



Appendix E  
**Potential Noise Impact Mitigation**

Letter to DEC – September 2009

Your Ref:  
Our Ref: A84350  
Enquiries: Paul Schneider Ph 9482 7574



Mr Mike Pengelly  
Environmental Officer  
Environmental Impact Assessment Division  
Department of Environment & Conservation  
Locked Bag 33,  
Cloisters Square,  
PERTH WA 6850

Dear Mike

## **WEDGEFIELD TRANSPORT PRECINCT – NOISE MANAGEMENT MEASURES**

I refer to our meeting on 29 July 2009 regarding the above.

Below is a summary of our understanding of the issues and the proposed management measures for consideration by the Department of Environment & Conservation (DEC).

### ISSUE

The Transient Workforce Accommodation (TWA) facility is situated within the established industrial area of Wedgefield. The TWA site adjoins the 'Transport Development' area planned as part of the expansion of Wedgefield. The Transport Development area is intended to potentially operate as a 24 hour / 7 day a week estate for industries using oversized equipment and support servicing / maintenance activities. The proposed land uses are in accordance with the intentions of the Port Hedland Land Use Master Plan. The following information details the parameters to be incorporated into the Wedgefield Scheme Amendment, Development Plan and the land release strategy to address this short term land use interface issue.

### TWA TENURE

State Land Services (SLS) of the Department of Regional Development and Lands administer the four ground leases occupied by the TWA. Some of these leases are due to expire shortly and the TWA is seeking to amalgamate the leases into a single agreement for a new term of 5 years. SLS has assured LandCorp that any new lease arrangement with the TWA operators will be in full consultation with LandCorp and will not exceed a maximum 5 year term from mid 2009 until mid 2014. The Town of Port Hedland (ToPH) administration may seek a shorter lease term in consideration of existing and potential land use conflicts

and the potential availability of other suitable sites for the TWA. This matter will be resolved directly between SLS and ToPH administration after consultation with its Council.

The measures detailed below are therefore intended to address the potential land use conflicts during the initial business operations of Stages 1 & 2 of the Transport Precinct for a maximum period up to 30 June 2014. Thereafter the TWA will have ceased operations in this locality.

The new lease conditions will not permit the TWA operator to transfer or assign the lease to any other party, thereby negating the potential for future 3<sup>rd</sup> party involvement.

### REZONING OF THE TWA SITE

The TWA site will be included into the Wedgefield Town Planning Scheme (TPS) amendment and rezoned to the 'Industrial' Zone. The TWA will then continue to enjoy non-conforming use rights during the remainder of its lease. No further lease will be issued and thereafter only industrial development will be permissible under Council's TPS.

### TWA OPERATIONS

LandCorp's communications during July 2009 with the operator of the TWA indicate that they do not experience any significant noise issues from the established industrial activities and road train movements occurring in the immediate vicinity of the site. The 711 bed camp has an average occupancy of 550 workers, with night shift workers generally limited to around 50 workers (rarely more than 100). Night shift workers are located in the quieter areas of the camp, subject to internal and external activities at the time.

The proposed 5 year lease term from mid 2009 is adequate for the TWA commitments to accommodate workers on Rapid Growth Projects (RGP) 5 and 6. It also provides ample opportunity for the well planned and programmed relocation of the camp to an alternative site.

### SUBDIVISION LAYOUT CHANGES

Attached are plans of the revised layout and staging. The main changes since our meeting of late July include:

1. No Transport Development lots will have vehicle access to Anthill Street, which will remain for light vehicle access to the TWA only.
2. The Transport Development area will be accessed from a single road off Pinga Street with the road pavement being located in excess of 250 metres from the TWA boundary.

3. Large lots adjoining the TWA, therefore allowing the purchaser / operator greater flexibility in how they utilise the site (ie: ability to implement noise mitigation measures and locate noisier activities further from the TWA). Larger sites are considered to be more manageable with fewer operators to control.
4. Stage 1 has been increased in area to provide a greater variety of lot sizes and provides flexibility to allocate land uses to the most appropriate location.

It should be noted that the revised layout is preliminary in nature. LandCorp reserves the right to refine this layout. LandCorp will consult with DEC on any substantial changes which impact the intentions / measures outlined in this letter.

