Local Structure Plan

Lot 1 and 500, Dampier Highway, Gap Ridge

September 2026

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Document Control

Version Control

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Approval Page

To be inserted by the WAPC upon approval

Table of Amendments

Amendment Number	Summary	Date Approved by the WAPC

Executive Summary

The Lot 1 and 500 Dampier Highway Local Structure Plan (LSP) has been prepared in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015* (Planning Regulations) and the *City of Karratha Local Planning Scheme No. 8* (LPS8). The LSP provides a strategic framework to guide development of the land for industrial purposes.

The land is approximately 1 kilometre south of Karratha Airport, 7.5 kilometres west of Karratha City Centre and 10.5 kilometres south-east of Dampier. It is located opposite the established Gap Ridge industrial development area and is accessed from Dampier Highway by an approximately 350 metre access leg.

This LSP represents the first industrial redevelopment within the envisioned Gap Ridge North industrial estate. Connectivity and facilitation of the future development of Gap Ridge North is planned for and protected via this LSP.

The land is zoned 'Industrial Development' under LPS 8.

The Structure Plan is supported by technical investigations including:

- Bushfire Planning;
- Hydrology;
- Civil Engineering and Servicing;
- Traffic Impact, and;
- Ecological Impact.

Item	Data	Structure Plan reference
Total area covered by the Structure Plan	37.5761 hectares	Part One, Section 1
Existing lots	Lot 1 - 15.5989 ha; Lot 500 - 21.9772 ha	Part One, Section 1
Proposed land use area - Industrial	37.5761 hectares	Part One, Section 4.1
Proposed residential, commercial, education or community land	Nil	Part One, Sections 4.1 and 4.2
Proposed public open space and other public reserves	Nil	Part One, Section 4.1
Estimated lot yield	Nil	Part One, Sections 3 and 4.2
Estimated dwellings, site density and population	Nil - residential development is not facilitated by the Structure Plan.	Part One, Section 4.2
Estimated commercial floor space	Nil - commercial development is not facilitated by the Structure Plan.	Part One, Section 4.2

Item	Data	Structure Plan reference
Key infrastructure outcomes	Connection to sewer, water, power and stormwater infrastructure subject to detailed design and agency approval.	Part One, Section 4.3.2 and Appendix 5
Technical appendices	Environmental Assessment Report; Traffic Impact Assessment; Local Water Management Report; Bushfire Management Plan; Civil Engineering Servicing Report.	Part Two, Section 6

Part One: Implementation

1 Structure Plan Area and Operation

The LSP applies to the land inside the boundary shown in **Plan 1**. The plan is in effect from the date stated on the Approval Page and for a period of 10 years thereafter (or for any other period approved by the WAPC).

Table 1 : Title Details

Lot Number	Vol / Folio	Land Area	Landowner
1	2848/927	15.5989 Ha	KAW PROPERTY GROUP PTY LTD
500	LR3164/476	21.9772 Ha	STATE OF WESTERN AUSTRALIA

This LSP has been prepared in accordance with Clauses 3.2 and 4.1 of the City's LPS8 and Schedule 2 of the *Planning Regulations (Deemed Provisions)*. It aligns with the objectives of LPS8 and relevant state and local planning policies, providing a framework for future zoning, land use, and supporting infrastructure.

Pursuant to the Deemed Provisions, a decision-maker assessing an application for development approval or subdivision approval is to have due regard to the provisions of this LSP, including the Structure Plan Map, Implementation Report, Explanatory Report and Technical Appendices.

This Structure Plan comprises:

- Part One – Implementation Report
- Part Two – Explanatory Report
- Part Three – Technical Appendices

Part One of the Structure Plan comprises the Map and supporting planning provisions. Part Two of the Structure Plan is the explanatory report component, which can be used to interpret and implement the requirements of Part One.

2 Purpose.

The objectives of the Structure Plan are to:

- facilitate orderly and proper planning of the land for industrial development.

- identify implementation requirements for access, transport, servicing, drainage, bushfire protection, environmental management and land tenure.
- ensure future development is compatible with the surrounding industrial locality and the potential future Gap Ridge North industrial area.
- establish a clear pathway for assessment and determination of development applications.
- later approval of detailed technical information at development stage.
- restrict subdivision of land until suitable access can be established.

3 Staging

No staged land release or subdivision is proposed. Development may occur progressively through separate development applications over the existing Lot 1 and Lot 500 titles.

4 Subdivision and Development Requirements

4.1 Land use zones and Reserves

Development and use of land within the Structure Plan area shall generally be in accordance with the zones and reserves shown on the Structure Plan Map (Plan 1) and the provisions of the 'Industrial Development' zone as set out in s5.8.9 of LPS 8 and described below:

- The purpose of the Industrial Development zone is to provide areas for future industrial estate development where development can occur, in accordance with an approved structure plan, prior to amending the Scheme to incorporate detailed zones and reservations for particular lots.
- All development requirements related to the Industry zone also apply to the Industrial Development zone.
- The local government shall, when it considers subdivision and development in an area the subject of a structure plan has proceeded to an extent where detailed zones and reservations can be defined amend the Scheme to indicate these zones and reservations

Refer Figure 1 – Structure Plan Map

No Reserves are proposed as part of the LSP.

