
Item 14 New Business of an Urgent Nature (Late items)

14.1	JOINT DEVELOPMENT ASSEMENT PANEL APPLICATION FOR DEVELOPMENT APPROVAL - PORT HEDLAND AIRPORT TERMINAL REDEVELOPMENT - 2019/061
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Author: Senior Planner

Authorising Officer: Acting Director Regulatory Services

Disclosure of Interest: The Author and Authorising Officer declare that they do not have any conflicts of interest in relation to this item.

OFFICER'S RECOMMENDATION

That Council recommends the Kimberly/Pilbara/Gascoyne Joint Development Assessment Panel approves DAP Application reference DAP/19/01639 and accompanying plans in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and Town of Port Hedland Local Planning Scheme No. 5, subject to the following conditions and advice notes:

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. All development and use of the land must be carried out in accordance with the approved plans as listed below:
 - (a) Development application of Port Hedland International Airport, Sheet No. DA-10000, Revision J, Date 13/09/19;
 - (b) Site Plan, Sheet No. DA-11000, Revision J, Date 13/09/19;
 - (c) Site Plan – Overlay, Sheet No. DA-11100, Revision B, Date 13/09/19;
 - (d) Terminal Overall Floor Plan, Sheet No. DA-12000, Revision J, Date 13/09/19;
 - (e) Terminal Overall Roof Plan, Sheet No. DA-12001, Revision J, Date 13/09/19;
 - (f) Overall Elevations; Sheet No. DA-13000, Revision J, Date 13/09/19;
 - (g) Overall Sections; Sheet No. DA-13001; Revision J, Date 13/09/19; and
 - (h) Landscape Concept Plan; D1.101A; Revision D; Date September 2019.
3. Prior to lodging a building permit, a detailed landscaping and reticulation plan must be submitted to and approved by the Town of Port Hedland. The landscaping plan must be completed within 60 days of completion of the final works covered under this approval. Landscaping shall be maintained thereafter, to the satisfaction of the Town of Port Hedland.
4. Prior to lodging a building permit, the applicant must either elect in writing to the Town of Port Hedland that they will:
 - (a) Develop a Public Art project on-site to a minimum value of \$147,000 and complete it within 60 days of the completion of final works covered under this application; or
 - (b) Make a cash-in-lieu contribution to the Town of \$147,000, prior to lodgement of a building permit, in which case the Town will coordinate a Public Art project on-site.

5. Prior to lodging a building permit, a stormwater management plan shall be submitted to and approved by the Town of Port Hedland in accordance with the Town's Stormwater Guidelines. The applicant shall undertake the necessary works in accordance with the stormwater management plan within the timeframe identified under the plan.
6. A minimum of 115 car bays (including disabled bays) must be made available at all times for public use. This excludes car hire/rental space, rideshare, taxi and pick up, drop off bays. All internal road and car parking areas shall be sealed, kerbed, drained and marked in accordance with AS 2890.1:2004 Parking facilities, within 60 days of completion of all other works covered under this approval. All car bays shall be maintained thereafter to the satisfaction of the Town of Port Hedland.
7. Within 60 days of the completion of all works covered under this approval, all redundant crossovers, driveways, kerbing, access roads, utilities, effluent disposal systems, pumps, electricity and water must be removed and reinstated to the specification and satisfaction of the Town of Port Hedland.
8. All areas of outdoor storage, all piped, ducted and wired services, air conditioners, water systems, water tanks, service metres and bin storage areas, must be screened from public view within 60 days of completion of all works covered under this approval. Design plans for the location, materials and construction of proposed screening must be submitted and approved by the Town of Port Hedland prior to lodging an application for building permit.
9. Prior to lodging a building permit, the applicant must submit, have approved, and thereafter implement, a management plan detailing how risks of wind and/or water borne erosion and sedimentation will be minimised during the works, to the satisfaction of the Town of Port Hedland.
10. Prior to lodging an application for a building permit, the applicant must submit a Construction Waste Management Plan to the Town of Port Hedland. The Plan must address, but not be limited to, the following matters:
 - (a) Removal of hazardous materials and disposal at an approved waste disposal facility in accordance with the requirements of the relevant legislation, codes, standards and guidelines; and
 - (b) Details demonstrating compliance with the relevant legislative requirements, associated with the removal of hazardous waste, particularly the method of containment and control of emission of fibres to the air.

Advice Notes

1. The Civil Aviation Safety Authority has recommended an Aviation Impact Assessment be developed. This report should confirm any impacts from both the works associated with the construction phase and the completed development. Specifically, there may be an impact on the published terminal instrument flight procedures and the plans should be sent to Airservices and Naverus/GE for assessment. Any crane operations will need to be assessed and the impacts mitigated. The aviation aspects to be considered include the following:
 - (a) protecting an airport's operational airspace;
 - (b) lighting in the vicinity of airports;
 - (c) building generated windshear and turbulence; and
 - (d) protecting aviation facilities - communications, navigation and surveillance facilities.

2. The landscaping plan should address the following:
 - (a) Retention of vegetation with a trunk diameter of 500mm or greater;
 - (b) Shade trees for all car parking areas;
 - (c) Shade trees to have full canopy cover over all pedestrian walkways at maturity;
 - (d) Fully screen the effluent disposal area and all associated infrastructure such as water tanks, pumping stations, etc. from the Great Northern Highway and all public areas within the property; and
 - (e) All plants shall be provided with a reticulated water supply.

3. Should the applicant elect to coordinate a Public Art Project; Town Policy shall be satisfied in accordance with Local Planning Policy Percent for Public Art Guidelines June 2013, prior to lodging a building permit. Should the applicant elect to make a cash-in-lieu contribution to the Town, \$147,000 shall be paid to the Town of Port Hedland prior to lodging a building permit.

4. The stormwater management plan shall address stormwater disposal on-site, culvert design under the Great Northern Highway and the open drain east of the Great Northern Highway, including any upgrades required.

5. Main Roads WA advises the following:
 - (a) Water shall not be discharged onto the road reserve (includes via culverts) without prior written approval from Main Roads.
 - (b) Water run-off from Port Hedland International Airport land has been of concern for some time due to the large increase of non-permeable areas as a result of Airport infrastructure improvements.
 - (c) The consultant's report regarding culvert upgrade on the Highway is noted; however, a robust engineering review on the proposed design is required to ensure culvert drainage suitability.

6. Public Art design, construction or contributions are guided by the Town's Local Planning Policy – Percent for Public Art (2012) and Percent for Public Art Guidelines June 2013. Public art should be included for all proposed water tanks.

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7. The development and/or land use must comply with the following:
 - (a) *Contaminated Sites Act 2003*;
 - (b) *Contaminated Sites Regulations 2006*;
 - (c) *Environmental Protection Act 1986*;
 - (d) *Environmental Protection (Controlled Waste) Regulations 2004*;
 - (e) *Environmental Protection (Noise) Regulations 1997*;
 - (f) *Environmental Protection (Unauthorised Discharges) Regulations 2004*;
 - (g) *Health (Asbestos) Regulations 1992*;
 - (h) *Health (Public Buildings) Regulations 1992*;
 - (i) *Health (Treatment of Sewerage and Disposal of Liquid Waste) Regulations 1974*;
and
 - (j) Town of Port Hedland Animals, Environment and Nuisance Local Law 2016.
 8. The applicant is advised that in respect to the need for a stormwater management plan the Town's Technical Services will need to be contacted.
 9. The decommissioning of any redundant on-site effluent disposal system shall be in accordance with the *Health (Miscellaneous Provisions) Act 1911*.
 10. The applicant shall gain approval from the Town of Port Hedland for the installation of any new on-site effluent disposal system, prior to the commencement of site works for the infrastructure.
 11. Due to the potential presence of asbestos material, preliminary soil sampling and assessment of the total land area must be done to determine the presence of contaminants. Any demolition and removal work must be undertaken by a contractor with a current unrestricted asbestos removal licence and all contaminated waste must be disposed of at a licenced waste acceptor. Information pertaining to this can be gained from contacting the Town of Port Hedland Health Services.
 12. Lot 9007 has been classified as possibly contaminated – investigation required under the *Contaminated Sites Act 2003*. The proposed works are located in areas of Lot 9007 that have been identified as potentially being contaminated due to current or historical site activities. Relevant areas include the former Mobil aviation fuel depot (hydrocarbons), the hire care depots (hydrocarbons), stormwater drains (asbestos), and the wastewater pond (nutrients, pathogens, asbestos). The Department of Water and Environmental Regulation (DWER) recommends that all works be undertaken in accordance with a site-specific construction environmental management plan that includes provisions for the management of potential contamination. Any assessment or management of contaminated material undertaken during site works should be undertaken in accordance with DWER's Contaminated Sites guidelines and reported to DWER at the conclusion of works.

