

Precinct 2 of the Preston Industrial Park (Northern Precinct)

Structure Plan Report

Document Information

Structure Plan

**Precinct 2 of the Preston Industrial Park
(Northern Precinct)**

**DevelopmentWA
25/007**

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Acknowledgement of country



TBB Planning acknowledges the Whadjuk people of the Noongar nation as the Traditional Custodians of the land on which we live and work, and recognises their continuing connection to land, waters and culture.

We also acknowledge the custodianship of the many lands and waters across which we design, plan and engage, and pay our respects to Elders past and present, who hold the traditions and culture that continue to guide us in planning for communities now and into the future.

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1.0	Final	M Cox	M Willcock & S Thompson	19/08/2026

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Endorsement

This Structure Plan is prepared under the provisions of the Shire of Dardanup *Local Planning Scheme No. 9*.

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

[Date]

.....
Date

Signed for and on behalf of the Western Australian Planning Commission

[Signature]

.....
an officer of the Commission duly authorised by the Commission pursuant to section 16 of the *Planning and Development Act 2005* for that purpose, in the presence of:

[Signature]

.....
Witness

[Date]

.....
Date

[Date]

.....
Date of Expiry

Table of Amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC



This structure plan has been prepared for Precinct 2 of the Preston Industrial Park (Northern Precinct), also referred to as the **'Precinct 2 Structure Plan'**. The purpose of the structure plan is to facilitate general industrial use and development within the structure plan area. The structure plan area is located within the Shire of Dardanup and has been strategically identified for general industrial use and purposes, leveraging its strategic location in context to its proximity to population centres, the Port of Bunbury, and the state road and rail network.

The structure plan area contains three lots. Lots 2009 and 2010 are appropriately zoned as 'Industrial' under the *Greater Bunbury Region Scheme* (GBRS), and the 'Industrial Development' zone under the Shire of Dardanup *Local Planning Scheme No. 9* (LPS 9). The Precinct 2 Structure Plan provides for the allocation of land for general industrial purposes within Lots 2009 and 2010, commensurate with the identification of areas for public open space, a local road connection to South Western Highway, and an investigation area on the eastern portion of Lot 2010 to be determined. Lot 2011 is strategically identified for facilitating a future realignment of the South Western Highway, and is reserved for 'Primary Regional Roads' under the GBRS.

The Precinct 2 Structure Plan has been prepared with regard to the existing *Preston Industrial Park (Northern Precinct) Structure Plan* (PIPNP), the validity of which was extended to 19 October 2028. The PIPNP establishes the strategic framework for land use and infrastructure coordination and provides guidance for the preparation of structure plans for individual precincts. This Precinct 2 Structure Plan builds on this foundation by incorporating the principles of the PIPNP while providing a contemporary framework to guide general industrial development.

"An integrated and flexible framework unlocking strategically located industrial land to support local and regional economic growth."

at a glance



62.98 ha

Total Structure Plan area

41.84 ha

Proposed General Industry land

10–15 approx lots

Flexible future industrial lot yield

6.67 ha

Integrated public open space and drainage corridor

The Precinct 2 Structure Plan provides an integrated and flexible framework for industrial development, coordinating transport and access, servicing infrastructure, and stormwater management, while retaining or enhancing environmental values. It supports efficient industrial land supply, local economic and regional economic growth.

The Precinct 2 Structure Plan is prepared in a manner and form as per the Western Australian Planning Commission (WAPC) *WA Planning Manual – Guidance for Structure Plan* (August 2023) and includes:

- **Part 1: Implementation** – contains the Structure Plan Map (Plan 1) with the necessary information, requirements and statutory provisions that guide assessment of land use, subdivision and development within the Precinct 2 Structure Plan Area.
- **Part 2: Explanatory Section** – provides the supporting context, background, design process and rationale that informed the preparation of Part 1 and the Structure Plan Map, and assists with interpretation.
- **Part 3: Technical Appendices** – comprising the detailed technical inputs, studies, investigations and reports to support the Structure Plan, listed in section 1.0 of Part 2.

Table 1 provides a summary of the key statistics and information as it applies to the Precinct 2 Structure Plan area.

Table 1: Precinct 2 Structure Plan summary table.

Item	Data		Structure Plan reference (section no.)
Total area covered by the Structure Plan	62.9794	hectares	Sections 1.1 and 2.1 (Part 1)
Area of each land use proposed:	Hectares	Lot yield	
General Industry	41.8361	approximately 10-15 lots	Sections 2.1 (Part 1) and 6.2.1 (Part 2)
Industrial Development Investigation Area	5.0766		Sections 2.1.2 (Part 1) and 6.2.1.1 (Part 2)
Local Road	3.1943		Sections 2.2 (Part 1) and 2.4.1 (Part 2)
Primary Regional Roads (GBRS)	6.2037		Sections 2.3 (Part 1) and 2.4.1 (Part 2)
Public Open Space	6.6687		Sections 2.3 (Part 1) and 2.2.12 (Part 2)

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A Environmental Assessment Report (With Fauna Survey and a Vegetation and Fauna Management Plan)
B Bushfire Management Plan
C Local Water Management Report
D Infrastructure and Servicing Report
E Transport Impact Assessment
F Archaeological and Ethnographic Site Identification Heritage Survey
G Geotechnical Investigation Report
H Site Soil Evaluation

1.0

Part 1: Implementation

1.0 Implementation

1.1 Structure plan area

The Precinct 2 Structure Plan applies to the land contained within the inner edge of the dash line denoting the structure plan boundary on the Structure Plan Map (refer to Plan 1). The structure plan covers an area of approximately 63 hectares (ha).

1.2 Structure Plan Operation

This Precinct 2 Structure Plan has been prepared in accordance with the requirements of Schedule 2 in the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*, and the *WA Planning Manual – Guidance for Structure Plan* (WAPC, August 2023).

The *Greater Bunbury Region Scheme* (GBRS) and the Shire of Dardanup *Local Planning Scheme No. 9* (LPS 9) inform the structure plan's implementation.

Pursuant to section 16 of the *Planning and Development Act 2005* and Clause 28(1) of the Deemed Provisions, the structure plan is in effect for a period of 10 years from the date which the WAPC approves the structure plan (or for any other period determined by the WAPC when approving the structure plan).

This Precinct 2 Structure Plan has been prepared pursuant to the requirements of the 'Industrial Development' zone in clause 16 of LPS 9.

1.3 Purpose of the Structure Plan

The purpose of the Precinct 2 Structure Plan is to guide industrial use and development within the structure plan area, to ensure that land use and development is compatible with, and complementary to, a general industrial estate. The Precinct 2 Structure Plan aims to meet the need for delivering general industrial land to facilitate economic development and employment by supplying dry-lot industrial land and to facilitate use, development and subdivision (if required) of land in a coordinated manner.

The objectives for the Precinct 2 Structure Plan are highlighted on the following page.

Guiding the coordinated delivery of 63 hectares of industrial land to support economic development and employment."

Objectives for the Precinct 2 Structure Plan



Provide a clear planning framework to guide land use, subdivision and development for general industrial purposes in accordance with the Preston Industrial Park (Northern Precinct) Structure Plan.



Establish an integrated stormwater and drainage approach that manages pre- and post-development flows, water quality, and downstream connections.



Enable flexible industrial sectoral outcomes with a flexible structure plan framework that can respond to market demand, and future tenant requirements for the advanced manufacturing and technology sectors.



Coordinate access and movement networks including internal road connections, vehicle access arrangements and interfaces with the surrounding road network.



Protect, manage and enhance environmental values, including the interface with adjacent wetlands, retention of remnant vegetation where practicable, protection of significant habitat trees, appropriate buffers and setbacks, ecological linkages and design responses that avoid or minimise impacts.



Ensure coordinated integration with the broader locality, including movement networks and service infrastructure to deliver industrial land supply in the structure plan area.



Identify and coordinate infrastructure for services and utilities (including water, power and telecommunications) to support efficient and timely industrial development.



Ensure development is compatible with the surrounding areas, managing amenity impacts (such as noise, dust, lighting and heavy vehicle movement) at precinct interfaces.



Support local and regional economic development by facilitating the delivery of serviced industrial land capable of supporting employment-generating uses.

1.4 Staging of Implementation

The Precinct 2 Structure Plan provides flexibility for landowners to respond to market demand for land that is suitable, compatible and capable of accommodating general industry land uses. Industrial use and development within the structure plan area will be subject to government priorities and landowner intentions (where applicable).

As the Precinct 2 Structure Plan area abuts Giorgi Road, short-term industrial use and development is anticipated to be accessed from that local road. Use and development may occur in the short term where there is an immediate development intent and enabling works can be delivered, with subsequent stages progressing as demand for industrial land is realised.

Staging is anticipated to commence from the western frontage of the structure plan area and progress eastward. Use and development further east would require road construction of the Temple Road extension.



2.0 Subdivision and Development Requirements

The Precinct 2 Structure Plan has been prepared to provide an appropriate level of information to guide future subdivision and development with the following requirements to be implemented.

2.1 Land use zones and reserves

2.1.1 Zones

The Structure Plan Map (Plan 1) identifies the proposed zones and reserves in the structure plan area.

These zones have the same intent and objectives as the corresponding zones and reserves under the Shire of Dardanup LPS 9 and the GBRS in relation to the 'Primary Regional Roads' (PRR) reserve, provided in Table 2.



Table 2: Land Use Zones and Reserves

Designation of land uses	Equivalent LPS 9 zone / reserve	Area
General Industry	General Industry zone	41.8361 ha
Industrial Development Investigation Area	Industrial Development zone	5.0766 ha
Public Open Space (POS) / Drainage	Drainage / Waterway reserve Public Open Space scheme reserve	6.6687 ha
Local Roads	Local Road scheme reserve	3.1943 ha
Primary Regional Roads	Refer clause 13 of LPS 9 regarding regional reserves under the GBRS	6.2037 ha
Total Area		62.9794 ha

2.1.2 Industrial Development Investigation Area

2.1.2.1 Purpose of the Investigation Area

The Precinct 2 Structure Plan designates a portion of land as an 'Industrial Development Investigation Area' to identify land that is considered suitable in principle for future general industry, while allowing the final extent and configuration of developable industrial land to be refined through subsequent technical investigations, detailed design and statutory assessment processes. For the avoidance of doubt, the Precinct 2 Structure Plan contemplates this area as a suitable location for 'general industry' zoning and uses consistent with its identification in the WAPC-endorsed PIPNP (refer Part 2, section 3.2). The final spatial arrangement and extent of land available for general industry will be refined having regard to further technical investigations and the detailed design and assessment undertaken at subdivision and/or development stage.

The investigation area has been identified to provide flexibility in responding to a range of environmental and planning considerations, including an ecological linkage (if required), stormwater and drainage, site constraints, and servicing and infrastructure provision. These matters will influence the final configuration of developable industrial land within the area.

The ultimate configuration for the investigation area will be determined through subsequent statutory processes, including subdivision and development, having due regard to the Precinct 2 Structure Plan and the outcomes of technical investigations, environmental considerations, and any relevant statutory guidance or approvals.

“A flexible investigation area enabling future industrial development to respond to technical, environmental and infrastructure considerations.”

2.1.2.2 Later refinement through subdivision and development

The Precinct 2 Structure Plan establishes a framework and planning intent for further refinement through future subdivision and/or development application(s). LPS 9 expressly seeks to “establish a flexible planning framework that is responsive to demand, innovation and opportunities that may arise”. In this context, the designation of the “Industrial Development Investigation Area” is intended to guide, rather than predetermine, the ultimate extent and configuration of industrial land. Detailed refinement is therefore anticipated at the subdivision and development stage. Having regard to the Deemed Provisions, a structure plan is to be given due regard in decision-making and may contemplate the later approval of subdivision or development details. Consistent with this approach, the WAPC may determine a subdivision application under Part 10 of the Planning and Development Act 2005 having due regard to the structure plan, where the proposal is generally consistent with its intent and any variation is appropriately justified having regard to technical, environmental and design considerations, and achieves orderly and proper planning.

Accordingly, future subdivision is expected to resolve the detailed configuration of lots, infrastructure and developable area within the ‘Industrial Development Investigation Area’, without necessarily requiring a structure plan amendment. This would be appropriate where the subdivision outcome remains consistent with the overarching intent of the structure plan and the objectives of the LPS 9 zone.

To optimise timeframes and minimise administrative burden, the Precinct 2 Structure Plan therefore provides a framework for coordinated planning, with detailed outcomes to be established through subdivision and development. Future land use outcomes would be informed by:

- Resolution of servicing, access and hydrology requirements;
- Consideration of environmental constraints, including potential ecological linkages and bushfire; and
- Integration with the broader structure plan area, including movement networks and adjoining land uses.



2.2 Roads

The road hierarchy and movement network shall be generally in accordance with that identified on the Structure Plan (Plan 1). Minor modifications and additional internal road reserves may be proposed at the subdivision stage and are to be generally in accordance with DC 4.1 Industrial Subdivision.

Access to the structure plan area from South-Western Highway shall generally be in accordance with the locations identified on Plan 1. Direct lot access to South-Western Highway is not permitted.

Typical road reserve widths are to be 20m. Wider reserves (potentially up to 30 metres) may be required where the road reserve will also accommodate drainage and stormwater management for the structure plan area (refer to the Local Water Management Report in Appendix C).

2.3 Reserves

The Structure Plan Map identifies reserves for the following purposes:

- Primary Regional Roads; and
- Public Open Space/Drainage (equivalent LPS 9 reserves are 'Public Open Space' and 'Drainage/Waterway').

The Primary Regional Roads reservation is consistent with the existing Scheme reservation.

The Public Open Space/Drainage reserve aims to retain a visual landscape screen along South Western Highway.

2.4 Subdivision

2.4.1 Subdivision Provisions

Due regard shall be given to the following provisions in the preparation, assessment and determination of subdivision applications:

- A Plan of Subdivision should generally demonstrate that all proposed lots are of a size and shape that makes them fit for purpose for a variety of land uses that may be considered under the 'General Industry' zone.
- Lot sizes to be considered on a case-by-case basis, with the Precinct 2 Structure Plan contemplating minimum lot sizes ranging between 2,000 m² and 1 hectare (ha). Lot sizes are to be informed by site-specific investigations and wastewater management approaches (refer Part 1, section 2.6.6.1), that are typically considered suitable for industrial proposals in sewerage sensitive areas (SSAs).
- Having regard to general Site and Soil Evaluation (SSE) advice (refer Part 1, section 2.6.6.1 and Appendix H), secondary treatment systems with nutrient removal and appropriate vertical separation of the point of effluent discharge to maximum groundwater shall be demonstrated to be achieved.
- Lot sizes generally to be a minimum of 1 ha for unsewered lots, acknowledging the 'dry-industry' permissibility where no sewer is available, and having regard to SPP 2.9 Water and the structure plan area being located within a sewerage sensitive area.
- Lot sizes may be appropriate at a range of 5-10+ ha if there is a need for larger general industrial sites.
- Future subdivision in Lot 2010 would be required to identify the intended purpose, tenure, and dimensions of the 'potential fire access route' (perimeter road) as depicted on Plan 1.



2.5 Development

2.5.1 Development Provisions

- Development of land within Precinct 2 is to be generally in accordance with the standards and requirements of LPS 9, particularly regarding the land use permissibility for the 'General Industry' zone.
- Proposed variations to these standards are to be outlined within a development application and will be considered by the determining authority with due regard to the intent and purpose of the standards. Clause 34(2) in LPS 9 provides that the determining authority may approve a development application that does not comply with an additional site and development requirements.
- Clause 32 and Schedule 7 in LPS 9 contains the additional site and development requirements for the 'General Industry' zone with regards to minimum building setbacks, maximum building height and minimum landscaping area, which are applicable to future development on Precinct 2 in the structure plan area.
- Car parking requirements for individual land uses are to be in accordance with those specified in the table under Schedule 9 of LPS 9.

2.5.1.1 Development Guidance

Development within the Precinct 2 Structure Plan area is intended to facilitate future industrial land uses in an efficient, flexible and infrastructure-ready manner, consistent with the intent of the applicable General Industry zoning under LPS 9. Development is to be generally in accordance with the Precinct 2 Structure Plan, including the movement network, servicing, drainage and water management approach, and any identified environmental buffers or interface treatments.

Where detailed design differs from the Precinct 2 Structure Plan outcomes, variations are to demonstrate that the overarching Precinct 2 Structure Plan purpose, objectives and performance outcomes continue to be achieved.

To guide future development, the following guidance applies:

1. Land use and amenity

- 1.1 Industrial development is to be designed and operated to manage potential off-site impacts (including noise, dust, vibration, odour, light spill and traffic) so that adjacent environmental assets and nearby sensitive land uses are not adversely affected.
- 1.2 Where interfaces occur with non-industrial land uses, development should incorporate appropriate buffers, building orientation, landscaping and operational controls.

2. Landscape, fencing, signage and presentation

- 2.1. Landscaping should contribute to legibility, visual amenity and interface outcomes (including screening of outdoor storage where appropriate), with species selection responsive to local conditions and servicing constraints.
- 2.2. Fencing and signage should be integrated with built form and landscape design, particularly along key frontage roads and gateways.

3. Built form and site planning

- 3.1. Built form should respond to lot configuration, internal road hierarchy, service corridors and infrastructure constraints, and provide for efficient industrial operations (including heavy vehicle access, manoeuvring, loading and laydown areas).
- 3.2. Setbacks, building placement and service areas should support a high-quality industrial presentation to primary roads and key entries, while enabling functional outcomes (e.g. consolidated loading zones, screened storage, and appropriate fencing).

4. Access, circulation and parking

- 4.1. Site access and internal circulation are to be designed for industrial vehicle movements, including provision for RAV/heavy vehicle access where required, and safe separation of vehicle and pedestrian movements.
- 4.2. Parking, loading/unloading and turnaround areas are to be provided on-site to meet operational needs, minimise on-street impacts and maintain the function of the road network.

5. Stormwater and water management

- 5.1. Development must implement a best-practice water management approach, generally incorporating water-sensitive urban design, treatment prior to discharge, detention/retention as required, and integration with any district or external drainage networks.
- 5.2. Finished floor levels and earthworks are to respond to groundwater, flood storage requirements and downstream capacity constraints.

6. Servicing and utilities

- 6.1. Development is to be coordinated with the delivery and capacity of essential services (water, power, telecommunications, gas and sewer), and may be staged to align with infrastructure upgrades.
- 6.2. Where reticulated sewer is not available at early stages, development may be limited to uses that can be appropriately serviced and managed without unacceptable environmental or public health impacts.

7. Environmental and site constraints

- 7.1. Development must address known site constraints and approvals pathways (e.g. contamination, ASS, groundwater, wetlands/buffers, Aboriginal Cultural Heritage and bushfire requirements at the appropriate stage of detailed design.

2.6 Other Requirements

The requirements detailed in this section give effect to the requirements and recommendations of the technical reports appended to the Precinct 2 Structure Plan.

2.6.1 Road Network

Subdivision applications are to be accompanied by information demonstrating that:

- The internal road network, including intersection spacing and access arrangements, has been designed to accommodate RAV-7 vehicles and provides appropriate sight distance and swept path outcomes.
- Where required, a transport assessment is to be provided demonstrating that traffic generated by the proposed subdivision can be accommodated within the surrounding road network and relevant access intersections, having regard to the findings of the Transport Impact Assessment.
- Where identified through detailed transport assessment or required by Main Roads WA, the subdivision application is to identify any necessary upgrades or modifications to access intersections, including the scope, timing and responsibility for such works.

2.6.2 Bushfire Protection

Applications for the approval of subdivision and/or development of lots identified as 'bushfire prone' under the accompanying Bushfire Management Plan (BMP), enclosed at Appendix B, shall be accompanied by a Bushfire Attack Level (BAL) Assessment and/or BAL Contour Plan, pursuant to *State Planning Policy 3.7: Bushfire* (SPP3.7).

In respect to applications for subdivision approval, the WAPC may impose a condition requiring a notification to be placed on Certificate(s) of Title to advise future landowners that the land is within a bushfire prone area and/or subject to a BMP.

The wording of the notification should generally be in accordance with SPP3.7 and the WAPC's Model Subdivision Conditions Schedule (as updated from time-to-time).

2.6.3 Infrastructure Arrangements

All shared infrastructure within the structure plan area, including utility services, road connections and drainage infrastructure is to be funded via a separate arrangement between the landowners and the relevant authority.

Funding and construction of the future South Western Highway upgrade is outside the scope of the Precinct 2 Structure Plan.

Each lot will be required, as a condition of subdivision approval, to connect to a reticulated water supply, and an underground power supply, by arrangement with the relevant authority.

2.6.4 Development Contributions

No formalised development contributions apply. Therefore, subdivision or development within the Precinct 2 Structure Plan area will not trigger a condition of approval requiring a cost contribution to infrastructure works.

2.6.5 Protection and Management of Environmental and Landscape Features

The Precinct 2 Structure Plan protects vegetation by reserving the vegetation area adjacent to the Public Purposes reserve along the South Western Highway.

