

Attachment 3 to Item 12.3.1

Town of Port Hedland Town Planning Scheme No.5
Boodarie Strategic Industrial Area Structure Plan – Schedule of Submissions

Schedule of Submissions – Town of Port Hedland No.5 Boodarie Strategic Industrial Area Structure Plan

Date Received	Name	Comments Provided	Applicants Response	Planners Response
31/01/2017	Telstra	No objection	Noted.	Noted.
02/02/2017	Horizon Power	No objection	Noted	Noted
03/02/2017	Department of Environmental Regulation	No comment provided	Noted	Noted
06/02/2017	Roy Hill	No objection	Noted	Noted
09/02/2017	Rio Tinto	No objection	Noted	Noted
15/02/2017	Water Corporation	<p>No objection. The following comments were provided.</p> <p>The non-potable and interim water supply concepts canvassed in section 4.11.4 of the report currently do not form part of the Water Corporation's water source and supply planning for the Port Hedland regional water system. The Corporation's previous correspondence to the Shire dated 19 November 2014 (copy attached) summarizes the current situation and is still relevant to the Boodarie Structure Plan.</p> <p>Water supply requests to future major industries within the industrial precinct will be dealt with on a case by case basis subject to a range of matters including source availability and operational factors.</p> <p>The Yule bore water supply main (700mm dia. steel) traverses the structure plan area in the location shown on the attached plan. The Yule main is protected within a 25m wide pipe reserve vested with the Water Corporation. The Corporation has plans to ultimately duplicate the supply main within</p>	Noted	Noted. No modifications to the Structure Plan are required.

		the pipe reserve. The location, extent and vesting of the pipe reserve must be shown on the Boodarie Structure Plan. Supporting text in the structure plan report would be useful to advise proponents of the need to consult the Water Corporation as early as possible regarding any proposals for road, rail or other infrastructure crossings over the Corporation's pipe reserve or major earthworks that might impact on the pipe assets		
16/02/2017	Department of Parks and Wildlife	No objection. The following comment was provided: The Department of Parks and Wildlife (Parks and Wildlife) Pilbara Region has no further comments on this proposal. Any potential environmental impacts should be able to be appropriately addressed through the planning framework		Noted
16/02/2017	Department of Fire and Emergency Services	No objection. The following comments were provided; Thank you for your referral. DFES' usual turnaround time is 30 working days. The timeframe given is not achievable by DFES given our current workload. We will endeavour to provide our response as soon as we can, however, please bear in mind that our response may not be sent out until 27 March 2017		Noted
20/02/2017	Department of Mines and Petroleum	No objection		Noted
22/02/2017	BHP Billiton	No objection. BHP Billiton have submitted the same submission/comments which were provided in January 2015 in regard to	Noted.	Noted. No Modifications to the Structure Plan area required.

		<p>the former Development Plan and Scheme Amendment No.71.</p> <p>BHP supports the establishment of the Boodarie Strategic Industrial Area and the Structure Plan but recommends the following modifications to the Structure Plan be made:</p> <ul style="list-style-type: none"> • Does not impact or affect any State Agreement or the rights by governed by State Agreements; • Does not prejudice BHP Billiton's ability to accommodate its workforce using existing or new tenure granted to it under the State Agreement – including in both the Strategic Industry and associated Boodarie Industrial Buffer Special Control Area (BIBSCA). 		<p>BHP Billiton's comments are in relation to Scheme Amendment No.71. Whilst officers of the Town acknowledge BHP Billiton's concerns The Structure Plan does not consider any rezoning. Adopting the Structure Plan does not impact on any State Agreements or rights governed by State Agreements. The Structure Plan does not prejudice BHP Billiton's ability to accommodate its workforce.</p>
22/02/2017	Pilbara Ports Authority	<p>No objection. The Pilbara Ports Authority (PPA) have provided the following advice and requested several modifications to the Structure Plan;</p>	N/A	N/A
		<p><i>Clear identification of port land for which the PPA is the Management Authority</i></p> <p>PPA requests the Structure Plan be modified to clearly identify that the PPA is the Management Authority on Port land.</p> <p>The PPA also requests that the text in the Structure Plan report be amended to highlight that developments on Port land require PPA development approval.</p>	<p>Agree in Part.</p> <p>Update Figure 2 to;</p> <p>Retain the existing label of the Proposed Infrastructure Corridor as 'Proposed Infrastructure Corridor'</p> <p>Hatch the portions of the Proposed Infrastructure Corridor that are within the Ports boundary.</p> <p>Label the Ports Boundary as 'Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports</p>	<p>Agree in part with applicant and with the respondent. Some modifications to the Structure Plan are required.</p> <p>Whilst it is inherent that on any land which is subject to the <i>Port Authorities Act 1999</i> the PPA is responsible authority for approvals, the Structure Plan report should be modified.</p> <p>Modify Figure 2 to: Retain the existing label of the Proposed Infrastructure Corridor as 'Proposed Infrastructure Corridor'</p>

