

City of Karratha Draft Local Planning Strategy - Schedule of Submissions

Summary of Comments Received	Officer Response	Officer Recommendation
1. Department of Environment Regulation		
1.1 No concerns raised	Noted.	No modification recommended.
2. Department of Training and Workforce Development		
2.1 No concerns raised	Noted.	No modification recommended.
3. Department of Health		
3.1 The aim of the strategy should include a direct reference to 'enhancing the public health of the community'	Supported.	Strategy to be updated to include reference to 'enhancing the public health of the community'.
3.2 The strategy should require that any proposed developments are required to connect to scheme water and reticulated sewerage in accordance with the draft <i>Country Sewerage Policy</i> (as appropriate).	The Strategy does not need to repeat requirements to comply with separate legislation.	No modification recommended.
3.3 The Strategy should note that approval is required for any on-site waste water treatment process.	The Strategy does not need to repeat requirements to comply with separate legislation	No modification recommended.
3.4 The proposed planning strategy is to acknowledge and incorporate appropriate separation distances in accordance with the EPA Environmental Assessment Guideline and the Guidelines for the separation of agricultural and residential land uses.	There are no land use conflicts between residential and agricultural activities at this time. Future development proposals will be considered against relevant controls.	No modification recommended.
3.5 The proposed planning strategy should also refer to Land Use Planning for Natural Hazards.	The Strategy includes a section regarding planning to minimise risks associated with natural hazards.	No modification recommended.
4. ATCO Gas		

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4.1 No concerns raised.	Noted.	No modification.
5. Environmental Protection Authority		
5.1 Biodiversity corridors in the LPS have not been identified and the City supports further identification of these areas and the development of a local biodiversity strategy.	City is preparing a Local Biodiversity Strategy	No modification recommended
5.2 The OEPA supports the identified approach to implement buffers in accordance with <i>State Planning Policy 4.1 – State Industrial Buffer</i> policy.	Noted.	No modification recommended
6. St Pauls Primary School		
6.1 LPS Part B does not include St. Paul's school as being a primary non-Government school.	Supported.	Strategy to be updated to include St. Paul's school as a primary non-Government school.
6.2 Proposed Green Link which passes school on Wellard Way may increase traffic and present a potential risk to school users, particularly at peak times.	The Green Link will be designed as a high amenity pedestrian friendly environment which will improve access to St. Paul's.	No modification recommended.
6.3 Current schools to have their enrolments, vacancies and waitlists considered when considering expansion to schools.	Noted.	No modification recommended.
6.4 Please add St Pauls school to LPS pg.31.	Supported.	Strategy to be updated to include St Pauls within the 'Education – Primary Schools' section of Part B.

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6.5 What traffic calming strategies will be used to minimise risk and hazards with volume and potential speed of vehicles associated with Green Link.	Slow traffic speeds and extensive landscaping of the verge will be the primary methods of calming traffic on the Green Link. The localised application of traffic calming measures will be further considered as part of the implementation of the Green Link	No modification recommended.
6.6 Will cross walk attendants be provided to cross Searipple road?	Cross walk attendants are a volunteer service that the City does not provide.	No modification recommended.
7. Department of Sport and Recreation		
7.1 The Department strongly concurs with the Strategy's view that the provision of quality sport and recreational services will contribute to attracting and retaining more people to the City.	Noted	No modification recommended.
<p>7.2 The attraction of profile state and recreation events provides opportunities for the promotion of the region both state and nation wide with additional benefits for the promotion and development of sport and recreation programs locally.</p> <p>The development of a Sport and Recreation Economic Development Strategy is applauded by the Department.</p> <p>The Department provides funding to sporting bodies and in some instances Local Government Authorities for attracting profile regional sporting events under the Country Sport Enrichment Scheme (CSES).</p> <p>The Department recommends that in developing the Sport and Recreation Economic Development Strategy, the option of including and guiding the application of Department's CSES funding is considered.</p>	Noted.	No modification recommended.
<p>7.3 With reference to the Karratha Hills, the department noted issues with the sport and recreational use of this region in correspondence to Andrew Ward, Director of Community Development with the City in June 2015.</p> <p>The Department requests that the points raised in this correspondence are considered in the development of the Karratha</p>	Noted. The Karratha Hills will be a future project that will involve stakeholder consultation.	No modification recommended.