2.6.6 Hydrological Considerations

The Local Water Management Report (LWMMR) (refer to Appendix C) established the requirements for stormwater management in the structure plan area regarding downstream drainage infrastructure and other applicable requirements.

Urban Water Management Reports (UWMR) are to be prepared generally in accordance with the principles of the LWMMR and are to be prepared and submitted to the Shire of Dardanup and Department of Water and Environmental Regulations as a condition of subdivision approval.

The LWMMR provides a comprehensive assessment of the existing water management system of the overall area and how it will be modified and integrated within new subdivision and development, to improve water sensitive urban design outcomes because of the proposed land use change.

2.6.6.1 Wastewater Management

Based on the results in the SSE (refer to Appendix H), on-site effluent disposal within the structure plan area will require secondary treatment systems with nutrient removal. In addition, land application areas will need to be raised to provide separation to maximum groundwater levels. A fill height to provide at least 1.5m of vertical separation from the point of effluent disposal to maximum groundwater would be required for disposal methods relying on infiltration (such as trenches) and fill heights may be able to be reduced for disposal methods that rely on evapotranspiration (such as surface or sub-surface irrigation).

A site-specific investigation and design is recommended for future proposals, where further information would be available to inform the type of proposed / anticipated development, water usage, and potential for industrial wastewater to be better quantified.

2.6.7 Development Layout

The Precinct 2 Structure Plan provides for predominantly general industrial development. The provisions of LPS 9, relevant State Planning Policies and Local Planning Policies will apply to development applications. Specific development controls can be adopted where it is considered necessary, whether through additional planning instruments such as a Local Development Plan or Local Planning Policy.

2.7 Additional Details

2.7.1 Information to be submitted with a subdivision or development application

Table 3 below outlines the proposed additional technical information that may be required at future subdivision and/or development application stages, where relevant and applicable to the individual proposal.

The additional technical information requirements may not be limited to those listed. The Shire or WAPC may require other information in relation to specific proposals.

Table 3: Proposed technical information required for future applications.

Additional Information	Application Stage	Responsible Agency
Bushfire Management Plan	Subdivision / Development	Shire of Dardanup
Transport Impact Assessment / Statement	Subdivision / Development	Shire of Dardanup
Site and Soil Evaluation	Subdivision / Development	WAPC / Shire of Dardanup (on advice of Department of Health)
Stormwater and Drainage Concept Plan	Development	Shire of Dardanup
Concept Landscape Plan	Development	Shire of Dardanup
Environmental Assessment Report (addressing fauna habitat, management of remnant vegetation, as required)	Subdivision / Development	WAPC / Shire of Dardanup

2.7.2 Information to be required under condition of approval

Table 4 below outlines the proposed additional technical information that will be required as conditions of subdivision or development approval, where relevant and applicable to the specific proposal.

Additional conditions may not be limited to those listed. The Shire or WAPC may require other information in relation to proposals.

Table 4: Proposed technical information required for conditions of subdivision / development approval.

Additional Technical Information	Application Stage	Responsible Agency
Urban Water Management Plan	Subdivision	DWER
Engineering Drawings	Subdivision	Shire of Dardanup
Detailed Landscape Plan	Development	Shire of Dardanup
Western Ringtail Possum Management Plan (where necessary)	Subdivision	Shire of Dardanup
Management Plan(s) for wetlands and remnant vegetation (where necessary)	Subdivision	Shire of Dardanup
Construction Management Plan	Development	Shire of Dardanup





2.0

Part 2: Explanatory Section

1.0 Introduction - Explanatory Section

This Precinct 2 Structure Plan has been prepared on behalf of DevelopmentWA by TBB Planning, to facilitate general industry use and development within Lots 2009 and 2010, situated in the Picton East locality.

The Precinct 2 Structure Plan has been prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and generally follows the format and content of the Western Australian Planning Commission (WAPC) *WA Planning Manual – Guidance for Structure Plans*, and has been informed by consultation with key stakeholders, landowners and government authorities.

The Precinct 2 Structure Plan has been prepared to satisfy the requirements of the ‘Industrial Development’ zone under the Shire of Dardanup Local Planning Scheme No. 9 (LPS 9) and to fulfil the district-level planning prerequisites of the *Preston Industrial Park (Northern Precinct) Structure Plan* (PIPNP) endorsed by the WAPC in May 2009, which has now been extended to 19 October 2028.

This Precinct 2 Structure Plan has been prepared for Precinct 2 under the PIPNP, which identifies three precincts for industrial activities, with individual provisions and policy statements to guide the preparation of each individual structure plan.

- Precinct 1 – Land located on the north-western side of the PIPNP area adjoining the Glen Iris Service Corridor near Willinge Drive and falls within the City of Bunbury local government boundary.
- Precinct 2 – Land located in the lower central area of the PIPNP area, on the northern side of South Western Highway, and falls within the Shire of Dardanup local government boundary.
- Precinct 3 – Land located on the south-eastern side of the PIPNP area, which has had a Structure Plan prepared and industrial development has commenced.

The Precinct 2 Structure Plan has been collaboratively prepared with a specialist consultant team and is supported by the technical reports included in **Part 3: Technical Appendices**:

- Environmental Assessment Report (with Fauna Survey and a Vegetation and Fauna Management Plan) – prepared by PGV Environmental (Appendix A).
- Bushfire Management Plan – prepared by Eco Logical (Appendix B).
- Local Water Management Report – prepared by Oversby Consulting (Appendix C).
- Infrastructure and Servicing Report – prepared by Edgeloe Engineering (Appendix D).
- Transport Impact Assessment – prepared by Flyt (Appendix E).
- Archaeological and Ethnographic Site Identification Heritage Survey – prepared by Aboriginal Land Services (Appendix F).
- Geotechnical Investigation Report – prepared by Douglas Partners (Appendix G).
- Site Soil Evaluation for Lot 2010 – prepared by Douglas Partners (Appendix H).

The purpose of the Precinct 2 Structure Plan is to provide a planning framework to guide subdivision and development across the Precinct 2 area in a coordinated manner.

The following ‘Part 2: Explanatory Section’ of this report provides the relevant background and explanatory information, forming the basis of the Structure Plan in ‘Part 1: Implementation’.

A coordinated planning framework guiding subdivision and industrial development across Precinct 2.

2.0 Site and Context Analysis

2.1 Land Description and Physical Context

2.1.1 Legal Description and Landownership

The lot details for the subject land are described in **Table 5** below.

Table 5: Lot Details and Landownership.

Lot	Deposited Plan	Volume/Folio	Area (ha)	Registered Proprietor
2009	43721	2593/990	10.0129	Konkera Pty Ltd
2010	43721	2593/991	44.6170	Western Australian Land Authority
2011	43721	2593/992	6.1990	South West Development Commission
Road Reserve - Temple Road [East] (Landgate Land ID: 3166161)			2.1505	
Total Precinct 2 Structure Plan Area			62.9794 ha	

2.1.2 Location and context

The Precinct 2 Structure Plan is in the suburb of Picton East, within the municipality of the Shire of Dardanup. The structure plan area is located approximately six kilometres east of the Bunbury city centre, and three kilometres south-east of the Port of Bunbury.

The structure plan area is situated within the southern portion of the land covered by the *Preston Industrial Park (Northern Precinct) Structure Plan*, which is currently mostly undeveloped. This broader land covers an approximate area of 580 ha and includes 14 large landholdings.

The broader Preston Industrial Park area is bound by State roads to the north, south and west, including Forrest Highway, South Western Highway and Willinge Drive.

The Glen Iris Service Corridor borders the Preston Industrial Park to the west, abutting Willinge Drive, which was established for services through to the Port of Bunbury and includes a railway, power transmission lines and a port access road.

Directly to the west of the structure plan area is the established 'Picton Enterprise Park', which comprises of landholdings for dry industrial uses. The Precinct 2 Structure Plan location is north of the South Western Highway, freight railways, and the Picton Junction Marshalling Yards. To the northeast of the Precinct 2 Structure Plan location is 'Precinct 3' of the Preston Industrial Park (refer Figure 9 in Part 2, section 3.2), referred to as the 'Glendale Industrial Park'. The Glendale Industrial Park is partially developed.

Refer to Figure 1 for a Context Plan depicting the locational context of the structure plan area.

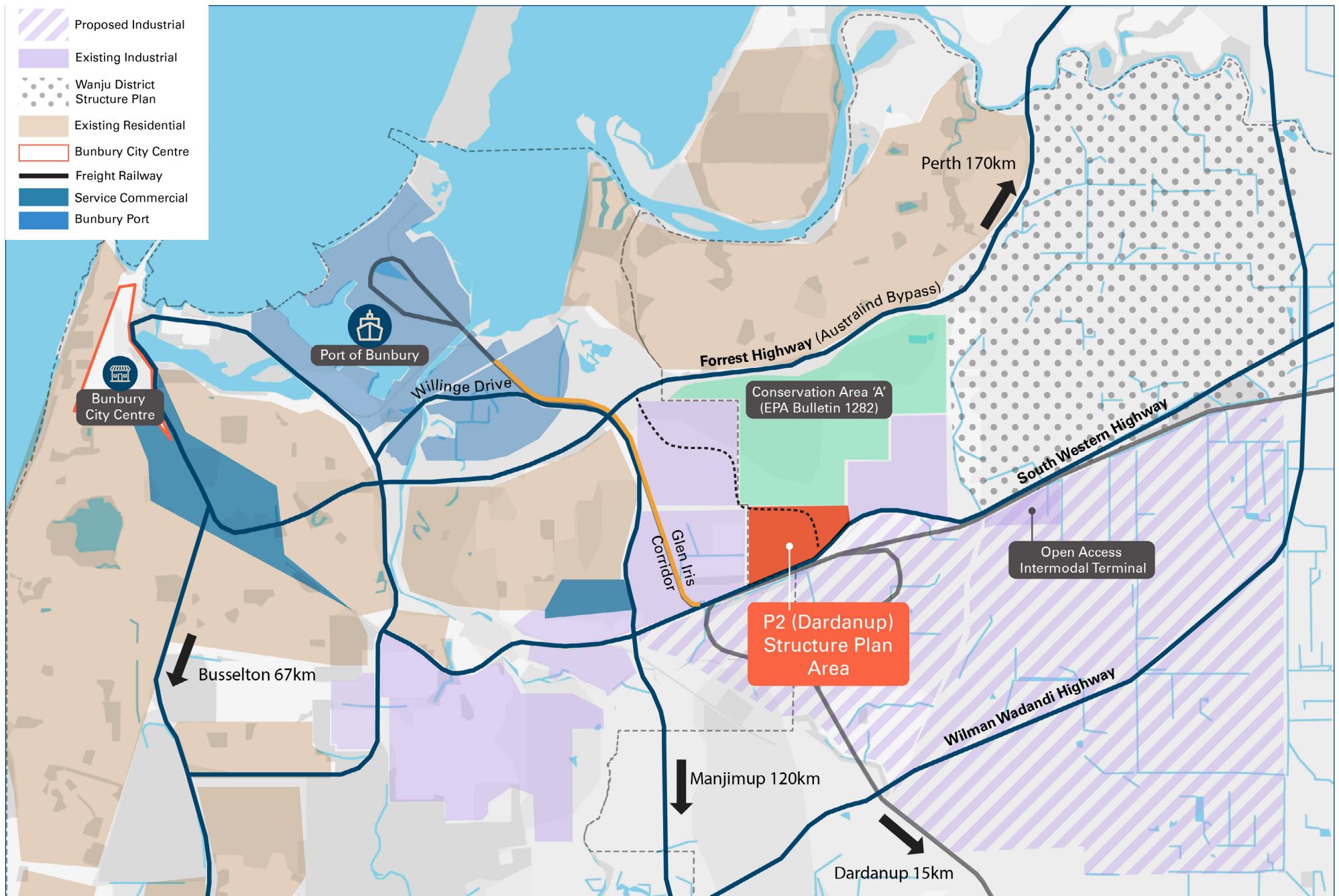


Figure 1: Context Plan (source: TBB Planning).

2.1.3 Area and Land Use

2.1.3.1 Structure Plan Area Land Use

Refer to Figure 2 for an aerial photograph of the Precinct 2 Structure Plan location and area. The historical land uses are described below:

- Lot 2009 was occupied by a former renewable fuel facility, which has been decommissioned. The site contains remnant buildings, works and improvements associated with the previous use, which are anticipated to be demolished and removed from the site. Lot 2009 has two existing vehicle crossovers for access to Giorgi Road.
- Lot 2010 consists of cleared land with remnant vegetation, previously utilised for agricultural and farming purposes including grazing cattle. There are several man-made open drainage channels within Lot 2010, oriented east-west and north-south. Along the southern boundary abutting Lot 2011 is planted vegetation, being allowed to grow and mature in anticipation of clearing of existing vegetation in Lot 2011 to facilitate a future road alignment for South Western Highway.
- Lot 2011 is owned by South West Development Commission and is the future road alignment for South Western Highway. It mainly contains planted vegetation acting as a visual landscaped screen.
- Temple Road is a local road reserve along the northern boundary of the structure plan area and is vested to the Shire of Dardanup for management. Temple Road is unconstructed where it abuts the northern lot boundaries of Lots 2009 and 2010. A portion of Temple Road is constructed on the eastern side of Lot 2010, however this section is not used for access, as MRWA does not permit local road access to South Western Highway from this location.

2.1.3.2 Surrounding Land Uses

The western portion of the Preston Industrial Park area, comprising Lots 44 and 200 within Precinct 1 consists predominantly of cleared land previously used for agricultural and farming purposes.

Former sand quarries and a former wastewater treatment plant were previously located in the north-eastern part of the Preston Industrial Park. A Water Corporation water treatment plant is located on Lot 1 in the northern central area of the Preston Industrial Park area. The central and northern parts of the Preston Industrial Park area contain wetlands and areas of remnant vegetation in varying conditions.

The south-eastern corner of the Preston Industrial Park area includes existing industrial development and land uses, comprising Glendale Industrial Park which forms part of Precinct 3. It contains established industrial development on its western side and remains largely undeveloped to the east.

The existing development comprises several warehouses and hardstand areas that support the operations of a construction company and an engineering solutions company servicing the mining, defence, rail, infrastructure and renewable energy sectors.



Figure 2: Aerial photograph of Precinct 2 Structure Plan location and area (source: MNG Maps, 2026).

2.2 Environmental Factors

2.2.1 Climate

The Precinct 2 Structure Plan location and surrounding area experiences a Mediterranean climate typical of the south-west of Western Australia. The region has hot, dry summers with average maximum temperatures frequently ranging between 30°C and 35°C. Winters are mild and wet, bringing the majority of the annual rainfall between May and September. Rainfall is generally reliable in winter, supporting vegetation growth, but the summer months are marked by extended dry periods and higher evaporation rates. This climate pattern influences vegetation cover and water management across the area.

2.2.2 Landform and Topography

Lots 2009 and 2010 feature gently undulating topography, with contour levels generally ranging between 10m and 15m AHD. Lot 2009 contains a series of small rises and depressions, particularly toward the eastern side, where the landform becomes more irregular with clustered contours indicating steeper, localized slopes. Lot 2010 is broader and slightly more open, with a gradual fall from the north (approximately 14m) toward the south and southwest (approximately 11m). Overall, the landform is moderately varied, with Lot 2009 showing more complex elevation changes compared to the smoother gradients across Lot 2010.

2.2.3 Soils

Lots 2009 and 2010 contain a mix of sandy and clay-based soils. For Lot 2010, the site is characterised by sandy to silty-sand soils (associated with Bassendean Sand) overlying clayey soils of the Guildford Formation at variable depths. In lower-lying parts of the site, these clayey/low-permeability materials, combined with shallow groundwater, contribute to poor drainage and seasonal waterlogging, which needs to be considered for future development and water management. The soils across the broader area show mixed drainage conditions, which will need to be addressed through detailed design, particularly in relation to earthworks, foundation conditions, and stormwater management.

2.2.4 Acid Sulfate Soils

A desktop review of the Swan Coastal Plain Acid Sulfate Soils (ASS) Risk Mapping identifies that Lots 2009 and 2010 have a 'Moderate to Low Risk' of Acid Sulfate Soils occurring within three metres of the natural soil surface.

In accordance with 'Guidance statement B1' in the WAPC *Acid Sulfate Soils Planning Guidelines* (2008), an ASS investigation is only required for a structure plan where the land identified is 'High to Moderate Risk' under the ASS Risk Mapping, which does not apply to the subject lots.

The types of works and development that may disturb ASS typically involve large scale drainage and excavation works which expose these soils to air. Noting this, potential risks with ASS are generally limited to the construction stages, particularly de-watering and drainage works are required or where services are installed below the permanent groundwater level.

For Lot 2010, the Geotechnical Investigation undertaken by Douglas Partners confirms that ASSs are present, generally from a depth of 1.0m and it also noted that the maximum net acidity was 5.2% S reported at a depth of 2.5m.

The report in Appendix G recommends that, following completion of detailed design, targeted ASS and groundwater investigations be undertaken focusing on proposed excavation and dewatering activities. The report notes that:

The results of the targeted investigations and assessment of groundwater quality would be utilised to inform the relevant management requirements to be outlined in an acid sulfate soil and dewatering management plan. The information would also be used to support an application for a dewatering licence and/or to address a development condition (if imposed) in relation to investigation and management of acid sulfate soils.

In light of the above, ASS can be suitably addressed during the subdivision and/or development implementation stages through appropriately worded conditions of approval, being the appropriate phase where detailed design is completed. On this basis, ASS are not anticipated to pose a significant constraint to the development of the subject lots for industrial purposes.

2.2.5 Contamination

The Contaminated Sites Database from the Department of Water and Environmental Regulation (DWER) does not identify any known contaminated site on Lots 2009 and 2010 or the immediately adjoining land.

Outside of the structure plan area, Lot 84 (owned by Water Corporation) has been identified on the DWER Contaminated Sites Database, with the classification for 'Remediated for Restricted Use' due to a previous wastewater treatment plant (with infiltration and treatment ponds) once operating on the lot between 1981 and 2002. Lot 84 is located 1.68 kilometres north-east of the structure plan area and is not anticipated to have any implications for development.

2.2.6 Groundwater and Surface Water

Lots 2009 and 2010 are situated within the Dardanup sub-area of the Bunbury Groundwater Area, overlying a superficial aquifer system that occurs at shallow depths across the broader locality. For Lot 2010, site observations in the Geotechnical Investigation (Appendix G) indicate very shallow groundwater in late winter conditions, with groundwater encountered at or near the surface and at shallow depths (generally within the upper ~0.5 m below natural ground level in places). This reflects the low-lying topography and the presence of low-permeability clayey soils at shallow depth across parts of the site, which can result in seasonal waterlogging and can restrict infiltration-based disposal of stormwater without substantial ground improvement.

Groundwater quality is likely to be typical of land previously used for rural purposes, with nutrient enrichment (particularly nitrogen and phosphorus) likely to be elevated relative to background levels, posing a risk of offsite transport to adjacent wetlands if not carefully managed.

Surface water movement across the lots is influenced by their relatively flat landform and soil conditions. For Lot 2010, a seasonally waterlogged drainage line has been identified crossing the site (east to west), and historic farm drainage is present, including open drains that convey flows to the west. These systems are sensitive to changes in flow volume and water quality.

Accordingly, development on the site will need to include careful water management to avoid increased discharge into external drainage systems and to ensure that post-development runoff is appropriately controlled.

In addition, site planning will need to provide for wetland buffers, suitable drainage infrastructure, controlled discharge points (where required), and appropriate groundwater monitoring and verification during detailed design to safeguard downstream values and maintain the hydrological balance of the surrounding environment. For further information, refer to the Local Water Management Report prepared by Oversby Consulting at Appendix C and the Geotechnical Investigation Report prepared by Douglas Partners at Appendix G.

2.2.7 Bushfire

The Department of Fire and Emergency Services (DFES) bushfire mapping identifies that portions of the land are located within a 'Bushfire Prone Area (Area 2)' as shown in Figure 3, and the land is subject to the provisions of *State Planning Policy 3.7 Bushfire* (SPP3.7).

In accordance with the requirements of SPP3.7, a Bushfire Management Plan (BMP) has been prepared by Eco Logical to accompany the Precinct 2 Structure Plan. The BMP has been prepared having regard to the *Guidelines for Planning in Bushfire Prone Areas* (the Guidelines) and 'Australian Standard 3959 – Construction of Buildings in Bushfire Prone Areas' (AS 3959).

Vegetation across the site and within a 150 m radius was assessed in accordance with the *Guidelines* and AS 3959:2018, with the site inspection undertaken on 23 February 2026.

As the nearest suitable destination is located more than 1 km from the proposal, at approximately 7.5–8.5 km, a Broader Landscape Assessment (BLA) was completed in accordance with Appendix A.1.4.2 of the *Guidelines*. The BLA determined that the Precinct 2 Structure Plan area falls within Broader Landscape Type A which is characterised by:

- A separation distance to a suitable destination of between 1 and 10 km;
- A road network comprising a mix of road patterns;
- A predominately mosaic vegetation distribution across the assessment area; and
- Exposure to external bushfire hazard (excluding Class G grassland) from two directions.