### PROPOSED STAGING OF TRANSPORT DEVELOPMENT AREA

Stage	Construction Commencement	Issue of Titles	Likely Operation of Businesses
1	October 2010	June 2011	June 2012
2	April 2012	December 2012	December 2013
3	April 2014	December 2014	December 2015

The above indicative time schedule was tabled at our meeting on 29 July 2009. The table identifies the targeted dates for commencement of construction, the issue of titles and the likely commencement of business operations for the first three stages of the Transport Development area. As noted earlier, the extent of Stage 1 has increased significantly in overall area (36 hectares), the number of lots (16) and the average lot size (1.87 hectares). The timing for Stage 2 will be subject to the take up of lots in Stage 1 and the anticipated future demand. Given the significant size of Stage 1, it is unlikely that Stage 2 will be developed in advance of the above timeline and is more likely to be pushed back 12 months. The TWA will therefore be relocated prior to the likely commencement of business operations on Stage 2.

### NOISE INVESTIGATIONS TO DATE

The attached plans identify the extent of the anticipated noise affecting the transport precinct areas for daytime ( $L_{A10}$  of 49 dB) and night time ( $L_{A10}$  of 39 dB) environmental noise criteria, shown respectively on Attachments A & B. The noise levels apply to:

1. Road Truck (inner circle);
2. Industrial Truck (road train equivalent – mid circle); and
3. Front end loader (earth moving equipment – outer circle).

## LAND USES

The table at Attachment C has been completed by our commercial sales agent, Hedland First National. It identifies likely land uses, approximate hours of operation and main noise generating activities based on their knowledge of parties who are interested in occupying the estate. Most of the identified uses operate predominantly during the daytime allocations. Generally, this is unlikely to change in the short term due to the high labour costs in the Pilbara making after hours operations more expensive and often uneconomical.

Individual interviews have also been recently undertaken by LandCorp with some of the main transport companies operating in Port Hedland with the following findings:

Toll West – Seeking a 20,000m<sup>2</sup> (2 hectare) site. 99% of their operations occur during daytime hours, in particular 6am to 4pm. No onsite after hours activity, except for emergency / break downs situations. No maintenance / workshop activities on site. Main noise emissions are from freezer trailers and this can be managed by locating the trailers away from sensitive uses.

Toll IPEC – Interest in up to 6,000m<sup>2</sup>. Single & B Double transports are the largest vehicles. Operate 7am to 5pm Monday to Friday and 8am to 5pm on Saturdays. Most noise is generated from fork lifts.

Gould / IES Resources – Interest in up to 30,000m<sup>2</sup> (3 Hectares). Transport bulk ore and quarry products only. Operate 24 hours a day for truck movements and daytime hours for the on-site workshop. Propose to operate workshop on 24 hour basis in the future subject to workload. Main noise activities are from workshop operations, including grinders and sheet metal work (i.e. trailer body / panel repairs).

## DEVELOPMENT PLAN CONTROLS

The proposed land uses on Lots 1 to 7 within Stages 1 & 2 (refer to Attachment A) of the 'Transport Development' zone will be subject to special limitations / conditions.

LandCorp will sell all lots via a tender process providing the opportunity to critically review the potential purchaser's proposed land use. In regard to Lots 1 to 7, specific tender conditions will apply and potential purchasers will need to demonstrate how they will meet the noise emission design criteria while the TWA continues to operate. DEC's input into the design criteria and possible mitigation strategies would be welcomed. The strategies by each successful purchaser (i.e. site utilisation layout, building envelopes, direction of building openings, etc) will become a condition of sale and part of their specific Design Guidelines.

All land use and development within the noise limitation area (Lots 1 to 7) as identified on the Development Plan shall comply with the following whilst the TWA site is being used for accommodation purposes:

- Any noise generating activities are to be, where practical, confined to an indoor area, with all buildings to be oriented to front the new internal road, with any major opening to be located on the southern portion of the building;
- Significant noise generating activities external to buildings should, where practical, be carried out at a location where the building acts as an acoustic barrier to the TWA site, or between the hours of 6am – 9am or 5pm – 8pm (being aligned to the change of shift hours for workers accommodated in the TWA);
- The site will be developed in accordance with the purchaser's strategy to address the noise emission design criteria as agreed to by LandCorp. This will be a condition of sale and part of that site's specific Design Guidelines;
- Hours are restricted to normal industrial operating hours, being 6am until 8pm, seven days a week (to avoid normal camp night sleeping hours in the TWA);
- Access to the proposed lots is restricted to the internal subdivision road, with no access from Anthill Street;
- Notwithstanding the permissibility of uses as per the Zoning Table in TPS No. 5, the use of the proposed lots within the noise limitation area shall be restricted to the following for as long as the nearby TWA remains in operation:
  - Infrastructure – AA
  - Office - IP
  - Carpark - AA
  - Public Utility – AA
  - Storage Facility / Depot / Laydown Area (excluding earth moving equipment yard) - P
  - Container Park - P
  - Distribution Centre - P
  - Transport Depot - P
  - Warehouse - P
- Sale contract conditions and LandCorp's standard certificate of title caveat will provide LandCorp with the option to repurchase any lots if they are not developed in accordance with the Design Guideline requirements and within a defined construction timeframe.
- The caveat will not be removed until practical completion of the site improvements / development is completed and transfer of ownership cannot occur until the caveat is lifted.

