

**PHIC CHIEF EXECUTIVE OFFICER KIRSTY DANBY ADDRESS TO TOWN OF PORT HEDLAND COUNCIL MEETING WEDNESDAY 22ND MAY 2019.**

**RE: WESTERN AUSTRALIAN PLANNING COMMISSION (WAPC) DRAFT IMPROVEMENT PLAN 50: PORT HEDLAND WEST END (IP50)**

Thank you for the opportunity for the Port Hedland Industries Council (PHIC) to comment in relation to the WA Planning Commission draft Improvement Plan 50: Port Hedland West End.

PHIC comprises Pilbara Ports Authority, BHP, Fortescue, Roy Hill and Consolidated Minerals. The Port Hedland Dust Taskforce was established by the Premier in 2009 to create a comprehensive management plan for ongoing air quality and noise management in Port Hedland.

The Taskforce Reports of 2010 and 2016, and the current government, recognise the difficult task of balancing the multiple interests of stakeholders, community and industry while ensuring the Port can continue to grow and provide economic benefits to the state and the nation.

PHIC has been a member of the Dust Taskforce since it commenced in 2009 and has evolved to provide a single industry-wide point of contact for government and the Port Hedland community concerning industry development, environment, safety and land-use planning.

PHIC supports the recommendations of the Dust Taskforce. As such, PHIC supports the introduction of an Improvement Plan and Improvement Scheme for Port Hedland as a mechanism to prevent the growth of the permanent residential population and other sensitive land uses West of Taplin Street. PHIC also supports the Taskforce intent of capping permanent residential growth from Taplin Street to the eastern boundary of the Improvement Plan and Improvement Scheme at McGregor and Lukis Street, as outlined in the government's October 2018 response to the final Taskforce Report.

PHIC appreciates that the town and the port were developed in an era before modern planning principles considered the separation of industrial and sensitive land uses.

Providing greater separation between industrial port activities and permanent residential areas not only brings Port Hedland in line with what has been accepted as best planning practice for many years, it is crucial to the future development of Port Hedland and the long-term prosperity of both industry and the community.

PHIC supports commercial development in the West End and its use as a commercial, historical, cultural and community centre. In line with this, Industry has made and continues to make substantial investments in the West End to support this objective.

Introduction of the Improvement Plan and Improvement Scheme recognises that the success of the Port is vital to the sustainability of Port Hedland as a community.

The Port of Port Hedland is one of Australia's most vital pieces of economic infrastructure.

Building on the economic value the Port of Port Hedland delivers to the WA economy is in the best interest of all parties.

In 2017, *An Economic Study of Port Hedland Port*, prepared by ACIL Allen Consulting revealed the Port delivered 5000 local jobs and contributed \$418.4 million in direct economic output and \$585.9 million in indirect economic output for the Town of Port Hedland in the 2015/16 financial year.

Acil Allen further demonstrated that enabling ongoing growth of the Port over the next 10 years is forecast to generate an average of \$1.2 billion per annum for the Pilbara region, \$2.4 billion per annum for the State and an average of \$3.7 billion per annum nationally. Locally this translates to \$11 billion for the region over the next 10 years. The growth of the Port will also provide real jobs, potentially delivering an additional 1,500 local jobs per annum.

This growth enables job security for local families and local business and will provide a positive environment to attract additional investment, potentially diversifying industry and business opportunities for Port Hedland.

This highlights the strategic importance of the Port Hedland Port in continuing to deliver economic growth for the Nation, the State and the people of Port Hedland.

While iron ore continues to be the dominant commodity exported through Port Hedland, other exports important to the regional economy include salt, manganese, copper concentrates and livestock and more recently lithium. Industrial tourism has also seen cruise ships visiting Port Hedland and emerging technologies are likely to drive further diversification of commodities over the next decade.

By implementing the right strategic development plan for Port Hedland, we can ensure a vibrant vision for a thriving community.

This is a once in a life-time opportunity to get this right, and we recognise this is important to all parties.

PHIC believes industry and the community are aligned in a desire to provide certainty on the proposed boundary for the Improvement Plan and Improvement Scheme and in ensure the process is not protracted.

In summary, PHIC believes that the WA Planning Commission's Improvement Plan, as tabled at tonight's council meeting, is in the best interests of the State and the Port Hedland community.

Thank you.

**Port Hedland Industries Council**

**Chief Executive Officer**

Kirsty Danby