A Bushfire Hazard Level (BHL) assessment has also been completed in accordance with SPP3.7, the Guidelines and AS 3959:2018. While parts of the proposed development area are currently identified as having an Extreme BHL, it is anticipated that this can be mitigated at detailed design stage by locating development within areas classified as Moderate or Low BHL.

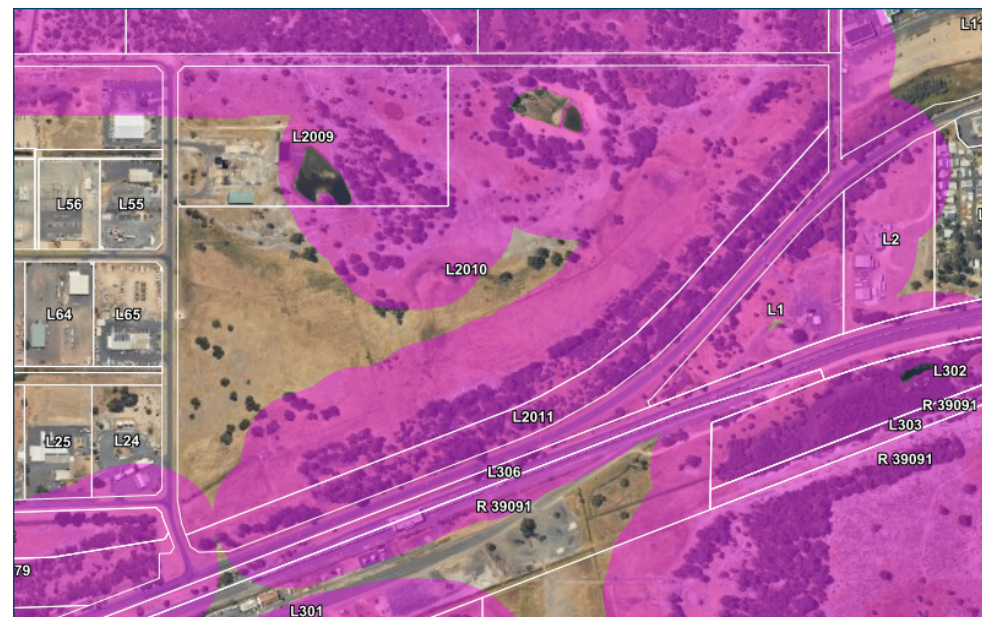


Figure 3: DFES Bushfire Prone Area mapping of the Precinct 2 Structure Plan area (Source: MNG Maps, 2026).

This can be achieved through a combination of:

- Removing or modifying hazardous vegetation as part of development, subject to any required environmental and planning approvals; and/or
- Incorporating appropriate setbacks from retained vegetation within the site.

Based on the outcomes of the BMP, the Precinct 2 Structure Plan can satisfy the bushfire protection criteria set out in Appendix A of the Guidelines. A summary of compliance with the four bushfire protection criteria is outlined in Table 4 (Section 5) of the BMP, refer Appendix B.

Responsibility for implementation of the BMP rests with DevelopmentWA, the Shire of Dardanup, and subsequent landowners, as relevant, to ensure that bushfire mitigation measures are consistently applied and maintained over time.

2.2.7.1 Access routes

The structure plan area is proposed to be serviced by a minimum of two local road access points, including connections from Giorgi Road and South Western Highway. A 'Temple Road Extension' from Giorgi Road to South Western Highway has been designated on the Precinct 2 Structure Plan. The ultimate configuration of this road will be determined at later planning stages once the subdivision layout is finalised.

Internal roads as part of future subdivisions are intended to facilitate connectivity and enable through-movement across the site. It is further noted that investigations are underway into potential future access to the north, as part of planning associated with the Precinct 1 Structure Plan (Lots 44 and 200).

2.2.7.2 Perimeter road /emergency access way (indicative)

A potential 'fire access route', with its tenure and form to be determined at later planning stages, is depicted on Plan 1 (refer Figure 4). This notation is intended to identify the strategic intent for a bushfire mitigation interface without predetermining whether the route will ultimately be delivered as private road(s) within industrial site(s), as an emergency access way, or a public perimeter road.

The Precinct 2 Structure Plan therefore acknowledges and depicts the potential fire access route as a suitable bushfire mitigation measure and interface between the proposed industrial land areas and the abutting land to the north, as well as the POS/ Drainage area shown on the Structure Plan Map (Plan 1). These areas contain remnant vegetation classified as bushfire-prone (refer Part 2, section 2.2.7).

The final form, function and tenure of the potential fire access route will be determined at the subdivision and/or development application stage, having regard to the requirements of the *Guidelines for Planning in Bushfire Prone Areas*, as amended, and any relevant local government requirements.

In particular:

- Under the *Guidelines* (as amended), a perimeter road is a public road where 10 or more lots are proposed (including as part of a staged subdivision);
- The route may alternatively be delivered as an emergency access way, for the purposes of Element 3: Vehicular Access of the Guidelines, where this achieves an integrated network. Having regard to current Guidelines (as amended), linkages at minimum 500m intervals for an emergency access way would be required for achieving Element 3: Vehicular Access.
- Future subdivision would be required to identify the intended purpose, tenure, and dimensions of the 'potential fire access route'.

A perimeter road / emergency access way (indicative) would be constructed to meet the relevant local government requirements, as applicable at the time of subdivision / development. Vehicular access technical requirements in the relevant version of the *Guidelines for Planning in Bushfire Prone Areas* (as amended) may also be considered and incorporated into road designs.

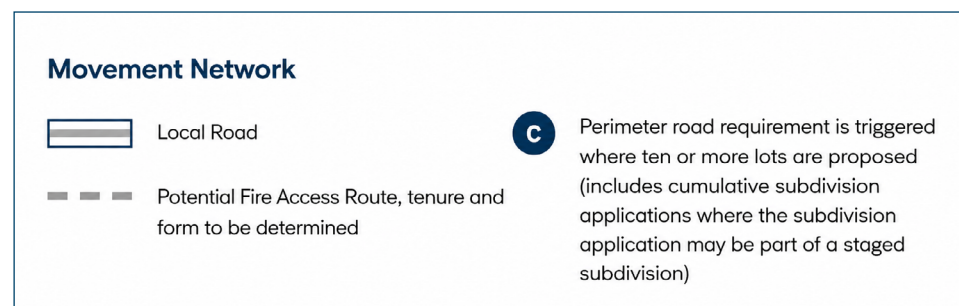


Figure 4: Relevant movement notations on the Precinct 2 Structure Plan.

2.2.8 Vegetation and Flora

The structure plan area has been extensively cleared and modified by historic rural land uses. The Environmental Assessment Report (EAR) identifies the remaining vegetation as being in Completely Degraded condition. No Threatened or Priority flora species or conservation-significant vegetation communities were identified, and the remaining vegetation is not representative of the Banksia Woodlands of the Swan Coastal Plain Threatened Ecological Community. Accordingly, flora and vegetation are not considered a significant constraint to development.

Existing vegetation within the Public Open Space/Drainage area along the southern boundary will be retained. Opportunities also exist to retain and supplement vegetation within the Industrial Development Investigation Area to provide habitat and contribute to a potential ecological linkage through the structure plan area.

Refer to the Environmental Assessment Report (with Fauna Survey and a Vegetation and Fauna Management Plan) prepared by PGV Environmental at Appendix A for further detail.

2.2.9 Fauna and Habitat

The structure plan area provides habitat for the three species of Black Cockatoo and the Western Ringtail Possum. Surveys identified approximately 1.62 hectares of Black Cockatoo foraging habitat and 88 potential breeding habitat trees, although no evidence of Black Cockatoo breeding was recorded. Western Ringtail Possums were observed within native and non-native trees across the structure plan area, and one drey was recorded on Lot 2009.

Development is likely to require the removal of most Black Cockatoo habitat within the General Industry area and areas of Western Ringtail Possum habitat. Approximately 3.82 hectares of high-value Western Ringtail Possum habitat and 60 non-native Eucalyptus trees with Black Cockatoo habitat value will be retained within the southern Public Open Space/Drainage area. Further mitigation may include retaining suitable habitat trees where practicable and revegetating parts of the Industrial Development



Investigation Area to strengthen habitat connectivity between the southern vegetation corridor and vegetation north of the structure plan area.

Future subdivision or development involving habitat clearing will require referral to the relevant State and Commonwealth environmental authorities to determine applicable assessment, mitigation and offset requirements. Detailed fauna management measures are to be addressed through subsequent planning and environmental approval processes.

2.2.10 Wetlands

Wetlands were identified by the EPA through its strategic advice (refer Part 2, section 2.2.11).

A wetland management plan may be required for the Conservation Category Wetland buffer, as depicted on the Structure Plan Map. The actual CCW is outside of the structure plan area, and the Precinct 2 Structure Plan does not pre-empt any change of land tenure or future vestiture to an appropriate government authority for future management. The exact buffer would be determined in consultation with DWER, to local government and WAPC, and is anticipated to be determined through the WAPC's wetland buffer guideline methodology, considering amongst other things its ecological values and threats.

2.2.11 EPA Strategic Advice

The EPA published strategic advice as Bulletin 1282 (EPA, 2008) in relation areas of conservation significance in the Preston Industrial Park (2,950 hectares in total area). This Precinct 2 structure plan (62.9794 ha in area) forms part of the Preston Industrial Park. For this structure plan area, relevant s.16(e) recommendation are quoted below and shown in Figure 5:

- Lot 2010 contains part of an area of Recommendation Area M (approximately 5 ha), which includes a Resource Enhancement Wetland and was identified by the EPA as an area where ecological connectivity should be enhanced. Enhancement measures may include rehabilitation, weed management and revegetation with native species.
- Lot 2010 contains an area subject to Recommendation Area S. Recommendation Area S is located in part on Lot 105 on diagram 96, Picton East, Lot 2010 on diagram 43721 Picton East and Lot 1 on diagram 22496, South Western Highway, Picton East within the area known as the Northern Precinct of the PIP (refer Figure 9). The recommendation covers an area of approximately 24 ha. Recommendation Area S was identified by the EPA as a restoration area intended to strengthen ecological linkage functions between Conservation Areas A and E (refer Figure 5). At the time of the EPA advice, the area was described as being in a largely degraded condition and requiring rehabilitation to restore ecological linkage values.

In relation to the structure plan area:

- No part of the structure plan area was identified in the EPA advice as a 'conservation area' or a 'subdivision / rezoning protection area' (refer Figure 5);
- The Recommendation M (enhancement) land is identified for future general industry use, having regard to Plan 1. The wetland features are not conducive to being retained in a meaningful capacity, noting that conservation category wetlands to the north are being retained; and

- The Recommendation S (restoration) land is identified partly within the 'Industrial Development' investigation area on Lot 1010 (refer Plan 1 and Part 1, section 2.1.2). The area of 'Industrial Development' investigation land is approximately 5ha in area, of which approximately 3ha is considered to have a moderate-to-high opportunity for industry use and development.

The EPA's linkage restoration objective has been considered through the issues and opportunities assessment and development capacity analysis (refer Part 2 section 4.0). The structure plan provides for retention and revegetation opportunities within the landscape perimeter abutting South Western Highway, and for investigation within the eastern portion of the precinct. These collectively would aim to maintain the functional intent of the EPA's ecological linkage recommendation while balancing industrial development outcomes.

Consistent with the EPA's strategic advice, ecological linkage outcomes may be supported through revegetation and landscape design measures, including the selection of endemic native species that provide habitat and movement opportunities for fauna. Such measures can assist in maintaining and strengthening ecological linkage functions within the structure plan area, where appropriate.

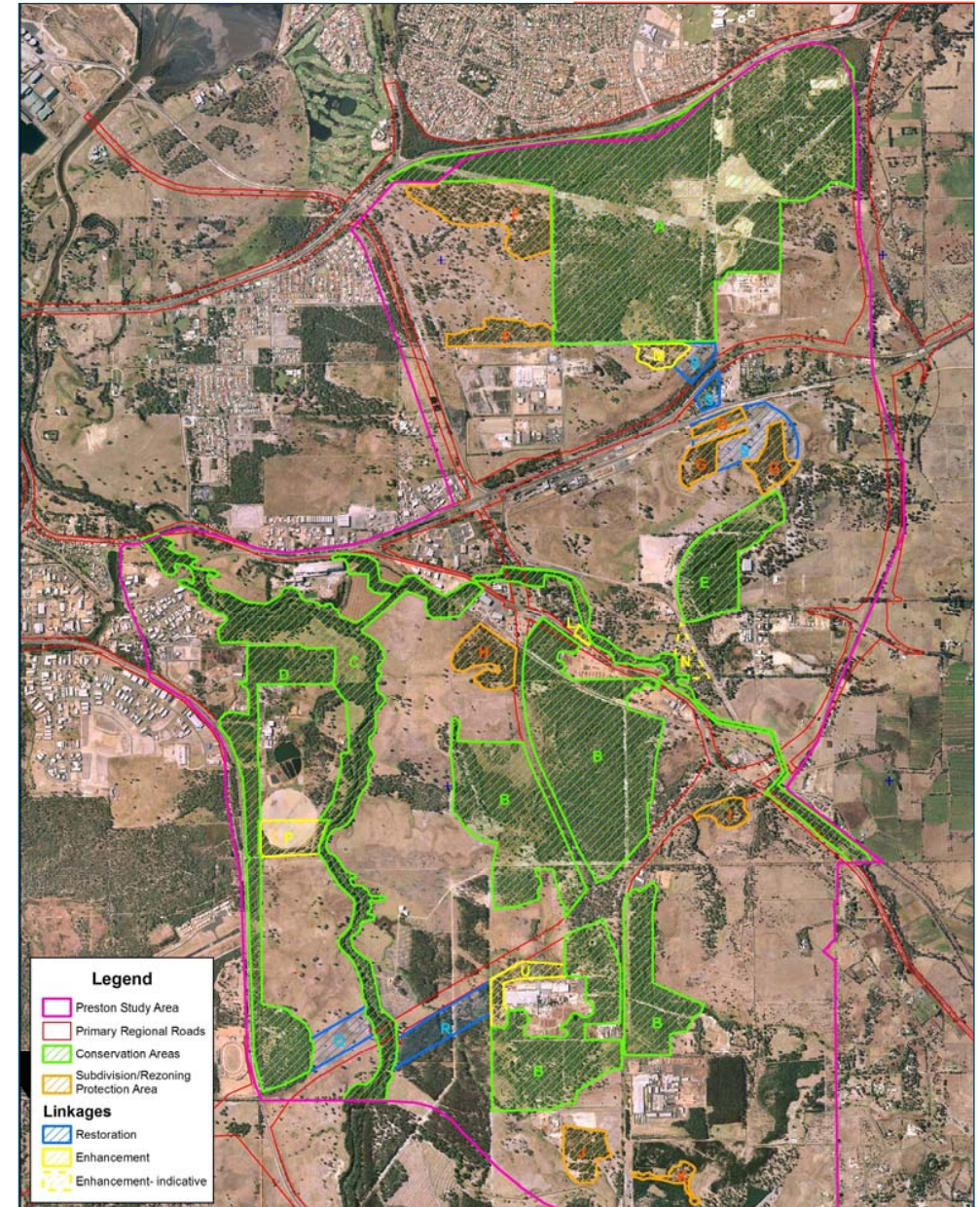


Figure 5: EPA s16(e) Figure 6 Recommendation Areas, relevant to Lot 1010.

2.2.12Public Open Space

Public Open Space/Drainage is proposed to be provided in accordance with Plan 1, in order of priority, for:

- Retaining planted vegetation as a visual screen along South Western Highway;
- Drainage functionality associated with outcomes of the Local Water Management Report; and
- Incidental passive recreation and local amenity (if required).

A Public Open Space (POS) schedule is provided below in Table 6 for information purposes, noting that it is not a requirement for an industrial structure plan to provide POS. In industrial areas, the provision of POS is not a standard planning requirement, reflecting the fundamentally different function of industrial land compared to residential neighbourhoods and the absence of a need to meet recreational or community open space benchmarks. Rather, planning policy and guidance for industrial development focus on land use compatibility, infrastructure provision and the management of off-site impacts, including the use of buffers and separation distances to protect sensitive land uses.

Notwithstanding this, the structure plan provides approximately 10% POS, which is not intended to serve a recreational function but instead performs ecological linkage functions and interface management roles. This includes the retention of existing vegetation to provide visual screening to South Western Highway, the integration of POS with drainage infrastructure to facilitate local water management and stormwater attenuation. Accordingly, the POS is functional and landscape-based, delivering amenity and environmental outcomes appropriate to an industrial context, with limited or no formal recreational purpose.

The provision of POS acknowledges the EPA's s.16(e) advice (refer to Part 2, section 2.2.11) which recommended north-south and east-west ecological linkages to be retained or enhanced more generally within the locality.

The positioning of drainage will be incorporated into POS. This will provide for the slow conveyance of flows into the broader drainage network and facilitate infiltration of stormwater. This ensures that drainage facilitates connections to the existing drainage network to the west of the structure plan area, whilst avoiding directing drainage towards the conservation category wetland to the north-west of the structure plan area.

Table 6: Public Open Space Schedule

Precinct 2 Structure Plan	Hectares (ha)
Total Structure Plan Area:	62.9794
General Industry	41.8361
Industrial Development Investigation Area	5.0766
Local Road	3.1943
Primary Regional Roads Reserve (GBRS)	6.2037
Public Open Space Provision:	
Public Open Space/Drainage	6.6687
Percentage of Public Open Space Provided (of Total Precinct 2 Structure Plan Area)	10.59%

2.3 Services and Infrastructure

The structure plan area is capable of being serviced for industrial development, subject to the coordinated delivery and upgrading of key infrastructure. Access to the precinct will be established via a new intersection from South Western Highway, supported by the upgrading and extension of Temple Road and the construction of an internal road network to service development. Servicing infrastructure, including water, power, telecommunications and drainage, will be extended and augmented to support development, with upgrades undertaken where required to meet industrial demand. Drainage infrastructure will be upgraded to accommodate development flows and maintain downstream conditions. Infrastructure delivery will occur progressively in accordance with subdivision staging, ensuring orderly and efficient development of the precinct.

A description is provided below on the existing services and infrastructure availability within the Preston Industrial Park area and the potential implications for future industrial development within Precinct 2. Refer to the Infrastructure and Servicing Report prepared by Edgeloe Engineering at Appendix D for further detailed information and associated aerial mapping of existing services and infrastructure.

Servicing within the structure plan area will be dependent on the ability to connect infrastructure from existing networks and services for electricity, water supply, and telecommunications. Sewer is not available and is not proposed.

Utility upgrades will be determined in consultation with utility providers, and have regard to the extent of staged subdivision and development requirements.

The Precinct 2 Structure Plan contemplates arrangements to be detailed and implemented through subdivision and development, including:

- Upgrading and implementation of drainage infrastructure to manage stormwater and maintain downstream flows;
- Extending reticulated water services to the structure plan area, and upgrading network infrastructure as required to meet demand;
- Extending electrical services and infrastructure to the structure plan area, and undertaking network upgrades and underground distribution where required; and
- Extending telecommunications (NBN) infrastructure to service the structure plan area.

2.3.1 Power

The broader Preston Industrial Park area is serviced by existing overhead high-voltage power lines, including 132kV, 66kV, and 22kV, with some lots in the Picton Enterprise Park receiving below-ground connections from these lines or the Picton Zone substation to the south across South Western Highway. The 22kV distribution network, originally installed as overhead, will likely require to be moved underground as development progresses. The local power network from Western Power can currently supply small loads at 1 megavolt-ampere (MVA) of electricity to new developments in the area. This is roughly the capacity available for immediate connection without major upgrades. However, larger future development may need upgrades, as the Picton Substation's available capacity is limited and will decrease from 28.89 MVA in 2025 to 25.24 MVA by 2034.

2.3.2 Sewer

The Preston Industrial Park is unsewered and only dry industries are permitted. Further expansion of this industrial area will likely require larger lots (above 1 ha) to be provided, where it is then possible for on-site effluent disposal (and dependent on requirements, through secondary treatment and disposal systems with nutrient removal to ensure effluent material is treated at an acceptable level. The general Site and Soil Evaluation, refer Appendix H, demonstrates that land is able to accommodate an appropriately sized treatment system and can comply with relevant design requirements having regard to SPP 2.9 Water.

The closest Public Drinking Water Source Area is approximately 950 metres north of the structure plan area. The closest protection area for PDWSA (P1) is approximately 1.9km west of the structure plan area. The structure plan is located within a sewerage sensitive area (SSA) being located within the Leschenault Estuary catchment, and within 1km of significant wetlands.

The general SSE (Appendix H) states that at least 1.5m of vertical separation to groundwater would be required from the discharge point of all on-site sewerage systems. Placement of fill will be required to raise the surface level and achieve the required clearance to groundwater.

For industrial proposals in SSAs, lot sizes are assessed on a case-by-case basis. A secondary treatment system with nutrient removal will generally be required.