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Hills Nature and Recreation Reserve, particularly with regard to the huge potential in utilising mountain biking.		
<p>7.4 The Strategy provides good commentary on the need for additional open space with the proposed development of open space facilities at Mulataga and Gap Ridge. The Department recommends the utilisation of two of its documents to assist with the planning of these proposed facilities:</p> <ul style="list-style-type: none"> • Classification framework for public open space (2012) • Public Parkland Planning and Design Guide (WA) (2014). 	Noted.	No modification recommended.
<p>7.5 The physical and psychological developmental benefits of children engaging with nature is well documented. The Department recommends consideration to the principles of Nature Pan with the planning of playgroup and other educational outdoor facilities.</p>	Noted.	No modification recommended.
<p>7.6 The Strategy provides good commentary on the need for planning and provision of additional sport and recreation facilities to cater for the expected population growth.</p> <p>The City is encouraged to engage with the Department to discuss prioritisation of future facility development and the possibility of applying for funding under the Department's Community Sporting and Recreation Facility Funding program.</p>	Noted.	No modification recommended.
8. Department of State Development		
<p>8.1 The draft Strategy impacts on projects that operate under State Agreements that the Department administers and provides advice to the Minister for State Development.</p>	The Strategy covers the entire municipal area of the City of Karratha and where it considers land subject to State Agreements, it is noted that specific processes and approvals apply.	No modification recommended.
<p>8.2 The Department requests that the Strategy (at Part B section 2 "State and Regional Planning Context") acknowledges and recognises that State Agreements operate within the City and that State Agreements are unique and can include provisions that remove or amend the power of local governments so that the operations of companies under a state agreement are not interfered or interrupted.</p>	While requirements to comply with separate legislation are not required to be stated within a Local Planning Strategy it is considered that the relevancy of State Agreements may be further clarified within the LPS.	Strategy to be updated to clarify relevancy of State Agreements.

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8.3 The Department also requests that the City of Karratha has regard to State Agreements when making decisions on other development proposals within the Strategy, and consults with the Department before considering any land use or development proposal that could impact on State Agreement projects.	The City is aware of its responsibilities in regard to State Agreements which will be adhered when considering prospective development proposals.	No modification recommended.
8.4 The Strategy should note that any future development within Wickham Dampier and Cape Lambert Port may be subject to State Agreement approval.	Supported.	Strategy to be updated to include reference to State Agreement considerations in regard to prospective development within Wickham, Dampier and Port Lambert.
8.5 The Department notes the City's strong preference for operational workforces to be accommodated in more permanent forms of town-based accommodation that are well integrated into existing neighbourhoods and that the City has prepared a "Transient Workforce Accommodation Policy" and is in the process of preparing an associated Scheme Amendment to support this approach. The Department notes that planning policies based on classification of people as opposed to solely on land, zoning and amenity principles are inconsistent with proper planning.	Neither the Strategy, the Local Planning Policy or draft scheme amendment documentation attempt to introduce controls which classify people or regulate land-use on the basis of the classification of people.	No modification recommended.
8.6 The Department notes that the proposal for the Local Planning Scheme to differentiate between types of workforce accommodation is inconsistent with the Model Provision of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and does not provide the required flexibility to consider workforce accommodation proposals on a case by case basis and specific to the circumstances surrounding the proposal.	There is no intent for the Strategy to influence the Local Planning Scheme to differentiate between types of workforce accommodation.	No modification recommended.
8.7 The Department also requests that the Strategy and Scheme Amendment acknowledge and recognise State Agreements which set out the rights and obligations for the development of accommodation.	The submitter is commenting on Scheme Amendment No.39 which is not relevant to the advertisement of the draft Local Planning Strategy. The request for the Strategy to recognise State Agreements which set out the rights and obligations in regard to workforce	No modification recommended.