No areas of public open space are proposed as part of the LSP

4.2 Density and Development

Residential development is not facilitated under the LSP and therefore no densities have been allocated for land in the LSP area.

Subdivision is not supported by this structure plan within the Structure Plan area until such time as additional access can be orderly established from the LSP area to Dampier Highway.

4.3 Other Requirements

4.3.1 Bushfire Protection

The subject site is identified as bushfire prone. This LSP is accompanied by a detailed Bushfire Management Plan (BMP) to prescribe preliminary bushfire safety precautions and inform Bushfire Planning at development application stage.

The BMP confirms that bushfire planning compliance is achieved by the LSP in regard to strategic planning criteria. The BMP also finds that any future subdivision will be

dependent on the establishment of secondary access to the LSP area in addition to the existing driveway.

4.3.2 Infrastructure Arrangements

The subject site is currently serviced by power only. This LSP is accompanied by a Civil Engineering and Servicing report prepared by JDSi. The report assesses the site's potential to be connected to all required servicing infrastructure.

The Civil Engineering and Servicing report finds that connection to nearby reticulated serving infrastructure is possible and identifies the works needed to make these connections.

4.3.3 Dampier Highway Upgrades

Southbound access into the subject site from Dampier Highway is expected to require upgrades to accommodate increased traffic movement. At the time of development, the provision of an adequate deceleration lane allowing for safe ingress for trucks turning left off Dampier Highway will likely be required. The specifications will be dependent on advice from Main Roads WA and the City of Karratha.

4.3.4 Water Resource Management

The LSP is accompanies by a Local Water Management Report (LWMR) as per State Planning Policy 2.9 - Water (SPP 2.9). The LWMR locates areas for water resource management and protection, identifies water services and develops delivery plans and conceptual designs for water infrastructure services.

The LWMR allows for detailed design to be addressed via a Subdivision and Development Water Management Report (SDWMR) at development stage.

4.3.5 Future Gap Ridge North Interface

Development within the LSP area is to give regard to future redevelopment of the surrounding Gap Ridge North area. Future redevelopment of abutting land shall not be adversely impacted by development within the LSP area.

Development within the LSP area is to have built form consistent with industrial development throughout the Gap Ridge industrial area west of the subject site.

4.3.6 Future Gap Ridge North Access

Development within the LSP area shall not prevent future vehicular access through Gap Ridge North. As illustrated in the Structure Plan Map, this LSP facilitates a potential upgrade of the existing access leg to allow for a four-way intersection enabling north-south movement from the subject site to Gap Ridge North.

4.3.7 Protection and Enhancement of Environment or Landscape Features

The LSP is accompanied by a detailed Environmental Assessment Report (EAR) conducted by Western Environmental. The EAR assesses the existing physical features of the subject site as well as any native flora and fauna. The EAR provides recommendations on ecologically responsible clearing and management of vegetation where required.

4.3.8 Noxious Use Management

Lot 500 currently accommodates an approved and licensed Industry-Noxious land use. The LSP does not support the development of any sensitive land uses within the LSP area. The approved use is separated over 1,000m from existing residential development as detailed in the separation plan.

The subject site has an existing approved dwelling onsite. “At the time of industrial redevelopment, the existing dwelling is to be removed or redeveloped so that it no longer constitutes a sensitive land use and accommodates only a non-sensitive incidental use.

4.3.9 Subdivision Restriction

This LSP does not support subdivision of the two lots in their current form. Subdivision of land within the LSP area is dependent on secondary access solutions being present. Consequently, subdivision under this LSP is not supported until such time as lawful secondary access from the subject site to Dampier Highway can be established.