SIMPLE MAJORITY VOTE REQUIRED

PURPOSE

The purpose of this report is for Council to make a recommendation to JDAP for the proposed Port Hedland airport terminal redevelopment at Lot 9007 Great Northern Highway, Port

Hedland. The Town of Port Hedland (the Town) must make a recommendation to the Kimberley Pilbara Gascoyne Joint Development Assessment Panel (JDAP) by noon, 16 October 2019.

DETAIL

The site is located at the Port Hedland International Airport, between Port Hedland and South Hedland. The site is approximately 817 hectares and has been leased to PHIA Asset Pty Ltd for 50 years, commencing in March 2016. It has direct frontage and access to the Great Northern Highway. The site has a long history of being used as an airport and the current terminal building has been operational since the 1970's.

The airport is an integral part of the community and the economy of Port Hedland and is a critical component of the resource industry of the Pilbara region. It provides for regular passenger transport and general aviation air services to service the local community. During the 2016/17 financial year, the airport recorded a passenger throughput of 365,619. As of October 2017, services are currently provided by Qantas, Virgin Australia, and their subsidiaries who operate approximately 50 flights a week, including multiple daily flights to Perth and a weekly flight to Brisbane, several Pilbara mining airports and Denpasar. The airport is also the base for emergency services, with a major Royal Flying Doctor Service base with multiple hangars.

Current terminal overview

The existing terminal building consists of a 2,700m² steel portal framed building with a low-pitched metal roof and a combination of steel framed external walls sheeted with fibrous cement or colour bond custom orb and painted masonry walls. The building has been extended and modified historically, including the relocation of the external walls to the edge of the roof overhang to increase the available functional space. These modifications have largely resulted in no roof overhang to provide shading to external walls. This is not a desirable design given Port Hedland's hot climate.

The building generally has a profiled exposed grid ceiling lower than that desirable in a public building of a similar size. Floor coverings throughout consist of vinyl to most public areas with ceramic tiles to amenities and the concession area.

The building contains the traditional functional spaces including check-in, baggage claim, security screening, departure lounge, airline offices, amenities, airport administration as well as a dedicated international passenger processing area. Some sharing of terminal areas for domestic and international processing area is facilitated using a series of operable walls, which is currently only utilised for one return flight a week.

The current terminal layout is consistent with the desirable passenger flows for a simple single level linear terminal. However, the location of the baggage claim area to the east of check-in is unconventional as the check-in area is usually the first functional area encountered on the landside set down to reduce traffic conflicts.

Current terminal capacity

The check-in area of the existing terminal is approximately 378m². The current check-in area can accommodate a peak period number of between 210 and 290. The current check-in area has a limited depth of approximately 10m. This is not adequate for the passenger numbers due to the significant queue depth lost to circulation space necessary both adjacent to the check-in counters and to access the amenities and offices located on the landside.

The current domestic departure lounge when fully available (i.e. no concurrent international departure) is approximately 465m². This includes a kiosk seating area. An assessment of the configuration of the departure lounge, concessions area and the location of the gates indicates the current supported peak period is in the order of 320 passengers.

The baggage claim area in the existing terminal, exclusive of the claim device and the car-rental desks, is approximately 275m². The existing baggage claim area supports a peak period number of approximately 160-183 arriving passengers.

The existing terminal building is air-conditioned by package air-conditioning units located on the roof of the building. Management has confirmed that the system is beyond the expected use by dates and poses a continual maintenance issue. Significant problems include condensation overflows, associated damage to ceilings, and false fire alarms precipitated by steamy conditions in locations throughout the building.

Zoning	
TPS:	Airport
Use Class:	Aerodrome
Development Scheme:	Local Planning Scheme No. 5
Lot Size:	817 hectares
Existing Land Use:	Aerodrome

The proposal seeks approval for the redevelopment of the following:

- Airport terminal building refurbishment and expansion, including internal and external upgrades;
- Internal terminal building footprint of 2,309sqm, available to the public;
- Reconfiguration of the internal access road, including new crossovers to car parking areas, bus parking areas, short and long term car park and taxi/rideshare pick up;
- Modifications to car parking area, including reconfiguration to all public car parking;
- New on-site effluent disposal system, water tanks and pump station; and
- New landscaped plaza to the north of the terminal.

Airport terminal building refurbishment and expansion

The proposal seeks to redevelop the existing terminal to accommodate future growth expectations. The terminal redevelopment will result in the following:

- Ground transport accessibility;
- Room for expansion of terminal;
- Room for expansion of airside infrastructure;
- Utilise existing infrastructure;
- Provide an aesthetically appealing and economic upgrade;
- A staged terminal development that does not interfere with terminal operations; and
- Meets the growing passenger demand.

This first phase of development will accommodate expected demand through to 2033/2034 of 450,000 passengers.

Access and movement

The main public access point for the airport terminal on Great Northern Highway will remain unchanged, however the application seeks an amendment to the internal access roads, circulation areas and car parking. The applicant has advised that short and long term public parking, bus parking, taxi and rideshare areas are designed to give priority and proximity to the most frequented modes of transport. The proposal also separates airport operation traffic from public circulation and will better distinguish pedestrian walkways through a central pedestrian walkway.

The car rental area will remain centrally located and not change at this point, except for the reconfiguration of crossovers. The applicant has indicated that the rental car areas will be upgraded as part of a future application. Indicative plans are included for illustrative purposes only.

Services

The applicant intends on upgrading on-site effluent disposal, potable water, water for firefighting purposes, drainage and electricity services.

On-site effluent disposal is currently handled via a pumping station to an evaporation and storage pond located to the immediate north of the northernmost car park. The proposal seeks to make the evaporation pond redundant and install an expansive system of leach drains between the car park and the Great Northern Highway. Each leach drain is 25 metres long and 34 are proposed on top of a 600mm pad. The length visible from the Great Northern highway is approximately 100m. At its closest point, the effluent disposal system is setback 20m from the Highway.

A new potable water pump and storage tanks are proposed east of the car rental area. Provision is made for three tanks which will provide three days storage should there be supply issues. The pump will assist with low water pressure from the existing public water supply. These tanks have a height of 3.5m and diameter of 4.4m. No details are available yet on the material or finish.

Two new fire water storage tanks and pumps are proposed. The tanks will be supplied via a new water mains connection from the public water supply. These tanks have a height of 5.8m and diameter of 5.2m. No details are available yet on the material or finish.

Stormwater

The proposed development will result in an increase in impervious catchment area, placing additional pressure on the downstream drainage infrastructure. The stormwater system includes open drains directing water flow to culverts under the Great Northern Highway, which feeds an open drain to the east of the Highway.

The stormwater strategy identified that the open drain system generally retains up to a 10 year Average Recurrence Interval (ARI), however there are instances where the water floods beyond the drain in minor storms. The existing culverts within the subject site do not have capacity to convey up to the 10 year Average Recurrence Interval (ARI) without overtopping, meanwhile the existing culverts under the Great Northern Highway do not meet their intended design performance during the 50 year ARI, overtopping the road.

The applicant proposes to upgrade the open drainage system which will contain all minor events. The proposed culverts, including those under the Great Northern Highway are

designed to handle greater flowthrough. Eight new box culverts are proposed, measuring 0.45m tall with a 1.2m diameter. The Strategy conveys that the design of culverts for the Highway will ensure that the 50 year ARI will be contained and there will be no overflow onto the road.

Land Tenure

The subject application is located on Lot 9007 on Plan 404824. Lot 9007 is owned by the Town of Port Hedland and is leased to Port Hedland International Airport Asset Pty Ltd for 50 years, commencing in March 2016.

LEVEL OF SIGNIFICANCE

In accordance with Policy 4/009 'Significant Decision Making', this matter is considered to be of medium significance because the proposed development is considered to have an impact on the main gateway to the Town of Port Hedland as experienced by visitors.

CONSULTATION

Internal

The application has been referred internally to the Town's Technical Services Officer, Senior Environmental Health Officer and the Manager Town Planning and Development. Comments received have been considered and included as conditions and advice notes contained within the Officer's recommendation.

External Agencies

The proposal was advertised to the following agencies and departments via email on 2 August 2019:

- Western Power;
- Water Corporation;
- Main Roads WA;
- Department of Water and Environmental Regulation;
- Department of Biodiversity, Conservation and Attractions; and
- Civil Aviation Safety Authority.

Comments were invited to 30 August 2019 and the following is a summary.

Civil Aviation Safety Authority

Recommends an Aviation Impact Assessment is carried out on the development application to confirm any impacts or otherwise from both the works associated with the construction phase and the completed works. Specifically, there may be an impact on the published terminal instrument flight procedures and the plans should be sent to Airservices and Naverus/GE for assessment. Additionally, any crane operations will also need to be assessed and the impacts mitigated.