		<p>PPA also propose the Structure Plan exclude the Roy Hill railway lease area and all PPA land to the west of the railway area</p>	<p>Authority, including the hatched portion of the Proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority)</p> <p>Update 1.5.2 with “Development of land in the Boodarie Strategic Industrial Area under the control of the Pilbara Ports Authority (which is under the Port Authorities Act 1999 or held as a reserve under the Land Administration Act 1997) including part of the proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority”.</p> <p>The Department of State Development does not support the Boodarie Stockyard Stage Two Area being reflected on the Structure Plan Map as port land as it is not currently held by the Port and it is not currently Reserved in the Town’s Scheme.</p> <p>The Boodarie Stockyard Stage 2 area is acknowledged throughout the Explanatory section of the Structure Plan. Specifically, the stage 2 stockyard area is shown on Figure 6 (opportunities and constraints plan) with corresponding text on page 28 explaining the current and future status of the stockyard area.</p>	<p>Hatch the portions of the Proposed Infrastructure Corridor that are within the Ports boundary.</p> <p>Label the Ports Boundary as ‘Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports Authority, including the hatched portion of the Proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority).</p> <p>Modify Figure 2 The Structure Plan to show the future Boodarie Stockyards Stage 2 (as in Figure 6). Label as Future Boodarie Stockyards (Future land of the Pilbara Ports Authority). This is a minor administrative change.</p> <p>Modified section 2.6.1 Governance Structure to include a sentence to acknowledge that the Pilbara Ports Authority is the Management Authority of approvals on Port land depicted within the Structure Plan Figure 2 such as Boodarie Stockyards Stage 2 (this also covers the issue raised in point 5 below).</p> <p>Agree with the respondent that some of the figures in the BSIA be altered for accuracy. It is also agreed that the Roy Hill lease be excluded. This is discussed further in the Schedule of Modifications.</p>
		<p>Recognition of Boodarie Stockyards Stage 2 area</p> <p>PPA requests that the Boodarie Stockyards Stage 2 area be shown on all figures in the Structure Plan as ‘Future Port Land’. Currently only Figure 6 shows this.</p>	<p>Dismiss.</p> <p>The Boodarie Stockyard Stage 2 area is acknowledged throughout the Explanatory section of the Structure Plan. Specifically, the stage 2 stockyard area is shown on Figure 6 (opportunities and constraints plan) with corresponding text on page 28</p>	<p>Note the response. Agree with the respondent.</p> <p>Modify Figure 2 The Structure Plan as per above. This is a minor administrative change.</p>