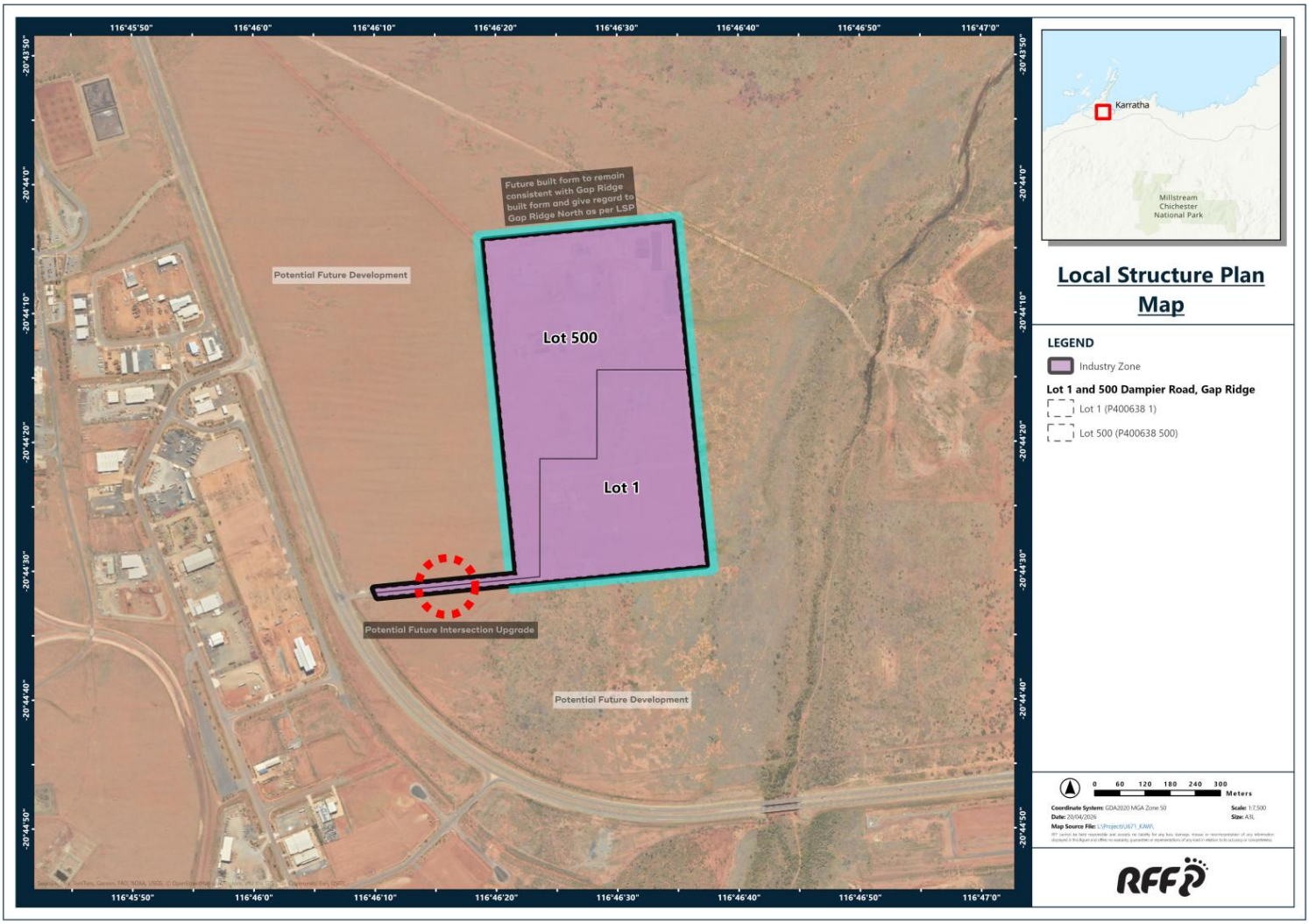
The LSP does not rely upon, propose or seek secondary vehicular access over adjoining Crown land.

4.3.10 Additional Details

Table 2: Information to be submitted at development application stage

Additional Information	Purpose	Responsible Authority
Bushfire Attack Level Assessment	Define building envelope for development	City of Karratha Department of Fire and Emergency Services
Subdivision and Development Water Management Report	Detailed design of surface water management and water quality control	City of Karratha
Lot 500 Preliminary Site Investigation	Confirm extent of site contamination at Lot 500	Leaseholders of Lot 500 Department of Water and Environmental Regulation
Traffic Impact Statement	Confirm proposed land uses are within established traffic capacity thresholds. Detail required Dampier Highway upgrades.	City of Karratha

Figure 1 – Structure Plan Map



Part Two: Explanatory Section

1 Introduction and Purpose

Part Two of the LSP provides the strategic and planning rationale for the LSP, including:

- Analysis of the site's physical, environmental, and planning context;
- Identification of site opportunities and constraints, and;
- Detailed technical site analysis reporting.

The LSP has been prepared on behalf of the landowners of Lots 1 and 500, Dampier Highway, Gap Ridge. It has been submitted in accordance with the City of Karratha LPS8, which requires a structure plan for land zoned 'Industrial Development'. The subject site was recently rezoned from 'Rural' as part of LPS8 Scheme Amendment No. 64.

The subject site is zoned 'Industrial Development' under the City's LPS8. Industrial uses have historically been taking place on the subject site. Lot 500, specifically, is subject to an 'Additional Use' Clause under LPS8 (A8). A8 allows the operation of the 'Industry Noxious' use class on Lot 500, to allow for the ongoing screening and crushing of civil construction material onsite.

2 Site and Context Analysis

2.2 Physical Context

This section of the LSP describes the subject site's location, physical attributes, surrounding land uses, and the existing infrastructure and services that influence its development potential. It provides a spatial and environmental baseline for understanding how the site interacts with the broader Gap Ridge locality and industrial estate.

2.2.1 Location

The subject site is located within the largely industrial locality of Gap Ridge, approximately 7.5 km west of the Karratha City Centre and 10.5 km south-east of the Dampier townsite. The site is also located around 1 km south of Karratha Airport.

The subject site is co-located with other significant industrial centres within Gap Ridge. The subject site fronts Dampier Highway, which is the primary regional road between Karratha and the airport and forms a major entry corridor into Karratha.

