

# Shaping Hedland's Future

Community and stakeholder engagement outcomes report



Town of  
**Port Hedland**



**element** acknowledges the Kariyarra, Ngarla, and Nyamal people as the Traditional Custodians of the Port Hedland lands.

We recognise their strength and resilience and pay our respects to their Elders past and present.

We extend that respect to all Aboriginal & Torres Strait Islander people of the local community and recognise their rich cultures and their continuing connection to land and waters.

## Community and stakeholder engagement outcomes report: Local Planning Strategy review and preparation of a new Local Planning Scheme

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**YOUTH INVOLVEMENT COUNCIL INC**

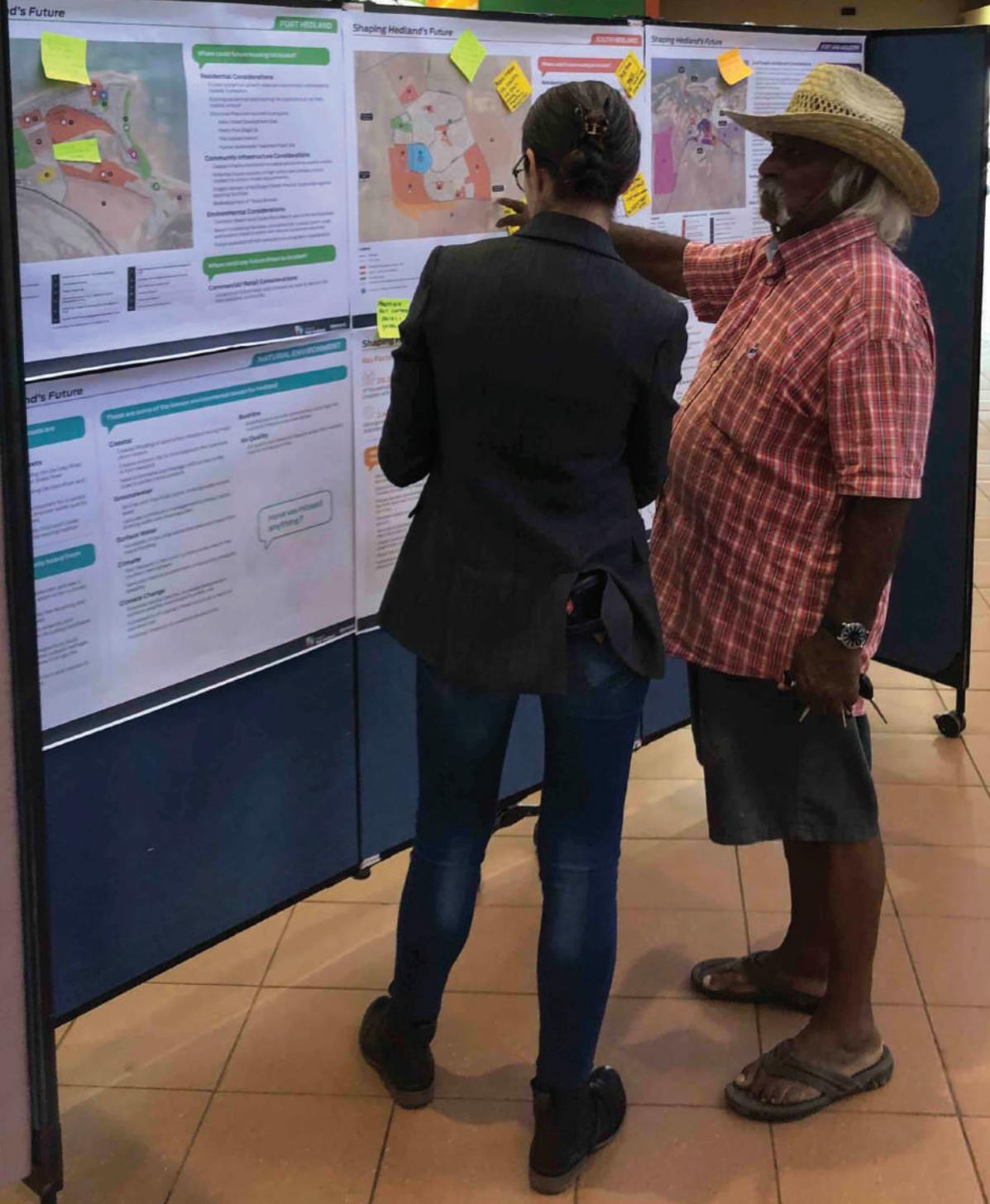
EARLY IN 2016 WELL-KNOWN LOCAL ABORIGINAL ARTIST  
**JILALGA MURRAY**  
 FACILITATED A SERIES OF WORKSHOPS WITH YOUTH IN YIC PROGRAMS.

*Jilalga is a public artist and graphic designer and the participants were fortunate to work alongside her to create their panel (to the right). Initially the participants were nervous to use paint and brush techniques in a different way however the young people grew in confidence over the duration of the project and their courage resulted in a unique and stunning piece of work that depicts a sense of pride in what they see around them and a reflection of the local country. Jilalga was a part of the process from the planning phases and took great joy in watching the youth undertake such a large project using high quality paints and materials. Her ongoing assurance was vital to help the youth overcome their fear of putting their ideas down in paint for display at the entrance of YIC HQ.*

*Jilalga's panel (to the left) is an extension of the artwork completed by the youth. She states, "This was a great experience and everyone involved should feel proud. Both pieces work with each other to celebrate this unique place in the world. As an Aboriginal creative person who grew up in South Hedland I hope my mural reminds the youth to dream big and aim high. The future is bright and now there is a great facility to complement the solid support of the YIC workers. Now everyone can flourish and grow."*

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# 1. Introduction

## 1.1 Report Purpose

The Town of Port Hedland (Town) appointed **element** to lead a consultant team to undertake a review of the Local Planning Strategy (Strategy) and preparation of a new Local Planning Scheme. This report has several aims. Primarily, it accurately records engagement activities and outcomes which demonstrate community and stakeholders are integral in the review of the Local Planning Strategy and preparation of a new Local Planning Scheme (Scheme).

The report provides an overview of the engagement and consultation objectives, methods and approaches, which formed part of preparation of a new Scheme.

The engagement approach herein was designed and built upon past community engagement and planning activities, in particular from the Strategic Community Plan (2018 -2028) and Corporate Business Plan (2018 - 2022). Further it aligns with the Town of Port Hedland Community Engagement Strategy 2011. In particular the adoption of its principles for community engagement, being:

- Inclusiveness and Diversity;
- Openness, Respect and Accountability;
- Leadership;
- Purpose;
- Feedback and Evaluation;
- Information Sharing; and
- Resourcing and Timing.

Importantly this document records the engagement outcomes, findings and inputs, which will inform the preparation of a new Strategy.

## 1.2 Project Background

Located 1,765km north of Perth in the Pilbara, the Town of Port Hedland is home to over 14,000 people and encompasses two residential and business centres, Port Hedland and South Hedland, the light industrial area of Wedgefield and the Aboriginal communities of Jinparinya, Marta Marta, Punju Njamal, Tkalka Boorda, Tjalka Wara and Yandeyarra.

Port Hedland has been a significant community hub for the Pilbara since the late 1800s and continues to be a vital part of the region for culture, ecology, sport, business and regional services. The local government area is home to unique desert landscapes, a tropical savannah climate, access to internationally renowned nature reserves and beautiful waterfronts on the headland, which continue to attract both residents and visitors.

At the height of the mining boom a Growth Plan (Pilbara's Port City Growth Plan and Implementation Plan 2012) was prepared. With aspirations based on a rapid city growth scenario, the projected regional population was 50,000 people by 2035. The Growth Plan was adopted by the West Australian Planning Commission (WAPC) in December 2012 as a Local Planning Strategy for the Town, which established the principal strategic direction for any subsequent planning policies. Current development plans now project population growth towards an urban centre to accommodate approximately 27,000 people by 2040.

To inform the review of the Local Planning Strategy and Local Planning Scheme there is a need to revise population, economic growth and land use aspirations within the Growth Plan.

## 1.3 Considerations

In designing community and stakeholder engagement for the project, there were a number of early considerations made. The following provides an overview of the primary considerations, issues and gap identification, which has emerged as part of the Strategic Community Plan, Corporate Business Plan, early engagement, literature review and/or need to be addressed in preparation for the new Scheme. This list is not finite. Additional issues will be acknowledged, and determination made on whether the new Scheme is the appropriate mechanism to resolve each issue.

Relevant considerations for the project are not limited to the following:

- The deficiencies and gaps within the Growth Plan as a contemporary Local Planning Strategy and how these issues can be most readily addressed to arrive at a planning strategy that is fit for purpose to inform the preparation of a new local planning scheme for Port Hedland.
- The Department of Planning, Lands and Heritage have prepared Improvement Plan No. 50 for the West End precinct following consideration of the Dust Management Taskforce recommendations; Improvement Plan No. 50 will provide the statutory basis for the preparation and implementation of a separate improvement scheme over the West End precinct; There may be difficulty representing the State Government's strategy for the West End in the LPS given there is no written strategy.
- The need to prioritise land to accommodate future population growth and development, based on availability of services, proximity to existing developed land and consideration of constraints.
- Challenges associated with non-residential workforce accommodation (predominantly FIFO workers), how this accommodation can be leveraged to provide improved social and economic sustainability for the Town and what normalisation of this type of accommodation may look like within the Town in the future.
- Regional, secondary and tertiary education issues within the Town and the North-West generally; improved secondary educational opportunities within the Town are vital to retaining and attracting families over the longer term.
- Complex issues facing Wedgefield; land use planning conflicts associated with caretaker accommodation, worker accommodation, industrial land uses and heavy vehicles all seeking to co-locate and utilise the area.
- Complexities associated with the provision of industrial lands within the Town including the Boodarie Strategic Industrial Area that may not necessarily support the many smaller and medium scale service commercial and industrial uses present within the Town.
- Coastal planning issues and the need to implement associated planning adaptation measures into local planning scheme provisions.
- Future plans and diversification opportunities for stakeholders under pastoral leases. Future plans may consider tourism opportunities, water management constraints, Information to inform Economic Development Strategy, Regional Water Management Strategy and LPS generally.
- The need to incorporate Yandeyarra Reserve into the new Local Planning Scheme and allocate appropriate zonings/reservations given that it is currently unzoned land within the current Scheme.

# 2. Objectives

## 2.1 Project Objectives

The Local Planning Strategy identifies strategies and actions to address relevant issues, and the Local Planning Scheme, which provides statutory controls to guide decision making for land use and development.

The Strategy builds on the comprehensive engagement undertaken by the Town through the Live It Tell It! engagement process used to inform the preparation of its Strategic Community Plan 2018-2028.

## 2.2 Engagement Objectives

Early engagement with the community and stakeholders was identified as a priority for the development of the Strategy, to ensure a well-informed strategic planning framework for the Town; one that is responsive to the needs of all stakeholders.

Preparation of the Local Planning Strategy (the Strategy) and Local Planning Scheme (the Scheme) is informed by community and stakeholder engagement to understand unique opportunities and constraints facing land planning in each precinct. The project builds upon and progresses past actions undertaken by the Town over recent years in the form of the Growth Plan and the Strategic Community Plan (SCP).

The following project engagement objectives are aligned with those expressed within the Town's Community Engagement Strategy 2011, which are to:

- Build upon past community and stakeholder consultation outcomes;
- Identify relevant stakeholders and understand the nature of their interest and/or involvement;
- Provide stakeholders and the community with clear and accurate project information in relation to a new Scheme and related implications;

- Seek input from key stakeholders and the community in reviewing and preparing a new Strategy and Scheme;
- Ensure a diverse range of appropriate methods are used to maximise participation and project understanding;
- Achieve a high level of stakeholder and community satisfaction with the process used for preparing a new Strategy and Scheme; and
- Continue to build and maintain strong relationships with stakeholders including community and industry.

Accordingly, the design and delivery of community and stakeholder engagement follows these critical stages:

1. **Research** – understand issues, context and identify key stakeholders.
2. **Design** – draft engagement activities, craft questions and clarify key messages.
3. **Deliver** – engage and communicate with the Town's stakeholders and broader community.
4. **Report** – document outcomes and review effectiveness.



YANIDEYAIRA

# 3. Communication

## 3.1 Focus for Engagement

Significant work has been undertaken by the Town through the development of the Strategic Community Plan and other key Hedland projects. There are four overall themes, which describe the long-term objectives, where the Town wants to be and achieve over the 10-year duration of the Strategic Community Plan.

Accordingly, the focus for engagement conversations is two-fold. Primarily engagement is theme based with a correlation to the Strategic Community Plan themes, which link to delivery areas within both the Local Planning Strategy and Local Planning Scheme documents. Secondly, conversations focus on precincts or places.

Using either themes and place-based foci, several face-to-face and digital techniques are used to engage with stakeholders. While the engagement methods are discussed below, the following depicts the key themes and sub-themes.

<p><b>Community</b></p> <ul style="list-style-type: none"> <li>• Community and culture</li> <li>• Health and wellbeing</li> </ul>	<p><b>Economy</b></p> <ul style="list-style-type: none"> <li>• Employment</li> <li>• Local business, retail and commercial opportunities</li> <li>• Port and industry</li> <li>• Tourism</li> <li>• Pastoral land, agriculture and diversification</li> </ul>
<p><b>Built environment</b></p> <ul style="list-style-type: none"> <li>• Population and housing</li> <li>• Open space, recreation and amenity requirements</li> <li>• Service and infrastructure availability</li> <li>• Land release</li> </ul>	<p><b>Natural environment</b></p> <ul style="list-style-type: none"> <li>• Coastal environment</li> <li>• Flooding</li> <li>• Groundwater and natural resources</li> </ul>

Figure 1: Snapshot themes

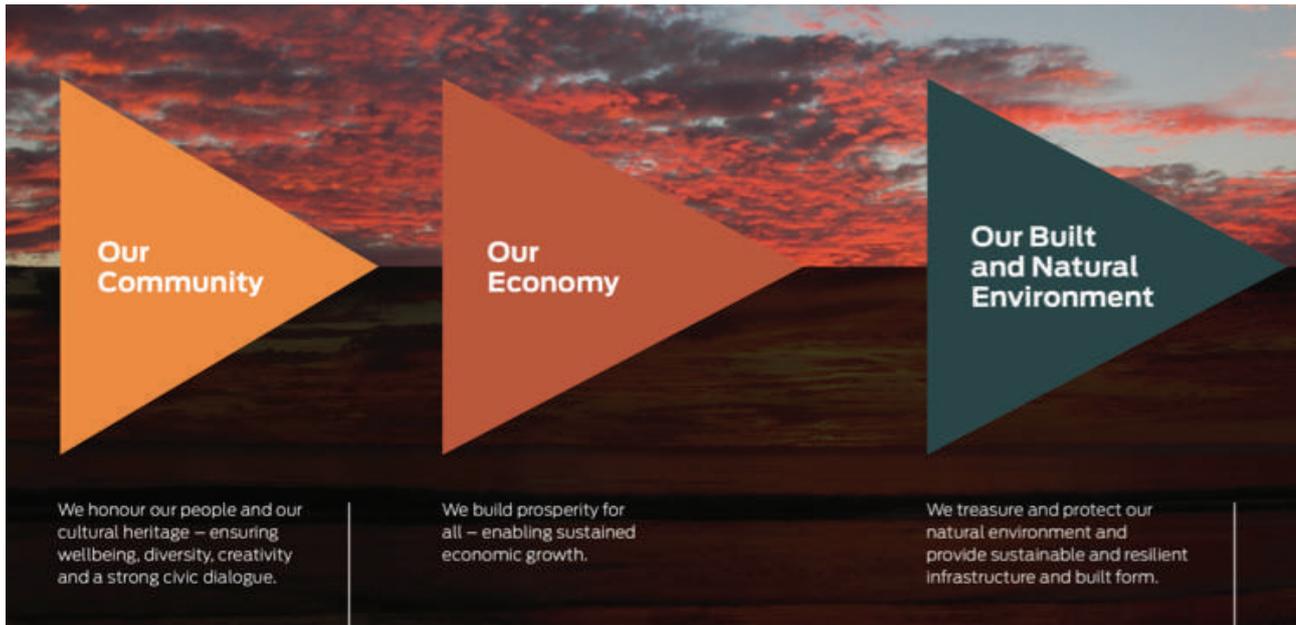


Figure 2: Theme areas prepared as part of the Town of Port Hedland Strategic Community Plan

### 3.2 Key Messages

Central to the engagement approach for the project is to reflect what has been heard through past, recent engagement. By acknowledging what has been heard in past engagement, which includes the public advertising of the Strategic Community Plan in 2018, the project team supports community and stakeholders to feel part of the iterative cycle of planning and decision-making conversations.

Owing to the work completed to-date, design of engagement incorporates and reflects key messages about community identity and the Town's shared values, welcoming spirit and vision. Engagement builds new shared narratives using everyday activities as opportunities for conversations and interaction with the project.

At the core of all communication are the following sentiments:

- The preparation of a new Strategy and Scheme is the logical next step to pull together and consolidate all past planning activities, particularly in relation to the Strategic Community Plan and Corporate Business Plan;
- Shaping Hedland's Future project is an opportunity to tell our unique stories, and also create shared ones;

- Community and stakeholders have been highly participatory in recent years and this project builds upon the outcomes of previous engagement;
- There are a number of other planning projects underway at the same time, it is important to be clear in all communication what stakeholders and community are asked to comment on;
- There is a need to address a number of strategic issues left unresolved from previous planning studies;
- There are a range of engagement opportunities to participate in the project and have a say; and
- This is a high priority project for the Town, which will guide future development for the Port Hedland area.

These sentiments were used to inform and convey key information about the project and design messages, which were delivered across a variety of channels.