		PPA proposes that the Structure Plan should include the Boodarie Stockyards Stage 2.	<p>explaining the current and future status of the stockyard area.</p> <p>The future Stage 2 Boodarie Stockyard area is not relevant to every figure in the Structure Plan (discussed in further detail below).</p>	
		<p>Acknowledgement that infrastructure corridors and access roads on part land are subject to PPA approval</p> <p>PPA recommend that the Structure Plan be modified to all infrastructure corridors and access roads on Port land use a different shading.</p>	<p>Agree in part and suggest further changes.</p> <p>It is not necessary to show all infrastructure corridors and access roads on port land in different shading.</p> <p>As described above update Figure 2 to;</p> <p>Retain the existing label of the Proposed Infrastructure Corridor as 'Proposed Infrastructure Corridor'</p> <p>Hatch the portions of the Proposed Infrastructure Corridor that are within the Ports boundary.</p> <p>Update the Port Boundary label to 'Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports Authority, including the hatched portion of the Proposed Central Infrastructure Corridor, requires the approval of the Pilbara Ports Authority).'</p>	<p>Agree with the applicant. Some modifications to the Structure Plan are required.</p> <p>As described above update Figure 2 to;</p> <p>Retain the existing label of the Proposed Infrastructure Corridor as 'Proposed Infrastructure Corridor'</p> <p>Hatch the portions of the Proposed Infrastructure Corridor that are within the Ports boundary.</p> <p>Update the Port Boundary label to 'Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports Authority, including the hatched portion of the Proposed Central Infrastructure Corridor, requires the approval of the Pilbara Ports Authority).'</p> <p>Modify point vi in section 1.5.2 Land Use and Development on page 4 of the Structure Plan report to include a new point which states: <i>“Development of land in the Boodarie Strategic Industrial Area under the control of the Pilbara Ports Authority (which is under the Port Authorities Act 1999 or held as a reserve under the Land Administration Act 1997) including part of the proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority”.</i></p>

				Agree with applicant on the point that it is not necessary for all other infrastructure items within the Structure Plan area that are within Port lands or future Port land be identified using a different shading and in the legend be identified as subject to Pilbara Ports Authority Approval.
		<p>Update to The Pilbara Infrastructure (FMG) Lease Area</p> <p>PPA recommend that the FMG Lease Area in Figure 2 of the Structure Plan be modified.</p> <p>PPA also recommend that Figure 8 of the Structure Plan be amended to show the Roy Hill Railway and access roads</p>	<p>Noted.</p> <p>Existing Railway Infrastructure should be shown.</p>	<p>Agree with the respondent in part. Some modifications to the Structure Plan are required.</p> <p>It is recommended that the Structure Plan be modified by removing all annotation to the FMG lease on Figure 2 Structure Plan. It is not a requirement of the Structure Plan. The FMG lease sits outside the Structure Plan boundary. This information is considered to have no material effect on the Structure Plan area and should be removed.</p> <p>No modifications are required to Figure 8.</p> <p>It is recommended that all annotation to the Roy Hill Railway be removed from Figure 2 The Structure Plan as this infrastructure sits outside of the Structure Plan boundary and should be removed.</p>
		<p>The PPA recommend that a number of changes be made to the Structure Plan outline below;</p>		
		<p>1. In the executive summary amend the first sentence of the fifth paragraph to acknowledge the Boodarie Stockyards Stage 2 Area to read: “Development of land in the Boodarie Strategic Industrial Area that is vested in the Pilbara Ports Authority under the Port Authorities Act 1999 and land currently being acquired to be</p>	<p>Uphold in part. In the executive summary update the first sentence of the fifth paragraph to acknowledge the Boodarie Stockyards Stage 2 Area to read: “Development of land in the Boodarie Strategic Industrial Area under the control of the Pilbara Ports Authority (which is under the Port Authorities Act 1999 or held as a reserve under the Land</p>	<p>Uphold in part. Agree with the applicant. Modify first sentence of the fifth paragraph in the executive summary to acknowledge the Boodarie Stockyards Stage 2 Area to read: “Development of land in the Boodarie Strategic Industrial Area under the control of the Pilbara Ports Authority (which is under the Port Authorities Act 1999 or held as a reserve under the Land Administration Act</p>

