

Scheme Amendment No. 64 – Rezoning of Lot 1 Dampier Road, Gap Ridge from “Rural” to “Industrial Development”

No	Agency	Category	Referral Comments	Applicant Comments	Officer Comments
1	DFES	Does not support	The new State Planning Policy 3.7 Bushfire (SPP3.7) and associated Planning for Bushfire Guidelines were published on 24 September 2024 and became operational for applications lodged with decision makers from 18 November 2024. Whilst this application appears to have been lodged after 18 November as the Scheme Amendment Report is dated 19 December 2024, the Bushfire Management Plan (BMP) is dated 10 October 2024. Accordingly, the decision maker should note that this advice relates only to the 2015 State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7) and 2021 Guidelines for Planning in Bushfire Prone Areas (version 1.4) (Guidelines).	<p><i>Comments were provided by Western Environmental on behalf of the applicant.</i></p> <p>DFES comment noted. No action required.</p>	<p>The City acknowledges DFES’ concerns regarding the potential for future non-compliance with SPP 3.7 and the associated Guidelines due to the current access limitations and absence of a secured second egress point. The battleaxe leg exceeds 450m in length and is not compliant with current emergency access standards, and informal tracks over Unallocated Crown Land (UCL) do not constitute lawful emergency egress without tenure arrangements and ongoing maintenance responsibilities approved by the Department of Planning, Lands and Heritage.</p> <p>While the BMP supports the current temporary laydown use, it does not sufficiently address future intensification. The City agrees that intensified industrial development at the site would require upgraded access arrangements to comply with bushfire planning requirements. These matters are best resolved through a coordinated precinct-wide approach.</p> <p>As such, the City considers that future access and bushfire management requirements must be addressed through the preparation of a Technical Feasibility Study and the District Structure Plan (DSP) for the broader Gap Ridge North DIA, including Lot 1 and Lot 500. Until this planning is completed, no intensification of use will be supported. A revised BMP will be required at future planning stages to demonstrate compliance with updated bushfire standards.</p>
2			The subject site currently complies with the vehicle access requirements of SPP 3.7 as a single lot. Rezoning would result in the potential for future subdivision for industrial land uses which could accommodate high risk land uses. The lot is surrounded on all sides by Unallocated Crown Land. It is considered that the approval of the Scheme Amendment would result in legacy non-compliance at subsequent planning stages.	<p>WEPL disagrees with the DFES comment.</p> <p>Future development at the subject site will be considered industrial development. The new (2024) versions of State Planning Policy 3.7 Bushfire (SPP 3.7) and the Planning for Bushfire Guidelines (the Guidelines) do not require Development Applications (DAs) for industrial development to provide two access routes (refer to Bushfire Protection Criteria 7 in the Guidelines). Therefore, future DAs will be compliant with the most current bushfire planning policy and the DFES comment, whilst noted, is not considered to be relevant.</p> <p>In addition, there are numerous access tracks within the Unallocated Crown Land (UCL) leading to Dampier Highway. One in particular, north of the subject site, connects to Dampier Highway via a formal asphalt intersection. Whilst this is not a public road, there is nothing expressly prohibiting emergency access across UCL by a member of the public, should the need arise.</p> <p>Finally, the scheme amendment report makes no reference to subdivision of the subject site and the BMP states “Linfire are not aware of any specific decision whether to seek subdivision of the project area”. The BMP goes on to simply raise that there would need to be vehicular access arrangements secured in order to comply with the Guidelines, should subdivision be pursued. As such, the assumption from DFES that the subject site will be subdivided is unable to be validated.</p> <p>No modification to the BMP is required.</p>	
3			Further clarification is required within the BMP of the requirements of SPP 3.7 and the supporting Guidelines as outlined in our assessment below.	Refer to specific responses below.	
4			<p>Vehicular Access Assessment</p> <p>A3.1 – not demonstrated</p> <p>The battle-axe easement currently servicing the site is stated in the BMP as being 10 metres wide. It is unclear if this width can be</p>	<p>WEPL disagrees with the DFES comment.</p> <p>This level of detailed is not appropriate for a BMP supporting a Scheme Amendment. Further details will be provided in future BMPs supporting subsequent planning applications.</p>	

