



INFRASTRUCTURE

MINING & METALS

NUCLEAR, SECURITY & ENVIRONMENTAL

OIL, GAS & CHEMICALS



Proposal for development of a short term Construction Village for Pluto Train 2

**INFORMATION AND FREQUENTLY
ASKED QUESTIONS**







Background Information

In December 2018, Bechtel (Western Australia) Pty Ltd was awarded a contract by Woodside for the front-end engineering and design (FEED) of Pluto Train 2. The awarded contract also includes an option for Woodside to progress to a lump sum engineering, procurement and construction contract for execution phase activities. This option is subject to, among other conditions, a positive final investment decision (FID) by Woodside.

Understanding the construction workforce requirements and where they will be accommodated is a key element of our proposal to Woodside. A number of options have been explored including seeking expressions of interest through the Industry Capability Network WA (ICNWA) from existing and new accommodation providers. Our engagement, supported by a separate

study by the City of Karratha, has confirmed that Karratha does not currently have sufficient capacity to accommodate the anticipated Pluto Train 2 construction workforce, should the project proceed.

As a potential solution, Bechtel is proposing to construct a short-term Construction Village on vacant land zoned for such a development at Madigan Road Gap Ridge and intends to apply for the development approval to the City of Karratha for consideration.

We have engaged Creating Communities to conduct a Social Impact Assessment of the proposed Construction Village and to seek community feedback on the proposal. The information provided will inform our planning and the development of our Social Impact Management Plan for the facility, should it be developed. We value your input and encourage your participation in the process.



Who is Woodside?

Woodside is the pioneer of the LNG industry in Australia and the largest Australian natural gas producer.

Woodside is the pioneer of the LNG industry in Australia and the largest Australian natural gas producer. Woodside has a global portfolio and is recognised for its world-class capabilities as an integrated upstream supplier of energy. Woodside's proven track record and distinctive capabilities are underpinned by almost 65 years of experience.

Woodside has a strong track record on project development and its operated assets – the North West Shelf Project, Pluto LNG and Wheatstone LNG - are renowned for their safety, reliability and efficiency. As Australia's premier LNG operator, Woodside produces 6% of global LNG supply and employs more than 3,500 people in Australia and across its global portfolio.

Woodside has grown with the Pilbara region over the last 30 years, buying and supplying locally and investing in education, training, jobs and new industries. In fact, in 2018, 84% of its Australian spend - \$3.3 billion - was with WA suppliers, supporting local businesses.

Pluto Train 2 is part of Woodside's Burrup Hub vision to develop an integrated, regional LNG production centre on the Burrup Peninsula. Woodside is advancing several projects as part of this vision that will unlock new gas resources and prepare onshore facilities for processing these resources, representing a \$40 billion investment in the North-West.

Find out more: www.woodside.com.au



Who is Bechtel?

Bechtel is a trusted engineering, construction and project management partner to industry and government.

Since 1898, five generations of the Bechtel family have led the company through more than 25,000 projects on all seven continents. We have operated in Australia for 65 years and our projects have often been industry firsts, with many in remote locations and under challenging conditions.

Our recent projects include Wheatstone LNG in Onslow, Western Australia, the three Curtis Island LNG Projects – Queensland Curtis LNG, GLNG and Australia Pacific LNG – in Gladstone, Queensland and the Amrun Bauxite Mine in Weipa, Queensland. Current projects include the expansion of the Sydney Metro network and construction of the Western Sydney Airport as well as government work for the Australian Defence Force in Canberra.

Bechtel is the world leader in LNG construction, with more than five decades of LNG experience building 33% of all global LNG capacity. Since 2006, we have constructed five of Australia's ten operating LNG facilities, representing 39 MTPA of LNG production and half of the nation's total LNG export market.

Bechtel serves the Infrastructure; Nuclear, Security & Environmental; Oil, Gas & Chemicals; and Mining & Metals markets. Our services span from initial planning and investment, through start-up and operations.

Find out more: www.bechtel.com



About Pluto Train 2



What is Pluto Train 2?