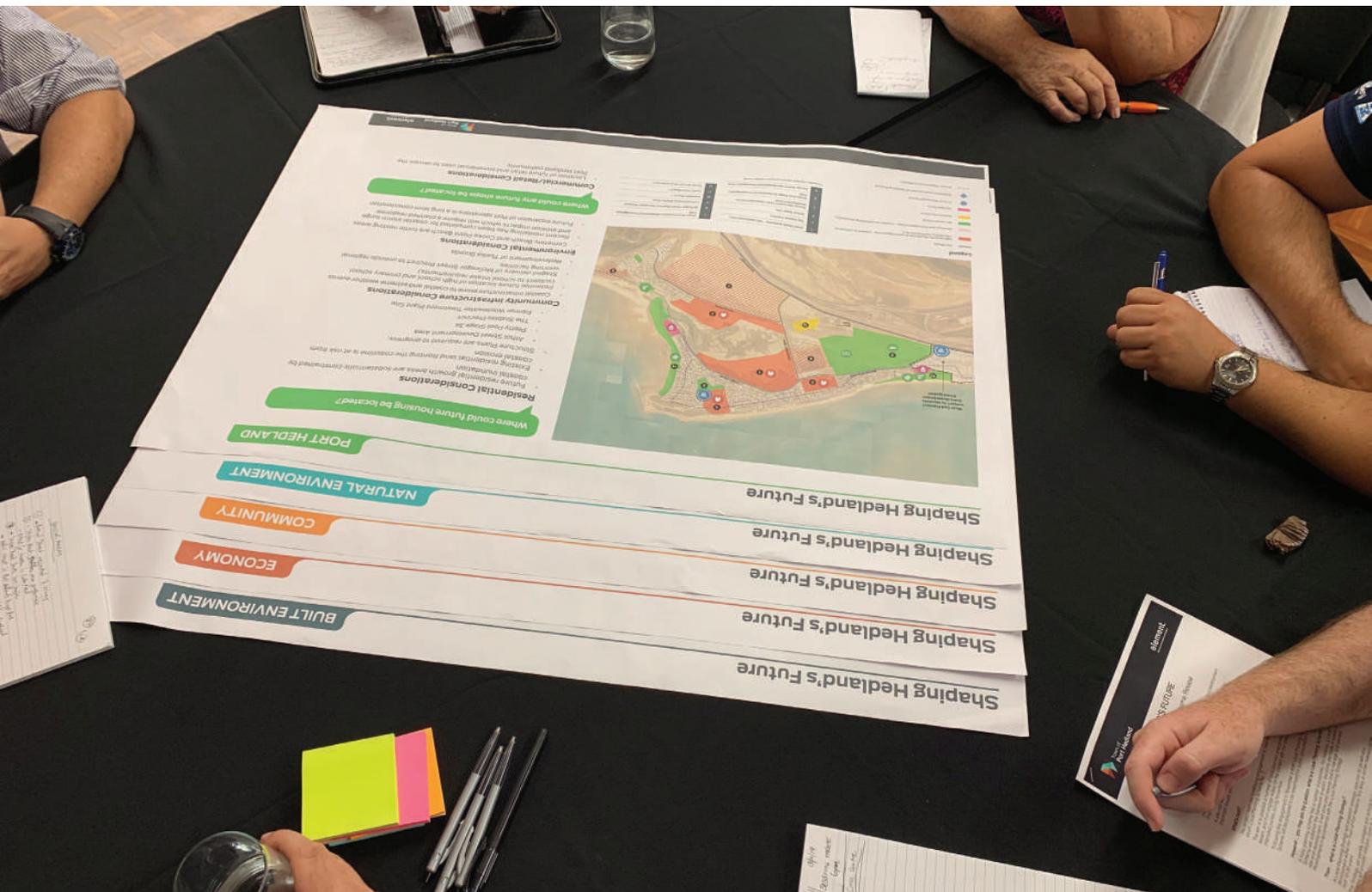
### 3.3 Announcements and Invitations

At the outset of the project, a factsheet (Appendix A) was created to announce the project to key stakeholders. This factsheet was provided in the lead up to and as an accompaniment to face-to-face meetings with stakeholders and community groups.

Shortly after the project announcement, a letter was distributed to all residents and key stakeholders to ensure broad participation and circulate invitations to engagement events (Appendix B Shaping Hedland's Future letter of invitation, and Appendix C Fact sheet schedule of engagement events).

Delivery of all engagement remains adaptive and responsive to current contexts and community expectations. For example, design and delivery of future engagements for the project will reflect public health recommendations for physical distancing.

The Town's website will remain the central channel for communication, trusted for sharing progress on the project and related project information updates.





ISSUES

Shaping Hedland's Future

PORT HEDLAND

Shaping Hedland's Future

**Where could future housing be located?**

**Residential Consideration**

- Future residential growth potential
- Existing residential land
- Structure Plans are in place
- Algebra Street Corridor
- Port Hedland Farm

**Community**

- Central
- Industrial
- Strategic
- Recreational

**Environmental**

- Coastal
- Water
- Future expansion of Port Hedland

**Where could any future commercial/retail be located?**

**Commercial/Retail Consideration**

- Location of future retail and commercial
- Port Hedland community

**Where could future housing be located?**

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- Future residential growth potential
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Shaping Hedland's Future

Environmental assets are what to you?

Environmental Assets

Coastal Assets - including the De Grey River, Southern River and Shaw River

Water Assets - including De Grey River and Southern River

Land Assets - including the De Grey River and Southern River

These are some of the known environmental assets

Coastal

Coastal flooding of land in Port Hedland during major storm events

Coastal erosion risk for land adjacent to the foreshore in Port Hedland

Need to maintain and manage in-let access to the coast to protect sea systems

Groundwater

De Grey and Yule River public drinking water source areas

Land use controls and management to protect public drinking water source areas

Surface Water

Subsidence of low lying residential areas and roads from inland flooding

Climate

Port Hedland is the most cyclone prone area in the southern hemisphere

Warm and tropical environment conducive to mosquito breeding

Climate Change

Potential sea-level decline, increased evaporation, extreme weather events and bushfire risk

Vulnerability of coastal infrastructure as a result of sea level rise

Potential impacts on livestock productivity

50% of people who have access to two or more cars

40% of people employed by the mining industry

Public Open Space (Parks)

There is a general over provision of public open space within Port Hedland whereas South Hedland has an underprovision

South Hedland lacks general amenity and sense of place

Community Infrastructure

- Need active recreation facilities and community infrastructure are planned to be delivered within precincts
- 30 Member Youth Centre
- South Hedland Integrated Sporting Precinct
- McIntosh Street Sporting Precinct

Other Services and Infrastructure

Shrinkage in childcare and aged care services

High quality education and health services are essential to retain people in the community

Original community camp areas for community sporting associations

# 4. Engagement Overview

## 4.1 Stakeholder Identification and Analysis

Understanding who the project stakeholders are is a critical element of any project or program. The Project Working Group and the Town extracted from the Town's existing stakeholder database a selection of stakeholders, which formed a new database for the project. An analysis was made of stakeholders on this database, which became a vital source of information over the duration of the project. This was used as the basis for engagement design, to ensure the variety of different types of stakeholders were invited to participate in the project using methods suitable to their interest.

### Stakeholder Types

Stakeholder analysis identifies individuals and groups affected by and involved in a project. The project team used this analysis at the preliminary stages of a project in order to incorporate interests and expectations of persons and groups significant to the project.

Two types of stakeholders were identified within this project. Internal stakeholders are those that may not have a specific and direct role in the project, however can be involved in one way or another. They may represent a role or group that can improve outcomes of the project by way of their involvement.

External stakeholders are generally categorised in the following areas. For this project, the majority of key stakeholders identified were within one of these groupings:

- Local and State Governments (adjoining LGA's; State and Federal Agencies);
- Traditional Owners and Aboriginal Communities;
- Station Owners;
- Community Organisations;
- Key Industry Groups, Local Business and Associations;

- Schools;
- Community, Special Interest Groups and Non-Government Organisations;
- Community Leaders (formal and informal);
- Sporting Groups and Clubs;
- Residents and property owners (local or absent);
- Politicians (Local, State and Federal); and
- Media.

## 4.2 Engagement methods

Within the Town of Port Hedland there are a plethora of stakeholders who are or may be affected by the preparation of a new Scheme. As discussed, during the process of stakeholder analysis, key stakeholder groups are identified along with suitable timing and approach for engagement, detailed in a stakeholder database. In preparation of the approach an assessment of risk is conducted. The tools and techniques selected are to ensure good consultation and communication outcomes, minimise risk and overall benefit relationships between the Town of Port Hedland, communities and stakeholders.

The list below is an overview of the community and stakeholder engagement plan. This list is followed with further details to describe engagement methods. The engagement plan is designed to meet the engagement objectives outlined earlier.

### Face to face engagement

- One-on-one meetings
- Meeting with existing groups
- Aboriginal stakeholder presentation
- HASL / Aboriginal stakeholder forum
- Port Hedland based agencies roundtable
- Port Hedland based industries roundtable
- Perth based agencies roundtable
- Perth based industries roundtable
- School BBQ visit

- Precinct popup South Hedland / interactive information display
- Precinct popup Port Hedland / interactive information display

## Digital engagement

- Online survey
- Emails
- Webpage
- Social media announcements

## Information provision

- Precinct snapshots
- Briefing notes
- Property owner letter / email
- Project factsheets
- Media release / social media posts
- Engagement outcomes report

## Information provision – proposed future engagement

- Community information sessions / static display
- General notice advertising the new Scheme

## Face-to-face engagement

### One-on-one meetings and outreach with existing groups

Over a number of weeks a series of one-on-one and group meetings were held, which engaged with Aboriginal Elders and community members, representatives from vulnerable communities, young people and remote settlements, business and industry representatives, station owners and environmental stakeholders.

Small or one-on-one meetings are less formal than larger meetings and allow key persons to be engaged who may otherwise be under-represented in a workshop environment. Meeting individually and with existing groups additionally provided opportunity to build valuable networks with community and stakeholder groups.

The aim of these meetings at the outset was to obtain a high-level understanding of issues, including the preferred approach and methods for ongoing engagement. The information obtained was reflected through the development of a set of Precinct Snapshots for 'Shaping Hedland's Future' (Appendix D).

The use of these snapshots for engagement is described below.

### Stakeholder roundtables and forums

Stakeholder roundtables and forums provide opportunity to discuss specific issues of concern in greater detail than otherwise provided at public events and the prospect to build crucial stakeholder relationships, which can be maintained for the duration of the project and beyond. Stakeholders sessions were held in groups to enable specific and focused discussions.

The primary purpose of these sessions was to validate previous work with stakeholders, check for gaps, seek relevant information, and later to test strategies and possible provisions relating to the preparation of a new Scheme. To discuss commercial-in-confidence plans, industry stakeholders were also granted one-on-one sessions.

There were five stakeholder sessions held, these were:

Session No.	Stakeholder Group	Estimated Duration
1.	KAC / Hedland Aboriginal Strong Leaders – co-designed workshop	4 hours
2.	Hedland based agencies, which included, but was not limited to EPA, DoP, PDC, DoH, DoEC, WC, Horizon Power	2 hours
3.	Hedland based industry groups and associations	1-2 hours
4.	Perth based agencies, which included, but was not limited to EPA, DoP, PDC, DoH, DoEC, WC, Horizon Power	2 hours
5.	Perth based industry groups and associations	1-2 hours

### School BBQ visit

Town of Port Hedland staff attended the local school Friday BBQ and provided young people with an opportunity to hear about the project and invited engagement through the online survey.

### Precinct popups with interactive information displays

These place-based popups were held at the two main shopping centres in South and Port Hedland. These were held relatively early in the planning process, which enabled feedback to be

incorporated into planning considerations.

Delivered alongside these were interactive information displays, designed to present Place/Precinct Snapshots, which elicited / enabled public comment (aligned with the content of an online survey).

Hard copies of information materials were provided, which linked to online information for the project so members of the community could review the material and respond at the same time or take information away and complete the online survey at a later date.

Holding these events at well visited locations (one in Port Hedland and the other in South Hedland) made it easier, more convenient and attractive for community members to participate.

Key aspects were:

- Representatives of the Project Working Group and the Town were in attendance to answer questions.
- In addition to display materials, printed handout materials were available to encourage online feedback at a later date.
- Display materials could be provided at the Town office.
- An electronic version was placed on the Town's website and with copies also available through an online survey.
- Invitations / notice was distributed via a letter to residents and key stakeholders to illicit participation.

The aim was to provide information to the general community about the project, respond to questions, listen to a diversity of community ideas and concerns, and provide opportunity for people to have their say regarding information on the precinct snapshots.

This approach provided community and stakeholders with the ability to ask multiple questions so issues could be clarified or resolved early, which results in a more satisfied outcome for participants.

## Digital engagement

### Online survey

A highly targeted approach to engagement was key to success for this project. It is critical to ensure a choice for community and stakeholders by using a variety of face-to-face and online engagement activities. For out-of-town stakeholders, the digital realm offered a complementary, efficient and engaging way to connect with a broad cross section of the non-residential land-owner community.

The digital survey was uploaded and timed to occur in conjunction with face-to-face engagement to provide online opportunity for people to review plans and documents produced for the specific purpose of seeking feedback via the survey. Information at community events directed people to invite their friends, family and network to give feedback through the survey if they were too busy to stop or otherwise unable to attend engagement events.

### Webpage

Given reasonable numbers of the community typically have access to the internet, at key project milestones information specific to the project was uploaded to the Town's web page. Online information included project factsheets and a project timeline to depict 'where we are at' in the project. Contact details were provided should community and key stakeholders need to make general enquiries.

### Social media announcements

In addition to the Town webpage, information updates were provided via the Town's social media sites. Social media communication supported in-town and out-of-town community and stakeholders to engage with project information and also invited and raised the profile of face-to-face approaches.

## Information provision

### Precinct snapshots

Recognising that the people who live and work in an area know it the best, the engagement approach was place/precinct and issues/theme based. A set of area maps were developed to present key information. This enabled and focused engagement outcomes to better inform the review of the Local Planning Strategy and Local Planning Scheme. To support this approach, simple Precinct Snapshots outlined

and mapped what is known about places to enable prompt conversations. In the main, information was drawn from existing literature and documentation, which included previous and early stakeholder engagement to reflect what was being heard.

### **Briefing Notes**

Briefing notes ensured key stakeholders were kept informed throughout the duration of the project.

### **Property owner letter / email**

The Town sent stakeholder letters to property owners via email. Content of the letter included background of the project, an invitation for recipients to contribute to the engagement activities, provision of a link to the project survey, website address and contact details of the project team.

### **Project factsheets**

Project information (announcements / factsheets / frequently asked questions) were released at milestone stages of the project, as information became available and the project progressed. These were short, simple, easy to read and visually interesting. Project updates were targeted to be accessible for local community and stakeholders, however the language is generally inclusive and jargon free, and the information is factually correct. The project was described in a manner that is positive and evokes interest.

Project sheets were mailed, emailed, distributed at information and feedback sessions, meetings and public events, and uploaded electronically. Project sheets have the benefit of reaching a larger target audience and the potential to encourage and prompt immediate feedback. Contact details were always included.

### **Media release / social media posts**

As part of this project, the current media and social media protocols were used, which the Town would typically employ in relation to any of its major projects. This ensured any and all dialogue with the media in relation to this project was undertaken by Town staff only. This was to guarantee consistent and accurate messages were delivered.

### **Engagement outcomes report**

Provision of post-engagement feedback reassures communities that the views and concerns of participants are acknowledged and considered. Outcome reports enable a greater degree of trust and cooperation to be established between communities and decision-makers.

It is important for accurate feedback to be given in a timely manner throughout engagement, and communities to be informed of the feedback methods. Feedback is expressed clearly and logically in ways the community can easily comprehend and includes an analysis of the information and data obtained and an evaluation of the process administered.

The first round of feedback took the form of the Precinct Snapshots. This was followed by online information, updates, emails and letters as well as through the production of this Engagement Outcomes Report.

Copies of the engagement outcomes report will be made available to stakeholders and the broader community through the Town web page.

## **Information provision – proposed future engagement**

### **Community information sessions / static display**

Information sessions encourage participants to ask questions, provide direct feedback and submit written comment by way of formal feedback forms. The static display is a simple representation of the draft and final outputs (Strategy and Scheme) which can be left in one to two well visited locations to enable community to access, and there is a feedback element such as collateral how to make a submission or links to where and how they can make a submission.

### **General Notice Advertising the New Scheme**

Once a draft of the new Scheme is prepared and presented to the Project Steering Group the team seek additional feedback via a general advertising process. A static display is proposed to occur in a minimum of two locations, along with notification via the Town's website, social media, notice in the local media and emails.

# 5. ‘Shaping Hedland’s Future’ Engagement Outcomes

## 5.1 Summary of engagement outcomes

The key issues and themes collated from all face-to-face and online engagement activities with community and stakeholders are summarised below. The following excludes proposed future engagement activities, which will occur after advertising the new Scheme.

The following section outlines the feedback heard from a variety of stakeholders and community members through the engagement period from August to December 2019. As expressed in the key messages and scope of the engagement activities, the project team sought to build upon collective community knowledge, which was gathered in recent years.

For the purposes of the data analysis, feedback across different sources (face-to-face and digital) are combined where appropriate to give a consolidated representation of the themes and issues described across the different channels. The demographic data for responses to the digital survey are contained in Appendix E online community survey demographic results.

Specific to the engagement objectives of this project, the project team have delineated feedback which is most likely to have influence on the outcomes of the Local Planning Scheme. Acknowledging the many participants who shared their knowledge and time to influence a positive future for the Town of Port Hedland, outlier ideas which may otherwise be considered out of scope are also noted in this report.

The key issues and themes collated from all face-to-face and online engagement activities with community are summarised as follows:

### **Strike the balance between addressing the short to medium term needs of the community whilst also weaving in strategies to attract long-term investment.**

Presently the Town of Port Hedland is experiencing a period of slow construction and growth, which is attributed to a lumpy mining cycle. With a lesser focus on mining and subsequent investment as previously experienced, community and stakeholders are actively looking for options to improve their services and facilities through more diverse means.

Community and stakeholders were able to articulate to the project team a number of key priorities where both the local government and local people could work together to improve the daily lives of residents such as improving streetscapes, greater access to childcare, more parks and gardens, greater diversity of indoor and outdoor sport and recreation facilities, expanded youth services and facilities, managed access to coastal recreation areas, exploring sustainability initiatives and supporting local businesses.

By the same token a significant proportion of comments acknowledged the benefit of long-term thinking and investment to deliver and support local assets, particularly when considering long-term viability and activation of the Town. Initiatives which were common included growing the tourism industry, locating houses closer to amenity and services, mitigating coastal inundation risks, supporting new agricultural/pastoral industries, reducing red tape, protecting water sources and creating a transport logistics precinct with reduced impact to residents. There was a general sentiment that investments and priorities should first and foremost benefit residents but also provide a level of inclusiveness to visitors and attract new businesses and investment.

## Location of future residential and service areas

When asked about future housing preferences within the Town of Port Hedland, participants consistently supported for housing to be located close to existing amenities and facilities. Most preferred housing sites in order were the Telstra Tower Site (Site 3), Former Rec/ Detention Centre, City Centre Development (Site 2) and Trumpet Way Structure Plan (Site 4). By concentrating housing within existing established areas, away from impacts of industry and heavy transport routes, people would be able to enjoy a more idealistic lifestyle in the community as well as promote walkability with improved streetscapes.

Several opportunities were identified to enhance existing housing areas to support incorporation of new housing, including enhancement of parks and gardens, improve streetscapes for pedestrians, provide more rest stops, increase youth activities and services and explore CPTED strategies to address antisocial behaviours.

## Promote opportunities for sustainability initiatives and environmental assets

The project team consistently heard from participants that the community is seeking to diversify sustainable living strategies in the Town. This includes diversifying renewable energy resources, improving water use and protecting water sources, increasing endemic tree planting for habitat and food sources, improving food security via fresh food gardens, improving habitat for fauna (e.g. turtles and fish) and conserving natural waterways and coastlines (e.g. mangroves).