		<p><i>managed by PPA, such as the Boodarie Stockyards Stage 2 area requires the approval of the Pilbara Ports Authority.”</i></p>	<p><i>Administration Act 1997) including part of the proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority”.</i></p> <p>The Boodarie Stockyard Stage 2 area is acknowledged throughout the Explanatory section of the Structure Plan. Specifically, the stage 2 stockyard area is shown on Figure 6 (opportunities and constraints plan) with corresponding text on page 28 explaining the current and future status of the stockyard area.</p>	<p><i>1997) including part of the proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority”.</i></p> <p>As per the reasons stated above it is inherent that the Pilbara Ports Authority is the responsible authority for Port lands. The <i>Port Authorities Act 1999</i> recognises this fact. However this is a minor textual change which recognises the Port’s authority.</p>
		<p>2. Amend section 1.5.2 Land Use and Development on page 4 of the report so that the text clearly identifies all existing and future port land within the BSIA that will be managed by the PPA to read:</p> <p><i>“Development of land in the Boodarie Strategic Industrial Area that is either vested in the Pilbara Ports Authority under the Port Authorities Act 1999 or held under Management Order, including additional land currently being acquired, such as the Boodarie Stockyards Stage 2 area, requires the approval of the Pilbara Ports Authority.”</i></p>	<p>Refer to above comment.</p> <p>Update 1.5.2 with <i>“Development of land in the Boodarie Strategic Industrial Area under the control of the Pilbara Ports Authority (which is under the Port Authorities Act 1999 or held as a reserve under the Land Administration Act 1997) including part of the proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority”.</i></p>	<p>Uphold in part. Agree with applicant. Modify clause vi. of section 1.5.2 Land Use and Development to read:</p> <p><i>“Development of land under the control of the Pilbara Ports Authority (which is under the Port Authorities Act 1999 or held as a reserve under the Land Administration Act 1997) including part of the proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority”.</i></p> <p>See the reasons stated above.</p>
		<p>3. Amend Figures 2, 3,4,5,6 and 9 in the Structure Plan to include new shading and labels to clearly identify current and future port land tenure</p>	<p>Uphold in part.</p> <p>Update Figure 2 to;</p>	<p>Uphold in part.</p> <p>Modify only Figure 2 – The Structure Plan as stated above to include new shading and labels to identify the Boodarie Stockyards Stage 2 as is</p>

