



Lot 6 & 5407 Leehey Street & Lot 1 Trig Street

Proposed Scheme Amendment – Additional Use 'Transport
Depot'

December 2025

RFFAUSTRALIA.COM



Document Control

Client: DA Campbell Property Holdings Pty Ltd

Client Contact: Dave Campbell

Version Control

Version	Date	Changes	Authorisation
O1	09.09.2025	Draft Documentation	SOL
O2	09.12.2025	Updating Draft Documentation	SOL
O3	12.12.2025	Final Issue	OH

Planning and Development Act 2005

**RESOLUTION TO PREPARE AMENDMENT
TO LOCAL PLANNING SCHEME**

**Town of Port Hedland Local Planning Scheme No.7
Amendment No.X**

This formal request to Council, pursuant to Section 75 of the *Planning and Development Act 2005*, is to initiate an amendment to the Town of Port Hedland Local Planning Scheme No.7, to:

- a. Remove reference to Lot 5407 Leehey Street, Wedgefield from Additional Use A1 in Table 5 – Specified additional uses for zoned land in Scheme area.
- b. Apply an additional use 'Transport Depot' to Lot 6 & 5407 Leehey Street & Lot 1 Trig Street, Wedgefield within Table 5 – Specified additional uses for zoned land in Scheme area, with the following provisions:

No.	Description of Land	Additional Use	Conditions
A5	Lot 6 & Lot 5407 Leehey Street, Wedgefield and Lot 1 Trig Street, Wedgefield	Transport Depot - 'D'	

- Update the Scheme Maps accordingly.

The Amendment is standard under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reason(s):

- The amendment would have minimal impact on land in the scheme area that is not the subject of the amendment.
- The amendment would not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

Dated this _____ day of _____ 20 _____

Chief Executive Officer



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1 Introduction

RFF Australia, on behalf of DA Campbell Property Holdings Pty Ltd, submits this Scheme Amendment request pursuant to Section 75 of the *Planning and Development Act 2005* to amend the Town of Port Hedland Local Planning Scheme No. 7 (LPS7) by:

- Applying an additional use 'Transport Depot' to Lot 6 & 5407 Leehey Street & Lot 1 Trig Street, Wedgefield.
- Remove reference to Lot 5407 Leehey Street from A1 as it relates to 'Caretaker's dwelling' being an additional use.
- Update the Scheme Maps accordingly.

The Amendment seeks to formalise the existing long-term use of the site as a 'Transport Depot', operated by Campbell Transport for over four decades. The proposal represents a logical and orderly planning outcome that recognises the established industrial function of the site while aligning with the strategic intent of the Town of Port Hedland Local Planning Strategy.

The Amendment has been prepared following extensive consultation and mediation through the State Administrative Tribunal (SAT), culminating in an agreed outcome between the Town of Port Hedland and the landowner to facilitate lawful continuation of the existing operations.

1.2 Background

Lot 6 & 5407 Leehey Street & Lot 1 Trig Street, Wedgefield ('the site'), has been historically used as a 'Transport Depot' for Campbell Transport, a long-established Western Australian logistics company operating from Wedgefield. The business provides bulk haulage, general freight, mining logistics, and agricultural transport across the state and operates a large fleet of heavy vehicles, including light vehicles and Kenworth Tri drive Prime Movers with quad trailers. Ancillary operations include office and workshop activities, refuelling, parking and washdown of vehicles. The site represents an established industrial use consistent with the surrounding Wedgefield industrial precinct. In 2023 compliance issues were raised by the Town of Port Hedland (the Town) stemming from several complains being made regarding alleged unauthorised development, buildings and site operations causing nuisance to adjoining properties. The Town issued a letter to the proponent in October 2023 identifying the alleged areas of non-compliance and highlighting actions requested by the Town, including non-compliance with Development Approval 2005/118.

Since this time, a Directions Notice for Unauthorised Land Uses and Works were issued to the proponent, and the matter has been progressed through the State Administrative Tribunal. This process has resulted in a mediated outcome being agreed between the parties (being the Town of Port Hedland the DA Campbell Property Holdings Pty Ltd), with one of the key actions agreed being the preparation and approval of a scheme amendment to facilitate the lawful use of the site for a 'Transport Depot'.

2 Description of Site

2.1 Location

The subject site is located within the Wedgefield Industrial Estate in the Town of Port Hedland, approximately 1,300 km north-north-east of Perth, 3 km west of Port Hedland International Airport, and 4 km north of the South Hedland Town Centre. Wedgefield is the Town's primary industrial precinct, positioned between Port Hedland and South Hedland and connected to key regional logistics corridors, including the Great Northern Highway, a major heavy-vehicle route servicing the Port and surrounding mining operations (refer **Figure 1 – Locality Plan**).

The immediate locality is characterised by light-industrial land uses on varied lot sizes typical of an established industrial estate. Road reserves generally range between 20–30 metres, and the built form is functional, with limited streetscape treatments. Leehey Street, where the site is predominately situated, accommodates a mix of automotive services, logistics operations and caretaker dwellings, reflecting the diverse industrial character of Wedgefield.

2.2 Subject Site

The site currently contains the Campbell Transport facility and comprises three (3) lots abutting one another, with a primary frontage to Leehey Street and a secondary frontage to Trig Street. In combination, the site has a total area of 3.22 hectares. The site has frontage of approximately 187 metres to Leehey Street and 41 metres to Trig Street.

