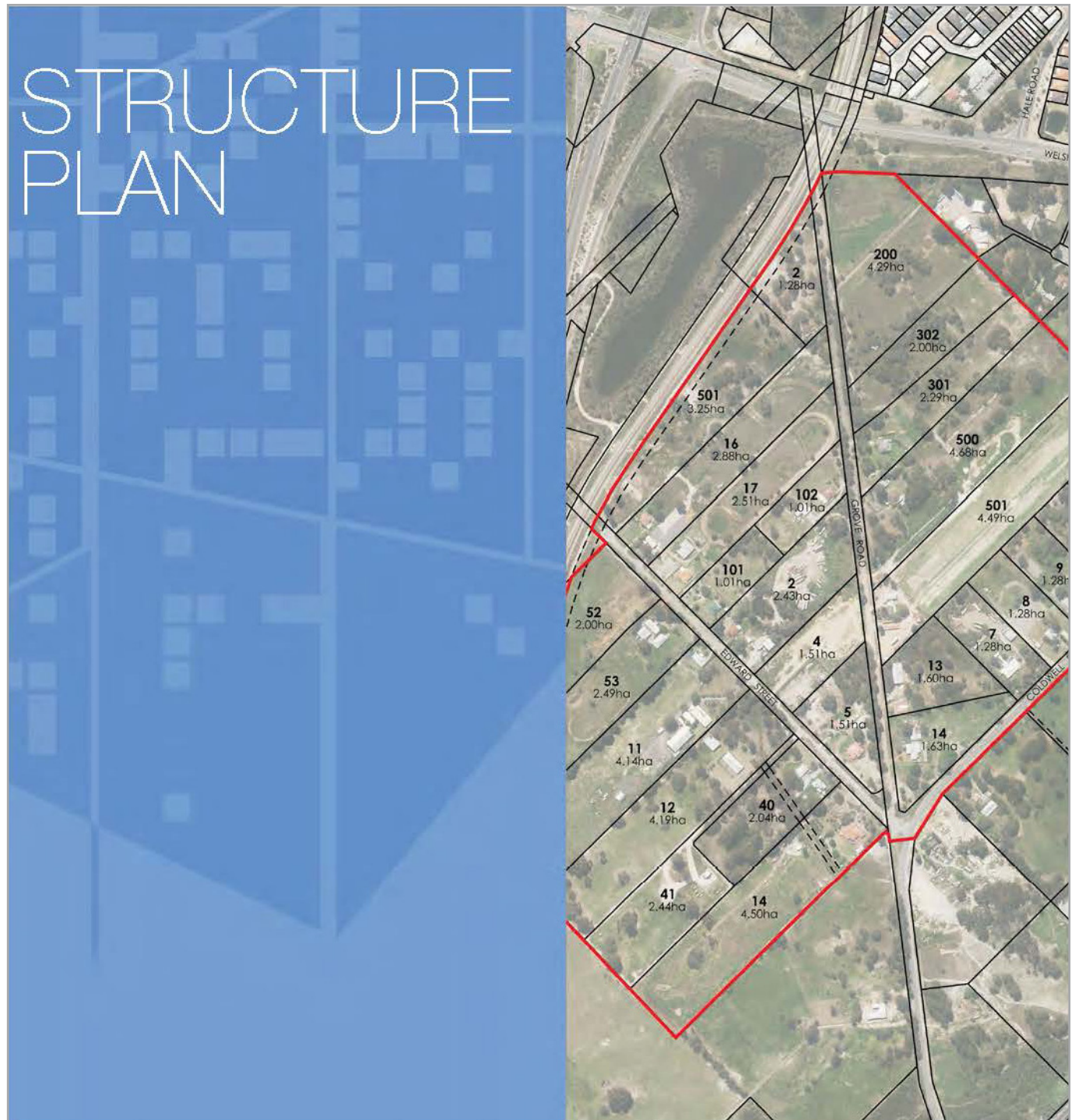


# Maddington Kenwick Strategic Employment Area Precinct 3A

## Part One Implantation Section (Including Amendment 1)



September 2021

**Title:** Maddington Kenwick Strategic Employment Area Precinct 3A  
Addendum Report  
(Including Amendment 1)

**CLE Reference:** 2290Rep47

**Date:** 7 September 2021

**Prepared by (Original):** Taylor Burrell Barnett

**Prepared by (Amended):** CLE Town Planning + Design

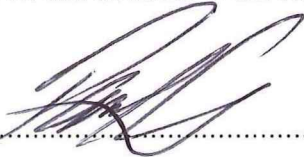
# ENDORSEMENT

This Structure Plan is prepared under the provision of the **City of Gosnells Town Planning Scheme No. 6**

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

*25 August 2017*..... Date

Signed for and on behalf of the Western Australian Planning Commission

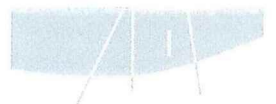


an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

*[Signature]*..... Witness

*25 August 2017*..... Date

*25 August 2027*..... Date of Expiry







## TABLE OF AMENDMENTS

Amendment No.	Description of Amendment	Date Approved by WAPC
1	Amending the Structure Plan Map of the Part 1 - Implementation Section to include portion of Lot 414 Grove Road, Kenwick. Incorporation of text provisions relevant to Lot 414.	08 December 2021

# EXECUTIVE SUMMARY

This structure plan has been prepared to provide guidance to subdivision and development for industrial purposes within the majority of Precinct 3A of the Maddington Kenwick Strategic Employment Area (MKSEA). The structure plan has been prepared in accordance with the Western Australian Planning Commission's (WAPC) Structure Plan Framework (August 2015) and the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015 ('The Regulations')*. Once the necessary procedures and requirements for advertising and consideration have been met the Structure Plan is to be approved by the WAPC in accordance with Schedule 2 Part 4 Cl.22 of the Regulations.

The Structure Plan area is located within the suburb of Kenwick and is bound by the City of Gosnells municipal boundary to the northeast, Coldwell road to the southeast, Roe Highway / Freight Rail alignment to the northwest and by Lot 2008 Grove Road to the southwest. The structure plan area has a total area of 72.61ha, and at the time of preparing this report consisted of 29 individual parcels of land.

The Structure Plan area is zoned 'Rural' under the Metropolitan Region Scheme (MRS) at the time of preparing this report, and abuts land reserved 'Railway' for the freight rail alignment to the northwest, land zoned 'Rural' for the Wattle Grove area to the east and for the MKSEA Precinct 3B area to the south. In 2015 the Western Australian Planning Commission, at the request of the City of Gosnells, initiated an amendment to the MRS to rezone the structure plan area from 'Rural' to 'Industrial' (Ref 1302/57). The amendment was initiated on the basis of its consistency with the *Economic and Employment Lands Strategy* and the Indicative Structure Plan for MKSEA, and is an important first step in realising the vision for MKSEA as an industrial precinct. The proposed amendment was advertised for a period of 60 days and adopted by the WAPC in May 2016, and is anticipated to be approved and published in the *Government Gazette* by mid 2016.

The Structure Plan area is currently zoned 'General Rural' under Town Planning Scheme No. 6 (TPS6) at the time of preparing this report, and abuts land reserved 'Railways' for the freight rail alignment to the northwest and west, land zoned 'General Rural' to the south and southeast and land zoned 'Special Rural' under the Shire of Kalamunda's Local Planning Scheme No. 3 to the northeast. In March 2016 the City of Gosnells initiated an amendment to the TPS6 to rezone the structure plan area from 'General Rural' to 'General Industrial' (Amendment 165) with the creation of a 'Special Control Area' under clause 6.10 of the Scheme to require that a structure plan be prepared for the precinct. The amendment was initiated on the basis of its consistency with the proposed MRS amendment and the Indicative Structure Plan for MKSEA, and the desire to facilitate priority development within Precinct 3A as the unconstrained development area.

The Structure Plan proposes that the majority of the land is to be used for 'General Industrial' purposes with subdivision and development to generally accord with WAPC and City of Gosnells requirements. The Structure Plan also includes reference to land area proposed to be acquired by the Public Transport Authority for a Rail Infrastructure Facility to replace the existing PTA facility in Bellevue.

In order to facilitate development and subdivision some infrastructure upgrades will be required, including:

- Upgrade and widening of Coldwell Road to accommodate industrial vehicle movements and a drainage swale;
- Reconfiguration of the Coldwell Road and Grove Road intersection to ensure safety and legibility;
- Realignment and widening of Grove Road to accommodate a drainage swale, ensure improved circulation of traffic and orderly lot creation;
- The closure of Edward Street to facilitate orderly creation of lots fronting the realigned Grove Road; and
- The construction and ceding of a drainage retention basin to accommodate storage of stormwater runoff within the precinct.
- These infrastructure upgrades are to be undertaken by landowners as conditions of subdivision and development approval.

There are also a number of infrastructure upgrades that are required to facilitate development of both Precincts 3A and 3B. These infrastructure upgrades include:

- Upgrade the intersection of Welshpool Road East and Coldwell Road;
- Modification to the intersection of Welshpool Road East and Brook Road;
- Upgrade the intersection of Grove Road, and Welshpool Road East;
- Provision of sewer outlet infrastructure to support the development area; and
- Land acquisition and construction costs for local road connection between realigned Grove Road and Welshpool Road East.

As these infrastructure upgrades are necessary to facilitate development within both Precincts they have been incorporated within a proposed Development Contributions Plan as part of Amendment 167 to *Town Planning Scheme No. 6*.

## Addendum (Amendment 1 )

Amendment 1 to the Maddington Kenwick Strategic Employment Area (MKSEA) Precinct 3A Structure Plan sees the inclusion of Lot 414 Grove Road, Kenwick into the structure plan area.

Precinct 3A of the MKSEA comprises approximately 87ha of land, generally bound by Coldwell Road, Grove Road, Brook Road, Bickley Road, Roe Highway and the Shire of Kalamunda’s (south western) municipal boundary. Amendment 1 close out the planning of Precinct 3A as it covers the balance land; being the portion of Lot 414 Grove Road north of the Yule Brook. The portion of Lot 414 located to the south of the Yule Brook forms part of the MKSEA Precinct 3B and will be subject to a separate, future structure plan.

Table 1: Structure Plan Summary Table (Including Amendment 1)

Item	Areas / Yield		Structure Plan Ref. (Section No.)
Total area covered by the Structure Plan	83.65 ha		Plan 1
Approximate area of each land use proposed:	<b>Hectares</b>	<b>Lot Yield</b>	Plan 1
• General Industry	64.04 ha	Undetermined	
• PTA Rail Infrastructure Facility	19.26 ha	Undetermined	
Total Estimated Lot Yield	Undetermined		NA
Estimated Commercial Floor Space	Undetermined		NA

# PART ONE

# IMPLEMENTATION

# 1 STRUCTURE PLAN AREA

This structure plan applies to the majority of the area known as ‘Maddington Kenwick Strategic Employment Area – Precinct 3A’ as delineated in proposed amendment 165 of the Town Planning Scheme No. 6 maps and described by clause 6.10 of the same amendment.

The structure plan area is located within the suburb of Kenwick and is bound by the municipal boundary to the northeast, Coldwell road to the southeast, Roe Highway / Freight Rail alignment to the northwest and Lot 2008 Grove Road to the southwest (**Figure 2**). The structure plan area has a total area of 72.61ha, and at the time of preparing this report consisted of 29 individual parcels of land which are described in **Table 3**.

# 2 OPERATION

This structure plan comes into effect on the date it is approved by the Western Australian Planning Commission pursuant to section 16 of the *Planning and Development Act 2005*.

The structure plan is to be read in conjunction with the Development Contributions Plan (DCP) and Development Contributions Plan Report (DCPR) for the Development Contribution Plan 12 (DCP12) as approved by the Western Australian Planning Commission.

# 3 STAGING

While actual development within the structure plan area will be subject to private developer intent, it is anticipated that initial development will occur between Coldwell Road and the realigned Grove Road, and thereafter expand to the area west of the realigned Grove Road. Further information on the proposed staging is outlined within Section 3.7 of the Explanatory Report.

# 4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

## 4.1 ZONING AND LAND USE

The zoning and land use permissibility for the structure plan area are to be prescribed by the provisions of Town Planning Scheme No. 6, which under Amendment 165 is to incorporate the entire area within the ‘General Industry’ zone. Due regard shall be given to the following provisions in the assessment of applications for land within the structure plan area.



#### 4.1.1 GENERAL INDUSTRY

The subject area is proposed to be zoned 'General Industry' zone under Amendment 165 to Town Planning Scheme No. 6 and land use permissibility shall be in accordance with Table 1 for that zone.

#### 4.1.2 LOCAL RESERVE - INFRASTRUCTURE SERVICES (DRAINAGE)

The structure plan identifies two indicative areas proposed for drainage detention basins that will accommodate storage of stormwater. Basin A is to be designed, constructed and ceded to the Crown and vested with the City of Gosnells as a condition of subdivision approval, and it is anticipated it will ultimately be reserved for the purpose of 'Local Reserve – Infrastructure Services (Drainage)' by the City of Gosnells as part of a future amendment to *Town Planning Scheme No. 6*. Basin B is intended to account for the drainage of the PTA Rail Infrastructure Facility and may be a private basin or may be ceded to the City of Gosnells.

### 4.2 SUBDIVISION

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

#### 4.2.1 LOT DESIGN

A Plan of Subdivision should generally demonstrate 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.

##### 4.2.1.1 LANDSCAPE MASTERPLAN

A Plan of Subdivision is to be accompanied by a Landscape Masterplan which identifies the design standards applicable to the local road network, stormwater basin/swales and open spaces, including entry statements, public art and other built form and landscape features.

#### 4.2.2 LOCAL ROADS

##### 4.2.2.1 ROAD WIDENING AND INTERSECTION UPGRADES

###### Coldwell Road

It is proposed that Coldwell Road is widened from its existing 20m road reserve to a 30m road reserve to accommodate a drainage swale of approximately 8m wide. Subdivision or development on lots that abut or rely upon Coldwell Road should be required, as a condition of approval, to:

1. Cede the land required for the road widening; and
2. Construct the drainage swale and road upgrading to a standard suitable for industrial use.

It is noted that landowners may be entitled to seek reimbursement from other landowners abutting Coldwell Road in accordance with Part 10 Division 4 of the Planning and Development Act 2005.