		<p>within the BSIA which PPA is the Management Authority.</p>	<p>Retain the existing label of the Proposed Infrastructure Corridor as ‘Proposed Infrastructure Corridor’</p> <p>Hatch the portions of the Proposed Infrastructure Corridor that are within the Ports boundary.</p> <p>Label the Ports Boundary as ‘Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports Authority, including the hatched portion of the Proposed Infrastructure Corridor, requires the approval of the Pilbara Ports Authority)</p> <p>The future Stage 2 Boodarie Stockyard Area is not relevant to every figure in the Structure Plan.</p> <ul style="list-style-type: none"> Figure 3 ‘Precinct Plan’ provides a guide for the location of land uses within the BSIA. It provides decision makers with further guidance for the best case location of industry within the Strategic Industry Zone. The portion of the Boodarie Stockyard area within the BSIA is in the ‘Port Dependent’ precinct. This provides a more detailed land use consideration for any development that is provided within this precinct of the BSIA. The Precinct Plan is an outcome of the previous Industrial Ecology Study (appendix IX) undertaken to inform likely industry precincts and clustering opportunities with the BSIA. 	<p>shown in Figure 6 Opportunities and Constraints Plan.</p> <p>It is noted that only the portions of the Proposed Infrastructure Corridor within Port land should be shown in a separate hatching.</p> <p>It is not necessary to modify the other figures for the reasons stated by the applicant.</p>
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			<ul style="list-style-type: none"> Figure 4 'Scheme Zoning' is included in the Structure Plan to depict the existing zones and reserves in the ToPH TPS 5 for context. It is not correct for the existing scheme map to depict a future / proposed reserve. Figure 5 'Pilbara Port City Growth Plan' is an existing map included in the Structure Plan to provide the strategic planning context to the BSIA. Figure 8 'Movement Network' shows the movement network within the BSIA and was informed by a Traffic Assessment (appendix II). Figure 9 'Utilities' shows only existing utilities within the BSIA. 	
		<p>4. Amend Figure 4 on page 10 of the Structure Plan which relates to zoning in Town Planning Scheme No.5. The zoning map is incorrect and does not show the reservation of PPA Reserve 50528 (refer to Attachment c). This area should be shown as a reserve for 'Other Public Purposes – Port Facilities'.</p>	<p>Noted. No change required. Changes to the zoning and reservation of land must follow the processes set out in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. This is a separate and independent process to the Structure Plan.</p> <p>Figure 4 'Scheme Zoning' simply depicts the existing zones and reserves in the ToPH TPS 5 for context to the BSIA. The Structure Plan itself does not zone or reserve land.</p>	<p>Note the response. No modification is required to the Structure Plan.</p> <p>The plan on Figure 4 on page 10 is the zoning map for Town Planning Scheme No.5 as shown on the Western Australian Planning Commission's website and is considered to be accurate.</p> <p>However if there is an anomaly with Reserves 50892 or 50528 then these could be rectified through a scheme amendment to Town Planning Scheme No.5 (TPS No.5) or via the preparation of the new Local Planning Scheme No.6. It is not possible to rezone land via the structure planning process. Therefore no modification is required here.</p>

		<p>5. Amend page 15-16: Section 2.6.1 Governance Structure to recognise that the PPA will be guiding development on Port land that is located within the BSIA.</p>	<p>Dismiss.</p> <p>This section of the Structure Plan describes the governance structure that applies to all SIAs in WA, including the BSIA, and describes the process that proponents need to follow prior to seeking the relevant statutory approvals for their proposed developments from the relevant decision making authorities i.e. Department of Water, Environmental Protection Authority, Town of Port Hedland, Pilbara Ports Authority and others.</p> <p>The Structure Plan includes the role of the PPA as the approval authority for PPA controlled land.</p>	<p>Note the response. Disagree with the applicant. Agree in Part with the respondent. See comments above.</p>
		<p>6. Modify the last sentence on page 16 Section 2.6.2 Lease and Development of Lots to read: “Landcorp will hold tenure of the BSIA, and land will be leased to proponents” to recognise that PPA has tenure over land that it manages within the BSIA such as Reserve 50892.</p>	<p>Uphold. Insert after the last sentence in the first paragraph of 2.6.2 the following;</p> <p>“The Pilbara Ports Authority will hold tenure of Port land and will consider any development proposals and grant leases, licences and easements.”</p>	<p>Note the response. Agree with the respondent and applicant. Modify the Structure Plan so that the last sentence in the first paragraph of 2.6.2 reads as follows;</p> <p>“The Pilbara Ports Authority will hold tenure of Port land and will consider any development proposals and grant leases, licences and easements.”</p> <p>This is a minor administrative change to the text of the Structure Plan.</p>
		<p>7. Modify the last sentence on Page 16 Section 2.6.5 Integration with the Port Hedland Port to recognise that the PPA has finalised its Multi-User Outer Harbour (MUOH) Port Master Plan. Modify the sentence to read; “PPA has finalised its Multi User Outer Harbour Port Master Plan”.</p>	<p>Uphold. Update the last sentence to read;</p> <p>“PPA has finalised its Multi User Outer Harbour Port Master Plan”.</p>	<p>Agree with respondent and applicant. Modify the Structure Plan so that the last sentence on page 16 Section 2.6.5 Integration with the Port Hedland Port to read as follows’</p> <p>“Pilbara Ports Authority has finalised its Multi User Outer Harbour Port Master Plan”.</p>