Table 1 – Lot Particulars

Lot	Street Address	Area	Plan/Diagram	Vol/Folio	Proprietor
5407	12 Leehey Street, Wedgefield	6,388 sqm	PO42593	1731/796	DA Campbell Property Holdings Pty Ltd
6	6 Leehey Street, Wedgefield	2.0232 ha	PO26082	2214/343	DA Campbell Property Holdings Pty Ltd
1	4C Trig Street, Wedgefield	5,619 sqm	DO91496	2084/363	DA Campbell Property Holdings Pty Ltd

Refer Appendix A –Certificate of Title





2.3 Site Characteristics

The key physical characteristics of the site as shown on the Site Plan (Figure 2) are summarised below. Importantly, there are no major environmental or statutory constraints affecting the existing development.

Table 2 – Site Characteristics

Characteristic	Description
Existing development	The subject site is currently occupied by an established Transport Depot, consisting of transport arrivals and departures, office activity, workshop, refuelling, parking and vehicle washdown.
Landform	Topographical data shows the site is relatively flat land.
Geology & Soils	A shallow layer of topsoil overlies silty sand (Pindan), with clayey sands present at depths of approximately 2 m and below. These soils exhibit low permeability, causing rainfall to lead to waterlogging and overland surface runoff towards the nearest waterway.
Acid Sulfate Soils	No site is impacted by acid sulfate soils.
Groundwater	Groundwater levels fluctuate with seasonal rainfall, and water quality is generally brackish to saline due to proximity to the ocean. Extraction is considered unreliable because of variable depths, limited availability, and the nature of the resource.
Contamination	The site is registered on the Contaminated Sites Database as a site that has been 'remediated for restricted use'.
Flood risk	The site is not located within a floodway or flood fringe.
Bushfire risk	The site is not located within a mapped bushfire prone area.
Heritage	The subject site is not located within an identified Aboriginal site on the Aboriginal Cultural Heritage (ACH) Register.

2.4 Surrounding Land Uses

The broader Wedgefield area is characterised by a mix of transport, light-industrial and service-industrial activities, including workshops, storage yards, hire depots and other freight-related operations. Lot sizes, building forms and site layouts within the precinct are generally consistent, contributing to a cohesive industrial environment. The subject site's use as a 'Transport Depot' is compatible with surrounding development and will continue to align with the intended industrial function and amenity of the precinct.



3 Scheme Amendment Proposal

This formal request to Council, pursuant to Section 75 of the *Planning and Development Act 2005*, is to initiate an amendment to the Town of Port Hedland Local Planning Scheme No.7, to:

- Remove reference to Lot 5407 Leehey Street, Wedgefield from Additional Use A1 in Table 5 – Specified additional uses for zoned land in Scheme area.
- Apply an additional use 'Transport Depot' to Lot 6 & 5407 Leehey Street & Lot 1 Trig Street, Wedgefield within Table 5 – Specified additional uses for zoned land in Scheme area, with the following provisions:

No.	Description of Land	Additional Use	Conditions
A5	Lot 6 & Lot 5407 Leehey Street, Wedgefield and Lot 1 Trig Street, Wedgefield	Transport Depot - 'D'	

- Update the Scheme Maps accordingly.

Refer, Figure 3 – Scheme Amendment Map.

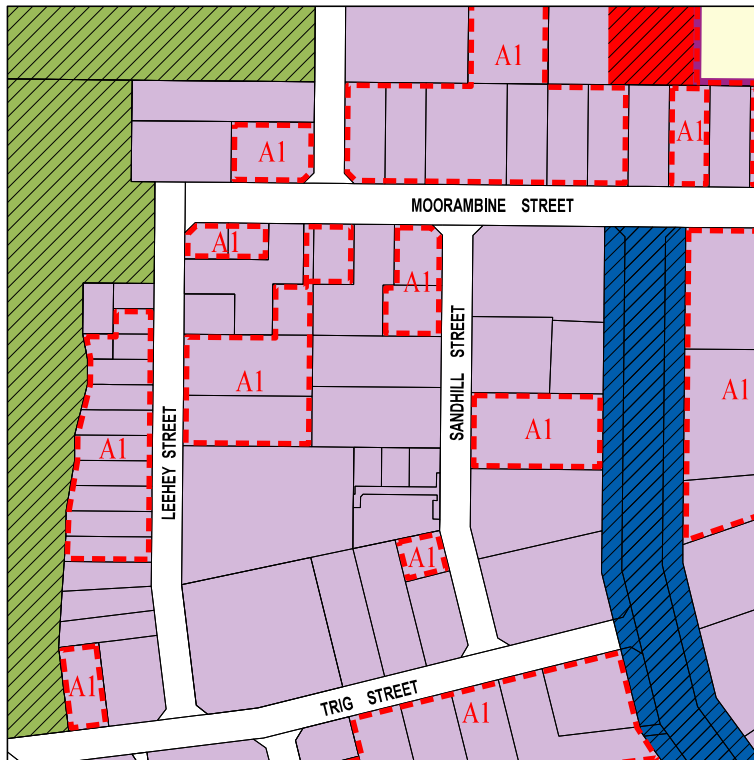
Pursuant to Part 5, Division 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('Regulations'), there are three amendment types: basic, standard and complex. These are defined under Clause 34 of the Regulations. Clause 34 (2) of the Regulations requires the local government to specify in its resolutions to prepare or adopt an amendment, what type of amendment it is, as well as the explanation for forming that opinion.