It is also proposed that the intersection of Coldwell Road and Grove Road is ultimately modified (after the Grove Road connection to Welshpool Road East is complete) to provide Grove Road with priority and Coldwell Road terminates at the intersection. It is anticipated that the realignment of the section of Coldwell Road will be undertaken as a land transfer arrangement between the subdividing landowner and the Department of Lands, with the redundant portion of Coldwell Road being formally closed and transferred to the subdividing landowner in exchange for the new portion of road to be ceded.

### Edward Street

It is proposed that Edward Street is formally closed via the required process and the land area transferred to the primary subdivider in exchange for the widening and realignment of Grove Road and the PTA Access, which will replace the current Edward Street and Grove Road north of Coldwell Street. The road will only be closed upon undertaking of the necessary procedures and should be informed by a suitable plan of subdivision that ensures all lots have dedicated access to a gazetted road.

### Grove Road

It is proposed that Grove Road be realigned north of Coldwell Road to run generally parallel with the proposed PTA Rail Infrastructure Facility, and widened from 20m to 30m to accommodate a drainage swale.

It is anticipated that the realignment of the road will be undertaken as a land transfer arrangement between the subdividing landowner and the Department of Lands, with the redundant portion of Grove Road being formally closed and transferred to the subdividing landowner in exchange for the new portion of Grove Road to be ceded.

The location of the realigned road will be further refined at the subdivision application stage, and the design of the road will be subject to the consideration and approval of the City of Gosnells as a condition of subdivision approval.

### Proposed PTA Access

It is proposed that a new connection of 20m in width will be created that connects the realigned Grove Road through to the PTA Rail Infrastructure Facility. This connection will be subject to consideration as a component of a subdivision application, and may take the form of an easement, Right of Carriageway or dedicated road dependent on the PTA requirements.

#### 4.2.2.2 SUBDIVISION ROADS

The introduction of additional roads within the precinct may occur at the subdivision application stage and in accordance with Part 10 of the *Planning & Development Act 2005*. These roads are to be designed to an industrial standard in accordance with the requirements of the City of Gosnells.

### 4.2.3 LOCAL DRAINAGE

In accordance with the Local Water Management Strategy the local drainage network is to be constructed to transfer 1:100 year event surface water drainage to detention basins in the south-east of the structure plan area. The proposed drainage network, as defined by the proposed Local Water Management Strategy, is outlined in Section 3.3 and **Appendix 4** of this report.

The majority of the drainage network is to be accommodated as drainage swales within the local road reserves, and as such no further land will be required to be transferred to the City of Gosnells for the retention of drainage for the majority of lots within the structure plan area. The exception will be the proposed detention Basin A depicted on Plan 1, which will be ceded to the Crown and vested with the City of Gosnells as a condition of subdivision and designed in accordance with the City’s required standards, inclusive of a connection to a public road.

### 4.2.4 CONDITIONS OF SUBDIVISION

The table below outlines additional information that will be required at future approval stages. Additional information requirements may not be limited to those listed; the City or WAPC may require other information in relation to particular proposals.

Table 2: Proposed conditions of subdivision

Additional information	Approval stage	Approving Authority
<b>Water Management</b>		
Urban Water Management Plan	Condition of subdivision	WAPC, City, DoW
Environment		
Environmental Assessment Report	Documented in Appendix 1 Implementation via Subdivision	WAPC, City, OEPA
Fire Management Plan	Documented in Appendix 2 Condition of subdivision	WAPC, City
<b>Engineering</b>		
Servicing Report	Documented in Appendix 5 Condition of Subdivision	City, Water Corporation, Western Power
Road Widening and Upgrade	Condition of Subdivision	City
Acid Sulphate Soils	Condition of Subdivision	City
Geo-technical	Condition of Subdivision	City
<b>Other</b>		
Development Contributions	Condition of Subdivision	City
Local Development Plan(s)	Condition of subdivision (if required in accordance with section 6 or Part 1)	City

## 4.3 DEVELOPMENT

Development of land within the subject area is to be generally in accordance with the standards and requirements of *Town Planning Scheme No. 6*. 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.

### 4.3.1 DESIGN GUIDELINES

Where deemed appropriate, the City and/or landowners may prepare design guidelines which identify the proposed built form standards that are to replace or supplement those standards outlined within the Scheme provisions. The design guidelines should be prepared and considered by the City as a Local Planning Policy under Section 2.4 of *Town Planning Scheme No. 6*.

### 4.3.2 SEPARATION FROM SENSITIVE USES

The structure planning area includes and sits adjacent to a number of existing dwellings which will maintain a non-conforming use right after their land is rezoned for industrial purposes. The introduction of some industrial uses within the structure plan may require the establishment of a separation distance between the use and the existing dwelling.

Appendix 1 of the Environmental Protection Authority's *'Guidance for the Assessment of Environmental Factors: Separation Distances between Industrial and Sensitive Land Uses'* identifies a large number of uses that have potential to impact upon amenity of adjacent uses. A development application that proposes a use specified in Appendix 1 of the EPA Guidance Statement shall generally be guided by the statement, inclusive of the need for a separation distance from the identified sensitive use.

Where the proposed use is to be situated less than the recommended separation distance, further justification and design consideration is likely to be required by the City of Gosnells, including mapping of the location of each of the effected dwellings and identification of amelioration methods to be employed.

## 5 LOCAL DEVELOPMENT PLANS

Local Development Plans are not proposed to be required as a condition of subdivision unless a subdivision proposes irregularly shaped lots, very large lots or a site specific constraint is identified that is deemed unsuitable to be addressed at a development application stage.

## 6 ADDITIONAL INFORMATION

### 6.1 PUBLIC TRANSPORT AUTHORITY RAIL INFRASTRUCTURE FACILITY

In early 2016 landowners within the structure plan area were notified by the Public Transport Authority that a portion of their land has been identified for public acquisition to accommodate the relocation of the freight rail infrastructure facility currently located at Bellevue near Midland.

The area proposed for acquisition is generally in accordance with that shown in **Plan 1**. It is understood that the Public Transport Authority will negotiate acquisition of land within the identified area during 2016, and the land will thereafter be transferred to the Crown.

### 6.2 PARMELIA GAS PIPELINE

The Parmelia Gas Pipeline traverses the structure plan area along the north-western boundary, running parallel with the freight rail alignment. The pipeline is protected by a 15m wide easement along its full extent which constrains the development and subdivision of land within which the pipeline is located.

Development and subdivision of land within proximity to the pipeline easement will be required to have regard to the advice provided by the WAPC's *Planning Bulletin 87: High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region*, and may be required to undergo a risk assessment in accordance with the requirements outlined and in collaboration with the pipeline operator, the APA Group.

At the time of preparing this report Planning Bulletin 87 identified that:

- A generic 45m buffer zone would be applied to the pipeline easement where it traverses the structure plan area (Plan 1). APA Group has advised that industrial development and subdivision within this buffer area can be considered and approved based on a risk assessment which considers the risks to the operation and maintenance of the gas pipeline, and proposals within the buffer area should be discussed with the APA Group prior to submission.
- A requirement for notification of land use, development and/or subdivision proposals within 356m of the pipeline easement will be applied (Plan 1). This notification will occur through referral by the City of Gosnells or the WAPC of any subdivision or development application within 356m of the pipeline easement in accordance with the Planning Bulletin.

### 6.3 LOT 414 GROVE ROAD

Notwithstanding the previous requirements of section 4, the following requirements are specific to Lot 414 Grove Road, being the southern extents of the Structure Plan area.

### 6.3.1 WETLAND BUFFERS

Development and/or use of the 'Wetland Buffer' is generally not permitted, except where in accordance with an approved 'Wetland Buffer Management Plan'.

At the time of subdivision or development (whichever occurs first), arrangements regarding the management in perpetuity of the buffers surrounding Wetland UFI 7635 be identified and finalised in consultation with the City of Gosnells.

### 6.3.2 YULE BROOK FORESHORE

Development and/or use of the 'Yule Brook Foreshore' is generally not permitted, except where in accordance with an approved 'Foreshore Management Plan'.

### 6.3.3 BUSHIRE MANAGEMENT PLAN

A Bushfire Management Plan (or BMP) has been prepared in support of the future development of Lot 414. The adopted BMP is attached as Appendix 4 of the MKSEA Precinct 3A Structure Plan Amendment 1 (Report). Development and subdivision within Lot 414 must accord with the requirements of the adopted BMP.

Subdivision and development applications submitted for Lot 414 shall be accompanied by the adopted Bushfire Management Plan, updated with an appropriate level of detail to demonstrate compliance with 'State Planning Policy 3.7 – Planning in Bushfire Prone Areas', and the 'Guidelines for Planning in Bushfire Prone Areas'.

### 6.3.4 SUBSEQUENT PLANS AND STRATEGIES

Subdivision and/or development approval processes may trigger the preparation of the following:

- i) Wetland Buffer Management Plan (Wetland UFI 7635)

The purpose of the Wetland Buffer Management Plan shall be to determine the appropriate use, treatment and management of the buffer where it is located within Lot 414.

- ii) Foreshore Management Plan (FMP)

A Foreshore Management Plan shall be prepared to ensure the protection and management of the Yule Brook Foreshore where it interfaces with Lot 414. Where a Foreshore Management Plan already exists (having been prepared by others as part of MKSEA Precinct 3B works), an addendum to that FMP may be accepted in lieu.

- iii) Urban Water Management Plan (UWMP)

Where required, the UWMP will generally accord with the adopted 'Local Water Management Strategy' prepared in support of Amendment 1 to this Structure Plan. The UWMP may be amended in response to the recommendations of the future 'Local Water Management Strategy' to be prepared (and adopted) as part of the structure planning for adjoining Precinct 3B of the MKSEA.



iv) Landscape Masterplan (LMP)

The LMP will address the treatment and management of drainage detention areas and any open space contribution or landscaping associated with subdivision or development, respectively.

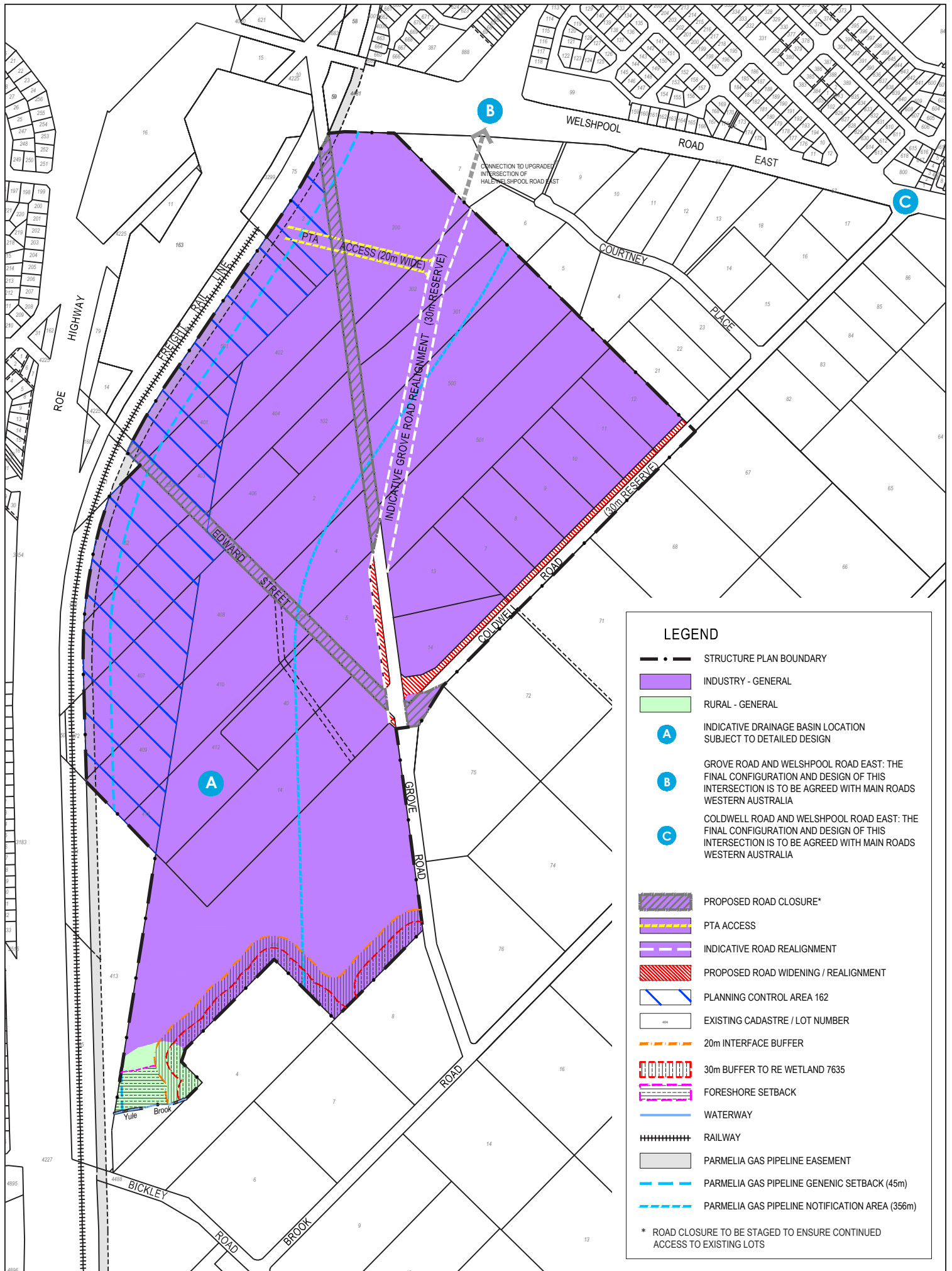
The recommendations of the LMP in relation to drainage detention areas will be informed by the adopted 'Local Water Management Strategy', and the 'Wetland and Wetland Buffer Assessment', prepared in support of Amendment 1 to the Structure Plan.

v) Aboriginal Heritage

At the time of subdivision or development (whichever occurs first), the proponent is to fulfil any obligations under the Aboriginal Heritage Act 1972, in consultation with the Department of Planning, Lands and Heritage.

vi) Grove Road Upgrade

At the time of subdivision or development (whichever occurs first), the section of Grove Road abutting Lot 414 is to be upgraded to an industrial standard, to be designed and constructed in co-ordination with the wider Precinct 3A Local Structure Plan area to the north.