Woodside has operated the Pluto LNG facility since start-up in 2012. Gas from the offshore Pluto and Xena fields is piped through a 180 km pipeline to Pluto LNG's single onshore LNG- processing train located on the Burrup Peninsula, near Karratha in Western Australia.

Pluto LNG was originally designed to allow efficient brownfield development and third party gas processing. Existing primary environmental approvals for Pluto LNG allow for two trains and supporting infrastructure, and an area for a second train was pre-prepared with the foundation project in 2007-2008.

Woodside is proposing a brownfield expansion of Pluto LNG through the construction of a second gas processing train and a domestic gas supply facility. Pluto Train 2 would process gas from the Scarborough gas field and have a capacity of about 5 million tonnes per annum (Mtpa).

What is the timeline for Pluto Train 2?

Woodside entered FEED for Pluto Train 2 in December 2018 – which is being undertaken by Bechtel. FID is targeted for 2020 with ready for start-up planned for 2024.

What is a FEED?

FEED is an acronym for Front End Engineering Design. Activities vary depending on the project, but generally focus on defining technical and non-technical requirements, evaluation of potential risks and identification of costs for a proposed project. At the completion of FEED, a proposal detailing what is required to build Pluto Train 2, the time it will take and how much it will cost is provided to Woodside.

Aside from the technical aspects, an important part of FEED is determining the workforce requirements to construct the project should it proceed. This includes where the workforce will be sourced, how and where non-local employees will be accommodated and if a facility is required, how it will be managed.

Who is responsible for the construction of Pluto Train 2?

Woodside awarded a contract to Bechtel for the FEED on Pluto Train 2. Bechtel is the preferred contractor to construct an additional production train and associated infrastructure should the project proceed. This is subject to, among other conditions, a positive FID being taken by Woodside on the project.

ABOVE: Pluto LNG expansion
Conceptual only, not to scale.
Developments are subject to joint venture approvals, regulatory approvals and relevant commercial arrangements being finalised.

For further information on Pluto Train 2 visit:

www.woodside.com.au/our-business/pluto-lng

www.bechtel.com/projects/plutotrain2

Construction Workforce Accommodation Requirements



What is Bechtel proposing for workforce accommodation?

Ensuring suitable accommodation for the workforce is critical to the successful development of Pluto Train 2. Accommodation availability studies in Karratha have shown there is currently insufficient accommodation available to support a construction workforce for Pluto Train 2. As part of our FEED proposal to Woodside, Bechtel is investigating the viability and cost of developing a new, short-term, temporary Construction Village for the construction workforce from outside the local region.

What is a “new, short term, temporary Construction Village” exactly?

The Construction Village is proposed to be a new accommodation development and will operate only for the construction of Pluto Train 2 which has an anticipated completion time of 48 months. It is temporary because once construction is complete, the Construction Village will be removed and the site remediated, according to the requirements of the lease and development approval.

Who will live at the Village?

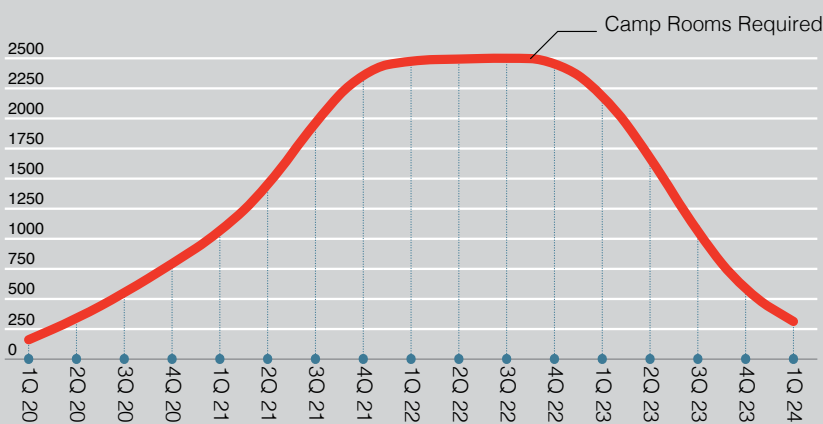
The Construction Village is intended to accommodate Bechtel non-local employees and subcontractors working on the construction of Pluto Train 2. It will not be made available to Woodside operations employees, contractor or subcontractor companies not associated with Bechtel's scope of work on the project. Accommodation will be provided for non-local fly in fly out (FIFO) or drive in drive out (DIDO) employees who reside outside of the City of Karratha boundaries.