2.3.3 Water

The Preston Industrial Park area is serviced by both Water Corporation and Aqwest, with connections available from existing 150–200 mm diameter water pipelines. Existing water pipelines run north to south through Lots 4, 1, and 43, further connecting to the Picton Enterprise Park in the south. A bore and water treatment plant have been established on Lot 1, however, the capacity of the Diadem Elevated Tank may need further evaluation to determine whether it can adequately supply the entire Preston Industrial Park area.

Additionally, larger water mains may be necessary to meet the demands of industrial-scale operations and fire protection requirements..

2.3.4 Drainage

Stormwater will be managed through an integrated system of on-lot detention and infiltration, vegetated roadside swales, bioretention areas and drainage basins. Industrial lots will retain and infiltrate runoff up to the 10% Annual Exceedance Probability (AEP) event, while the broader drainage network will safely convey flows from major storm events.

The system will maintain post-development discharge rates at or below pre-development conditions and provide treatment of runoff before discharge to adjoining wetlands and the downstream Ferguson River system. Detailed drainage modelling and infrastructure design will be confirmed at subdivision and development stages.

Refer to the Local Water Management Report prepared by Oversby Consulting at Appendix C for further information.

2.3.5 Gas

There is no existing gas supply and infrastructure to the subject lots and the broader Preston Industrial Park area. It is understood gas supply and connection is not a necessary requirement to Precinct 2 and other surrounding nearby industrial estates do not have gas connections.

Should gas connection need to be considered in the long-term future, a high-pressure gas main is located along Hynes Road to the east of the Preston Industrial Park, which could supply Precinct 2 with infrastructure extension and pressure reduction.

2.3.6 Telecommunications and NBN

Existing NBN services are available in the vicinity of the Preston Industrial Park area, providing a baseline level of connectivity for current and near-term development. However, larger-scale or high-demand industrial development may require extensions of the network beyond the existing infrastructure to ensure reliable and sufficient service. Some areas of the Preston Industrial Park area are planned to be serviced through NBN Fixed Wireless technology, which can reduce the need for extensive pit-and-pipe cabling and associated civil works. Planning will be required to integrate these services effectively and to ensure all lots receive adequate telecommunications coverage to support industrial uses and operations.

Infrastructure and servicing will be carefully coordinated to respond to site-specific environmental requirements.

2.4 Movement Network

The proposed movement network establishes a legible road hierarchy and provides for industrial access, freight efficiency and safe internal circulation. A summary of the existing movement network within the Preston Industrial Park, including road access, connectivity and freight rail, is provided below. For a more detailed analysis of current and future transport arrangements, refer to the Transport Impact Assessment prepared by Flyt at Appendix E, which discusses in detail the key transport considerations for the movement network in the Preston Industrial Park area.

The Precinct 2 Structure Plan contemplates arrangements to be detailed and implemented through subdivision and development, including:

- The upgrade and construction of Temple Road within the existing reserve and the indicative road alignment to intersect with South Western Highway where a need and nexus is presented as a result of subdivision / development; and
- Delivering of internal roads to service development, if required.

2.4.1 Roads

The broader Preston Industrial Park area is bound by State roads (under the care and control of Main Roads Western Australia) to the north, south and west, including:

- Forrest Highway – providing north-south regional access to the Perth metropolitan region and the south-west region.
- Willinge Drive – providing access to the Bunbury Port inner harbour through to the South Western Highway.
- South Western Highway – which provides access through Pinjarra north towards Armadale.
- ‘Primary Regional Roads’ GBRS reservation to the east, which was set aside for the previous Bunbury Outer Ring Road alignment, which has been relocated in the form of the Wilman Wadandi Highway (refer to section 3.1.1).
- Lots 2009 and 2010 within Precinct 2 form part of the southern section of the Preston Industrial Park and have direct frontage to Giorgi Road, a local east to west road. Giorgi Road connects to other local roads in the Picton Enterprise Park and provides access to the South Western Highway, a major north to south regional route that links Bunbury to the wider South West region and offers indirect access to the Forrest Highway, the primary Perth to Bunbury corridor. The immediate local access roads form part of a broader network that facilitates industrial freight and transport movements.
- As reported in the TIA, current traffic volumes on Giorgi Road are relatively low, with the hierarchy of surrounding routes demonstrating the strategic positioning of Precincts 1 and 2 for industrial development. The road network may require upgrading to accommodate increased heavy vehicle use and to improve connectivity both internally within Precinct 1 and externally to regional roads and road freight corridors.

- Temple Road reserve is a local road reserve vested to the Shire of Dardanup and the Precinct 2 Structure Plan responds through the utilisation of part of the existing road reserve. Importantly, the Precinct 2 Structure Plan proposes a new road connection to South Western Highway that is in an agreed intersection position that is consistent with the MRWA's proposed road access strategy. The positioning of the intersection has been informed by pre-lodgement consultation with MRWA for the existing highway alignment and the future realignment of South Western Highway.

2.4.1.1 Road Hierarchy and Function

The Precinct 2 Structure Plan establishes the following road hierarchy:

- Primary Regional Road: South Western Highway, reserved under the GBRS, providing the primary regional freight function.
- Local Roads (existing and upgraded): Giorgi Road and Temple Road are identified as local roads under the applicable local planning schemes. These roads form the primary internal access network and will accommodate heavy vehicle movements, including RAV Network 7 (RAV-7) permitted vehicles, between the site and the regional road network.
- New local roads: if required, a network of new public roads will be delivered through would be delivered through subdivision to provide efficient lot access, internal connectivity and integration with the surrounding network.
- Perimeter road / fire access route (indicative): an indicative route is identified to provide a potential perimeter interface and emergency access, with final function, tenure and design to be determined at subdivision in accordance with bushfire planning requirements.

2.4.1.2 Road Design and Reserve Widths

Road reserves and cross-sections will be designed and determined at subdivision, generally in accordance with the following:

- Industrial roads with typical widths varying between 20-25 metres to accommodate the desired carriageway width and crossovers/connections into industrial lots. Wider reserves (i.e. potentially up to 30 metres) may be required where the road reserve will also accommodate drainage and stormwater management for the structure plan area (refer to the Local Water Management Report in Appendix C).
- Carriageway widths and designs will be subject to (where applicable) MRWA and/or local government standards and informed by RAV-7 freight requirements in respect of Temple Road and RAV Network 4 (RAV-4) freight requirements in respect of Giorgi Road, including appropriate 'lane-correct' turning paths and intersection treatments.
- Verges may incorporate stormwater management and services. Road designs may, depending on local government requirements and advice, include street lighting and other movement network elements (refer Part 1, section 2.4.1.3).

2.4.1.3 Intersections and Access

The Precinct 2 Structure Plan designates existing and proposed local road connections to the regional road network with the intent of efficient road accessibility and the capacity to facilitate through-movements, having regard to regional traffic demands, MRWA access studies for South Western Highway, and linkage requirements.

The Precinct 2 Structure Plan provides for connections to the road network via:

- Giorgi Road and South Western Highway (existing);
- Giorgi Road and Temple Road (upgraded intersection); and
- Temple Road and South Western Highway (future intersection).

Intersection design, access arrangements and any upgrades will be determined at subdivision stages in consultation with MRWA and the local government(s), having regard to freight movements and regional traffic demands.

2.4.2 Other movement network elements

There are no existing networks for cycling, pedestrians or public transport in the locality and there are no known strategic plans which would see their introduction. Given the form of land use in the area and the surrounding network (with a lack of any formed connections), no proposals are included for introducing cycling infrastructure, footpaths or public transport into the structure plan area.

The local road network is intended to provide a safe and functional industrial environment, including:

- Traffic lanes designed to accommodate heavy vehicle movements; and
- In limited circumstances, verges may incorporate street trees and car parking where practicable, where compatible with the predominant industrial access and road function.

2.4.3 Freight Rail

Precinct 2 is strategically positioned adjacent to the existing South Western Railway Line, which runs parallel to the South Western Highway and provides a key freight rail connection between Bunbury Port, the Collie coalfields, and the broader regional hinterland.

The freight rail line runs in a north to south direction along the western edge of the Glen Iris Corridor and traverses around the Picton Enterprise Park with a level rail crossing at South Western Highway. A rail terminal and marshalling yard is located south of the structure plan area, and the rail line then continues to running parallel with Precinct 2 in an east to west direction.

This freight rail corridor underpins the industrial nature of the area, supporting long-term opportunities for intermodal freight and logistics uses. At present, however, there are no direct spur connections into Precinct 1 or 2, with any future rail access requiring further investigations, planning and infrastructure investment if desired for future development.

2.4.4 Transport Impact Assessment

The Transport Impact Assessment (TIA) prepared by Flyt supports the Precinct 2 Structure Plan and has been undertaken in accordance with the Western Australian Planning Commission's (WAPC) *Transport Impact Assessment Guidelines (Volume 2 – planning schemes, structure plans and activity centre plans)*.

The TIA adopts a high-level, strategic assessment consistent with the structure planning stage, recognising that final land uses, subdivision layout and detailed road design will be determined at later stages. Its primary purpose is to confirm that the land can accommodate future industrial development from a transport and movement perspective.

A description of the transport and movement network internal to the structure plan area is summarised in **Table 7**.

Table 7: Summary of Precinct 2 Structure Plan movement network and TIS matters

Transport Matter	Proposed Structure Plan
Proposed subdivision	The Precinct 2 Structure Plan provides a high-level subdivision framework, with ultimate lot configuration to be determined at subdivision stage. The layout allows for flexible industrial lot development supported by a simple internal road hierarchy.
Vehicle access and parking	Access to the site is to be provided via two connections to Giorgi Road and one connection to South Western Highway (via Temple Road). Internal access arrangements and parking provision will be resolved at subdivision and development stages.
Provision for service vehicles	All external and internal roads are to be designed to accommodate RAV-7 vehicles, consistent with the industrial nature of the development and the function of South Western Highway as a freight route.
Daily traffic volumes and vehicle types	Forecast traffic generation is approximately 350–395 vehicles per hour in peak periods, with a relatively high proportion of heavy vehicles consistent with industrial land uses.

Transport Matter	Proposed Structure Plan
Traffic management on frontage streets	No direct lot access to South Western Highway is proposed. A buffer road parallel to the highway will manage access and protect the function of the regional road network.
Public transport access	There are no existing or proposed public transport services to the site. The road network is capable of accommodating future services if required.
Pedestrian access	There is currently no pedestrian infrastructure in the area and none is proposed at this stage. Road reserves will be capable of accommodating future pedestrian infrastructure if required.
Cycle access	There is no existing cyclist infrastructure and none is proposed as part of the Precinct 2 Structure Plan. Future provision may be accommodated within road reserves if required.
Site specific issues	The site interfaces with South Western Highway (RAV-7 freight route) and relies on new intersections and upgrades to integrate with the regional road network. The Temple Road connection will require detailed design and engagement with MRWA.
Safety issues	Existing traffic volumes are low with minimal crash history. Intersection modelling indicates acceptable performance in both base and forecast scenarios, with no significant safety or capacity issues identified

Overall, the TIA concludes that the structure plan area is suitable for industrial development from a transport perspective, subject to detailed design of intersections (particularly at Temple Road and South Western Highway) and further assessment at subdivision and development stages.



2.5 Community and Cultural Context

2.5.1 Demographics, Employment and Business Activity

As the Precinct 2 Structure Plan area borders the City of Bunbury Local Government Area boundary and the western portion of the broader Preston Industrial Park is within the City of Bunbury, the Australian Bureau of Statistics (ABS) Census Data for the adjoining Bunbury locality has also been included for the purposes of the Precinct 2 Structure Plan.

The ABS Census Data for the Bunbury locality and Local Government Area is a relevant consideration to the Precinct 2 Structure Plan as it can be assumed that the source of employment majority will be drawn from City of Bunbury due to its higher population and closer location proximity. Further, when Precinct 2 is developed, it will serve the surrounding localities within the City and the Shire.

Table 8 provided a summary of demographic indicators from ABS Census Data. The Shire of Dardanup and the City of Bunbury exhibit demographic profiles that reflect both population stability and a strong business operations base.

In 2024, Dardanup's population was estimated at 3,630 people, while Bunbury recorded a substantially larger population of 206,196 people. Both regions maintain a relatively strong working-age share (61% in Dardanup and 60.5% in Bunbury), providing a stable labour force to support economic and industrial activity. Unemployment levels are comparatively low, at 3.3% in Dardanup and 4.2% in Bunbury, indicating generally healthy labour market conditions. The economic base is also supported by business activity, with 474 businesses recorded in Dardanup and 17,435 in Bunbury, alongside 2,838 jobs and 165,232 jobs respectively. These demographic characteristics underscore the availability of a workforce, with a resilient business presence reinforcing, the role of both regions supporting the ongoing expansion of local and regional industrial activity within the Picton and Picton East areas.

Table 8: Demographic Profiles (source: ABS Census Data - Region Summary for Bunbury and Dardanup, and Australia 2021 Census All Persons QuickStats)

Description	Year	Dardanup Region	Bunbury Region	Australia
Estimated resident population (no.)	2024	3,630	206,196	27,194,369
Working age population (aged 15-64 years) (%)	2023	61	60.5	64.9
Unemployment rate (%)	2021	3.3	4.2	5.1
Total number of businesses	2024	474	17,435	2,662,998
Number of jobs	2021	2,838	165,232	20,797,175
Children enrolled in a preschool or preschool program (no.)	2023	39	2,394	337,305
Median total income (excl. Government pensions and allowances) (\$)	2022	59,111	51,687	55,062
Median weekly household rental payment (\$)	2021	260	310	375
Median monthly household mortgage payment (\$)	2021	1,750	1,640	1,863
Land area (ha)	2021	51,707.6	2,480,241.2	768,809 493.8

The suburbs of Picton and Picton East, situated within the City of Bunbury and partially extending into the Shire of Dardanup, represent a strategically significant broader industrial and commercial precinct area.

The area is characterised by a predominance of general industrial land uses, including manufacturing, logistics, and warehousing. These developments have facilitated local employment growth across a range of occupational categories, encompassing both skilled trades and administrative functions.

The business landscape is diverse, with business types and operations spanning across transport and logistics, automotive services, warehousing, fuel and energy, agribusiness, construction and engineering, all contributing to the local and regional economic base. Proximity to the Port of Bunbury, Glen Iris Service Corridor, freight rail and various surrounding highway road networks further reinforces the precinct's strategic function as a logistics and distribution hub within the Greater Bunbury industrial network.

Table 9 provide a summary of employment industries within the Shire of Dardanup and City of Bunbury from 2021 Region Summary ABS Census Data.

Table 9: Industry of Employment (2021 ABS Census Data – Region Summary for Bunbury and Dardanup)

Description	Dardanup Region	Bunbury Region
Agriculture, forestry and fishing (%)	10	5.8
Mining (%)	7.3	8
Manufacturing (%)	10.2	8.3
Electricity, gas, water and waste services (%)	2	1.7
Construction (%)	10.9	10.2
Wholesale trade (%)	3.2	1.6
Retail trade (%)	6.3	9.5
Accommodation and food services (%)	5.4	8
Transport, postal and warehousing (%)	5.3	3.4
Information media and telecommunications (%)	0.4	0.5
Financial and insurance services (%)	1.1	1.1
Rental, hiring and real estate services (%)	1.7	1.3
Professional, scientific and technical services (%)	3.5	3.4
Administrative and support services (%)	1.6	3.2
Public administration and safety (%)	4.4	4.5
Education and training (%)	7.4	8.2
Health care and social assistance (%)	10.3	12.5
Arts and recreation services (%)	1	1.1
Other services (%)	4.1	3.7
Industry of employment inadequately described or not stated (%)	4.2	3.9
Total persons employed aged 15 years and over (no.)	1 663	87 452

The employment profile of the Shire of Dardanup reflects a strong foundation in Agriculture, Forestry and Fishing (10.0%), Manufacturing (10.2%), and Construction (10.9%), with around one in three local workers employed across these three sectors. This highlights Dardanup's established role in primary production and industrial activities, reinforced by supporting employment in Transport and Warehousing (5.3%).

In the City of Bunbury, while the workforce is more diversified, industrial-related sectors remain significant. Manufacturing (8.3%) and Construction (10.2%) together account for close to one in five local jobs, while Transport, Postal and Warehousing (3.4%) and Mining (8.0%) provide further contributions to Bunbury's regional industrial role.

Together, these patterns underscore the importance of industrial sectors in driving local employment and sustaining the local and regional economic base. These industrial and logistics employment types provide a skilled and experienced workforce that underpins and supports the growth and future development of the Preston Industrial Park, ensuring it can attract and sustain a diverse range of industrial operations.

2.5.2 Aboriginal Cultural Heritage

A desktop search of the 'Aboriginal Cultural Heritage Inquiry System' (ACHIS) identified no registered, lodged, or historic ACH places within the structure plan area.

Further, an Archaeological and Ethnographic Site Identification Heritage Survey has been prepared by Aboriginal Land Services (ALS) for the land covering Precincts 1 and 2 of the PIPNP area.

The survey was undertaken on 21 August 2025 by six Noongar Consultants, two ALS Heritage Consultants, and one DevelopmentWA representative. The survey area was archaeologically and ethnographically assessed subject to the survey limitations outlined in the survey report.

No previously unreported Aboriginal Cultural Heritage places were identified during the survey undertaken for the subject land in Precincts 1 and 2, as shown in Figure 6 on the following page.

The Noongar Consultants and ALS Heritage Consultants advised that the proposed works detailed in this survey report are not likely to breach the *Aboriginal Heritage Act 1972* (WA). This is subject to the advice recommendations developed by the Noongar Consultants, which would mitigate the risk of disturbing or impinging on unidentified cultural heritage values within the project footprint, and will assist DevelopmentWA with the management of Aboriginal heritage values on the subject land.

Refer to Appendix F for further detail on the recommendations and report of the Archaeological and Ethnographic Site Identification Heritage Survey undertaken by ALS.



Figure 6: Map showing location of registered, lodged and historic ACH places over Precincts 1 and 2 (Source: ALS, 2025)

2.6 Advanced Manufacturing and Technology Hub

In March 2025, the State Government announced a commitment to develop industrial land at Picton, as the preferred location for the Advanced Manufacturing and Technology Hub (AMTECH). The South West Development Commission (SWDC) and the Department of Energy and Economic Diversification (DEED) are the lead agencies for the AMTECH, and the Precinct 2 Structure Plan is capable of facilitating future use and development for AMTECH, if required.

Having regard to information available for AMTECH, the objectives of the project are to:

- Attract and retain businesses and projects to the South West region;
- Access to “industry 4.0” technologies, including robotic welding, additive manufacturing, AI and big data;
- Support small to medium enterprises to form partnerships and alliances to bid for major projects;
- World-leading research and development that supports local industry and businesses; and
- Targeted education and training for students, apprentices, and workers.

AMTECH is anticipating a common user facility (CUF); an advanced manufacturing precinct as a serviced business park, inclusive of an industry development and skills centre; a tertiary institution to provide R&D programs and support (SWDC, 2024). Manufacturing facilities are identified as part of AMTECH, which will incorporate manufacturing facilities, common use infrastructure and foster R&D and collaboration (SWDC, 2025). As such, AMTECH may incorporate some or all of the available industrial land within the Precinct 2 Structure Plan.

A review of available land uses in the LPS 9 ‘General Industry’ zone has been undertaken (refer **Table 10**). This is not an exhaustive list and is aimed at demonstrating that the ambition of delivering the AMTECH is capable of being suitably accommodated having regard to current land use permissibility in the ‘General Industry’ zone.

Table 10: Land Uses anticipated to be required for AMTECH, under the Shire of Dardanup LPS 9

Possible land uses required in the AMTECH	Shire of Dardanup LPS 9 – Precinct 2 Structure Plan (Lots 2009 and 2010)
	General Industry zone
Car Park	D
Educational Establishment	A
Industry	P
Industry (Light)	P
Lunch Bar	D
Office	I
Renewable Energy Facility	A
Resource Recovery Centre	D
Service Station	P
Transport Depot	D
Warehouse / Storage	P
Waste Storage Facility	D

Having regard to emerging trends associated with the net zero transition, growth in artificial intelligence, digital infrastructure, advanced manufacturing, and research and innovation sectors, future industrial development within the structure plan area may include a broader range of contemporary employment and industrial land uses than traditionally contemplated. Examples of emerging and evolving land uses that may be compatible with the objectives of the structure plan include:

Battery Energy Storage System means the use of premises for the operation of one or more battery storage devices that:

- a) Convert electricity into stored energy; and
- b) Release stored energy as electricity; and

Includes any equipment necessary for the operation of the plant.

(Source: WAPC draft Renewable Energy Planning Code and Guidelines – public consultation draft).

Data Centre - premises containing computer servers and associated infrastructure used for the storage, processing, management and retention of electronic data, and which may include ancillary offices, utilities, backup power systems, cooling infrastructure and communications equipment.

Research and Development Centre - land and buildings used to undertake scientific and industrial research and the development, testing, training and education, production and assembly involved with that research and development. It may include administration, promotion, conference, office, meeting rooms, display, laboratory, assembly, laydown, and manufacturing areas.