The proposed amendment is considered a standard amendment, which under clause 34 of the Regulations, for the following reason(s):

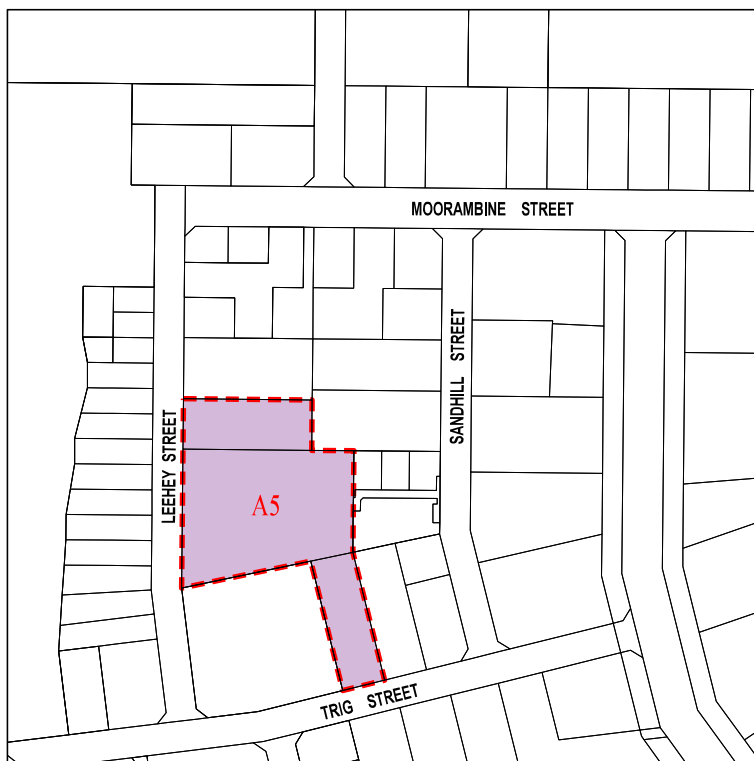
- The amendment would have minimal impact on land in the scheme area that is not the subject of the amendment.
- The amendment would not result in any significant environmental, social, economic or governance impacts on land in the scheme area.

SCHEME AMENDMENT MAP

TOWN OF PORT HEDLAND TOWN PLANNING SCHEME No.7 AMENDMENT No.



EXISTING ZONING



PROPOSED ZONING

LEGEND

LOCAL SCHEME RESERVES

-  ENVIRONMENTAL CONSERVATION RESERVE
-  DISTRICT DISTRIBUTOR ROAD
-  PRIMARY DISTRIBUTOR ROAD

LOCAL SCHEME ZONES

-  INDUSTRIAL DEVELOPMENT
-  LIGHT INDUSTRY

OTHER CATEGORIES

-  ADDITIONAL USE

4 Rationale for Amendment

The proposed Amendment to the Town of Port Hedland Local Planning Scheme No.7 is appropriate for the following reasons:

1. Formalising a Long-Standing Use

- > The Amendment formally recognises a Transport Depot that has operated continuously on the subject land since the establishment of the Wedgefield LIA.
- > It provides a contemporary statutory framework to regularise historic approvals and compliance gaps, creating clarity and certainty for the proponent, the Town and adjoining landowners.
- > Formalising the use through the Scheme ensures the activity can continue in a managed and orderly manner consistent with the expectations of an established industrial precinct.

2. Alignment with Strategic and Statutory Planning Frameworks

- > The proposal is consistent with the Town of Port Hedland Local Planning Strategy, which supports ongoing industrial activity within the older Wedgefield precinct while guiding new heavy transport uses toward Hedland Junction.
- > The site is fully serviced to meet the needs of the activity, benefits from established industrial road connections, and is capable of accommodating heavy-vehicle movements without unacceptable off-site impacts.
- > The Amendment represents a standard amendment under Clause 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, with no significant environmental, social or infrastructure implications arising from the proposed rezoning.

3. Reflecting the Established Character and Evolution of Wedgefield

- > Wedgefield historically developed to support Port Hedland's resource sector, accommodating a mix of light industrial, transport and service-based operations.
- > Over time, informal caretaker accommodation emerged as a common feature of the precinct, enabling operators to remain on-site for security, efficiency and operational reasons.
- > The Town has previously acknowledged this pattern through Additional Use – Caretaker's Dwelling provisions, and the subject site at Leehey Street reflects this long-standing industrial context.

4. Resolution of Non-Conforming Use and SAT-Facilitated Outcomes

- > The Amendment resolves the current non-conforming use situation by formally recognising the Transport Depot and associated operations across the three lots.
- > This outcome follows mediation through the State Administrative Tribunal (SAT), which supported the Town's view that a transport depot is an appropriate land use for the site subject to improved management and compliance.
- > While 6 Leehey Street has established non-conforming use rights, 4C Trig Street and 12 Leehey Street have arguable rights; however, the Town has confirmed it is supportive of development applications to consolidate and manage the broader operations.



- > The Amendment provides the statutory mechanism to regularise these arrangements and ensure the site is managed to contemporary planning and operational standards.

Overall, the Scheme Amendment delivers planning certainty, improves compliance, and supports the continued operation of a long-standing transport business within an established industrial precinct. It represents a balanced outcome that benefits the proponent, the community and the Town by formalising historic land-use arrangements and ensuring the site can operate efficiently and responsibly into the future.

5 Planning Considerations

5.1 State Planning Policy 4.1 – Industrial Interface

The proposed Amendment aligns with the intent of State Planning Policy 4.1 – Industrial Interface (SPP 4.1), which seeks to ensure that industrial areas can function effectively while appropriately managing land-use interactions at their boundaries.

While it is acknowledged that a Caretaker's Dwelling exists on Leehey Street and that historical amenity concerns led to the State Administrative Tribunal (SAT) proceedings, the existence of such dwellings within Wedgefield is a recognised legacy of how the precinct originally developed. Caretaker's Dwellings were introduced specifically to support industrial operations, not to change the industrial character of the area or restrict ongoing transport and logistics activity. As such, they are not treated as sensitive land uses in the same manner as residential zones and must reasonably expect to experience the operational environment typical of an industrial estate.