Will local employees working on the project be provided with accommodation at the Village?

Accommodation will be provided for non-local FIFO or DIDO employees who reside outside of the City of Karratha boundaries (the boundaries include the communities of Roebourne, Dampier and Point Sampson).

Are residential accommodation options being considered? Will Bechtel use any residential housing?

During construction we anticipate approximately 1% of the total non-local workforce (up to 25 households) may live residentially. These people will be 'accompanied status', people who have partners and/or families that would like to move to the Karratha region during their employment term on the project.



ABOVE: Pluto Train 2 Projected accommodation requirements

Note that the purpose of this curve is to estimate the need for accommodation for planning purposes only and includes projected accommodation requirements for construction, field non-manual, subcontractors, vendors, camp personnel and an allowance for rooms undergoing maintenance/transitions.

What is the projected Bechtel workforce for Pluto Train 2 construction?

The projected workforce for the construction of Pluto Train 2 is still be determined as part of FEED, however we anticipate around 2,500 beds will be required during the peak construction period.

Accommodation requirements over a 48-month construction period are predicted to be as follows:

- Increase from 0 beds Q1 2020 to 792 beds from to Q4 2020
- Increase to 2407 beds by Q4 2021
- Increase to 2491 beds by Q4 2022
- Reduction to 551 beds by Q4 2023
- Reduction to 0 beds by Q2 2024

I have a house to rent, how can I rent it to Bechtel?

Bechtel does not do private rental agreements directly with home owners. In the instance where community residential housing may be required, we will work with local real estate agents to secure appropriate housing.

Why is Bechtel planning for accommodation for its workforce when there hasn't been a final investment decision made on whether Pluto Train 2 will proceed?

Ensuring suitable accommodation for the workforce is critical to the successful development of Pluto Train 2. The submission of a land lease enquiry, development approval and relevant permits and plans are being completed by Bechtel as part of FEED to provide certainty that the Construction Village planning meets the city and government agency requirements. It also ensures that all relevant approvals are in place to commence construction of the Village without delay. Even with City of Karratha and agency approvals secured, the development is still subject to several other conditions, including a positive FID from Woodside.



Accommodation Village Location

Where will the Construction Village be located?

Determining the location for the proposed Construction Village considered several factors, including travel times to and from the site, proximity to the community, availability of land and access to services such as power, water and communications. A number of potential sites were reviewed, and the preferred location is the former Gap Ridge village site on Madigan road, Karratha. Until the Gap Ridge Village was removed in 2017, the site accommodated 2,100 units.

How is the land zoned under the Local Planning Scheme?

The land is currently zoned 'Transient Workforce Accommodation' (TWA) under Local Planning Scheme 8 (LPS 8). The proposed land use for the new facility is also 'Transient Workforce Accommodation' which means there is no change to the permitted land use.

Why was Gap Ridge selected as the location?

Locations explored included the expressions of interest received through the ICNWA from existing and new accommodation providers. The Gap Ridge site is considered the most appropriate location due to:

- It being the site of a former operating TWA facility with some infrastructure in place, minimal environmental disturbance and clearing required.
- It is the appropriate size to support the accommodation requirements.
- It creates a separate area for a temporary facility and housing of a short-term workforce away from residential areas, while still providing accessibility to local services and facilities via transport if required.
- It is located within a reasonable proximity of the workplace for the residents, which will reduce travel times and minimise impacts to local road users.