By providing more emphasis on sustainability in a regional town such as Port Hedland, participants saw opportunities to provide a sense of liveability in the Town, promote sustainability as a value proposition for businesses, visitors and residents, increase opportunity for eco-tourism and instil a sense of ownership/pride. Supporting a local transition town team was suggested as a key strategy to implement future local-level projects.

## Support new economic growth areas including tourism and arts and culture

Increasing opportunities for tourism featured strongly in the conversations and feedback gathered from all community and stakeholder cohorts. People highly valued the natural assets on their doorstep and were able to envision a stronger tourism offering to attract visitors and economic stability to the area by showcasing beaches, mangroves, recreational fishing, wildlife (e.g. turtles) and Aboriginal cultural experiences. In particular the traditional knowledge, arts and culture that local and nearby Aboriginal individuals and communities could contribute to the tourism industry was well supported. Importantly people supported that Aboriginal people represent a high proportion of the workforce to roll out these initiatives.

Several ideas for emerging tourism experiences included station/farm stay accommodation, hot air ballooning, an Aboriginal enterprise led airline, beach lagoon swimming and a centralised cultural experience centre.

## Addressing land use compatibility issues in Wedgefield

The continuing land use conflict within Wedgefield was captured as part of the engagement activities. When asked to comment on options of whether to relocate transport and heavy industry and/or caretaker dwellings within the Wedgefield precinct, the community sentiment was divided about whether to leave the caretaker residents in situ or seek to put in place planning measures which would encourage relocation away from the area and class the Wedgefield precinct for industry only. It was clear in these conversations that participants were less in favour of co-locating these two uses together due to impacts on lifestyle and wellbeing.



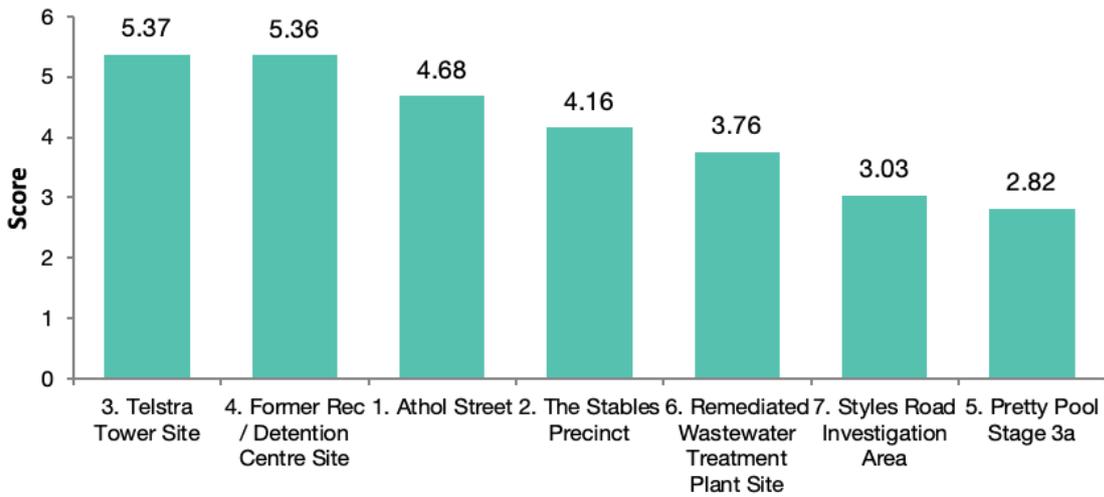


Figure 4: Port Hedland Community Survey question 6: 'What is your preferred staging for future housing in this area? Rank these areas in order of your preference.' (n=39)

Questions	Port Hedland key themes and observations
Category: Community	
Would you like to see commercial development / shops in the Cooke Point or Athol Street area?	<p>Online survey participants (n=40) were more likely to be in favour of commercial development at <b>Cooke Point</b> (Site 4) rather than <b>Athol Street</b>. 67.5% were in favour for Cooke Point compared with 45.0% in favour for Athol Street. (See Figure 5 below.)</p> <p>Single comment from Perth workshop: Athol Street requires a lot of fill.</p>

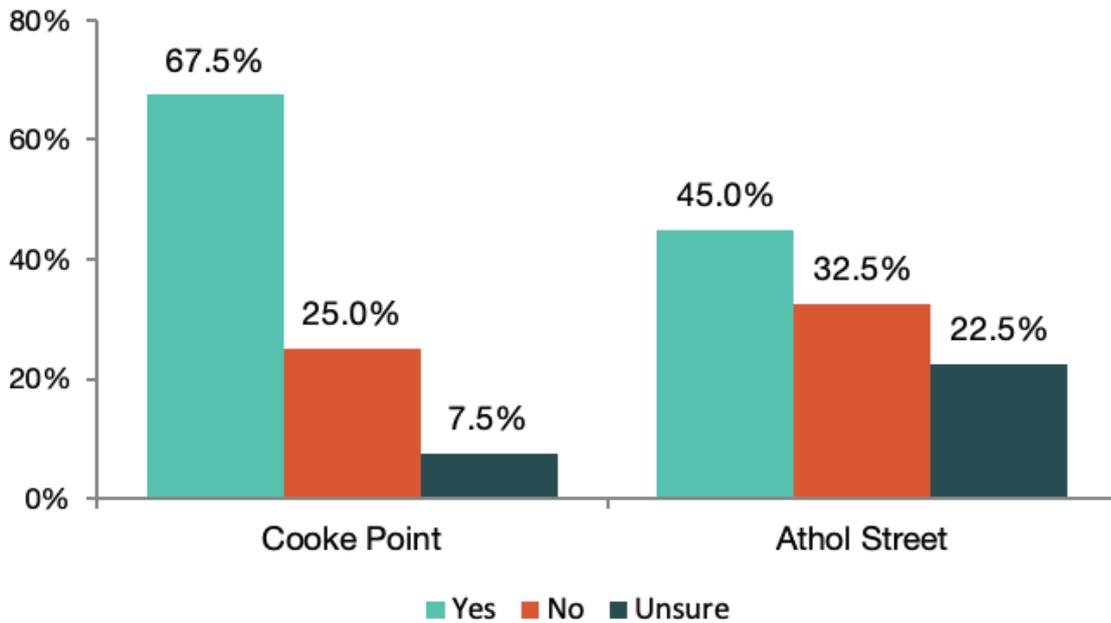


Figure 5: Port Hedland Community Survey questions 7 and 8 combined: Would you like to see commercial development / shops in the Cooke Point and/or Athol Street area? (n=40)

Questions	Port Hedland key themes and observations
<b>Category: Community</b>	
<b>In planning for community facilities in Port Hedland precinct, are there important considerations?</b>	<p>The following reflects considerations by the community that are in addition to those proposed by/previously heard by the project team (e.g. shortage of childcare, need for investment in youth and education).</p> <p><b>Recreation spaces</b></p> <ul style="list-style-type: none"> <li>• Support for new infrastructure that is multi-functional and caters to a more diverse sport and recreational offering, including casual indoor recreation (weather), dance and gymnastics. Perception of too many ball sports (e.g. basketball).</li> <li>• Support to prioritise maintenance and upgrades of current facilities, specifically parks and gardens, outdoor recreation areas requiring more shade.</li> <li>• Improve tree plantings in the streetscapes, improve amenity for locals and visitors.</li> <li>• Idea to co-locate new school facilities with regional POS to optimise assets.</li> </ul> <p><b>Existing Port Hedland infrastructure challenges</b></p> <ul style="list-style-type: none"> <li>• Sentiment of limited change or substantial improvement to aging infrastructure.</li> <li>• Utilising existing infrastructure thoughtfully and concentrating new assets close to where people live.</li> <li>• Support to avoid placing infrastructure in areas where there is a known risk for coastal hazards.</li> </ul> <p><b>Connectivity and movement</b></p> <ul style="list-style-type: none"> <li>• Reduce the physical and psychological disconnect between Port Hedland and South Hedland to improve community outcomes and consolidate access to community facilities - communities are too dispersed. Suggestion for greater pedestrian and cycling infrastructure.</li> <li>• Opportunities to link streets and future civic heart in Port Hedland to the water.</li> <li>• Support to locate new shopping centre within South Hedland with the greater population.</li> <li>• More accessibility to public transport for CALD communities.</li> </ul> <p><b>Childcare</b></p> <ul style="list-style-type: none"> <li>• General support for more childcare within Port Hedland, including alternative models such as in-home care.</li> <li>• Biggest barriers are lack of facilities, quality operators and trained staff.</li> <li>• Perception that workers leaving the area due to lack of childcare, issue for employers.</li> </ul> <p><b>Entertainment and hospitality</b></p> <ul style="list-style-type: none"> <li>• Support of indoor venues such as restaurants, cafes, cinema, performing arts space, supermarket, connect to outdoor areas such as parks and gardens.</li> <li>• Support for a more diverse tourist offering, including Aboriginal cultural experiences.</li> <li>• Centralise shopping centre and improve local shopping experiences.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Youth services needed in Port Hedland, not just South Hedland.</li> <li>• Lack of intergenerational support.</li> <li>• Consider how to incorporate environmental technologies (e.g. materiality, habitat conservations, water use).</li> <li>• Relocate fire and rescue services to higher ground.</li> <li>• Affordable housing and subsidised housing for workers.</li> </ul>

Questions	Port Hedland key themes and observations
<b>Category: Natural Environment</b>	
<b>Have we missed any important environmental assets in Port Hedland?</b>	<p><b>Coastal assets</b></p> <ul style="list-style-type: none"> <li>• Include 6 Mile and 4 Mile Creek in study area.</li> <li>• Maintain tidal flushing.</li> <li>• Avoid development in flood areas.</li> <li>• Dunes.</li> </ul> <p><b>Fauna and flora</b></p> <ul style="list-style-type: none"> <li>• Manage and protect tidal reefs for habitat and recreation, as well as mitigate issues of habitat loss due to dredging/sedimentation/erosion.</li> <li>• Protect mangroves and turtle nesting areas.</li> <li>• Frogs living in Athol Street.</li> <li>• Use artificial reefs to improve fish stock.</li> <li>• Kangaroos visiting 4 Mile and 6 Mile Creek.</li> <li>• Opportunity to use development to drive community engagement in conversation of natural areas (e.g. planting).</li> </ul> <p><b>Heritage and cultural practice</b></p> <ul style="list-style-type: none"> <li>• What spaces in Port Hedland are currently available for cultural practice? Protect places of cultural significance.</li> <li>• Protection of Aboriginal art and culture e.g. petroglyphs in Stables area, middens and carvings in Styles Street area.</li> <li>• Traditional Owner knowledge of plants, bush medicine.</li> <li>• Historical areas in West End and maritime heritage.</li> </ul> <p><b>Recreation</b></p> <ul style="list-style-type: none"> <li>• Access to crabbing and fishing areas inhibited by harbour infrastructure, particularly important to Traditional Owners.</li> <li>• Spoilbank Recreation Reserve.</li> <li>• 4WD access to coastal areas.</li> </ul> <p><b>Water and water use</b></p> <ul style="list-style-type: none"> <li>• Increase water reuse within Port Hedland.</li> <li>• Expand current water source e.g. increase bore fields. What other alternative water sources are available to the Town?</li> <li>• Broader water quality management of surface water and aquifers.</li> </ul>

### 5.3 South Hedland

The South Hedland Snapshot was presented to community members and stakeholders during several workshops and pop-up sessions. This poster and associated information was available via the online survey and the Town website.

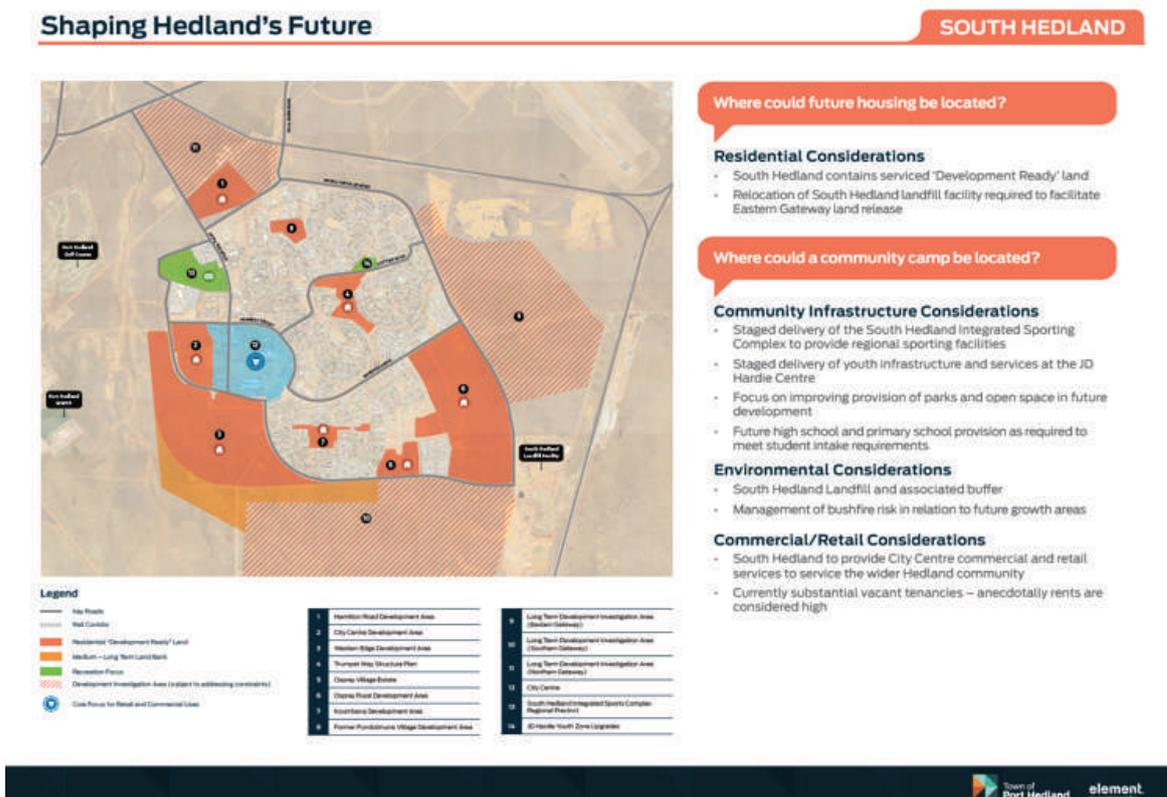


Figure 6: South Hedland snapshot poster presented to participants showing potential housing, recreation, facility and city centre opportunities.

Table 2 below provides a summary analysis of comments collected by participants.

Table 2: Feedback summary for Snapshot Two - South Hedland

Questions	South Hedland key themes and observations
<b>Category: Community</b>	
<b>What is your preferred staging for future housing in this area?</b>	<ul style="list-style-type: none"> <li>Online survey participants (n=35) indicated that their top two most preferred site for future housing in South Hedland is the City Centre Development (Site 2) followed by Trumpet Way Structure Plan (Site 4). The least preferred site was Osprey Rural (Site 6). (See Figure 7.)</li> <li>Participants who attended the community workshop on 12 November indicated equal support for Western Edge, Trumpet Way, Koombina and Osprey Rural.</li> <li>Other comments included support for infill to build housing and improve amenity, Osprey Village as being incompatible within a school catchment zone and creation of an entry statement for Hamilton Road.</li> </ul>

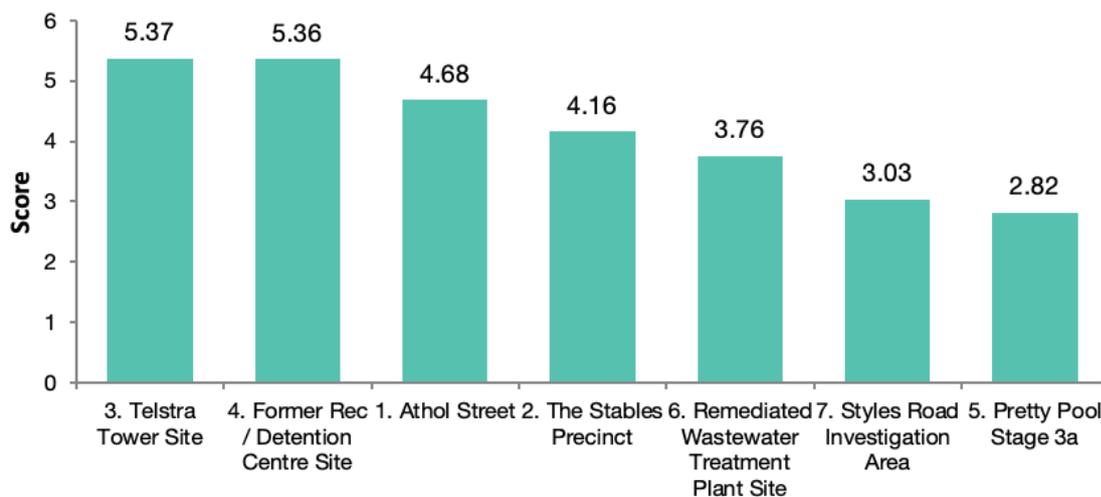


Figure 7: Port Hedland Community Survey question 11: 'What is your preferred staging for future housing in this area? Rank these areas in order of your preference.' (n=35)

Questions	South Hedland key themes and observations
Category: Community	
Tell us your great idea to improve the sense of place in South Hedland. What improvement would you like to see and where would you like to see it?	<p><b>Parks and gardens</b></p> <ul style="list-style-type: none"> <li>Increasing food security and access to fresh produce had strong support from the community.                             <ul style="list-style-type: none"> <li>Support for native gardens in the public realm with bush tucker plantings.</li> <li>Support for community gardens to grow bulk food.</li> </ul> </li> <li>Idea to create an Indigenous botanical park showcasing native plants, culture, walk trail, art and heritage, hence building a sense of pride.</li> <li>Walking trails.</li> <li>Create dog parks for people to exercise their pets.</li> </ul> <p><b>Amenity</b></p> <ul style="list-style-type: none"> <li>Plant more native trees along verges and in carparks to increase shade and beautify the streetscape. Tree selection to consider maintenance required by the Town to reduce tree mortality (i.e. water sensitive urban design and endemic species).</li> <li>Improve the visual amenity for visitors by specifying a main street/town square using native green plantings.</li> <li>Clean up rubbish in the streetscape and paths.</li> </ul> <p><b>Recreation</b></p> <ul style="list-style-type: none"> <li>Develop indoor activity facilities such as a theatre, movie cinema and ten pin bowling, to cater for locals, young people and visitors to the Town.</li> <li>More youth services to complement the new JD Hardie Centre, including a 24-hour drop-in centre.</li> <li>Public pool in South Hedland should be free for young people.</li> </ul> <p><b>Connection and community safety</b></p> <ul style="list-style-type: none"> <li>Encourage initiatives that connects people to their neighbours.</li> <li>Install street lighting for streets, paths and bridges.</li> <li>Address and lower the crime rates experienced in the community.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>Encourage community to be involved in various projects and initiatives supported by Council (e.g. tree planting, litter collection, proactive role in Council decisions, lifeguards).</li> <li>Support the creation of a Transition Town Team for long term sustainability, encourage community action and contribution.</li> </ul>