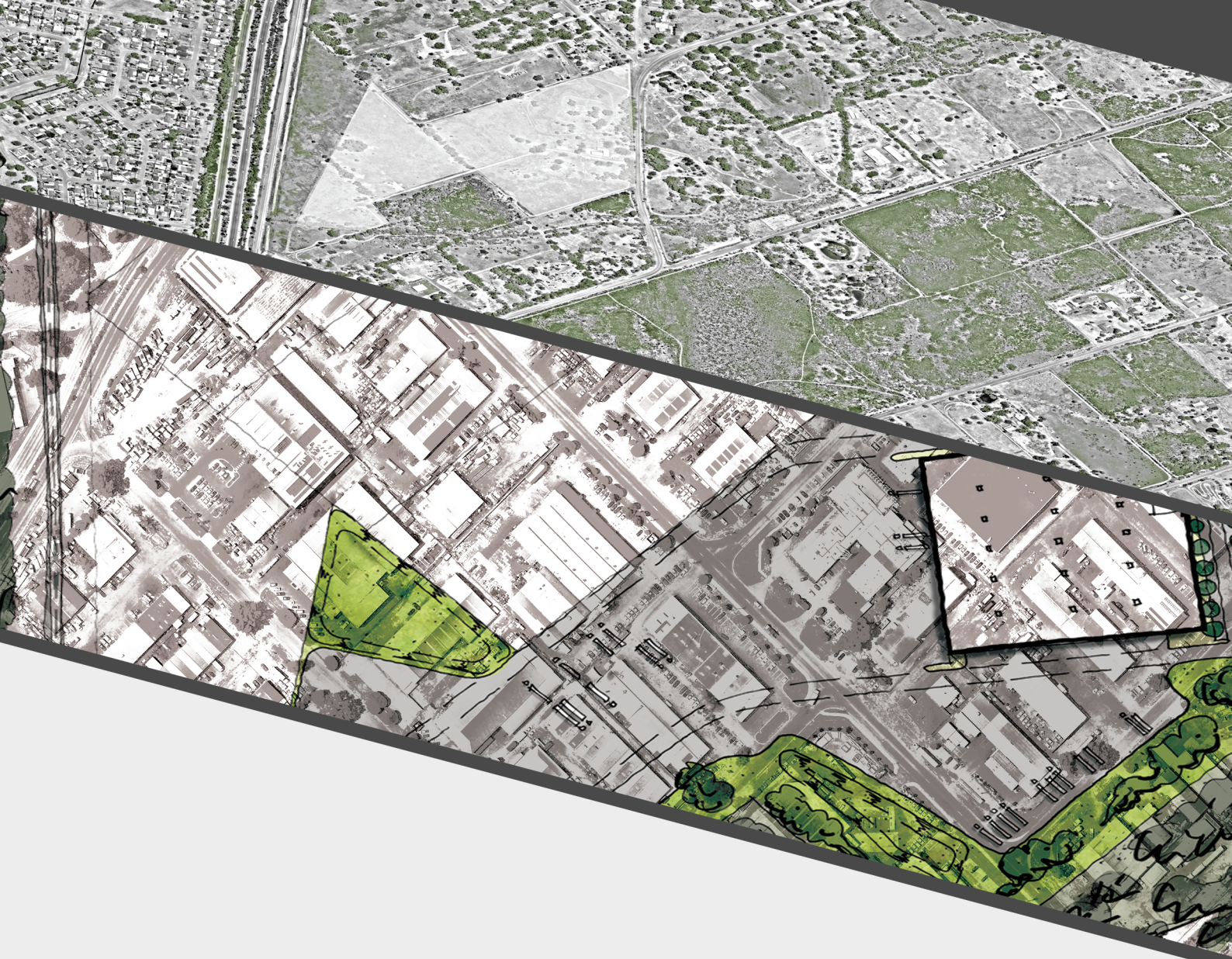


Source: Taylor Burrell Barnett Town Planning and Design\_Maddington - Kenwick Strategic Employment Area - Precinct 3A

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# MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA

## PRECINCT 3A STRUCTURE PLAN ADDENDUM REPORT (AMENDMENT 1)

SEPTEMBER 2021



**MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA  
PRECINCT 3A STRUCTURE PLAN**

**ADDENDUM REPORT  
(Amendment 1)**

**PART ONE - IMPLEMENTATION SECTION**

Prepared by:



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2290Rep43C  
September 2021

This Amendment to the MKSEA Precinct 3A Structure Plan is prepared under the provisions of Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.



**AMENDMENT NO. 1**  
**TO**  
**MKSEA PRECINCT 3A STRUCTURE PLAN**

The City of Gosnells, pursuant to Part 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, hereby amends the above Structure Plan by:

1. Amending the Structure Plan Map of the Part 1 - Implementation Section to include portion of Lot 414 Grove Road, Kenwick.
2. Amend section 6.3 'Lot 2008 Grove Road' and associated text to read:

**6.3 Lot 414 Grove Road**

*Notwithstanding the previous requirements of section 4, the following requirements are specific to Lot 414 Grove Road, being the southern extents of the Structure Plan area.*

6.3.1 Wetland Buffers

*Development and/or use of the 'Wetland Buffer' is generally not permitted, except where in accordance with an approved 'Wetland Buffer Management Plan'.*

*At the time of subdivision or development (whichever occurs first), arrangements regarding the management in perpetuity of the buffers surrounding Wetland UFI 7635 be identified and finalised in consultation with the City of Gosnells.*

6.3.2 Yule Brook Foreshore

*Development and/or use of the 'Yule Brook Foreshore' is generally not permitted, except where in accordance with an approved 'Foreshore Management Plan'.*

6.3.3 Bushfire Management Plan

*A Bushfire Management Plan (or BMP) has been prepared in support of the future development of Lot 414. The adopted BMP is attached as Appendix 4 of the MKSEA Precinct 3A Structure Plan Amendment 1 (Report). Development and subdivision within Lot 414 must accord with the requirements of the adopted BMP.*

*Subdivision and development applications submitted for Lot 414 shall be accompanied by the adopted Bushfire Management Plan, updated with an appropriate level of detail to demonstrate compliance with 'State Planning Policy 3.7 – Planning in Bushfire Prone Areas', and the 'Guidelines for Planning in Bushfire Prone Areas'.*





#### 6.3.4 Subsequent Plans and Strategies

Subdivision and/or development approval processes may trigger the preparation of the following:

i) *Wetland Buffer Management Plan (Wetland UFI 7635)*

The purpose of the Wetland Buffer Management Plan shall be to determine the appropriate use, treatment and management of the buffer where it is located within Lot 414.

ii) *Foreshore Management Plan (FMP)*

A Foreshore Management Plan shall be prepared to ensure the protection and management of the Yule Brook Foreshore where it interfaces with Lot 414. Where a Foreshore Management Plan already exists (having been prepared by others as part of MKSEA Precinct 3B works), an addendum to that FMP may be accepted in lieu.

iii) *Urban Water Management Plan (UWMP)*

Where required, the UWMP will generally accord with the adopted 'Local Water Management Strategy' prepared in support of Amendment 1 to this Structure Plan. The UWMP may be amended in response to the recommendations of the future 'Local Water Management Strategy' to be prepared (and adopted) as part of the structure planning for adjoining Precinct 3B of the MKSEA.

iv) *Landscape Masterplan (LMP)*

The LMP will address the treatment and management of drainage detention areas and any open space contribution or landscaping associated with subdivision or development, respectively.

The recommendations of the LMP in relation to drainage detention areas will be informed by the adopted 'Local Water Management Strategy', and the 'Wetland and Wetland Buffer Assessment', prepared in support of Amendment 1 to the Structure Plan.

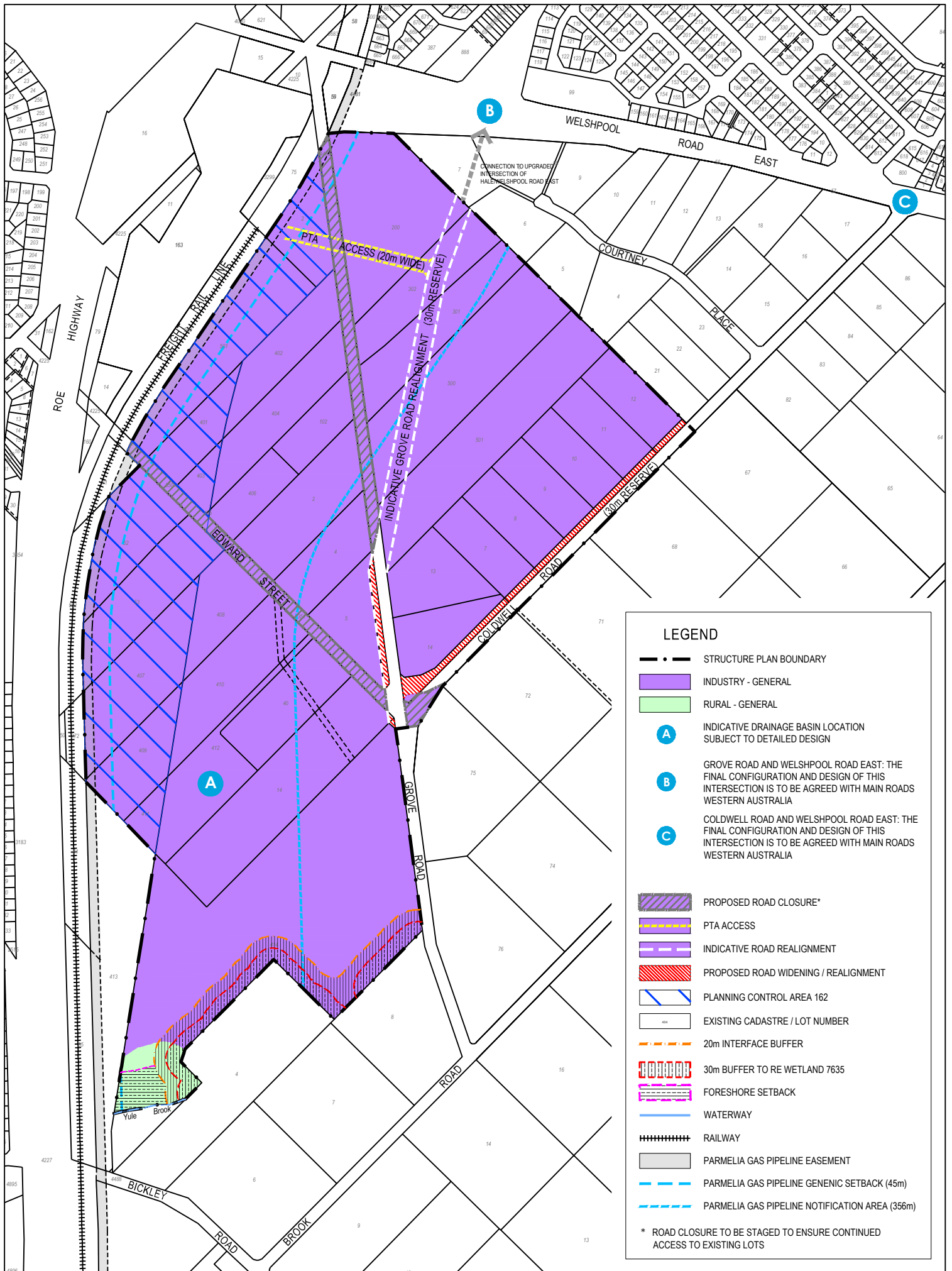
v) *Aboriginal Heritage*

At the time of subdivision or development (whichever occurs first), the proponent is to fulfil any obligations under the Aboriginal Heritage Act 1972, in consultation with the Department of Planning, Lands and Heritage.

vi) *Grove Road Upgrade*

At the time of subdivision or development (whichever occurs first), the section of Grove Road abutting Lot 414 is to be upgraded to an industrial standard, to be designed and constructed in co-ordination with the wider Precinct 3A Local Structure Plan area to the north.





### LEGEND

- STRUCTURE PLAN BOUNDARY
- INDUSTRY - GENERAL
- RURAL - GENERAL
- A INDICATIVE DRAINAGE BASIN LOCATION  
SUBJECT TO DETAILED DESIGN
- B GROVE ROAD AND WELSHPOOL ROAD EAST: THE  
FINAL CONFIGURATION AND DESIGN OF THIS  
INTERSECTION IS TO BE AGREED WITH MAIN ROADS  
WESTERN AUSTRALIA
- C COLDWELL ROAD AND WELSHPOOL ROAD EAST: THE  
FINAL CONFIGURATION AND DESIGN OF THIS  
INTERSECTION IS TO BE AGREED WITH MAIN ROADS  
WESTERN AUSTRALIA
- PROPOSED ROAD CLOSURE\*
- PTA ACCESS
- INDICATIVE ROAD REALIGNMENT
- PROPOSED ROAD WIDENING / REALIGNMENT
- PLANNING CONTROL AREA 162
- EXISTING CADASTRE / LOT NUMBER
- 20m INTERFACE BUFFER
- 30m BUFFER TO RE WETLAND 7635
- FORESHORE SETBACK
- WATERWAY
- RAILWAY
- PARMELIA GAS PIPELINE EASEMENT
- PARMELIA GAS PIPELINE GENERIC SETBACK (45m)
- PARMELIA GAS PIPELINE NOTIFICATION AREA (356m)

\* ROAD CLOSURE TO BE STAGED TO ENSURE CONTINUED ACCESS TO EXISTING LOTS

Source: Taylor Burrell Barnett Town Planning and Design\_Maddington - Kenwick Strategic Employment Area-Precinct 3A



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MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA  
PRECINCT 3A STRUCTURE PLAN

AMENDMENT 1

PART TWO: EXPLANATORY REPORT

Prepared by:



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2290Rep43  
June 2018



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**DEVELOPER**

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Eastcourt Property Group for landowner, Grove Road Pty Ltd

**PROJECT TEAM**

---

Town Planning - CLE Town Planning + Design

Environmental - PGV Environmental

Hydrology - Emerge Associates

Engineering & Servicing - TABEC

Bushfire - Bushfire Prone Planning

Traffic & Transport - Cardno

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5.12	Parmelia Gas Pipeline

## **6.0 LAND USE AND DEVELOPMENT**

### **6.1 Proposed Land Uses**

- 6.1.1 *Scheme Requirements*
- 6.1.2 *Wetland Buffer (UFI 7635)*
- 6.1.3 *Yule Brook Foreshore Buffer*

### **6.2 Proposed Internal and External Access Networks**

- 6.2.2 *Trip Generation and Distribution*

### **6.3 Storm Water Drainage**

- 6.3.1 *Local Water Management*
- 6.3.2 *Existing Drainage*
- 6.3.3 *Stormwater Quantity Management*

### **6.4 Bushfire Management**

### **6.5 Servicing, Engineering & Infrastructure**

- 6.5.1 *Site Works and Earthworks*
- 6.5.2 *Grove Road*
- 6.5.3 *Wastewater*
- 6.5.4 *Water Supply*
- 6.5.5 *Electricity*
- 6.5.6 *Gas Supply*
- 6.5.7 *Telecommunications*

### **6.6 Implementation (Staging)**

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## **FIGURES**

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- Figure 1: Location Plan
- Figure 2: Site Plan
- Figure 3: Metropolitan Region Scheme Zoning
- Figure 4: City of Gosnells Town Planning Scheme No. 6 Zoning
- Figure 5: South Metropolitan Peel Sub-Regional Planning Framework
- Figure 6: Economic and Employment Lands Strategy: Non-Heavy Industry (WAPC: April 2012)
- Figure 7: Maddington Kenwick Strategic Employment Area Indicative LSP
- Figure 8: Maddington Kenwick Strategic Employment Area - Precinct 3A Approved Structure Plan
- Figure 9: Planning Context Plan
- Figure 10: Development Concept Plan

## **APPENDICES**

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- Appendix 1: Environmental Assessment Report
- Appendix 2: Local Water Management Strategy
- Appendix 3: Wetland and Wetland Buffer Assessment
- Appendix 4: Bushfire Management Plan
- Appendix 5: Traffic Summary
- Appendix 6: Engineering Infrastructure Servicing Report
- Appendix 7: Wetland Water Balance Assessment, Environmental Protection Authority correspondence dated 9 March 2021

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## 1.0 INTRODUCTION

This report has been prepared by CLE Town Planning + Design on behalf of Grove Road Pty Ltd. The purpose of this report is to propose an amendment to the existing 'MKSEA Precinct 3A Structure Plan', authored by TBB, and approved by the WAPC in 2017.