				This is a minor administrative change only to reflect the accuracy of the Pilbara Port Authority's planning.
		<p>8. Modify the wording of the second paragraph of Section 2.6.5 on Page 17 after "As a consequence of the findings and recommendations...to reflect the modified structure plan" to include a new sentence as follows:</p> <p>'Development of shared infrastructure corridors between the BSIA and port land will require approval by the Pilbara Ports Authority.'</p> <p>This is to highlight that the infrastructure corridor is subject to further study and that the portion of the corridor within Port land be identified by a different colour.</p>	<p>Dismiss.</p> <p>The alignment of the Boodarie Central Infrastructure Corridor has been negotiated and planned in the overall best strategic interest of the State.</p> <p>The portions of the Proposed Infrastructure Corridor that are within the Ports boundary are proposed to be hatched.</p>	<p>Agree with the applicant. Modifications to the Structure Plan are required.</p> <p>As described above modify Figure 2 the Structure Plan so that the portions of the Proposed Infrastructure Corridor that are within the Ports boundary are hatched.</p> <p>As per the reasons stated above it is inherent that the Pilbara Ports Authority is the responsible authority for Port lands.</p>
		<p>9. Modify Figure 6 on Page 29 of the Structure Plan report to acknowledge that sections of the Infrastructure Corridors and the Lumsden Point Access Road are within Port land and subject to further studies.</p>	<p>Uphold in part. Correct the FMG lease area. PPA to provide Shapefile.</p> <p>Update Figure 6 to:</p> <p>Retain the existing label of the Proposed Central Infrastructure Corridor as 'Proposed Central Infrastructure Corridor'</p> <p>Hatch the portions of the Proposed Central Infrastructure Corridor that are within the Ports boundary.</p> <p>Label the Ports Boundary as 'Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports Authority, including the hatched portion of</p>	<p>Note the response. Agree in part with the respondent and the applicant.</p> <p>Modify Figure 6 on Page 29 of the Structure Plan to</p> <p>Retain the existing label of the Proposed Central Infrastructure Corridor as 'Proposed Central Infrastructure Corridor'</p> <p>Hatch the portions of the Proposed Central Infrastructure Corridor that are within the Ports boundary.</p> <p>Label the Ports Boundary as 'Port of Port Hedland Boundary (Development of land under the control of the Pilbara Ports</p>

			the Proposed Central Infrastructure Corridor, requires the approval of the Pilbara Ports Authority)	Authority, including the hatched portion of the Proposed Central Infrastructure Corridor, requires the approval of the Pilbara Ports Authority) Update legend of Figure 6 to state (Future land of the Pilbara Ports Authority) Under the title Future Boodarie Stockyards.
		10. Modify the first sentence at the bottom of Page 32 in Section 4.3.1 Industry Association to Port to change reference to the table number as it refers to table 8 when it should refer to table 4.	Uphold. Correct current 'Table 8' reference on Page 32 section 4.3.1 to state 'Table 4'.	Agree with the respondent and applicant. Modify the Structure Plan Report as follows; In the first sentence at the bottom of Page 32 in Section 4.3.1 Industry Association to Port to change reference "Table 8" should be changed to refer to "Table 4" . This is a minor administrative change only to correct an error.
		11. Modify the third paragraph on Page 33 Section 4.3.2 Compatibility of Industry, Staging and Perceived Port Facility Needs to add an additional sentence to show that the PPA holds tenure over Port land as follows; "Pilbara Ports Authority will hold tenure over port land and will consider any development proposals and grant leases, licenses and easements" . Then place the following sentences in a new paragraph.	Uphold Insert after the third sentence of the third paragraph of 4.3.2; "The Pilbara Ports Authority will hold tenure of Port land and will consider and development proposals and grants leases licences and easements."	Agree in part with the respondent and applicant. Modify the third paragraph on Page 33 Section 4.3.2 Compatibility of Industry, Staging and Perceived Port Facility Needs to add an additional sentence to show that the PPA holds tenure over Port land as follows; "Pilbara Ports Authority will hold tenure over port land and will consider any development proposals and grant leases, licenses and easements" . Then place the following sentences in a new paragraph. This is a minor administrative change only.
		12. Modify the third sentence in the middle of the second paragraph on Page 34 in section 4.3.2 Compatibility of Industry, Staging and Perceived Port Facility Needs to show that the further investigation is required into elements within the	Dismiss. The alignment of the Boodarie Central Infrastructure Corridor has been	Agree with the respondent. Modify the third sentence in the middle of the second paragraph on Page 34 in Section 4.3.2 Compatibility of Industry, Staging and Perceived Port Facility Needs of the Structure Plan to read as follows;