These land uses are not presently defined within the Model Provisions contained in Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Notwithstanding, the structure plan does not preclude consideration of such activities where they are consistent with the intent of the applicable industrial zoning and can demonstrate compatibility with surrounding land uses and infrastructure capacity. Future proponents may seek development approval through the relevant provisions of the Shire's LPS 9, including consideration as a 'use not listed', where appropriate.

3.0 Planning and Governance Context

3.1 State and Regional Planning Framework

3.1.1 Greater Bunbury Region Scheme (GBRS)

3.1.1.1 Zoning

Lots 2009 and 2010 are zoned 'Industrial' pursuant to the GBRS, refer Figure 7. The regional zone purpose of 'Industrial' is *"to provide for manufacturing industry, the storage and distribution of goods and associated uses"*. The structure plan is compatible with this zone.

3.1.1.2 Reserves

The 'Primary Regional Roads' reserve applies to Lot 2011 and a south-western truncation encroaching into Lot 2010. The classification of Lot 2011 as 'Primary Regional Roads', reflects its intended use for the future upgrade and realignment of South Western Highway. The ultimate design, extent and timing of delivery of the road infrastructure will be determined by Main Roads Western Australia (MRWA). The long-term network function and intersection designs will be addressed through consultation with MRWA, and would be considered as part of detailed design and staging requirements for future industrial use and development.

The current reservation of land for a regional road purpose is acknowledged on the Structure Plan Map (Plan 1), reflecting the strategic requirement for its protection and ultimate provision, and to limit development inconsistent with that purpose.

A small portion of the 'Primary Regional Roads' reserve extends into Lot 2010 as a truncation. The WAPC is likely to require the affected land to be appropriately dealt with, typically through ceding free of cost where required for road purposes, or alternatively being identified and protected for future acquisition in accordance with relevant statutory processes under the *Planning and Development Act 2005*.

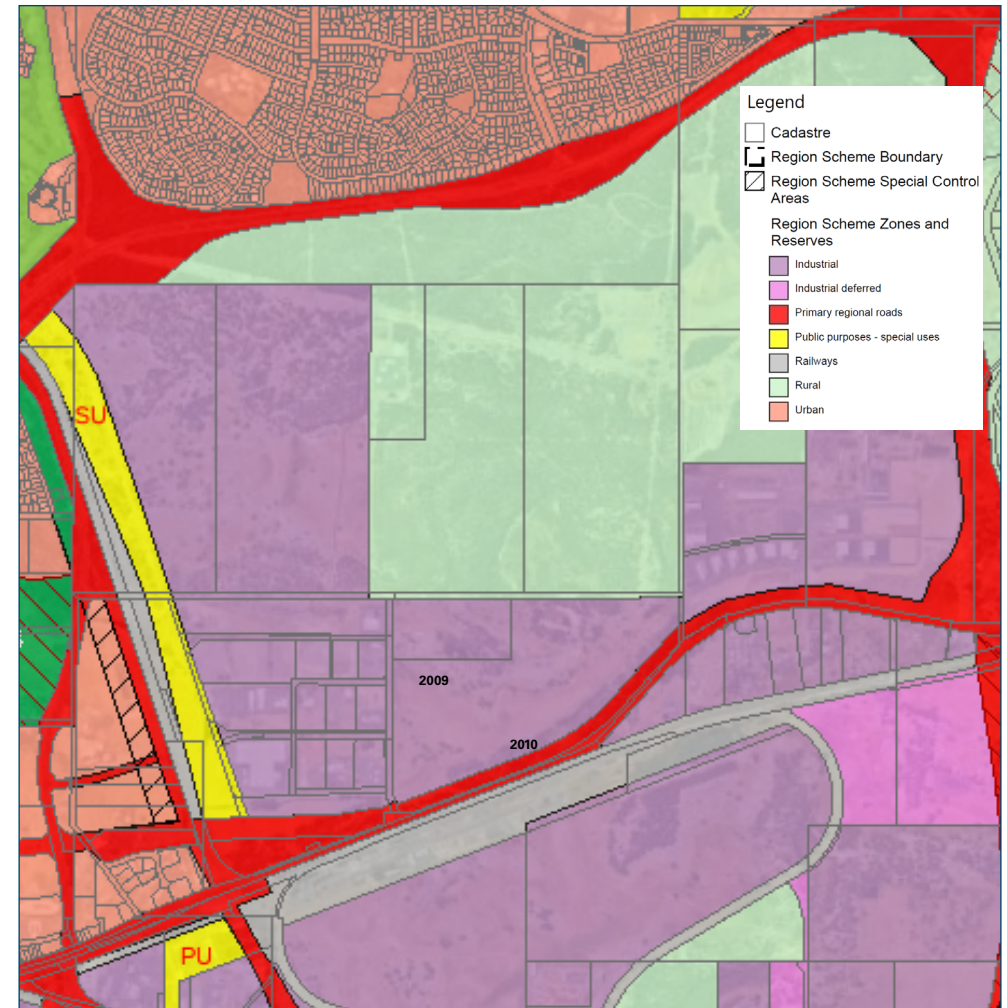


Figure 7: GBRS Map of Precinct 2 Structure Plan area (Source: PlanWA, 2026)

3.1.1.3 GBRs PCA 1 – Bunbury Outer Ring Road

On 15 May 2020, the WAPC declared a Planning Control Area (PCA1) for the Bunbury Outer Ring Road, as a future 'Primary Regional Roads' reserve (refer to Figure 8). Whilst not adjacent to the structure plan area, the opening of the Wilman Wadandi Highway (Bunbury Outer Ring Road) provides for improved regional road access including Willinge Drive. This would be considered in relation to vehicle access and heavy vehicle movement network and the relationship of the regional movement network with the structure plan area.

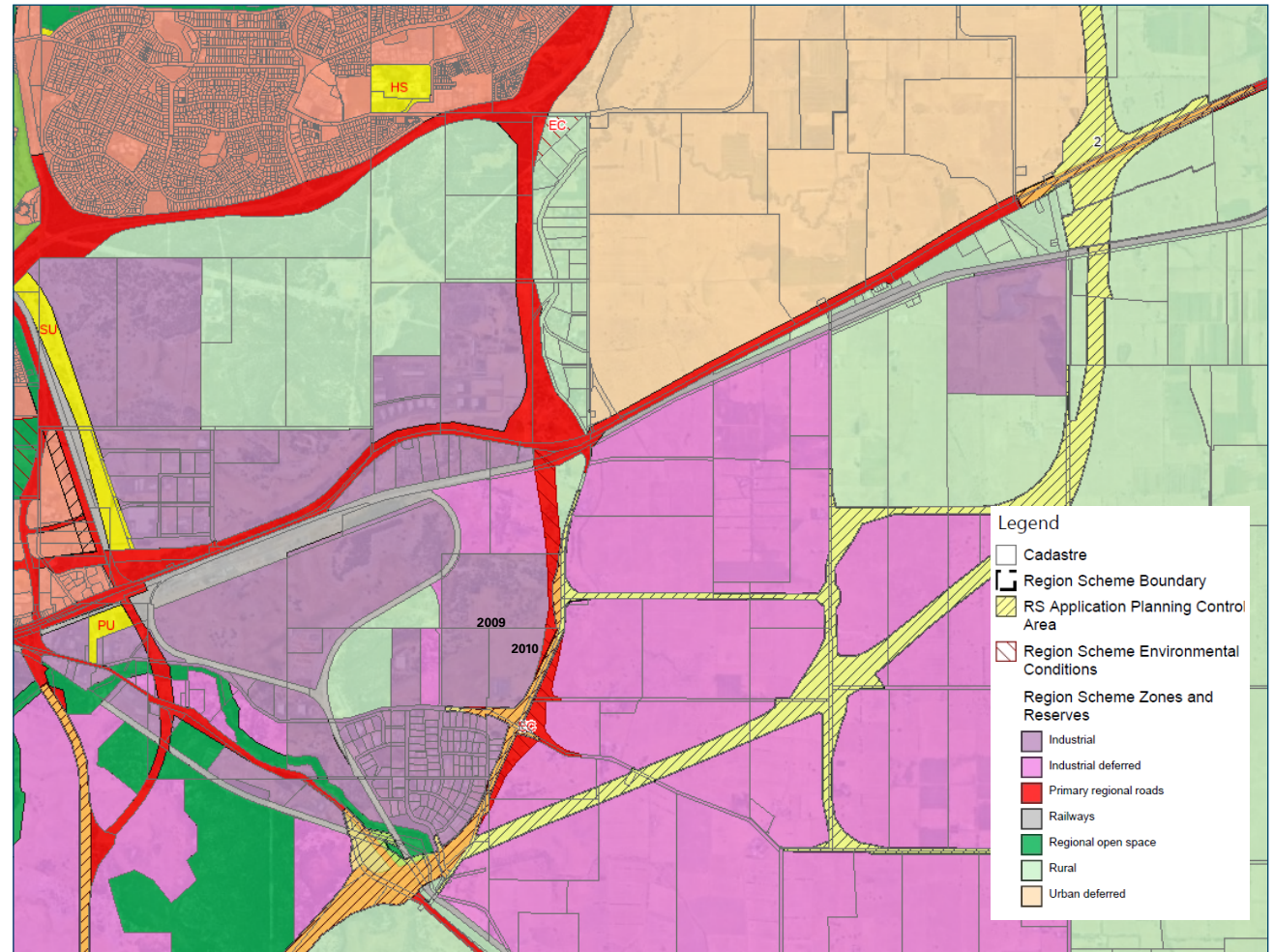


Figure 8: GBRs context of the Precinct 2 Structure Plan area, 'Primary Regional Roads' reserves (red), and 'PCA1 – Bunbury Outer Ring Road' (yellow cross-hatch)

3.1.2 Industry 2030: Greater Bunbury Industrial Land and Port Access Planning

The *Industry 2030: Greater Bunbury Industrial Land and Port Access Planning Final Report* (WAPC, 2000) is a regional planning strategy which outlined the government's planning response to the industrial land and port access needs for the Greater Bunbury region.

The *Industry 2030* 'Interim Strategy Plan' identified the Precinct 2 Structure Plan location and area for general manufacturing and fabrication industries, featuring 1-10 ha general industry lots, with a mixed-use precinct frame. It also noted the Bunbury Outer Ring Road on the eastern boundary and the need for several technical studies, including water management, environmental impact modelling, a vegetation survey, wetlands survey and road access studies.

Given the study's age and its timing with the GBRS environmental review in August 2000, along with the structure planning that has occurred since the *Industry 2030* report, it's findings and recommendations should be regarded as background context for future planning frameworks.

3.1.3 State Planning Policies

Relevant State Planning Policies (SPP) have been reviewed and considered, refer to **Table 11**. These SPPs provide guidance on land use planning, industrial development, transport, environmental management, and infrastructure provision, ensuring that the Precinct 2 Structure Plan and its future industrial development align with state-level strategic objectives.

Table 11: State Planning Policies applicable to the Precinct 2 Structure Plan area

SPP2.9 – Water

Key Consideration:

State Planning Policy 2.9 – Water (SPP2.9) and the associated Guidelines came into effect on 18 December 2025. This new SPP streamlines and simplifies the previous water-related planning policy framework by combining six water-related planning policies, the Government Sewerage Policy (2019) and the *Better Urban Water Management Guidelines*. SPP2.9 seeks to ensure that water resource management is integrated into the planning processes. The policy mapping includes public drinking water source areas, amongst other important water resource areas.

The policy objectives aim to protect the environmental, social, cultural and economic values of water resources; protect public health and long-term supply of good quality and affordable drinking water; manage flood risk; ensure sustainable supply, use, disposal and reuse of water resources; ensure future development is resilient to water-related impacts of climate change; and minimise future costs by ensuring that appropriate wastewater infrastructure is provided.

Planning proposals including scheme amendments, structure plans, subdivision and development applications need to be accompanied by sufficient information and reporting to demonstrate appropriate protection and management of water resources, in relation to relevant policy measures and policy outcomes.

The Precinct 2 Structure Plan is in a 'water sensitive resource area' for the purposes of determining minimum lot sizes as 1 ha, having regard to Table 2 in the Guidelines.

The information to be provided with planning proposals should be in accordance with the associated SPP2.9 Guidelines. Section 5.4 in the Guidelines states that:

- A Local Structure Plan or Precinct Structure Plan (including masterplans and activity centre plan) is required to be informed by a Local WMR unless a District WMR exists and provides sufficient information.
- Refer to the Local Water Management Report prepared by Oversby Consulting at Appendix C, which addresses how water will be managed in the structure plan area, how much land is required for water management and protection, and discusses the delivery of water services.

SPP3.7 – Bushfire

Key Consideration:

State Planning Policy 3.7 – Bushfire (SPP3.7) seeks to implement effective risk-based and land use planning and development to improve the protection of property and infrastructure from bushfire impacts. The policy provides the framework and foundation for addressing bushfire risk management through the implementation of land use planning and construction practices.

The Department of Fire and Emergency Services (DFES) bushfire mapping identifies the structure plan area within a 'Bushfire Prone Area (Area 2)', and the land is subject to the provisions of SPP3.7.

As required by Clause 7.1(ii) of SPP 3.7, a Bushfire Management Plan (BMP) has been prepared to address the relevant Guidelines which accompany SPP3.7.

Refer to section 2.2.7 above for further discussion and the Bushfire Management Plan prepared by Eco Logical at Appendix B.

SPP5.4 – Road and Rail Noise

The purpose of *State Planning Policy 5.4 – Road and Rail Noise* (SPP5.4) is to minimise the adverse impact of road and rail noise on noise sensitive land use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes.

The southern portion of Lot 2010 is within the trigger distance, however, noise sensitive land uses are not contemplated.

SPP4.1 – Industrial Interface

Key Consideration:

State Planning Policy 4.1 – Industrial Interface (SPP4.1) guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflict. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones. The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.

Clause 4.1 in SPP4.1 states that the policy applies to industrial land and land uses in Western Australia, including: a) land zoned for industrial purposes in a region or local planning scheme and b) industrial land uses on land zoned for industrial purposes.

SPP 4.1 is directly relevant to the preparation and assessment of structure plans, as it outlines the need to consider the impacts of industrial land uses and to plan for appropriate separation between industrial and sensitive land uses.

In this instance, the structure plan area is appropriately contained within an existing and planned industrial precinct. There is a caravan park and rural-residential properties to the south-east, but these are separated from the structure plan area via South Western Highway and the proposed areas of POS/drainage.

Accordingly, no additional industrial-sensitive land use interface or buffer considerations are considered to be required within the structure plan area.

DCP4.1 – Industrial Subdivision

Key Consideration:

Development Control Policy 4.1 – Industrial Subdivision (DCP4.1) provides policy measures and guidance on industrial subdivision in relation to zoning, relationship to adjacent development, lot sizes and shapes, flexibility and staging, access and road layout, public open space, and services.

The land is appropriately zoned to facilitate industrial subdivision. Lots 2009 and 2010 are currently zoned 'Industrial Development' under the Shire's LPS 9 and the Precinct 2 Structure Plan designates land for 'General Industry'. This is capable of being normalised into an available zone under LSP 9, at the appropriate time.

The proposed Precinct 2 Structure Plan does not include a lot layout. This will be undertaken at the subdivision stage.

Future subdivision applications will have regard to the policy measures.

3.2 Preston Industrial Park (Northern Precinct) Structure Plan

3.2.1 Overview

The *Preston Industrial Park (Northern Precinct) Structure Plan (PIPNP)* was prepared by the (then) Department of Planning, refer Figure 9). The PIPNP was endorsed by the WAPC in 2009 with a 3-year extension of its approval period until 19 October 2028 (WAPC ref: 801/06/01/0028P).

The existing PIPNP covers an approximate area of 580 ha and includes 14 large landholdings, with a number of smaller landholdings within the 'Picton Enterprise Park', and several properties located between South Western Highway and the Picton Railway line. The PIPNP addressed high-level strategic considerations related to land use and infrastructure coordination and provided a framework for subsequent structure planning.

The PIPNP identified three precincts for industrial activities, with individual provisions and policy statements to guide the preparation of each individual Structure Plan. This Structure Plan has been prepared for Precinct 2 of the PIPNP, refer **Figure 9**.

Precinct 1 will be subject to a separate structure plan whilst Precinct 3 has an approved structure plan in place.

The PIPNP Structure Plan includes relevant considerations for Lots 2009 and 2010 including:

- Depiction within 'Precinct 2' for industry.
- 50m and 200m wetland buffers in the north-western corner of Lot 2009. A 'multiple use category' wetland designation over a very small portion of the central northern boundary of Lot 2010, fronting Temple Road.
- Primary Regional Road reservation (under the GBRS) bordering the south-western boundary of Lot 2010.
- Conditions and provisions shown on the PIPNP, are discussed further in section 3.2.2.

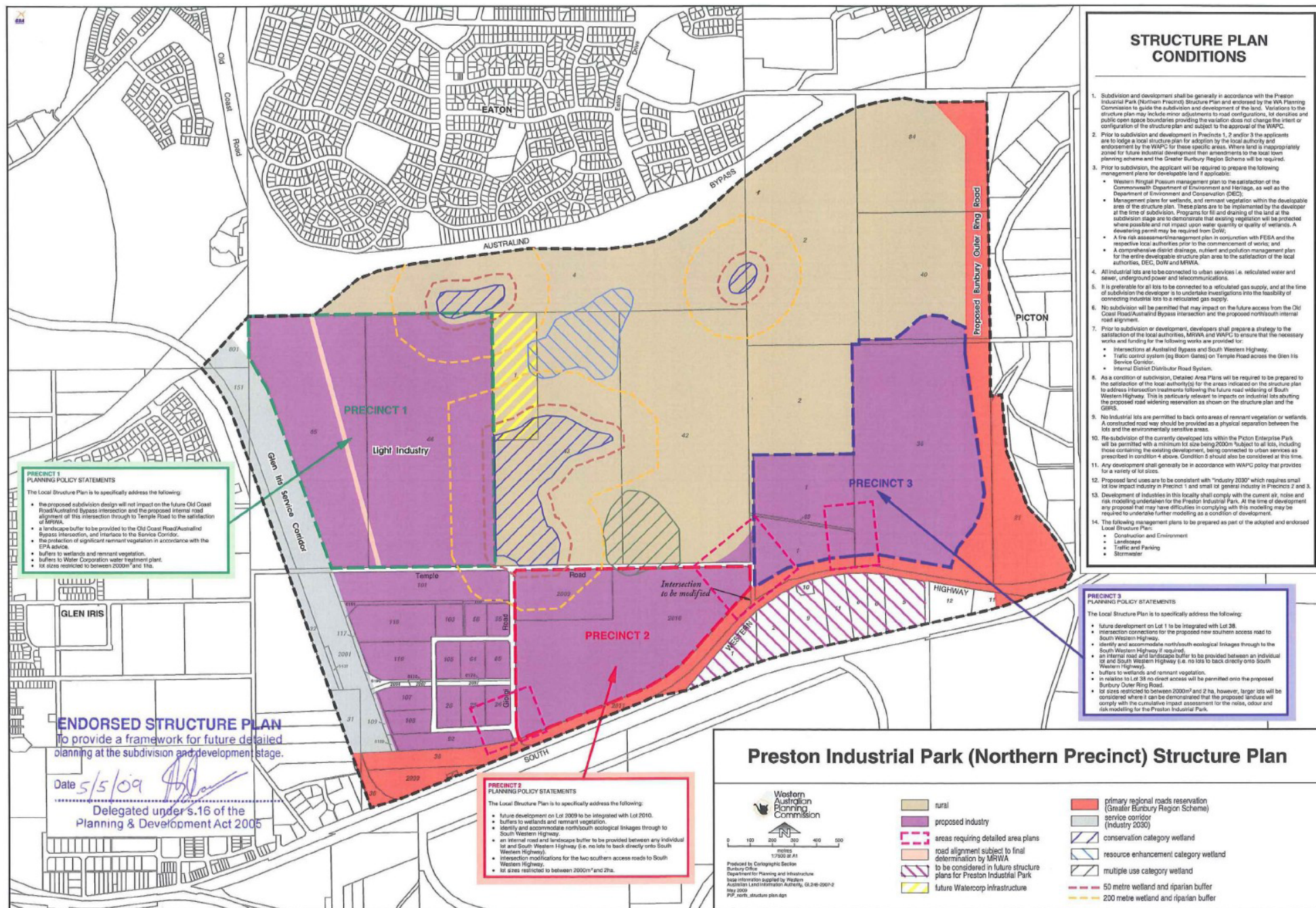


Figure 9: PIPNP Structure Plan Map

3.2.2 Conditions and Provisions

Conditions and provisions presented on the PIPNP are applicable to structure plans, subdivision and development. The relevant policy statements for each precinct, and relevant provisions, are summarised in **Table 12** below.