The amendment seeks the inclusion of Lot 414 Grove Road, Kenwick in the 'Structure Plan' area.

The geographic area the subject of this report, and thus the subject of the proposed amendment, may be described interchangeably as 'Lot 414', 'the site', or the amendment area'.

This amendment has been prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*; the Western Australian Planning Commission's *Structure Plan Framework (2015)*; and satisfies the City of Gosnells *Town Planning Scheme No.6*.

Technical reporting in support of this amendment has been carried out by a team of specialist consultants in the following areas:

- Bushfire Prone Planning – Bushfire Management Plan;
- Cardno – Traffic Summary;
- Emerge Associates – Local Water Management Strategy;
- PGV Environmental – Wetland and Wetland Buffer Assessment & Environmental Assessment Report;
- TABEC – Engineering Infrastructure Servicing Report.

## 1.1 Content

The amendment comprises the following:

- Part 1: Statutory Section: This section contains the amended Structure Plan map and new statutory planning provisions and requirements specific to Lot 414 Grove Road, Kenwick.
- Part 2: Explanatory Section: This section contains the background information that informed Part 1.
- Part 3: Technical Appendices: Technical reports and supporting plans and maps.



## **2.0 BACKGROUND**

The Maddington Kenwick Strategic Employment Area (MKSEA) was identified in 1990 by the then State Planning Commission (now Western Australian Planning Commission [WAPC]) for future industrial development. The City of Gosnells supported the WAPC's position and has long since advocated for the future industrial use of the Maddington-Kenwick rural area.

To facilitate this intent, the MKSEA was rezoned 'General Industry' under the Metropolitan Region Scheme, via Amendments 1211/41; 1300/57; 1301/57; and 1302/57. Rezoning under the MRS occurred on a precinct to precinct basis, (hence the various amendment numbers) with the precincts being defined by the MKSEA Indicative Structure Plan<sup>1</sup>, prepared as a precursor to the MRS Amendment processes.

Subsequent Amendment 165 to the City of Gosnells *Town Planning Scheme No.6* rezoned a large portion of the MKSEA from 'General Rural' to 'General Industry'. The land the subject of the rezoning forms Precinct 3A. Amendment 165 was Gazetted in December 2016 and on that basis the detailed planning and design of Precinct 3A could proceed.

The detailed requirements of Amendment 165 are now embedded in the City of Gosnells Scheme at 'Clause 5.6 Maddington Kenwick Strategic Employment Area Precinct 3A'. Of particular relevance to the preparation of this amendment, are the following clauses:

- 5.6.3 *To ensure the identification and protection of significant environmental values within and adjacent to the amendment area, the following information is required to accompany Structure(s) Plan (or subdivision/development applications where a Structure Plan is not required) where planning has the potential to impact significant environmental values.*
  - 5.6.3.1 *Investigations to determine the water balance and buffer requirements for occurrences of the Threatened Ecological Community and wetland identified as UFI 7635 in the Geomorphic Wetlands Swan Coastal Plain dataset occurring adjacent to the Amendment area, prepared on advice by the Department of Parks and Wildlife and to the satisfaction of the Environmental Protection Authority.*
  - 5.6.3.2 *A boundary definition study for wetland UFI 7635 prepared on advice by and to the satisfaction of Department of Parks and Wildlife.*
  - 5.6.3.3 *Local Water Management Strategy(s) informed by the outcomes of the water balance and buffer investigations (where there are potential impacts to significant environmental values) prepared on advice of Department of Parks and Wildlife and responsible authority, to the satisfaction of the Department of Water.*

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<sup>1</sup> It should be noted here that the Indicative Structure Plan could more accurately be described as an Indicative Concept Plan, as its purpose is to illustrate how the MKSEA could be developed following detailed structure planning.

## **2.1 MKSEA Precinct 3A**

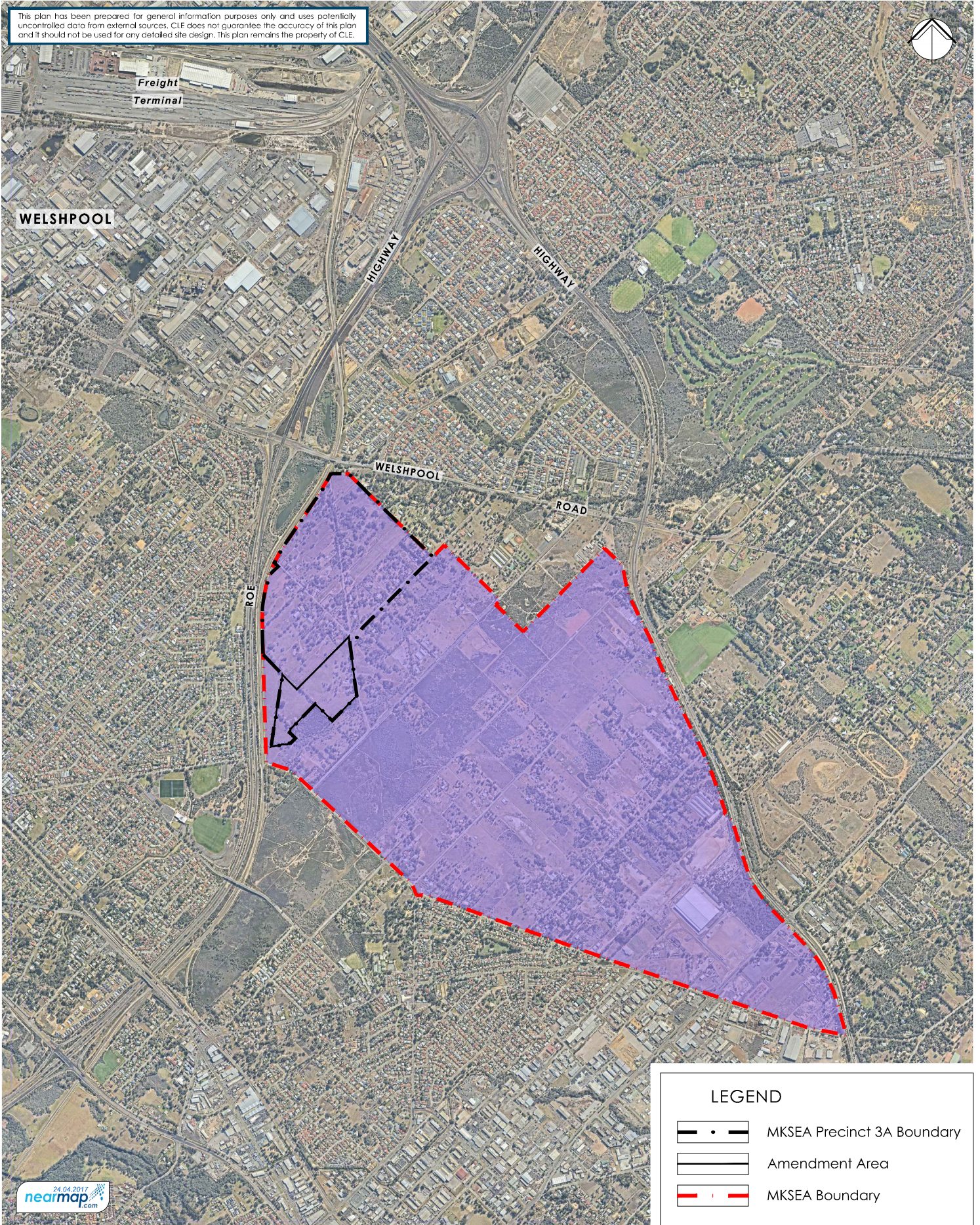
Precinct 3A of the MKSEA comprises approximately 87ha of land, generally bound by Coldwell Road, Grove Road, Brook Road, Bickley Road, Roe Highway and the Shire of Kalamunda's (south western) municipal boundary.

A Structure Plan for the northern portion of Precinct 3A was lodged with the City of Gosnells in 2016. That SP encompassed approximately 73 hectares, representing approx 83% of the total Precinct. That SP was approved by the Western Australian Planning Commission in August 2017.

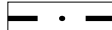


This amendment to the approved LSP described above will close out the planning of Precinct 3A as it covers the balance land; being the portion of Lot 414 Grove Road north of the Yule Brook. The portion of Lot 414 located to the south of the Yule Brook forms part of the MKSEA Precinct 3B and will be subject to a separate, future structure plan.



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**LEGEND**

-  MKSEA Precinct 3A Boundary
-  Amendment Area
-  MKSEA Boundary

**FIGURE 1: LOCATION PLAN**



### **3.0 LAND DESCRIPTION**

Grove Road Pty Ltd is the registered proprietor of Lot 414 Grove Road, Kenwick. Lot 414 is described on the Certificate of Title as follows:

Lot No.	Area	Deposited Plan	Vol/Folio
414	15.436ha	409728	2922/294

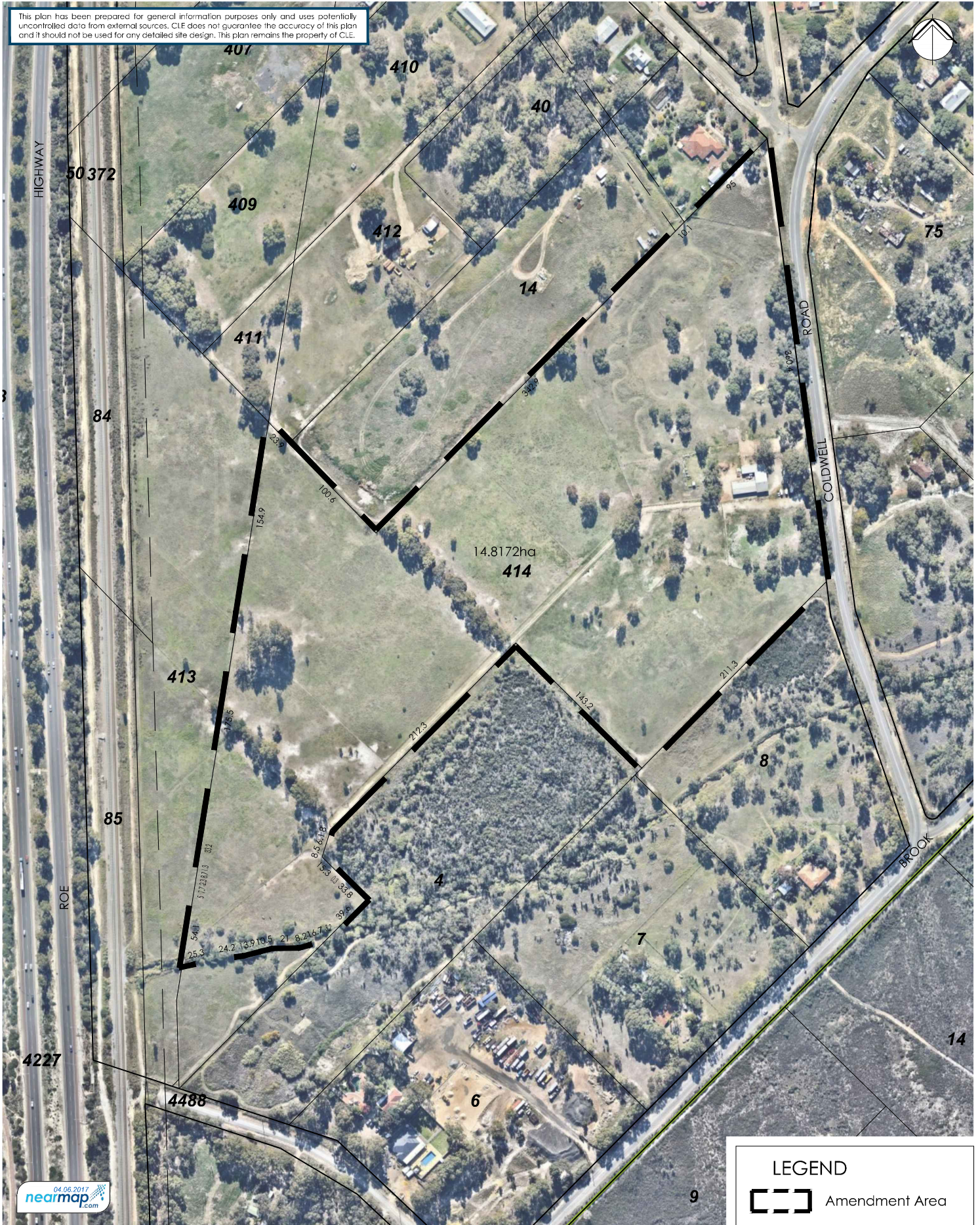
As already noted, the amendment area does not include the entirety of Lot 414, rather it relates only to the 14.81ha portion of the Lot located north of the Yule Brook. The balance of the Lot will remain undeveloped until such time as the Precinct 3B Structure Plan has been prepared and approved. Grove Road Pty Ltd will be a stakeholder in that structure planning exercise; however the process will largely be driven by other landowners within the 3B Precinct.

