



STRUCTURE PLAN CONDITIONS

- Subdivision and development shall be generally in accordance with the Preston Industrial Park (Northern Precinct) Structure Plan and endorsed by the WA Planning Commission to guide the subdivision and development of the land. Variations to the structure plan may include minor adjustments to road configurations, lot densities and public open space boundaries providing the variation does not change the intent or configuration of the structure plan and subject to the approval of the WAPC.
- Prior to subdivision and development in Precincts 1, 2 and/or 3 the applicants are to lodge a local structure plan for adoption by the local authority and endorsement by the WAPC for these specific areas. Where land is inappropriately zoned for future industrial development then amendments to the local town planning scheme and the Greater Bunbury Region Scheme will be required.
- Prior to subdivision, the applicant will be required to prepare the following management plans for developable land if applicable:
 - Western Ringtail Possum management plan to the satisfaction of the Commonwealth Department of Environment and Heritage, as well as the Department of Environment and Conservation (DEC);
 - Management plans for wetlands, and remnant vegetation within the developable area of the structure plan. These plans are to be implemented by the developer at the time of subdivision. Programs for fill and draining of the land at the subdivision stages are to demonstrate that existing vegetation will be protected where possible and not impact upon water quantity or quality of wetlands. A dewatering permit may be required from DoW;
 - A fire risk assessment/management plan in conjunction with FESA and the respective local authorities prior to the commencement of works; and
 - A comprehensive district drainage, nutrient and pollution management plan for the entire developable structure plan area to the satisfaction of the local authorities, DEC, DoW and MRWA.
- All industrial lots are to be connected to urban services i.e. reticulated water and sewer, underground power and telecommunications.
- It is preferable for all lots to be connected to a reticulated gas supply, and at the time of subdivision the developer is to undertake investigations into the feasibility of connecting industrial lots to a reticulated gas supply.
- No subdivision will be permitted that may impact on the future access from the Old Coast Road/Australind Bypass intersection and the proposed north/south internal road alignment.
- Prior to subdivision or development, developers shall prepare a strategy to the satisfaction of the local authorities, MRWA and WAPC to ensure that the necessary works and funding for the following works are provided for:
 - Intersections at Australind Bypass and South Western Highway.
 - Traffic control system (eg Boom Gates) on Temple Road across the Glen Iris Service Corridor.
 - Internal District Distributor Road System.
- As a condition of subdivision, Detailed Area Plans will be required to be prepared to the satisfaction of the local authority(s) for the areas indicated on the structure plan to address intersection treatments following the future road widening of South Western Highway. This is particularly relevant to impacts on industrial lots abutting the proposed road widening reservation as shown on the structure plan and the GFRS.
- No industrial lots are permitted to back onto areas of remnant vegetation or wetlands. A constructed road way should be provided as a physical separation between the lots and the environmentally sensitive areas.
- Re-subdivision of the currently developed lots within the Picton Enterprise Park will be permitted with a minimum lot size being 2000m² subject to all lots, including those containing the existing development, being connected to urban services as prescribed in condition 4 above. Condition 5 should also be considered at this time.
- Any development shall generally be in accordance with WAPC policy that provides for a variety of lot sizes.
- Proposed land uses are to be consistent with "Industry 2030" which requires small lot low impact industry in Precinct 1 and small lot general industry in Precincts 2 and 3.
- Development of industries in this locality shall comply with the current air, noise and risk modelling undertaken for the Preston Industrial Park. At the time of development any proposal that may have difficulties in complying with this modelling may be required to undertake further modelling as a condition of development.
- The following management plans to be prepared as part of the adopted and endorsed Local Structure Plan:
 - Construction and Environment
 - Landscape
 - Traffic and Parking
 - Stormwater

PRECINCT 1 PLANNING POLICY STATEMENTS
 The Local Structure Plan is to specifically address the following:

- the proposed subdivision design will not impact on the future Old Coast Road/Australind Bypass intersection and the proposed internal road alignment off this intersection through to Temple Road to the satisfaction of MRWA.
- a landscape buffer to be provided to the Old Coast Road/Australind Bypass intersection, and interface to the Service Corridor.
- the protection of significant remnant vegetation in accordance with the EPA advice.
- buffers to wetlands and remnant vegetation.
- buffers to Water Corporation water treatment plant.
- lot sizes restricted to between 2000m² and 1ha.

PRECINCT 3 PLANNING POLICY STATEMENTS
 The Local Structure Plan is to specifically address the following:

- future development on Lot 1 to be integrated with Lot 38.
- intersection connections for the proposed new southern access road to South Western Highway.
- identify and accommodate north/south ecological linkages through to the South Western Highway if required.
- an internal road and landscape buffer to be provided between an individual lot and South Western Highway (i.e. no lots to back directly onto South Western Highway).
- buffers to wetlands and remnant vegetation.
- in relation to Lot 38 no direct access will be permitted onto the proposed Bunbury Outer Ring Road.
- lot sizes restricted to between 2000m² and 2 ha, however, larger lots will be considered where it can be demonstrated that the proposed landuse will comply with the cumulative impact assessment for the noise, odour and risk modelling for the Preston Industrial Park.

ENDORSED STRUCTURE PLAN
 To provide a framework for future detailed planning at the subdivision and development stage.

Date 5/5/09
 Delegated under s.16 of the Planning & Development Act 2005

PRECINCT 2 PLANNING POLICY STATEMENTS
 The Local Structure Plan is to specifically address the following:

- future development on Lot 2009 to be integrated with Lot 2010.
- buffers to wetlands and remnant vegetation.
- identify and accommodate north/south ecological linkages through to South Western Highway.
- an internal road and landscape buffer to be provided between any individual lot and South Western Highway (i.e. no lots to back directly onto South Western Highway).
- intersection modifications for the two southern access roads to South Western Highway.
- lot sizes restricted to between 2000m² and 2ha.

Preston Industrial Park (Northern Precinct) Structure Plan

Western Australian Planning Commission

Produced by Cartographic Section
 Bunbury Office
 Department for Planning and Infrastructure
 base information supplied by Western Australian Land Information Authority, GL248-2007-2
 May 2009
 PIP_north_structure_plan.dgn

0 100 200 300 400 500 metres
 1:7500 at A1

rural	primary regional roads reservation (Greater Bunbury Region Scheme)
proposed industry	service corridor (Industry 2030)
areas requiring detailed area plans	conservation category wetland
road alignment subject to final determination by MRWA	resource enhancement category wetland
to be considered in future structure plans for Preston Industrial Park	multiple use category wetland
future Watercorp infrastructure	50 metre wetland and riparian buffer
	200 metre wetland and riparian buffer