The aviation aspects to be considered include the following:

- protecting an airport's operational airspace;
- lighting in the vicinity of airports;
- building generated windshear and turbulence; and
- protecting aviation facilities - communications, navigation and surveillance facilities.

This advice has been conveyed as an advice note on the Officer recommendation as there is no specific legislation or guideline requiring an Aviation Impact Assessment to be prepared as part of a development application.

Water Corporation

Reticulated water is currently available to the subject area. The proposed works do not appear to impact on the Water Corporations infrastructure or operations. Any affected assets may be required to be funded by the applicant including new works, the upgrading of existing works or protection measures. If works or development are proposed near Water Corporation assets the applicant/owner needs to submit an Approval of Works application.

Department of Biodiversity, Conservation and Attractions

No objections and no recommendations.

Main Roads WA

- Water shall not be discharged onto the road reserve (includes via culverts) without prior written approval from Main Roads.
- A robust engineering review on the culvert design (under the Great Northern Highway) is required to ensure culvert drainage suitability.

This advice has been conveyed to the applicant as an advice note on the Officer recommendation.

Department of Water and Environmental Regulation

The site is classified under section 13 of the CS Act as possibly contaminated – investigation required. No objection subject to the following advice being conveyed to the proponent:

“Lot 9007 has been classified as possibly contaminated – investigation required under the Contaminated Sites Act 2003. The proposed works are located in areas of Lot 9007 that have been identified as potentially being contaminated due to current or historical site activities. Relevant areas include the former Mobil aviation fuel depot (hydrocarbons), the hire care depots (hydrocarbons), stormwater drains (asbestos), and the wastewater pond (nutrients, pathogens, asbestos). The Department of Water and Environmental Regulation (DWER) recommends that all works be undertaken in accordance with a site-specific construction environmental management plan that includes provisions for the management of potential contamination. Any assessment or management of contaminated undertaken during site works should be undertaken in accordance with DWER’s Contaminated Sites guidelines and reported to DWER at the conclusion of works.”

This advice has been conveyed to the applicant as an advice note in the Officer recommendation.

Western Power

No comments

Community

The proposal was advertised to the public for a period of 14 days by means of a notice appearing in the North West Telegraph and the Town’s website. These were advertised on 7 August 2019 and public submissions were invited to 21 August 2019.

No submissions were received.

LEGISLATION AND POLICY CONSIDERATIONS*Western Australia State Aviation Strategy*

The strategy conveys that the airport has consistently been among one of the fastest growing airports in Western Australia for the past decade. The expected passenger growth over the forward estimates will place additional pressure on the airport to function effectively. This strategy supports increased investment to support growth and efficiency. This application is consistent with the vision of the strategy.

Local Planning Strategy: Port City Growth Plan

The airport is located within *Precinct 7 Airport and Surrounds*, with the precinct statement being:

“Pilbara’s Port City International Airport is a major gateway to the North West of Australia. The upgraded airport welcomes visitors at a standard reflective of any of Australia’s major regional cities...”

The location of development is within the 'Airport Operations' area of the precinct. The proposal is consistent with the vision of the precinct statement. The upgraded interface and increased usability will enhance visitors experience to Hedland. The proposed type, scale and design of the application is consistent with the 'Airport Operations' envisaged under the Strategy.

Capital Works Plan

The plan was endorsed by Council at its OCM meeting on 24 July 2019. This terminal redevelopment is consistent with the plan endorsed and will facilitate the intended vision supported by the Council.

Port Hedland International Airport Masterplan 2018-2038

The Masterplan identifies development, operations and uses for the airport for a 20 year outlook. The Masterplan establishes six precincts with the airport site:

- Airside Precinct
- Northern Precinct
- Terminal and General Aviation Precinct
- Freight Precinct
- Highway Precinct
- Airport Industrial Park Precinct
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The proposed development is located within the Terminal and General Aviation Precinct. Any building should be designed in a way which complements and reflects the location of the site accordingly.

The intent of this precinct is to service the passenger terminal as effectively as possible, while allowing for concurrent supporting or ancillary uses of the precinct. Areas within this precinct may either have airside access or be located further from the Airside Precinct. Development should reflect the location of the site accordingly. Land uses within this precinct are anticipated to be those that provide either direct service to the passengers or are required for the operation of the airport and terminal. The Masterplan conveys that:

"Any development within this precinct should give consideration to potential terminal expansions so as to not impinge any future expansion requirements."

Spatial requirements of the passenger terminal in the future are based on future peak airport traffic patterns and flow of traffic within the terminal. This flow is largely dependent on factors including the aircraft expected to serve the airport; technological advancements; regional population and economic growth rates and functional areas.

Based on the passenger and aircraft movement forecasts, the terminal is expected to reach a peak period passenger throughput (15-minute peak) of 418 passengers when the airport first records at least 700,000 passengers, which is in forecast to be in 2055/56. The number of aircraft movements in 2055/56 are forecasted to be 7,268, respectively.

It is expected that the passenger segments will be served by a mixture of B737s, B717s and F100s expected to arrive in the morning, afternoon or evening. Consequently, the terminal is expected to experience three traffic peaks (morning, midday, and evening). With 418

passengers in the 15-minute peak period, the morning traffic peak is expected to be the busiest of the three peaks. The total terminal area required to address the peak period forecast is calculated to be approximately 4,610 square metres.

The terminal redevelopment will satisfy the following criteria:

- A terminal footprint that supports a peak period number of at least 418 passengers with functional areas;
- Ground transport accessibility;
- Room for expansion of terminal;
- Room for expansion of airside infrastructure;
- Utilise existing infrastructure;
- Provide an aesthetically appealing and economic upgrade that visually represents the theme of “The gateway to the Pilbara”;
- A staged terminal development that does not interfere with terminal operations; and
- Meets the growing passenger demand.

Based on these factors and the long-term planning, the terminal redevelopment will be designed to accommodate 700,000 passengers. This first phase of development will accommodate expected demand through to 2033/2034 of 450,000 passengers. Further expansions can be investigated in response to growth.

Given this proposal is for the terminal redevelopment and expansion, including complimentary functions, this proposal is consistent with the masterplan.

Local Planning Policy – Percent for Public Art 2012 and Percent for Public Art Guidelines June 2013

The intent of the Policy is to protect and enhance the amenity and identity of public spaces such as commercial nodes, entry points and squares. The purpose of this Policy is to assist in achieving the following objectives:

- Improve the quality of the built environment through the use of high quality public artworks;
- Increase the social, cultural and economic value;
- Develop and promote community identity; and
- Enhance a sense of place.

The Policy requires that development applications exceeding \$5 million are to set aside a minimum of one percent of the total project cost for the development of public art. This applies to applications located in the ‘Airport’ zone.

The applicant can either:

1. Coordinate a Public Art project themselves; or
2. Satisfy the contribution through a cash-in-lieu payment to the Town.

The total cost of development has been provided at \$14.7 million. Accordingly, it is recommended that a condition be imposed that requires public art to be provided on-site or a cash-in-lieu contribution for \$147,000.

Local Planning Scheme No. 5

The following matters pertain to the proposal under the Town’s Scheme.

Item	Requirement	Proposal	Compliance
Car parking	<p>1 bay per 20 square metres Net Leasable Area (NLA) for buildings designed to accommodate passengers.</p> <p>The NLA for public areas measures 2,309sqm.</p> <p>115 car bays are required.</p> <p>Minimum dimensions for car parking (2.7m wide & 5.4m for 90 degree bays), aisle widths (5.4m or 5.8m for 90 degree bays), etc.</p>	<p>78 bays are included in this proposal.</p> <p>2.6m by 5.4m</p>	<p>The long term car park to the north, outside the application area has in excess of 115 bays. The proposal is compliant.</p> <p>Plans compliant with AS 2890 – Australian standards for car parking.</p>
Obstacle Limitation	No development exceeding R.L. 52m AHD.	R.L. not exceeding 15m	Complies.
Landscaping	A landscaping plan to be provided. No minimum area required for landscaping, etc. However must be to the satisfaction of the Town.	<p>Landscaping proposed to the immediate north of the terminal building.</p> <p>Car parking areas not landscaped.</p> <p>Infrastructure such as on-site effluent disposal, water tanks and pumping stations not screened.</p>	<p>Additional landscaping as part of a conditional approval will satisfy the Town.</p> <p>Landscaping is recommended to screen effluent disposal area, water tanks and pump station infrastructure. Shade trees recommended for condition of approval.</p>

OFFICER COMMENTS

Car parking and internal road layout

The Town’s Scheme requires one bay to be provided per 20 square metres of Net Leasable Area (NLA) for buildings designed to accommodate passengers. The plans have the NLA at

2,309sqm that is open to the public. This requires at least 115 bays to be made available to the public.