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	accommodation is not considered necessary are appropriate for inclusion within the Strategy.	
8.8 The Strategy also notes that the Scheme Amendment aims to identify a base-level supply of Workforce Accommodation beds to accommodate FIFO workforces. The Department requests that the City provides more clarity of this approach, including how the base-level supply will be managed and maintained and how it will accommodate the often unpredictable workforce accommodation requirements of major construction projects.	The identification of a base-level supply is a separate, ongoing project to periodically identify the number of beds within the City. The City has been in constant contact with stakeholders including the submitter regarding the preparation and modification of the statutory planning framework as it relates to workforce accommodation. The Strategy notes further work on workforce accommodation separate from the Strategy which does not require modification.	No modification recommended.
8.9 -Part A, section 3.6.2, Cinders Road, states that the land surrounding Cinders Road is considered to be inappropriate for industrial activities and would be more appropriately utilised for land extensive community and recreational purposes. A portion of the land zoned 'Industrial Development' along Cinders Road is a part of the industrial land subject to the <i>Burrup and Maitland Industrial Estate Agreement Implementation Deed</i> (BMIEA). In 2003 the State Government compulsorily acquired native title rights and interests over this area for the purpose of supporting the development of strategic industry on the Burrup. While there is sufficient industrial land within the nearby Gap Ridge Industrial Estate for general industry uses, the BMIEA land should be retained for uses that support the development of strategic industry within the Burrup Strategic Industrial Area.	This matter is unresolved and the City is awaiting a determination from the Minister for Lands regarding an application for an extension to lease for an existing operation.	No modification recommended.
8.10 The City of Karratha's population growth estimates, in Part A, Section 4.0, are optimistic given the current economic circumstances. The City of Karratha may seek to review some of their forecasting assumptions to provide a more realistic figure.	The evidential base for the Strategy considered the fifteen years leading up to the creation of the draft strategy and provided projections on that basis. Notwithstanding, the It is the intention of the City to regularly review the LPS as more current data becomes available.	No modification recommended.
8.11 The Department highly recommends that the City liaise with the relevant mining companies such as Rio Tinto to verify facts and figures stated within the draft Strategy.	Supported.	The City will liaise with relevant stakeholders and update the Strategy regarding the status

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		of projects and facts and figures stated.
8.12 The Drivers of Growth Part B Section 5.1, should include “Downstream processing of gas and associated inputs into value added products for export (ammonia) and domestic use (technical ammonium nitrate and LNG)”.	Supported.	The Strategy is to be updated to include reference to downstream processing.
8.13 The Department recommends that the City liaise with the Water Corporation to check the facts in relation to statements on Rio Tinto and the Bungaroo Water Project in Part B, sections 7 and 8.	Supported.	Undertake liaison with Water Corp.
8.14 Table 28 in Part B should include EDL’s mini LNG plant at Maitland and Yara’s ammonia and ammonium plants at the King Bay Industrial Estate.	Supported.	Update Table 28 in Part B to reflect the EDL and Yara resource plants.
8.15 Part B, Section 7.5, Algae Industry, states that the Maitland Estate has land capacity for algae production. While the Department supports the statement that the City offers ideal conditions for algae production, the Strategy should clarify that the core of the Maitland Strategic Industrial Area is not suitable for algae cultivation as the land is planned for strategic and resource processing industries that require a buffer. The Maitland buffer area may be suitable for the development of algae ponds, however only where the ponds are associated with a processing facility within the core of the estate.	Supported.	Update Strategy in regard to Algae Industry considerations and the purpose of the Maitland Strategic Industrial area.
8.16 Part A, Section 3.6 Agriculture notes that two potential Agricultural Priority Management Areas (APMA) were identified in the late 1990’s and that further work is needed to prove up these two areas, which DAFWA has indicated have sufficient potential to be retained for agricultural development. The Department supports the protection of suitable sites for such industries to ensure the sustainability of food production in the region.	Noted.	No modification recommended.
8.17 Part B, Section 7.5 Agriculture and Primary Production – Pilbara Hinterland Agricultural Development Initiative (PHADI) is assessing intensive irrigated agricultural activities within some 270,000sqm of the	Supported.	Strategy to be updated to refer to potential for City to