LEGEND

- Extent of Works
- Aluminium Panel Front Boundary Fence
-  Proposed Tree
-  Proposed Planting
-  Proposed Loose Gravel
-  Proposed Turf
- 1 Gate House
- 2 Light Vehicle Parking
- 3 Bus Parking - 64 Bays (15 x 4m)
- 4 Airport Drop Off
- 5 Medical Centre
- 6 Administration Building
- 7 Training Centre
- 8 Operations Centre
- 9 Kitchen and Dining
- 10 Loading Dock
- 11 Tavern and Beer Garden
- 12 Indoor Recreation Building
- 13 Gymnasium and Outdoor Fitness
- 14 Multi-purpose Sports Court
- 15 Swimming Pool
- 16 Maintenance and Bulk Linen
- 17 Left Luggage
- 18 BBQ Nodes
- 19 Exercise Stations
- 20 Running/walking Track
- 21 Bus Pick Up and Drop Off
-  Accommodation Modules
-  Laundry



Draft design for illustrative purposes. Subject to change.

Construction Village Planning Considerations

What is Woodside's role in the planning and development process?

Woodside has awarded Bechtel the contract to complete FEED for Pluto Train 2. As part of our FEED scope, Bechtel is progressing the necessary planning, permitting and regulatory approvals to enable construction to commence if a positive FID is taken by Woodside. As Bechtel is responsible for managing the design, construction and operation of the Village, the development approval submission to the City of Karratha will be submitted under our name.

Gap Ridge Village was used during the construction of Pluto Train 1, why didn't Woodside just keep it there for Pluto Train 2?

Woodside's lease on Gap Ridge Village expired in April 2017 and was not approved for extension. Woodside is moving towards a predominately residential workforce as part of a long-term strategy for Karratha Gas Plant and Pluto LNG operations, however a small number of roles will need to remain FIFO to support specialist projects and shutdowns. Woodside commenced construction of a 604 bed facility, Bay Village in June 2019, which is designed to support Woodside's current and future operations activities. Bay Village is located in Nickol West.

Why can't the Pluto Train 2 construction workforce be accommodated at Woodside's Bay Village?

Bay Village will support Woodside's requirements for current and future operations activities, not a short-term construction workforce for Pluto Train 2. Bechtel's Construction Village will be a dedicated facility for the Bechtel and its subcontractor workforce constructing Pluto Train 2. Neither facility will be operated as an 'open camp'.

Why does Bechtel want to build worker accommodation when there is already accommodation in Karratha, some who have proposed to expand?

There is limited availability in the current market across all accommodation types including workforce accommodation, motels and residential housing. This is unlikely to ease in the near future, particularly if one or multiple other projects planned for the region proceed at the same time. We are taking a proactive approach to minimise impacts on the local housing and tourism market by ensuring there is appropriate accommodation for its construction workforce.

Who is designing the Construction Village?

Bechtel advertised a package for the design of the Construction Village on ICNWA and we awarded the contract to the local Karratha based engineering office of GHD.

The City of Karratha and the community have sought to create more residential options and progressively move away from FIFO workforces and accommodation Villages. Why is Bechtel planning for a FIFO workforce and an accommodation village?

We fully support the City of Karratha and community vision for establishing a permanent workforce community in Karratha. While we are always focussed and committed to hiring locally first, the nature and scale of our work requires a blend of employees sourced locally, regionally and nationally. Our workforce is mobilised and demobilised continuously according to the work schedule and the different skill sets required. There are no long term accommodation requirements for the Pluto Train 2 construction workforce.

Are existing accommodation operators Civeo and the Ranges considering expanding their facilities for Bechtel?

We understand that some existing facility operators are currently seeking approval for an expansion of their facilities and that the Ranges development application mentioned Bechtel and Woodside as a potential end user. Use of these facilities, particularly during construction of our Village is still being explored.

Will the Construction Village be an eyesore in the community?

The Construction Village is being professionally engineered and designed with a focus on resident wellbeing. Where possible, the Village will be designed to blend into the surrounding environment including landscaping to create a pleasant living environment while taking into account the short-term, temporary nature of the facility.



Workforce Sourcing, Contracting and Management



What is the proposed composition of the workforce?

The construction workforce will be Bechtel direct hire and employees of our subcontractors selected to perform work on the project. We expect that the majority of our workforce will originate from the Pilbara and Western Australia more broadly.

What are the proposed rosters for the workforce?

The roster for the workforce is currently under negotiation with the construction unions as part of the FEED program but it is envisaged that there will only be one roster covering FIFO and locally based employees.