78 bays have been provided in the application area and in excess of 115 car bays exist outside the application area in the long term car park to the north. The proposal is compliant. These bays must be separate to other operations that may need car parking spaces, including car hire, taxis, rideshare, drop off and pick up areas. This must be distinguished accordingly.

It is also recommended that a condition be imposed that requires the design of all car parking areas, including bays, aisle widths, circulation areas, etc. in accordance with AS 2890.1:2004 Parking facilities.

Stormwater design

Upgrade of open drains

The current system relies on open drains collecting stormwater from all impervious areas and transporting to the eastern side of the property. This system presently overflows in minor rainfall events. The proposal will increase the amount of impervious area and put additional demand on this infrastructure.

The applicant has proposed to upgrade this system. This will mean that all minor rainfall events will be contained.

Culverts under Great Northern Highway

The drainage network relies on collected stormwater to be transported outside the site boundaries via three 450mm diameter culverts under the Great Northern Highway to an open drain to the east. This drain serves the exclusive use of the airport.

The existing culverts do not have acceptable capacity to handle the expected increase in stormwater. The proposal seeks to install eight box culverts, measuring 0.45m (height) by 1.2m (width). The applicant has advised that this infrastructure will result in no overflow onto the Highway. Main Roads WA have requested in their comments that detailed design be provided and approved prior to the commencement of site works.

Drain east of the Highway

The drain forms part of the downstream stormwater flow. It does not have capacity for additional water. As the proposed development has additional impervious areas proposed, this will place additional stormwater into this drain.

Recommended conditions

It is recommended that conditions and advice notes are imposed that address the following:

- Stormwater plan being submitted and approved by the Town prior to a building permit being lodged.
- Main Roads approval being issued for development within the Great Northern Highway.

Landscaping

Clause 5.9 of the Scheme relates to landscaping requirements. The Scheme provisions do not outline specific requirements such as minimum areas, nor locations. The provisions are general and relate to landscaping being provided at the discretion of the Town under subclause 5.9.2. Scheme Objective (a) states:

“encourage an appropriate balance between economy and social development, conservation of the natural environment, and improvements in lifestyle and amenity,”.

It is considered that in order to satisfy this Scheme Objective and Clause 5.9, an improvement in the amenity should occur, given that the airport is the main entry point to the Town for a planned 450,000 persons per annum.

Some landscaping has been proposed in the plaza area directly north of the terminal and some trees are located through the centre of the car hire area to the northernmost car park, within the pedestrian walkway. All areas, including the plaza area, would benefit from additional landscaping to provide shade for pedestrians.

The proposed on-site effluent disposal system and associated infrastructure such as the five water tanks and pumping equipment is in a visually prominent location, being 170m from the terminal and 10m from car parking. It is located approximately 20m from the Great Northern Highway.

The proposed effluent disposal irrigation tanks measure 25m long each and there are 34 located, raised 600mm above natural ground level. This area extends for over 100 metres.

Several water tanks and pump infrastructure are located immediately south, also wedged between car parking areas and the Highway.

This proposed infrastructure is in a visually prominent location and is of significant size and scale. This area is a major entry point for a planned 450,000 passengers per annum. The Highway also serves as a major entry point for vehicles from Broome.

It is considered that this infrastructure should be screened from all public areas with landscaping so as to avoid an unattractive entry statement to the Town. It is considered that this is consistent with the intent of Scheme Objective (a) which discusses improvements in the amenity of the Town and Clause 5.9.

FINANCIAL AND RESOURCES IMPLICATIONS

Percent for Public Art Guidelines June 2013 and Percent for Public Art (2012) Local Planning Policy

Should a condition be imposed requiring Public Art contribution and the applicant decides to opt for the cash-in-lieu option, the Town would receive \$147,000 to be allocated toward public art to enhance the development.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS

The following sections of the Council's Strategic Community Plan 2018-2028 are applicable in the consideration of this item:

- 3.b.1** The present and future needs for serviced land and infrastructure provision are identified, planned and developed
- 3.c.1** Urban and spatial planning is implemented to enhance human interaction with nature and industry
- 4.a.1** Town of Port Hedland is represented and advocated for in International, Federal, State and regional forums and policy development
- 4.a.3** A positive narrative and unique brand is developed and promoted

There are no significant identifiable environmental, social or economic impacts relating to this item.

RISK MANAGEMENT CONSIDERATIONS

There is a service interruption risk associated with this item as the Port Hedland International Airport terminal building requires asset upgrades to continue to service aircraft passengers to Port Hedland. The risk rating is considered to be medium (9), which is determined by a likelihood of possible (3) and a consequence of moderate (3).

This risk will be mitigated by endorsing the officer recommendation.

OPTIONS

Option 1 – Adopt officer’s recommendation

Option 2 – Amend officer’s recommendation

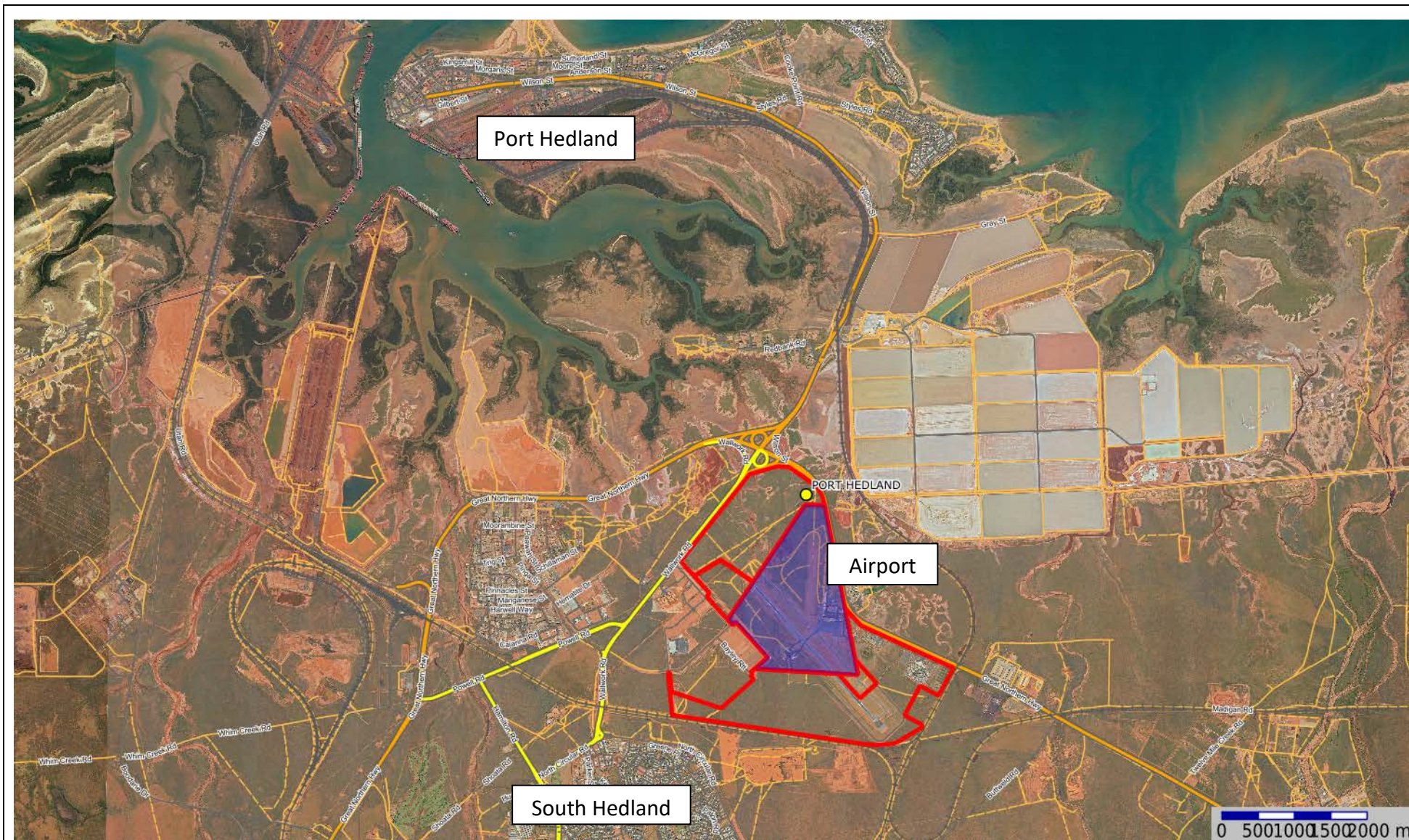
Option 3 – Do not adopt officer’s recommendation

CONCLUSION

The proposed development is consistent with the land use permissibility under the Town’s Scheme and all applicable policies, strategies and the masterplan. It is recommended that the proposal be supported subject to conditions and advises the Kimberly Pilbara Gascoyne Joint Development Assessment Panel.