Table 12: PIPNP Structure Plan Conditions and Provisions

Conditions and Provisions Summary	Structure Plan Response
General - Subdivision and development to generally be in accordance with the PIPNP. Variations are permitted road configuration, lot densities and public open space boundaries, as long as intent of the PIPNP is not compromised. - Structure plans were required to be prepared for Precincts 1, 2 and 3, prior to any subdivision or development occurring. - Proposed land uses to be consistent with Industry 2030 requiring: - Low impact industries for Precinct 1; and - Small lot general industries for Precinct 2 and 3. 'Detailed Area Plans' are required to be prepared for lots identified on the Structure Plan Map to address future Road Widening of South Western Highway.	- The proposed Precinct 2 Structure Plan has been prepared to address the matters contemplated by the PIPNP, including the road network, land uses, environmental considerations, infrastructure and servicing, and POS provision. The Structure Plan provides an appropriate planning framework for the site while maintaining the broader intent and objectives of the PIPNP. - This structure plan has been prepared for Precinct 2 prior to any subdivision or development construction occurring. - General Industry land use is proposed for the Precinct 2 Structure Plan. - Refer to section 2.6.7 above. The design, siting and layout of future lots and development located next to the two access points to South Western Highway can be appropriately addressed through the subdivision.
Conditions and Provisions Summary	Structure Plan Response
Technical Inputs and Reporting - Prior to subdivision, the following technical inputs and reports will be required to be prepared: - Western Ringtail Possum Management Plan. - Management Plan(s) for wetlands and remnant vegetation. - Fire risk assessment/management plan. - District drainage, nutrient and pollution management plan. - Local/Precinct Structure Plans require the following management plans: - Construction and Environment - Landscape - Traffic and Parking - Stormwater	- The technical reporting requirements identified in the PIPNP as applying 'prior to subdivision' are reflected in section 2.6.7 in Part 1. It is noted that the titles and terminology used for some reports differ slightly, as the DSP was prepared in 2009. - The Precinct 2 Structure Plan is accompanied by an Environmental Assessment Report (with Fauna Survey and a Vegetation and Fauna Management Plan), Local Water Management Report and Transport Impact Assessment. - Landscape Plans (Concept and Detailed) and Construction Management Plans are typically dealt with in the development application stage, as provided for in section 2.6.7 in Part 1. - POS/drainage can consider appropriate endemic species that contribute to fauna habitat and movement.

Conditions and Provisions Summary	Structure Plan Response
Environmental - The PIPNP Structure Plan confirms that the EPA has provided Section 16 advice under the <i>Environmental Protection Act 1986</i> (EP Act). - No industrial lots can directly back onto land containing remnant vegetation and wetlands, and a road must be provided in between for separation distances. - Development of industrial activities and uses need to comply with the air, noise and risk modelling undertaken for the Preston Industrial Park area. Further noise modelling may be required as a condition of development.	- Refer to the Environmental Assessment Report at Appendix A for further information on the EPA Section 16 advice. - The proposed Temple Road extension provides a separation buffer between Precinct 2 future industrial lots and to the wetlands to the north and the remnant vegetation to the east. Should the 'Industrial Development Investigation Area' be developed for industrial uses, the remaining part of the existing Temple Road reserve to the north provides a buffer. The perimeter road to the south will provide separation to the vegetation in the POS/Drainage area. - Section 2.6.7 in Part 1 provides the technical reporting required at the development application preparation stage and as conditions of approval, which addresses amenity and environmental impacts such as noise.
Roads and Access - No subdivision permitted that may impact on the future alignment of the Old Coast Road and Australind Bypass Road intersection and the internal road connecting to this intersection. - Prior to subdivision or development, developers are to prepare a strategy to ensure the necessary funding and works are provided for: - Intersections at Australind Bypass and South Western Highway. - Traffic Control System (e.g. boom gates) on Temple Road at the Glen Iris Service Corridor. - Internal District Distributor Road System.	Refer to discussion in the Transport Impact Assessment prepared by Flyt (Appendix E) and section 2.6.1 above.

Conditions and Provisions Summary	Structure Plan Response
Services and Infrastructure - Industrial lots are to be connected to services i.e. reticulated water and sewer, underground power and telecommunications. - At the time of subdivision, the landowner is to undertake investigations into the feasibility of connecting industrial lots to a reticulated gas supply.	- Refer to section 6 in Part 1 for detail on proposed servicing and infrastructure requirements. - There is no existing gas supply and infrastructure to the broader Preston Industrial Park area. Should gas connection need to be considered in the long-term future, a high-pressure gas main is located along Hynes Road to the east of the Preston Industrial Park, which could supply Precinct 2 with infrastructure extension and pressure reduction.
Precinct 2 (applies to Lots 2009 & 2010) - Structure Plan to address: - Lot sizes to be between 2000m² and 1 hectare. - Integration of future development between Lots 2009 and 2010. - Buffers (200m and 50m) to adjoining wetlands and remnant vegetation. - Intersection modifications will be required for the access roads onto South Western Highway, located on each side of Lot 2010. - Landscape buffer and an internal road required between any future lot (subdivided from Lot 2010) and South Western Highway. - North/south ecological linkages to be identified and accommodated through to South Western Highway.	- Lot sizes will be considered on a case-by-case basis, with the Precinct 2 Structure Plan contemplating minimum lot sizes ranging between 2,000m² and 1 ha as per the PIPNP. - The interface of future development between Lots 2009 and 2010 is appropriately managed through the subdivision and development application stages. - The Structure Plan Map (Plan 1) includes a 50m buffer for the wetland to the north. - Refer to discussion in the Transport Impact Assessment prepared by Flyt (Appendix E) and section 2.6.1 above. - A POS/Drainage area and perimeter road (fire access route) is provided along the southern side of Lot 2010 on the Structure Plan Map. This acts as landscape and separation buffer to Southern Western Highway and the PRR reserve. - The proposed POS/Drainage area adjoining the PRR reserve provides an ecological linkage opportunity.

3.3 Local Planning Framework

3.3.1 Local Planning Strategy

The Shire of Dardanup's *Local Planning Strategy* (Strategy) was endorsed in 2015 and was prepared to provide a strategic framework for future development within the Shire and to provide strategic direction for the preparation of a new local planning scheme for the Shire.

The Strategy discusses the Preston Industrial Park as a major industrial area within the Shire, which is also highly constrained by environmental features and remnant vegetation.

Lots 2009 and 2010 are designated for 'Industrial' and have a 'Environmental Significance Corridor' identified on the plan through the centre of the lot from south to north.

As depicted in Figure 10 below, the Strategy map designates Lots 2009 and 2010 for:

- 'Industrial' land uses and zoning;
- An 'Environmental Significance Corridor' traversing through the eastern edge of Lot 2010 from south to north.

The Strategy notes that the Environmental Protection Authority (EPA) identified an ecological area and corridor through the Preston Industrial Park and recommended that natural vegetation should be protected, enhanced and/or restored, limiting the land area suitable for industrial activities. These areas have been identified by the EPA as areas of environmental significance in the EPA's *Advice of the Environmental Protection Authority to the Minister for the Environment under Section 16(e) of the Environmental Protection Act 1986* (Bulletin 1282, March 2008), and in the EPA's Section 48(d) advice to the Minister on the *Greater Bunbury Region Scheme*.

Due to residential estates on the outer boundaries of the Preston Industrial Park, the Strategy suggests that industrial land uses on the interface to adjacent areas should be restricted to light and general industries to minimise emissions, such as noise. However, this does not apply to Precinct 2 which is located in the centre of the Preston Industrial Park and is surrounded by Precinct 1 in the north-west and Precinct 3 to the east. The Strategy also states that land in the Preston Industrial Park is not serviced by reticulated sewerage or water (at the time the Strategy was endorsed).

LOCAL PLANNING STRATEGY

Overview

Map 2.0

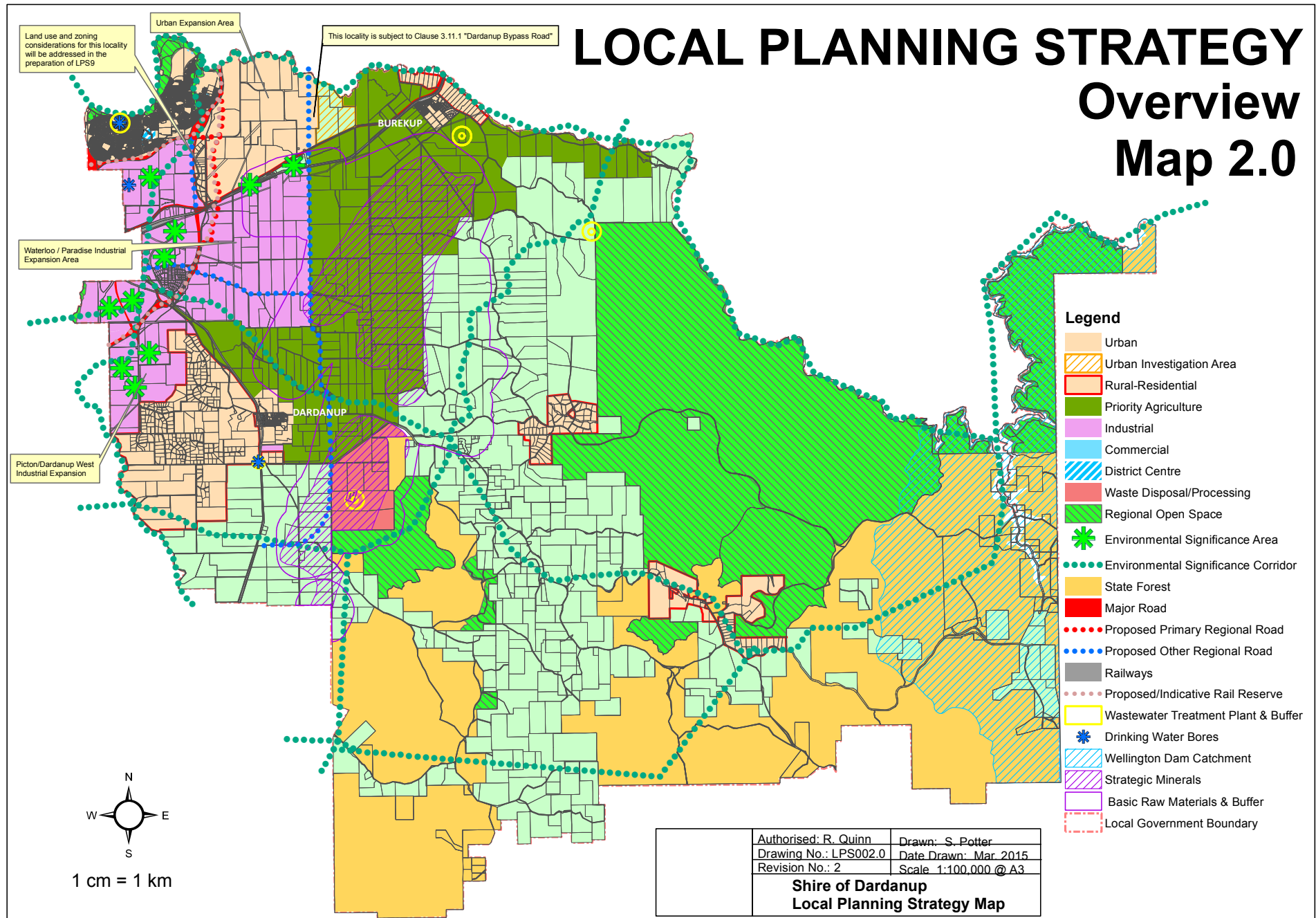


Figure 10: Shire of Dardanup Local Planning Strategy Map



3.3.2 Local Planning Scheme

3.3.2.1 Zoning

The Shire of Dardanup *Local Planning Scheme No. 9* (LPS 9) zones the structure plan area as 'Industrial Development' as shown in Figure 11 below, providing a head of power for the preparation of a structure plan to guide future industrial use and development. This Precinct 2 Structure Plan addresses the objectives of the 'Industrial Development' zone, which are:

- *To designate land for future industrial development.*
- *To provide a basis for future detailed planning in accordance with the Structure Planning provisions of this Scheme.*

The Precinct 2 Structure Plan presents the area to be designated for 'General Industry', which has the following objectives:

- *To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.*
- *To accommodate industry that would not otherwise comply with the performance standards of light industry.*
- *Seek to manage impacts such as noise, dust and odour within the zone.*

The Precinct 2 Structure Plan works to achieve these objectives, as:

- The structure plan area has been depicted in various strategic documents (refer Part 2, section 3.1) for industrial purposes. The Industry 2030 (refer Part 2, section 3.1.2) has identified the structure plan area for general manufacturing and fabrication industries.

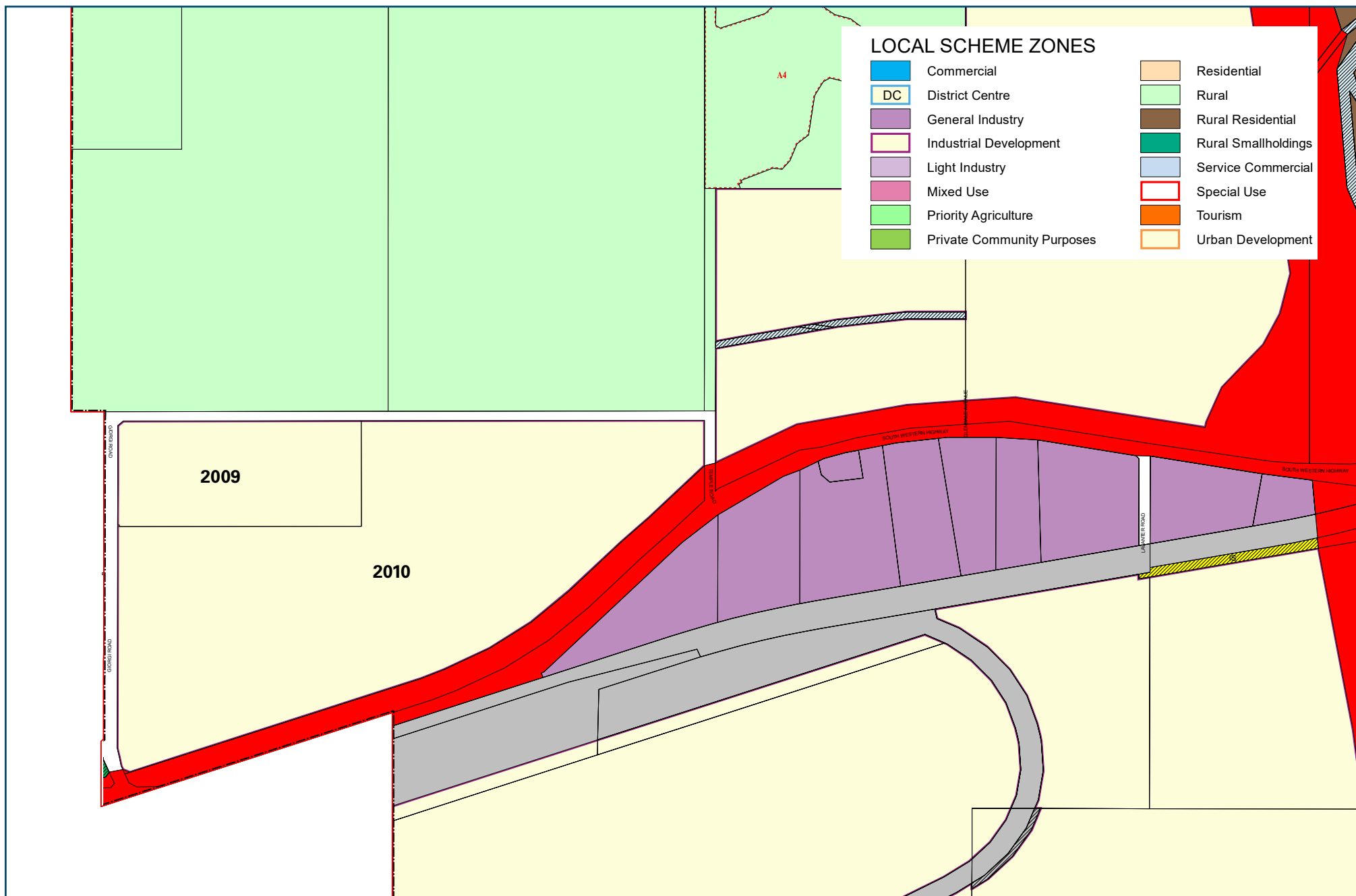


Figure 11: LPS 9 Scheme Map (Source: WAPC).

3.3.2.2 Development and Structure Plan Requirements

Clause 32 and Schedule 7 provide additional site and development requirements that would be applicable to the 'Industrial Development' zone and Structure Plans, outlined in **Table 13** below as follows:

Table 13: Industrial Development zone additional requirements (LPS 9 Schedule 7)

Requirement	Response
Other requirements – Any Structure Plan must address the following –	
a) <i>Wherever suitable alternatives exist, development is to be located outside of areas which would require the removal of vegetation;</i>	The location and extent of the 'General Industry' area proposed in the Precinct 2 Structure Plan has been guided by environmental input to minimise tree clearing and removal of vegetation where possible. The proposed POS/ Drainage areas (as shown on 'Plan 1') contain the majority of the vegetation and trees required to be retained.
b) <i>Where suitable alternatives do not exist, a flora and fauna study may be required to determine locations where development could occur with the least possible impact. Surveys should be undertaken in accordance with the Environmental Protection Authority's relevant technical guidance document(s);</i>	The Environmental Assessment Report prepared by PGV Environmental includes a Fauna Survey and a Vegetation and Fauna Management Plan. Refer to Appendix A.
c) <i>Any relevant issues raised in the s16(e) Advice on areas of conservation significance in the Preston Industrial Park, (EPA Bulletin 1282); and</i>	The Environmental Assessment Report addresses the s16(e) advice and the Minister for the Environment Statement 697. Refer to Appendix A for the further discussion.
d) <i>Any relevant issues raised in the Greater Bunbury Region Scheme – Minister for the Environment Statement 697."</i>	

It is noted that the Table under Schedule 7 in LPS 9 also contains development standards for the 'General Industry' and 'Light 'Industry' zones with regards to setbacks, building height and landscaping, which are applicable to future development on the structure plan area. Car parking requirements for individual land uses are to be in accordance with those specified in the table under Schedule 9 of LPS 9.

Clause 33 (Additional site and development requirements for areas covered by a structure plan or local development plan) provides that:

The Table in Schedule 8 sets out requirements relating to development that are included in precinct Structure Plans, Structure Plans approved before 19 October 2015 and local development plans that apply in the Scheme area.

The above Clause applies to the structure plan area as the PIPNP DSP was originally approved in 2009. However, the Table in Schedule 8 of LSP9 does not currently list any requirements.

3.3.3 Local Planning Policies

During the subdivision and development phases for future industrial development, the following Shire of Dardanup local planning policies will need to be considered and appropriately addressed to support coordinated and sustainable development outcomes for the area:

- CP084 - Local Planning Policy - Advertising signage
- CP067 - Local Planning Policy - New roads and upgrades - Provision for and contributions by developers
- CP513 - Local Planning Policy - Strategic water tanks for fire fighting purposes in non-reticulated areas
- CP068 - Local Planning Policy - Uniform fencing abutting public land and street landscaping within subdivisions – maintenance.

4.0 Opportunities and Constraints Analysis

Overview

A detailed analysis of the opportunities and constraints affecting Precinct 2 was undertaken by the project team based on the initial technical reviews and investigations. This process identified the key physical, environmental, bushfire, movement and servicing considerations that will influence future subdivision, development, land use layout, access arrangements and infrastructure delivery, as well as the opportunities that can be leveraged to support efficient industrial development.

TBB Planning then collated the outcomes of the investigations into a set of four Opportunities and Constraints Plans, which spatially consolidate the technical findings and provide an integrated basis for structure planning and subsequent detailed design. The plans are provided in Figure 12 to Figure 15, which are as follows:

- Opportunities and Constraints Plan No. 1: Movement
- Opportunities and Constraints Plan No. 2: Infrastructure
- Opportunities and Constraints Plan No. 3: Environmental
- Opportunities and Constraints Plan No. 4: Land Use

It is noted that the Opportunities and Constraints Plans were prepared in May 2025. Since that time, further technical investigations and ongoing stakeholder engagement have been undertaken, which have informed refinements to the Precinct 2 Structure Plan. Accordingly, some elements of the current Precinct 2 Structure Plan may differ from, or not be fully reflected in, the May 2025 Opportunities and Constraints Plans.

4.1 Transport and Movement Network

The movement network presents several opportunities to strengthen regional and precinct connectivity while supporting future industrial access needs.

The local road network, particularly the 'Temple Road Extension', will be designed to facilitate RAV-7 vehicles to operate between destinations north-west and south/south-east of the structure plan area. The Precinct 2 Structure Plan depicts a suitable road configuration having regard to design lengths of RAV-7 vehicles, and for providing appropriate stacking at the future intersection to the South Western Highway.

For Precinct 2, opportunities include improving local access and connectivity and future-proofing the network in response to surrounding upgrades. This includes planning for intersection upgrades and network changes around Giorgi Road–South Western Highway, particularly in the context of any proposed future realignment. Should a long-term strategic link between Forrest Highway and South Western Highway be required, which the Temple Road extension will help to facilitate as a component of such a link.