Who will be managing the workforce?

Bechtel will manage the overall construction workforce including direct hire employees and subcontractors.

Will there be local and Indigenous jobs on Pluto Train 2 construction?

We always support local and local Indigenous employment first before reaching out regionally, state wide and then nationally. Different skills are required at different times and all roles will be advertised through the [Karratha Local Jobs Talent Community](#) as they become available.



Construction Village Operations and Management

When will the Construction Village be built?

Construction of the Village is dependent on securing several approvals, including leasing the land, the Development Approval from the City of Karratha and a positive FID from Woodside. Without these being in place, the Construction Village and Pluto Train 2 will not proceed. If the required approvals and investment is secured, the construction of the Village would commence in Q1 2020. The Village will be mobilised and demobilised in stages in alignment with the workforce curve.

How long will the Construction Village operate for?

The Construction Village is planned to be short term and will operate only for the construction phase of Pluto Train 2, which we anticipate to be 48 months. Once construction is complete, the Construction Village will be removed, and site remediated according to the lease and development approval requirements.

Who will construct, manage and operate the Construction Village?

Bechtel will have overall responsibility for the management of the Village and will have a resident management team as part of its operation. We have advertised opportunities for companies to express their interest in construction and operations of the Construction Village through the ICNWA. We are currently assessing the options presented and expect to award contracts in Q4, 2019, which is subject to a positive FID by Woodside.

Does Bechtel have any experience managing workforce accommodation?

Bechtel has constructed and operated temporary workforce accommodation for multiple projects all around the world. Most recently in Australia, Bechtel constructed and managed short-term Construction Villages in Gladstone, Queensland with 6,600 beds for the three Curtis Island LNG projects; a 7,600 bed facility in Onslow for Wheatstone LNG and a 1,200 bed facility in Weipa for the Amrun Project. Combined,

these facilities accommodated more than 44,000 people over 17 million bed nights.

Where are the buildings being sourced from and are they suitable for the workers?

We have several options available for the supply of the buildings including new and used modularised units. The Construction Village will largely consist of modular ensuite rooms mobilised to site on trucks supplemented by centralised facilities, some of which will be custom built on site. The units are typical of construction style accommodation and likely to be the same high quality provided during construction of the Wheatstone LNG facility near Onslow.

What facilities and services will be available for the workers?

All rooms will be based on the Australian and industry standards for this type of accommodation including access to facilities to ensure the well-being of the workforce. This is typically single room type accommodation with ensuites, laundry services, three cooked meals a day and social facilities. We intend to have Lifestyle coordinators to organise entertainment and active and passive activities like you might find in a resort hotel. Residents will also be provided with a bus service to the site, airport and after work hours access to community services, facilities and local businesses. The Construction Village will also have medical and training facilities on site.

How will the room allocations work in the Village?

To minimise the environmental footprint and optimise space, the Construction Village will be operated like a motel. Construction Village residents will be required to vacate their room when on rotation and will have access to an on-site porterage and secure storage service for their luggage.

How will disabled access be planned for?

Provisions for disabled person access will be provided to all public facilities as per the Building Code of Australia (BCA). This includes installation of curb ramps, loading areas for disabled access parking areas, and providing entrance ramps to all public buildings, among other features.

Will there be accommodation at the Construction Village for people living in Roebourne, Dampier and Point Sampson?

Not at this stage. Accommodation will only be provided for people outside of the City of Karratha boundaries.

Will the local community be able to access the Construction Village to go out for dinner or access other activities or facilities?

The Construction Village is for the non-local construction workforce only and in the interests of our resident's privacy, safety and security, no visitors will be allowed on site without management permission.

What is Bechtel doing about the safety and security of our community? How will behaviour be managed when your workforce is 'out on the town'?

We expect our workforce to be respectful and considerate of the local community and Indigenous cultures at all times, and this is a requirement of our employment conditions. We have zero tolerance for poor behaviour in the local community and this commitment extends to everyone working on our projects whether they are local, non-local, Bechtel or subcontractor employees.

How will access to medical and emergency services be provided at the Construction Village?