ATTACHMENTS

1. Location plan
2. Site and development plans



The Town of Port Hedland does not warrant the accuracy of information in this publication and any person using or relying upon such information does so on the basis that Port Hedland Town Council shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in this information.

Property Mapping System

Location plan of Port Hedland airport

Scale: 1:75000
 Projection: GDA94 / MGA zone 50
 Date: 16/09/2019





**WOODS
BAGOT**

Client
PORT HEDLAND
INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT
EXPANSION

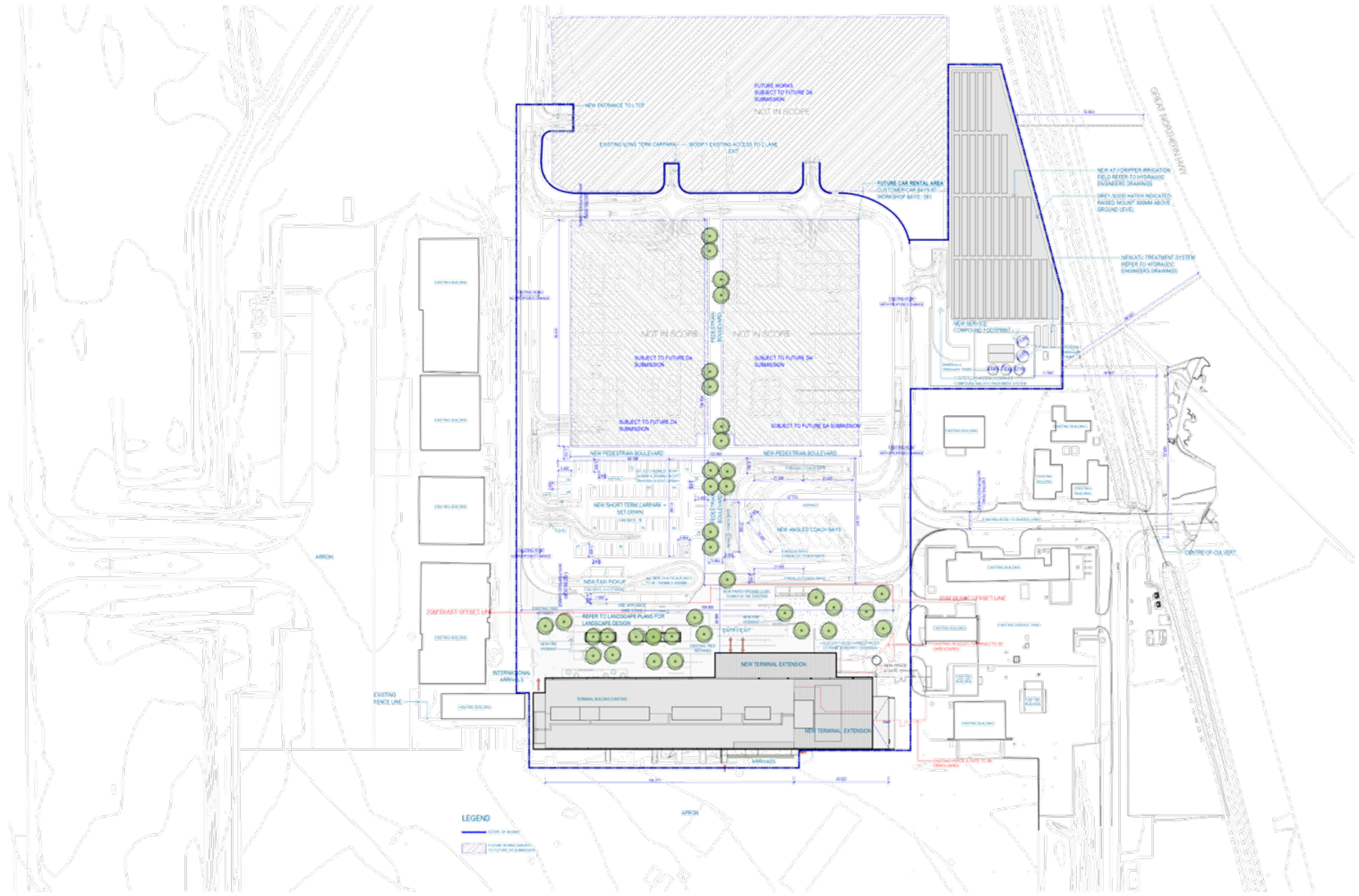
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160549
Sheet number
DA-10000

Scale
Revision
J

Sheet title
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Date
13/09/19

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Client
PORT HEDLAND
INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT
EXPANSION

Sheet title
SITE PLAN

Project number
160549
Sheet number
DA-11000

Scale
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Revision
J

Sheet title
AD
Date
13/09/19





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PORT HEDLAND
INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT
EXPANSION

Sheet title
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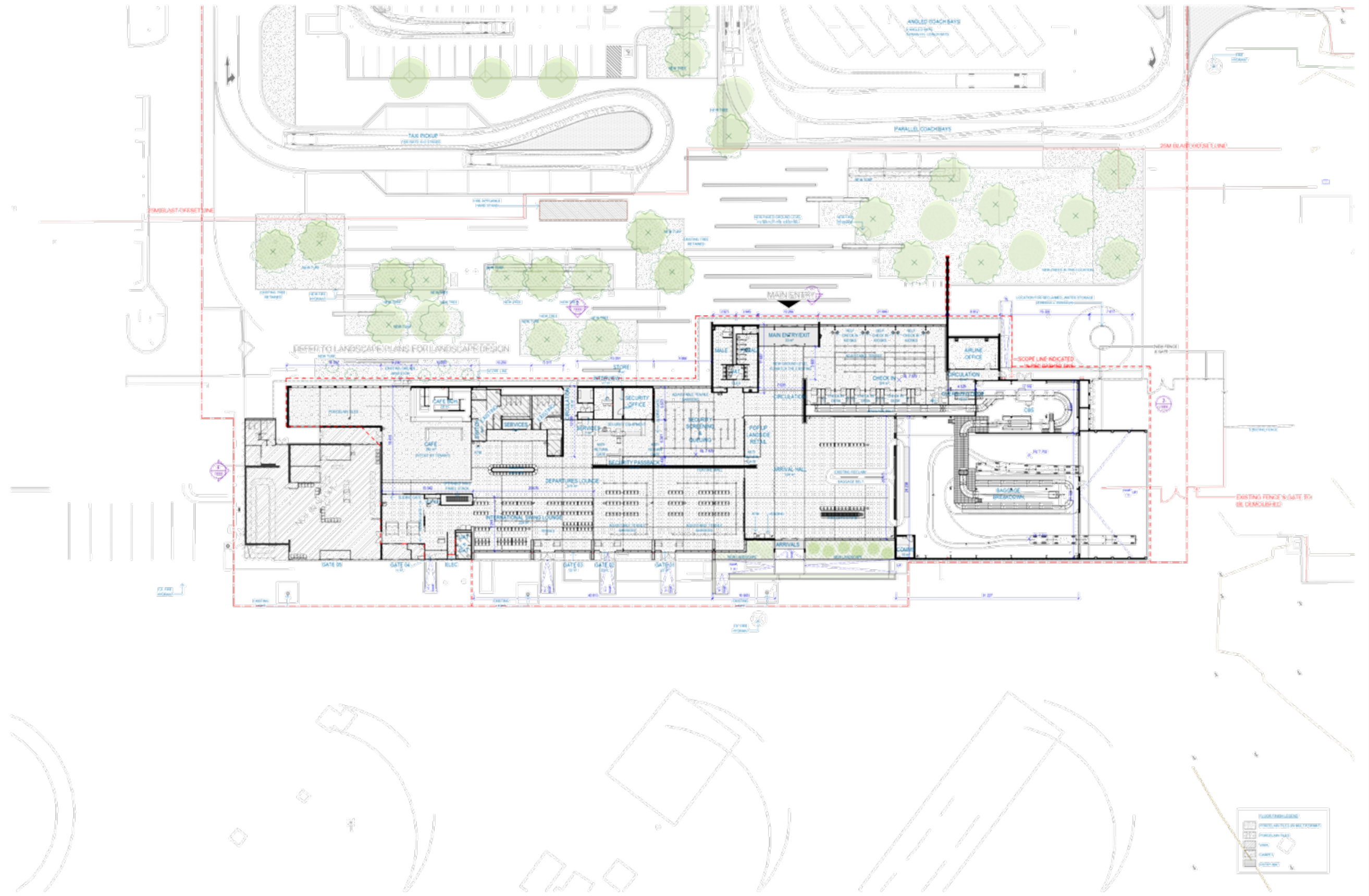
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Revision
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Date
13/09/19