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Pilbara. As the City lies within the PHADI study area, the Strategy could mention that Karratha can benefit as a logistical centre for the export of PHADI's future products.		perform role as a logistical centre for the export of PHADI's future products.
8.18 More generally the Strategy provides an opportunity to emphasise agribusiness and aquaculture in the context of diversifying the City's economic base. The City of Karratha having prominence as a major regional centre, is relevant to agribusiness expansion, being well position as a strategic link in the supply chain for future agribusiness products.	Supported.	Strategy to be updated to emphasise agribusiness and aquaculture opportunities.
9. State Heritage Office		
<p>9.1 It is encouraging to see such a strong consideration of heritage within the draft LPS, such as inclusion of Part 2.3 Heritage, Culture and Arts and objectives, goals, strategies and actions relating to cultural heritage and the reference to State Planning Policy 3.5 Historic Heritage Conservation.</p> <p>It is also pleasing to note that these themes are carried through in other areas such as tourism. This will assist in ensuring that future development does not adversely affect the significance of heritage places and areas.</p>	Noted.	No modification recommended
<p>9.2 There are several references to European heritage within the draft Strategy. You may wish to consider using the term 'historic heritage' rather than European heritage as this is the terminology used in State Planning Policy 3.5.</p> <p>The term historic heritage also provides a clearer impression of the scope of the <i>Heritage of Western Australia Act 1990</i>, as it does not focus upon a single group or a particular period.</p>	Not supported. Changing terminology to refer to historic heritage would introduce tautology to the language of the heritage section.	No modification recommended.
10. Tourism WA		

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10.1 The main leisure visitor market for the Pilbara region continues to be the self-drive traveller and the provision of adequate infrastructure to cater for this group is essential to attract and retain them in the City.	Supported.	Strategy to be updated to emphasise infrastructure requirements for tourists.
10.2 Part B: Tourism and Visitors (page 43) there appears to be little analysis or relationship with the strategies and actions provided in Part A, which should be undertaken in finalising the strategy.	The Strategy has been updated to include tourism related strategies and actions.	No modification recommended.
10.3 The latest overnight fact sheet for the City is provided. Including these statistics in the LPS gives some justification and analysis behind recommendations by identifying current trends and visitor profiles.	Supported.	Strategy to be updated with information from Tourism WA.
10.4 Page 43 (Accommodation) – the term ‘northern tourism market’ should be replaced by ‘self-drive market’.	Supported.	Strategy to be updated to refer to ‘self-drive market’.
10.5 Industrial tourism is a niche sector, which could be expanded and developed, and relates to leisure visitors with an interest in industry who seek out these facilities. Reference to industrial tourism in the tourism sector expansion section is therefore not accurate as it implies that industrial tourism relates to attracting conferences for people who work in industrial related activities.	Supported.	Strategy to be updated in regard to industrial tourism.
10.6 The ‘meetings, incentives, conferences and exhibitions’ market is significant and as evidenced by the Kalgoorlie Diggers and Dealers conference, can bring significant economic benefits to a region. It is unclear whether Karratha has the capacity to accommodate a large scale conference or significant numbers of delegates, both from a hotel room and convention space perspective.	Supported.	Strategy to be updated to refer to existing and expanding capacity to accommodate events and conferences.
10.7 It is important that the City caters for the self-drive market from an accommodation perspective into the future, by ensuring that caravan park sites are made available for the travelling public and that	The Strategy has been updated to include tourism related strategies and actions.	No modification recommended.

