



Department of **Planning,
Lands and Heritage**



*We're working for
Western Australia.*

Bullsbrook Freight and Industrial District Structure Plan

WHAT IS THE FREIGHT AND INDUSTRIAL DISTRICT STRUCTURE PLAN?

The Department of Planning, Lands and Heritage is preparing the Bullsbrook Freight and Industrial District Structure Plan as the next stage in implementing the *Perth and Peel@3.5million* framework.

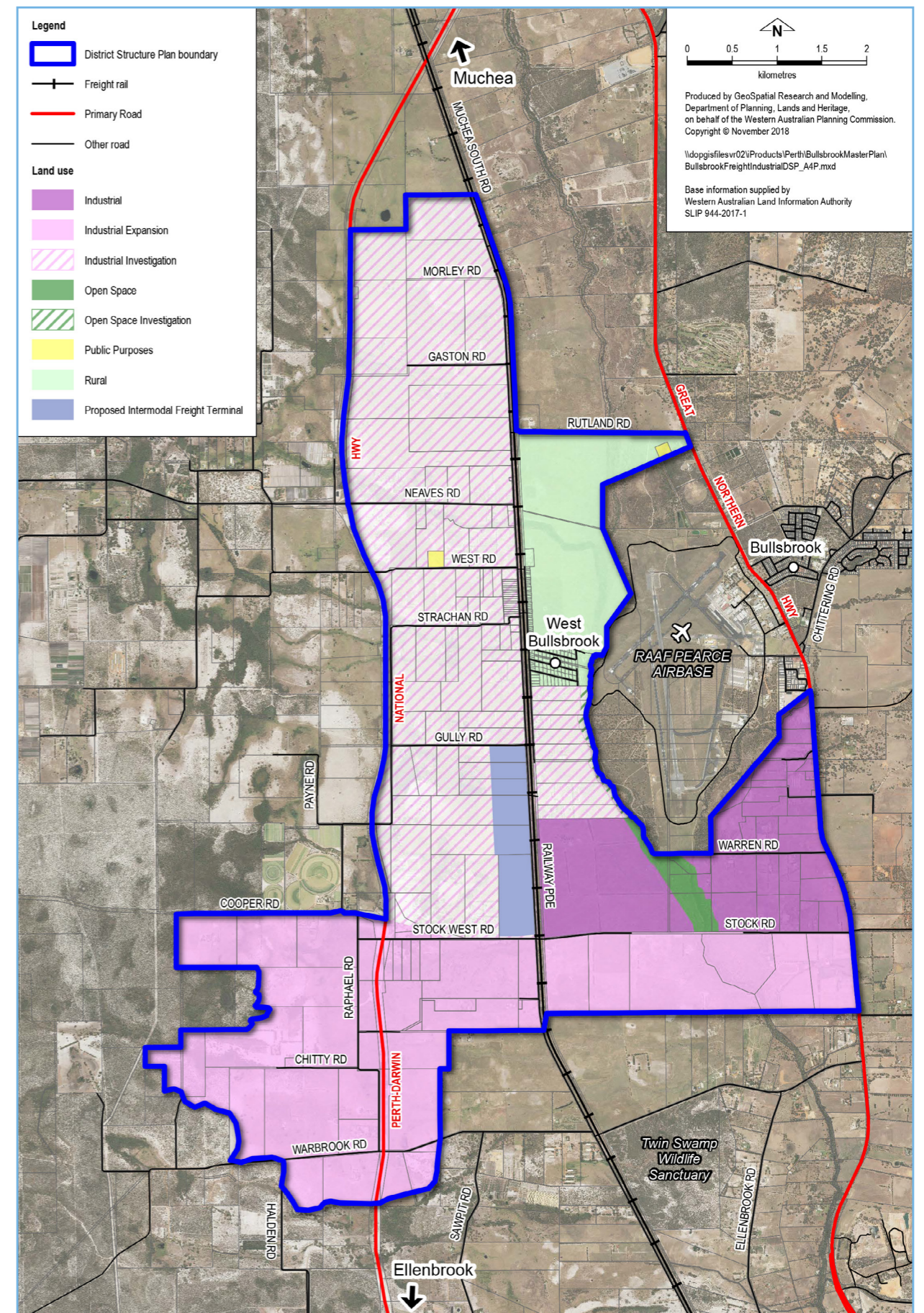
The structure plan will provide a clear strategic vision for future development of the industrial land, service infrastructure and transport requirements to support a proposed intermodal terminal in Bullsbrook and provide for long-term employment opportunities.