### **3.1 Location**

The site is located in Kenwick, approximately 13km south east of the Perth central area and 3 kilometres north-east of the Maddington Secondary Centre. Its position within the MKSEA and the greater sub-region is shown on Figure 1 – Location Plan.



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**LEGEND**

 Amendment Area

**FIGURE 2: SITE PLAN**



### 3.2 Land Use and Context

The amendment area largely comprises vacant pastureland with some remnant vegetation growing along informal drainage channels and in proximity of the eastern property boundary.

While it is understood that the Lot was once developed for a single dwelling (and enjoyed as a rural lifestyle property), the dwelling has since been demolished and the only remaining improvement is a large rural outbuilding located toward the south-eastern corner of the Lot.

In terms of its immediate context, the site is nestled amongst other former rural landholdings<sup>2</sup> with properties to the north, east and south characterised by pasture land and remnant vegetation. Bush Forever Site 387 (which includes the 'Greater Brixton Street Wetlands') is located nearby, but is separated from the amendment area by Lots 4 and 6 Bickley Road, and Bickley Road itself.

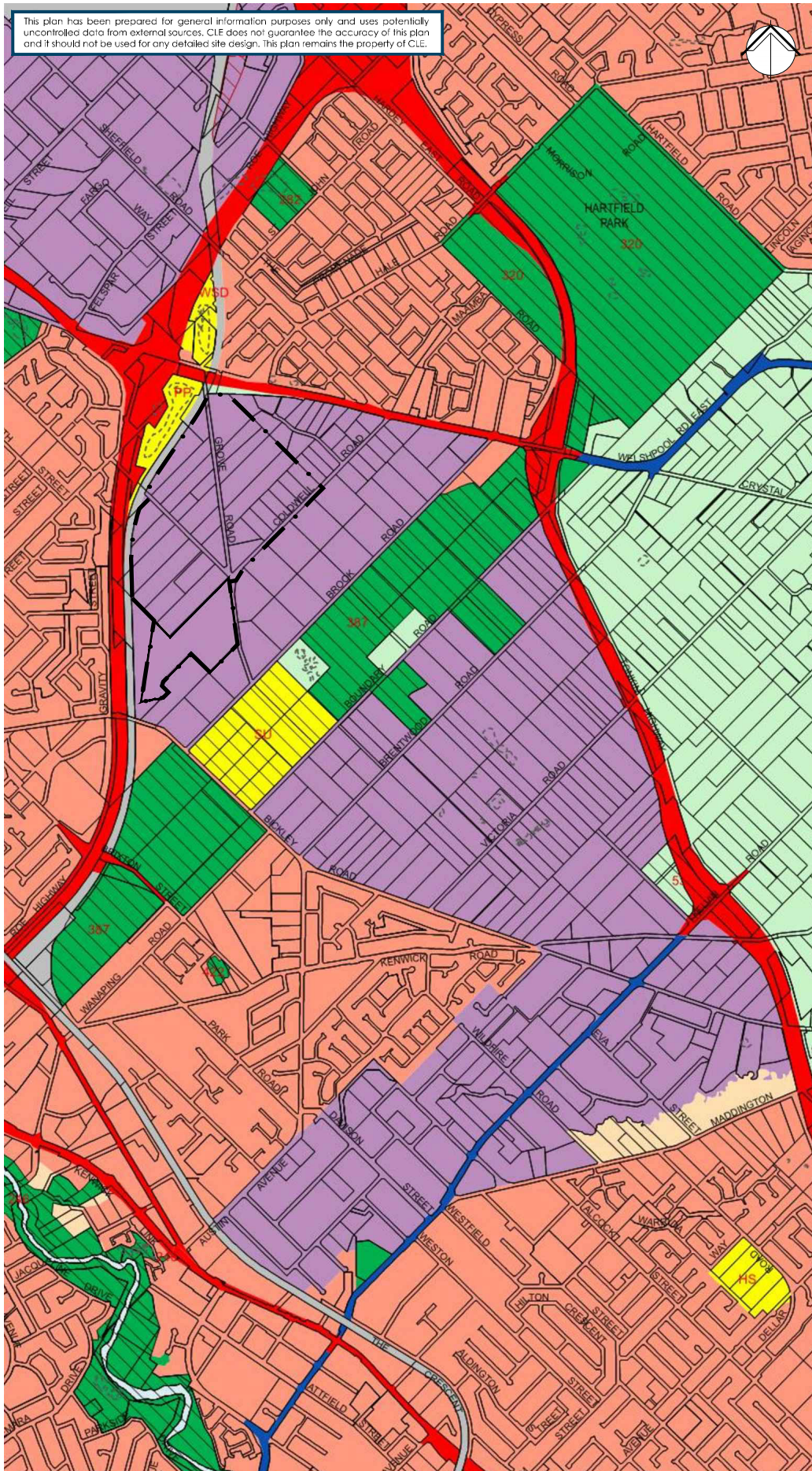
The western side of the site is delineated by Lot 413, which is in the ownership of the Public Transport Authority and is earmarked for the 'Kenwick Rail Freight Facility'. Further west of this is the Roe Highway Reserve. Roe Highway will serve as a very strong visual and spatial buffer from future industrial land uses and the residential areas of Beckenham and East Cannington beyond.

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<sup>2</sup> A recent site inspection revealed that land to the north of the site is in a transitional state, with improvements on adjacent properties being demolished in readiness for earth-works associated with implementation of the Precinct 3A Structure Plan.



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- ### Legend
- Scheme boundary
  - Reserved lands**
    - Parks and recreation
    - Restricted public access
    - Railways
    - Port installations
    - State forests
    - Civic and cultural
    - Waterways
    - Public purposes - denoted as follows:
      - Hospital
      - High school
      - Technical school
      - Car park
      - University
      - Commonwealth Government
      - State Energy Commission
      - Special uses
      - Water Authority of WA
      - Prison
  - Reserved roads**
    - Primary regional roads
    - Other regional roads
  - Zones**
    - Urban
    - Urban deferred
    - Central city area
    - Industrial
    - Special industrial
    - Rural
    - Rural - water protection
    - Private recreation
  - Notice of delegation**
    - (Site No) Bush forever area
  - Redevelopment schemes**
    - Redevelopment scheme/act area
  - Special control areas**
    - Water catchments
    - Environmental conditions

**LEGEND**

- MKSEA Precinct 3A Boundary
- Amendment Area

Source: Metropolitan Region Scheme Map 20

FIGURE 3: METROPOLITAN REGION SCHEME ZONING



#### **4.0 PLANNING FRAMEWORK**

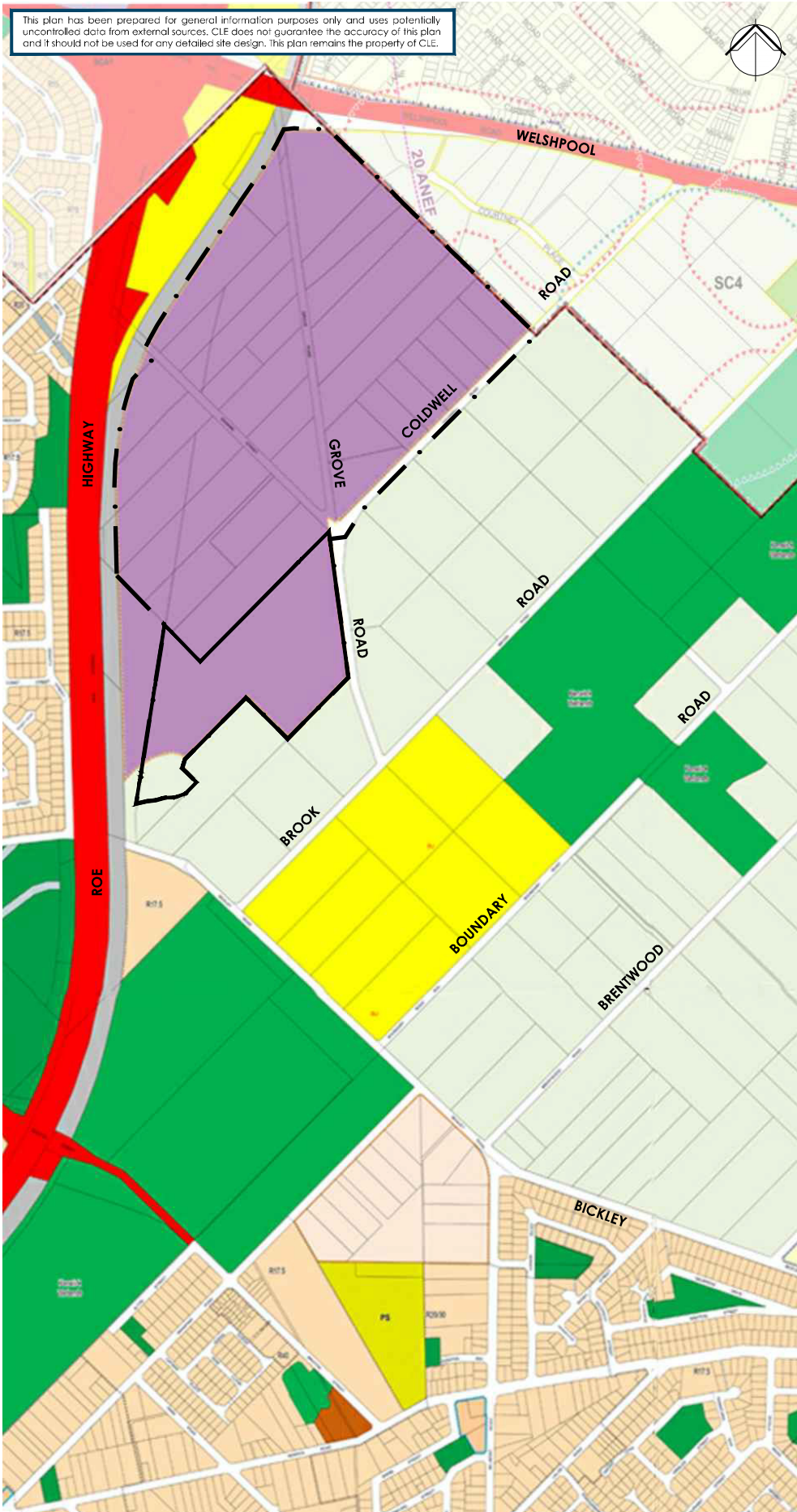
##### **4.1 Zoning and Reservations**

###### *Metropolitan Region Scheme*

The amendment area is zoned 'General Industry' under the Metropolitan Region Scheme. Refer to Figure 3 - MRS Zoning.

The zoning of the land under the MRS supports the planned use of the site as proposed by this structure plan amendment.





Source: Town Planning Schemes - Gosnells, Kalamunda, Canning

**LEGEND**

**REGION SCHEME RESERVES (MRS)**

- Civic and cultural
- Other regional roads
- Parks and recreation
- Primary regional roads
- Railways
- Public purposes
- SU Public purposes - Special uses

**LOCAL SCHEME RESERVES**

(see scheme text for additional information)

- Civic and cultural
- Local open space
- Public purposes
- PS Public purposes : Primary school

**LOCAL SCHEME ZONES**

(see scheme text for additional information)

- Business development
- Development
- General industry
- General rural
- Light industry
- Local centre
- Residential
- Residential development
- Special rural

**OTHER CATEGORIES**

(see scheme text for additional information)

- Scheme boundary
- Local Government boundary
- R20 R Codes
- SR1 Special rural area
- SU1 Special use area
- Special control area

**LEGEND**

- MKSEA Precinct 3A Boundary
- Amendment Area

**FIGURE 4: CITY OF GOSNELLS TOWN PLANNING SCHEME NO. 6 ZONING**

Local Town Planning Scheme

The majority of the amendment area is zoned 'General Industry' and forms part of the 'Maddington Kenwick Strategic Employment Area Precinct 3A Special Control Area' under the City of Gosnells Town Planning Scheme No.6.

The 'General Industry' zoning supports the planned use of the site as proposed by this structure plan amendment.

The south-western corner of the amendment area remains zoned 'General Rural' under TPS 6.

While this 'General Rural' zoned land is proposed to be included in the Structure Plan, there is no proposal to develop that land for any purpose beyond that permitted under Table 1 of TPS 6.

Figure 4 - TPS Zoning illustrates the pattern of zoning across the property.



# MKSEA PRECINCT 3A STRUCTURE PLAN AMENDMENT 1

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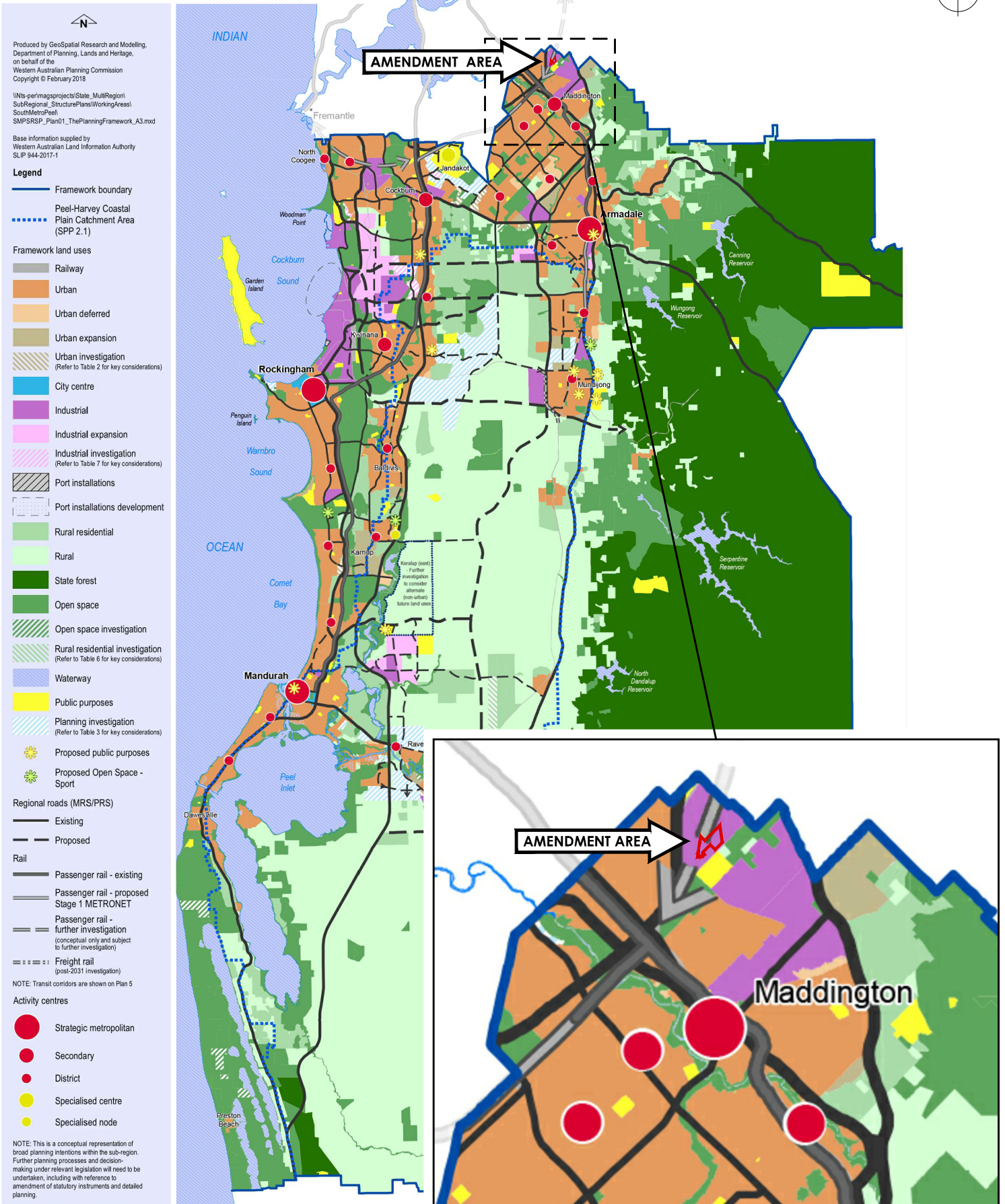


FIGURE 5: SOUTH METROPOLITAN PEEL SUB-REGIONAL PLANNING FRAMEWORK

#### 4.2 Regional and Sub-regional Strategies

This proposed amendment to the Structure Plan is consistent with the sub-regional planning framework relevant to the site. This is discussed below.

