below. This design will be refined and confirmed through formal applications to the Town of Port Hedland.



Density Coding

The Plan A depicts two sub-precincts with a Residential Density Code range of “R40 to R60” and “R60 to R80”. A density code range has been provided to provide greater flexibility in the deliver a mix of housing types and densities in response to local housing demand and market conditions.

The theoretical dwelling yield that can be developed from the density range is:

R40 to R60 cell	minimum 45 single dwellings to maximum 7000m ² multiple dwelling (plot ratio) floorspace or approximately 47 multiple dwellings assuming average dwelling floorspace of 150m ² but will vary depending on individual applications.
R60 to R80 cell	minimum 56 single dwellings to maximum 10,000m ² multiple dwelling (plot ratio) floorspace ² or approximately 67 multiple dwellings assuming average dwelling floorspace of 150m ² but will vary depending on individual applications.

The Development Plan requires that development must achieve at least the lower density code indicated on the Plan to encourage appropriate densities in keeping within the South Hedland Town Centre.

Development Requirements

The Development Plan contains a number of other planning requirements that relate to dwelling height, orientation, parking and landscaping to ensure development meets the Town’s objectives for the South Hedland Town Centre.

Access and Parking

Access to the Residential Precinct will be via an extension of Forrest Circle and an internal Neighbourhood Connector B road at 20 metres in width (capacity 3000 vehicles per day). This road width allows on-street parking and a shared path on the verge and should be sufficient to cater for full residential development of the site. This primary entry provides clear and legible entry to the site.

The road can be extended in the future to meet with Hudson Way to the north, as envisaged under the site guidelines, thus creating a permeable road network.

² Multiple dwelling yield has been calculated in accordance with the recently revised Residential Design Codes (Nov 2010) which now use plot ratio floorspace rather than minimum site area for multiple dwellings and assumes an apartment size of 150m².

An application for development of the Accommodation Village will confirm traffic access points and management requirements to avoid any potential conflicts between camp traffic and residential traffic.

Parking for the Residential Precinct will be as per the Residential Planning Codes.

Internal road layout will be determined at subdivision and/or development application stage in consultation with the Town of Port Hedland once detailed land uses are known and traffic requirements can be thoroughly assessed.

Public Open Space

Public Open Space, in the form of a neighbourhood park and possible community facility, will be provided for in Plan B – Long Term Land Use.

4.1.2 Accommodation Village Precinct

The remainder of the site is designated as Accommodation Village precinct (approximately 9.7 ha) to provide for transient and key worker accommodation in accordance with the conditions of the lease agreement with the Minister for Lands.

Development Requirements

The detailed layout of the Accommodation Village will be provided in an application for planning approval. However, the Development Plan stipulates some planning requirements to guide future accommodation development, primarily to minimise traffic impacts and ensure integration with the remainder of the Town Centre.

Access and Parking

The Development Plan requires that detailed plans for the Accommodation Village show an internal street layout in a basic super-block structure to enable transition to a residential neighbourhood over time.

A Traffic Assessment of the proposed Gateway Village TWA has been completed and is appended. The report proposes extension or widening of the following roads to facilitate access to the development:

- Hudson Way, to connect the north entrance of the development to Hamilton Road
- Forrest Circle, to connect the south entrance of the development to Hamilton Road

The report also proposes three pedestrian links to improve active transport connectivity in the area:

- the north-east corner of the site to connect to Hudson Way, the Matt Dan Centre and Hedland Senior High School
- the south-east corner of the site to connect to the TAFE and South Hedland Town Centre
- the south of the site to connect to Forrest Circle and South Hedland Town Centre.

The report concludes that the traffic generated by the proposed Gateway Village TWA will have minimal impact on South Hedland and the surrounding road network and will not negatively impact level of service, travel times or safety of the surrounding road network. This is due to:

- the proposed northern entrance will allow the majority of trips to bypass Forrest Circle and Hamilton Way (south of North Circular Drive)
- private vehicle usage will be minimised through the provision of high capacity buses for transporting residents
- provision of three pedestrian/cycle links to connect to South Hedland Town Centre and adjacent land uses will promote alternative modes of transport
- the design of Gateway Village facilitates a high level of self-containment, with on-site workers to service all site facilities (e.g. administration and kitchen).

Public Open Space

Public Open Space, in the form of a neighbourhood park and possible community facility, will be provided for in Plan B – Long Term Land Use.

4.2 Plan B – Long Term Land Use

Plan B provides for transition from TWA to full residential development (and/or other land uses as determined by the landowner and the Town) in the long-term. Should the proposed short-term TWA land use be provided for its intended lifespan of 20 years, then it is recommended that a thorough review of Plan B be undertaken prior to transition to full residential development to ensure the plan best reflects the demand housing and market conditions at that time.

Access, Street Layout and Parking

Plan B provides for access to the site from Forrest Circle and an extension of Hudson Way which are to be developed in the short-term to facilitate access to the residential development along Forrest Circle and the Accommodation Village. In the long-term a third access road can be provided to connect to the future North Circular Road (actual design and construction timeframe have not yet been determined by the Town of Port Hedland).

The internal road layout reflects a simple grid structure to provide ease of access and legibility, efficient subdivision of land, maximise dwelling orientation to local breeze direction and vistas to internal open space areas and adjacent sporting fields.

Parking would be provided in accordance with the requirements of the Residential Design Codes and determined through planning applications.