The Amendment provides an opportunity to address historic interfaces by formalising the 'Transport Depot' and ensuring modernised, compliant operations. Through the accompanying Development Application process, measures such as upgraded site layout, sealed hardstand, rationalised structures and improved access arrangements will further mitigate off-site impacts. These outcomes give effect to SPP 4.1 by improving interface management while ensuring the continued viability of industrial uses within Wedgefield.

5.2 Town of Port Hedland Local Planning Strategy

The Town of Port Hedland Local Planning Strategy (the Strategy) identifies Wedgefield Industrial Estate as the municipality's main industrial area, supporting light industry, transport operations and regional logistics. Within Wedgefield, the Strategy distinguishes between the older legacy precinct and the newer Hedland Junction estate.

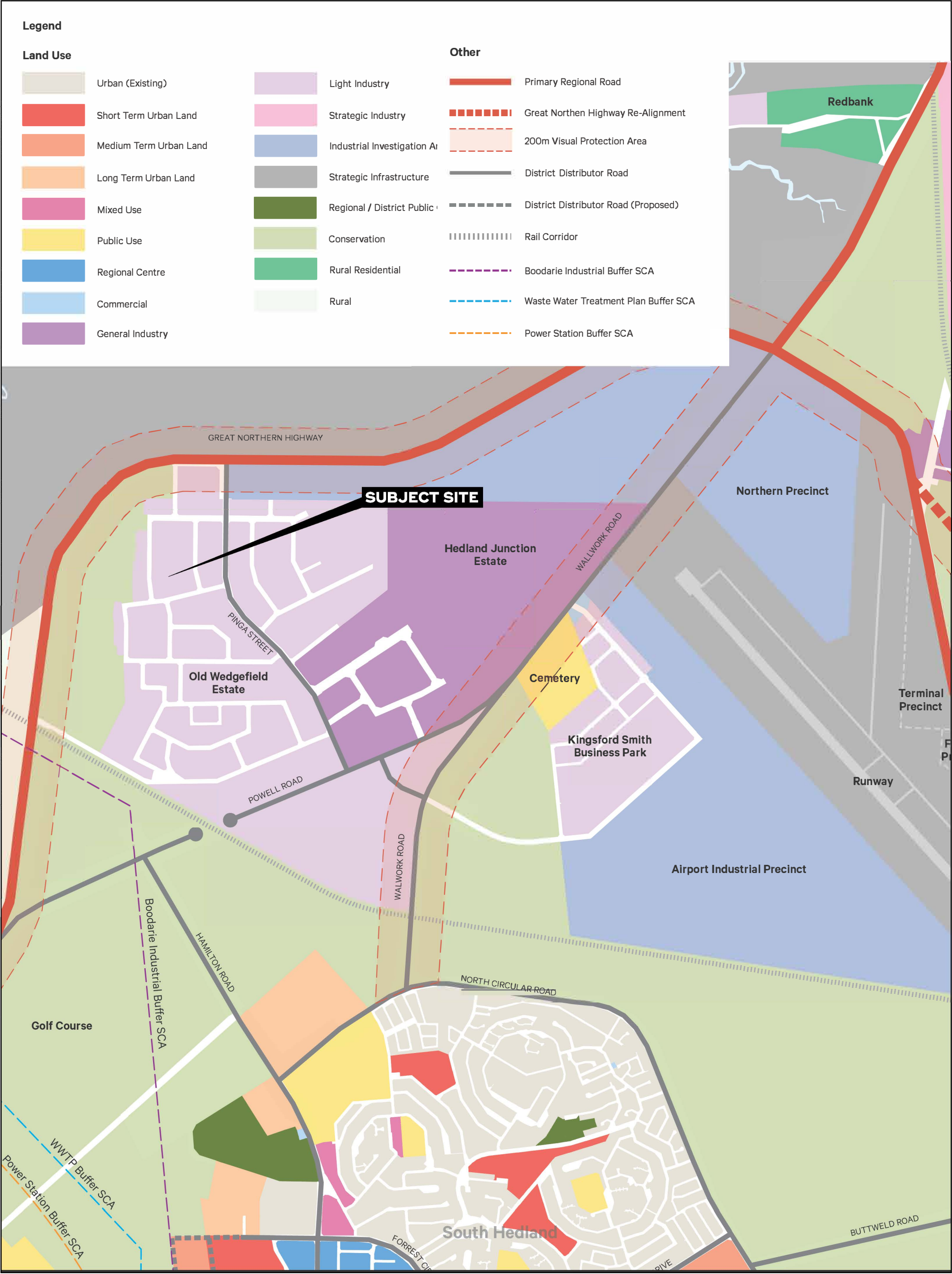
The subject site is located within Older Wedgefield, an area characterised by long-standing industrial uses, smaller lots and narrow road reserves. The Strategy acknowledges that many existing transport and general industrial activities in this precinct operate as non-conforming uses due to historic development patterns, not because they are incompatible with the area's intended industrial function. Caretaker's Dwellings are also recognised as a legacy element, and while new ones are discouraged, existing dwellings are acknowledged but not intended to limit ongoing industrial activity.

The proposed Scheme Amendment is directly aligned with the Strategy because it:

- Formalises an established transport-related use that reflects the historical and intended industrial role of Older Wedgefield.
- Supports the Strategy's objective to rationalise legacy land uses, providing clarity and improved management of existing operations.
- Ensures industrial activities continue in appropriate locations, consistent with Wedgefield's role as a key logistics precinct.
- Does not undermine strategic planning priorities, including directing new heavy-vehicle operations toward Hedland Junction, as this proposal deals solely with an existing, long-standing operation.