		BSIA to read as follows; <i>The Pilbara Port Authority is supportive of the development of the BSIA and has given in principle agreement to the connections to and from the BSIA, pending further detailed studies.</i>	negotiated and planned in the overall best strategic interest of the State.	<i>“The Port Authority is supportive of the development of the BSIA and has given in-principle agreement to the connections to and from the BSIA, pending further detailed studies”.</i> This is a minor administrative change only.
		13. Modify Section 4.3.3.5 on Page 35 to show that the Pilbara Ports Authority will be the decision maker for any infrastructure built on Port land and that any infrastructure connecting the BSIA to the Port will need to be agreed with the PPA	Dismiss. Updates to Figure 2 and Part 1 reflect the Pilbara Ports Authority’s approval requirements.	Noted. Agree with the respondent. Modify section 4.3.3.5 Summary of Infrastructure and Corridor Width on Page 35 to insert the following sentence before the first sentence <i>“It is noted that the Pilbara Ports Authority may have their own design guidelines and development requirements over Port land”.</i> In the sentence in section 4.3.3.5 change <i>Table 9</i> to <i>Table 5</i> , which is the correct Table number. These are minor administrative changes.
		14. Modify the first dot point on page 40 Section 4.5 Design Elements by adding a new sentence to recognise that the MUOH corridor is subject to further studies.	Uphold. Insert after the first sentence of the ‘Multi User Outer Harbour CIC dot point’ insert the following <i>“The alignment of the MUOH Corridor will be finalised after detailed environmental, heritage and engineering studies have been undertaken.”</i>	Agree with the respondent and applicant. Modify the Structure Plan to reflect that the MUOH corridor is subject to further studies. Modify the first dot point on page 40 in Section 4.5 Design Elements to add a new sentence after the first sentence as follows: “PPA has designated a corridor to the west of BSIA which is referred to as the MUOH Corridor. <i>The alignment of the MUOH Corridor will be finalised after detailed environmental, heritage and engineering studies have been undertaken</i> ”. This is a minor administrative change only.
		15. Modify the full paragraph in Section 4.8 Common Infrastructure on Page 42 so that the Structure Plan denotes the PPA as the planning authority for any development on Port land.	Dismiss. Updates to Figure 2 and Part 1 reflect the Pilbara Ports Authority’s approval requirements.	Noted. No modification to the Structure Plan is required. As per the reasons mentioned above in relation to <i>Port Authorities Act 1999</i> it is not necessary to make modify the Structure Plan.