Questions	South Hedland key themes and observations
<p><b>In planning for community facilities in South Hedland precinct, are there important considerations?</b></p>	<p>The following reflects considerations by the community that are in addition to those proposed by/previously heard by the project team, that is:</p> <ul style="list-style-type: none"> <li>• Need to provide inclusive and dedicated facilities, which meet the needs of traditional owners and Aboriginal communities.</li> <li>• Need to address quality and overall provision of parks within South Hedland.</li> <li>• Identified shortage in childcare facilities needs to be addressed as a priority.</li> </ul> <p><b>Gardens and parks</b></p> <ul style="list-style-type: none"> <li>• Plant more trees that provide shade and public realm amenity.</li> <li>• Plant <b>food gardens</b>, both recreational and an opportunity for commercial plantings (e.g. permaculture).</li> <li>• Plant a native food market garden to nourish people, share bush food knowledge and as a commercial opportunity.</li> <li>• Enclosed dog parks for people to spend time with their pets.</li> </ul> <p><b>Children and youth services</b></p> <ul style="list-style-type: none"> <li>• Support for more diversity of activities for children and youth across all interests, genders and ages.</li> <li>• Support for children and youth activities that may be accessed throughout the year and throughout the day (day and evening).</li> <li>• Centralise broader community facilities near the new school, act as a 'one stop shop' for families.</li> <li>• Facilities to help support children and youth with social issues (e.g. 24 hour safe space for youth drop-in).</li> </ul> <p><b>Indoor and outdoor recreation</b></p> <ul style="list-style-type: none"> <li>• Opportunity for integrated sports complex near JD Hardie centre, inclusive and open. Indoor leisure space included in complex.</li> <li>• Rock climbing, BMX rack, access to swimming pools.</li> <li>• Remove restrictions that presents barriers to clubs and access to spaces.</li> </ul> <p><b>Community safety</b></p> <ul style="list-style-type: none"> <li>• Support for CPTED initiatives to create spaces to reduce antisocial behaviour such as street drinking and crime e.g. surveillance, decentralised community housing and lighting.</li> <li>• Facilities and services that address drug use and keeping kids safe (e.g. drop-in centre).</li> </ul> <p><b>Sustainable living</b></p> <ul style="list-style-type: none"> <li>• <b>Protect drinking and recreational water sources</b>, maintain quality and quantity for human consumption.</li> <li>• WSUD such as water reuse and plantings to reduce water loss.</li> <li>• Promote sustainable living in the community using community initiatives e.g. tree planting days, Transition Town.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Encourage more diversity retail and commercial businesses to increase activity.</li> <li>• Provide more public toilets.</li> </ul>

## 5.4 Port and Industry

The Port and Industry Snapshot was presented to community members and stakeholders during several workshops and pop-up sessions. This poster and associated information was available via the online survey and the Town website.

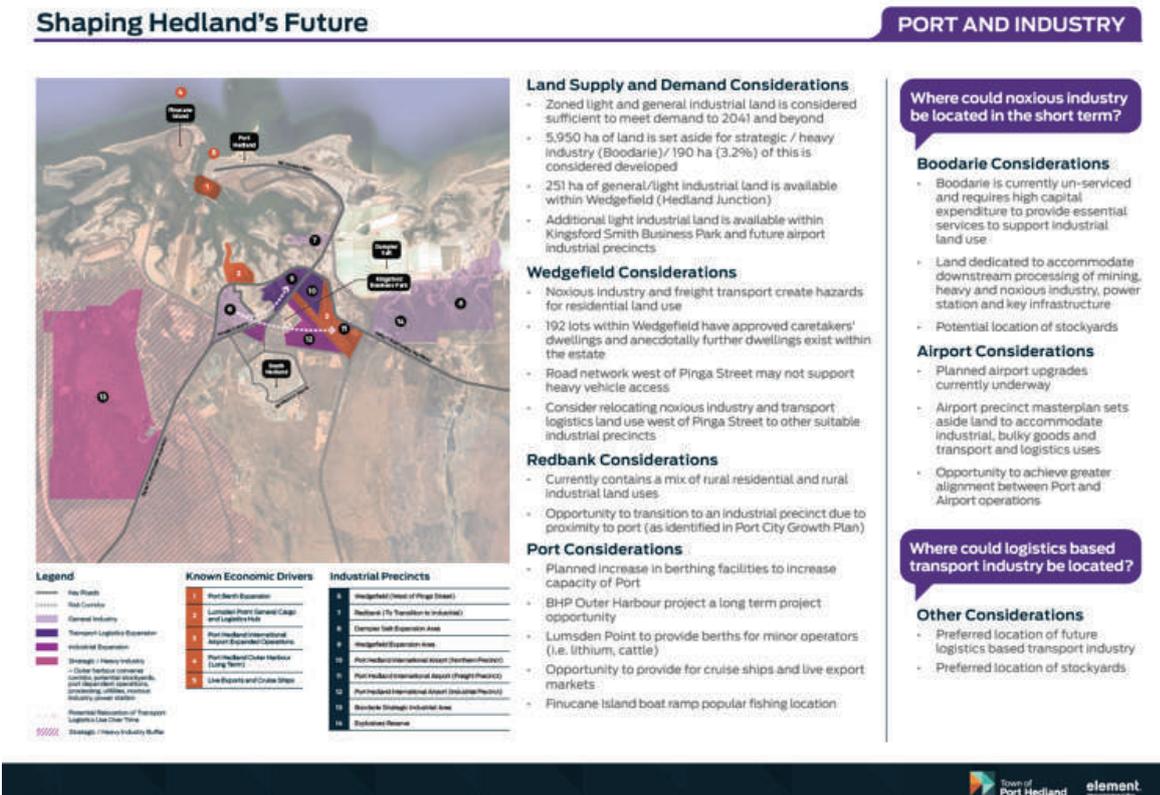


Figure 8: Port and Industry snapshot poster presented to participants showing current locations for industry and transport, as well as opportunities to relocate appropriate land uses.

Table 3 below provides a summary analysis of comments collected by participants.

Table 3: Feedback summary for Snapshot Three – Port and Industry

Questions	Port and Industry key themes and observations
<b>Category: Natural Environment</b>	
<b>Where is your preference to locate noxious industry?</b>	<ul style="list-style-type: none"> <li>Of the three options presented as viable options in the community survey (Areas 9, 13 and 14) the strongest preference for face-to-face participants was to move noxious industry to Site No.9 Wedgefield – Hedland junction Estate. Comments to accompany this support included preference for developing new infrastructure and the option to continue to coexist caretakers with industry.</li> <li>Several comments were in support of either relocating caretaker dwellings away from Wedgefield or citing the caretakers current location as a barrier to industrial redevelopment at Wedgefield.</li> <li>There was general support to move noxious industry away from residential houses due to health, heavy traffic and amenity. It was generally identified as a conflict of use.</li> <li>Whilst survey respondents cited Boodarie as the more preferable noxious industry location (n=11) this was followed closely by Explosive Reserve (n=10) and then Wedgefield (n=9).</li> </ul>

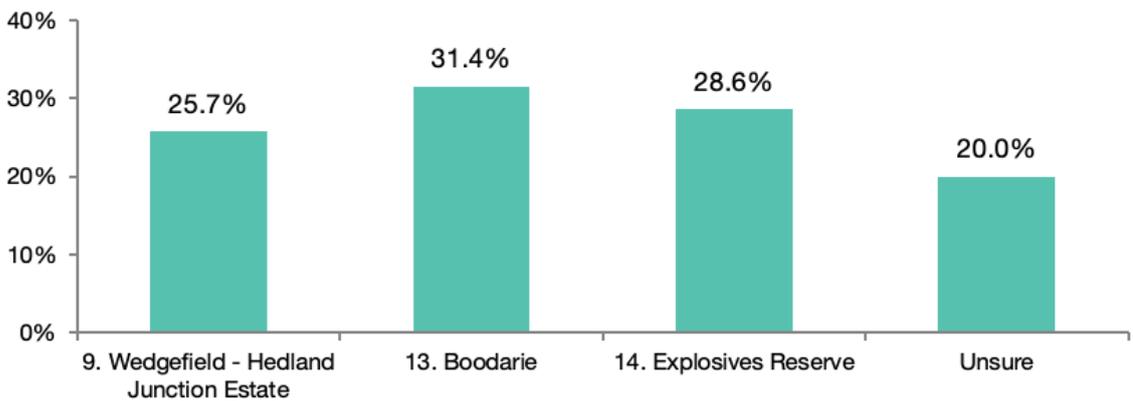


Figure 9: Port Hedland Community Survey question 14: ‘Where is your preference to locate noxious industry?’ (n=35)

Questions	Port and Industry key themes and observations
<b>Category: Built Environment</b>	
Where is your preference to locate transport-based logistics?	<ul style="list-style-type: none"> <li>Of the two options presented as viable options in the community survey (Areas 9 and 11) the strongest preference for face-to-face participants was <b>Highway Precinct</b> (Site 11). This is further complemented by the top preference of online respondents (see Figure 10 below).</li> <li>Many participants submitted statements about the key criteria and dependencies that should assist in selecting a location for transport logistics. These included:                             <ul style="list-style-type: none"> <li>Quality, positioning and design of new and existing road networks, for example the impacts of the new Great Northern highway Bypass.</li> <li>Type of vehicles using the roads (ie. heavy vehicles, RAV).</li> <li>The mode of transport needed to carry goods (road vs rail).</li> <li>Impacts of local residents of transport vehicles, including dust and noise, particularly with 24hr operations.</li> </ul> </li> </ul> <p><b>Other comments</b></p> <ul style="list-style-type: none"> <li>Road train assembly area needed on west side of town.</li> <li>Provide financial incentives to attract logistic anchors in chosen location.</li> <li>Appropriately linking road and rail to the airport would be advantageous.</li> </ul>

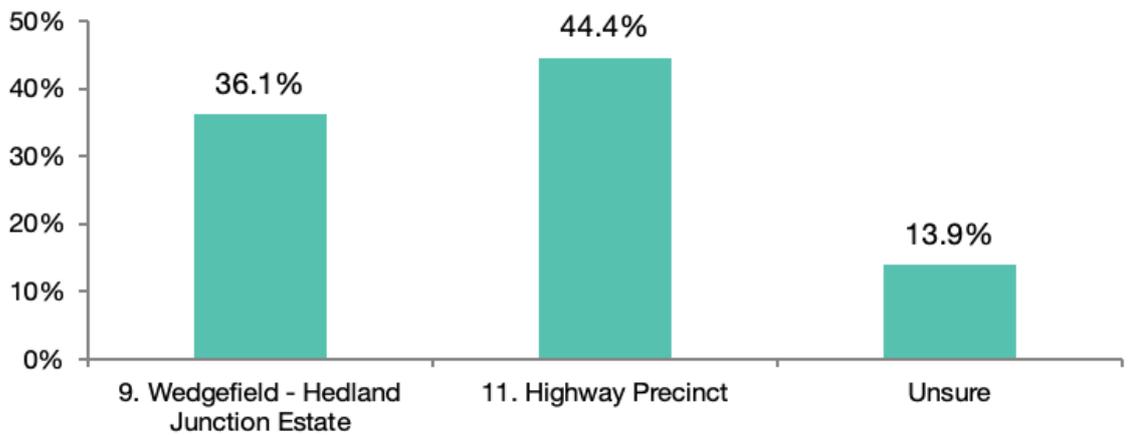


Figure 10: Port Hedland Community Survey question 15: ‘Where is your preference to locate transport-based logistics?’ (n=36)

Questions	Port and Industry key themes and observations
<b>Category: Built Environment</b>	
Future of Wedgefield	<ul style="list-style-type: none"> <li>Of the options presented as viable options in the community survey (see Figure 11 below) the strongest preference for face-to-face participants was for <b>Heavy industry to relocate away from Wedgefield</b>.</li> <li>Almost a third of respondents to the survey (n=11) said they would prefer <b>Continuation of caretaker dwellings and heavy industry co-existing in Wedgefield</b>.</li> <li>The project team heard that there was support for caretakers to stay, however there was limited qualifiers offered as to why.</li> <li>There was general acknowledgement that co-location of industry and residential dwellings was not a preferred option.</li> </ul>

Questions	Port and Industry key themes and observations
<b>Category: Built Environment and Natural Environment</b>	
Redbank currently contains a mix of rural residential and rural industrial land uses.	<p><b>New land uses and activities</b></p> <ul style="list-style-type: none"> <li>Almost two thirds of online respondents were in favour of retaining Redbank as rural residential lifestyle properties (see Figure 12 below). This was also generally supported by workshop participants including lifestyle properties and accommodation linked to light industrial.</li> <li>Industrial uses were less popular with participants with comments in support of moving current industrial uses away from Redbank, possibly to the port.</li> </ul>
What do you see the future of Redbank Precinct being?	<ul style="list-style-type: none"> <li>Tourism opportunities were mentioned by a number of people including developing short stay accommodation, reuse of the old powerhouse, marine tourism and showcasing petroglyphs.</li> </ul>

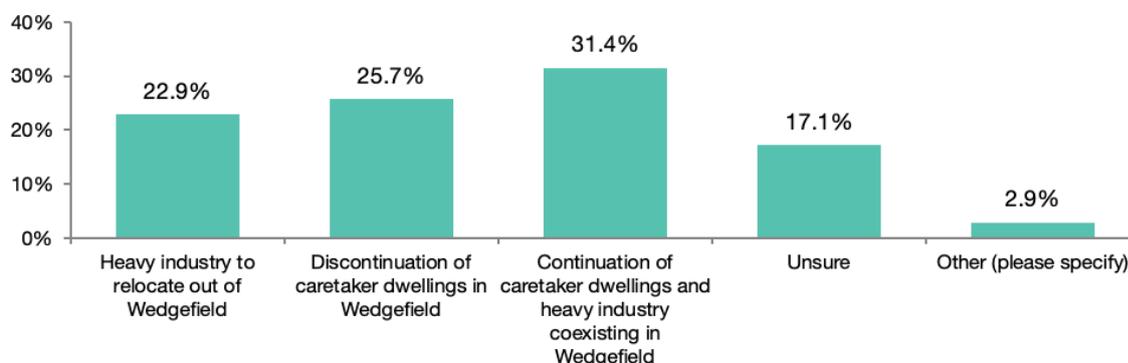


Figure 11: Port Hedland Community Survey question 16: 'Of the following, which would you most prefer to encourage for the Wedgefield area?' (n=35)

Questions	Port and Industry key themes and observations
Redbank currently contains a mix of rural residential and rural industrial land uses.	<p><b>Potential barriers to change</b></p> <ul style="list-style-type: none"> <li>More investigation requested regarding impact to mangroves.</li> <li>More information requested how Redbank interacts with the Port Hedland Masterplan – how much more can Port Hedland grown and intensify activity?</li> <li>Need to manage traffic to reduce risk of congestion.</li> <li>Allow for flexibility of land use.</li> <li>Impacts upon port operations.</li> </ul>
What do you see the future of Redbank Precinct being?	<p><b>Other</b></p> <ul style="list-style-type: none"> <li>Improve the entry statement to Redbank.</li> <li>Three comments stated they wanted to see no change to Redbank.</li> </ul>
(continued)	<ul style="list-style-type: none"> <li>Midges issues at Redbank.</li> </ul>

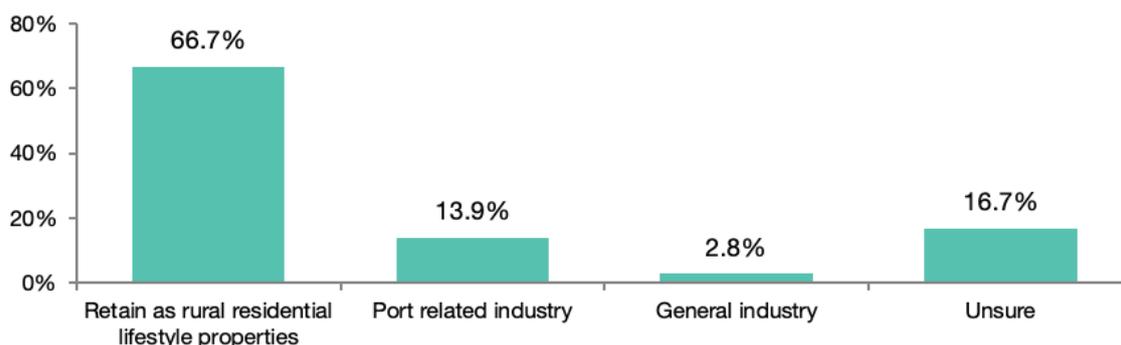


Figure 12: Port Hedland Community Survey question 17: ‘Redbank currently contains a mix of rural residential and rural industrial land uses. What do you see the future of Redbank Precinct being?’ (n=36)

Questions	Port and Industry key themes and observations
<p>Have we missed anything important to the port and industry precincts?</p>	<p><b>Natural environment</b></p> <ul style="list-style-type: none"> <li>• Potential for flooding from nearby rivers.</li> <li>• Support to plant more trees and other vegetation around the perimeter of the port areas and along streets. Species suggested included saltbush, moringa and boab, and also edibles.</li> <li>• New trees need ongoing maintenance to ensure survival.</li> <li>• Protect rivers and other waterways from chemical run off, rubbish and contaminants.</li> </ul> <p><b>Sustainability Initiatives</b></p> <ul style="list-style-type: none"> <li>• Explore alternative and renewable energy industries, including solar, wind and hydrogen.</li> <li>• Strong support to plant more trees.</li> </ul> <p><b>Transportation</b></p> <ul style="list-style-type: none"> <li>• Demand for more freight access, suggest Redbank as an industrial area and transport hub.</li> <li>• Link from Boodarie to port.</li> <li>• Increase international tourism opportunities by upgrading airport and Indigenous carrier operating out of airport.</li> <li>• Currently there is a lot of roadtrain traffic, keep out of Redbank residential area.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Need incentives and strategies to increase commercial, retail and associated facilities to increase economic activity within the community.</li> <li>• Access for fishing.</li> <li>• Suggestion for subsidised housing/utilities for non-mining residents.</li> <li>• Reduce barriers for South Hedland Campus as a possible opportunity to co-locate with other services (eg. Aboriginal Corporations).</li> <li>• Mines and mine leases in care and maintenance (State Government).</li> <li>• Possible location for future mining expansion could be accommodated at Boodarie.</li> </ul>

## 5.5 Town of Port Hedland

The Overview of Port Hedland Snapshot was presented to community members and stakeholders during several workshops and pop-up sessions. This poster and associated information was available via the online survey and the Town website.

