

# MUCHEA INDUSTRIAL PARK

## LOT 102 GREAT NORTHERN HIGHWAY

# LOCAL STRUCTURE PLAN 1

## PART ONE: IMPLEMENTATION

January 2021



H A R V I S

CLE Town Planning + Design

MUCHEA INDUSTRIAL PARK  
LOT 102 GREAT NORTHERN HIGHWAY  
LOCAL STRUCTURE PLAN 1

PART ONE: IMPLEMENTATION

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This structure plan is prepared under the provisions of the Shire of Chittering Town Planning Scheme No.6.

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

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:

\_\_\_\_\_ Witness

\_\_\_\_\_ Date

\_\_\_\_\_ Date of Expiry

**TABLE OF AMENDMENTS**

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Amendment Number	Summary of the Amendment	Amendment Type	Date Approved by WAPC
1	<ul style="list-style-type: none"> <li>• Introduce a 'Special Use' zone at the western entrance to the Muchea Industrial Park;</li> <li>• Update Plan A to be consistent with approved subdivision designs in terms of road alignments and intersection locations;</li> <li>• Delete 'Drainage' reserve within the north-west corner of the 'Conservation' reserve and abutting the 'Loop Road';</li> <li>• Delete 'Plan B – Access Staging Plan';</li> <li>• Identify Main Roads WA's 'Controlled Access Route' for oversize overmass vehicles on the western boundary of LSP; and</li> <li>• Update terms of reference from 'Perth Darwin National Highway' to 'Tonkin Highway extension' throughout the document.</li> </ul>	Standard	

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## EXECUTIVE SUMMARY

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The Muchea Employment Node Local Structure Plan 1 (LSP1) is the first local structure plan to be prepared within the Muchea Employment Node (MEN) and is the final piece of the planning framework over lot 102 Great Northern Highway, Muchea that will facilitate the delivery of prime employment generating land within Muchea, realising a long-term strategic objective for the area.

The MEN has been spatially identified for industrial development in the State's strategic planning framework since the preparation of the *North East Corridor Extension Strategy* by the Western Australian Planning Commission (WAPC) in 2003. The planning framework has followed a logical progression since then, with the WAPC preparing and adopting the *Muchea Employment Node Structure Plan (MENSP)* in 2011 and the subsequent rezoning of the LSP area from 'Agricultural Resource' to 'Industrial Development' through Amendment No. 52 to the Shire of Chittering's Town Planning Scheme No. 6 (TPS6) in June 2015. This logical sequence of events has led to the preparation of LSP1 which will fulfil the final step in the planning process prior to subdivision and development occurring.

LSP1 covers the entirety of lot 102 Great Northern Highway, Muchea which is approximately 149ha in area and part of the wider MEN – a 1,113ha proposed industrial precinct within the Shire of Chittering. LSP1 directly abuts the eastern boundary of Great Northern Highway (GNH) approximately 150m north of its intersection with Brand Highway / Muchea East Road. LSP1's strategic location abutting GNH and on the western periphery of the wider MEN makes it ideally placed to accommodate the first stages of industrial development within Muchea and will serve as the catalyst for further development within the MEN. LSP1 has a direct connection to the recently constructed Tonkin Highway extension approximately 200m to the west, which will assist to further ensure the long-term prosperity of LSP1 and the wider MEN.

LSP1 identifies the vast majority of lot 102 as 'General Industry' with the corresponding objectives, land use permissibility and development standards prescribed for the zone under TPS6 applicable. The General Industry zoning is consistent with the strategic vision for the land and formed the basis upon which the land was rezoned to 'Industrial Development'. The General Industry zone is capable of facilitating a range of industrial land uses, although specific consideration was given in the preparation of LSP1 to the need to accommodate large scale freight/logistics and agri-business operations that are expected to gravitate towards the area based on its strategic location north of Perth and abutting key regional transport infrastructure.