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opportunities are made available for new caravan parks when demand necessitates.		
10.8 Part 6.6 Key issues are supported. The preparation of a tourism strategy is a worthwhile exercise to inform a coordinated approach to tourism development and promotion moving forward. It will also assist in providing the high level recommendations that could be included in a revised LPS tourism component.	A Tourism Strategy may be considered as a separate project.	No modification recommended.
10.9 It is recommended that the Tourism Planning Guidelines (2014) be used to assist the City with review the tourism section of the LPS with particular focus being on the identification of a visitor profile to support recommendations what infrastructure is required, the key attractions, amenities and activities and access.	The Tourism Planning Guidelines may be considered in the preparation of any prospective Tourism Strategy.	No modification recommended.
11. Main Roads Western Australia		
11.1 City of Karratha and Dampier port are already serviced by Madigan Road (primary distributor). The case for additional access to North West Coastal Highway would be assessed by merit.	Noted	No modification recommended.
11.2 The case to upgrade the section of North West Coastal Highway between the future Anketell Port and Karratha would depend on geometric design considerations and traffic warrants. At this time MRWA does not foresee these criteria being met before 2031.	Noted	No modification recommended.
11.3 MRWA has developed an early concept design for the Karratha Western Bypass road. The additional project referred to in the Draft Plan as ' <i>at some future time MRWA will provide a diversion to Madigan Road and provide grade separation at Dampier Road</i> ', describes the Karratha Western Bypass.	Noted	No modification recommended.
11.4 The following two locations are currently under investigation by MRWA for truck breakdown – NWCH at Madigan Road (under design), and South of Wickham (site investigations in the Roebourne area).	Noted	No modification recommended.

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The requirement for a truck breakdown area at Anketell Port will be determined as that development proceeds		
11.5 Please ensure early engagement with MRWA regarding any requested changes or upgrades to regulatory traffic control such as the Green Link.	Noted	No modification recommended.
<p>11.6 The timing of any road upgrade will depend on geometric design considerations and traffic warrants. At this time MRWA does not foresee these criteria being met for the following road sections prior to 2031:</p> <p>-Dampier Road (Burrup to Dampier) to dual carriageway. Note that duplication of the Hamersley Iron bridge over rail 1097 would be required to facilitate this.</p> <p>-Point Samson-Roebourne Road (Roebourne to Wickham) dual carriageway.</p>	Noted	No modification recommended.
11.7 MRWA is progressing design to realign North West Coastal highway at Roebourne to reduce traffic volumes and heavy vehicle traffic through the Roebourne Townsite.	Noted	No modification recommended.
11.8 MRWA has been involved in defining concept alignments to construct and seal the remaining gravel sections of Karratha Tom Price Road, but at this time other Pilbara road upgrades have been prioritised before these works.	Not supported. Election campaign commitments and subsequent discussions within the incumbent State Government have elevated the priority of this road.	No modification recommended.
11.9 MRWA have developed the Perth Pilbara Coastal Road Route Strategy (2011) and in May 2012 a submission was made to include the entire North West Coastal Route (Brand Highway and NW Coastal Highway) in the National Transport Network.	Noted.	No modification recommended.
12. Rio Tinto		
12.1 Rio Tinto are committed to a predominantly residential workforce to support our coastal operations supplemented by a FIFO workforce,	Noted	No modification recommended.

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<p>particularly for the needs of our business in construction, projects and maintenance shut downs.</p>		
<p>12.2 While Rio Tinto is supportive of the City developing a Local Planning Strategy, we were not meaningfully consulted on the draft of the Strategy, nor provided with notice of the timeframe for submission. Whilst we appreciate the extension of time provided by the city for receiving our submission, we note that our review and submission has been undertaken in a relatively short timeframe.</p>	<p>The City undertook an extensive consultation program for the advertisement of the Strategy over 60 days with all requests for time extensions granted.</p> <p>Consultation included advertisement through a dedicated webpage on the City's website, multiple public notices and newspaper advertisements, and two separate mail outs including to Rio Tinto.</p> <p>The two separate letters to Rio Tinto were sent via official communication channels.</p> <p>Extensions of time were requested to provide submissions and the in all cases the City supported such time extensions and incorporated submissions within this Schedule.</p>	<p>No modification recommended.</p>
<p>12.3 The LPS sets out that the foundational work to inform the LPS as undertaken in 2012 and 2013. The LPS reflects this context and not the significantly changed operating environment of December 2016. We submit that the document be reviewed and updated to ensure the content is accurate as at the date of the publication.</p>	<p>It is difficult to provide current evidential base data as there is a delay in the release of information.</p> <p>The evidential base of the Strategy has been prepared on the review of a period of fifteen years leading up to the advertisement of the Strategy which has formed the basis for the projections leading up to 2031.</p> <p>The City recognises the value in relevant information and has committed to the periodic review of the document and the evidential base.</p>	<p>No modification recommended.</p>
<p>12.4 Various terminology referring to RTIO be replaced by Rio Tinto.</p>	<p>Supported.</p>	<p>Strategy to be updated to replace incorrect terminology with Rio Tinto.</p>
<p>12.5 The comments made regarding Rio Tinto's Cape Lambert expansions and production are significantly out of date. Our Cape Lambert expansions were completed and opened in 2013. We further submit that Port Walcott be replaced with Cape Lambert.</p>	<p>Supported.</p>	<p>Officers to liaise with Rio Tinto to source current information on projects and</p>