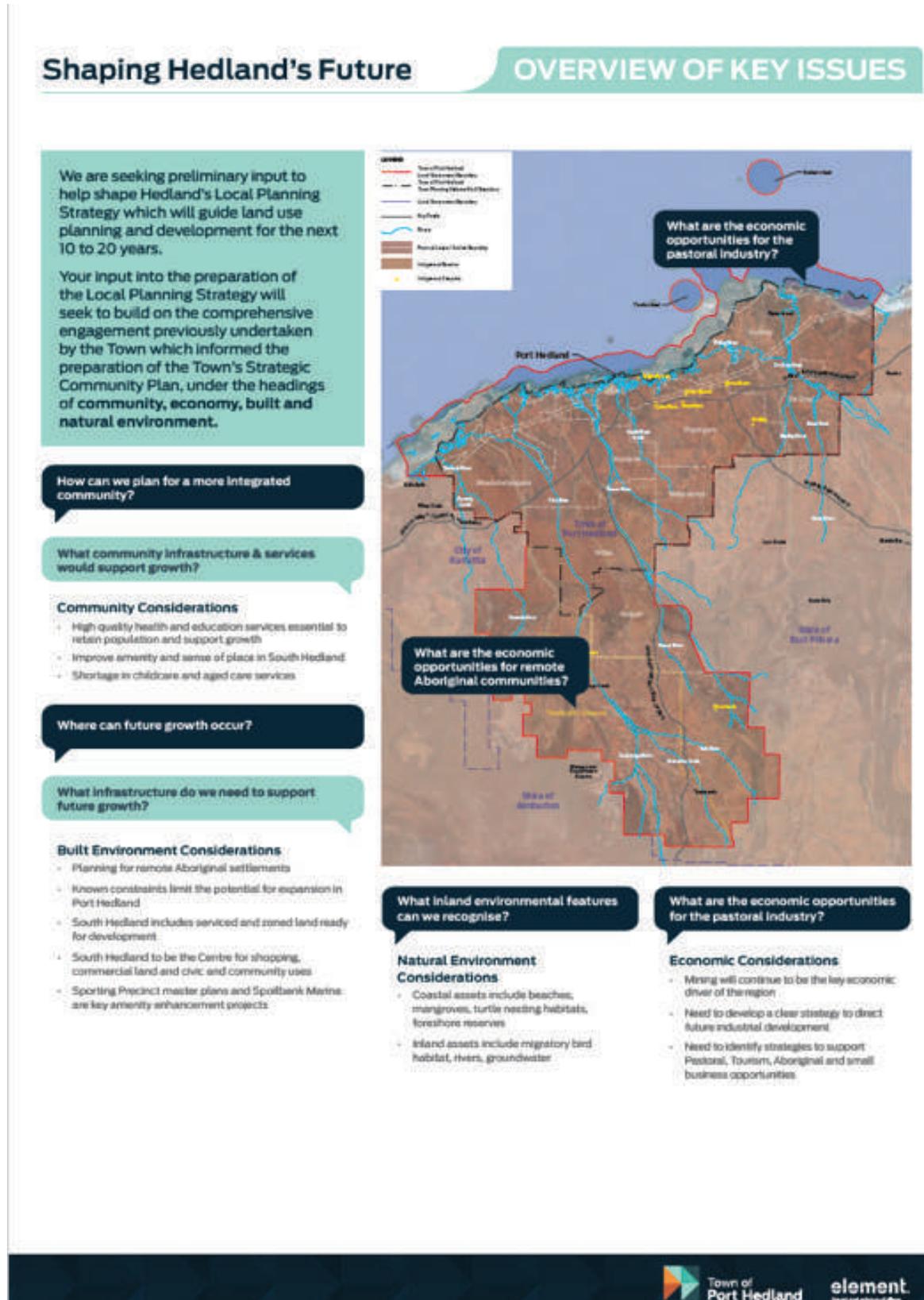


Figure 13: Overview of Port Hedland snapshot poster presented to participants showing economic and environmental opportunities.

Table 4 below provides a summary analysis of comments collected by participants.

Table 4: Feedback summary for Snapshot Four – Overview of Port Hedland

Questions	Overview of Port Hedland key themes and observations
<b>Category: Natural Environment and Economy</b>	
Hedland is rich with environmental assets, which we value and conserve.	<p>The following reflects considerations by the community that are in addition to those proposed by/previously heard by the project team, that is:</p> <ul style="list-style-type: none"> <li>• Major waterways, including the De Grey River, Yule River, Turner River and Shaw River.</li> <li>• Wetland habitats, including De Grey and Leslie Saltfields system.</li> <li>• Mangrove ecosystems, habitat for land and sea creatures and important for water quality and shoreline stabilisation.</li> <li>• Beaches and turtle nesting habitats.</li> </ul>
What other important considerations can we be aware of?	<ul style="list-style-type: none"> <li>• Need to formalise and manage 4WD access to the coast to protect dune systems.</li> <li>• De Grey and Yule River public drinking water source areas.</li> <li>• Bushfire risk to remote communities due to high fuel load and limited access alternatives.</li> <li>• Potential impacts of a changing climate.</li> </ul>
What other inland or coastal environmental features can we recognise?	<p><b>Tourism opportunities</b></p> <ul style="list-style-type: none"> <li>• Cultural tourism that is created and delivered by local Aboriginal communities, including education, eco-tourism and showcasing traditional practice on Country (e.g. fishing, crabbing).</li> <li>• Accommodation opportunities including caravan parks (at Condon and Shellborough), station and community stays.</li> <li>• Glamping and eco-camping accommodation on stations.</li> <li>• Hot air ballooning (hopping) to stations and Aboriginal communities.</li> <li>• Cultural education and experiences both in the town centre and on Country.</li> <li>• Recreational activities such as fishing and camping in nature.</li> <li>• Better access to wetlands with infrastructure and information (e.g. Pretty Pool and Finucane Island mangroves).</li> <li>• Improve quality and quantity of rest stops, overnight trailer stay areas with amenities.</li> <li>• Suggestion to invest in an Aboriginal airline (employment, training pathway, increase service industry).</li> </ul> <p><b>Acknowledging and imbedding traditional knowledge</b></p> <ul style="list-style-type: none"> <li>• Dual naming of Town of Port Hedland natural assets and public spaces.</li> <li>• Increase economic opportunities for Aboriginal communities, particularly in business and tourism.</li> <li>• Reserves managed by Aboriginal rangers.</li> <li>• Promotion of artefacts and artwork (e.g. petroglyphs in the natural environment).</li> <li>• Enhance the economic offerings of the Yule River with new amenities and cultural centre.</li> <li>• Ensure consultation with Traditional Owners regarding fishing areas.</li> </ul> <p><b>Economic expansion</b></p> <ul style="list-style-type: none"> <li>• Mining may be a limiting factor for the value placed on environmental assets.</li> <li>• Lack of infrastructure to support economic activities outside of the townsites.</li> <li>• Alternative technologies required to look into different resource opportunities (e.g. gold).</li> <li>• Improve road infrastructure into Port Hedland.</li> <li>• Urban development can increase construction sector and employment.</li> </ul>

Questions	Overview of Port Hedland key themes and observations
<p>Hedland is rich with environmental assets, which we value and conserve.</p> <p>What other important considerations can we be aware of? What other inland or coastal environmental features can we recognise?</p>	<p><b>Fauna and flora conservation</b></p> <ul style="list-style-type: none"> <li>• Reach out to / form local environmental groups.</li> <li>• Migratory birds.</li> <li>• Whales.</li> <li>• Better management of fish habitats and recreational fishing, improved and appropriate access for locals to fishing beaches.</li> <li>• Manage invasive flora and fauna.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Ensure that industry does not dominate visual amenity of the natural environment.</li> <li>• Marine environment and inter tidal coral reefs.</li> <li>• Inland flooding - water comes from underground.</li> </ul>
(continued)	
<p>Across Hedland there are a number of pastoral land use opportunities.</p> <p>What other important considerations can we be aware of? What other economic opportunities exist for the pastoral industry?</p>	<p>The following reflects considerations by the community that are in addition to those proposed</p> <ul style="list-style-type: none"> <li>• by/previously heard by the project team, that is:</li> <li>• Intensive agriculture on productive land.</li> <li>• Unique station tourism opportunities.</li> <li>• Formal cattle stockyards and export infrastructure.</li> <li>• State Government pastoral land reform.</li> <li>• Encouraging diversification of pastoral land.</li> </ul> <p><b>Options for new agricultural and land industries</b></p> <ul style="list-style-type: none"> <li>• Build a new abattoir for local food production and export market.</li> <li>• Algae farms.</li> <li>• Aquaculture / hydroponic farming.</li> <li>• Salt harvesting industry.</li> <li>• Solar and wind farms.</li> <li>• Native foods as an Indigenous agricultural enterprise (eg. Gubinge /Kakadu Plum).</li> <li>• Marine and air travel infrastructure.</li> <li>• Native title opportunity to diversify mining activity/leases and pastoral leases.</li> </ul> <p><b>Tourism on pastoral lands and Port centre</b></p> <ul style="list-style-type: none"> <li>• String support for Aboriginal-lead tourism businesses.</li> <li>• Centralised central centre for information and cultural experiences.</li> <li>• Public access to coastal camping grounds.</li> <li>• Promote the Town as anything but a mining town.</li> <li>• Helicopter tour of the Port.</li> </ul> <p><b>Sustainability initiatives</b></p> <ul style="list-style-type: none"> <li>• Renewable energies (wind, solar and hydrogen).</li> <li>• Regenerative agricultural practices.</li> <li>• Water reuse.</li> <li>• Tyre recycling.</li> <li>• What are other ways to re-purpose mine-sites other than rehabilitation?</li> </ul>

Questions	Overview of Port Hedland key themes and observations
<p>Across Hedland there are a number of pastoral land use opportunities.</p> <p>What other important considerations can we be aware of? What other economic opportunities exist for the pastoral industry?</p>	<p><b>Increasing employment</b></p> <ul style="list-style-type: none"> <li>• How can we attract workers to work in pastoral industries that are lower paid than mining?</li> <li>• Construction boom cycles are generally for 5 years on and 5 years off.</li> <li>• Harnessing the migration of people to work in Port Hedland.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Growth of Town strongly tied to exports.</li> <li>• Streamline Development Application processes that have the ability to further enhance and consolidate the Town Centre of Port Hedland.</li> <li>• Need to understand linkage between the Port, the Town, Regional Industry/Pastoralists and Aboriginal Communities.</li> </ul>
(continued)	
<p>Economic opportunities in Hedland can be constrained by access to water and land. What economic opportunities could be realised if we can identify strategies to improve access to water and land in Hedland?</p>	<p>The following reflects considerations by the community that are in addition to those proposed by/previously heard by the project team, that is:</p> <ul style="list-style-type: none"> <li>○ Mining support services.</li> <li>○ Manufacturing, construction and hire services.</li> <li>○ Wellbeing, healthcare and social assistance.</li> <li>○ Hospitality, retail and tourism.</li> </ul> <ul style="list-style-type: none"> <li>• Steel manufacturing.</li> <li>• Access to coastal areas for fishing tourism, aquaculture and marina water activities.</li> <li>• Open up water and land for tourism opportunities.</li> <li>• Flight training school near the airport.</li> <li>• Create a community lagoon for swimming.</li> <li>• Increase focus of importing at the port.</li> </ul>

Questions	Overview of Port Hedland key themes and observations
<p><b>What role could local government play in supporting the development of economic opportunities?</b></p>	<p><b>Encouraging investment and support for local businesses</b></p> <ul style="list-style-type: none"> <li>• Remove the barriers for small business (e.g. food trucks) to create more diversity in activities and offerings for the community.</li> <li>• Provide guidance and support (e.g. grants) to encourage investment and help small businesses thrive, be approachable to businesses owners.</li> <li>• Encourage well-known companies, like Bunnings, to set up in Port Hedland.</li> <li>• Examine how high costs in certain areas (e.g. airfares, tourism facilities) could be reduced to encourage businesses to the area and to attract visitors.</li> </ul> <p><b>Community wellbeing</b></p> <ul style="list-style-type: none"> <li>• More markets and festival run by the local government, promote art and crafts sector.</li> <li>• Create a community garden.</li> <li>• Activate the South Hedland Town Square.</li> <li>• Implement programs that involve the community and improve the image of the town, such as town beautification programs.</li> </ul> <p><b>Leadership</b></p> <ul style="list-style-type: none"> <li>• Work closer with State and Federal Government to advocate for improvements to the Town, advocate for the region.</li> <li>• Proactively keep the local community informed of economic opportunities.</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Industrial tourism.</li> <li>• Examine implementing jointly-managed traditional owner conservation reserves, similar to Broome.</li> <li>• Provisions to ensure safe design of houses and public areas.</li> <li>• Support more vocational education options.</li> </ul>

# 6. Recommendations

To ensure a well-informed strategic planning framework for the Town, which is responsive to the needs of all stakeholders, it is recommended that this Community and Stakeholder Engagement Outcomes report informs the preparation of the Local Planning Strategy and preparation of a new Local Planning Scheme.

Town of Port Hedland

element.

### Shaping Hedland's Future

PORT HEDLAND

**What is the future of Port Hedland?**

**Industrial Considerations**

- Port Hedland is a world-class industrial hub and a major economic driver for the region.
- Port Hedland is a world-class industrial hub and a major economic driver for the region.
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**Community Infrastructure Considerations**

- Port Hedland is a world-class industrial hub and a major economic driver for the region.
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**Environmental Considerations**

- Port Hedland is a world-class industrial hub and a major economic driver for the region.
- Port Hedland is a world-class industrial hub and a major economic driver for the region.
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**Sustainable Transport Considerations**

- Port Hedland is a world-class industrial hub and a major economic driver for the region.
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# 7. Appendices

## Appendix A – Fact sheet announcement and invitation



# SHAPING HEDLAND'S FUTURE

## Local Planning Strategy and Scheme Review

### Port Hedland land use planning and development study 2020 – 2040

**element** has been engaged to review the Port City Growth Plan and Local Planning Scheme No. 5 to develop a revised Local Planning Strategy and Local Planning Scheme, which will guide land use and development within the Town of Port Hedland.

To inform the review of the Local Planning Strategy and Local Planning Scheme there is a need to revise population, economic growth and land use aspirations within the Port City Growth Plan.

The Port City Growth Plan was a document prepared at the height of the mining boom, with aspirations based on a rapid City growth scenario. Development plans are currently projected for an urban centre to accommodate approximately 27,000 people by 2040.

### Local Planning Strategy and Scheme

The next Local Planning Strategy will establish the strategic direction for growth and development within the Town of Port Hedland over a 10-20 year planning horizon.

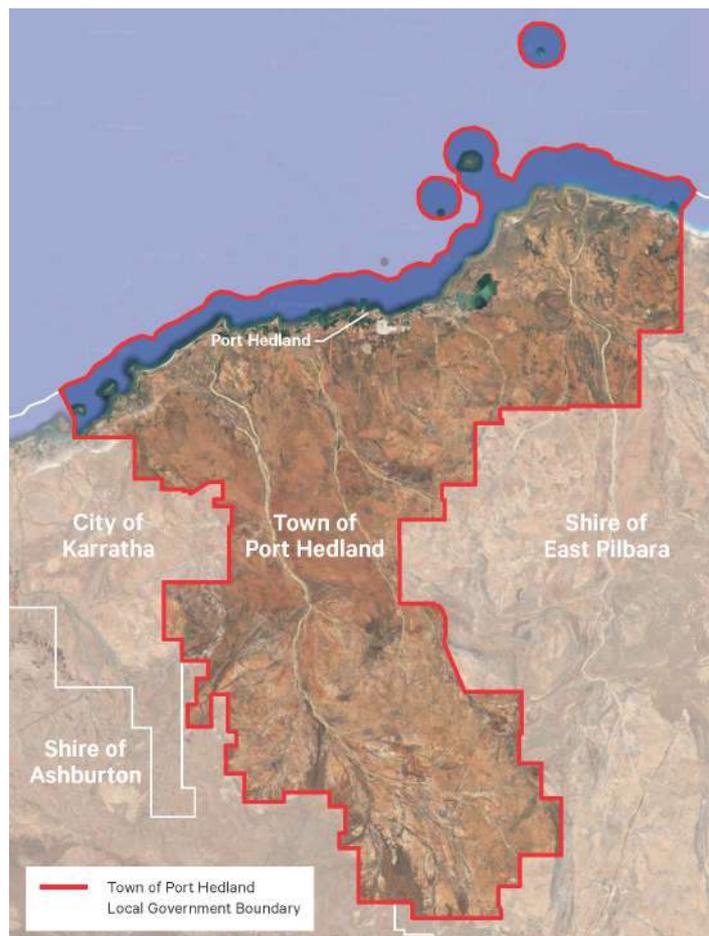
The revised Local Planning Scheme No. 7 will be the principal statutory document to guide land use and development within the Town outside of the West End precinct and will reflect standardised structure and content as required by legislation.

The update of the Local Planning Strategy and Local Planning Scheme will be informed by a range of technical studies, input from stakeholders and community and recent strategies and projects prepared by State and local government.

### Land use planning study area

The study area covers the local government area of Port Hedland except for the area west of McGregor St and Lukis Street.

The study area is contained within the area marked in red in this image, with the exclusion of the west end precinct.



The Department of Planning, Lands and Heritage have prepared Improvement Plan No. 50 for the West End precinct following consideration of the Dust Management Taskforce recommendations.

Improvement Plan No. 50 will provide the statutory basis for the preparation and implementation of a separate improvement scheme over the West End precinct.

The general area indicated in yellow is outside of the land use planning study (precise area to be determined).



## Stakeholder and community engagement

Preparation of the Local Planning Strategy and Local Planning Scheme will be informed by community and stakeholder engagement to understand unique opportunities and constraints facing land planning in each precinct.

The Local Planning Strategy will identify strategies and actions to address relevant issues and the Local Planning Scheme will provide statutory controls to guide decision making for land use and development.

Preliminary meetings are underway in Port Hedland and public engagement is planned for mid-November to discuss key challenges, opportunities and ambitions.

### Shaping Hedland Land Planning Study – Engagement Information

Public engagement is being planned for November 2019.

To receive updates for the land planning study or to express interest in public engagement please send your details and enquiries to:

[lps@porthedland.wa.gov.au](mailto:lps@porthedland.wa.gov.au)

## **Appendix B – Shaping Hedland’s Future letter of invitation**



25 October 2019

Dear Sir/Madam,

### **Shaping Hedland's Future: Local Planning Strategy and Local Planning Scheme Review**

The Town of Port Hedland (Town) have commenced a land use study to review the Local Planning Strategy and form a new Local Planning Scheme (Scheme).

The land use study follows on from the Town's Strategic Community Plan (2018 – 2028) and Corporate Business Plan (2018 – 2022). Feedback received in preparation of those two documents forms the basis for the land use study.