*South Metropolitan Peel Sub-Regional Planning Framework (WAPC: March 2018)*

The *South Metropolitan Peel Sub-Regional Planning Framework* “provides high-level strategic guidance for the future development of the Metropolitan South-West, Metropolitan South-East and Peel sectors to accommodate part of the long-term growth of the Perth and Peel regions to 3.5 million people.

The framework aims to ensure that a comprehensive approach to planning is undertaken by:

- providing opportunities for residential development and local employment;
- facilitating good accessibility for all modes of transport (including public transport);
- ensuring the conservation of regionally significant environmental attributes; and
- protecting natural resources.

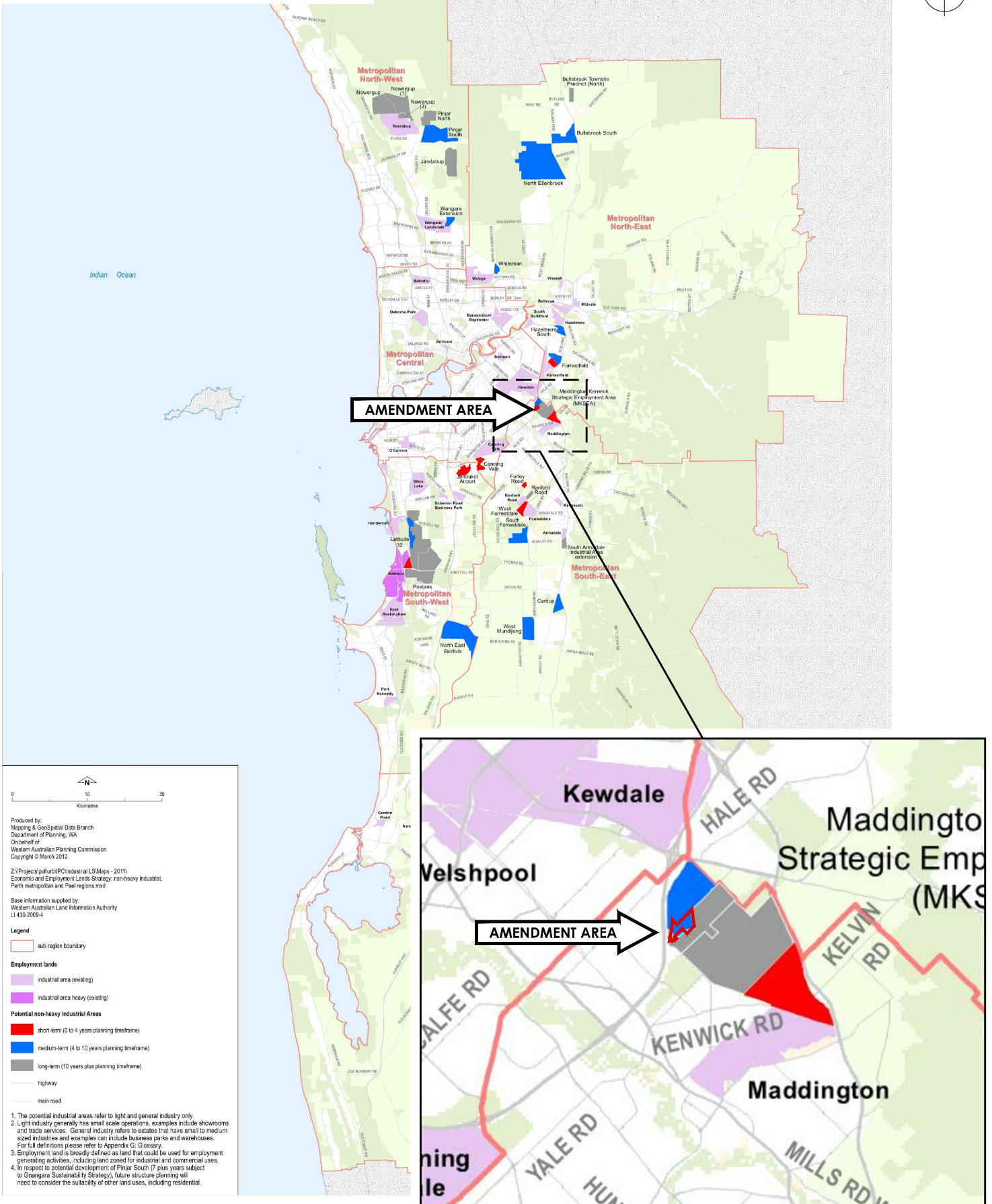
The framework has been developed to provide general guidance and inform future amendments to the MRS and PRS and to provide a framework for further investigations and detailed planning.”

“The framework provides guidance in relation to anticipated timeframes and sequencing for the delivery of urban development sites as well as the identification of industrial sites and key infrastructure, while recognising that the delivery of these sites will depend on a number of factors including demand for land, progress of more detailed planning and provision of infrastructure.”

The key land use and infrastructure proposals for the sub-region are depicted in Figure 5. In relation to the amendment area, the framework identifies the site for 'Industrial'.



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Source: WAPC

FIGURE 6: ECONOMIC & EMPLOYMENT LANDS STRATEGY NON-HEAVY INDUSTRY

*Economic and Employment Lands Strategy: Non-Heavy Industry (WAPC: April 2012)*

The *Economic and Employment Lands Strategy* was prepared collaboratively by the Department of Planning, LandCorp and Department of State Development. The Strategy, which preceded the Frameworks document in its preparation, focuses on the identification and de-constraining of land suitable for industrial activity for the long term; thus allowing for an industrial land bank for the Perth metropolitan and Peel regions.

The EELS is the culmination of three studies:

- the Industrial Land Needs Study - which examined the current industrial stock for the Perth and Peel regions, noted historical consumption trends and forecasted likely future demand for industrial land over the next 20 years;
- the Industrial Land Capacity Assessment Study - which identified potential future industrial sites using a multi-criteria evaluation methodology, and subsequently prioritised those sites; and
- a separate market analysis to ascertain what current and potential industrial land users and owners want and need the strategy to deliver.

The Strategy identified 37 potential areas for future industrial land use investigation, categorised into short, medium and long term prospects. The delivery timeframes for these sites was based on the necessary feasibility studies and site investigations required to enable rezoning for industrial purposes.

The entire MKSEA is rightly highlighted by the EELS as a future industrial site as illustrated in Figure 6. Precinct 3A specifically, is earmarked as a potential non-heavy industrial area in the medium term, meaning 4-10 years. On the basis that the EELS was released in 2012, the planning, implementation and delivery of MKSEA Precinct 3 should occur across the years 2016-2022, suggesting the preparation of the Precinct 3A Structure Plan, and this amendment, are both appropriate in their timing.



# MKSEA PRECINCT 3A STRUCTURE PLAN AMENDMENT 1

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## LEGEND

- General Industrial/Business Uses
- Light Industrial/Composite Uses
- Conservation Category Wetland
- Conservation Category Wetland Buffer
- Bush Forever
- Multi-Use Open Space (Drainage/Passive Recreation - 120m width)
- Yule Brook Open Space
- Primary Regional Road Reserve
- City of Gosnells/Shire of Kalamunda Boundary
- Existing Road Reserves
- District Distributor Route
- Local Distributor Route
- Areas requiring further environmental investigation
- Precinct Areas

## NOTES

1. This Indicative Local Structure Plan (LSP) has been prepared exclusively for the purpose of supporting the MRS Amendment to rezone the project area for industrial development. It is expected other planning proposals will result from future detailed design within MKSEA.
2. Comprehensive investigations have identified the environmentally constrained land within MKSEA for structure planning purposes. Further investigation of environmentally constrained land is required as part of the preparation of future planning proposals.
3. All road reserves depicted in the Indicative LSP are notionally 30 metres in width.
4. Vehicular access to Kelvyn Road and the final configuration of all intersections is subject to further investigation and approval from Main Roads WA.
5. This Indicative LSP proposes the closure of Bickley Road at its western end and the restriction of access to this road for industrial traffic.
6. Satisfactory interim and ultimate access arrangements are required for those properties currently serviced by existing roads proposed to be closed.
7. All CCW buffers are notionally 50m and subject to further environmental investigations and approval.
8. Satisfactory arrangements will need to be made to share the cost of infrastructure provision and transfer all land identified for drainage, conservation and other open space purposes from private to public ownership.
9. Land uses fronting the southern side of Welshpool Road and the northern side of Bickley Road should provide a suitable transition to nearby residential areas.

Source: City of Gosnells

FIGURE 7: MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA INDICATIVE LSP

### 4.3 District and Local Structure Planning

This proposed amendment to the MKSEA Precinct 3A Structure Plan is consistent with the *Maddington Kenwick Strategic Employment Area Indicative LSP*, which identifies the LSP area primarily for 'General Industrial/Business Uses'. As stated in the background section of this report, the Indicative Local Structure Plan could more accurately be described as an Indicative Concept Plan given that its purpose is merely to illustrate how the MKSEA might be developed following detailed structure planning. The 'Indicative Local Structure Plan' is discussed below.

*Maddington Kenwick Strategic Employment Area Indicative Local Structure Plan (City of Gosnells: September 2015)*

The Maddington Kenwick Strategic Employment Area (MKSEA) is an area of land bound by Bickley Road, Roe Highway and Tonkin Highway that is progressively being investigated for future industrial development.

The City of Gosnells, in conjunction with affected landowners and their agents, seeks to determine if future industrial development can occur across the MKSEA whilst also achieving the protection of the areas environmental assets.

For practicality and ease of implementation, the MKSEA has been divided into 3 precincts; with the third precinct being split into areas 3A and 3B. It is understood that this was owing to the complexity of drainage and wetland protection issues concentrated in proximity of the Yule Brook. Local Structure Planning is required for each of these precincts prior to subdivision or development.

The land the subject of this amendment (being Lot 414 Grove Road) is primarily located in Precinct 3A; though the south-western most portion of the Lot forms part of 3B. This is shown on the 'MKSEA Indicative Local Structure Plan' (Refer Figure 7).

In terms of the recent progress that has been made in respect of Precinct 3, the City of Gosnells advises as follows:

- Amendment No. 166 to TPS 6 to rezone Precinct 3B from 'General Rural' to 'Business Development' was initiated by Council in March 2016 but is yet to be finalised.
- In February 2017 the City of Gosnells commissioned Emerge Associates to prepare an Environmental Assessment and Management Strategy, Local Water Management Strategy and Geotechnical Investigation for Precincts 1, 2, and 3B. These studies once completed (circa early 2018), will inform structure planning across the affected precincts.
- A Structure Plan covering the majority of the Precinct 3A was approved by the Western Australian Planning Commission on 25 August 2017. (This is discussed further below).

The preparation of this amendment to the Precinct 3A Structure Plan represents the final stage in the planning of the Precinct. The balance of Lot 414, located outside of the amendment area, remains subject to rezoning and further structure planning as part of the 3B works.



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**LEGEND**

- ① Amendment Area
- ② MKSEA 3A Approved LSP
- ③ MKSEA Indicative LSP

Note:  
Illustration purposes only refer to Figures 8, 9 and Plan A for additional information.

Source: City of Gosnells

**FIGURE 8: PLANNING CONTEXT PLAN**

#### **4.4 Policy Framework**

The full suite of WAPC and City of Gosnells planning policies has been reviewed as part of the preparation of this amendment.

The following documents were found to be applicable and thus embodied, where appropriate, in the amended plan. The requirements of these policies may also be captured through appropriate conditioning of any future subdivision or development approval granted in respect of any land in the 3A Local Structure Plan area.

##### State Planning Policies

*DRAFT State Planning Policy 3.6 – Development Contributions for Infrastructure (WAPC: Jan 2017)*

*State Planning Policy 3.7 – Planning in Bushfire Prone Areas (WAPC: Dec 2015)*

##### Local Planning Policies

*Local Planning Policy 3.4 – Development Contribution Arrangements (City of Gosnells)*

*Local Planning Policy 5.8 – Maddington Kenwick Strategic Employment Area Framework (City of Gosnells)*

## **5.0 SITE CONDITIONS**

Subsequent to a series of detailed site investigations by the project team, it has been determined that there are no significant constraints to development of the amendment area.

### **5.1 Landform**

Survey information indicates that existing surface levels grade steadily at about 0.6% across the site, from approximately 12.0m AHD at the north eastern corner to 7.0m AHD in the south western corner. The overall topography is relatively flat, as the 5m vertical difference across the site is experienced over a distance of 860m, with no significant high or low areas. This is with exception of an existing drainage swale which traverses the middle of the site on a north to south axis and discharges into the Yule Brook Main Drain, which intersects the south west corner of Lot 414.

