



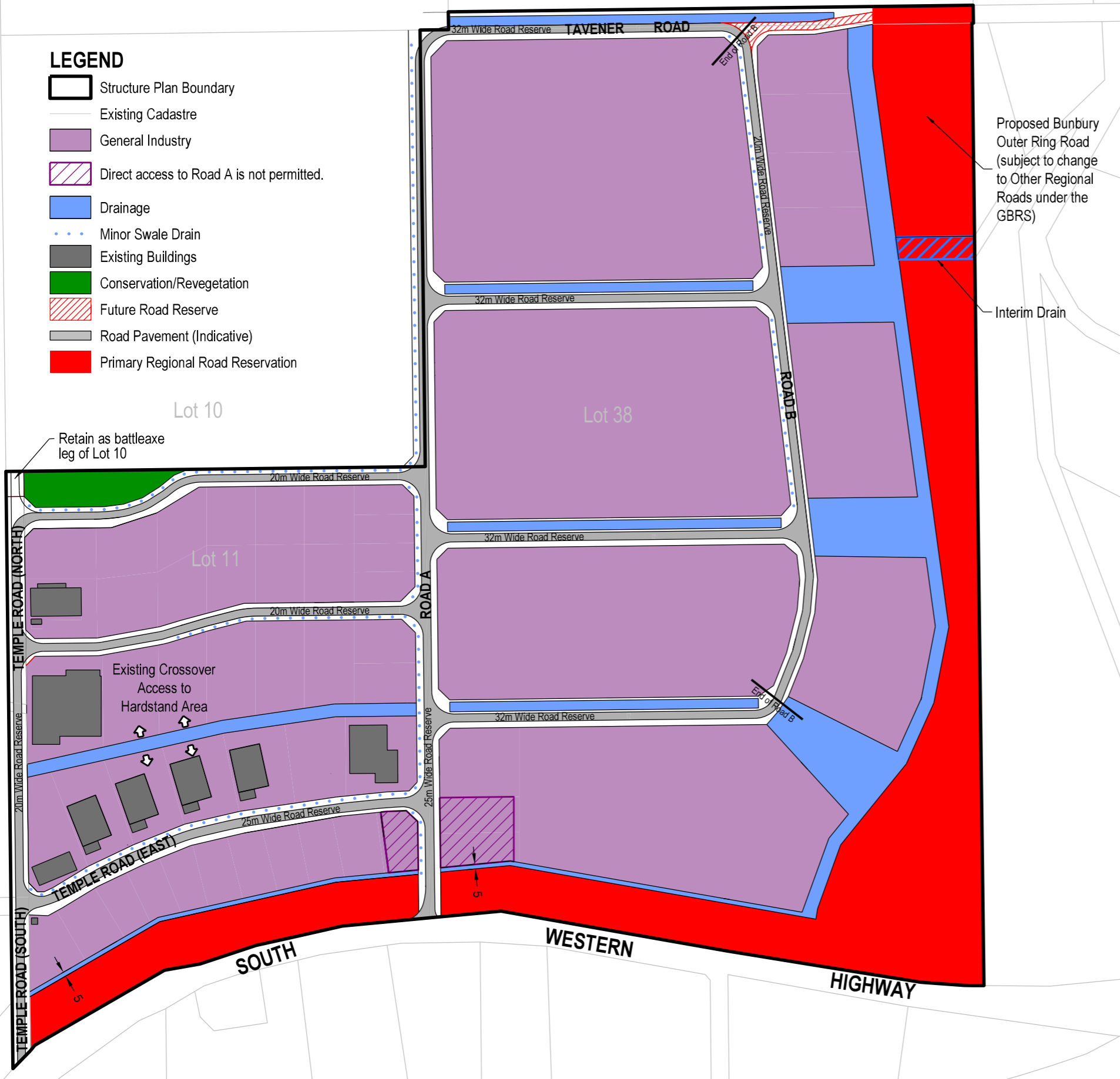


LEGEND

-  Structure Plan Boundary
-  Existing Cadastre
-  General Industry
-  Direct access to Road A is not permitted.
-  Drainage
-  Minor Swale Drain
-  Existing Buildings
-  Conservation/Revegetation
-  Future Road Reserve
-  Road Pavement (Indicative)
-  Primary Regional Road Reservation