The study objectives are to:

*Seek insight on land use and development issues facing the Town and subsequently clarify those issues, which need to be addressed as part of the Scheme review process.*

*Inform the preparation of a new Local Planning Scheme generally in accordance with the Model Scheme Text, which responds to long term planning directions for the local government and zoning rationale contained within the Local Planning Strategy.*

### **Where we are now**

A consultant team led by **element** have been appointed to assist the Town to review the Scheme. The phases involved in the review are:

1. Review and gap analysis (current phase)
2. Preliminary public engagement (until November – see key dates on the attached)
3. Preparation of the Scheme (until early 2020)
4. Public consultation (early 2020 – 90-day statutory consultation period)
5. Adoption of the Local Planning Strategy and new Local Planning Scheme.

Conversations have been ongoing since August 2019, when the project team met with a number of community members and stakeholder groups in Port Hedland. These conversations were primarily to confirm the approach and content for public engagement.

Thank you to all of those community members and organisations who have taken the time to meet with representatives of the project team so far.

A number of key issues are emerging, which will be reflected as a series of snapshots and precinct highlights. This information will be presented through the next phase of public engagement, planned to occur in November 2019.

### **We invite your comment**

In this respect, we are pleased to invite you and/or your organisation to raise issues or matters, which you believe are relevant to the preparation of a new Strategy and Scheme.

The following outcome areas will guide feedback to align with the intentions of the Strategic Community Plan and Corporate Business Plan:

#### Community

- Recreation and open space

#### **Town of Port Hedland Office**

Civic Centre, McGregor Street, Port Hedland, WA 6721

PO Box 41, Port Hedland

T: (08) 9158 9300 | F: (08) 9158 9399

E: council@porthedland.wa.gov.au

[www.porthedland.wa.gov.au](http://www.porthedland.wa.gov.au)

- Community services
  - Heritage and culture
- Economy
- Employment
  - Local business opportunities
  - Port and industry
  - Tourism
  - Pastoral
- Built environment
- Population and housing
  - Industrial land
  - Commercial and retail land
  - Priority land release considerations
- Natural environment
- Coastal environment
  - Flooding
  - Bushfire
  - Groundwater and natural resources

There are a number of opportunities to engage. In offering feedback, you are welcome to provide your comments in person at one of the upcoming events facilitated by the planning team at **element**. Details are on the attached information sheet.

Alternatively, you can take the survey on the Town website from early November 2019. At this time, you can also read more about the project, register to receive project updates, find out about the timeline for engagement and follow the link to download the current Local Planning Scheme.

We strongly encourage you/your organisation to liaise with us early to ensure the draft Strategy and Scheme is well considered and is a true reflection of where the community and stakeholders sit in relation to growth and development in the Town.

We look forward to hearing from you.

Yours sincerely,



Chaz Roberts  
**Manager Town Planning & Development**

# SHAPING HEDLAND'S FUTURE

## Local Planning Strategy and Scheme Review

### What is happening?

A land use study has started, which will guide land planning and development within the Town of Port Hedland for the next 10-20 years.

The study builds on engagement outcomes, which informed the Strategic Community Plan (2018 - 2028) and Corporate Business Plan (2018 - 2022).

The team led by consultants from **element** have met with several local community members, representatives, local groups, government and industry stakeholders in Port Hedland and Perth.

A site visit was undertaken by the project team in late August to hear first-hand the important issues within the Town.

### What's next?

The project team are continuing engagement to hear broader public interests to inform Local Planning Scheme No. 7.

The aim is to prepare a number of local precinct snapshots, which reflect what is known, and then engage widely on the content with the community and other interested parties during November.

Following this engagement in November a draft Local Planning Strategy and Scheme will be prepared to be advertised for public consultation in early 2020.

### However... you may ask the question, what is a Local Planning Scheme?

A local planning scheme has a number of purposes. For instance, a Local Planning Scheme will establish the framework in which decisions are made in relation to land use and development. It will zone and reserve land to manage land use and development in accordance with the Local Planning Strategy.

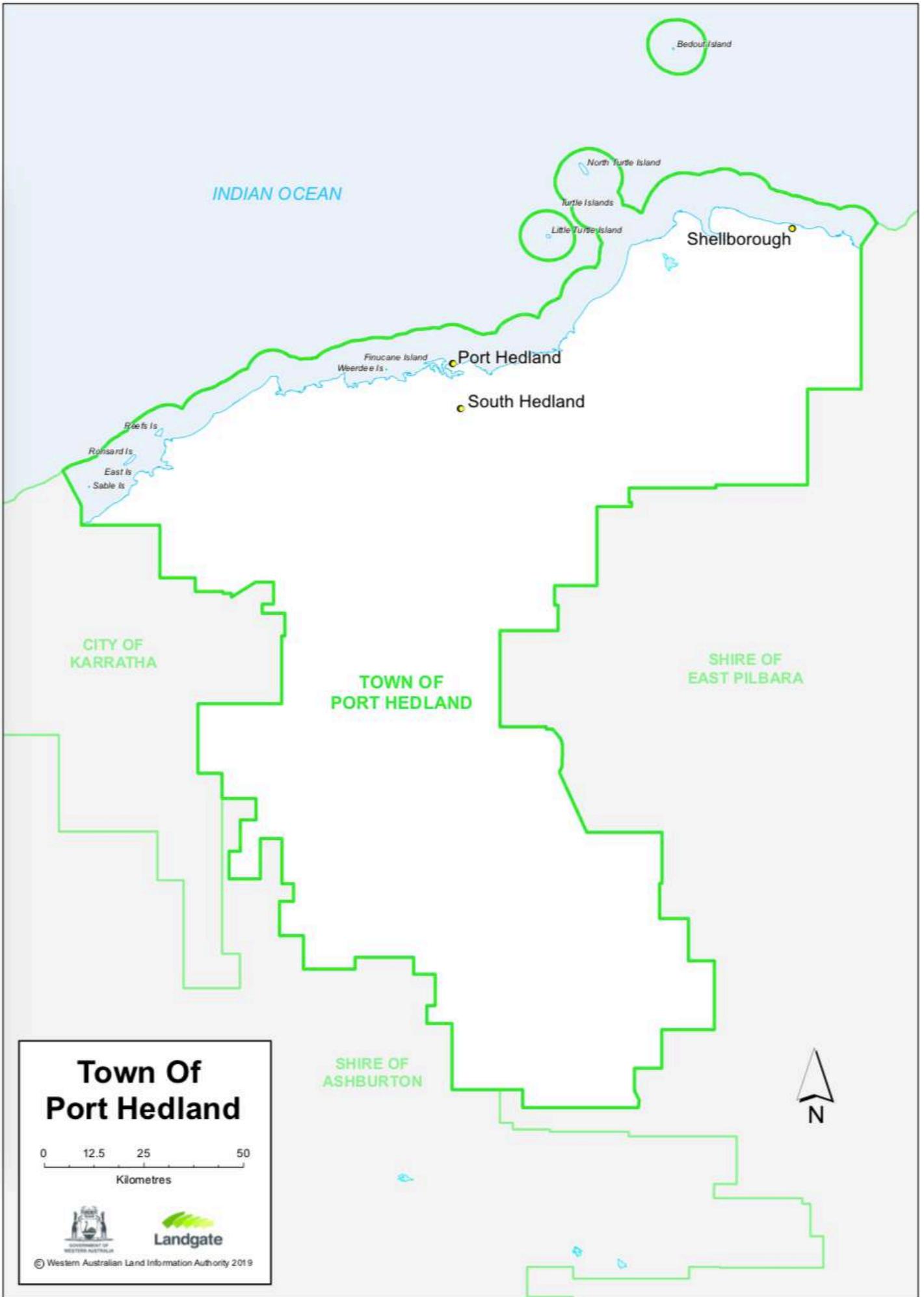
### Then... what is a Local Planning Strategy?

A Local Planning Strategy will establish strategic direction for growth and development within the Town of Port Hedland. It is likely to remain relevant for the next 10-20 years.

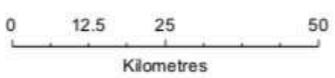
The Strategy will identify strategies and actions to address relevant issues and the Scheme will provide statutory controls to guide decision making for land use and development.

### What area of land will be covered?

The study area is entirely within the Town of Port Hedland as shown in the image over the page, with the exclusion of the west end precinct.



# Town Of Port Hedland



© Western Australian Land Information Authority 2019

### **Does this review include the West End of Port Hedland?**

No, although the precise area is to be determined, the general area of the West End precinct is outside of this land use planning study.

The Department of Planning, Lands and Heritage have prepared Improvement Plan No. 50 for the West End precinct following consideration of the Dust Management Taskforce recommendations.

Improvement Plan No. 50 will provide the statutory basis for the preparation and implementation of a separate improvement scheme over the West End precinct.

### **How does this relate to the Pilbara City vision for Port Hedland?**

The Port City Growth Plan was a document prepared at the height of the mining boom, with aspirations based on a rapid city growth scenario.

To inform the review of the Local Planning Strategy and Local Planning Scheme there is a need to revise population, economic growth and land use aspirations within the Port City Growth Plan.

### **What is the current projection for growth in Port Hedland?**

Development plans are currently projected for an urban centre to accommodate approximately 27,000 people by 2040.

### **How might it effect you?**

The new local planning scheme will set out controls and requirements for how you, your neighbours and others can use and develop properties. These controls ensure development is compatible with state policy and local community vision for the Town of Port Hedland.

### **Does this mean your property will be rezoned?**

It is too early in the process to give an indication as to whether individual properties will be rezoned. The Local Planning Strategy is in the process of being formulated and is a high-level document which establishes the strategic direction for land use planning within the Town.

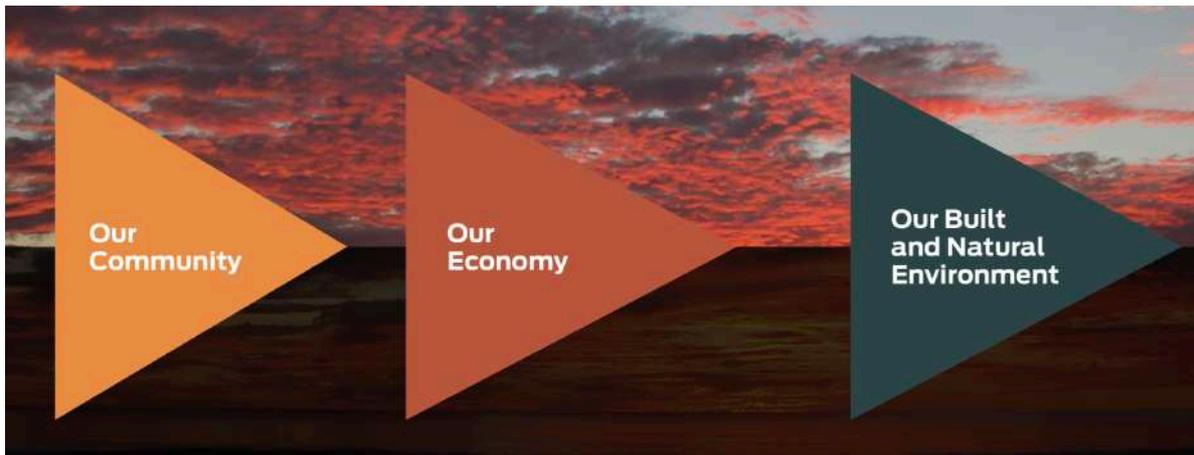
There will be further opportunity to comment on proposed zoning of property once the draft Local Planning Strategy and Scheme have been developed and are in a form acceptable for public consultation.

### **Will this effect your rates?**

Until a rating strategy is formally considered and released for public consultation, we are unable to comment on how this may affect rates raised on a property. If there are changes proposed to the zoning of your property and you wish to see if there has been a change in the way your property will be rated, please await the release of the rating strategy for public consultation prior to submitting an enquiry to the Rates Department at the Town.

### **How does the Local Planning Strategy relate to the Strategic Community Plan?**

The preparation of the Local Planning Strategy will seek to build on the comprehensive engagement previously undertaken by the Town which informed the preparation of the Town's Strategic Community Plan 2018-2028, under the following headings of community, economy, built and natural environment.



Where relevant to land use planning outcomes, the Town will seek to align the Local Planning Strategy with the outcomes and goals identified within the Strategic Community Plan to ensure that there is a clear line of sight between the strategic corporate objectives of the Town and the land use strategies and actions to be identified within the revised Local Planning Strategy.

### How can you be involved and have your say?

A number of opportunities exist to have your say and help the project team to understand unique opportunities and constraints facing land planning in each precinct. Preliminary meetings are underway in Port Hedland and public engagement is planned to discuss key challenges, opportunities and ambitions.

If you would like to be engaged on the draft Local Planning Strategy and Scheme, please attend one of the following engagement events.

While the roundtable conversations are targeted for specific groups, the information and process will be the same. You are welcome to pick the event, which best suits your availability.

Who:	Public, landowners, community groups	Business, industry	Public	Public
What:	Roundtable conversation	Roundtable conversation	Interactive information display	Interactive information display
When:	<b>Tuesday</b> <b>12 Nov</b> <b>6pm-8pm</b>	<b>Wednesday</b> <b>13 Nov</b> <b>6pm-8pm</b>	<b>Thursday</b> <b>14 Nov</b> <b>2pm-6pm</b>	<b>Saturday</b> <b>16 Nov</b> <b>9am-1pm</b>
Where:	Wanangkura Stadium South Hedland	Civic Centre Town of Port Hedland	South Hedland Shopping Square	Port Hedland Boulevard Shopping Mall
How:	RSVP on eventbrite	RSVP on eventbrite	Drop by anytime	Drop by anytime

To attend one of the roundtable conversations, please RSVP on Eventbrite (prior to 7 November for catering purposes).

You are welcome to drop by our information stall at the shopping centre during the times and dates listed above or take an online survey during November.

To receive updates for the land planning study or to express interest in further engagement please send your details and enquiries to:

[ips@porthedland.wa.gov.au](mailto:ips@porthedland.wa.gov.au)

## **Appendix C – Fact sheet schedule of engagement events**



# SHAPING HEDLAND'S FUTURE

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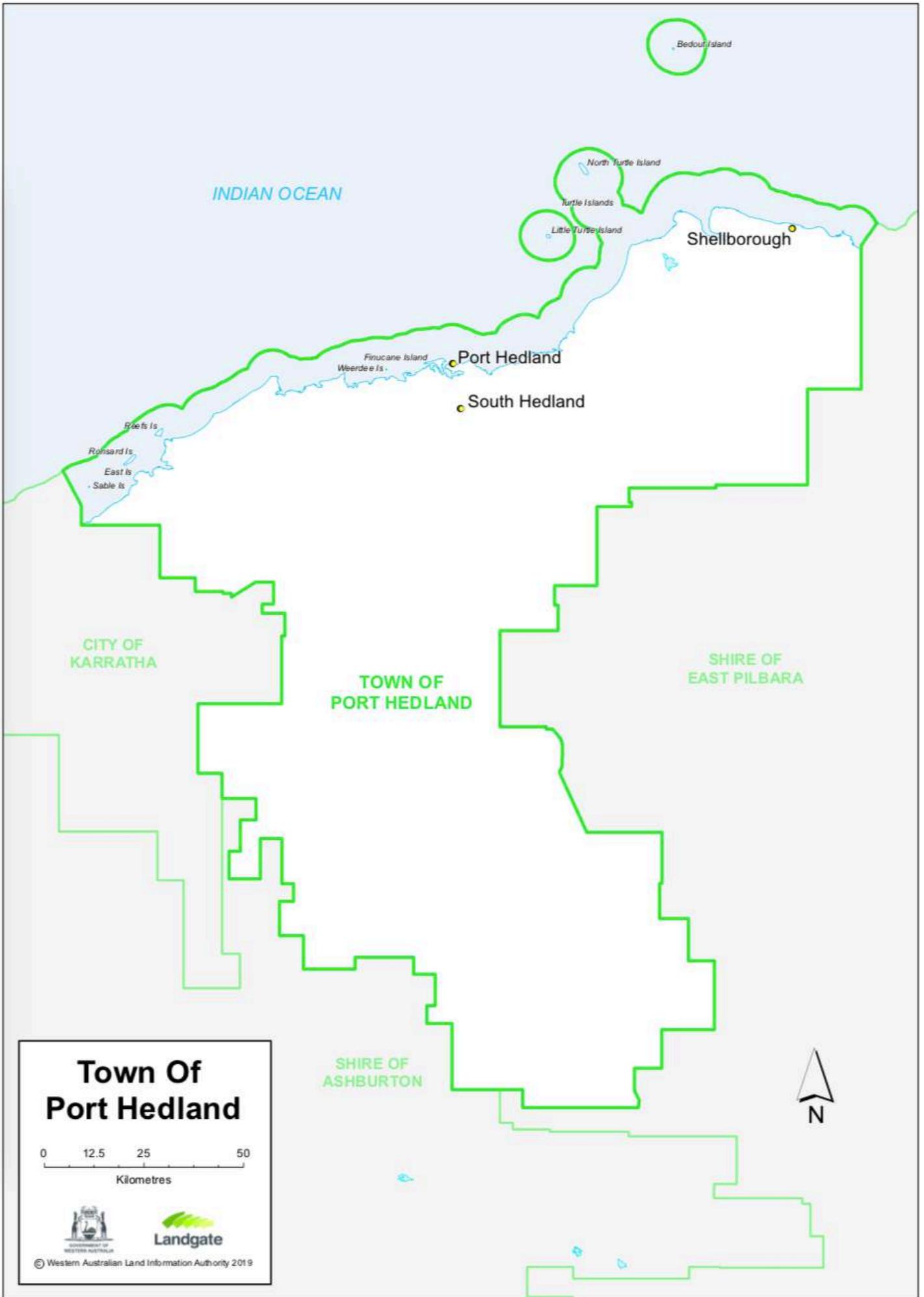
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**Town Of Port Hedland**

0 12.5 25 50  
Kilometres

© Western Australian Land Information Authority 2019

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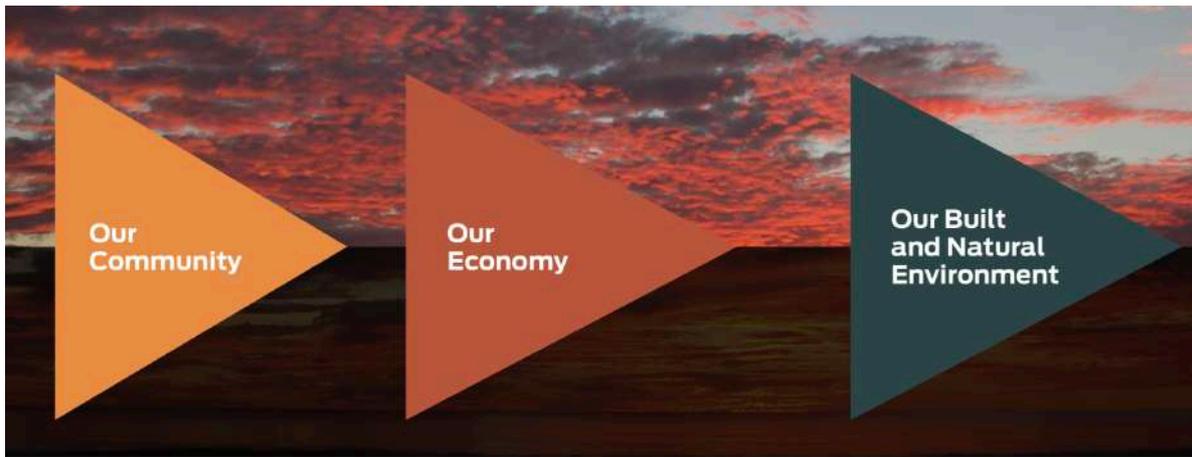
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[ips@porthedland.wa.gov.au](mailto:ips@porthedland.wa.gov.au)

## **Appendix D – Shaping Hedland’s Future snapshot posters**



We are seeking preliminary input to help shape Hedland's Local Planning Strategy which will guide land use planning and development for the next 10 to 20 years.