### **5.2 Geology and Soils**

JDSi completed a preliminary geotechnical investigation for the subject site in August 2017. The JDSi report is embodied in the servicing report attached as Appendix 1 and is summarised below.

The 1:50,000 Environmental Geology map indicates the surface soils found on site are associated with the Guildford Formation and comprise:

*Sc – CLAYEY SAND, silty in part, pale grey to brown, medium to coarse grained, poorly sorted, sub-angular to sub-rounded, frequent heavy minerals, rare feldspar, of alluvial origin.*

Test pits undertaken by JDSi across the site generally show the following:

- Sand/Silty Sand (Topsoil) – Up to 0.1m of dark grey brown, fine to coarse grained; overlying,
- Sand – between 0.1m and 0.65m of grey, fine coarse grained; overlying,
- Sandy Clay – between 0.2m and 0.4m of medium to high plasticity, grey brown to orange brown; overlying,
- Sandy Clay – in excess of 1.3m of low to medium plasticity, pale grey to off white with trace of fine to medium grained calcareous gravel.

Permeability testing was conducted as part of the MKSEA Precinct 3A structure plan by Douglas Partners in August 2016. In-situ Silty Sand and Clayey Sand achieved on average permeability of 11.5m/day and 1.5m/day respectively.

JDSi's Geotechnical Investigation determined that the site is suitable for industrial development.

### 5.3 Groundwater and Surface Water

A desktop review of the Perth Groundwater Atlas reveals the historical maximum groundwater levels range from RL10.0m AHD in the north east, to RL 7.0m AHD in the south west. The presence of groundwater at and near the surface will require imported fill to raise the development levels.

Dewatering may be required when installing underground infrastructure. Further detail is provided in the Local Water Management Strategy attached as Appendix 2.

### 5.4 Acid Sulfate Soils

A desktop review of the Swan Coastal Plain Acid Sulfate Soils (ASS) Risk Map designates the location as having "moderate to low ASS disturbance risk occurring within 3m of natural surface". The ASS mapping indicates high to moderate risk along the Yule-Brook watercourse which remains untouched under this proposed Structure Plan amendment. (Refer to Page 7 of Appendix 6 for ASS mapping relevant to the amendment area).

### 5.5 Vegetation

Lot 414 has been completely cleared for horse paddocks, and no intact native vegetation remains.

All trees within the paddocks in the western part of the site are planted trees, not native to the site, and are primarily River Red Gum (*Eucalyptus camaldulensis*). The eastern part of the site, near the horse stables and Grove Road, contains scattered young Marri (*Corymbia calophylla*) trees over a pasture understorey.

Some native vegetation can be found abutting Yule Brook; specifically in and along the banks of the Brook. This vegetation includes Flooded Gum (*Eucalyptus rudis*); Paperbark (*Melaleuca raphiophylla*); with Bulrush (*Typha orientalis*) also present.

#### 5.5.1 Vegetation Condition

The vegetation condition over the site was assessed by PGV Environmental using the condition scale adopted in Bush Forever. The results of the assessment can be found in PGV's reports attached at Appendices 1&3.

It was found that no native vegetation occurs on Lot 414 apart from some isolated young Marri trees and a short section of riparian vegetation along the south-west portion of Yule Brook. As a result the portion of Lot 414 to be developed is considered to be 'Completely Degraded'.

### **5.6 Flora**

Lot 414 is highly unlikely to contain any native species of conservation significance. Therefore, flora is not an impediment to the proposed industrial development.

### **5.7 Fauna**

Fauna habitats on the site consist of Open Eucalyptus Woodland, Banksia Woodland and Shrubland. The fauna habitat is classified as Highly Degraded or Disturbed Fauna Habitat. Species identified in the database searches possibly present on the site were:

- *Calyptorhynchus latirostris* (Carnaby's Black Cockatoo);
- *Calyptorhynchus banksii naso* (Forest Red-tailed Black-Cockatoo);
- *Calyptorhynchus baudinii* (Baudin's Black Cockatoo);
- *Ardea ibis* (Cattle Egret);
- *Merops ornatus* (Rainbow Bee-eater); and
- *Macropus irma* (Western Brush Wallaby).

The Black Cockatoo species are listed under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and approval may be required under this legislation. However, PGV Environmental considers that clearing the site would not lead to a significant impact on these species as the Marri trees total less than 1ha of foraging habitat.

The young Marri trees cannot be kept as part of the industrial development due to works required across the site, as such Marri trees will be planted as part of the landscaping for the development.

All other conservation significant fauna species identified as potentially being present on the site are likely to be short term visitors and will not be significantly impacted by industrial development on the site.

## 5.8 Wetlands

The information contained in the following sections is informed by the 'Wetland & Wetland Buffer Assessment' report prepared by PGV Environmental in support of this proposed structure plan amendment. A full copy of the PGV report is attached at Appendix 3.

### 5.8.1 DBCA Geomorphic Wetland Mapping

The whole of Lot 414 Grove Road is mapped as 'wetland' in the Department of Biodiversity, Conservation and Attractions (DBCA) Geomorphic Wetlands on the Swan Coastal Plain database.

The majority of the site is mapped as a 'Multiple Use Palusplain' (UFI 15254). Multiple Use Palusplain (UFI 15254) is a large wetland that extends from near Albany Highway south-west of the site, to Welshpool Road in the north. The wetland adjoins other palusplain wetlands north of Welshpool Road.

A Resource Enhancement Palusplain (UFI 7635) is mapped on two lots that abut Lot 414. These are Lot 4 (260) Bickley Road to the south and Lot 8 (41) Brook Road to the south-east. The RE wetland extends into Lot 414 in two areas; being a small encroachment west of Lot 4, and a linear portion running parallel with the north-eastern property boundary of Lot 8. (Refer to Plate 1 in Appendix 3)

Both wetlands mapped on the site are classified as Palusplain wetlands. The wetlands on the site are part of the Keysbrook consanguineous wetland suite (National Map, 2017).

In its report attached at Appendix 3, PGV Environmental found that the boundary of UFI 7635 was inaccurate and the:

"...portion of RE wetland 7635 on Lot 414 does not appear to have the wetland values that would define it as a Resource Enhancement wetland. Furthermore, the extent of the RE wetland on the adjoining lots does not appear to have been drawn accurately."

Accordingly, and pursuant to clauses 5.6.3.1 and 5.6.3.2 of the City of Gosnells Town Planning Scheme No.6, PGV Environmental undertook a wetland assessment to evaluate and, if required, propose a new boundary for the subject wetlands. PGV Environmental's assessment, which encompasses a comprehensive description of the wetlands (including commentary on topography; hydrology; geology & soils; and vegetation), is also contained in the report attached as Appendix 3.

The findings of the wetland assessment are summarised below, with key recommendations being embedded in the design of the amended structure plan.



### 5.8.2 Wetland Management

The wetland and wetland buffer analysis undertaken by PGV Environmental made a series of conclusions and recommendations in relation to the amendment area. Those relevant to the planning and design process are included here:

- “The wetland on Lot 414 is completely cleared of native vegetation and does not have any flora or vegetation values and limited fauna values;
- An evaluation of the cleared wetland on Lot 414 results in a management category of Multiple Use;
- The boundary of wetland UFI 7635 was found to be inaccurate. Based on the presence of native vegetation the boundary would not be mapped on Lot 414 and would be 3 to 15m into the adjoining Lots 8 and 4;
- In accordance with EPA Guidance Statement 33 a site-specific buffer assessment was undertaken to determine a suitable setback distance, rather than apply the default 50m distance;
- The site-specific buffer assessment demonstrated through a Risk Assessment approach that a 30m buffer mitigated all the identified risks to the wetland and a 50m buffer did not provide any additional protection but instead had a slightly higher risk of fire that could negatively impact on the wetland vegetation on the adjoining lots;
- The recommended setback to development as assessed through risk assessment is a 30m buffer vegetated with low shrubs and sedges; and
- The threats to the wetland by industrial development of Lot 414 can all be managed to have no impact on wetland UFI 7635 with a 30m buffer to the development”.

### 5.8.3 Wetland Buffer Treatment

PGV Environmental also provided commentary on appropriate treatments for the wetland buffer in relation to Lot 414. Such comments relate to the nature and extent of re-vegetation, the need for firebreaks and access arrangements. These considerations in turn raise questions about the future tenure of the wetland and its buffer.

In response, it is recommended that a Wetland Management Plan (WMP) and a Buffer Management Plan (BMP) be prepared. In terms of timing it is recommended that the WMP be prepared by adjoining landowners as part of the MKSEA 3B Precinct structure planning works; while the BMP be prepared as part of the implementation of the Amended Local Structure Plan. An appropriate trigger for preparation of the BMP could be (as a condition of) any development approval granted in relation to Lot 414.

### Stormwater Drainage

The LWMS proposes the use of flood storage areas and piped conveyance to maintain surface water flows entering the wetland from upstream catchments and across Lot 414. All infrastructure associated with the drainage design is located outside of the proposed wetland buffer with existing overland flow paths within the buffer to be maintained in its current form. Maintenance and any revegetation of the buffer area will ensure this flow path is maintained with the current capacity and route.

## 5.9 Indigenous Heritage

The Department of Aboriginal Affairs Aboriginal Heritage Inquiry System (DAA, 2017) was used to determine if there are any Aboriginal heritage sites recorded on the site. The database did not show any listed sites (Refer to the EAR at Appendix 1).

There were four Heritage Places recorded in the search area of the Aboriginal Inquiry System report. Place 4340 is to the north of the Lot; and Place 122 is 'Stored Data / Not a Site' as the place has been assessed as not meeting Section 5 of the Aboriginal Heritage Act 1972.

There were two 'Other Heritage Places' that are 'Lodged', meaning that information has been received in relation to the Place, but an assessment has not been completed to determine if it meets Section 5. Place 24785 is an Artefacts / Scatter, Arch Deposit located around Yule Brook in the south-western part of the site. Place 3312 is mapped over the southern part of Lot 414 and is an Artefacts / Scatter, Camp; however the location of the place is not accurate and the place is mapped over a large area.

A search of the National (DotEE, 2017) and State (Heritage Council of WA, 2017) registers of historical sites indicated that there are no other heritage sites on the site.

### Heritage Management

There are no registered Aboriginal Heritage or Cultural Heritage sites within the amendment area. The Heritage Places on Lot 414 that have not been assessed to determine their status under the Aboriginal Heritage Act, 1972 should be treated as potential sites and advice should be sought under Section 18 of the Act.



### **5.10 Bushfire Hazard**

The amendment area is located within a designated bushfire prone area and development will require the application of *State Planning Policy No. 3.7: Planning in Bushfire Prone Areas* (SPP 3.7).

Bushfire Prone Planning prepared a Bushfire Management Plan (BMP) in support of this proposed Structure Plan amendment. The BMP is attached as Appendix 4, while a summary of the BMP's findings is included at Section 6.4 of this report.

### **5.11 Existing Access and Movement Network**

A high level transport summary has been prepared by Cardno; this is attached at Appendix 5. The transport summary describes the road network around the amendment area. The work undertaken by Cardno indicates that Lot 414 is connected to the existing public road network with a level of access (both in terms of the existing situation and planned improvements) that will support the redevelopment of the site.

### 5.12 Parmelia Gas Pipeline

The Parmelia Gas Pipeline (PGP), operated by the APA Group, is a transmission pipeline that transports gas from gas fields south of Geraldton to end users across Perth.

A portion of the PGP is constructed in proximity of the amendment area; bypassing the site to the west, along a north-south axis. The location of the PGP is illustrated on plan as attached.

The implications of the PGP on development of the site are negligible. The WAPC's *Planning Bulletin 87: High Pressure Gas Transmission Pipelines in Perth Metropolitan Region* requires that industrial/commercial development be setback 45m from the pipeline easement, while development occurring within 356m of the easement need be referred to the pipeline operator. It should be noted that the requirement for referral is not a requirement for approval by the operator, rather it ensures that consultation occurs between parties, and that the operator is aware of risk in proximity of the pipeline.

In respect of the amendment area, the 45m setback requirement encroaches approximately 10m into Lot 414. In accordance with the Development Concept Plan, this portion of Lot 414 is not intended for development.

The (356m) notification area significantly encroaches into Lot 414. Any development or subdivision proposed within the notification area should be referred to APA Group by the City of Gosnells, and/or the WAPC, as appropriate.





FIGURE 9: DEVELOPMENT CONCEPT PLAN



## 6.0 LAND USE AND DEVELOPMENT

The amendment area is to be developed as a single development site for general industrial purposes. At this time it is anticipated that the proposed land use may be 'distribution centre', 'warehousing' or 'service industry'.

Improvements required to support such uses are likely to include industrial scale buildings; hardstand areas; car parking; and ancillary office space. Landscaping will form part any development proposal (as required by TPS 6) and appropriate setbacks will also need to be established to property boundaries and from Grove Road.

An important aspect of any future development of the site will be the establishment of buffers along the southern and south-western boundaries of the amendment area. These will be required in response to the wetland (UFI 7635) located on adjacent properties, and in respect of the Yule Brook. These buffer areas will likely be the subject of some re-vegetation, though this is to be determined by the requirements of future management plans.

Development of the amendment area will not require the creation of any new roads. The site is already connected to Grove Road by way of an existing cross over. New cross overs will be constructed in response to future development; this is the only consequential change to the sites interface with Grove Road.

A Development Concept Plan (Refer Figure 9) has been prepared to demonstrate how Lot 414 may be developed, and how environmental assets will be protected via the proposed wetland and foreshore buffers. This plan is indicative only and final development plans may propose an alternate spatial arrangement of buildings and hard stand areas. Similarly, the floorspace allocation is notional only.

### 6.1 Proposed Land Uses

#### 6.1.1 Scheme Requirements

##### General Industry

Lot 414 shall primarily be developed for 'General Industrial' purposes in accordance the provisions of the 'General Industry' zone under the City of Gosnells Town Planning Scheme No.6.

##### General Rural

A small portion of the amendment area remains zoned 'General Rural' under the City of Gosnells Town Planning Scheme No.6. Accordingly that land (the south-western most extents of the amendment area) may only be developed for 'General Rural' purposes, with land use permissibility and development standards in accordance with the City of Gosnells Town Planning Scheme No.6.

At the time of this report, it is anticipated that the land zoned 'General Rural' will only be developed for the purposes of drainage infrastructure, namely a drainage basin for the capture and detention of flows received from neighbouring properties upstream. Further improvements might include landscaping or re-vegetation; however this will be at the discretion of the developer.

