

APPENDIX E

STAKEHOLDER CONSULTATION

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LandCorp and JTSI has consulted directly with all relevant agencies in informing the preparation of the structure plan. A summary of consultation with each of those Agencies is listed below:

Town of Port Hedland

The Town of Port Hedland is supportive of the creation of the BSIA. To expedite subdivisional development, the Town has taken into consideration the difficulty of service supply, and has agreed that where appropriate, it will consider supporting reduced forms of service supply.

Water Corporation

Water Supply

The East Pilbara Water Supply Scheme serves Port Hedland, South Hedland and approved major industrial customers. This scheme draws water from the Yule River bore field to the west and the De Grey bore field to the east and is currently operating very close to its maximum capacity. WaterCorp is currently expanding the source, distribution and storage capacities to deliver additional water with a target date of mid-2014. As industrial precincts are treated on a case by case basis since they are dependent on numerous variable factors, planning for the expansion has not included the BSIA.

WaterCorp is the License holder for water supply and wastewater in Port Hedland and South Hedland. The BSIA is partly within the current Water Services Licence Area issued by the Economic Regulation Authority (ERA). The central and south-western portions of the BSIA are not covered by the licence area, and should Stage 1 be in this area, the proponents would need to submit a formal request to WaterCorp to become the licensed water service provider, and apply to the Economic Regulation Authority (ERA) to extend the licence area.

The preferred proposal would be for water supply via a 150mm to 200mm reticulation size main from the vicinity of the Elevated Tank at South Hedland. A less preferable alternative would be an off-take from the bore water main, with either an elevated tank or booster pump near the first stages of development.

An agreement in principle would be required from LandCorp, the Town of Port Hedland and Pilbara Cities prior to finalisation of a subdivision agreement. All proposals will be fully funded by the proponent.

Sewerage Disposal

WaterCorp will not be providing sewerage to the BSIA. All proposals will need to include a private scheme, or onsite effluent disposal.

Horizon Power

Reticulated power can be made available to the BSIA subject to appropriate increases in power generation. All additional infrastructure would be provided at the expense of the developer.

Horizon Power currently holds a Management Order in the BSIA. Horizon has sought to expand its power station site to develop a gas fired power station in order to facilitate the provision of ongoing future power supply. This area is identified on the structure plan.

Main Roads Western Australia

Main Roads has confirmed the placement of the three main access points into the BSIA. This is supported by GHD's traffic assessment to ascertain potential traffic load and associated intersection requirements. This traffic assessment is summarised within Section 8 and attached as **Appendix II**.

(Former) Department of Water

LandCorp, JTSI and GHD's hydrologist have undertaken consultation with the former Department of Water. It has been confirmed that a District Water Management Strategy (DWMS) is required to support the BSIA Structure Plan, and the DWMS has now been approved by the DWER. As such, a DWMS is detailed in **Appendix E** and attached as **Appendix III**. Formally, DWER is not obliged to support the structure plan unless water supply is available. DWER advised JTSI by email on 8th December 2016 that no other comment prior to the formal public comment period was required.

Pilbara Ports Authority

LandCorp and JTSI have consulted with the PPA regarding infrastructure connections and berthing which are under the Port's jurisdiction. Of importance is ensuring sufficient allocation of berths in the inner and proposed outer harbours, and connections to and from the BSIA. The Port Authority is supportive of the development of the BSIA. The interface with the Port was recently resolved. The PPA is in the process of finalising its revision to its MUOH Port Master Plan and it was agreed with the JTSI that the alignment of these plans with the BSIA was essential.

Worley Parsons prepared a Combined Port Area and Boodarie Master Plan Technical Note (refer **Appendix XIII** under External Reports) in recognition of the need for co-ordination between the Port and the BSIA. The purpose of this technical note is to document the preparation of the resulting Combined Port Area and Boodarie Strategic Industrial Area (BSIA) Master Plan adopting the two plans as the basis of this process and addressing any outstanding issues at the interface with these plans.

Critical to the BSIA, as documented in the technical note, the Port Authority has agreed to incorporate Boodarie's berth requirements as follows;

- Future berths AP6 and AP7 at Anderson Point in the Port Inner Harbour have been identified for the use of BSIA;
- The PPA Master Plan identifies the development of a Near Shore Harbour for the BSIA in the Outer Harbour. Berths at this harbour will likely be for liquid bulk, break bulk/container and liquefied gas and other dangerous cargoes; and
- The use of Lumsden Point for the transport of modules to the BSIA.

The Port Authority will work closely with the JTSI and LandCorp on developments that may affect Boodarie.

DoT Coastal Infrastructure Branch

The Coastal Infrastructure Branch advised in an email dated 24th November 2016 as follows:

'the inundation hazard will be the major concern for this proposed Strategic Industrial Area and the Infrastructure corridor... the flood maps as part of the Cardno Coastal Vulnerability Report were missing from the Appendix XIV (and) recommend that Map P19, 100-year Catchment flow & 20 Year Ocean water level – Climate change 2110 conditions (attached) to be considered alongside of the Map P29, the 500 year Ocean flood only map. Some management requirements, for example, minimum floor level, might be appropriate for future developments at those catchment flood prone area.'

The structure plan refers to the management requirements, and the flood maps have been included in the Appendix report.

(Former) Department Parks and Wildlife

By email of 25th November 2016, (former) DPaW advised that:

'the Department of Parks and Wildlife (Parks and Wildlife) Pilbara Region has no further comments to provide on the Boodarie Structure Plan. It appears that any impacts on flora and fauna will be considered in more detail during future subdivision and development applications. At development application stage there is likely to be a requirement to undertake further detailed environmental studies such as a survey in accordance with EPA Guidance Statement No. 56 Terrestrial Fauna Surveys for Environmental Impact Assessment in WA, which would identify any potential impacts on flora and fauna of conservation significance. As recommended by the EPA these impacts should be manageable through the planning framework.

*'...there has been a change in the species of Mulgara considered to be present in the Port Hedland area. It is likely that all Mulgara observed in Port Hedland are the Priority 4 species of Mulgara (*Dasyercus blythi*) rather than threatened Mulgara (*Dasyercus cristicauda*), ranked vulnerable under the Commonwealth Environment and Biodiversity Protection Act 1999. During detailed environmental studies these changes should be accounted for.'*

The above comments are reflected in the Structure Plan and the requirements at development application stage are noted.

Other Consultation

Access to the coast was raised during stakeholder consultation regarding the BSIA Development. In 2013 the Town of Port Hedland formally closed Whim Creek Road removing public coastal access.

Alternative coastal access is currently available via the Boodarie Station Access Road, however, this is a private road that BHPB constructed to provide access to the Boodarie Station homestead.

Roy Hill is currently obligated under endorsed management plans with the PPA to maintain public access along the Boodarie Station Access Road until such time that an agreement is reached between BHPB and Roy Hill for an alternative road to be provided to the homestead.

As part of future works Roy Hill is required to construct a multi user common access road adjacent its rail line. Once constructed, this will provide public access to the west. In addition the Multi User Outer Harbour – Port Master Plan provides an infrastructure linkage (including a public road) from GNH along the future corridor.