Your input into the preparation of the Local Planning Strategy will seek to build on the comprehensive engagement previously undertaken by the Town which informed the preparation of the Town's Strategic Community Plan, under the headings of **community, economy, built and natural environment**.

**How can we plan for a more integrated community?**

**What community infrastructure & services would support growth?**

### Community Considerations

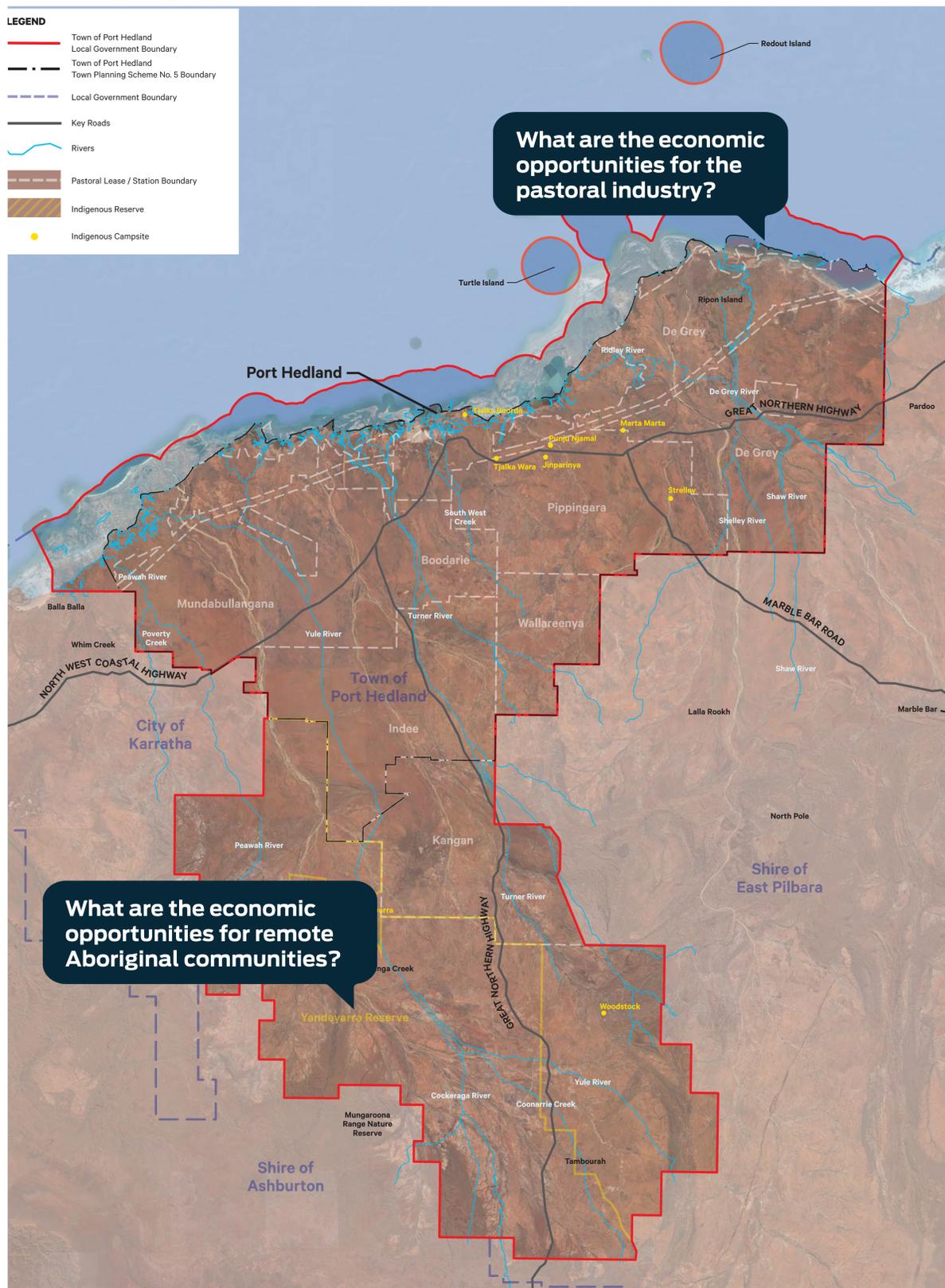
- High quality health and education services essential to retain population and support growth
- Improve amenity and sense of place in South Hedland
- Shortage in childcare and aged care services

**Where can future growth occur?**

**What infrastructure do we need to support future growth?**

### Built Environment Considerations

- Planning for remote Aboriginal settlements
- Known constraints limit the potential for expansion in Port Hedland
- South Hedland includes serviced and zoned land ready for development
- South Hedland to be the Centre for shopping, commercial land and civic and community uses
- Sporting Precinct master plans and Spoilbank Marina are key amenity enhancement projects



**What inland environmental features can we recognise?**

### Natural Environment Considerations

- Coastal assets include beaches, mangroves, turtle nesting habitats, foreshore reserves
- Inland assets include migratory bird habitat, rivers, groundwater

**What are the economic opportunities for the pastoral industry?**

### Economic Considerations

- Mining will continue to be the key economic driver of the region
- Need to develop a clear strategy to direct future industrial development
- Need to identify strategies to support Pastoral, Tourism, Aboriginal and small business opportunities

### Population

2018



14,975 people

2041



High growth scenario:  
**27,000 people**

Historical average growth scenario:  
**20,500 people**

### Housing

2018



**7,667** dwellings

**66%** occupancy rate

2041

**4,630** new dwellings

**12,297** total dwellings

Occupancy rates  
to reach **75.6%**

### What we have previously heard from the community

- View parks as an integral part of the urban setting to provide shade from the Pilbara sun, to beautify areas and to create community spaces
- Desire more investment in amenity and upgrades, to the foreshore, spoilbank and South Hedland Square
- Believe there needs to be a greater focus on enhancing the local character through built form, green star ratings and more options for mixed and affordable housing

## Industrial Land

### Land Supply and Demand

- 5,950 ha land zoned industrial of which 4,600 ha Crown land set aside for strategic port industry (Boodarie)
- 190 ha (3.2%) is considered developed
- 251 ha of general/light industrial land available within Wedgefield
- Additional service and light industrial land available within Kingsford Smith Business Park and future airport industrial precincts
- Zoned industrial land considered sufficient to meet demand to 2041 and beyond
- Key constraint to land development is resolution of native title

### Known major projects to drive demand

- Asian Renewable Energy Hub
- Pilbara Minerals (Stages 2 and 3)
- FMG (Iron Bridge)
- Santos (Dorado)
- BHP (South Flank)

### Other factors to determine demand

- Mining support services – anticipated growth in line with mining growth
- Construction projects – residential / other
- Growth in local manufacturing

### Where could noxious industry be located?

#### Land Use Considerations

- 192 lots within Wedgefield have approved caretakers' dwellings and anecdotally further dwellings exist within the estate
- Wedgefield and Redbank noxious industry conflicts with residential / caretakers' dwellings
- High capital expenditure to develop Boodarie for strategic and noxious industrial land uses

### Where could logistics based transport industry be located?

#### Transport and Logistics Considerations

- Road network west of Pinga Street in Wedgefield does not support heavy vehicle access – consider relocation of logistics based industry to other suitable industrial precincts

## Commercial and Retail Land

### Land Supply and Demand

- 120 ha of land zoned for commercial purposes, of which 58% is developed
- Current oversupply of retail floorspace
- While there is substantial land zoned for commercial (office) floorspace, there is a general shortage of built tenancy floorspace
- Anticipated demand for an additional 16,650 sqm of commercial / retail floorspace by 2041

### Where could new shops be located?

#### Retail and Commercial Considerations

- Substantial opportunity for retail and commercial expansion within South Hedland
- Shortage of built commercial office floorspace has resulted in vacant retail tenancies being used for offices

## Residential Land

### Where could future housing be located?

#### Housing Considerations

- Future residential land in Port Hedland is substantially constrained due to inundation and other factors
- Serviced and zoned residential land is immediately available in South Hedland
- There is a need to develop a logical approach to the staged release of residential land
- There is a need to provide land for housing that is able to respond to fluctuations in population as a result of the cyclic nature of the mining industry
- Need to address housing affordability and diversity that meets the needs of the community
- Limited demand for further rural-residential lot product
- Need to actively encourage residential workforce and manage social impacts of required workforce accommodation camps

### Key Facts

 **28.2%**  
of households are couples with children

 **31.7%**  
of population is aged between 25-49

 **50%**  
households that have access to two or more cars

 **16.3%** of the population reported doing some form of voluntary work

 **2,416**  
Aboriginal and Torres Strait Islanders living in Port Hedland

 **20.4%**  
of people in the Town of Port Hedland were born overseas

 **40%**  
proportion of people employed by the mining industry

 **2,176**  
number of people in the Town that had a tertiary qualification

#### What we have previously heard from the community

- Would like to see a greater investment in youth education and services
- Desire for greater involvement of Traditional Owners through the engagement processes
- People are less concerned with building more facilities and want to maximise use of existing facilities
- Perceive health services to be a fundamental priority
- Services to address the needs of ageing and the chronically ill
- Greater investment in volunteering and supporting a culture of volunteering
- Would like to see cheaper flight travel options
- Improved access to secondary / higher education options

#### What else have we heard

##### Public Open Space (Parks)

- There is a general over provision of public open space within Port Hedland whereas South Hedland has an undersupply
- South Hedland lacks general amenity and sense of place

##### Community Infrastructure

- New active recreation facilities and community infrastructure are planned to be delivered within precincts:
  - JD Hardie Youth Centre
  - South Hedland Integrated Sporting Precinct
  - McGregor Street Sporting Precinct

##### Other Services and infrastructure

- Shortage in childcare and aged care services
- High quality education and health services are seen as important to retain people in the community
- Dedicated community camp area for transient Aboriginal population

#### What additional community facilities do we need to plan for?

##### Community Infrastructure Considerations

- Need to provide inclusive and dedicated facilities that meet the needs of traditional owners
- Coastal based parks and infrastructure are vulnerable to coastal processes and extreme weather events
- Need to address quality and overall provision of parks within South Hedland
- Identified shortage in childcare facilities needs to be addressed as a priority
- New school infrastructure to service population growth

**Have we missed anything?**

### Key Facts

 **\$3.72 billion**  
Gross Regional Product  
**1.5%** of Gross State Product

 **10,629** Local Jobs  
 **7,415** Employed residents  
 **706** Local businesses

The economy has grown an average of **6.4%** per year between 2001 and 2018

**Mining maturity** mining activity has shifted from construction to production

### Sectors contributing to economic output

 **70%** Mining  
 **5%** Construction

 **8%** Transport, Postal and Warehousing

### Tourism Key Facts

 **250,000+** visits per year

 **50** flights per week

 **62%** domestic overnight visits

 **52%** business purpose

 **28%** holidays (nature & sporting)

 **2,160** caravans visits

What are the tourism opportunities?

### What are the local business opportunities?

#### Local business, retail and commercial opportunities

- **Mining support services** – include maintenance, transport and rehabilitation services
- **Construction** – continued activity will prove vital to maintaining economy
- **Manufacturing and Hire Services** – reliance on importation of products and services which could shift to local provision
- **Healthcare and Social Assistance** – fast growing industry for regional hubs
- **Retail Sector** – 5.2% of employment base, 63 shops in total. Under-supply of cafes, restaurants, groceries and shops

### How can the pastoral industry diversify?

#### Pastoral Opportunities

- Intensive agriculture on higher productive land
- Unique station tourism offer
- Formal stockyards and live export

Have we missed anything?

### These are the known economic drivers for Hedland

#### Port

- Berth upgrades to Port
- Lumsden Point (beef and lithium export)
- BHP Outer Harbour Project (longer term driver)

#### Urban Expansion Construction Projects

- PHIA capital works plan
- DevelopmentWA projects
  - Athol Street
  - The Stables
  - Western Edge
  - Boodarie Strategic Industrial Area
  - Hedland Junction (Wedgfield)
- Department of Communities housing projects

#### Mining Projects

- Asian Renewable Energy Hub
- Pilbara Minerals (Stages 2 and 3)
- FMG (Iron Bridge)
- Santos (Dorado)
- BHP (South Flank)

#### Community Construction Projects

- Sporting Precincts
  - South Hedland Integrated Sporting Precinct
  - McGregor Street Masterplan
  - JD Hardie Masterplan
  - Spoilbank Marina

### What we have previously heard from the community

- People value the economic benefits of living and working in Hedland but voiced challenges of high costs of living
- Understand the importance of the Port for the Hedland economy
- Believe the economy of Hedland needs to diversify by building small to medium enterprise
- Desire the development of strategies to support small and medium sized businesses
- Desire the establishment of a small business hub in South Hedland
- Perceive there is an opportunity to improve investment in the area's tourism industry and to capitalise on the area's unique cultural and natural features

### What environmental assets are important to you?

#### Key Environmental Assets

- **Major waterways** – including the De Grey River, Yule River, Turner River and Shaw River
- **Wetland habitats** – including De Grey River and Leslie Saltfields system
- **Mangroves** – important ecosystem for a variety of land and sea creatures, improve water quality and help stabilize shorelines
- **Beaches** – Cemetery, Pretty Pool and Cooke Point beaches provide turtle nesting habitat

### What we have previously heard from the community

- Treasure the natural environment and see it as an important Hedland asset to be nurtured and protected
- Want sustainable practices like recycling and green community initiatives
- Desire more investment in amenity and upgrades to the foreshore, including Spoilbank Marina
- Would like to see more programs to build understanding of Aboriginal cultural heritage, connection to land and how it brings the landscape to life
- Remain concerned about dust and industry's effect on the environment

### These are some of the known environmental issues for Hedland

#### Coastal

- Coastal flooding of land in Port Hedland during major storm events
- Coastal erosion risk for land adjacent the foreshore in Port Hedland
- Need to formalise and manage 4WD access to the coast to protect dune systems

#### Groundwater

- De Grey and Yule River public drinking water source areas
- Land use controls and management to protect public drinking water over these aquifers

#### Surface Water

- Inundation of low lying residential areas and roads from inland flooding

#### Climate

- Port Hedland is the most cyclone prone area in the southern hemisphere
- Semi-arid tropical environment conducive to mosquito breeding

#### Climate Change

- Potential rainfall decline, increased evaporation, extreme weather events and bushfire risk
- Vulnerability of coastal infrastructure as a result of sea level rise
- Potential impacts on livestock productivity

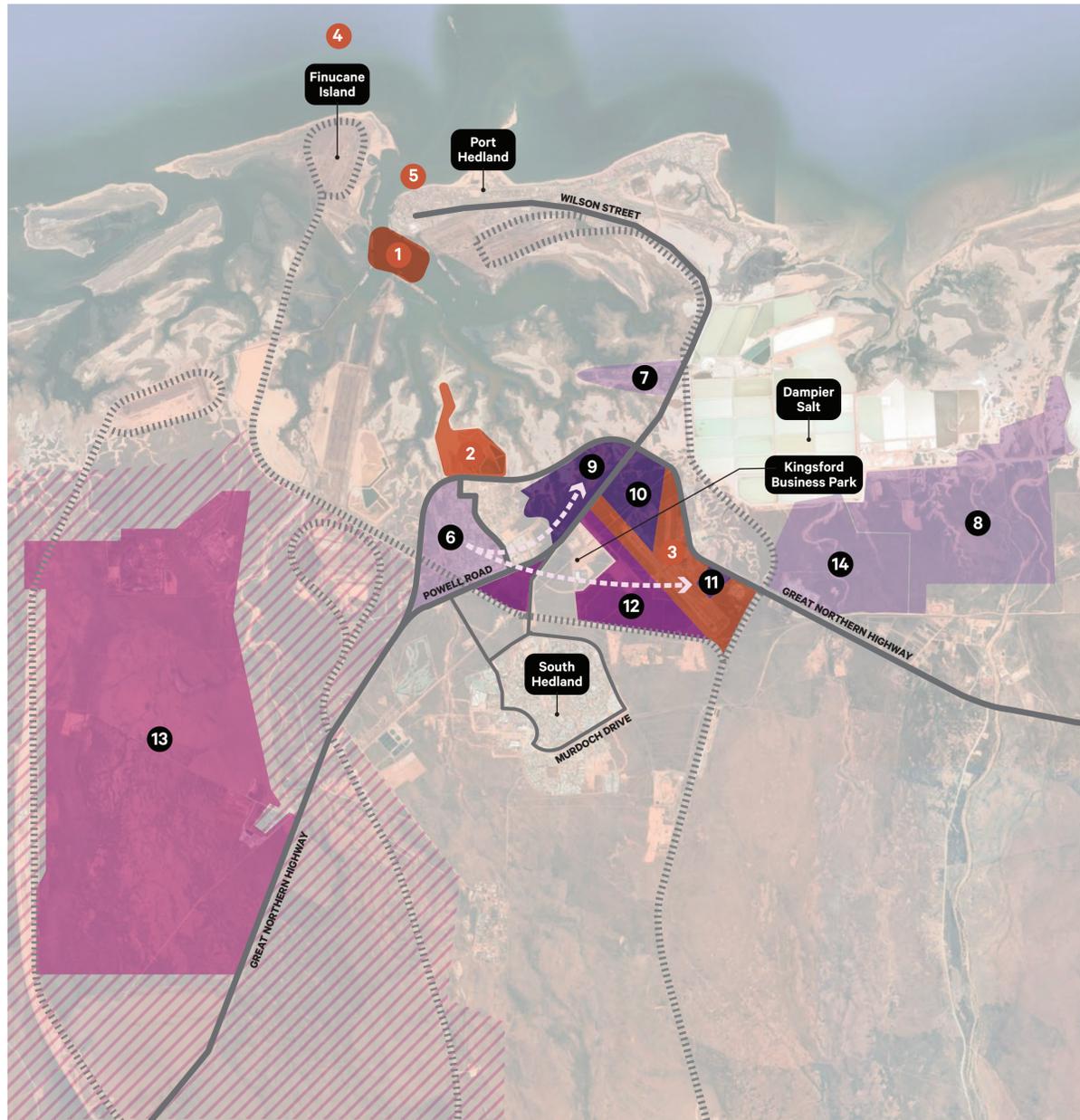
#### Bushfire

- Bushfire risk to remote communities due to high fuel load and limited access alternatives

#### Air Quality

- Air quality and amenity impacts within Port Hedland due to mining activities

Have we missed anything?