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Client
PORT HEDLAND
INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT
EXPANSION

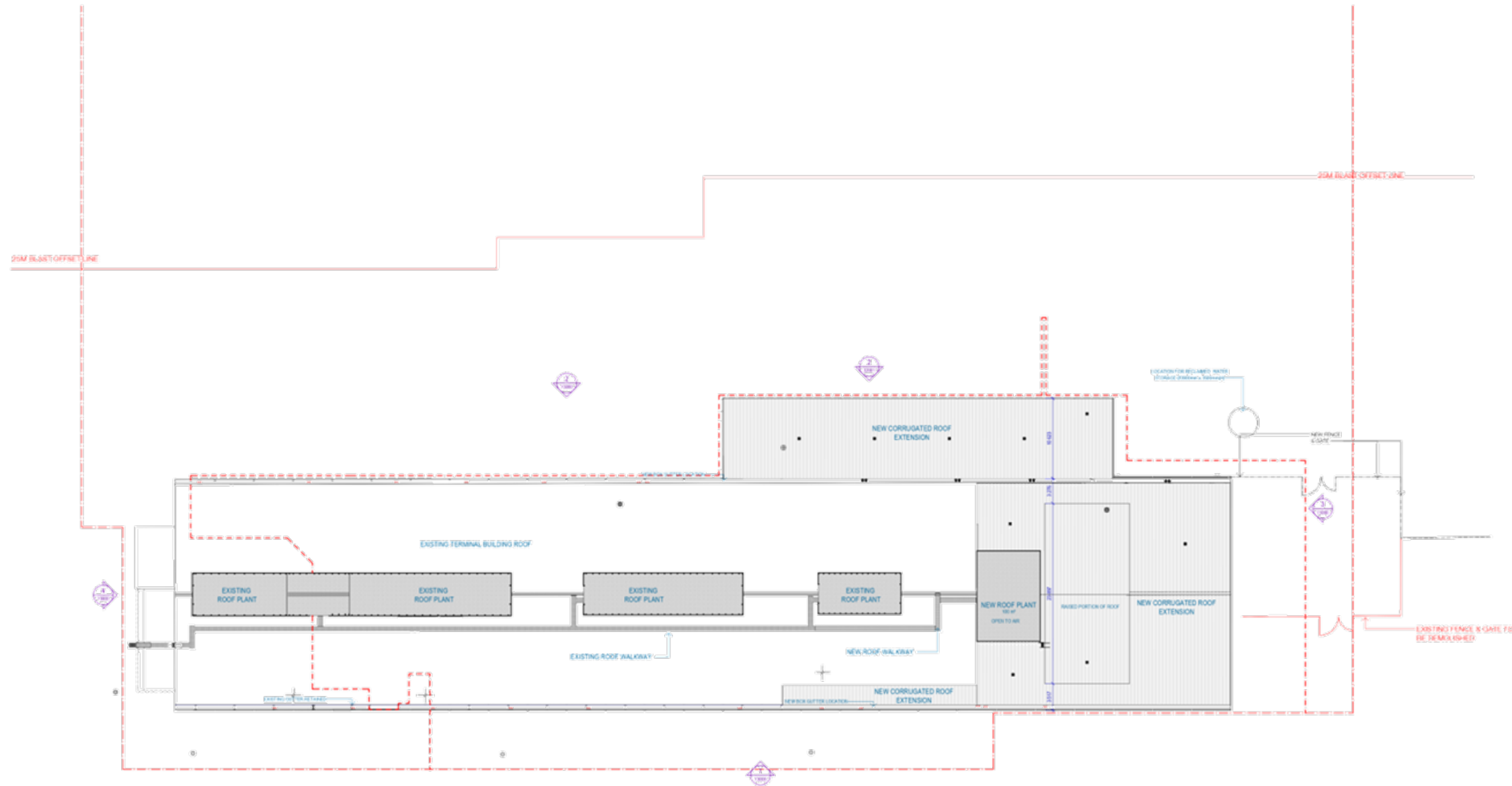
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Project number
160549
Sheet number
DA-12000

Scale
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Revision
J

Sheet title
AD
Date
13/09/19

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Client
PORT HEDLAND
INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT
EXPANSION

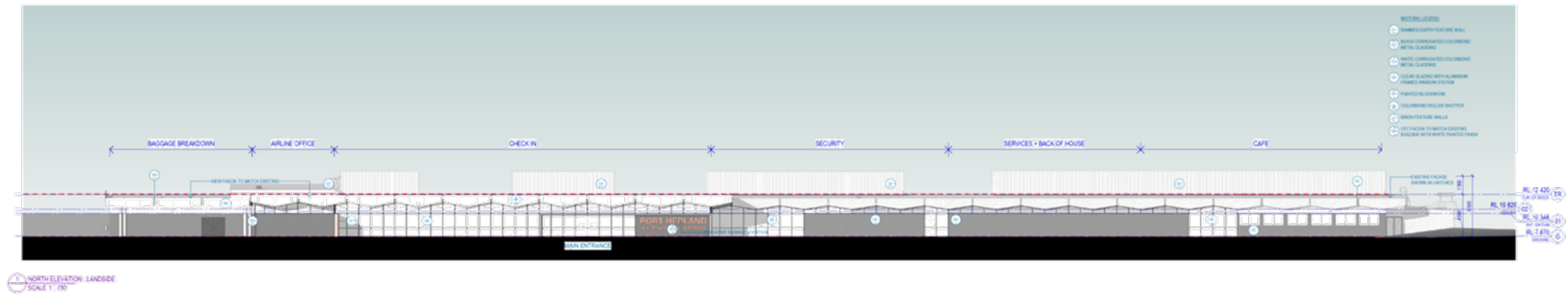
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Project number
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Sheet number
DA-12001

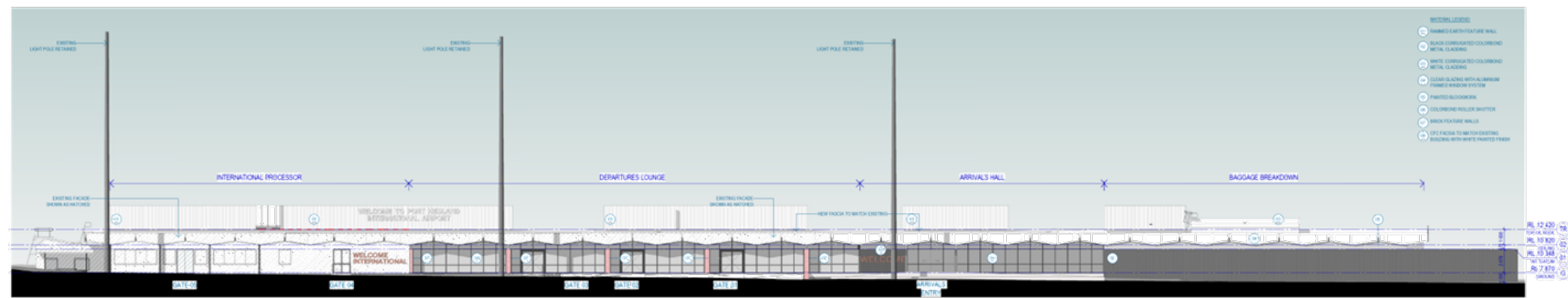
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Revision
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Sheet size
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Date
13/09/19