Specifically, the structure plan will:

- assess existing and likely demand for industrial land, and the opportunity and constraints of industrial land use within the study area
- consider potential land use conflicts and the interface between communities and freight corridors and industrial development
- ensure successful integration of the proposed intermodal terminal site and surrounding industrial and employment lands with transport infrastructure, to support a safe and efficient strategic freight transport network.
- Identify broad land use precincts to guide further detailed structure planning for the area
- provide a framework for use by State and local government and stakeholders to inform the preparation of local structure plans and to guide future amendments to the Metropolitan Region Scheme and local planning schemes.

**Location and study area of the
Bullsbrook Freight and Industrial
District Structure Plan**

*Study area includes land identified in Perth
and Peel@3.5million for industrial expansion
as well as industrial investigation*



WHY IS THE FREIGHT AND INDUSTRIAL DISTRICT STRUCTURE PLAN BEING PREPARED?

The population of Perth and Peel is projected to grow to 3.5 million people by 2050. This will result in the development of employment opportunities and increased demand on facilities and infrastructure. Highly efficient freight services and supporting infrastructure will be needed to maintain the supply chains to service this population growth.

Bullsbrook is an area where significant growth is anticipated within the next 15 to 20 years, with the population expected to quadruple to 20,000 people.

The State Government's strategic planning framework, *Perth and Peel@3.5million* identifies areas for possible future industrial expansion within the Bullsbrook locality, and a need for a nearby intermodal terminal.

An intermodal terminal will strengthen Perth and Peel's freight network with rail connections to the Fremantle Port and proposed Kwinana Outer Harbour, and to Western Australia's northern regions. Along with supporting industrial land and infrastructure, the terminal is expected to be a significant employment generator for the north-east and north-west metropolitan areas in the long-term.

Early identification and protection of existing and future freight corridors and strategic industrial sites is needed to manage the interface between communities and industry, and to avoid land use and transport conflicts in the future.

OPPORTUNITIES AND CONSTRAINTS

Preliminary research has identified the importance of:

- engaging with the community and key stakeholders
- managing land use conflicts, including the impacts of off-site emissions such as noise, light, odour and dust
- considering the role and interaction of neighbouring industrial developments
- addressing water management issues such as the risk of seasonal inundation due to low lying conditions with high groundwater and potential restrictions on water allocations
- coordinating and staging proposed movement network upgrades to provide permeability and ensure safe and efficient movement for all users
- managing and coordinating servicing infrastructure to ensure a mix of industrial development can occur
- planning in the long-term and staging industrial development to align with economic and market demand factors
- considering environmental constraints including Bush Forever, potential presence of conservation significant flora and fauna as well as the need to manage any off-site impacts on the Western Swamp Tortoise habitat and the Gngara-Moore River State Forest.



SUMMARY OF COMMUNITY INFORMATION SESSION OUTCOMES

The Department of Planning, Lands and Heritage held a community information session on the evening of 27 November 2018 at the Ethel Warren Bullsbrook Community Centre to advise the local community of the proposed Bullsbrook Freight and Industrial District Structure Plan (district structure plan) and to seek input on strategic elements of the project, specifically access to and from the West Bullsbrook town site and preferred industrial uses. The session was promoted in local newspapers, the City of Swan e-newsletter and via letter drop in the local area.