24/02/2017	Department of Aboriginal Affairs	<p>No objection. The following comment was provided:</p> <p>There are a number of Aboriginal sites and reported Aboriginal heritage places within the area which have not been assessed.</p> <p>Proponents undertaking development within the area should ensure they are informed of their obligations and the provisions of the <i>Aboriginal Heritage Act 1972</i>.</p>	Noted.	Noted. No modifications to the structure plan are required.
24/02/2017	Main Roads W.A	<p>No objection. The following comment was provided:</p> <ul style="list-style-type: none"> • No access directly to Great Northern Highway from internal lots. All access from lots must be via internal road network to approved access to Great Northern Highway; • Access locations should be designed for 110km/h road conditions; • Does the Central Infrastructure Corridor have direct access onto Great Northern Highway to the south of the Southern access? • The exact access locations must be submitted through the 'Application for 	Noted.	<p>Note the response. Some modifications to the Structure Plan are required.</p> <p>The proposed infrastructure corridor is subject to and will be finalised in the future</p> <p>In regards to the By-product storage area it is recommended that the Structure Plan be modified to remove from the Structure Plan as it falls outside the Structure Plan area.</p> <p>The other concerns can be addressed at the subdivision stage and development application stage which</p>

		<p>New or Amended Access Form' process for Main Roads to assess prior to the land being dedicated as road reserve. Once the location is approved the Town of Port Hedland can dedicate the land as road reserve for the future development of the Strategic Industrial Area. When the access is required, an Application for Undertaking Work Within the Road Reserve will need to be completed which contains information on what is required to construct/modify an access including but not limited to designs, traffic management plan, quality / environmental plans etc. These must be approved by Main Roads prior to any clearing / construction commencing.</p> <ul style="list-style-type: none"> • Main Roads has been in consultation with LandCorp and GHD regarding access to the Strategic Industrial Area and provided comments on designs submitted. Comments provided on the 30 August 2016 will need to be adhered to and can be provided again on request. • Where possible any new service located within the Main Roads Road Reserve shall be outside a minimum of 15m either side of the edge of seal. Any service crossing the road must be perpendicular, thrust bored and in accordance with the Utility Providers Code of Practice. • Main Roads notes that the By-Product will be stored adjacent to Great Northern Highway at the southern end of the Strategic Industrial Area. How will the By- 		
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		<p>Product be stored and what kinds of By-Products are expected to be stored? No contamination should impact the Main Roads road reserve including potential dust on the highway.</p> <ul style="list-style-type: none"> From the report it appears all stormwater will be managed through internal drainage systems and this is Main Roads preference. However as stated the first 15mm of runoff must be retained on the site and then if required any rainfall event higher than 15mm may be discharged into Main Roads drainage system at a controlled rate equivalent to pre development flow. 		
28/02/2017	Department of Health	<p>No Objections. The following comments were provided:</p> <p>Water Supply and Wastewater Disposal The proposed development is required to connect to scheme water and be in accordance with the draft Country Sewerage Policy.</p> <p>Medical Entomology The subject land is in a region that occasionally experiences significant problems with disease carrying mosquitoes. A mosquito management plan should be developed for the whole site.</p> <p>Toxicology Programs and Services</p>	Noted.	<p>Note the response. No modifications to the Structure Plan are required.</p> <p>Issues concerning the approval of wastewater, management of mosquitoes and dust can be dealt with at the subdivision and development stage where further advice can be sought from the DoH.</p>

		<p>The Structure Plan should give consideration to the placement of industry types within the BSIA so as not to adversely impact public health in relation to air quality. The Department of Health (DoH) is particularly interested in any evidence to support and claim that particulate matter emission will comply with the 'Air Quality National Environmental Protection Measure' given the high level of background dust in the region. It is noted that an Air Quality Assessment was not provided for comment. Notwithstanding this, consideration should be given towards good local dust control in addition to industry best practice for managing emissions to air.</p> <p><i>Land Use Planning for Natural Hazards</i> The <i>Land Use Planning for Natural Hazards</i> can also guide the use of land to effectively reduce risk and enhance sustainability for areas prone to hazards.</p>		
01/03/2017	Department of Transport – Coastal Planning	No objection	Noted.	Noted. No modification to the Structure Plan is required.
02/03/2017	Department of Water	No objection	Noted.	Noted. No modification to the Structure Plan is required.