Amendment 1 to LSP1 introduces a Special Use zone at the entry to the development and adjacent Tonkin Highway. The Special Use zone will accommodate a small local service centre and provide a range of local amenities and services for workers in the MEN, local residents and passing traffic.

With respect to site access and staging of development, LSP1 delivers a robust planning framework that integrates seamlessly with the recently constructed Tonkin Highway extension. LSP1 also allows for future integration with surrounding land parcels which are similarly identified for industrial development under the MENSP and in a manner that is consistent with the MENSP.



The planned Road Train Assembly Area (RTAA) abutting the western boundary has also influenced preparation of LSP1, with the plan ensuring development opportunities for land uses that are not only compatible with the RTAA, but can leverage their operations off the large scale freight activities and associated services that are expected to be required. Likewise, the RTAA stands to benefit significantly from its proximity to the industrial precinct. The availability of transport related services and industries immediately adjacent to the RTAA will ensure that repairs, maintenance and other transport services can be carried out with minimal downtime, resulting in a significant saving to industry. LSP1 also allows for other smaller-scale industrial land uses to occur and will provide a framework that is sufficiently flexible to accommodate a diverse range of industrial activities as driven by market demand.

Areas of local reserves have been delineated consistent with the existing environmental features and attributes of the site including:

- Resource Enhancement Wetlands and their associated buffers retained within Conservation Reserves;
- A significant portion of the existing vegetation retained within Conservation Reserves; and
- The existing drainage channel including significant trees recognised and retained within a Drainage / Waterway Reserve.

Table 1 summarises the key land uses and breakdown of LSP1.

**Table 1 – Summary Table**

Item	Indicative Area	Structure Plan Reference (Section No.)
Structure Plan Area	149 ha	
Area of each proposed land use:		
- General Industry	102.4 ha	
- Special Use	2.1 ha	
- Local Reserves	30.3 ha	
- District Distributor Roads	3.8 ha	
- Local Roads	8.3 ha	
- Future Road Widening	2.1 ha	
Total Estimated Lot Yield	25 - 35 lots	
Estimated Area and Percentage of Local Reservations:		
- Conservation Reserve	21.6 ha (71% of Local Reserves area)	
- Drainage / Waterway Reserve	8.7 ha (29% of Local Reserves area)	

*\*The lot yield is based on the expected market demand for larger industrial lots to accommodate freight/logistics land uses and is subject to change depending on changes in market demand over time. There is no minimum or maximum lot size or density target prescribed for the MENSPP.*



## 1.0 STRUCTURE PLAN AREA

This Local Structure Plan applies to lot 102 Great Northern Highway, Muchea being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Plan A).

## 2.0 OPERATION

Pursuant to clause 28 of the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*, this Structure Plan comes into effect on the day in which it is approved by the Western Australian Planning Commission and is valid for a period of 10 years from that date, unless the period of approval is otherwise extended in accordance with the Regulations.

## 3.0 INTERPRETATION AND RELATIONSHIP WITH STATUTORY PLANNING FRAMEWORK

This Local Structure Plan constitutes a Structure Plan required to be prepared prior to subdivision and development of the subject land pursuant to Schedule 11 of the Shire of Chittering Town Planning Scheme No. 6 and the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*.

The Structure Plan Map (Plan A) outlines future land use, zones and reserves applicable within the structure plan area.

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*, a decision maker of an application for development approval or subdivision approval is to have due regard to the provisions of this Local Structure Plan, including the Structure Plan Map, Implementation Report, Explanatory Report and Technical Appendices.

## 4.0 STAGING

Development staging will be influenced by access to the regional road network and availability of service infrastructure.

Access to the first stage of development is provided via an interchange with Tonkin Highway. Secondary stages will generally be accessed via the east-west district distributor road, as identified in the Muchea Employment Node Structure Plan and will be determined by market demand and extension of service infrastructure.

Development staging will follow an orderly sequence and shall not exceed the extension of essential service infrastructure or constructed road access.