2.2.2 Site Characteristics

The subject site comprises two lots: Lot 500 (approximately 21.9 ha) and Lot 1 (approximately 15.5 ha). Vehicle access is provided via a single connection to Dampier Highway, formed by an approximately 350 m long access leg. The access leg is 20 m wide in total, with each lot holding ownership of a 10 m wide portion.

The site is largely cleared of remnant vegetation, with the surrounding landscape generally characterised by flat plains supporting low shrubland vegetation. Overall, the site's location and physical attributes position it as a strategically located area with strong potential for significant redevelopment, supporting interface opportunities with the evolving and diversifying Gap Ridge industrial precinct.

Refer Figure 2 - Subject Site Aerial

Figure 2 – Site Aerial and Location

2.2.3 Land Tenure

The subject site comprises land held under a mix of private and State ownership. Lot 1, located in the southern portion of the site, is owned in freehold by KAW PROPERTY GROUP PTY LTD, having been previously acquired from the State of Western Australia.

Lot 500, located to the north, remains in the ownership of the State of Western Australia and is managed through a lease arrangement that permits occupation of the land. The surrounding land is identified as unallocated Crown land.

The access leg straddles both lots within the LSP area, a legal shared access agreement is currently in place between both occupants of the land for lawful use of the access leg.

The relevant certificate of title details are provided in Table 1.

2.2.4 Site History

The subject site has a history of industrial use, with the land now largely cleared of remnant vegetation. Lot 500 has supported a civil earthworks, crushing and screening of material, as allowed through City of Karratha Local Planning Scheme No. 8 Amendment 52, which introduced an additional use of 'Industry – Noxious' as an additional use on Lot 500.

More recently, industrial support uses have been approved on Lot 1, including a storage facility / laydown area, and the City has recently gazetted scheme amendment 64 to rezone both Lots 1 and 500 from 'Rural' to 'Industrial Development'.

2.2.5 Physical Environmental Considerations

Landform, Topography and Soils

Topographic contours within the Site are limited. The subject site land has an elevation of approximately 10 m AHD. The surrounding land appears to be relatively flat and undulates only gradually.

A desktop study of the Department of Water and Environmental Regulation (DWER) Acid Sulphate Soil (ASS) mapping identifies that the eastern portion of the subject site has a moderate to low risk of ASS occurring within 3 m of the natural soil surface. There is no mapped risk of ASS occurring in the remainder of the subject site.

The subject site generally grades from west to east, towards an existing stormwater swale.

Contamination

The subject site is not identified as containing a contaminated site in regard to the DWER Contaminated Sites Database.

Notwithstanding, it is understood Lot 500 is identified as a 'potentially contaminated - investigation required' site due to evidence of liquid waste disposal and landfilling onsite. Site-specific audits of Lot 500 will be required to understand the contamination of the land and recommend appropriate remediation works prior to development.

Flora and Vegetation

The site occurs within the Abydos Plain – Roebourne vegetation association described as a mosaic of short bunch grassland/savanna/grass plain and hummock grasslands.

Lot 1 has been partially cleared and historically disturbed, with remnant vegetation remaining in patches. No Threatened flora records were identified within the site from Department of Conservation, Biodiversity and Attractions (DBCA) database searches.

Lot 500 is mostly cleared of vegetation and any remnant vegetation is identified to be of a low quality.

Given the above, vegetation within the LSP area can be managed in accordance with the EPA's objective for landforms.

Refer Figure 3 Native Vegetation Mapping

Fauna and Habitat

Desktop fauna assessment indicates no records of conservation significant fauna within the LSP area. The large levels of previous clearing and low quality of remnant vegetation significantly reduces the likelihood of any fauna habitat being located onsite.

Site Hydrology

The subject site is within the Pilbara Groundwater Area and is underlain by the Pilbara – Fractured Rock aquifer. No significant wetlands are mapped within or in proximity to the subject site.

The subject site is identified as being within the 1:500 storm surge inundation area in accordance with the City's 2012 Coastal Vulnerability Study. The subject site is also impacted by the mapped 1:100 AEP rainfall event development control area.

The LSP is accompanied by a LWMR prepared by Avant Hydro to assesses the capability for the subject site to manage hydrological events onsite.

Bushfire Prone Vegetation

The subject is entirely mapped as bushfire prone. Linfire has prepared a BMP to ensure future development can achieve compliance with Bushfire Planning Guidelines.

The BMP identifies the surrounding and onsite vegetation as largely low-risk vegetation due to the sparse population and low height of the vegetation.

Refer Figure 4 Bushfire Prone Mapping

Figure 3 – Native Vegetation Mapping

Figure 4 – Bushfire Prone Areas

2.2.6 Physical Infrastructure and Services

Stormwater and Flood Management

The LSP is supported by an LWMR prepared by Avant Hydro. The site generally grades from west to east, with stormwater runoff expected to discharge eastward toward the existing swale on the eastern boundary of the site and ultimately to Seven Mile Creek.

Stormwater management for future development will be based on maintaining existing flow paths, protecting habitable uses from inundation, and managing discharge to Seven Mile Creek. The drainage system is expected to include a major/minor drainage approach incorporating kerbed roads, culverts, sedimentation basins and open drainage swales. Industrial lots are to be graded toward road reserves, with runoff conveyed to roadside swales and protected outlets.