Overall, the Amendment provides a planning mechanism to regularise a lawful and compatible industrial use in Older Wedgefield, which is exactly the type of transitional planning outcome anticipated by the Strategy.

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LOCAL PLANNING STRATEGY - FIGURE 4
LOT 6 & 5407 LEEHEY STREET AND LOT 1 TRIG STREET

317-5-003.dgn / 24 October 2025



5.3 Local Planning Scheme No.7

The Town of Port Hedland Local Planning Scheme No.7 (the Scheme), gazetted in January 2021, is the primary statutory instrument regulating land use and development within the municipality. The Scheme provides the statutory framework to guide land use compatibility, ensure orderly development, and manage interface between industrial operations and sensitive uses.

5.3.1 Zoning & Land Use

The subject site is zoned 'Light Industry', which is intended to accommodate industrial and service-based activities generally compatible with urban areas. The zone allows for a range of light and service industries, while seeking to avoid conflicts with residential and commercial activities through appropriate setbacks, screening, and site management. The objectives of the 'Light Industry' zone include:

- *Provide for a range of industrial uses and service industries generally compatible with urban areas that cannot be located in commercial zones; and*
- *Ensure that, where any development adjoins zoned or developed residential properties, it is suitably set back, screened or otherwise treated so as not to detract from residential amenity.*

Under Table 1 – Zoning Table, a 'Transport Depot' is currently identified as an 'X' (not permitted) use in the 'Light Industry' zone. This reflects the Scheme's preference for higher-impact industrial uses, such as large-scale transport depots to be located in 'General Industry' zones, which are specifically designed to accommodate larger vehicles, higher traffic volumes, and heavier industrial activities.

5.3.2 Additional Use

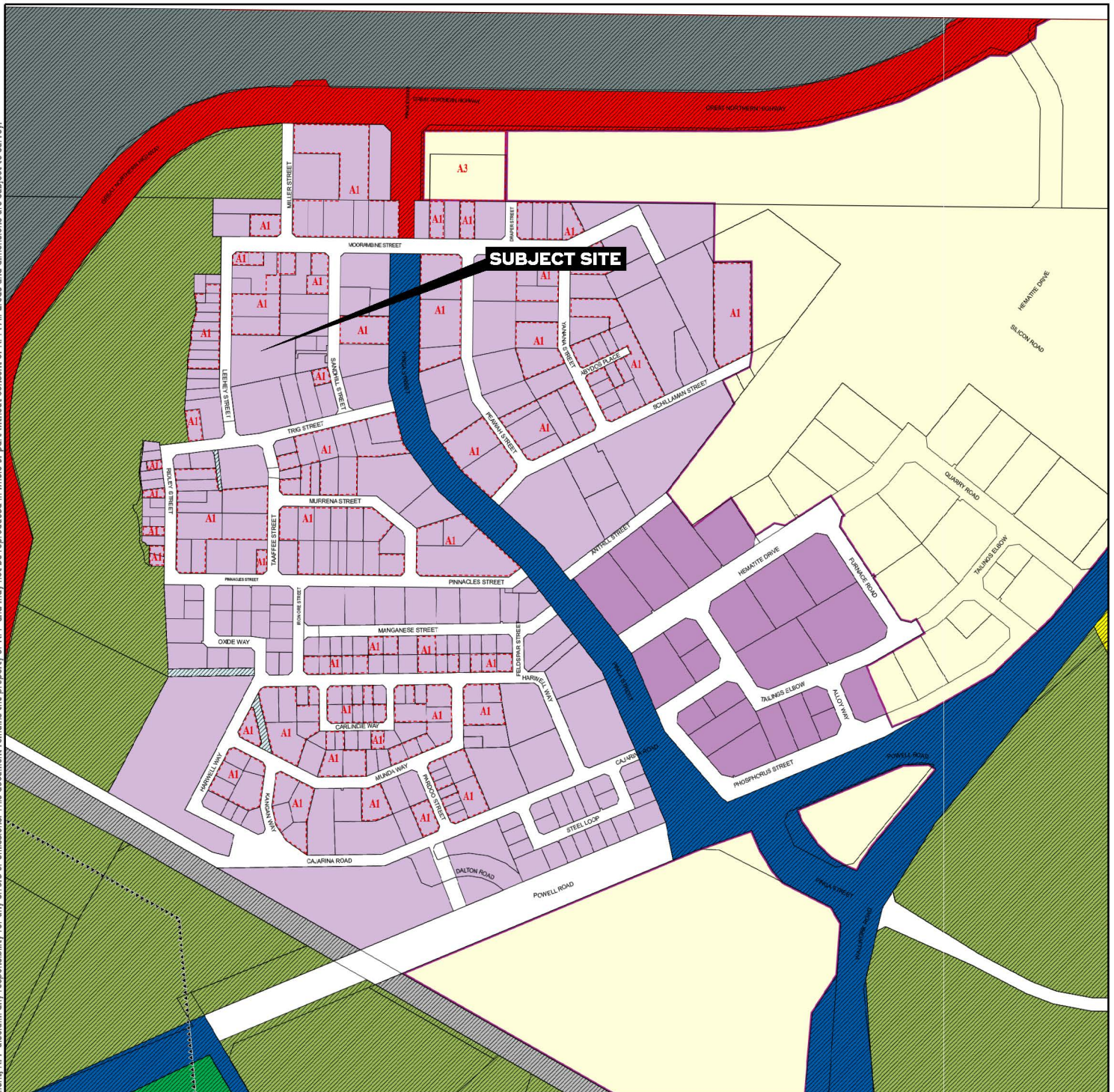
Table 5 of the Scheme identifies circumstances where specific lots may be granted Additional Uses to accommodate land uses not otherwise permitted under the base zoning. The proposed Amendment seeks to modify the Additional Use provisions applying to the subject site in two key ways:

1. Introduce an Additional Use for 'Transport Depot' to formally recognise and permit the long-standing transport operations on the site.
2. Remove the Additional Use for a 'Caretaker's Dwelling' from Lot 5407, aligning with the Town's strategic direction to reduce residential presence within industrial areas and improve land-use compatibility across Wedgefield.