There is also an opportunity to consider a new access point from South Western Highway into Lot 2010 (subject to road requirements), and to design internal roads and intersections to accommodate RAV movements and identify any necessary upgrades. Future public transport (bus) provision can also be considered to support workforce access as development progresses.

Constraints for Precinct 2 include uncertainty around the timing and extent of external road upgrades and any future realignment of South Western Highway, which may influence access locations and intersection requirements. Environmental constraints may limit road placement or connection options, and the bushfire requirement for two points of access will need to be addressed through staging and network delivery, which may affect how and when key connections are implemented.

4.2 Infrastructure and Servicing

4.2.1 Stormwater and Drainage

For Precinct 2 (Lots 2009 and 2010), opportunities focus on utilising and enhancing existing drainage pathways and infrastructure, including grading and fill strategies to drain Lot 2010 towards Giorgi Road, and using swales and/or subsoil drainage to manage groundwater and convey flows to the external drain network. There is also potential to utilise the existing pipe network under Giorgi Road, supported by detention and treatment, and to enhance the public open space area to support infiltration and drainage performance.

Constraints for Precinct 2 include that detailed drainage design will depend on future subdivision layout and timing, and the Shire's preference for rear-lot drainage swales may require modification or replacement of existing farm open swales, supported by detention and treatment to manage discharge rates within existing culvert capacity.

4.2.2 Power, Gas, Water and Sewer

Servicing capacity and extension requirements will influence development feasibility and subdivision timeframes.

Sewer infrastructure connections and upgrades are cost prohibitive and are not proposed. As unsewered industrial lots, this would limit development to 'dry industrial' uses.

Water connection and servicing will also require early consideration, including confirmation of the service provider (Water Corporation / Aqwest), whether mains connections and upgrades are required to support industrial demand and staged delivery.

Power infrastructure introduces both constraints and coordination requirements. Consideration of reticulated power requirements will require careful integration with land use, subdivision and development outcomes.

Gas supply may also be a limiting factor for certain industrial users. Where major users have high demand, network capacity reinforcement may be required, and this should be identified early to avoid delays and to ensure servicing upgrades can be sequenced with subdivision and development timing.

4.3 Environmental

Environmental value may be integrated into structure plan design for future subdivision and development. Depending on its final requirement, there is an opportunity to establish a north-south environmental linkage, consistent with the Section 16(e) strategic advice and reflected on the Shire of Dardanup *Local Planning Strategy*.

Future landscaping and streetscape design should draw upon existing vegetation, landform, and species characteristics to create a cohesive environmental setting. Aligning environmental and planning timeframes will help streamline structure planning, subdivision, and development processes, ensuring that environmental outcomes are embedded early in the design stage. Site-based mosquito management can also be considered and incorporated through drainage, built form, and landscape design.

Constraints include the need for detailed species and habitat assessments and ensuring appropriate interfaces with Conservation Category Wetland buffers, remnant vegetation, and rehabilitation areas. Clearing for development, including vegetation removal for bushfire protection measures, will require environmental approvals, and offsets or external conservation measures may be necessary to maintain environmental and ecological values.

4.4 Bushfire

Bushfire management is a key consideration. The design and layout of lots should incorporate mitigation measures such as firebreaks, defensible space, and strategic access points to reduce bushfire risk while maintaining functional development areas. Two points of access should be available for each lot or development cell to ensure safe emergency egress and compliance with relevant bushfire standards and guidelines.

Opportunities exist to integrate bushfire management with drainage and environmental corridors, allowing these features to perform dual functions for fire hazard reduction and the protection of environmental and ecological values.

Constraints include the need to maintain adequate separation and buffers between the development areas, Conservation Category Wetlands, remnant vegetation, and rehabilitated areas. Any clearing required for bushfire protection will be subject to environmental approvals and must balance fire hazard reduction objectives with vegetation retention and environmental protection. Bushfire management planning must also coordinate with infrastructure and movement networks to ensure safe and effective emergency access.

4.5 Land Use

There is potential for the agglomeration of compatible industries, including those involved in supply chain, processing, research and development, engineering, manufacturing, warehousing, and logistics, which would benefit from proximity to the Port of Bunbury and regional transport connections. There is also potential to integrate complementary land uses offering convenience and support services for the workforce.

Precinct 2 presents opportunities to accommodate a range of general industrial and supporting uses that contribute to the broader employment and manufacturing objectives of the PIPNP area. Opportunities exist to consider the distribution and configuration of lots in relation to the surrounding road and RAV-level network.

Constraints relate primarily to ensuring that industry types with potential noise and off-site emissions are appropriately located to minimise impacts on nearby residential areas, which are located west of Willinge Drive and north of Forrest Highway, with some rural-residential properties located south-east from Precinct 2.

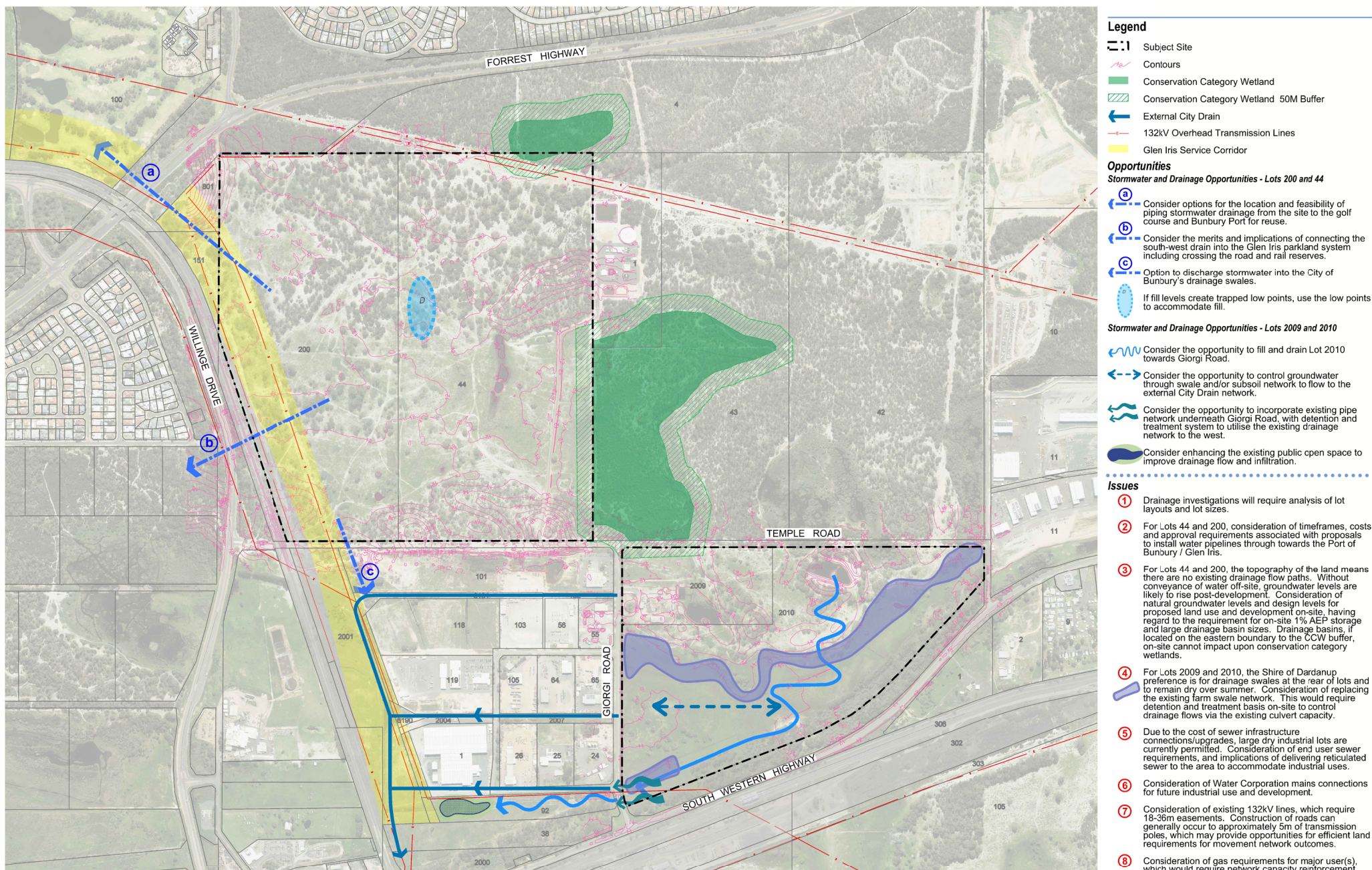


Figure 13: Opportunities and Constraints Plan No. 2: Infrastructure

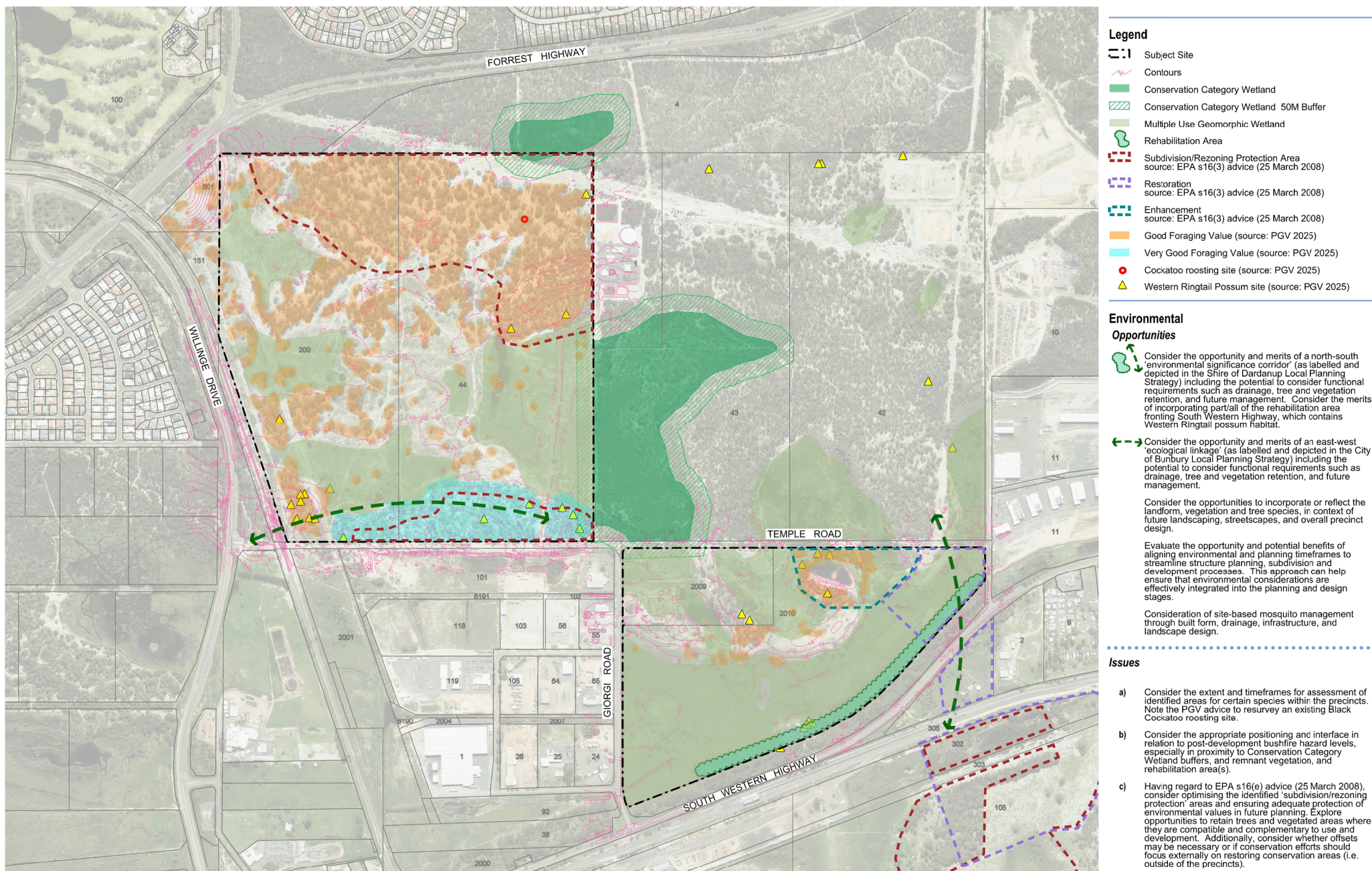


Figure 14: Opportunities and Constraints Plan No. 3: Environmental

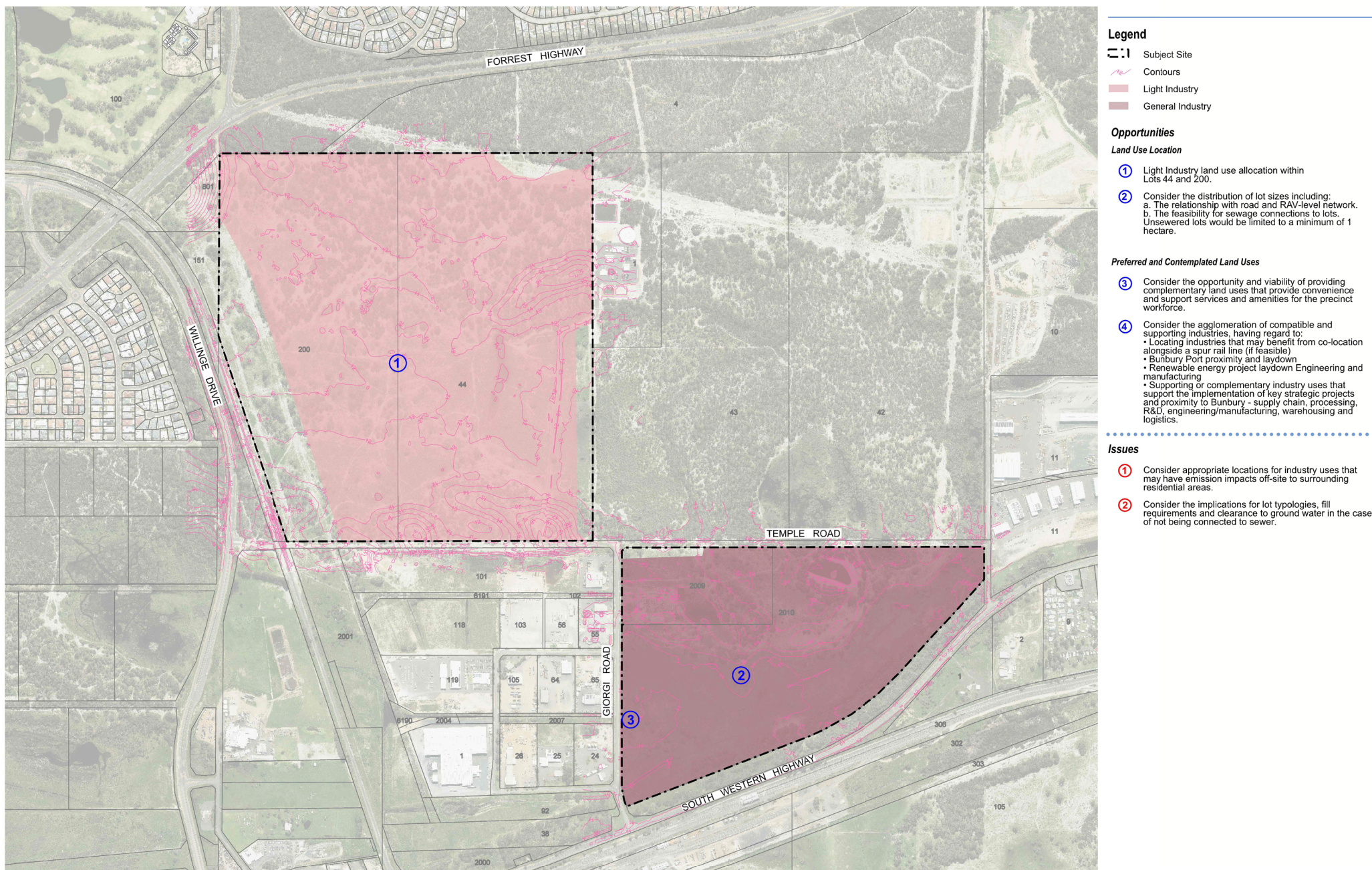


Figure 15: Opportunities and Constraints Plan No. 4: Land Use

5.0 Stakeholder and Community Engagement

5.1 Pre-lodgement Consultation

The proponent and project team has been involved ongoing discussions with various agencies and government authorities regarding the preparation, delivery and planning of the Precinct 2 Structure Plan. The consultation undertaken prior to lodgement of the Precinct 2 Structure Plan is summarised in **Table 14** below.

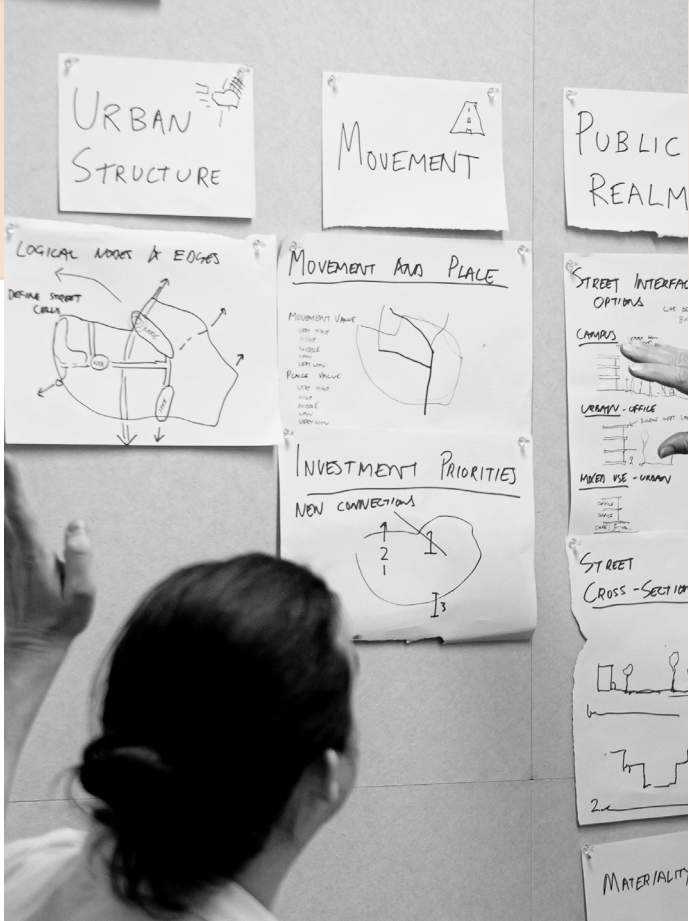


Table 14: Pre-lodgement Consultation Summary

Stakeholder	Date & Attendees	Purpose and Key Outcomes
Department of Planning, Lands and Heritage (DPLH)	23 May 2025 TBB Planning: Michael Willcock Melanie Cox	Joint meeting for the purpose of discussing the new Structure Plan approach for Precincts 1 and 2, extent of land coverage, technical inputs and reporting, and to obtain initial feedback for consideration
Shire of Dardanup	DPLH: Kelsie Lewis	The Shire, City and DPLH confirmed a preference for separate Structure Plans to align with local planning frameworks, simplify administration and future amendments, and coordinate infrastructure delivery. DPLH supported continuation of detailed structure planning and noted the Form 5D extension to maintain planning framework validity.
City of Bunbury	Luke Mifsud Shire of Dardanup: Suzanne Occhipinti Ashwin Nair Nathan Ryder James Reilly City of Bunbury: Kelvin Storey Alice Baldock Cameron Scott	Key actions as a result of the meeting included: 1. TBB to prepare a draft Table of Contents and list of technical reports to then provide to the City, Shire and the DPLH for review and comment, to obtain in-principle agreement. 2. TBB to liaise with PGV Environmental for an update on discussions with EPA officers and anticipated types of environmental assessments and reporting. 3. TBB to liaise with Flyt for update on discussions with MRWA and associated road connection investigations. The above key actions were completed and provided to all three authorities on 14 July 2025. Feedback was received on the draft Table of Contents and list of technical reports between late July and early August 2025, which has been incorporated into this report and technical inputs.