Future development will require a Subdivision and Development Water Management Report to confirm the size, location and design of internal stormwater management infrastructure at a more detailed design level.

Minimum building floor levels should provide appropriate freeboard above the 1% AEP flood level within roadside swales and the 1% AEP flood level for Seven Mile Creek.

Stormwater infrastructure within private lots, private accessways or common property will be maintained by the relevant landowner, developer or strata body unless otherwise agreed with the City.

Sewerage

Reticulated sewerage is present in proximity to the subject site. The existing industrial development west of Dampier Highway, opposite the subject site, is fully services by a gravity sewer main and development at the subject site will need to connect to this service.

The existing gravity system is not at a sufficient depth to provide a gravity connection point to Lot 1 and 500 and therefore a private pump station will be required onsite. The anticipated sewerage demand of the envisioned future development under this LSP can be accommodated under Water Corporation capacity requirements.

Future development onsite will be serviced by a private sewerage network. Connections and new infrastructure will be subject to Water Corporation approval. Integration into the Gap Ridge North reticulated sewerage network is anticipated once possible.

Development onsite will ensure compliance with capacity requirements until reticulated sewerage connections can be established.

Water Reticulation

There is existing reticulated potable water infrastructure nearby the subject site.

To provide a potable water supply to the development, suitably qualified persons will be required to design the proposed water reticulation network and submit to the Water Corporation for approval.

Applicable headworks charges will need to be paid by the Developer, and these will be determined by the Water Corporation at the time of application.

The preferred water servicing solution is to connect the subject site to the existing water main 550m south of the site through Lot 570. As Lot 570 is understood to be unallocated crown land, a servicing easement and access arrangements are to be established prior to development. Servicing the site in this fashion will enable efficient

future connections to the rest of Gap Ridge North without expensive main extension works.

The contingency option for reticulated water is to extend the water main along Dampier Highway to the access leg intersection and establishing a metered connection.

These mains can then be used to provide both potable and fire water connections to each lot, noting that flow and pressure checks will need to be done as part of any assessment of fire water supply for the industrial lots.

Power

An existing 132kV transmission overhead line (Karratha to Dampier Line 81) is located along the eastern side of Dampier Highway. This infrastructure does not pose immediate constraints to development.

Existing high voltage (HV) overhead and underground infrastructure is present near to the development site, particularly on the eastern side of Dampier Highway near Resource Road. With overhead lines extending to the site. It is anticipated that this infrastructure will provide a suitable point of connection for the proposed development, subject to Horizon Power assessment.

The subject site currently has an allocated 200kVA connection located along the south-western boundary. This connection is supplied via overhead infrastructure, which is capable of being upgraded. However, the capacity of this infrastructure is limited to 1000kVA and is therefore insufficient to support the expected future development demand.

The engineering servicing report prepared by JDSi further details how power supply can be upgraded to accommodate future industrial development if required.

2.2.7 Movement Considerations

Existing Access and Movement Network

The subject site is accessed via a private road connected to Dampier Highway, which is identified on the Main Roads WA (MRWA) database as a primary distributor. Primary distributor roads are the highest classification of road significance in WA.

The subject site currently provides sealed and unsealed private access for traversal throughout the site internally.

The existing crossover at the Dampier Highway intersection was assessed to be of adequate quality to handle industrial traffic in the regard to road quality and sightlines.

Traffic Volumes and Capacity

The Traffic Impact Statement prepared by PTG Consulting to support the LSP estimates a maximum of 2,188 vehicle trips in and out of the subject site when built out to industrial uses. Actual traffic generation is likely to be less than this figure and dispersed over a large timeframe due to variation in redevelopment and industrial land uses.

Notwithstanding the above, SIDRA analysis of the Dampier Highway intersection concludes that the existing road network has sufficient capacity to accommodate traffic generated by the LSP.

2.3 Community Context

2.3.1 Economic Considerations

Current Economic Profile

The City of Karratha economy is heavily shaped by resource extraction and processing of iron ore and offshore LNG, as well as the associated construction, maintenance, logistics and services that support those operations. The City's 2024/25 Annual Report highlights the core role of Karratha as an export and processing hub with multiple industrial ports and industrial land operations.

The economic significance of these operations puts pressure on maintaining adequate industrial land supply to support these core industries.

Labour Force and Industry Profile

The labour force of the City of Karratha is significantly dominated by the mining and industrial industries. The City's 2024/25 Annual Report produces the following core statistics:

- 5.1% of all business in the City are linked to the construction industry;
- 12.7% of all residents are linked to the mining industry;
- The City provides 14,910 local jobs, 4,755 of which are in the mining industry.

Logistics and trades also dominate the workforce, with the 2021 Census indicating 25.6% of occupations in the City are categorised as technicians and trade workers and 10.9% categorised as machine operators and drivers.

The regional economic profile of the City demonstrates a significant reliance on the industrial trade and logistics economy, which this LSP will facilitate through provision of industrial land.