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		update Strategy accordingly.
12.6 In both Part A and Part B of the LPS reference is made to Rio Tinto's production volumes. Recent statements regarding production volume is <i>"Pilbara shipment guidance for 2017 remains at 330-340 million tonnes of iron ore."</i>	Supported	Officers to liaise with Rio Tinto to source current information on projects and update Strategy accordingly.
12.7 Rio Tinto supports the formal recognition of the Eastern Corridor comprising Wickham, Roebourne, Point Samson and Cossack and the relationship of the Eastern Corridor to Karratha for service and facility provision.	Noted.	No modification required.
12.8 Rio Tinto welcomes the City's acknowledgement of the need for Transient Workforce Accommodation (TWA) facilities for short term construction and maintenance workforces. We submit that this reference is extended to include "project" workforce which is often FIFO due to its shorter term nature.	Noted.	No modification required.
12.9 Whilst we understand the City's desire to identify a base-level supply of TWA accommodation, we submit that the resources industry accommodation demand can change rapidly, leading to shortfalls and excessive accommodation costs. We submit that having suitable land zoned for additional TWA temporary TWA facilities and a timely approval process can mitigate further shortages. This is similar to having a land bank for new residential development which is important to mitigate against future accommodation shortages that result in unaffordable housing.	Noted. Detailed consideration of TWA base level supply will be subject to separate processes.	No modification required.
12.10 Rio Tinto submits that the 2016 forecast for Wickham population was based on 2011 forecasts at the time for new housing development in Wickham South. We submit that this growth has not been fully realised as Stage 2 of Wickham South did not progress. We expect that the current population of Wickham is closer to 2600-2700.	Supported.	Strategy to be updated regarding Wickham data.
12.11 The references to the Dampier Community Hub should be updated to reflect that this facility is now open and operating.	Supported.	Strategy to be updated in regard to Dampier Community Hub.

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12.12 The City is requested to update Rio Tinto on the status of the Dampier Structure Plan and request advance opportunity for consultation on this development, due to our role as infrastructure services provider in the town.	The Dampier Structure is a separate project. The City will provide update to Rio Tinto and continue to liaise with Rio Tinto in regard to this project.	No modification recommended.
12.13 Rio Tinto submits that the identified constraints for the growth of Dampier need to more strongly recognise that expansion of the town's footprint is not possible due to the constraints of the existing rail infrastructure as well as the topography surrounding the town. There is potential for new growth through in-fill as recognised by the Strategy. We also note that the rocky nature of the town is a commercial constraint as the cost of land development within the existing footprint is extremely high as identified during the 2013 studies.	Noted. Identified constraints and detailed considerations to inform finalisation of the Draft Dampier Structure Plan.	No modification recommended.
12.14 Rio Tinto submits that the paragraph <i>"The WWTP is currently operating close to capacity with a recent assessment identifying capacity for up to 150 new dwellings. The cost of relocating or expanding the WWTP is very high. Rio Tinto have advised that they are not considering an upgrade or relocation of the existing WWTP"</i> is replaced with <i>"Rio Tinto has advised that the current WWTP is fit for purpose to support the current town and has some limited capacity to support new dwellings. An initial assessment in 2014 suggested this was around 150 new dwellings and as such there are no plans to upgrade or relocate the WWTP. Relocation of the plant was studied by Rio Tinto in 2013. Any replacement would have a high capital cost. Furthermore at the time it was noted that the town's existing sewer system would require upgrading at a further capital cost to allow for new dwellings."</i>	Supported.	References to Dampier Waste Water Treatment Plant to be updated within the Strategy.
12.15 In Part B page 59 the Strategy states that <i>"The existing WWTP in Dampier has reached capacity and the end of its lifespan. The facility is located on the foreshore near the town centre, so will require relocation with its upgrading. It is currently managed by Rio Tinto and does not meet standards for Water Corporation to take on."</i> Rio Tinto submits that the statement that the facility is at the end of its lifespan is not correct and should be removed from the Strategy. Furthermore, Rio Tinto submits that the plan was built to the standards of the day and is operating within all current statutory and regulatory controls (eg the WWTP licence).	Supported.	References to Dampier Waste Water Treatment Plant to be updated within the Strategy.