These changes provide a clear statutory basis for the continued operation of an established industrial use while reinforcing the intended industrial character of the 'Light Industry' zone. The Amendment:

- Ensures the site operates lawfully and consistently with the broader industrial framework of Wedgefield.
- Improves alignment with Scheme objectives relating to interface management, operational impacts and amenity.
- Supports the gradual transition of Older Wedgefield toward a more orderly and compatible industrial land-use pattern, while acknowledging its historical development context.

In summary, the proposed Additional Use modifications provide a practical and policy-consistent mechanism to formalise the existing transport operation, remove incompatible residential entitlements, and enhance the overall planning integrity of the precinct.



LEGEND

LOCAL SCHEME RESERVES

- Civic and Community
- Drainage/Waterway
- Environmental Conservation Reserve
- District Distributor Road
- Local Road
- Primary Distributor Road
- Public Open Space

LOCAL SCHEME ZONES

- Centre
- Commercial
- General Industry
- Industrial Development
- Light Industry
- Mixed Use
- Private Clubs, Institutions and Place of Worship
- Residential

- Cemetery
- Education
- Emergency Services
- Infrastructure Services
- Special Purpose Reserve
- Railways
- Strategic Infrastructure

- Rural
- Rural Residential
- Settlement
- Special Use
- Strategic Industry
- Tourism
- Urban Development

OTHER CATEGORIES

(see scheme text for additional information)

- Scheme Area Boundary
- Local Government Boundary
- R20 R Codes
- A1 Additional Uses
- SU1 Special Use Area
- SCA1 Boodarie Industrial Buffer
- SCA2 Gas Power Station
- SCA3 Waste Water Treatment Plant Odour Buffer
- SCA4 South Hedland Landfill Odour Buffer
- SCA5 Mining Dust Buffer Special Control Area
- SCA6 Public Drinking Water Source Area
- SCA7 Coastal Hazard and Risk Management Adaptation Area
- No Zone
- Ocean

5.3.3 Additional site and development requirements

Table 7 of the Scheme sets out the requirements as they relate to development across various zones. Any future development will be required to meet the requirements of Clause 32 – Table 7.

5.4 Local Planning Policies

A summary of the relevant local planning policy considerations is provided in Table 3 below.

Table 3 – Town of Port Hedland Planning Policy

Documentation	Considerations
Local Planning Policy No.8 – Port Hedland International Airport (LPP8)	The subject site is located within the Port Hedland International Airport's Obstacle Limitation Surface (OLS) area, which applies development controls relating to structure height and temporary obstructions such as cranes, floodlights, and antennas. While the proposed additional use ('Transport Depot') will not inherently conflict with these controls, any future development or installation of tall structures will need to be assessed for compliance and referred to the aerodrome operator where necessary.
Local Planning Policy No.11 – Stormwater Management (LPP11)	LPP11 seeks to ensure appropriate stormwater management for development to mitigate flooding and erosion risks. The Wedgefield area is underlain by Pindan soils, which are poorly draining and prone to saturation during heavy rainfall. Any future development associated with the Transport Depot will be required to incorporate on-site stormwater detention and erosion control measures to manage runoff and prevent adverse impacts on adjoining properties or the public drainage network.
Local Planning Policy No.2 – Advertising Signs (LPPO2)	LPPO2 provides guidance on signage requirements within the Town and identifies when development approval is required. Signage associated with the 'Transport Depot' (such as business identification or directional signage) must comply with the development standards of this policy. Where signage meets the policy requirements, planning approval will not be necessary. Any signage will be dealt with as part of any Development Application.
Local Planning Policy No.3 – Shipping/Sea Containers and Transportable Buildings (LPPO3)	LPPO3 outlines design and siting standards for shipping containers and transportable buildings to ensure these structures contribute positively to industrial amenity and streetscape character. Should any future development of the 'Transport Depot' involve the placement of transportable offices or storage containers, compliance with LPPO3 will be required to maintain an orderly and consistent built form within Wedgefield.
Local Planning Policy No.4 – Percent for Public Art (LPPO4)	LPPO4 establishes the Town's public art contribution framework. This policy applies to new development with a total project value exceeding \$2 million. While the proposed



Documentation	Considerations
	Scheme Amendment itself does not trigger the contribution, any future development application exceeding this threshold will be subject to the Town's one percent (1%) public art requirement or cash-in-lieu contribution, consistent with the Town's Arts and Culture Strategy.

6 Impacts and Management

6.1 Traffic & Access

The site is well connected to the existing Wedgefield industrial road network and benefits from dual frontages to Leehey Street and Trig Street, providing flexibility for access, circulation and vehicle management associated with transport-related operations.

6.1.1 Crossovers and Access

Vehicle access is currently provided via one (1) crossover to Trig Street and three (3) crossovers to Leehey Street. These crossovers provide adequate width and geometry to accommodate heavy-vehicle movements typical of a 'Transport Depot'. As part of the development application, crossover upgrades and internal access improvements will be undertaken in accordance with the Town's engineering standards and verified through detailed swept-path analysis to demonstrate safe and efficient manoeuvrability for the site's vehicle types.