### Legend

- Key Roads
- Rail Corridor
- General Industry
- Transport Logistics Expansion
- Industrial Expansion
- Strategic / Heavy Industry  
– Outer harbour convenor corridor, potential stockyards, port dependent operations, processing, utilities, noxious industry, power station
- Potential Relocation of Transport Logistics Use Over Time
- Strategic / Heavy Industry Buffer

### Known Economic Drivers

- 1** Port Berth Expansion
- 2** Lumsden Point General Cargo and Logistics Hub
- 3** Port Hedland International Airport Expanded Operations
- 4** Port Hedland Outer Harbour (Long Term)
- 5** Live Exports and Cruise Ships

### Industrial Precincts

- 6** Wedgefield (West of Pinga Street)
- 7** Redbank (To Transition to Industrial)
- 8** Dampier Salt Expansion Area
- 9** Wedgefield Expansion Area
- 10** Port Hedland International Airport (Northern Precinct)
- 11** Port Hedland International Airport (Freight Precinct)
- 12** Port Hedland International Airport (Industrial Precinct)
- 13** Boodarie Strategic Industrial Area
- 14** Explosives Reserve

### Land Supply and Demand Considerations

- Zoned light and general industrial land is considered sufficient to meet demand to 2041 and beyond
- 5,950 ha of land is set aside for strategic / heavy industry (Boodarie)/ 190 ha (3.2%) of this is considered developed
- 251 ha of general/light industrial land is available within Wedgefield (Hedland Junction)
- Additional light industrial land is available within Kingsford Smith Business Park and future airport industrial precincts

### Wedgefield Considerations

- Noxious industry and freight transport create hazards for residential land use
- 192 lots within Wedgefield have approved caretakers' dwellings and anecdotally further dwellings exist within the estate
- Road network west of Pinga Street may not support heavy vehicle access
- Consider relocating noxious industry and transport logistics land use west of Pinga Street to other suitable industrial precincts

### Redbank Considerations

- Currently contains a mix of rural residential and rural industrial land uses
- Opportunity to transition to an industrial precinct due to proximity to port (as identified in Port City Growth Plan)

### Port Considerations

- Planned increase in berthing facilities to increase capacity of Port
- BHP Outer Harbour project a long term project opportunity
- Lumsden Point to provide berths for minor operators (i.e. lithium, cattle)
- Opportunity to provide for cruise ships and live export markets
- Finucane Island boat ramp popular fishing location

### Where could noxious industry be located in the short term?

#### Boodarie Considerations

- Boodarie is currently un-serviced and requires high capital expenditure to provide essential services to support industrial land use
- Land dedicated to accommodate downstream processing of mining, heavy and noxious industry, power station and key infrastructure
- Potential location of stockyards

#### Airport Considerations

- Planned airport upgrades currently underway
- Airport precinct masterplan sets aside land to accommodate industrial, bulky goods and transport and logistics uses
- Opportunity to achieve greater alignment between Port and Airport operations

### Where could logistics based transport industry be located?

#### Other Considerations

- Preferred location of future logistics based transport industry
- Preferred location of stockyards



### Legend

- Key Roads
- High Amenity Residential Growth Opportunity - subject to constraints (inundation, earthworks etc.)
- Development Investigation Area – (subject to addressing constraints)
- Recreation Focus
- Community Focus
- Tourism Focus
- Current Shopping Precinct
- Potential Future Location of Shopping Precinct
- Erosion Hazard Line (CHMAP)

1	Athol Street (potential ~700 residential lots)	7	Styles Road Southern Development Investigation Area
2	The Stables Precinct	8	McGregor Street Regional Recreation Precinct
3	Telstra Tower Site	9	Colin Matheson District Oval
4	Former Recreation Club / Detention Centre Development Area	10	Cemetery Beach *
5	Pretty Pool Stage 3a Development Investigation Area	11	Cooke Point Beach *
6	Former WWTP Site Development Investigation Area	12	Tkalka Boorda Redevelopment

\* Provides important nesting habitat for flatback turtles

### Where could future housing be located?

#### Residential Considerations

- Future residential growth areas are substantially constrained by coastal inundation
- Existing residential land fronting the coastline is at risk from coastal erosion
- Structure Plans are required to progress:
  - Athol Street Development Area
  - Pretty Pool Stage 3a
  - The Stables Precinct
  - Former Wastewater Treatment Plant Site

#### Community Infrastructure Considerations

- Coastal infrastructure prone to coastal and extreme weather events
- Potential future location of high school and primary school (subject to school intake requirements)
- Staged delivery of McGregor Street Precinct to provide regional sporting facilities
- Redevelopment of Tkalka Boorda

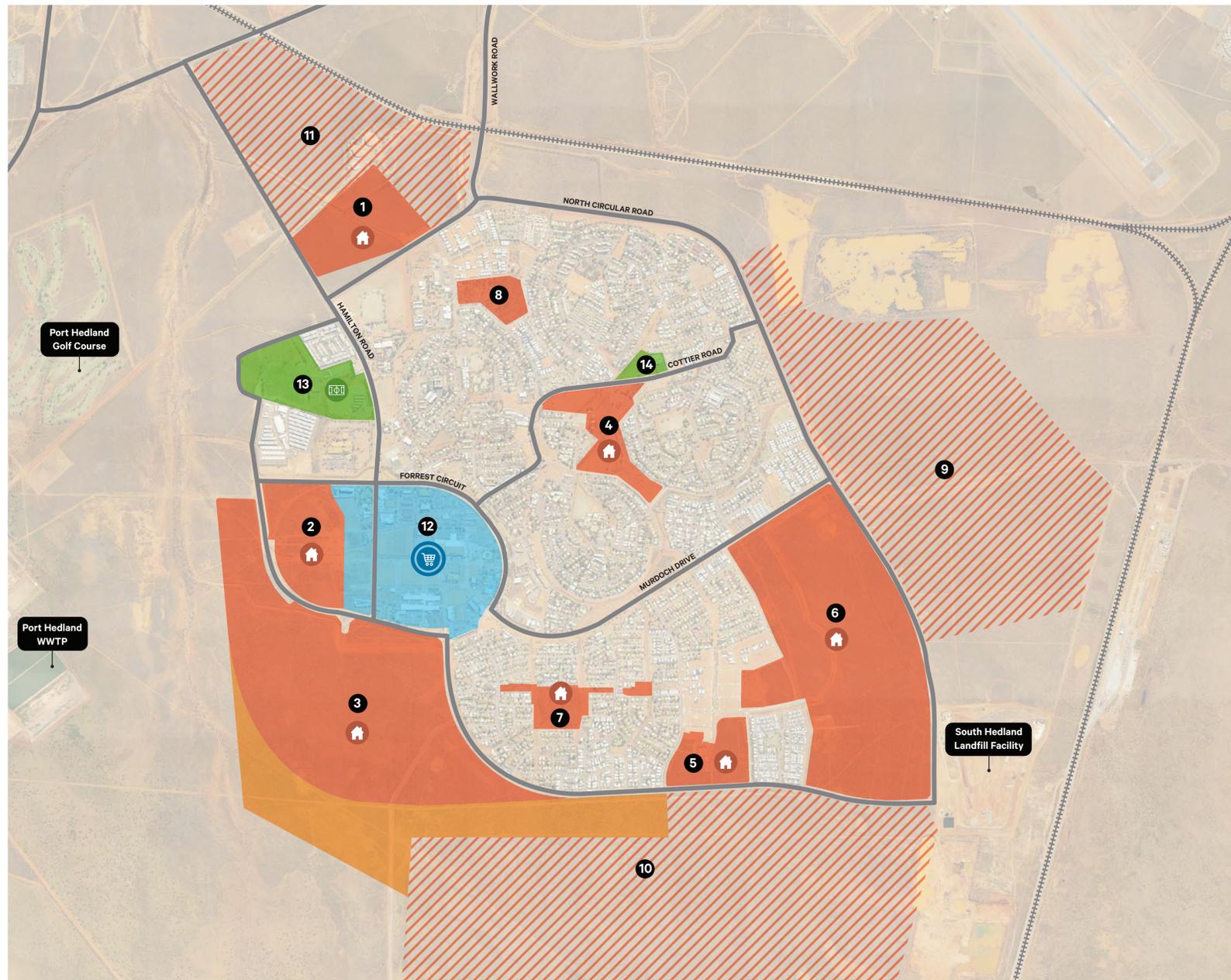
#### Environmental Considerations

- Cemetery Beach and Cooke Point Beach are turtle nesting areas
- Recent modelling has been completed for coastal storm surge and erosion impacts which will require a planned response
- Future expansion of Port operations is a long term consideration

### Where could any future shops be located?

#### Commercial/Retail Considerations

- Location of future retail and commercial uses to service the Port Hedland community



### Legend

-  Key Roads
-  Rail Corridor
-  Residential "Development Ready" Land
-  Medium – Long Term Land Bank
-  Recreation Focus
-  Development Investigation Area (subject to addressing constraints)
-  Core Focus for Retail and Commercial Uses

1	Hamilton Road Development Area	9	Long Term Development Investigation Area (Eastern Gateway)
2	City Centre Development Area	10	Long Term Development Investigation Area (Southern Gateway)
3	Western Edge Development Area	11	Long Term Development Investigation Area (Northern Gateway)
4	Trumpet Way Structure Plan	12	City Centre
5	Osprey Village Estate	13	South Hedland Integrated Sports Complex Regional Precinct
6	Osprey Rural Development Area	14	JD Hardie Youth Zone Upgrades
7	Koombana Development Area		
8	Former Pundulmurra Village Development Area		

### Where could future housing be located?

#### Residential Considerations

- South Hedland contains serviced 'Development Ready' land
- Relocation of South Hedland landfill facility required to facilitate Eastern Gateway land release

### Where could a community camp be located?

#### Community Infrastructure Considerations

- Staged delivery of the South Hedland Integrated Sporting Complex to provide regional sporting facilities
- Staged delivery of youth infrastructure and services at the JD Hardie Centre
- Focus on improving provision of parks and open space in future development
- Future high school and primary school provision as required to meet student intake requirements

#### Environmental Considerations

- South Hedland Landfill and associated buffer
- Management of bushfire risk in relation to future growth areas

#### Commercial/Retail Considerations

- South Hedland to provide City Centre commercial and retail services to service the wider Hedland community
- Currently substantial vacant tenancies – anecdotally rents are considered high

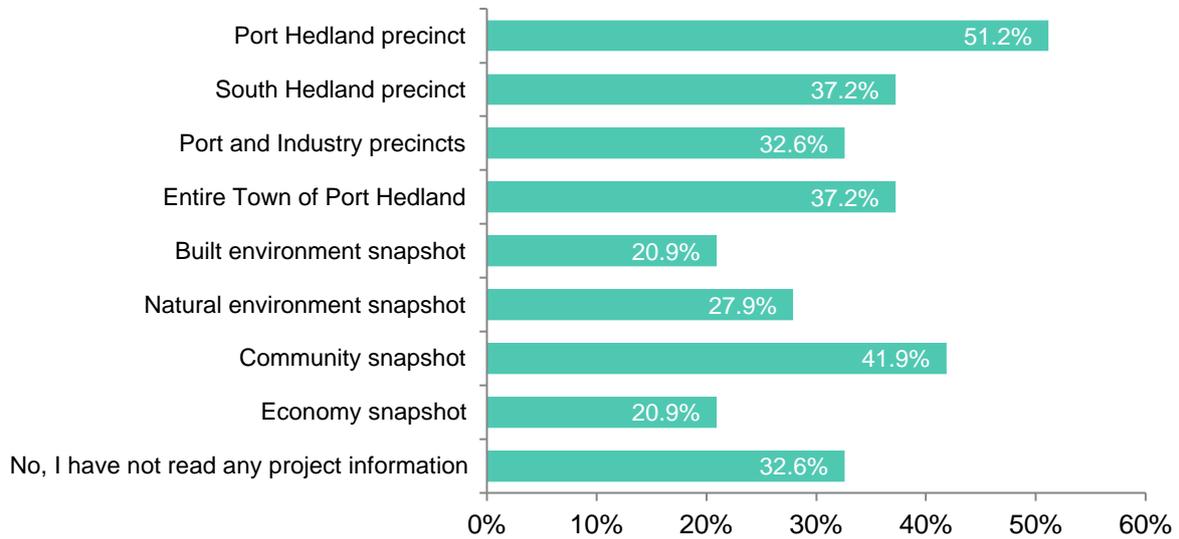
## **Appendix E – Online community survey demographic results**



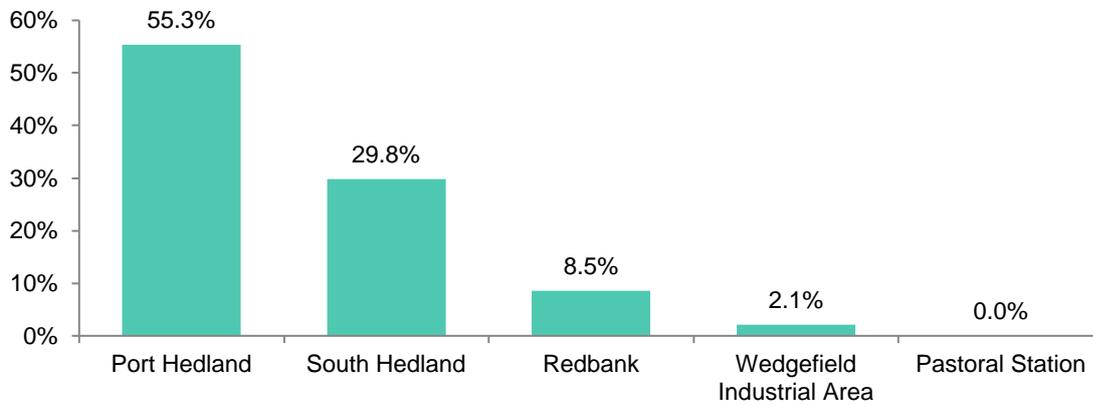
# Shaping Hedland's Future

## Online community survey demographic results

Please let us know if you have read any of the following information sheets.

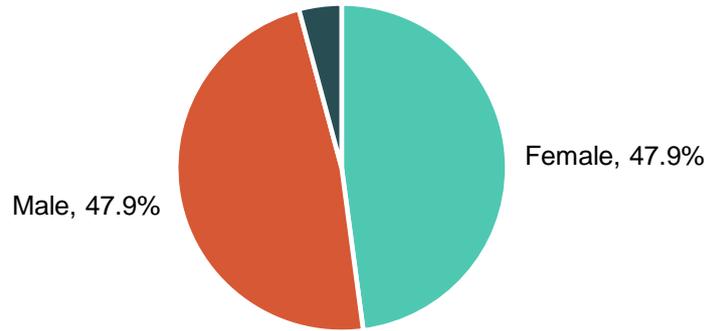


Do you live in:

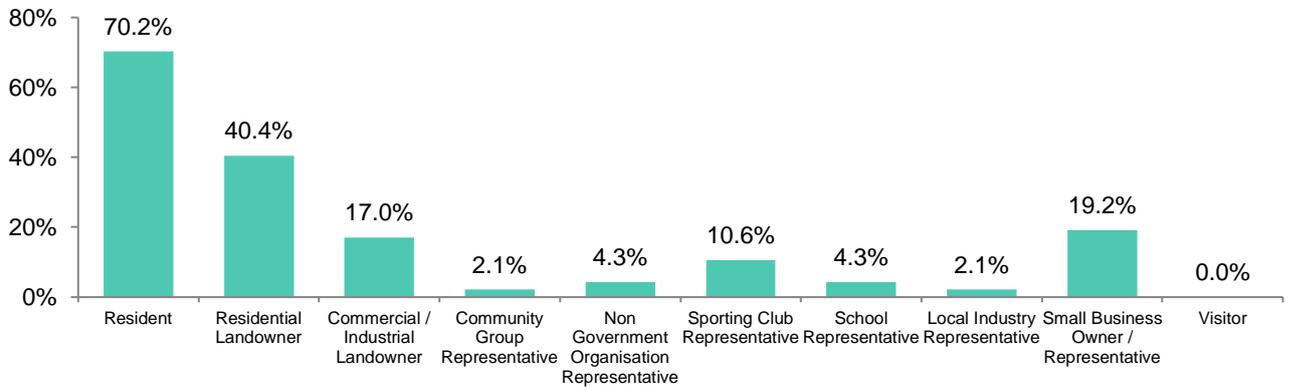
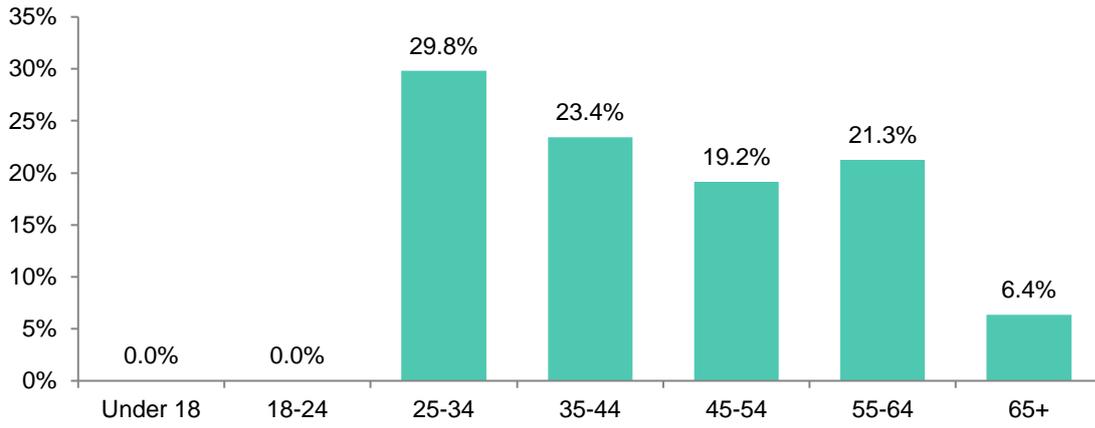


**How would you define your gender?**

In another way,  
4.2%



how old are you:



## Shaping Hedland's Future

Community and stakeholder engagement outcomes  
report: Local Planning Strategy review and preparation  
of a new Local Planning Scheme

March 2020



Town of  
**Port Hedland**