- Development Guidelines will be an enforceable item under the provisions of the Development Plan. Breach of conditions may result in actions utilising the normal town planning provisions.

Any 24 hours transport depots (i.e. similar to Gould / IES Resources) will be situated on Lots A to J (refer to Attachment B). These lots are situated outside the industrial truck (road train equivalent) buffer for night time operation. It is not anticipated that any earth moving businesses generating noise equivalent to a front end loader will be operating on a 24 hour basis.

We believe the changes to the estate layout, proposed sale strategy, design guidelines, planning controls and other management measures outlined in this letter will adequately address any noise buffer issues associated with the remaining short term operation of the TWA. These measures were endorsed by the Wedgefield Technical Advisory Group (TAG) at our meeting on 21 August 2009. The Wedgefield TAG comprises representatives from the Town of Port Hedland, Main Roads WA, Department of Planning and Port Hedland Port Authority.

All of the measures outlined in this letter will be detailed in the relevant sections of our Rezoning and Development Plan applications. We look forward to DEC's favourable consideration of these soon to be lodged applications to achieve the timely release of Transport Development land.

Should you have any queries, please do not hesitate to contact me on Ph 9482 7574.

Yours sincerely

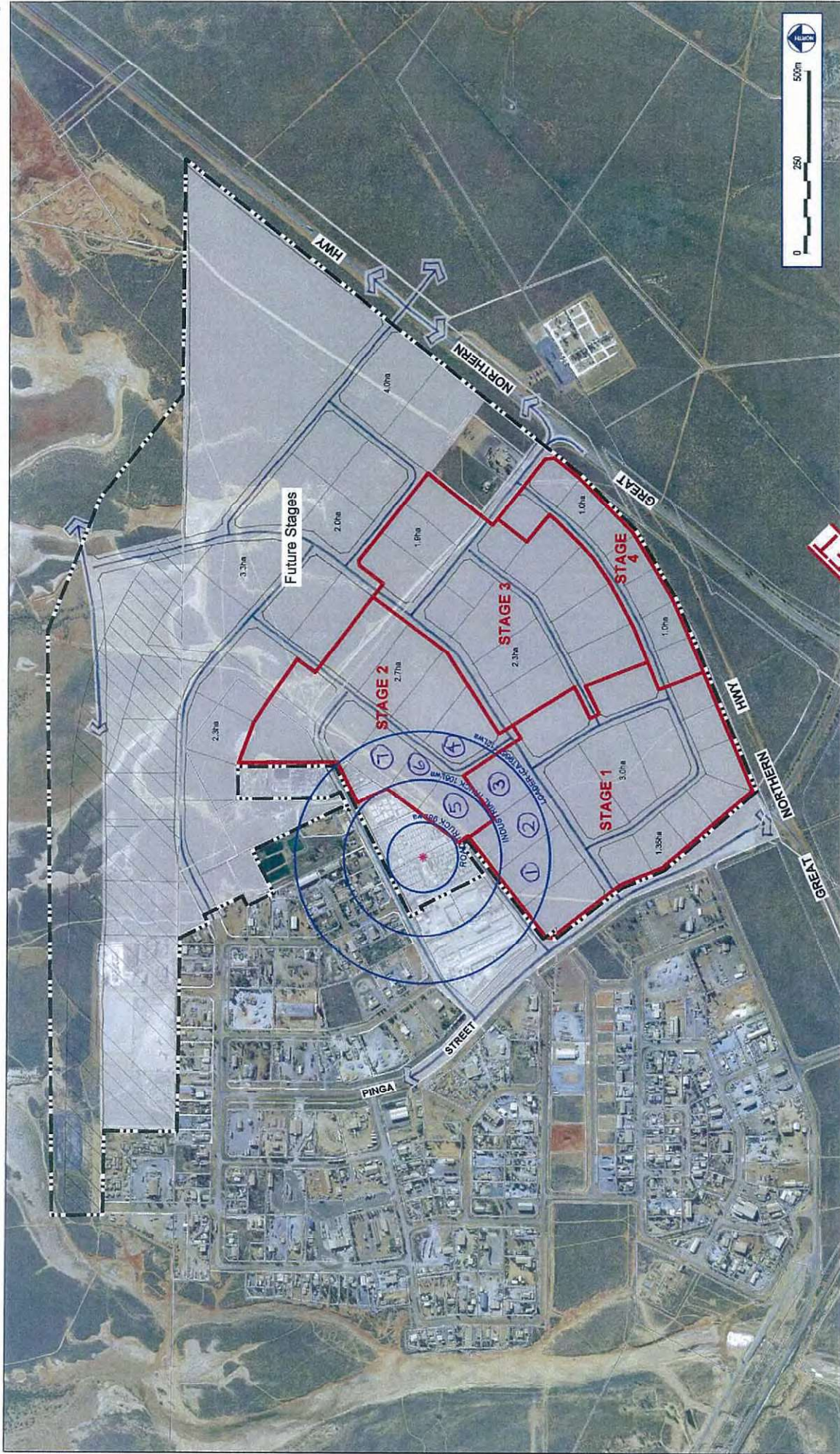


Paul Schneider  
**PROJECT MANAGER**

9 September 2009

cc: Murray Raven, Regional Manager, State Land Services

Chris Adams, CEO, Town of Port Hedland



**TRANSPORT USE PRECINCT - Indicative Staging Plan**  
 (With Daytime Noise Levels)  
 WEDGEFIELD INDUSTRIAL ESTATE

**DRAFT**

**DAYTIME BUFFER**

**LEGEND**

Base data supplied by Landgate & Main Roads  
 Aerial Photography dated October 2008, accuracy +/- 4m, Projection MGA Zone 55  
 Areas and dimensions shown are subject to final survey calculations.  
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- Site Boundary
- Staging Boundary
- Daytime Noise level  $L_{A10}$  in db(A) = 49 (Source: Herring Storer)
- Port Hedland Port Authority Area

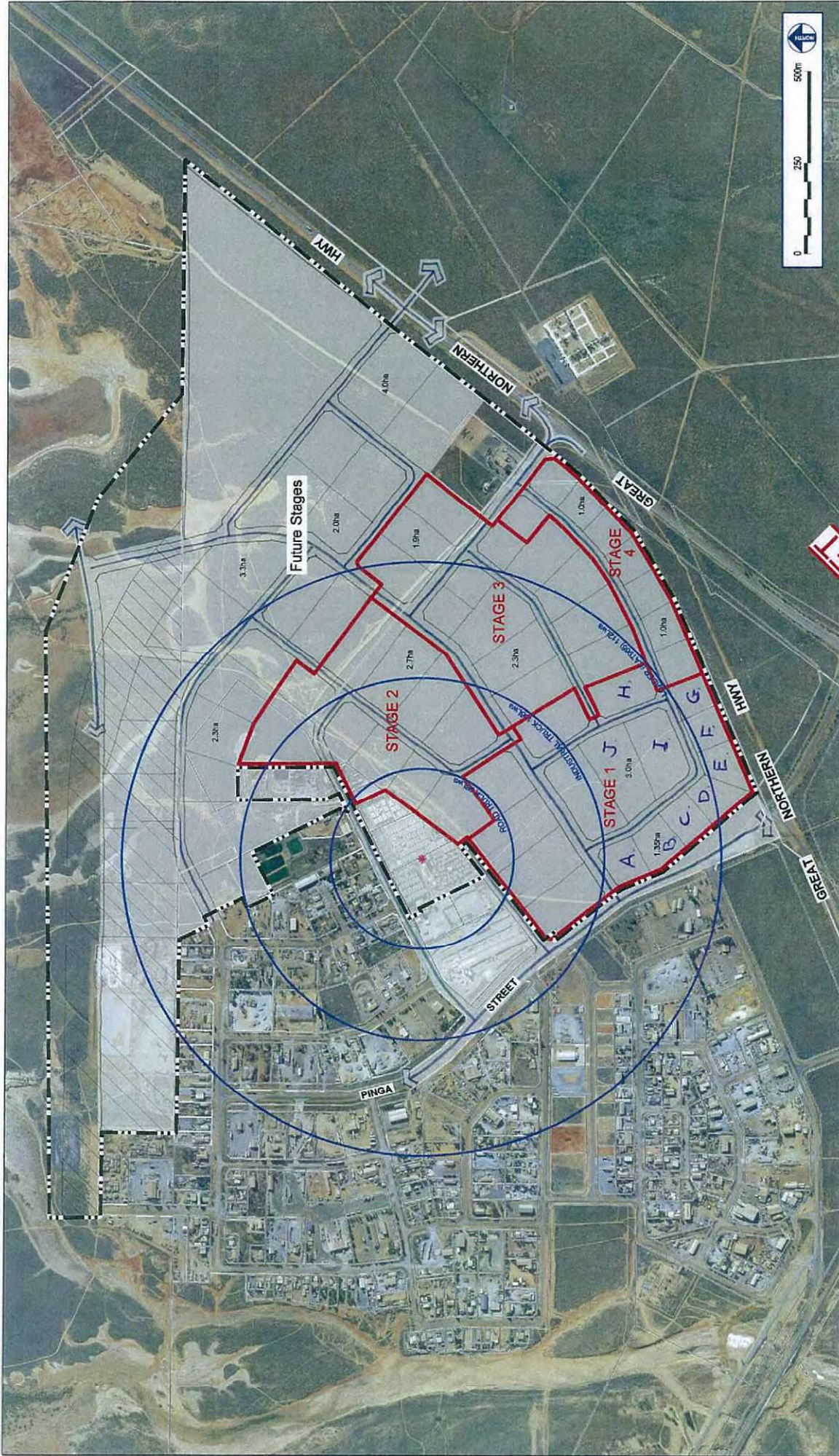
- \* Point Noise Source - Noise Sources (inner to Outer Circles)  
 Road Truck (98LW)  
 Industrial Truck (106LW)  
 Loader (CAT 968) (112LW)