## 5.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

These development standards are to be read in addition to the provisions of TPS6, with specific reference to the development standards and provisions prescribed under Schedule 11 – ‘Muchea Employment Node Special Control Area’.

### 5.1 Zones and Reserves

Plan A prescribes the zones and reserves applicable within the Structure Plan Area. In accordance with clause 27 of the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*, the zones and reserves designated under this Structure Plan are to be given due regard in the consideration and determination of applications for subdivision and development as if they were zones and reserves under the Scheme.

#### 5.1.1 Local Reserve - Drainage / Waterway

The objective for the Drainage / Waterway reserves identified at Plan A is to set aside land required for significant waterways and drainage.

### 5.2 Land Use Permissibility

Land use permissibility shall be in accordance with the zones and reserves identified on the Structure Plan Map (Plan A) and the corresponding zone listed under Schedule 2 – Zoning Table of TPS6.

*Note – Reference should also be made to Schedule 11 – ‘Muchea Employment Node Special Control Area’ of TPS6 with regards to land use permissibility in the absence of a reticulated water supply.*

#### 5.2.1 Special Use Zone

A person shall not use any land, or any building or structure within the Special Use zone, except for the purposes set out at Table 2 and subject to compliance with any conditions set out under Table 2.

Where a use referenced under Table 2 is not defined by TPS6, the definition of the use is in accordance with Division 2, Schedule 1: ‘Model provisions for local planning schemes’ of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

**Table 2 - Special Use Zone**

No.	Site Description	Use	Special Conditions
1.	Muchea Industrial Park - Local Service Centre	<ul style="list-style-type: none"> <li>• Brewery</li> <li>• Consulting Rooms</li> <li>• Child Care Premises</li> <li>• Convenience Store</li> <li>• Factory Unit Building</li> <li>• Farm Supply Centre</li> <li>• Fast Food Outlet</li> <li>• Industry – Light</li> <li>• Industry – Service</li> <li>• Liquor Store - Small</li> <li>• Lunch Bar</li> <li>• Medical Centre</li> <li>• Motor Vehicle Repair</li> <li>• Motor Vehicle, Boat and Caravan Sales</li> <li>• Office</li> <li>• Public Utility</li> <li>• Restaurant</li> <li>• Recreation - Private</li> <li>• Roadhouse</li> <li>• Service Station</li> <li>• Shop</li> <li>• Showroom</li> <li>• Veterinary Centre</li> <li>• Warehouse / Storage</li> </ul>	

**5.3 Environmental and Heritage Protection**

The environmental features and their associated buffers within the reserves identified at Plan A are to be protected and retained in accordance with the approved management plans required under clause 3.1 of Schedule 11 – Muchea Employment Node Special Control Area of the Scheme. All subdivision and development is to be in accordance with the approved management plans.

5.3.1 Retention and Protection of Key Cockatoo Habitat Trees

Subdivision design and development applications are to consider the retention of key cockatoo habitat trees where reasonable. Key cockatoo habitat trees are those identified at Figure 9 of the Environmental Assessment and Management Strategy approved in association with this Local Structure Plan.

At subdivision stage, the alignment of proposed lot boundaries shall consider the location of key cockatoo habitat trees to maximise opportunities for trees to be retained within future building setback areas.

At the development application stage, the siting of buildings and hardstand areas should reasonably seek to avoid the location of key cockatoo habitat trees to enable their retention where possible.

Ongoing protection and management of key cockatoo habitat trees that are identified for retention is to be in accordance with the future 'Flora, Vegetation, Wetland and Waterway Management Plan' prepared as part of the subdivision process as per part 3.1.1 of Schedule 11 of TPS6.

#### 5.3.2 Vegetation Screen Planting

Industrial buildings within the 'Landscape Enhancement Area' identified on Plan A are to have the southern and eastern elevations screened by tree plantings preferably of a Marri or Wandoo species.

Where a building is proposed to have its primary frontage addressing the street, screen planting should be installed along the front property boundary to allow for entry points to the building to be easily identified and accessible.