Density Coding / Yields

Plan B indicates a density range of R50 - R80 over the majority of the site, with R40-60 and R60-80 fronting Forrest Circle (as proposed in the short-medium term in Plan A). A density code range has been provided to provide greater flexibility in the deliver a mix of housing types and densities in response to local housing demand and market conditions.

It is recommended that future detailed subdivision design provide a mix of housing and accommodation types and densities to suit local housing needs at the time of subdivision and comply with the longer-term objectives of the South Hedland Town Centre Development Plan (SHTCDP) which recognises the area’s “peripheral residential role” (SHTCDP). Opportunities for locating higher densities closer to the South Hedland Town Centre, TAFE and adjacent playing fields to the north should be examined.

The theoretical dwelling yields for full residential development of the site, as provided by the Plan B density ranges, are:

	Minimum Theoretical Dwelling Yield	Maximum Theoretical Dwelling Yield
R50-R80	264 single dwellings	317 multiple dwellings (based 47,600m ² multiple dwelling (plot ratio) floorspace as per R-codes and assuming av. dwelling floorspace of 150m ² but will vary depending on individual applications)
R40 to R60	45 single dwellings	47 multiple dwellings (based on 7000m ² multiple dwelling (plot ratio) floorspace as per R-codes and assuming average dwelling floorspace of 150m ² but will vary depending on individual applications)
R60 to R80	56 single dwellings	67 multiple dwellings (based on 10,000m ² multiple dwelling (plot ratio) floorspace as per R-codes and assuming average dwelling floorspace of 150m ² but will vary depending on individual applications)
Total	365	431

Multiple dwelling yields have been calculated in accordance with the recently revised Residential Design Codes (Nov 2010) which now use plot ratio floorspace rather than minimum site area to determine theoretical yield. As such, the maximum yields assume an apartment size of 150m² to enable comparison between minimums and maximums.

Assuming an average of 2.6 people per household (current household size for Port Hedland), the potential population yield across the whole may range between approx 949 to 1120 people.

Public Open Space / Community Facility Site

Plan B shows public open space of 1.1 ha (approx. 10% of gross site area) centrally located within the site to provide convenient access to homes. Given the proximity of the site to adjacent sporting ovals and facilities, this open space would function as a local neighbourhood park for passive recreation.

The site could also accommodate a local community facility, if required.

The population yield resulting from the indicative densities is not sufficient to generate demand for a primary school.

4.3 Drainage and Bulk Earthworks

As noted in Section 3.2, a detailed bulk earthworks and drainage strategy has been completed for the development of the Plan A for the Accommodation Village and Residential Precinct and will adequately cater for future full residential development of the site (refer to Appendix).

4.4 Service Utilities

As noted in section 3.6, the capacity to service the development with power, water and sewerage is currently being assessed by the relevant State Government owned service providers, Horizon Power and Water Corporation. In this respect, the development of Lot 503 is no different from other residential and commercial developments within the Town.

As such, in the absence of a district level strategy for the provision of infrastructure to service the growth of the South Hedland Town Centre, the Development Plan requires that an Infrastructure Servicing Plan be submitted and approved as a condition of any approval for development and / or subdivision.

5.0 COMMUNITY FACILITIES AND INTEGRATION

As noted in Section 2.3, there is a strong desire to ensure, where practical and appropriate, that transient worker accommodation integrates both socially and physically with the existing community of South Hedland.

A preliminary assessment of the likely demand for community facilities generated by 1,200 and 1,600 people has been undertaken by Creating Communities. The assessment concluded that there would be limited demand for facilities and this can be accommodated within the existing facilities and services located in the South Hedland Town Centre.

Local Community Facility	Standard of Provision (*)	Requirements for Development Plan Area		Recommended Provision
		1,200 person	1,600 persons	
Halls/ Local Community Centres	1 per 4,000	0	0	No provision required.
Active Ovals	1 per 3,000 – 4,000	0	0.5	Shared use of existing Kevin Scott oval and adjacent playing fields.
Sports Pavilion/ Change rooms / gym	1 per 5,000	0	0	Shared use of existing facilities at Kevin Scott oval and adjacent playing fields.
Public Open Space	1.7ha per 1,000 or 10% site area	2ha	2.7ha	No provision given abundance in local area, however village design will provide small /incidental passive outdoor spaces.
Multi-marked Sports Courts (Tennis/ Netball/ Basketball)	1 per 1,000	1	1.5	Shared use of existing sports courts at Kevin Scott oval and adjacent playing fields.
Cricket Wickets	1 per 3,000	0	0.5	Shared use of existing facilities at Kevin Scott oval and adjacent playing fields.
Health and Medical Centre (for private health professionals)	1 per 3,000 – 5,000	0	0.5	Encourage residents to use existing health and medical services in South Hedland.
Library	1 per 17,500	0	0	Encourage residents to use the existing public library service in South Hedland.

* Note – The table contains acceptable facility provision standards used by many local governments for standard residential populations.

6.0 IMPLEMENTATION

Applications for TWA accommodation and residential development within the Residential Precinct indicate on Plan A are expected to be lodged with the Council in 2011 given the demand for accommodation in the Town.

As the TWA accommodation is intended to be in operation for around 20 years, it is recommended that Plan B be reviewed at a time closer to the proposed transition to full residential development of the precinct, so that the plan is best able to respond to local housing need and market conditions at that time.