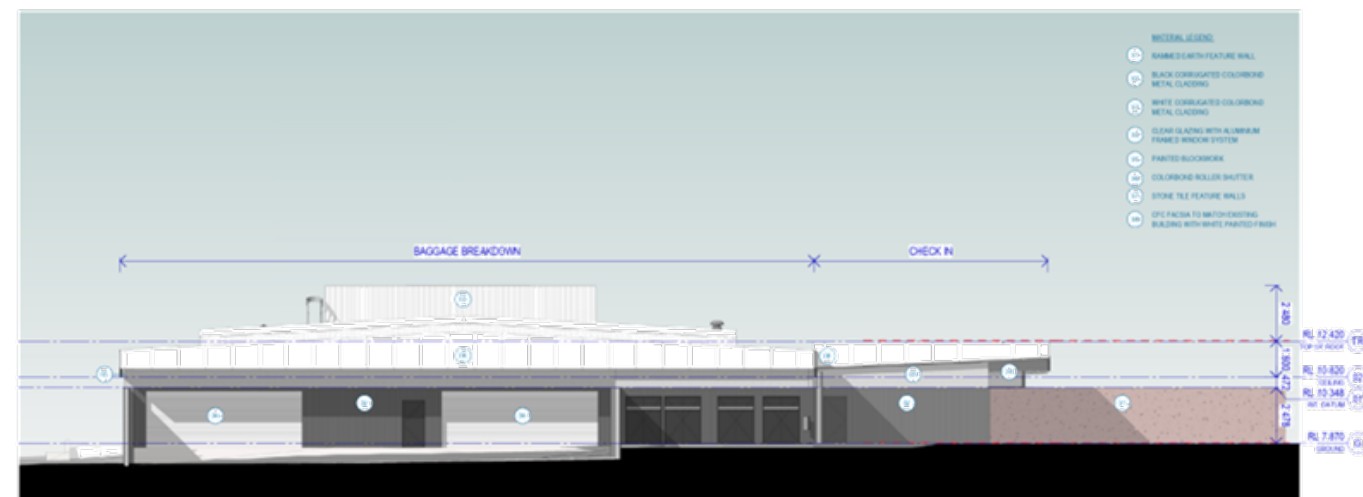




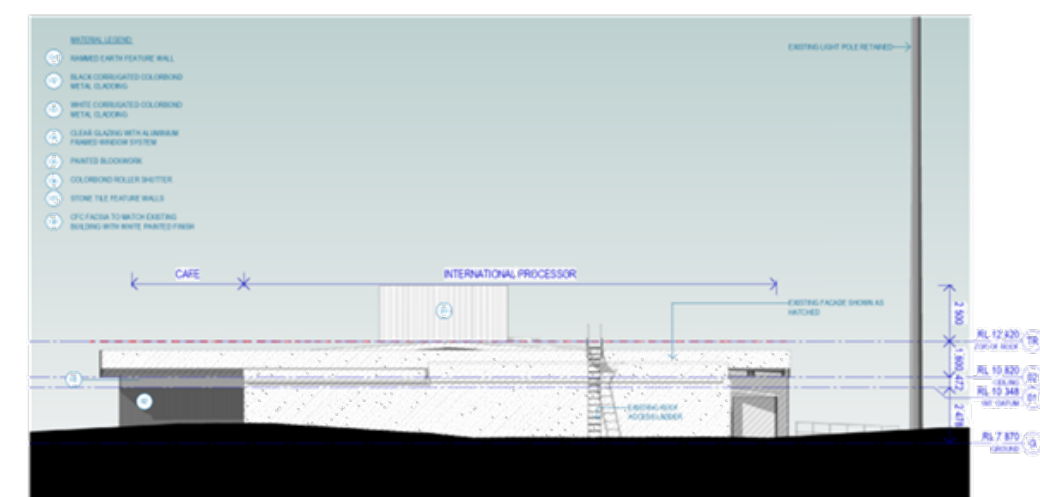
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SCALE 1:100



2 SOUTH ELEVATION - AIRSIDE
SCALE 1:100



3 EAST ELEVATION
SCALE 1:100



4 WEST ELEVATION
SCALE 1:100



Client
PORT HEDLAND
INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT
EXPANSION

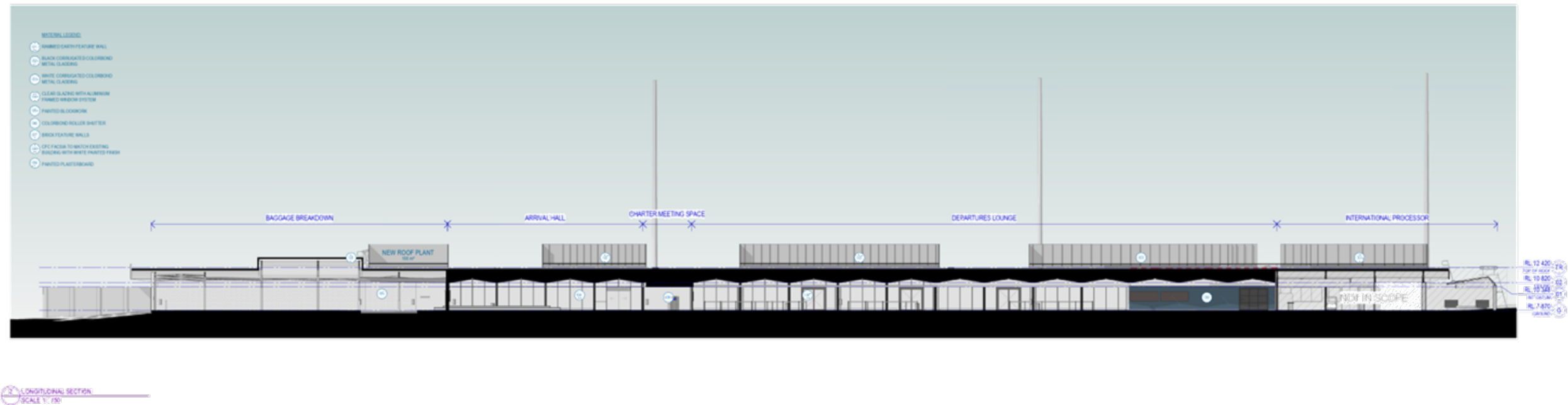
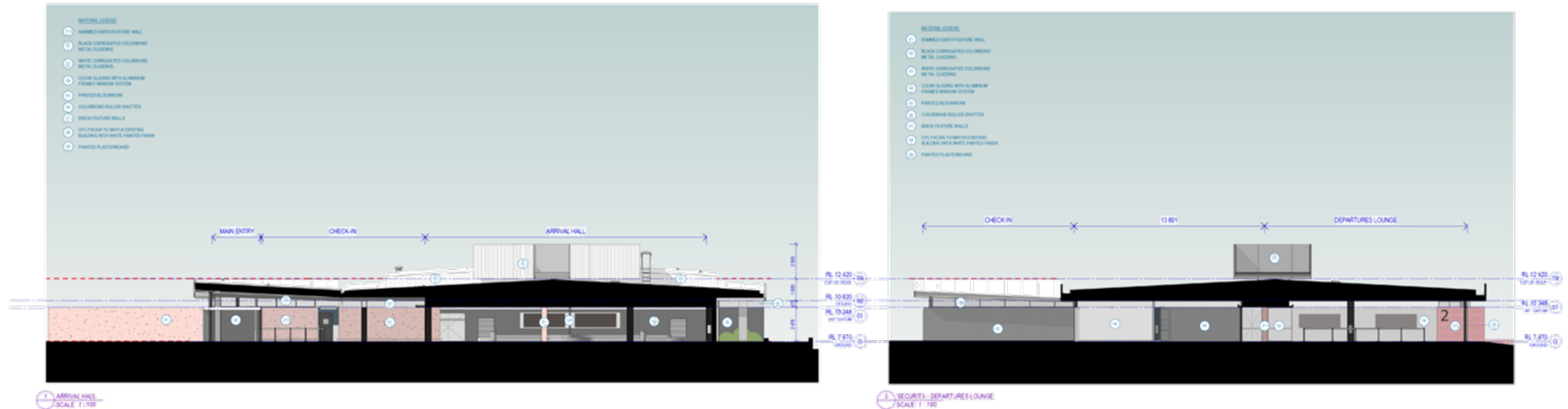
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Project number
160549
Sheet number
DA-13000