Specialised medical facilities and emergency services will be contained within the Construction Village and on the project site for employees working on the project. This will include a dedicated ambulance service and medical practitioners including doctors and physiotherapists. Expressions of Interest for the provision of this services was advertised on ICNWA.

How will waste be managed at the Construction Village?

A Waste Environmental Management Plan will be developed for management of waste and where possible, any waste will be collected and recycled through existing recycling centres in the local community.

Will the Construction Village be fenced?

Fencing material selection will be incorporated into the overall aesthetics of the Village design, taking into account the short term, temporary nature of the facility.

Will the Construction Village be cyclone rated?

Yes, the Construction Village engineering and design is rated for Region D in alignment with Australian building standards. The central facilities will be constructed to refuge area standards, to alleviate any impact on community evacuation centres in a severe weather event.

How will Bechtel promote and support healthy, active behaviours of its Construction Village residents?

The health and wellbeing of our workforce is taken very seriously, and our focus is on building a family network for our people spending time away from their friends and family. Lifestyle coordinators will be employed at the Village to encourage active, healthy lifestyles which include social events, access to gyms, running tracks and personalised diet and exercise programs.

In addition to the onsite programs and activities, regular bus drop-offs and pick-ups will be provided to transport workers to and from local community, recreation and entertainment amenities.

Will alcohol be served in the Construction Village or will workers fill up my local pub?

Provision of the responsible service of alcohol is the norm for the majority of construction workforce accommodation in Australia and our Village will have licensed social areas operating at set times. The

facility will be run just like any other licensed premises including the requirement for training of service staff in Responsible Service of Alcohol.

Our employees are encouraged to support local restaurants and businesses in the Karratha community and we will work with the Pilbara Liquor Accord and local hoteliers to ensure the workforce behaviour in local establishments is proactively managed. All employees are required to register a zero drug and alcohol reading when they are scheduled to work and will be subject to drug and alcohol testing.

What is the stance on the use of illicit drugs, medications and excessive use of alcohol?

All employees will be required to undertake a pre-employment drug and alcohol screening and declare medications and issues that may impact their ability to work. The Pluto LNG facility is a drug and alcohol free site and all employees will be subject to drug and alcohol testing, with zero tolerance enforced.

How can my local business become a supplier to the Construction Village?

Bechtel and Woodside recently conducted local supplier forums in the Karratha community and we will be holding more as the project progresses. All scopes of work over AUD \$1 million for Pluto Train 2 are advertised on ICNWA at <https://gateway.icn.org.au/project/4264/pluto-lng-train-2>. Registration to ICNWA is a free service.

We are also developing a local and Pilbara Indigenous supplier database from the companies we meet during our regular visits to Karratha and Woodsides supplier lists. If we haven't had the chance to meet you yet, send us an email so we can get connected by emailing plutot2lng_proc@bechtel.com.

Transport and Traffic Management

How will Bechtel plan for and manage traffic and transportation of the Construction Village residents?

GHD, an engineering consultancy firm with an office in Karratha is undertaking a traffic management study for the Village as part of our Development Approval submission to the City of Karratha. A Transport and Logistics plan which covers shipping, road transport and aviation requirements is also being developed during FEED as part of our submission to Woodside. Where possible, our traffic and transport planning focusses on minimising impacts on the local community and infrastructure.

How will the workforce be transported to the work site?

All employees will be required to utilise the dedicated bus service between the Construction Village and the site. This includes local employees, who will be provided with secure car parking at the Village while they are at work. Busses for Village residents will also be provided to the Karratha Airport and Central Business District (CBD) on a regular schedule.

Will you run a bus to Dampier, Roebourne and Point Sampson to take employees to site?

If there are sufficient people living in Dampier, Roebourne and Point Sampson working on the project that could fill seats on a bus, we would look to provide transportation directly to the work site.

What parking facilities will be provided for Village residents with private vehicles?

No private car parking is available on the Pluto Train 2 work site. There will be parking available at the Construction Village for private vehicles of local and DIDO employees. All employees and

subcontractors will be required to utilise the bus service to the work site.

How will Village residents be able to access community activities and businesses?

We will provide a dedicated bus service on a regular schedule between the Construction Village and the city. Buses will drop Village residents at predetermined locations across the CBD to access Karratha local businesses such as the local shopping centre, restaurants and recreational facilities on a regular schedule after work hours.

Will Bechtel book seats on commercial flights for their FIFO workers?

We will use commercial flights until charter flights become necessary and will book flights well in advance to allow airline operators to plan for aircraft size and capacity requirements. We have advertised the provision of flight charter services through ICNWA and received several expressions of interest.

Will the locals be able to get a seat on a charter flight if/when they become available? How much will it cost?

If there are seats available on our charter flights, we will release them for anyone to access. As our priority is transporting our workforce on our charters, any spare seats are likely to be released no earlier than 48 hours before departure and on sold by the flight provider through normal flight booking processes. Our charter flights are alcohol free and passengers are not eligible for frequent flyer points, even if provided by a carrier who provides those services on a commercial flight.



Social Impact Assessment and Management Planning

A Social Impact Assessment (SIA) is to be completed – what is this?

A Social Impact Assessment (SIA) is a process of identifying and understanding the ways that a development is likely to impact on community wellbeing.

A review of relevant State and local policies, previous research and feedback from community members and other stakeholders will be undertaken in coming months and will inform the Social Impact Management Plan.

A Social Impact Management Plan (SIMP) is to be completed – what is this?

A Social Impact Management Plan (SIMP) expands upon an SIA to ensure that the future development minimises and mitigates negative impacts, while taking advantage of opportunities to increase any positive impacts.

The management strategies outlined will be reviewed and then implemented throughout the development of our Construction Village and its operational lifespan.

Why are a SIA and a SIMP being conducted?

An SIA and SIMP are tools to help ensure that positive social impacts are enhanced, and potential negative social impacts are minimised.

According to the City of Karratha's Local Planning Scheme, all Development Applications within the 'Transient Workforce Accommodation' Zone must include an SIA and SIMP. The City of Karratha's Local Planning Policy DP20: Social Impact Assessments (DP20) provides guidance on considering the social impact of new developments.



Who is conducting the SIA and SIMP?

Bechtel has engaged specialist consultants Creating Communities to conduct the research and engagement to inform and develop the SIA and SIMP. Creating Communities is a community development, community engagement and social research consultancy based in WA which has extensive experience in completing SIAs and SIMPs in the Pilbara.

What types of social impacts will be assessed?

The SIA and SIMP will address the impact categories outlined in the City of Karratha’s DP20 policy, as well as an additional category proposed by Creating Communities.

Impact categories outlined in DP20:

- Demographic and Population Change
- Accommodation and Housing
- Accessibility to Community Services and Facilities
- Social Infrastructure
- Cultural Values and Beliefs
- Community Values Identify and Cohesion
- Health and Wellbeing
- Crime and Public Safety
- Economic Considerations
- Employment and Local Benefits

Creating Communities has completed a preliminary assessment of potential impacts, but further in-depth research and engagement is required to assess the impacts and recommend management strategies.



Consultation Process

What is the consultation process?

Creating Communities is delivering a community and stakeholder engagement process to inform the SIA and SIMP. Feedback opportunities for different stakeholder groups are as follows:

A briefing to	City of Karratha officers and Elected Members
Meetings with	local community stakeholders
Focus groups with	local residents
A focus group with	local sporting club and community group representatives

How can I find out more about what is proposed?

If you have any queries or would like more information about the proposed development, please contact:

Melissa Case
Bechtel

0417 174 762
plutotrain2@bechtel.com

If you have any queries about the community engagement, SIA or SIMP process, please contact:

Elise O'Sullivan or **Gemma Bothe**
Creating Communities

(08) 9284 0910
elise@creatingcommunities.com.au

If you have any queries or would like more information about Woodside, including Pluto Train 2 and Woodside's Burrup Hub vision, please phone Woodside's Community Line on 1800 634 988.

All rights reserved. No material may be reproduced without prior permission. While we have tried to ensure the accuracy of the information in this publication, the Publisher accepts no responsibility or liability for any errors, omissions or resultant consequences including any loss or damage arising from reliance on information in this publication.