### **5.4 Interface with Adjoining Land**

#### 5.4.1 Noise

The local authority may require the preparation and implementation of a Noise Management Plan, prepared by a suitably qualified acoustic consultant, for any development proposed which in the opinion of the local authority may adversely impact on nearby sensitive land uses.

#### 5.4.2 Odour

Any proposed development identified by the local authority as having the potential to cause nuisance by way of odour emission is to implement the relevant provisions of the Strategic Odour Management Strategy approved as part of this Structure Plan to the satisfaction of the local authority.

### **5.5 Building Height**

Building heights are restricted in association with the operations of the RAAF Pearce Air Force Base.

### **5.6 Ceding of Reserves**

All 'Drainage / Waterway' reserves depicted at Plan A are to be ceded at subdivision stage with Management Orders issued to the local authority.

All 'Conservation' reserves depicted at Plan A are to be ceded at subdivision stage with Management Orders issued to the local authority. Where an alternate government body or community group has agreed to manage the reserve, the Management Order may be issued to them.

**5.7 Access Restrictions**

Prior to completion of the Tonkin Highway extension, no direct lot access is permitted to Great Northern Highway without the written approval of Main Roads WA. Upon completion of the Tonkin Highway extension, direct lot access to Great Northern Highway is permitted.

**5.8 Modifications to Approved Plan of Subdivision Prior to Endorsement of Diagram or Plan of Survey (Deposited Plan)**

Upon lodgement of a diagram or plan of survey (deposited plan), the Commission may endorse its approval of a deposited plan that varies the number of lots from the approved plan of subdivision provided there is no change in the area of developable land and no change to the alignment of roads.

Changes beyond those outlined above may be considered by the Commission but are not expressly permitted under this Local Structure Plan.

## 6.0 INFRASTRUCTURE

### 6.1 Infrastructure Funding

Where a developer pre-funds infrastructure that is subsequently identified within a future Development Contribution Plan (DCP), any amount expended upon delivering the infrastructure which exceeds the amount that would have been required under the DCP shall be considered a credit, to be reimbursed to the developer by the local government upon payments from subsequent developers to the local government, consistent with Part 5.8 of State Planning Policy 3.6 – *Development Contributions for Infrastructure*.

### 6.2 Water Supply

A reticulated water supply is required to be installed at the first stage subdivision to the satisfaction of the Western Australian Planning Commission. The water supply shall be provided in accordance with Part 5.1 of the Local Water Management Strategy approved as part of this Local Structure Plan.

### 6.3 Wastewater

Reticulated wastewater services are not available to the site, and none are proposed. This means that individual developments are to be responsible for treatment and disposal of general wastewater and trade waste generated on site.

Due to the site's high water table and location within an estuary catchment of the Swan Coastal Plain, on-site primary wastewater treatment is not suitable.

The structure plan provides for the use of on-site secondary wastewater treatment systems via the use of Aerobic Treatment Units. The Shire's scheme has further guidance on use of these units.

Development proposing large volumes of general wastewater or trade waste may need to explore other means of treatment and disposal.

Arrangements for wastewater are to be in accordance with Government policy.

#### 6.3.1 Use of Aerobic Treatment Units

Where ATUs are proposed:

- a. Wastewater loading rates are to be consistent with those stipulated in Table 2 of the Department of Health (DoH) *Supplement to Regulation 29 and Schedule 9 – Wastewater system loading rates*;
- b. DoH approved systems, as listed in the *Approved Aerobic Treatment Units* are to be utilised and installation carried out in line with the *Code of Practice for the Design, Manufacture, Installation and Operation of Aerobic Treatment Units*. Where larger systems are required, designs are to be assessed and approved by the DoH;
- c. Appropriate clearance to groundwater, specifically for the treated discharge points, is to be provided through the use of fill where necessary in accordance with Government policy and Section 7.1 of the Local Water Management Strategy;

- d. Allowance is to be made for the setting aside of an adequate land application area for the disposal of treated wastewater. Depending on the level of treatment proposed, this area may need to be unencumbered and have restricted access, such that people do not inadvertently come into contact with treated wastewater; and
- e. Sites within estuary catchments may require the use of nutrient-stripping ATUs and at subdivision stage, restrictions may be placed on title to limit the discharge of nutrients into the environment.