SUBDIVISION AND DEVELOPMENT REQUIREMENTS

1. This structure plan provides a basis for zoning and subdivision of land and will be given due regard when determining applications within the structure plan area, including consideration of the objectives and requirements of the Scheme zones proposed by the structure plan.
2. Subdivision and/or development shall be generally in accordance with this Local Structure Plan endorsed by the Western Australian Planning Commission (WAPC) and adopted by the Shire of Dardanup. In regard to Lot 38, the "Industrial Deferred" zoning of the Greater Bunbury Region Scheme (GRBS) will also need to be lifted prior to determination of a subdivision application, although subdivision of industrial lots adjoining the current alignment of the Bunbury Outer Ring Road (BORR), east of Road B, will not be supported by the WAPC until the GBRs amendment process for regional roads is completed and the structure plan is amended, as required.
3. All industrial lots are to be connected to urban services (i.e. reticulated water, underground power, reticulated sewerage and telecommunications). Reticulated sewerage to all lots, unless otherwise determined by the WAPC.
4. Power sub-stations required for the structure plan area are to be provided adjoining road reserves at the subdivision and/or development stage.
5. In the event the Bunbury Outer Ring Road (Primary Regional Road) Reservation is realigned to the east of Hynes Road, then the Local Structure Plan may need to be amended to reflect the new road classification, links with Taverner Road and the interface treatment with the development area. The interface treatment includes vegetated buffers along the eastern interface of the industrial area for dust mitigation and visual screening of development.
6. Subdivision shall generally be in accordance with WAPC policy that provides for a variety of lot sizes, although the minimum lot size for subdivision (freehold or survey strata or strata lot) is 2000m².
7. Suitable fencing shall be constructed adjacent to areas proposed for conservation/revegetation to protect native vegetation prior to subdivision and/or development to the specifications and satisfaction of the Department of Parks and Wildlife.
8. Fauna Management protocols shall be undertaken in prior to subdivision and/or development or clearing of the Structure Plan area to the satisfaction of the Department of Parks and Wildlife.
9. An assessment shall be undertaken in accordance with 'Aboriginal Heritage Due Diligence Guidelines' prior to subdivision and/or development to the satisfaction of the Department of Aboriginal Affairs.
10. The intersection of the proposed main access road and the South Western Highway shall be upgraded prior to subdivision and/or development to the specification and satisfaction of Main Roads Western Australia.
11. For proposed lots adjoining the South Western Highway a Local Development Plan or similar is required prior to subdivision and/or development of the land. The Local Development Plan will state that reciprocal rights of accessways are to be constructed by the subdivider and maintained by the future landowners. Alternatively, the subdivider could construct a service road alongside the subdivisional road. The LDP will also state that appropriate landscaped screening is to be established on private lots alongside the South Western Highway to minimize the visual impact of development and create an aesthetic approach to the city. The landscaping is to be established by the subdivider and maintained by future landowners.
12. Development of industries shall comply with air, noise and risk modeling undertaken on behalf of the WAPC for the Preston Industrial Park. Where a development application is unlikely to comply with this modelling, the applicant will need to submit with their application additional details and/or modelling which demonstrates that the proposal complies with all the relevant environmental standards.
13. A fire management plan including the provision of fire suppression measures shall be addressed prior to subdivision and/or development to the satisfaction of the Department of Fire and Emergency Services. The bushfire Hazard Separation Zone is to be contained within the structure plan area. Building setback lines are to be determined by the fire management plan.
14. General Industrial uses are supported.
15. The existing Temple Road (south) and intersection with the South Western Highway to be closed when the Temple Road (East) and a new intersection with the Highway is built, at the cost of the subdivider.
16. All costs associated with construction of Temple Road (north) as a public road reserve at the time of subdivision is to be funded by the subdividers of Lot 11. All roads associated with staged subdivision are to be constructed as through roads only (cul-de-sacs are not supported).
17. Minimum road geometry radii at road bends to accommodate industrial freight vehicles, as per Austroads design standards.
18. Taverner Road is to have a minimum road reserve width of 25 metres without roadside drainage (32 metre total)



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LOCAL STRUCTURE PLAN

For Precinct 3 (Northern Precinct) of the Preston Industrial Park Structure Plan



Plan No: 13176P-SP-01K

Date: 09.05.2016
 Rev: K
 Scale: A1 @ 1:2500, A3 @ 1:5000
 Co-ords: MGA
 Aerial: N/A