Industrial Economy

Lucid Economics prepared an Industrial Land Assessment in support of the Scheme Amendment No. 64 proposal. The report provides an analysis of the economic landscape and the demand for Industrial land in Karratha.

The report highlights that 85% of Karratha's local economy is driven by mining activities, leading to significant economic volatility that directly affects industrial land demand.

Historical data indicates that the local economy has experienced periods of rapid growth and decline in line with fluctuations in mining investments. Currently, Karratha's economy is experiencing robust growth, driven by a renewed surge in mining exploration and development projects, reinforcing the urgency to expand industrial land availability.

The assessment identifies a total of 76 hectares of zoned, freehold and serviced industrial land available in Karratha, with a notable shortage of general industry land, compared to the recommended supply of 79 hectares required to meet a ten-year rolling demand.

This shortfall is particularly concerning given that recent trends indicate an accelerated rate of land consumption due to increased industrial activity in the region. The current rate of consumption suggests that all general industry land could be exhausted *within six years*, potentially leading to significant constraints on economic development if no new land is made available.

This LSP provides a framework for industrial land supply to meet demand through facilitating industrial development in accordance with proper and orderly planning principles.

2.3.2 Culture and Heritage

Aboriginal Cultural Heritage

No sites of Aboriginal Cultural Heritage (ACH) significance have been identified within the boundaries of the subject site.

There are four Aboriginal heritage places are located within 2 kilometres of the site:

- Registered Place ID 9601, Thirteen Mile Well 450 m southeast of the Site.
- Registered Place ID 10963, Powerline Survey 054 - Artefacts / Scatter, Artefacts / Scatter; Engraving; Grinding areas / Grooves, 1.3 km west of the Site.
- Registered Place ID 31573, Sub surface cultural material; artefacts/scatter; quarry, 1.1 km southeast of the Site.
- Registered Place 31565, Sub surface cultural material; artefacts/scatter; quarry, 1.2 km southeast of the Site.

The future industrial development facilitated through the LSP is not expected to have any impact on any recognised ACH sites.

Historical Heritage

The closest Historical Heritage feature is the De Grey - Mullewa Stock Route, situated approximately 5.3 kilometres to the south of the subject site. Future development is very unlikely to have any impact on this recognised heritage site given the significant separation.

2.4 Governance Context

2.4.1 State Planning Framework

State Planning Policy 2.5 - Rural Planning (SPP 2.5)

SPP 2.5 was endorsed by the West Australian Planning Commission (WAPC) in December 2016. SPP 2.5 aims to guide land use planning in rural areas to avoid conflicts between rural and non rural land uses and ensure that any changes to land use are compatible with the surrounding environment.

The primary objective of SPP 2.5 is:

> *"..to protect and preserve rural land for rural purposes unless otherwise determined to be appropriate for rezoning"*

The subject site was determined to be appropriate for rezoning to Industrial Development via LPS8 Scheme Amendment No. 64 due to significant encroachment of noxious industrial uses nearby. The encroachment of noxious industrial uses limits the subject site's ability to operate as efficient rural land.

This LSP acts in accordance with the rezoning of the land to facilitate industrial development as the most appropriate use of the land.

State Planning Policy 2.9 - Water (SPP 2.9)

SPP 2.9 was endorsed by the WAPC in December 2025 and requires planning applications to consider all water matters at all stages of the planning process.

In accordance with Section 5 of SPP 2.9, the LSP is to be accompanied by a Local Water Management Report (LWMR). The purpose of the LWMR is to address the following:

"Locate areas for water resource management and protection, identify water services and develop delivery plan and conceptual designs for water infrastructure services."

Avant Hydrology has been engaged to prepare an LWMR in support of this LSP. The LWMR is attached at Appendix 3.

State Planning Policy 3.7 – Bushfire (SPP 3.7)

The latest version of SPP 3.7 was endorsed by the WAPC in November 2024. SPP 3.7 and associated guidelines outlines the bushfire safety measures to be considered at all stages of the planning process.

In accordance with SPP 3.7, this LSP is accompanied by a BMP prepared by Linfire which details how future development can achieve compliance with SPP 3.7 guidelines.

The BMP prepared by Linfire confirms the LSP is compliant with the strategic planning criteria of SPP 3.7.

This LSP does not guide subdivision of the subject land and the accompanying BMP does not assess subdivision. In accordance with the BMP, future subdivision will be dependent on the establishment of secondary access in addition to the existing driveway.

If future subdivision is proposed, a more detailed assessment of proposed new roads and access arrangement will be required with regard to SPP3.7 and associated guidelines.

State Planning Policy 4.1 – Industrial Interface (SPP 4.1)

SPP 4.1 was adopted by the WAPC in July 2022 with the intent of preventing conflict between industrial and sensitive land uses. SPP 4.1 seeks to achieve:

b. appropriate siting and long-term operational certainty for industry
c. appropriate siting of sensitive land uses for the protection of health and amenity for people and the environment
d. sustainable land use planning and development outcomes consistent with broader State strategic planning objectives

The subject site was originally rezoned largely due to the fact that the existing industrial operations onsite were considered incompatible with surrounding rural land. Subsequent development under the LSP will improve the industrial interface with surrounding development.