			converted to a public road standard of sufficient width to service an industrial area. Action Modification to the BMP is required.	No modification to the BMP is required.	
5			Assessment A3.2a – does not comply The site is currently a battle-axe lot with a single access leg 450 metres in length connecting to Dampier Road. The BMP acknowledges that compliance at future structure plan/subdivision stage cannot be achieved unless a secondary access to Dampier Road is provided. SPP 3.7 requires compliance at the strategic planning stage or demonstration that compliance can be achieved at subsequent stages to avoid creating legacy non-compliance issues. No evidence has been provided in the BMP that a public road or Emergency Access Way can be provided through the Unallocated Crown Land. Action Does not comply	WEPL disagrees with the DFES comment. Refer to the response in Item 2 above. No modification to the BMP is required.	
6			Recommendation – not compliant with acceptable solutions The scheme amendment is not compliant as it cannot meet the requirements of Element 3: Vehicular Access. The proposal is intensifying land use in a bushfire prone area with only one point of access and egress. DFES recommends that due consideration be given to the above non-compliances with SPP 3.7 and Guidelines.	WEPL disagrees with the DFES comment. Refer to response in Item 2 above. No modification to the BMP is required.	
7	Development WA	Does not support	DevelopmentWA does not object to the provision of additional industrial land within Karratha, provided it is delivered in a coordinated manner consistent with orderly and proper planning principles. Accordingly, the rezoning of Lot 1 to 'Industrial Development' should only proceed with due consideration of its potential for future industrial use, subject to appropriate site investigations and the establishment of a comprehensive planning framework for the wider Development Investigation Area 9: Gap Ridge North (DIA 9)		The City supports Development WA's position that any future development of Lot 1 should be coordinated through a strategic planning framework that considers the broader context of DIA 9. The City agrees that premature rezoning or site-specific development proposals could risk compromising future infrastructure planning, particularly with regard to Dampier Highway access, RAV10 vehicle movements, bushfire safety, and servicing.
8			Lot 1 is adjacent to DIA 9, an area identified by both DevelopmentWA and the City of Karratha Local Planning Strategy as having the potential to accommodate future industrial expansion once the existing Gap Ridge Industrial Estate reaches full development. It is noted that the current land supply within Gap Ridge Industrial Estate is projected to meet demand for an estimated seven years. Consequently, DevelopmentWA's planning for Gap Ridge North remains at a preliminary investigation stage, with the primary focus being on the delivery of the remaining industrial lots within the existing estate before further advancing planning for Gap Ridge North.		In response, the City's recommended approach is to support Scheme Amendment No. 64 to rezone Lot 1 to "Industrial Development" on the condition that no intensification of industrial land uses occurs until a Technical Feasibility Study and DSP are progressed to the City's satisfaction. The City has formally invited Development WA to collaborate on this work, which would also include Lot 500. This will ensure coordinated access, infrastructure delivery, and land use planning in alignment with proper and orderly planning principles.
9			DevelopmentWA considers that any future development of Lot 1 should align with the broader planning and infrastructure requirements of Gap Ridge North, particularly in relation to Dampier Highway access, servicing provisions, and site layout considerations. Given the likelihood that Main Roads WA will seek to limit the number of intersections along Dampier Highway and the associated design implications for RAV10 vehicle movements, access arrangements for Lot 1 must not compromise the long-term functionality of Gap Ridge North as a future industrial precinct.		

10			Furthermore, any future development planning should consider not only intersection and road network design to accommodate RAV10 vehicles but also bushfire emergency access requirements for the broader DIA 9 area.		
11			Should Scheme Amendment No. 64 be endorsed and Lot 1 rezoned to 'Industrial Development,' DevelopmentWA strongly recommends that further strategic planning be undertaken to guide the coordinated development of DIA 9, rather than proceeding on an ad hoc basis. To this end, DevelopmentWA requests ongoing consultation with the City of Karratha and the applicant at the appropriate stage to ensure that the resulting planning framework fully supports the long-term development potential of DIA 9.		
12	Water Corporation	No objection	Water Corporation has no objection to the proposed rezoning of this lot.		<p>The City acknowledges the Water Corporation's advice that while it does not object to the rezoning, servicing of the site with water and sewer infrastructure will be complex and costly. The Engineering Servicing Report submitted in support of the Scheme Amendment is based on the current laydown/storage use and does not provide adequate servicing information for more intensive development scenarios.</p> <p>The City agrees that a more detailed assessment of servicing infrastructure is necessary before any industrial intensification occurs. These issues will be addressed through the Technical Feasibility Study and DSP for the broader Gap Ridge North DIA. Future applications for subdivision or development must demonstrate that adequate services can be delivered in accordance with the requirements of the Water Corporation, and at the cost of the proponent.</p>
13			It should be noted that Wastewater servicing is not easily accessible to the site and will require extensive, expensive upgrades and infrastructure which will be at the cost of the developer. Any future attempt for a wastewater service should be first discussed with the Water Corporation to discuss options. Water Servicing can be extended to the site from nearby services. This too will be at the developers cost		
14			<p>This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.</p> <p>For further information about building applications, the developer should follow this link: https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application</p>		
15			The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works associated with the Water Corporation. Water Corporation may also require land being provided for works.		
16			The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative		