

CITY OF SWAN
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SOUTH BULLSBROOK INDUSTRIAL PRECINCT
LOCAL STRUCTURE PLAN 1

PART 1 - STATUTORY PROVISIONS
JANUARY 2015



06 FEB 2015
FILE SPN/0600

SOUTH BULLSBROOK INDUSTRIAL PRECINCT - LOCAL STRUCTURE PLAN 1

PART 1 - STATUTORY PROVISIONS

January 2015

(2230Rep122G)

Project Team:

Project Manager:	Saracen Properties
Project Manager:	Tuart Properties
Planning Assessment and Urban Design:	CLE Town Planning & Design
Environmental Assessment:	Emerge Associates
Groundwater & Drainage Assessment and Monitoring:	Emerge Associates
Traffic Analysis:	Arup
Engineering Infrastructure and Services:	Cossill & Webley

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PLANS

Plan A – South Bullsbrook Industrial Precinct Local Structure Plan 1

ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Swan
Local Planning Scheme No.17

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

17 MARCH 2015

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

19 OCTOBER 2035

1.0 STRUCTURE PLAN AREA

This Local Structure Plan shall apply to all of lots 190 and 123 Great Northern Highway, lots 186-188, 184 and 6 Stock Road, lots 5, 185 and 189 Warren Road, as well as the Industrial zoned portion of lot 300 Stock Road, and lots 800 and 177 Warren Road, and all existing road reserves being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Plan A).

2.0 STRUCTURE PLAN CONTENT

This Local Structure Plan comprises the:

- a) Statutory Report (Part One);
- b) Explanatory (non-statutory) Report (Part Two); and
- c) Technical Appendices (Part Three).

Part One of the Local Structure Plan includes only the structure plan map and requirements that need statutory effect. Part Two of the Local Structure Plan justifies and clarifies the provisions contained in Part One, and is used as a reference guide to interpret and implement Part One.

3.0 INTERPRETATION AND SCHEME RELATIONSHIP

Unless otherwise specified in this part, the words and expressions used in this Local Structure Plan shall have the respective meanings given to them in the City of Swan Local Planning Scheme No. 17 (the Scheme).

The South Bullsbrook Industrial Precinct Local Structure Plan 1 constitutes a Local Structure Plan required to be prepared prior to subdivision and development of the subject land pursuant to the Schedule 4 – Special Use provisions of the Scheme applicable to the South Bullsbrook Industrial Precinct – Special Use Zone.

Plan A forms part of the statutory provisions of this Structure Plan and provides the framework for subdivision and development of the site. Where any variation arises between any provision of the plan and / or tables and a provision of the Scheme, the provision of the structure plan shall prevail to the extent of that variation and shall apply as an intended variation to the Scheme.

4.0 OPERATION

In accordance with clause 5A.1.12.1 of the Scheme, this Structure Plan shall come into operation when it is endorsed by the Western Australian Planning Commission (WAPC) pursuant to clause 5A.1.10.2 of the Scheme.

5.0 LAND USE AND SUBDIVISION REQUIREMENTS

5.1 Zones and Reserves

Plan A prescribes the zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

5.2 Land Use Permissibility

Land use permissibility shall be in accordance with Clause 4.3 – Zoning Table of the Scheme. In addition, the uses set out in Table 1 below are classified as either ‘A’ or ‘D’ uses pursuant to the Scheme.

Table 1 – Additional Permissible Land Uses

Zone	Use Class	Zoning Table Symbol
Highway Service Zone	Land Sales Office ¹	D
	Shop ²	D
General Industrial Zone	Land Sales Office	D
	Food and Beverage Production	D
	Service Station	A

1. Land Sales Office is a building of either a temporary or permanent nature, and incidental car parking and facilities, used directly in relation to the sale of land in new estates. Planning approval for a Land Sales Office in the Highway Service and General Industrial zones shall be for a maximum period of 2 years.

2. The additional use of “Shop” shall be limited in application to large format retail premises which comprise not less than 1000m² of Gross Leasable Area, and where the goods retailed would not otherwise be considered to fall within the use class of “Showroom” as defined under the City’s Local Planning Scheme.

5.3 Changes in Land Use

Subject to clauses 3.4 and 8.2 of the scheme, all development on land zoned and reserved under this Structure Plan requires the prior approval of the local government.

5.4 Subdivision Road Access

Access to Great Northern Highway and Stock Road shall be in accordance with the access arrangements shown on Plan A, unless otherwise agreed with Main Roads WA and the Western Australian Planning Commission at the time of subdivision or development.

6.0 DEVELOPMENT REQUIREMENTS

Development standards and requirements shall be in accordance with the Scheme and applicable local planning policies unless specifically provided in this section.

6.1 Car Parking

On site car parking ratios for the LSP area are as shown in Table 2 below.

Table 2 – Car Parking Standards

Use Class	Parking Standard
General Industry	1.3 spaces per 100m ² GLA;
Light Industry	1.5 spaces per 100m ² GLA
Warehouse	1 space per 300m ² GLA
Transport Depot	1 space per 300m ² GLA
Storage	1 space per 300m ² GLA. Where the 'Storage' use is limited to outdoor storage only and there are no buildings existing or proposed, parking shall be provided at 1 space per employee, with a minimum of 5 spaces in total.
Incidental Office	1.8 spaces per 100m ² gross leasable office area (where office is an incidental use to the industrial use).

¹Definition of Gross Leasable Area (GLA) is as per Schedule 1 of the Scheme.

- 6.1.1 Car parking standards for all other land uses not listed in Table 2 above shall be in accordance with the Scheme and any applicable local planning policy.
- 6.1.2 The City of Swan may vary car parking standards in accordance with Part 5.5 of the Scheme as part of any development application.

6.2 Interface to Conservation Areas

A managed interface shall be provided to the Ellen Brook Rural zone, Nambad Brook and Ki-it Monger Brook conservation area. The managed interface shall be in accordance with an approved Wetland Management Plan, to be prepared at the time of subdivision, and the Council may require the managed interface to be constructed prior to commencement of use of the land as a condition of planning approval at development application stage, where it has not already been constructed as part of subdivision works.

6.3 Bushfire Protection

A 20 metre Building Protection Zone (BPZ) shall be provided where shown on Plan A in order to minimise bush fire threat to industrial areas.

6.4 Foreshore Management Reserves

The Public Purpose – Foreshore Management reserves applicable under the Structure Plan to lands containing the Ki-It Monger Brook or Nambad Brook shall be of a minimum width of 30 metres as measured from the top of the bank either side of these water courses with an additional 4 metres to allow for service vehicle access where the reserve is not otherwise provided with an abutting public road.

6.5 Interface Management Plan

An interface management plan is required to be approved by the City at subdivision and/or development stage for development adjoining Great Northern Highway, addressing the implementation of measures to preserve the surrounding amenity. Such management plans should detail (but not be limited to) the requirement and implementation of landscaping, building design and orientation as well as noise attenuation and dust mitigation measures (if applicable).

6.6 Servicing

- a) A detailed sewer and waste water pump station catchment plan is required to be provided at the first of either the subdivision or development stage.
- b) Developers are to undertake and provide Western Power with investigations on future demand for power, up to 3 years from commencement, to complete key infrastructure planning studies, including power infrastructure.

6.7 Building Height

Building heights are restricted in association with the operations of the RAAF Pearce Air Force Base.

7.0 OTHER REQUIREMENTS

7.1 Management Plans

Pursuant to Schedule 4 of the Scheme, the following reports / management plans are to be required to be prepared and implemented as conditions of subdivision approval.

- Urban Water Management Plan;
- Wetland Management Plan (where application area includes or abuts wetlands or waterways);
- Acid Sulfate Soils Site Assessment Management Plan;
- Unexploded Ordnance Survey.

7.2 Development Contributions for Infrastructure

The Structure Plan is within Development Contribution Area 4 (DCA 4) as identified in Schedule 13 of the Local Planning Scheme and the following provisions apply:

- a) A Development Contribution Plan (DCP) applies to this Structure Plan area and is to be read in conjunction with the Structure Plan.
- b) Any landowner seeking subdivision or development within the Structure Plan area is to contribute in accordance with the endorsed Development Contribution Plan.

c) Subdivision and Development is not to occur until:

- the Development Contribution Plan's (DCP) provisions are gazetted into Development Contribution Area 4 (DCA 4) of Schedule 13 of the Local Planning Scheme,

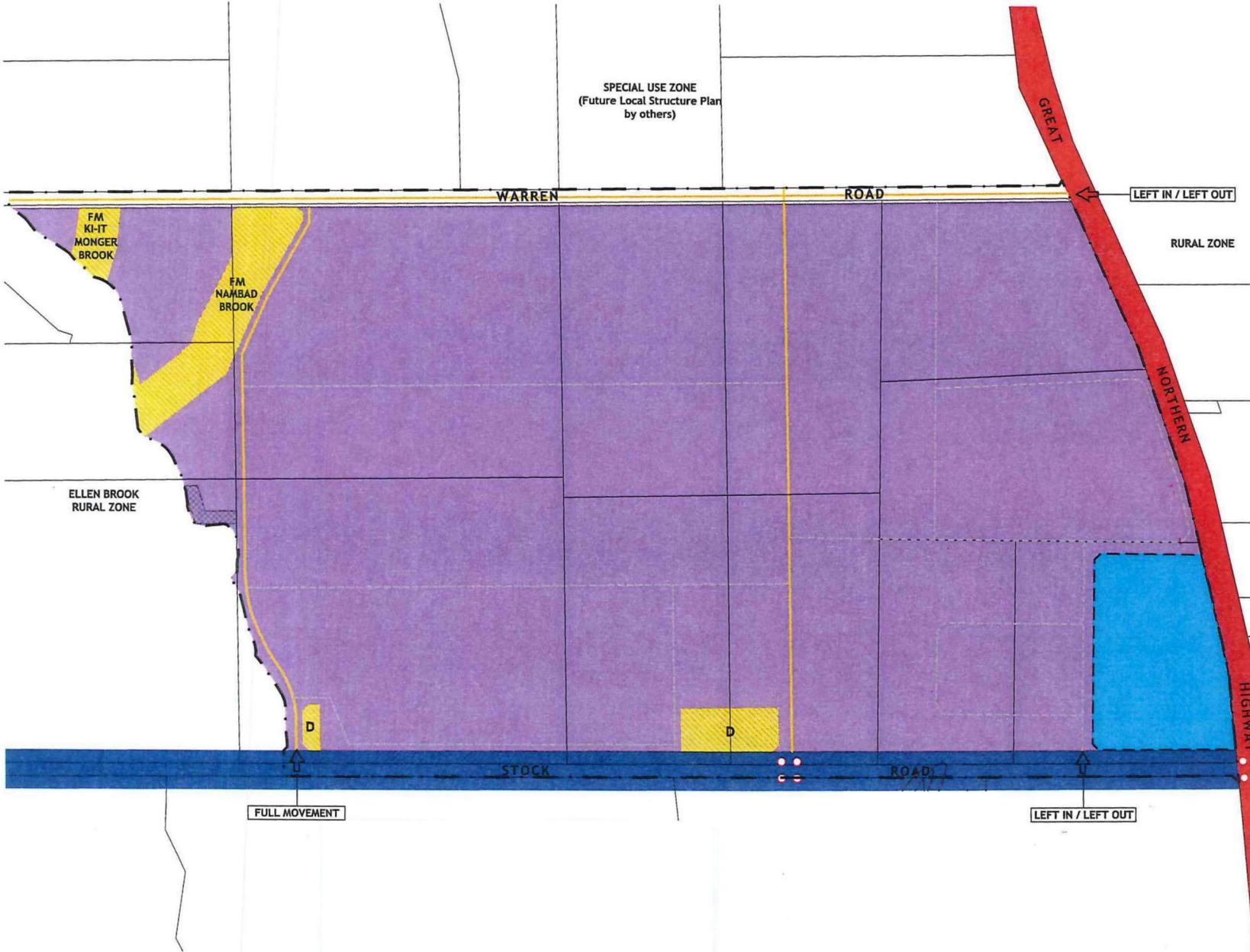
or;

- the owner(s)/developer(s) has first entered into a Deed of Early-Release Agreement with the Local Government that requires the owner(s)/developer(s) to make an appropriate cost contribution upon notification by the Local Government that payment is required and securing payment of any balance that might be due on gazettal of the DCP for DCA 4, as contemplated by Clause 5A.2.7.2 of the City of Swan Local Planning Scheme No.17.

or;

- the Local Government is satisfied there is no connection (nexus) between the proposed subdivision or development and the demand (need) for the infrastructure included in the DCP and therefore does not generate the need for the owner to pay a Cost Contribution, pursuant to Clause 5A.2.15.3 of the City of Swan Local Planning Scheme No.17.

d) Subdivision or development of lots within the Structure Plan may trigger the requirement to upgrade and construct various infrastructure works listed in the DCP for DCA 4.



LEGEND

ZONES

- General Industrial
- Highway Service

RESERVES

- D Local Reserve - Public Purpose (Drainage)
- FM Local Reserve - Public Purpose (Foreshore Management)

OTHER

- Structure Plan Boundary
- Neighbourhood Connector
- Proposed Road
- Other Regional Road 20m road widening
- Warren Road 5m road widening
- Building Protection Zone
- Signalised Intersection (ultimate)

METROPOLITAN REGION SCHEME

- Primary Regional Roads
- Other Regional Roads

- NOTES**
- Local road is indicative only and is subject to change and refinement at subdivision stage.
 - Road reserve widths are based upon the detailed engineering advice contained in section 6 of Appendix 7. Reserve widths, truncations and road cross sections will be determined at subdivision stage.
 - Stock Road is classified as an Other Regional Road and is subject to a 20 metre road widening to the north of the existing reserve, to be ceded at subdivision stage.
 - Warren Road is subject to a 5 metre road widening to the south side of the existing reserve, to be ceded at subdivision stage.
 - Direct lot access to Stock Road and Great Northern Highway is not permitted without the prior approval of Main Roads WA and/or the Western Australian Planning Commission.
 - A managed interface shall be provided to the Ellen Brook Rural zone, as well as Nambad Brook and Ki-Tt Monger Brook conservation areas. The interface is to be generally consistent with the principles outlined in the Wetland and Waterways Management Strategy at Appendix 3, and in accordance with any endorsed Wetland Management Plan prepared at subdivision.
 - Truncations of road intersections shall be determined at subdivision stage.
 - The Public Purpose - Foreshore Management reserves applicable under the Structure Plan to lands containing the Ki-Tt Monger Brook or Nambad Brook shall be of a minimum width of 30 metres as measured from the top of the bank either side of these water courses with an additional 4 metres to allow for service vehicle access where the reserve is not otherwise provided with an abutting public road.