Future development will need to be designed in accordance with the intent of SPP 4.1 to ensure surrounding rural-zoned land is enabled to operate as efficient rural land. It is also acknowledged that Development WA and the City of Karratha are exploring the potential redevelopment of Gap Ridge North for future industrial development.

The potential interface of the LSP area with the future Gap Ridge North development is strongly considered to ensure appropriate siting and long-term operations of industrial land in the locality.

2.4.2 Local Planning Framework

City of Karratha Local Planning Scheme (LPS8)

The subject site is currently zoned "Industrial Development" under LPS8. Lot 500 specifically is subject to an Additional Use Clause allowing the 'Industry Noxious' use class to be considered as a Discretionary (D) use.

The subject site is also located within the Airport Noise Restriction Special Control Area (SCA) and the Airport Obstacle Height Limitation Area SCA. In accordance with Clause 6.4 of LPS8, future development cannot exceed 45m AHD in height within the SCA.

Refer Figure 5 Local Planning Scheme Map

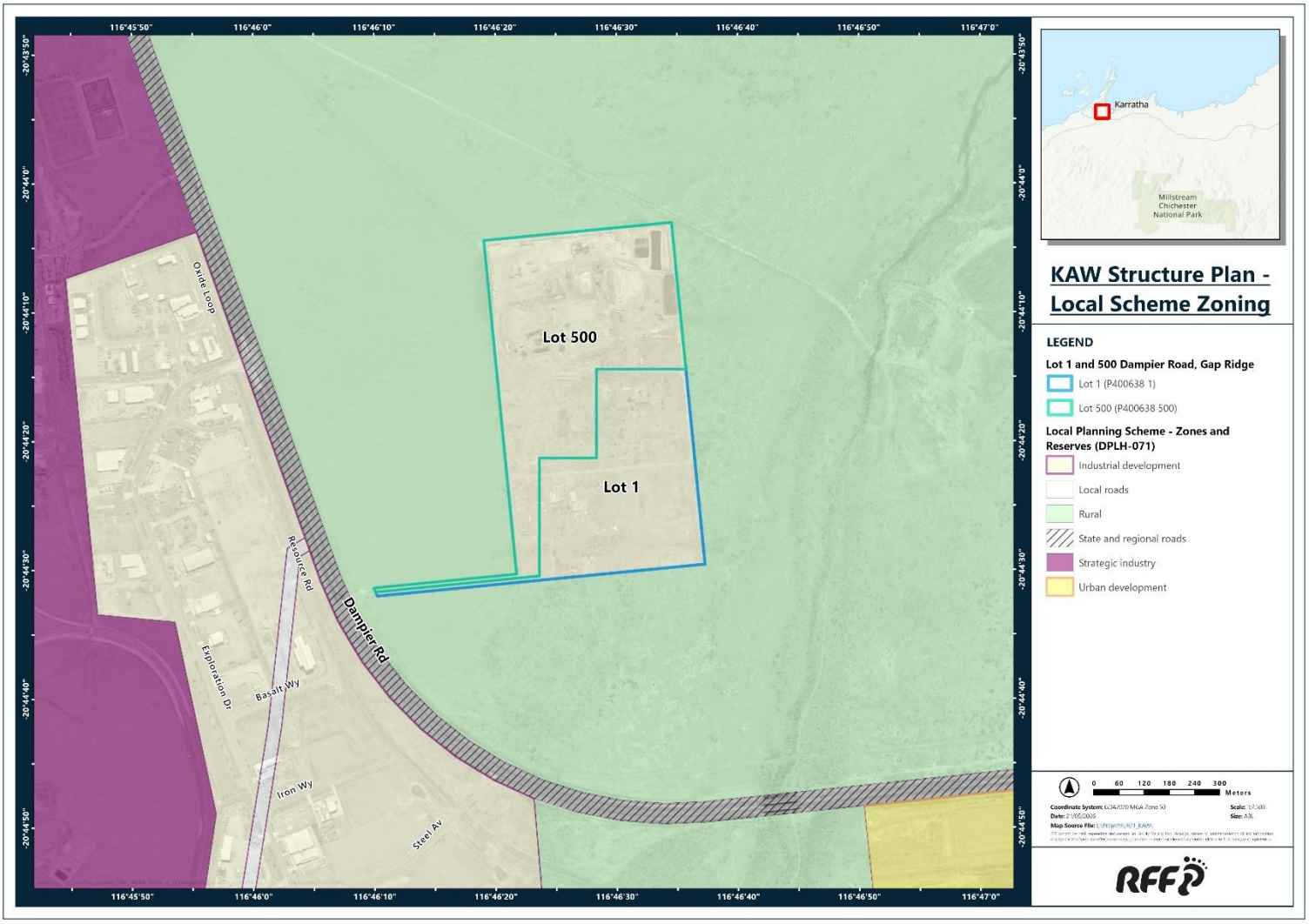
City of Karratha Local Planning Strategy (Local Strategy)

The City's Local Strategy was endorsed by the WAPC on 2 February 2021 for the purpose of setting out the long-term planning directions for the City over the coming 10 – 15 years. It is prepared to guide the growth and development of the municipality in accordance with a vision, objectives and goals.

The land north of the subject site is identified for expanded General Industrial in accordance with the Local Strategy Map. This area is the Gap Ridge North Industrial Area.

Understanding the land north of the subject site is expected to provide industrial development in the future, it is expected development under the LSP will appropriately interface with Gap Ridge North. Future industrial development shall give regard to the presence of Gap Ridge North and promote connectivity.

Figure 5 – Local Planning Scheme Map



3 Opportunities and Constraints

The LSP has been informed by a detailed site analysis, supported by the various technical reporting. A SWOT (strengths, weaknesses, opportunities and threats) analysis is provided below.

Strengths

- The subject site is strategically located between the Karratha Airport and Karratha City Centre, with direct access to Dampier Highway.
- The subject site maintains proximity to significant industrial development in the Gap Ridge area.
- The subject site has minimal remnant vegetation on site, with any existing vegetation of a low quality, allowing redevelopment to have minimal ecological impact.
- The flat topography of the subject site allows for minimal earthworks required for efficient redevelopment of the site.
- The subject site has a history of industrial operations onsite, facilitating further industrial development will not have adverse amenity impacts compared to the current use of the site.

Weaknesses

- The site is split across different tenure arrangements, with one lot in freehold ownership and the other subject to State ownership and leasehold occupation, which complicates delivery through fragmented ownership.
- Access is currently reliant on a single point from Dampier Highway, with bushfire safety regulations and minimal surrounding infrastructure limiting access solutions.
- The subject site is not currently serviced by all required utilities. Infrastructure servicing requirements will be significant to achieve the ultimate development form.
- The subject site is prone to the storm surge area and is located within the 1:100 rainfall event floodplain, requiring further development and consideration to address hydrological impacts.

Opportunities

- Long-term economic sustainability from the LSP is achievable through connectivity to the surrounding Gap Ridge North industrial estate redevelopment.
- The LSP will play a significant role in facilitating more industrial land and address regional industrial land shortages.
- The 'Industry' zone supports diverse industrial uses, while limiting the development of particularly intense industrial development which may pose adverse amenity impacts.
- The subject site is connected by established and high quality transport infrastructure

Threats

- The subject site is impacted by various hydrological considerations impacting surface water drainage and storm-surge vulnerability which require specialist input to resolve.
- The subject site will require additional approvals from state and potentially federal agencies to allow for required vegetation clearing.
- Bushfire safety planning restrictions greatly reduce site access through preventing subdivision.

4 Stakeholder and Community Engagement

This LSP is being prepared following the adoption of LPS8 Scheme Amendment 64, which allows for the rezoning of the subject site from 'Rural' to 'Industrial Development'. Throughout the planning process for Scheme Amendment 64, the rezoning was publicly advertised with extensive and various consultation with the WAPC and City to garner support for the rezoning.

The consultation process resulted in changes to the original proposal, expanding the scope of the rezoning to include Lot 500 as well as Lot 1 to allow for a wider strategic plan. This was a key outcome of the scheme amendment consultation process as it allows the redevelopment of the subject site to strategically integrate into the surrounding Gap Ridge North industrial estate.

In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (Planning Regulations), this LSP is to be advertised to the public for at least 42 days with any submissions to be given due regard for endorsement by the WAPC.

In addition to legislated consultation, there will be further engagement opportunities via public Council and Statutory Planning Committee meetings.

The table below details the expected engagement opportunities throughout the Structure Planning process.

Table 3: Stakeholder Engagement Summary

Stakeholder	Method of Engagement	Purpose
City of Karratha	• Pre-lodgement meeting(s) • Council Meeting(s) • 2 rounds of formal Requests for Further Information (RFIs) and responses	• Confirm in-principle support of design, land use and access • Confirm technical specialist input and content of ecological studies. • Review City's CHRMAP in the context of the subject site. • Clarification of information in RFIs
Department of Planning, Lands and Heritage / WAPC	• Pre-lodgement meeting(s) • Statutory Planning Committee meeting(s)	• Align LSP report with WAPC requirements. • Finalise gazettal of LPS 8 Scheme Amendment 64 to initiate LSP. • Confirm coastal hazard studies with DPLH coastal planning division.
Main Roads WA	• Electronic Correspondence	• Obtain approval for access arrangement and infrastructure quality of surrounding road network.
Department of Fire and Emergency Services	• Referral of Local Structure Plan Report	• Review of Bushfire Management Plan and bushfire mitigation measures.
Community Members, Businesses and Residents	• Public advertising of LSP during stipulated advertising period.	• Invite public comments to be given regard during the endorsement determination from WAPC.

Appendix 1 – Environmental Assessment Report

Appendix 2 – Traffic Impact Assessment

Appendix 3 – Local Water Management Report

Appendix 4 - Bushfire Management Plan

Appendix 5 – Civil Engineering Servicing Report

Appendix 6 – Explanatory Diagrams