Guidance for requirements of ATU design is detailed in section 6.1 of the Local Water Management Strategy with relevant policies and guidelines summarised in section 1.3. Provision of a minimum clearance to groundwater from ATU discharge points (irrigation areas) is an inherent design requirement of all ATUs. Relevant clearance requirements for the site are detailed in Government policy and section 7.1 of the Local Water Management Strategy.

#### 6.3.2 Effluent Sensitive Area

An 'Effluent Sensitive Area' is shown on Plan A - Local Structure Plan, which represents a 100m buffer between the edge of the wetland and any use which may have impacts on the wetland and related vegetation.

Nutrient-stripping ATUs are to be used within this area. Guidance for requirements of ATU designs is provided in Sections 1.3 and 6.1 of the Local Water Management Strategy.

At subdivision stage, restrictions may be placed on title to limit the discharge of nutrients into the environment.

#### 6.3.3 Trade Waste

Industrial wastewater (trade waste) is to be treated or stored within lots and should not be discharged into the drainage network. Where storage is necessary, wastewater is to be removed from site and transported to an appropriate treatment facility.

Onsite industrial wastewater (trade waste) treatment plants should be designed and constructed in accordance with *Water Quality Protection Note 51: Industrial wastewater management and disposal*. Any proposed use that generates industrial wastewater is to provide details regarding the treatment and/or storage of the industrial wastewater (trade waste) as part of the development application.



#### **6.4 Drainage and Stormwater run-off**

As outlined in the Local Water Management Strategy, and in section 3.9.2 and Figure 13 of the Part Two: Explanatory Report, the general approach to drainage and stormwater run-off is as follows:

- a. Individual lot drainage and stormwater management - Surface water runoff from individual lots is to be managed in accordance with parts 8.1.1 to 8.1.3 inclusive and part 8.2.1 of the Local Water Management Strategy. Details of the proposed lot detention areas are to be submitted at the development application stage;
- b. A network of treatment and conveyance swales; and
- c. A series of flood storage areas.

##### 6.4.1 Wash Down Areas

As the structure plan area is likely to attract land uses associated with freight and logistics, the development and management of hardstand areas needs to be managed to limit impact on the environment.

Surface water runoff from individual lots is to be managed in accordance with parts 8.1.1 to 8.1.3 inclusive and part 8.2.1 of the Local Water Management Strategy. Details of the proposed lot detention areas are to be submitted at the development application stage.

#### **6.5 Roads**

As notated on Plan A, only the portion of the "Loop Road" west of the intersection is to be constructed as part the delivery of LSP1. The balance of the road east of the intersection is to be constructed by others if/when necessary to service the land to the east of LSP1. The necessary road reserve to accommodate the "Loop Road" is to be ceded at first stage subdivision.

**7.0 ADDITIONAL INFORMATION**

Additional Information	Approval Stage	Consultation Required
Management Plans to be provided as necessary and in accordance with Part 3.1 'Management Plans' of Schedule 11 of TPS6.	Subdivision Approval	In accordance with Part 3.1 of Schedule 11 of TPS6.
Further Management Plans may be required in accordance with Part 4.3 'Management Plans' of Schedule 11 of TPS6.	Development Application	In accordance with Part 4.3 of Schedule 11 of TPS6.
A 'Landscaping Plan' to be provided for land within the 'Landscape Enhancement Area' to demonstrate compliance with Part 5.3.3 of this Local Structure Plan.	Development Application	N/A
A 'Key Cockatoo Habitat Tree Retention Plan' is to be provided to identify the trees to be retained and protected as part of subdivision works and/or development.	To accompany all subdivision and development applications	N/A