Stakeholder	Date & Attendees	Purpose and Key Outcomes
Main Roads Western Australia (MRWA)	15 April 2025 TBB Planning: Samantha Thompson Michael Willcock DevelopmentWA: Kelli Howell Flyt: Chris Swiderski MRWA: Owen McLean Robert Barnsley Bruce Walker	Meeting held to discuss the road planning and connection investigations for Precincts 1 and 2. Key outcomes and discussion points summarised as follows: - MRWA set out context to area and regional connections – previous planning for BORR and historical planning for road reserves / rationale behind network spacing etc. - General regional road network configuration discussed with MRWA examining potential connections through area. Previous, modelling assumes a north-south connection between Forrest Hwy – Temple Rd – South Western Highway. Potential to test range of options through strategic model. - Any Temple Road connection has significant range of constraints with either grade separation or any form of at-grade crossing. - Discussion held on future or potential Perth-Bunbury rail corridor and projects. - Longer term timeframe for connection of network into the design for Forrest Highway which would be at 6 lanes wide as an ultimate configuration. Demands based on increase in population up to circa 200,000 in wider Bunbury area - Role of Willinge Drive is for port traffic given increase in volumes proposed for that corridor. MRWA want to avoid putting additional local or LV connectivity through the network, including from Glen Iris. - Project team noted that there was no definition in the <i>Greater Bunbury Region Scheme</i> of a Primary Regional Roads reserve alignment through structure plan area. - Any potential Forrest Highway connection has range of significant environmental impacts for any alignment and any connection would need to minimise impacts. Same issues encountered with Wilman Wadandi (BORR). - Main Roads WA suggested designing a connection point for the project (if required) that doesn't preclude a future access road alignment being examined by Main Roads WA. Would not support temporary or lot access for fire access, would need to be road connection. Potential interim connection as a LILLO? MRWA noted this could be possible subject to detailed analysis and design. - Glen Iris infrastructure corridor included in the GBRS (yellow corridor) – conversation on context and ultimate use given width of corridor over 100m. Context of corridor uncertain – DevWA and team to speak to DPLH - Discussion on South-Western Highway corridor and historical context. Desire to have connection north and south of proposed corridor to provide access. Understood by project team. Spacing of intersections key given nature of heavy vehicle movements. - MRWA planning provides for intersections of South-Western Highway with (1) Willinge Drive, (2) Giorgi Road, (3) new intersection into Lot 2010, (4) into Precinct 3 (private road currently). - Project noted timing of project delivery for MRWA on South-Western Highway or Forrest Highway. Neither option would be delivered within the ten-year period, probably longer but structure planning of precincts more likely for delivery in short term. Need to design to make sure longer-term connections are not precluded. - MRWA would not see any connection through area as a Primary Regional Road in the GBRS or potentially not even Other Regional Road but would need to be examined. - Project team to liaise with DPLH in relation to Glen Iris Infrastructure Corridor, truck movements and OSOM - Ongoing liaison with MRWA during course of project development.

Stakeholder	Date & Attendees	Purpose and Key Outcomes
Environmental Protection Authority (EPA)	13 March 2025 PGV Environmental: Belinda Heath Paul van der Moezel	PGV Environmental had a preliminary meeting with the EPA to discuss which surveys would need to be revised for the upcoming referrals. The surveys that need updating for the section 38 assessment are as follows: • The vegetation condition will need revision (this has already been completed for all lots, Lot 2009 will be done in July 2025); • The Banksia Woodland TEC on Lots 200 and 44 will be assessed against the criteria in the EPBC Referral guidelines; • The previously mapped Black Cockatoo significant trees will be assessed again for nesting activity; and • Western Ringtail Possum survey will be undertaken. The Commonwealth EPBC referral will require that all Western Ringtail Possum, Black Cockatoo Habitat and Banksia Woodland TEC will need to be reassessed as per the relevant guidelines.
Shire of Dardanup	March 2025 Oversby Consulting	Phone liaison with Shire engineer in relation to suitable options for the management of stormwater and groundwater management across Precinct 2. • Swales considered suitable as long as not carry groundwater outside of peak groundwater levels, e.g. should be dry by mid spring. • Stormwater detained for 10% AEP on lots. • 1% AEP flows detained for entire area to pre-development rates and/or what the downstream immediate structure can handle. Phone and email liaison with Shire engineer in relation to forward works to assist with precinct wide future stormwater and groundwater management.
	November 2025 Oversby Consulting	Phone and email liaison with Shire engineer in relation to forward works to assist with precinct wide future stormwater and groundwater management.
City of Bunbury	March 2025 Oversby Consulting	Phone liaison with City engineer in relation to suitable options for the management of stormwater and groundwater management across Precinct 1 and connecting into Precinct 2. Main focus was the potential for a trickle pipe out of the northern precinct to the City's existing drainage network located to the south of the unmade Temple Rd. City agreed that a trickle pipe to assist with groundwater control could be accommodated, subject to detailed design.

Stakeholder	Date & Attendees	Purpose and Key Outcomes
Department of Water and Environmental Regulation (DWER)	February 2025 Oversby Consulting	Discussed via phone and email the requirements for water management. This included the use of historical groundwater monitoring and modelling data for Precinct 2. DWER determined this would be suitable for the current planning, with any new data collected as part of other studies e.g. geotechnical investigations to be used to refine levels. DWER also stated they had limited information on any other historical water management reports for the precinct.
Water Corporation	2025 Edgeloe Engineering	Edgeloe Engineering had discussions with Water Corporation regarding sewer and water supply to the precinct. Key outcomes were: - Water Corporation could provide water to the precinct assuming sufficient source water is available. - Sewer could be provided but needs significant downstream infrastructure and new headworks assets.
Western Power	2025 Edgeloe Engineering	Edgeloe Engineering had discussions with Western Power in provision of the initial power supply for the 5ha AMTECH site. Key outcomes were: 1 MVA supply could be provided to the western edge of Precinct 2. - Further future loads likely require a feeder to Picton Zone substation.
Aqwest	2025 Edgeloe Engineering	Edgeloe Engineering had discussions with Aqwest regarding water supply to the precinct. Key outcomes were: Aqwest have infrastructure in the area and an operating license and would welcome the opportunity to service the estate with water supply.

6.0 Design Response

6.1 Vision and Objectives

The vision of the Precinct 2 Structure Plan is to provide an integrated and flexible framework that facilitates industrial subdivision and development and establishes a serviced, connected and adaptable industrial precinct. The Precinct 2 Structure Plan will coordinate transport, access and servicing infrastructure, deliver fit-for-purpose stormwater and drainage outcomes, protect and manage environmental values, and align with the broader PIPNP to support efficient industrial land supply, local employment and regional economic growth.

The vision has been developed from the key objectives provided in Part 1, section 1.3. These have been prepared having regard to the planning framework and site investigations that have been undertaken, and the technical inputs that have informed the Precinct 2 Structure Plan.

“A serviced,
connected and
adaptable
industrial precinct
supporting local
employment and
regional economic
growth.”

6.2 Design Response and Outcomes

6.2.1 Land Use

The Precinct 2 Structure Plan establishes the overarching land use framework for the subject land, including the movement network, environmental protection and open space areas, and land set aside for drainage and servicing requirements. Refer to Table 2 in Part 1 for a summary of the land uses areas.

The Precinct 2 Structure Plan supports the delivery of industrial lots, with the intended intensity of use being ‘General Industry’ in consideration of its designation for ‘industrial’ in the PIPNP (refer to Figure 9 in Part 2, section 3.2). This Precinct 2 Structure Plan will facilitate use and development for land that is regarded to be strategically located and suitable for general industry purposes.

The Precinct 2 Structure Plan provides a strategic framework to guide the future subdivision and development of the land, including the designation of areas for industrial purposes. Consistent with the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the structure plan would be given due regard in decision-making, rather than being relied on for prescribing fixed subdivision / development outcomes.

The Precinct 2 Structure Plan identifies the general extent and intent of industrial development within the site; however, it does not prescribe detailed subdivision configuration or final developable areas. This reflects its role as a coordinating instrument, with further refinement to occur at subsequent stages of planning, including subdivision.

6.2.1.1 Industrial Development Investigation Area

The Precinct 2 Structure Plan also identifies a small portion of land to the east as 'Industrial Development Investigation Area' to enable further detailed technical investigations prior to confirming an appropriate land use outcome. This approach provides flexibility to respond to site constraints, servicing and infrastructure requirements, environmental considerations and stormwater management, which may influence the ultimate developable area and land use configuration. Consistent with the intent of the 'Industrial Development' zone under LPS 9, the final land use outcomes for this area will be determined through future planning processes, informed by technical investigations and ensuring integration with the broader structure plan area.

In this context, the Western Australian Planning Commission, when determining a subdivision application under Part 10 of the *Planning and Development Act 2005*, may have due regard to the Precinct 2 Structure Plan while also considering site-specific constraints, environmental factors, servicing requirements and detailed design outcomes. Where such considerations result in a subdivision layout that varies from the indicative structure plan framework, this does not of itself necessitate an amendment to the structure plan, provided the proposal remains consistent with its overarching intent and achieves orderly and proper planning.

Having regard to the flexible planning framework established under LPS 9, including the purpose of the 'Industrial Development' zone to facilitate future detailed planning, the refinement of the 'Industrial Development Investigation Area' described in Part 1, section 2.1.2) can be considered, tested and verified through detailed design through subdivision / development. The Precinct 2 Structure Plan anticipates that subdivision represents an expected and appropriate evolution of the planning framework in response to site conditions and technical investigations associated with the 'Industrial Development Investigation Area'.

Table 15: LPS 9 Land Uses

Land Use	Equivalent LPS 9 zone / reserve	Area
General Industry	General Industry zone	41.8361 ha
Industrial Development Investigation Area	Industrial Development zone	5.0766 ha
Public Open Space (POS) / Drainage	Drainage/Waterway reserve Public Open Space reserve	6.6687 ha
Local Roads	Local Road reserve	3.1943 ha
Primary Regional Roads	Refer clause 13 of LPS 9	6.2037 ha
Total Area		62.9794 ha

6.2.2 Lot Layout

To maintain flexibility across future subdivision stages, the Precinct 2 Structure Plan does not prescribe individual lot layouts or sizes. Instead, it identifies a total General Industry land use area of 41.8361 ha, to be subdivided, designed and configured in response to detailed design, servicing, and operational requirements as further development planning and engineering progresses, and tenant requirements become known. Future subdivision will respond to access and road connections, servicing, drainage, environmental constraints and staging in response to market demand.

6.2.3 Interface with Adjoining Areas

To the north is land zoned 'Rural' under the GBRS. This land is anticipated to be retained in a remnant vegetated state, having regard to the EPA s.16(e) advice and the PIPNP designating this land as containing wetlands and remnant vegetation (refer to sections 2.2.10 and 2.2.11).

To the east is the Precinct 3 Structure Plan area, which is being subdivided and developed in accordance with the WAPC-endorsed Structure Plan. The interface with this area is expected to be limited, as local road connections are not supported and north-south ecological linkages are anticipated to be required within the proposed public open space.

To the west is existing industrial land that has been subdivided, and contains a range of industrial uses. Interface would involve the considered position of access points and future roads to intersect with Giorgi Road, ensuring that suitable road design takes into account any relevant local conditions and transport impact requirements.

To the south, a landscaped interface will provide screening of the structure plan area from South Western Highway. Subject to bushfire management requirements, trafficable connections to the Highway (having regard to SPP3.7 and the Guidelines) may be required.

6.2.4 Water Management

A Local Water Management Report (LWMR) has been prepared to guide the management of stormwater, groundwater and water servicing across the Structure Plan area. The LWMR adopts a water sensitive urban design approach that responds to the site's seasonally high groundwater levels, existing drainage regime and proximity to wetlands and downstream receiving environments.

Stormwater will be managed through an integrated system of on-lot detention and infiltration, roadside swales, bioretention areas, drainage basins and controlled discharge points. Industrial lots will be required to retain and infiltrate runoff up to the 10% Annual Exceedance Probability (AEP) event, with smaller rainfall events treated as close to source as practicable. Runoff from the road network will be conveyed and treated through vegetated swales and bioretention systems, which will provide detention and assist in removing sediment, nutrients and other contaminants. The drainage system will maintain post-development discharge rates at or below pre-development rates and safely convey major event flows through the road, swale and basin network during the 1% AEP event. Finished floor levels will generally be a minimum of 300 mm above adjoining road gutter and basin flood levels.

Groundwater will generally be maintained close to the existing Average Annual Maximum Groundwater Level to minimise changes to the site's hydrological regime and potential impacts on groundwater-dependent ecosystems. Appropriate separation from groundwater will be achieved through a combination of site filling, subsoil drainage and open swales, including a general minimum separation of 1.2 m to buildings and 1.5 m to effluent disposal areas. Any localised lowering of groundwater will require further investigation through the detailed design process, consideration of acid sulfate soil risks and approval from the Department of Water and Environmental Regulation.

The proposed drainage and groundwater management measures will protect the adjoining wetlands and downstream Ferguson River system by maintaining hydrological flows and improving the quality of water leaving the site. Bioretention areas and drainage basins will be landscaped with suitable locally native species, while

fertiliser and irrigation requirements within public open space will be minimised. Industrial operators will also be required to incorporate appropriate site-specific controls to prevent contaminants entering the stormwater or groundwater systems.

Detailed drainage modelling, final infrastructure design and monitoring and maintenance requirements will be refined through a Stormwater and Drainage Water Management Report prepared at subdivision or development stage. This will include confirmation of finished levels, controlled groundwater levels, subsoil drainage, basin and swale dimensions, construction-phase sediment controls and any dewatering requirements. On-lot wastewater disposal will be subject to a future Site and Soil Evaluation and will require secondary treatment with nutrient removal and appropriate separation from groundwater.

6.2.5 Conservation and Public Open Space

No areas of conservation are required. Areas of public open space and drainage have been considered, in relation to leveraging drainage and ecological linkage opportunities. Additionally, the POS alignment also addresses the following PIPNP provisions:

- The PIPNP Structure Plan had regard to the EPA Section 16(e) advice, including the Recommendations N and S as they relate to the structure plan area (also refer Part 2 section 3.2 and Table 12).
- No industrial lots can directly back onto land containing remnant vegetation and wetlands, with a road required for separation.

6.2.6 Bushfire Risk

Bushfire assessment has directly informed the Precinct 2 Structure Plan design and layout, particularly in relation to movement networks, emergency access provisions and land use interfaces

The movement network has been designed to support emergency access and evacuation, including multiple connections to Giorgi Road and South Western Highway and a perimeter road linking these routes. In addition, the Structure Plan (Plan 1) identifies a potential fire access route (perimeter road labelled as 'C' on Plan 1) along the southern interface. As outlined in the legend, this route is triggered where subdivision proposes ten or more lots (including cumulative staging), ensuring that additional emergency access is provided as subdivision and development intensity increases. This supports emergency access and evacuation in accordance with the Guidelines, and avoid reliance on single access points or no-through roads. The final alignment, tenure and construction of this route will be resolved at detailed subdivision stages.

Integration of drainage, public open space and environmental areas along the southern portion of the site also responds to bushfire considerations. These areas provide spatial separation from adjacent vegetation and infrastructure corridors (including the South Western Highway and rail line), while also accommodating environmental and servicing functions.

Overall, the Precinct 2 Structure Plan integrates bushfire considerations into the spatial layout by incorporating a connected road network, scalable emergency access provisions and hazard separation that respond to staging and development intensity.

6.2.7 Movement Network

Given the high-level nature of the Precinct 2 Structure Plan, the movement network aims to provide flexibility for future subdivision and development, and it proposes one main internal road route and two new key intersections (labelled 'A' and 'B' on Plan 1) to the existing road network at this stage of planning.

These two key intersections (A and B) have been strategically located to integrate with the existing road network and align with MRWA's the long-term planning intent for South Western Highway, including its potential upgrade and widening.

The network is structured around a primary east-west route that runs broadly parallel to South Western Highway and is formed by the extension of Temple Road. This road intersects with South Western Highway on the eastern end and links back to Giorgi Road. This route (labelled 'Temple Road Extension' on Plan 1) functions as the main access spine through the structure plan area. In addition to facilitating lot access, this road also performs an important buffering function, separating future industrial development from the northern wetland interface and adjacent environmental areas.

In addition, the movement network has also been designed to support emergency access and evacuation, and Structure Plan (Plan 1) identifies a perimeter road as a potential fire access route (perimeter road labelled 'C' on Plan 1) along the southern interface. As outlined in the legend, this route is triggered where subdivision proposes ten or more lots (including cumulative staging). This perimeter road will have a connection point to Giorgi Road on the west and the Temple Road Extension on the east.

The network also allows for future refinement and flexibility at subdivision stage, with additional local connections and internal local roads able to be introduced as required to support lot configuration and access.

All internal roads are designed to accommodate RAV-7 vehicle movements, reflecting the anticipated freight demands of the 'General Industry' land use.

The Precinct 2 Structure Plan addresses the following applicable movement network provisions of the PIPNP Structure Plan:

- Intersection modifications will be required for the access roads onto South Western Highway, located on each side of Lot 2010, and a landscape buffer and internal road is required between future lots and South Western Highway.
- The inclusion of the Temple Road extension and the parallel internal road corridor ensures these requirements can be achieved, providing appropriate separation, access control and integration with the ultimate function of South Western Highway.
- Landscape buffer and an internal road required between any future lot (subdivided from Lot 2010) and South Western Highway. This requirement is directly reflected in the Precinct 2 Structure Plan through the provision of a parallel internal road corridor and landscape interface along South Western Highway, ensuring appropriate separation, access control and integration with the ultimate function of the highway.

Overall, the Precinct 2 Structure Plan establishes a clear and legible movement network that balances regional connectivity with internal accessibility and it has been prepared to ensure that proposed road layouts and access arrangements do not prejudice the ultimate configuration of the broader regional road network.

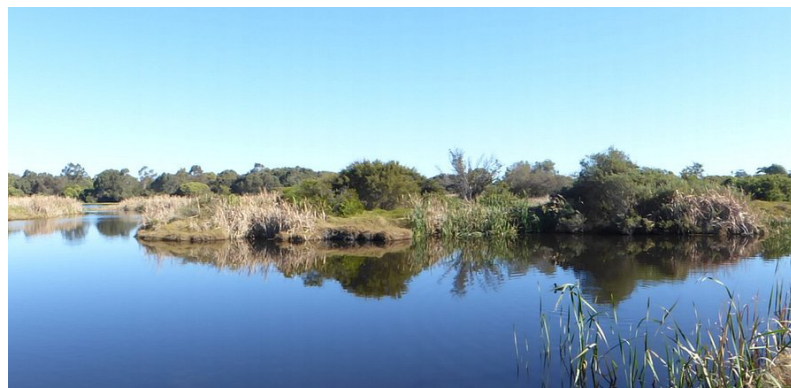
6.3 Recommendations for Part 1

The key recommendations arising from the Precinct 2 Structure Plan are as follows:



Land Use

- Provide for general industry zoning to support a range of industrial activities on suitably sized and flexible lots.
- Acknowledging through an Industrial Development Investigation Area to the east, for further technical investigation and refinement of land use outcomes in response to site constraints, servicing, drainage and environmental considerations.
- Retain land for 'Primary Regional Roads' reservation (Lot 2011) to accommodate the future realignment of South Western Highway and ensure long-term regional transport integration.



Public Open Space, Drainage and Environmental Protection

- Establish a Public Open Space (POS) and drainage corridor along the southern portion of the site, integrating stormwater management, landscape outcomes and visual buffering to South Western Highway.
- Incorporate drainage swales and overland flow paths within POS to manage stormwater, support infiltration and connect to the broader drainage network.
- Protect identified environmental features, including Conservation Category Wetlands (CCW) and associated buffers, and maintain separation between development and environmentally sensitive areas with roads.
- Support broader ecological linkages consistent with regional environmental planning objectives.



Interface and Buffer Treatments

- Provide a landscape buffer and internal road interface along South Western Highway, ensuring appropriate separation between industrial development and the regional road route.
- Ensure no direct interface between industrial lots and environmentally sensitive land, with roads and buffers used as separation elements.



Movement Network and Access

- Deliver a primary east-west internal road (Temple Road extension) to provide the main access spine through the precinct and connect to both Giorgi Road and South Western Highway.
- Provide multiple access points to the external road network, including new intersections to Giorgi Road and South Western Highway, to support efficient movement and freight access.
- Ensure the internal road network is capable of accommodating RAV-7 and heavy vehicle movements, consistent with the intended industrial function of the precinct.
- Incorporate a perimeter road along the southern interface to provide separation between development and POS/drainage areas, and to support a potential fire access route (perimeter road) along the southern interface, which is triggered at subdivision stage (10 or more lots, including cumulative staging), to strengthen emergency access and evacuation capability.

Subdivision and Staging

- Enable flexible subdivision outcomes, with lot sizes and configurations to be determined at later stages in response to market demand, servicing and detailed design.
- Facilitate staged development, generally progressing from the western portion of the site (via Giorgi Road access) toward the east as infrastructure is extended.

3.0

Technical Appendices



Appendix A

ENVIRONMENTAL ASSESSMENT REPORT
(WITH FAUNA SURVEY AND A VEGETATION
AND FAUNA MANAGEMENT PLAN)



Appendix B

BUSHFIRE MANAGEMENT PLAN



Appendix C

LOCAL WATER MANAGEMENT REPORT



Appendix D

INFRASTRUCTURE AND
SERVICING REPORT



Appendix E

TRANSPORT IMPACT ASSESSMENT



Appendix F

ARCHAEOLOGICAL AND ETHNOGRAPHIC
SITE IDENTIFICATION HERITAGE SURVEY



Appendix G

GEOTECHNICAL INVESTIGATION REPORT



Appendix H

SITE SOIL EVALUATION





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