The following key issues were discussed at the community information session, and will be considered in the further development of the draft district structure plan.

WHAT WILL HAPPEN TO EXISTING RESIDENTIAL AND AGRICULTURAL LAND USES?

The zoning of land will be transitioned over time with a number of further statutory processes required, including amendment of the Metropolitan Region Scheme and the City of Swan Local Planning Scheme. These will involve further public consultation. The district structure plan is not proposing to rezone the West Bullsbrook town site, which will remain 'Rural'. Inclusion of the town site in the study area enables appropriate consideration of the interface between the rural land and any industrial activity.

WHEN WILL REZONING AND DEVELOPMENT OF THE INDUSTRIAL AREA OCCUR?

The district structure plan is intended to guide planning for the area over the next 10 years. However, the timing of rezoning and development will depend on economic conditions and the level of demand for industrial and employment land. The project has a long-term horizon, with an expected development timeframe of more than 70 years.

HOW WILL LOCAL ACCESS, FREIGHT TRAFFIC AND BUSHFIRE EGRESS BE MANAGED?

Railway level crossings will eventually be replaced by "grade separated" crossings (bridges or underpasses) as development occurs. At least two access/egress routes will be provided to all development in line with State Planning Policy 3.7 Planning in Bushfire Prone Areas. The West Bullsbrook town site will retain at least two access routes, most likely via Almeria Parade. Following discussion at the community information session, further consideration will be given to a possible northward extension of Almeria Parade along the railway. Attendees at the community information session expressed a strong preference for maintaining access across the railway at Warbrook Road and to divert all heavy vehicles away from the Bullsbrook town site (i.e. to re-route them along Stock Road and the new Perth-Darwin National Highway). Both of these items will be subject to further review and discussion with Main Roads WA.

A need for an additional east-west connection to the area (between Neaves Road and Gnangara Road) has been identified, however there are environmental, land, and engineering constraints for each of the potential options identified to date. This will be subject to further investigation in conjunction with Main Roads WA.

WHAT DEVELOPMENT IS PLANNED ALONG GREAT NORTHERN HIGHWAY NEAR THE EXISTING BULLSBROOK TOWN SITE?

The local structure plan for this area approved by the City of Swan identifies the land at the intersection of Great Northern Highway and Stock Road as zoned for Highway Commercial, with the remaining land zoned General Industrial. The land use permissibility for these zones can be found in the City of Swan's Local Planning Scheme.

HOW HAVE ENVIRONMENTAL, HERITAGE AND GROUNDWATER (HYDROLOGY) ISSUES BEEN CONSIDERED?

The structure plan process has included a review of existing environmental and natural assets within and surrounding the site. A District Water Management Strategy (DWMS) is being prepared for the area and provides strategies for groundwater and surface water management. The DWMS will be reviewed and assessed as part of the formal advertising and referral period. Further assessment of potential green spaces or corridors to protect environmentally sensitive areas and to facilitate water management will be made through subsequent planning processes, including any amendment to the Metropolitan Region Scheme and the preparation of local structure plans.

HOW WILL CONSTRUCTION IMPACTS BE MANAGED?

The potential impacts of truck movements associated with transporting fill to the site during construction will be addressed in future stages of planning. The management of water displacement during works for future industrial development will follow all requirements as set.

WHAT HAPPENS NEXT?

The preliminary concept plan will be reviewed in response to stakeholder feedback and on finalisation of the technical studies which includes a DWMS, Industrial Land Demand and Market Analysis, Environmental Study, Strategic Transport Plan, Bushfire Site Assessment and Infrastructure Servicing Report. It is anticipated that a draft district structure plan and accompanying technical studies will be released for public comment pending further transport modelling and endorsement of the draft structure plan by the WAPC towards the end of 2019. As part of the public consultation process further community information sessions will be held to provide information and seek input into the draft.

PROCESS AND TIMELINE FOR THE STRUCTURE PLAN