6.1.2 Vehicle Movements and Traffic Flow

Operational traffic predominantly enters the site from Trig Street, with heavy vehicles exiting onto Leehey Street. Staff and visitors primarily utilise the Leehey Street entry, accessing the consolidated parking areas shown on the development plans (**Appendix B**). The future sealing of hardstand areas and the delineation of internal circulation routes will improve operational safety, reduce dust emissions and manage stormwater runoff, thereby mitigating any potential impacts on adjoining lots and road reserves.

Swept-path analysis confirms that all heavy vehicles can safely enter, circulate and exit the site in forward gear, with sufficient clearance and turning space to meet the Town's requirements and accepted industrial design standards.

6.1.3 Onsite Car Parking

A consolidated parking area accommodating a minimum of 30 bays will be provided within the site, consistent with discussions held with the Town. All car parking, light and heavy vehicles, will be contained within the site boundaries, with no parking permitted within the adjacent road reserves. This arrangement ensures efficient on-site management and avoids conflict with the industrial road network.

6.2 Landscaping

Landscaping will be installed along the Leehey Street frontage, between crossovers and to a minimum width of 1.5 m, consistent with Table 7 of the Scheme. Landscaping details will be provided within the development application to enhance the streetscape appearance while remaining compatible with Wedgefield's industrial character and climatic conditions.

6.3 Offsite Impacts

The proposal will not result in additional off-site impacts beyond those historically associated with the long-standing transport operations. To further mitigate potential emissions:

- Residual haulage materials such as sand, soil, dust and ore will not be stored on the ground or in an unenclosed manner.
- Trailer residue will be managed within designated trailers located at 4C Trig Street, ensuring material is contained and dust generation is minimised.



These measures ensure that the operational impacts of the 'Transport Depot' remain appropriately managed and do not adversely affect neighbouring sites or the industrial precinct.

6.4 Servicing & Infrastructure

The site is currently serviced and capable of supporting the existing and proposed operations, with upgrades to be addressed at the development application stage where required.



7 Conclusion

The proposed Scheme Amendment represents a logical and site-responsive refinement to Local Planning Scheme No. 7. It formalises an established Transport Depot that has operated on the land for decades, while enabling improved site management, compliance and amenity outcomes. The Amendment does not introduce new land-use conflicts or environmental impacts. Rather, it aligns with the Town's strategic planning direction for Older Wedgefield and supports orderly and proper planning by regularising a legacy industrial use within the precinct.

PLANNING AND DEVELOPMENT ACT 2005
TOWN OF PORT HEDLAND
LOCAL PLANNING SCHEME NO. 7 – AMENDMENT NO. XX

The Town of Port Hedland under and by virtue of the powers conferred upon it in that behalf by the Planning and Development Act 2005 hereby amends the above local planning scheme by:

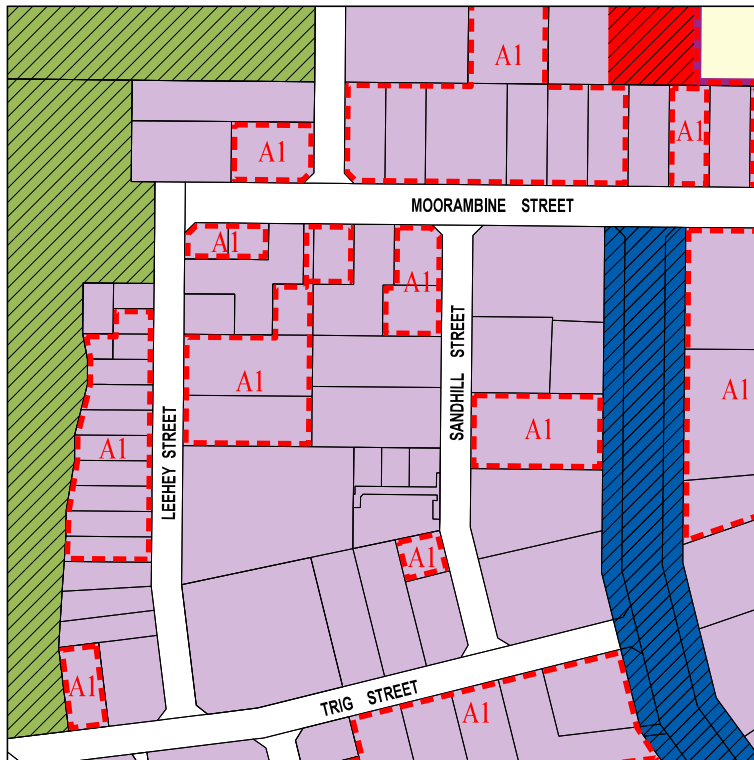
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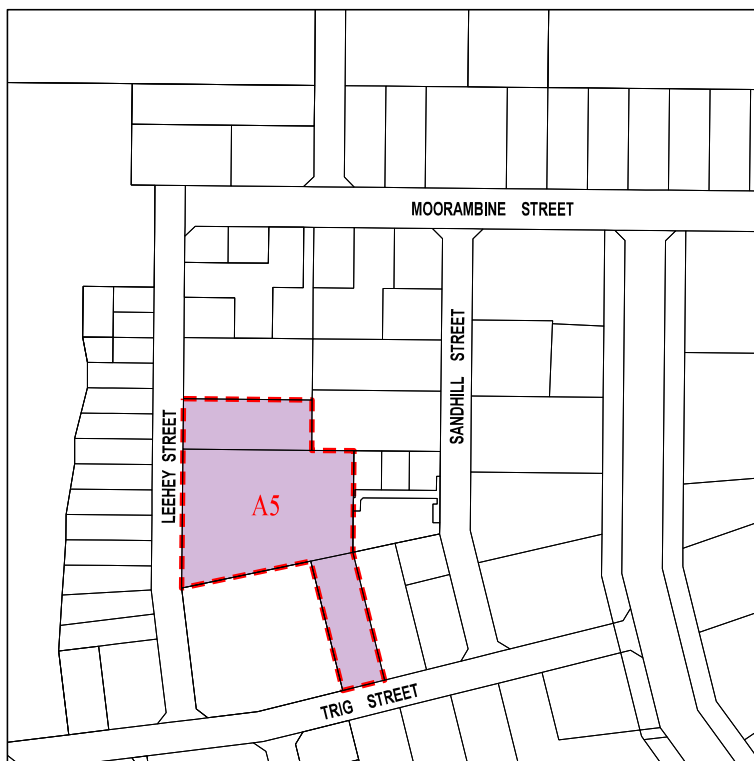
- Update the Scheme Maps accordingly.