Landcorp	Client
1:5,000@A1 / 1:10,000@A3	SCALE
18 August 2009	DATE
3414_1-1-016.dgn	PLAN No
-	REVISION
T.C	PLANNER
R.F	DRAWN

**RPS koltasz smith**  
 TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING  
 81/10 BURNETT STREET, PERTH WA 6150  
 PO BOX 127, BUNDOOD WA 6103  
 Email: [enquiries@rps.com.au](mailto:enquiries@rps.com.au)



B.



**DRAFT**

**TRANSPORT USE PRECINCT - Indicative Staging Plan**  
 (With Night-time Noise Levels)  
 WEDGEFIELD INDUSTRIAL ESTATE

**NIGHT-TIME BUFFER**

**LEGEND**

Base data supplied by Landgate & West Roads  
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- Site Boundary
- Staging Boundary
- Night-time Noise level  $L_{A10}$  in db(A) = 39 (Source: Herring Storer)
- Port Hedland Port Authority Area
- \* Point Noise Source - Noise Sources (Inner to Outer Circles)  
 Road Truck (98LWA)  
 Industrial Truck (108LWA)  
 Loader (CAT 950) (112LWA)

Landcorp	: CLIENT
1:5,000@A1 / 1:10,000@A3	: SCALE
18 August 2009	: DATE
3414_1-1-017.dgn	: PLAN No
-	: REVISION
T.C	: PLANNER
R.F	: DRAWN

**RPS koltasz smith**  
 TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING  
 141 Burwood Road, Burwood, WA 6100  
 Tel: (08) 9488 2233  
 Fax: (08) 9488 2233  
 Email: enquiries@rpsks.com.au

**TRANSPORT DEVELOPMENT – LIKELY LAND USES**

Completed by Hedland First National - 18 August 2009

Type of Operation	Size of Block (m2)	Expected Demand (high, med, low)	Hours of Operation	Major noise activities
Large Transport Depot	15,000 to 30,000	high	6am to 6pm	Access / egress of road trains, loading.
Small Transport Depot	10,000 to 15,000	Med	6am to 6pm	Semi load/unload forklift, reverse beeper
Vehicle Repair / Maintenance / Service	3-4000	High	6am to 6pm	Semi load/unload forklift, reverse beeper
Earthmoving Yard	4-6000	High	6am to 6pm	Semi/float load/unload forklift, reverse beeper
Industrial Hire Business	4-8000	Low	6am to 6pm	Semi load/unload forklift, reverse beeper
Container Park	4-8000	Med	6am to 6pm	Semi load/unload forklift, reverse beeper
Motor Vehicle Wash	Part of 3		6am to 6pm	Reverse beepers
Warehouse	2-8000	V High	6am to 6pm	Semi load/unload forklift, reverse beeper
Car Park	2-4000	V Low	6am to 6pm	Reverse beepers.



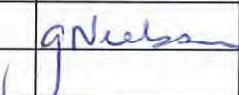
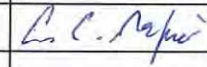
**GHD**

GHD House, 239 Adelaide Tce. Perth, WA 6004  
P.O. Box Y3106, Perth WA 6832  
T: 61 8 6222 8222 F: 61 8 6222 8555 E: permal@ghd.com.au

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**Document Status**

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	L Marwick/A Napier/G Bishop	A Napier		A Napier		
1	E D'Raine	G. Nielssen		A Napier		6/11/09