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12.16 Rio Tinto submits that the reference to Peninsular Palms be updated with the following statement <i>“Rio Tinto’s facility Peninsular Palms has previously housed FIFO employees as well as tourists and other short stay visitors. The facility is currently under care and maintenance and is the subject of ongoing investigation and study to review its future use or redevelopment. Rio Tinto will work closely with the City of Karratha in any future redevelopment plans.”</i>	Supported.	References to Peninsula Palms to be updated within the Strategy.
12.17 Rio Tinto notes that the reference to the proposed Wickham Community Hub facility is incorrect, the proposed facility is not on Wickham Drive, it will be part of the Wickham Recreational Precinct accessed by Carse Street.	Supported.	References to Wickham Community Hub to be updated within the Strategy.
12.18 The reference to the Wickham Medical Centre requires amendment. This facility is better referred to as the former Wickham Hospital as the current Medical Centre is separately located. The Strategy would benefit from recognising that the former hospital site is controlled by the State Government.	Supported.	References to Wickham Hospital to be updated within the Strategy.
12.19 Rio Tinto should be acknowledged as a partner of applicable community facilities and spaces.	Supported.	Strategy to be updated to acknowledge Rio Tinto as a partner of applicable community facilities and spaces.
12.20 Rio Tinto submits that the following italicised text be added to the paragraph “In September 2011 the State Government secured an agreement with Rio Tinto to surrender its <i>entitlements</i> to draw water from the Millstream aquifer. Rio Tinto is to draw from an alternative water supply in the Bungaroo Valley reducing the industrial demand from the WPWSS <i>Millstream Aquifer</i> , and augmenting the WPWSS with 10 GL of water from the Bungaroo Valley (until 2015).”	Supported.	References to water agreements to be clarified within Strategy.
12.21 Rio Tinto submits that the sentence “with one objective to reduce the labour force located in remote areas” be removed. Safety and productivity are the focus of our innovation strategy.	Supported.	Clarification to be provided regarding Rio Tinto objectives.

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12.22 Rio Tinto submits that the statement that mining is not the main employer in the City is not a true representation of Table 21. Mining is slightly larger than construction and it is highly likely that much of the construction workforce is connected to mining activity	Supported.	Table 21 of the Strategy to be updated.
12.23 Rio Tinto submits that the paragraph relating to regional FIFO may be misinterpreted. Rio Tinto's regional FIFO which started over 10 years ago in response to employment shortages enables residents from regions outside the Pilbara to seek FIFO employment opportunities within the Pilbara.	Supported.	Strategy reference to regional FIFO to be clarified.
12.24 Rio Tinto's experience is that employees who chose to live in Karratha seek local employment opportunities within the Karratha region, rather than live in Karratha and fly to a remote work location. Rio Tinto's experience is that Karratha is unlikely to realise significant opportunity for residents to base themselves in Karratha as a regional FIFO source City.	Noted.	No modification required.