SCHEME AMENDMENT MAP

TOWN OF PORT HEDLAND TOWN PLANNING SCHEME No.7 AMENDMENT No.



EXISTING ZONING



PROPOSED ZONING

LEGEND

LOCAL SCHEME RESERVES

-  ENVIRONMENTAL CONSERVATION RESERVE
-  DISTRICT DISTRIBUTOR ROAD
-  PRIMARY DISTRIBUTOR ROAD

LOCAL SCHEME ZONES

-  INDUSTRIAL DEVELOPMENT
-  LIGHT INDUSTRY

OTHER CATEGORIES

-  ADDITIONAL USE

COUNCIL ADOPTION

This Standard Amendment was adopted by resolution of the Council of the Town of Port Hedland at the Ordinary Meeting of the Council held on the [number] day of [month], 20[year]

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RESOLUTION TO ADVERTISE

By resolution of the Council of the Town of Port Hedland at the Ordinary Meeting of the Council held on the [number] day of [month], 20[year], proceed to advertise this amendment.

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

COUNCIL RECOMMENDATION

This Amendment is recommended for [support with/without modification or not support] by resolution of the Town of Port Hedland at the Ordinary Meeting of the Council held on the [number] day of [month], 20[year], and the Common Seal of the Town of Port Hedland was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

WAPC RECOMMENDATION FOR APPROVAL

.....
DELEGATED UNDER S.16 OF
PD ACT 2005

DATE

Approval Granted

.....
MINISTER FOR PLANNING

DATE



Appendix A: Certificate of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1731

796

RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 5407 ON DEPOSITED PLAN 184496

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

DA CAMPBELL PROPERTY HOLDINGS PTY LTD OF CARE OF GRANT THORNTON AUSTRALIA LTD 'CENTRAL PARK' LEVEL 43 152-158 ST GEORGES TERRACE PERTH WA 6000

(T P042593) REGISTERED 14/2/2022

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. Q573791 MORTGAGE TO SCOTTISH PACIFIC BUSINESS FINANCE PTY LTD OF LEVEL 21 600 BOURKE STREET MELBOURNE VIC 3000 REGISTERED 5/9/2025.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1731-796 (5407/DP184496)
PREVIOUS TITLE: 1614-846
PROPERTY STREET ADDRESS: 12 LEEHEY ST, WEDGEFIELD.
LOCAL GOVERNMENT AUTHORITY: TOWN OF PORT HEDLAND



WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

2214

343

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 6 ON DEPOSITED PLAN 26082

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

DA CAMPBELL PROPERTY HOLDINGS PTY LTD OF CARE OF GRANT THORNTON AUSTRALIA LTD 'CENTRAL PARK' LEVEL 43 152-158 ST GEORGES TERRACE PERTH WA 6000

(T N903142) REGISTERED 23/5/2018

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. M526496 CAVEAT BY B P AUSTRALIA PTY LTD AS TO PORTION ONLY LODGED 20/1/2014.
2. P286738 MEMORIAL. CONTAMINATED SITES ACT 2003 REGISTERED 15/9/2022.
3. Q573782 MORTGAGE TO SCOTTISH PACIFIC BUSINESS FINANCE PTY LTD OF LEVEL 21 600 BOURKE STREET MELBOURNE VIC 3000 REGISTERED 5/9/2025.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP26082
PREVIOUS TITLE: 1352-354, 1701-757
PROPERTY STREET ADDRESS: 6 LEEHEY ST, WEDGEFIELD.
LOCAL GOVERNMENT AUTHORITY: TOWN OF PORT HEDLAND



WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

2084

363

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 1 ON DIAGRAM 91496

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

DA CAMPBELL PROPERTY HOLDINGS PTY LTD OF CARE OF GRANT THORNTON AUSTRALIA LTD 'CENTRAL PARK' LEVEL 43 152-158 ST GEORGES TERRACE PERTH WA 6000

(T N903142) REGISTERED 23/5/2018

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. Q573793 MORTGAGE TO SCOTTISH PACIFIC BUSINESS FINANCE PTY LTD OF LEVEL 21 600 BOURKE STREET MELBOURNE VIC 3000 REGISTERED 5/9/2025.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2084-363 (1/D91496)
PREVIOUS TITLE: 271-89A
PROPERTY STREET ADDRESS: 4C TRIG ST, WEDGEFIELD.
LOCAL GOVERNMENT AUTHORITY: TOWN OF PORT HEDLAND





Appendix B: Development Plan