### Rezoning

The owner of Lot 414 has indicated that it may pursue the rezoning of the 'General Rural' land subsequent to the approval of this Structure Plan amendment. Although such rezoning doesn't form part of this proposal (and is not referenced in the Part 1 report), CLE considers the rezoning could be supported on the basis of the resolution of environmental and drainage considerations under this amendment proposal. In terms of timing, the rezoning could occur as part of the suite of rezonings that may occur for the 3B precinct; thus as an implementation item of any future 3B structure plan.

#### 6.1.2 Wetland Buffer (UFI 7635)

A 30m wide wetland buffer shall be established on Lot 414 Grove Road, measured from the new boundary of wetland UFI 7635 (as shown and documented in Appendix 3) located on adjoining Lots 4 and 8.

Notionally the buffer will be re-vegetated and will be fenced off from the remainder of the amendment area. The detail of the buffer treatment, fencing and ongoing management will be detailed in a Buffer Management Plan to be prepared as a condition of any subdivision or development approval in respect of Lot 414.

#### 6.1.3 Yule Brook Foreshore Buffer

A 100m wide foreshore buffer shall be established for the Yule Brook, which forms the south western boundary of the site.

While a (default) 100m wide foreshore is proposed under this amendment, it is anticipated that a 50m wide foreshore buffer will ultimately be applied. The Structure Plan can be further amended in response at a later opportunity.

How the foreshore buffer shall be used and managed will be determined through preparation of a Foreshore Management Plan (FMP). The FMP shall be prepared as a condition of any subdivision or development approval granted in respect of Lot 414.

While it is anticipated that a comprehensive Management Plan will ultimately be prepared for Yule Brook, (as it relates to the MKSEA 3B Precinct), it is appropriate that the FMP contemplated here is only for that portion of Yule Brook as it passes through Lot 414 Grove Road.

## 6.2 Proposed Internal and External Access Networks

Cardno prepared a traffic statement in support of this Structure Plan amendment proposal. Cardno's Traffic Statement (Appendix 5) assumes that 60 employment opportunities will be created subsequent to development of the site in accordance with the Development Concept Plan.

### 6.2.1 Access Arrangements

Access to the site will be achieved via three new crossovers to be constructed to Grove Road. The location of these is illustrated on the Development Concept Plan.

### 6.2.2 Trip Generation and Distribution

Consistent with trip generation and distribution assumptions made in original the MKSEA Precinct 3A Structure Plan Transport Assessment (Cardno, 2017), trip generation volumes for Lot 414 area are summarised below.

Peak Period	In (Trips)	Out (Trips)
AM	42	20
PM	18	38

Assumed trip distribution (shown in Figure 8 Appendix 5) shows 65% of traffic accessing/egressing to the north and 35% of traffic accessing/egressing to the south.

The volume and distribution of traffic generated by the development of Lot 414 will have minimal impact on the existing network.

### **6.3 Storm Water Drainage**

#### **6.3.1 Local Water Management**

Emerge Associates has prepared a Local Water Management Strategy in support of this proposed Structure Plan amendment; find this attached at Appendix 2. The Local Water Management Strategy (LWMS) was developed in consideration of the objectives and principles detailed in *Better Urban Water Management* (WAPC 2008) and other guidelines and policies relevant to the site.

In considering the content and recommendation of the LWMS, it is important to note that Emerge Associates prepared a Wetland Water Balance Assessment (November 2020), which was submitted to the Environmental Protection Authority (EPA). This Assessment determined the water balance and buffer requirements for the TEC and wetland UF 7635. The EPA have subsequently confirmed that Wetland Water Balance Assessment (as amended) has satisfied the requirements of clause 5.6.3.1 of LPS 6, with a copy of the EPA's correspondence provided as Attachment 7.

It is also important to note the geographic scope of the LWMS. The LWMS only contemplates that portion of Lot 414 north of the Yule Brook. It refers to this area as the 'the water management area (WMA)'. The LWMS does not contemplate and thus does not support development outside of the WMA. Any future land use proposals outside of the WMA would need to be supported by additional studies and an addendum to the LWMS.

##### **6.3.1.1 Principles and Objectives of Water Management**

Water will be managed using an integrated water cycle management approach. The first step in applying integrated water cycle management in urban catchments is to establish agreed environmental values for receiving waters and their ecosystems.

While commentaries regarding the sites environmental values are detailed elsewhere in this report, Emerge's summary of environmental values is also listed below. This information represents the baseline data upon which the LWMS is premised.

The WMA receives 820.3 mm of average annual rainfall with the majority of rainfall received between May and August.

Topography of the WMA is low-lying with elevations ranging from approximately 12m Australian height datum (AHD) in the north eastern corner to 7m AHD in the south western corner.

The WMA is underlain by fine to coarse grained sand and silty sand overlying low to high plasticity sandy clay.

Acid sulfate soil (ASS) risk mapping indicates that the WMA is classified as having a moderate to low risk of ASS occurring within 3 m of the natural surface.

Vegetation within the WMA consists of two areas of native vegetation along Grove Road and one very small area of native vegetation in the south-eastern corner of the WMA. Degraded riparian vegetation ranging in width from three to 28 m along the banks of Yule Brook.

The majority of the WMA is classified as a multiple use wetland (MUW). A small portion of the WMA along the southern boundary is mapped as part of the adjacent resource enhancement wetland (REW). A revised REW boundary has been proposed following a review of onsite characteristics (PGV Environmental 2017). An existing man-made surface water channel flows into the WMA from Lot 14 Edward Street at a peak flow of 0.8m<sup>3</sup>/s for the 100 year average recurrence interval (ARI) event. This channel discharges from the WMA into the REW at a peak flow of 1.2m<sup>3</sup>/s for the 100 year ARI event. Ultimately, flows from this channel discharge into Yule Brook to the south.

The 100 year ARI event top water level (TWL) within the adjacent Yule Brook has been indicated by Water Corporation as 9.7 m AHD, assuming both a 50m and 100m floodplain channel.

Surface water quality within Yule Brook is generally consistent upstream and downstream of the WMA, with total nitrogen (TN) and total phosphorous (TP) concentrations within guideline trigger values.

Depth to peak groundwater ranges between approximately 0.35 m and 1.1 m below the surface.

Elevated TN and TP concentrations have been recorded in locations across the WMA. Concentrations are typical of agricultural land uses.

The overall objective for integrated water cycle management for industrial developments is to minimise pollution and maintain an appropriate water balance. The design objectives seek to deliver best practice outcomes using a water sensitive urban design (WSUD) approach, including detailed management objectives for:

- Water supply and wastewater
- Stormwater quantity and quality management
- Groundwater management
- Wetland and waterway management.

The overall approach to water supply is to utilise scheme water and implement water conservation measures (e.g. water efficient fixtures, use of WSUD measures, and planting of waterwise species) to reduce water requirements.

Wastewater is water that is associated with buildings/site offices (except roof runoff) and any specific industrial uses. Appropriate wastewater infrastructure design will protect the surrounding environment and therefore achieve stormwater quality, groundwater quality and wetland and waterway management requirements.

Stormwater management focuses on conveyance of upstream flows, maintaining peak flows entering the wetland and surface water quality. Groundwater management focuses on protecting finished floor levels of habitable buildings from inundation by groundwater and groundwater quality. These strategies have been developed in consideration of the hydrological requirements of the adjacent REW and Yule Brook.



Conveyance of upstream flows through the WMA will be captured within an arterial pipe and conveyed through the WMA (and other WSUD measures) before discharging at the outlet to the wetland. Pre-development peak flows are maintained into the wetland and Yule Brook through the provision of detention basins and appropriately designed outlet structures. To ensure the adjacent wetland is protected a 30m buffer will be provided; no drainage infrastructure associated with the development will be located within the proposed wetland buffer.

Sand fill will be used across the WMA and will ensure the required clearances from finished floor levels of habitable buildings to groundwater, and TWL within detention basins and the Yule Brook floodplain are achieved. Treatment of stormwater runoff is provided through planting of detention basins with species suitable for nutrient removal, and provision of high phosphorous retention index (PRI) soils beneath basins. Groundwater quality is maintained by reducing the total nutrient load into groundwater that originates from the WMA through use of WWG principles in any landscape areas and treatment of stormwater runoff from across the WMA. These measures also ensure water quality within the adjacent wetland is maintained.

The proposed design criteria and the manner in which they are proposed to be achieved are presented in Table E 1 of Appendix 2. The table provides a readily auditable summary of the required outcomes which can be used in the future detailed design stage to demonstrate that the agreed objectives for water management in the WMA have actually been achieved.

On the basis that the LWMS is implemented as recommended, Emerge Associates asserts that the WMA is capable of being developed in accordance with this Structure Plan amendment proposal.

### 6.3.2 Existing Drainage

There is currently no pit and pipe system present at Lot 414 along Grove Road. Surface runoff collects in the open drain central to the site running from north to south, and outlets into the Yule Brook via wetland UFI 7635. Roadside swales along Grove Road collect runoff from the road and discharge into Yule Brook.

### 6.3.3 Stormwater Quantity Management

Drainage basin EC FSA A is sized to capture and detain the flow received from the neighbouring upstream development via a DN900 pipe. Runoff from the eastern and central portion of the site is directed toward basin EC FSA C, which discharges into the wetland (located on adjoining Lot 4) via an existing outlet.

EC FSA B receives runoff from the western portion of the site before discharging directly into the Yule Brook.

Stormwater runoff on the west side of Grove Road will be formalised with the installation of a pit and pipe network to capture and convey the runoff before discharging into the existing road side swale.

Due to clayey soils it is expected that infiltration will be limited, meaning that the focus will be on the storage and compensation of post development flows, to control flow into Yule Brook. The depth of imported fill proposed across the site avoids the need for subsoil drainage.

#### 6.3.4 Stormwater Quality Management

The key objectives for water quality management are to maintain surface and groundwater quality at pre-development levels and maintain the quality of water leaving the development area. Stormwater runoff quality should be managed through on-site treatment of runoff as well as non-structural measures to reduce applied nutrient loads.

To achieve these objectives, the water quality of stormwater runoff originating from the proposed development will be directed via a pipe network or overland flow path into vegetated detention basins underlain with high PRI media for treatment.

### **6.4 Bushfire Management**

Bushfire Prone has assessed the sites bushfire risk and determined it to be manageable on the basis that identified stakeholders implement the recommendations of the Bushfire Management Plan contained at Appendix 4 of this report.

Assessment of the site's location, vegetation and consideration of planned infrastructure indicated that compliance is able to be achieved against all applicable bushfire related legislation, policy, standards and guidelines; including the Bushfire Protection Criteria.

The proposed development will be able to achieve a BAL rating of BAL-29 or lower based on the existing location of the buildings and offsite vegetation. The proposed development will encompass multiple industrial warehouses that are not required to be constructed to AS3959-2009 construction standards.

There is existing two way access available for the site via Grove Road. The future crossover and internal road layout will be designed and constructed to comply with the requirements of the *Guidelines for Planning in Bushfire Prone Areas (version 1.2)*. Design requirements will relate to carriageway width, passing bays, all weather surface, and turn around areas appropriate for a 3.4 fire appliance (vehicle).

There is an identified wetland adjacent to the Lot 414 that will require a re-vegetated buffer to be provided and maintained over Lot 414 adjacent to the lot boundary. The separation distance from the wetland and the buffer will be incorporated into the BAL separation distances.

## **6.5 Servicing, Engineering & Infrastructure**

### 6.5.1 Site Works and Earthworks

A feature survey prepared for Lot 414 identified several structures for demolition including a shed and a series of fences. A small amount of vegetation will also be cleared to facilitate development.

A nominal 100mm of topsoil will be stripped from Lot 414 before proof roll compaction. This topsoil will then be spread across areas not requiring structural fill, or will be screened and blended with imported fill. Earthworks will consist of an import fill exercise to meet drainage and groundwater clearance requirements and tie into surrounding constraints.

### 6.5.2 Grove Road

Grove Road, from which the amendment area is accessed, has a road reserve width of 20m and an asphalt seal of 7.4m wide without kerbing. The unsealed shoulders range in width from 1 – 2m.

Grove Road is line marked to separate the 3.7m wide lanes. Drainage swales either side of the road capture stormwater runoff.

Grove Road pavement appears to be in satisfactory condition and will be retained within the 20m wide existing road reserve. The western side will be kerbed for installation of a pit and pipe network by the proponent. Proposed crossovers to Lot 414 will be sealed and kerbed.

### 6.5.3 Wastewater

The amendment area is located within the Water Corporation's Wattle Grove District with Water Corporation's planning allowing for an extension of the DN750 sewer main from west of Roe Highway to the south of the site to collect flows from the MKSEA area. This will then ultimately discharge into an existing sewer downstream on Bickley Road.

In the interim, any development will utilise Aerobic Treatment Units (ATUs) for onsite management of wastewater in line with the Department of Health regulations, until reticulated sewerage becomes available.

### 6.5.4 Water Supply

Existing Water Corporation water infrastructure is located on Grove Road.

The existing shed on Lot 414 has a water connection and the water meter is located just south of the existing crossover.

The DN150 main is PVC and capable of servicing the future development of the site.

#### 6.5.5 Electricity

Overhead power lines on the eastern side of Grove Road provide high voltage power to existing dwellings in vicinity of the site. The HV power will be more than sufficient to supply power to the proposed development. Given the low level of design required it would be recommended to deal direct with Western Power with no need for third party design.

#### 6.5.6 Gas Supply

A gas supply is not essential and will not be provided as part of the development of Lot 414.

#### 6.5.7 Telecommunications

Existing Telstra infrastructure can be found both north and south of Grove Road, while Lot 414 itself is serviced by a P50 and type 3 pit with two available connections. The Type 3 pit is capable of being extended further north with another length of P50 to service the northern portion of the site.

The amendment area is within NBN Co's footprint and will be serviced in the future under the Greenfield rollout scheme.

### **6.6 Implementation (Staging)**

It is the current land owner's intention that the portion of Lot 414 located on the northern side of Yule Brook will be developed as a single general industrial landholding, and retained in single ownership.

The portion of Lot 414 located on the southern side of Yule Brook will not form part of the 3A Structure Plan. Consequently, any endeavour to develop, subdivide and, or amalgamate that land must be made in the context of a further separate local structure plan, namely the structure plan that is yet to be prepared by others for the MKSEA 3B Precinct.

The timing of development of Lot 414 is not yet known as it will depend on market conditions and the discretion of the land owner. Development will occur before expiry of the 3A Structure Plan, and in accordance with the expiration date of any development approval granted under the Planning & Development Act 2015.