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As indicated
Revision
J

Sheet size
A0
Date
13/09/19





WOODS BAGOT

Client
PORT HEDLAND INTERNATIONAL AIRPORT

Project
PORT HEDLAND AIRPORT EXPANSION

Sheet title
OVERALL SECTIONS

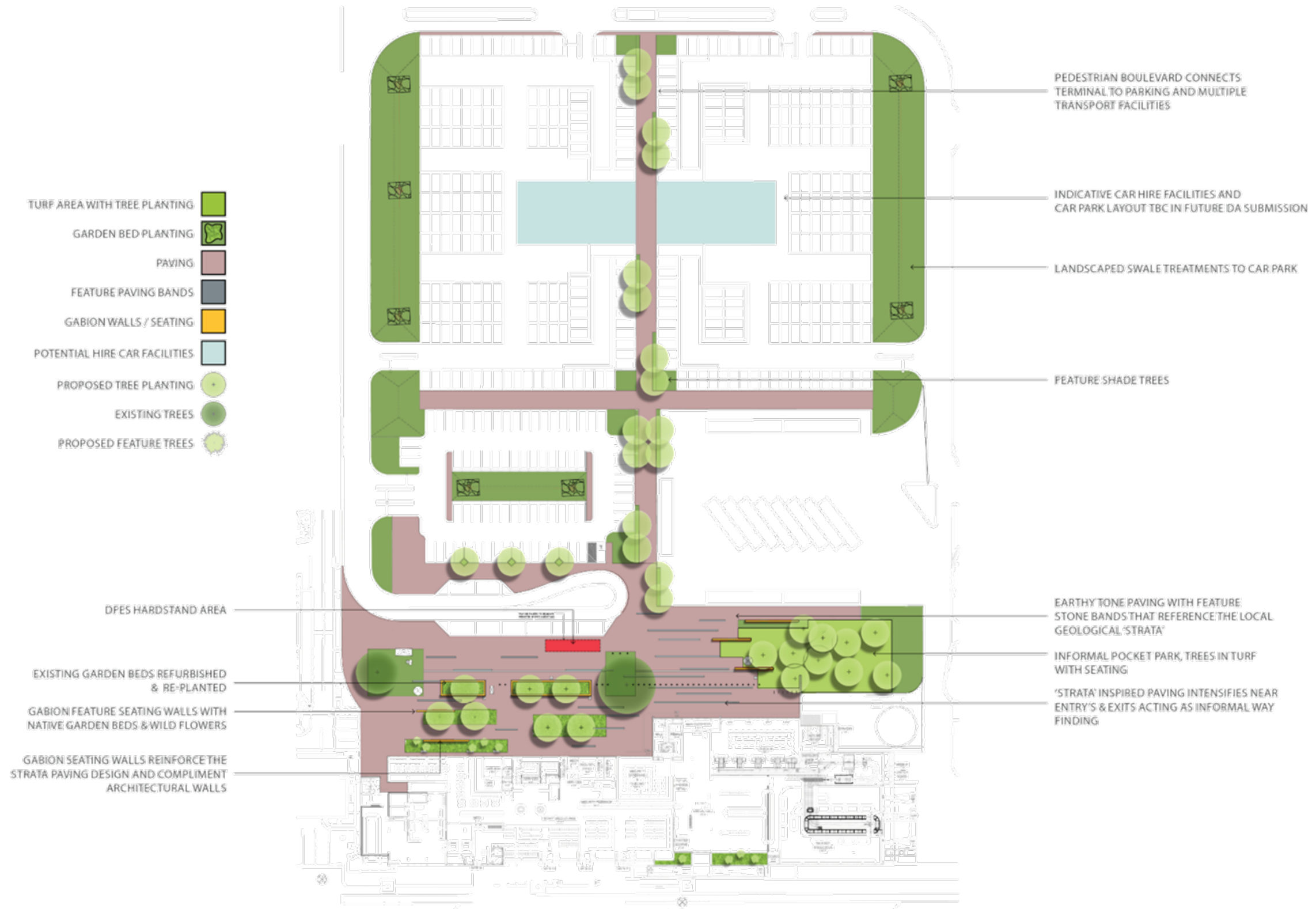
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Sheet size
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Date
13/09/19





PORT HEDLAND INTERNATIONAL AIRPORT - STAGE 1

LANDSCAPE CONCEPT PLAN
SEPTEMBER 2019

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REV D
0 5 10 20 30 50m

EDFORD'S BUSH (BOBBERTS) (S-AND)
SHALL REMAIN THE PROPERTY OF USAN'L



PLAN E

LANDSCAPE ARCHITECTS
414 ROKEBY RD SUBIACO WA 6008
T: (08) 9388 9566 E: mail@plane.com.au

14.2	ADOPTION OF REVISED 2019/20 FEES AND CHARGES (FILE NO. 12/05/0012)
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Author: Management Accountant
 Authorising Officer: Director Corporate and Performance
 Disclosure of Interest: The Author and Authorising Officer declare that they do not have any conflicts of interest in relation to this item.

OFFICER'S RECOMMENDATION

That Council, pursuant to Section 53 of the *Cemeteries Act 1986* and Section 6.16 of the *Local Government Act 1995*:

1. Adopt the amended 2019/2020 Schedule of Fees and Charges as detailed in attachment 1 of this report, and detailed as follows:

- a. Removal of the following items from the 2019/2020 Schedule of Fees and Charges:

Description	19/20 Fee	GST	19/20 Total
Dig grave at least 1.8m to 2.1m Single plot - Monday to Friday	1,849.09	184.91	2,034.00
Dig grave at least 2.1m to 2.4m double plot - Monday to Friday	1,849.09	184.91	2,034.00
Dig grave at least 1.8m to 2.1m Single plot-Saturday/Sunday/ Public holiday	2,068.18	206.82	2,275.00
Dig grave at least 2.1 m to 2.4 m Double plot-Saturday/Sunday/ Public holiday	2,068.18	206.82	2,275.00
Digging grave to 1.2m Single plot - Child under 5 years Flat rate any day	900.00	90.00	990.00

- b. Addition of the following item to the 2019/2020 Schedule of Fees and Charges:

Description	19/20 Fee	GST	19/20 Total
Dig grave at least 1.8m and not more than 2.3m deep	1,000.00	100.00	1,100.00

ABSOLUTE MAJORITY VOTE REQUIRED

PURPOSE

The purpose of this report is for Council to consider the adoption of amended Cemetery Fees and Charges for the 2019/2020 financial year, taking the Cemetery fees back to those adopted in the 2017/2018 year.

DETAIL

The request to consider amending the Cemetery Fees and Charges from the Fees and Charges Schedule adopted by the former Town of Port Hedland (the Town) council, has been made after several letters have been received by the Town from the Minister for Local Government; Heritage; Culture & the Arts, the Honourable David Templeman MLA (the Minister) stating his concern for the level of the fees imposed.

In the most recently received correspondence, addressed to the Commissioner, Mr Fredrick Riebling (the Commissioner) the Minister expressed a concern that local community members were frustrated by the level of fees and the resultant hardship this caused.

The Minister made a request to return the Cemetery Fees and Charges to the levels set in the 2017/2018 budget. The Minister has the power to revoke Fees and Charges imposed by a board under the *Cemeteries Act 1996 S. 53 (4)*, but it was his view that a return to the fees and charges of the 2017/2018 level, would conclude the matter and provide a sign of a return to good governance if the matter could be resolved internally.

Proposed changes to cemetery fees are outlined in the attachment. However, as an example the fee to dig a grave at least 1.8m and not more than 2.3m deep will be reduced from \$3,500 per grave (including GST) to \$1,100 per grave (including GST) if the Officer's recommendation is adopted.

LEVEL OF SIGNIFICANCE

In accordance with Policy 4/009 'Significant Decision Making', this matter is considered to be of low significance as it does not trigger the thresholds or criteria that make the matter significant.

CONSULTATION

Internal

A letter dated 15 March 2019 was received from The Minister. The Minister expressed an opinion that while understanding the Town had applied the principles of cost recovery in applying the burial fees and were therefore justified in that regard, he questioned the decision to triple the burial fees. The Minister believed the fees were higher than other districts and placed an unfair burden on Port Hedland residents. The Minister formally requested the Town commit to reducing the fees to a level comparable to other regional cemeteries and to provide reasons why the burial fees need to be high in comparison to burial fees of other cemeteries.

A response dated 8 April 2019 was sent to the Minister from the Town addressing the Ministers' concerns. The letter stated that fees were being reviewed as part of the 2019/2020 budget process and the fees proposed were comparable to other Pilbara regional burial fees and addressed the Ministers request for a reduction.

Another letter dated 15 August 2019 was received from the Minister in relation to this matter. The Minister requested that the Commissioner use his powers to return burial fees to the levels set in the 2017/2018 budget therefore resolving the matter internally.

External Agencies

Cemetery fees of nearby councils were reviewed.

Community

The community will be notified via the Town's website, where the Fees and Charges schedule is located.

LEGISLATION AND POLICY CONSIDERATIONS

The matter relates to Local Government Act 1995 Section 6.16 (b) allowing Fees and Charges to be amended from time to time during a financial year (Absolute majority required) and the Cemeteries Act 1996 Section 53 Part 1 (c) allowing Boards to set fees and charges for the purposes of digging or opening a grave, and (4) allowing The Minister to amend or revoke a fee or charge set by a Board if the Minister considers the fees or charge to be unreasonable.

FINANCIAL AND RESOURCES IMPLICATIONS

The impact on the 2019/2020 budget is considered minimal due to the low level of revenue expected from burials.

STRATEGIC AND SUSTAINABILITY IMPLICATIONS

The following section of the Town's Strategic Community Plan 2018-2028 is applicable in the consideration of this item:

1.d.1 The present and future facilities and requirements of the Town are planned for and developed in-line with relevant facility standards and community needs.

Risk Management Considerations

There is a medium reputational risk associated with this item because in the opinion of the Minister a return to good governance can be signalled to the community if the amendment is adopted. The risk rating is considered to be medium (6), which is determined by a likelihood of rare (1) and a consequence of minor (2). This risk will be eliminated by the adoption of the officer's recommendation.

OPTIONS

Option 1 – Adopt officer's recommendation

Option 2 – Amend officer's recommendation

Option 3 – Do not adopt officer's recommendation

CONCLUSION

Adopting the officer's recommendation appeases the concern of the Minister of the burial fees and allows the decision to be made internally without the imposition of the change by external sources if not adopted.

ATTACHMENTS

1. Fees and Charges Schedule (under separate cover)