

Latitude 32 Planning Policy 1 - Strategic Planning

(Final for Advertising - October 2014)

1. PURPOSE

The Latitude 32 Planning Policy 1- Strategic Planning (the **Policy**) has been prepared for the Hope Valley Wattleup Redevelopment Project Master Plan (the **Master Plan**) Area which is the land identified under Appendix 1 of the Master Plan commonly known as the Latitude 32 Industry Zone (**Latitude 32**). This Policy has been prepared in accordance with Part 2 of the Master plan.

The purpose of the Policy is to outline the strategic intent for Latitude 32, consistent with the aims of the Hope Valley Wattleup Redevelopment Act (the Act) and the Master Plan. The aim of the Act is to provide for the development and redevelopment of certain land in the local government districts of Cockburn and Kwinana, to confer planning, development control and other functions in respect of that land, and for related purposes. Under the Act, the function of the Authority (LandCorp) is to plan, undertake, promote and coordinate the development and redevelopment of land in the redevelopment area. It is intended that the Policy will provide the strategic direction for all statutory planning documents including but not limited to: Structure Plans, Planning Policies and Design Guidelines in order to ensure the orderly development and redevelopment of land within the Master Plan Area in accordance with the aims of the Act.

2. BACKGROUND TO LATITUDE 32

The establishment of the Act area was an outcome of the *Fremantle Rockingham Industrial Area Regional Strategy 2000* (FRIARS), that was premised on the need to protect and optimise the Kwinana Industrial Area. FRIARS provided the opportunity for initiating land use changes in the buffer area, removing the potential for land use conflict as well as identifying future heavy, general and light industrial land. FRIARS identified 800ha of land for general industrial use, providing an opportunity to meet the demand for general industrial land. The strategy largely formed the basis for the Act and subsequent preparation and approval of the Master Plan.

The delivery of general industrial land within Latitude 32 is further recognised by the following key strategic and statutory policy documents:

- State Planning Strategy 2050 (June 2014).
- Directions 2031: Draft Spatial Framework for Perth and Peel (2010); and
- Economic and Employment Lands Strategy (EELS) (March 2012).

In addition, the delivery of Latitude 32 is consistent with the following key strategic and statutory policy documents:

- Western Australian Planning Commission State Planning Policy 2.4 Basic Raw Materials (2000);
- Western Australian Planning Commission State Planning Policy 3.6 Developer Contributions for Infrastructure (2011);
- Western Australian Planning Commission State Planning Policy 4.1 – Draft State Industrial Buffer Policy (2009);
- Western Australian Planning Commission Policy DC 4.1 – Industrial Subdivision (1988); and
- Western Australian Planning Commission Planning Bulletin No. 87 – Gas Pipelines (2007).

Of these key strategic and statutory documents, the Economic and Employment Lands Strategy: non-heavy industrial (EELS) Strategy specifically identifies the areas, type and locations of general and light industrial land required over the next 20 years. Within the document, Latitude 32 was highlighted as a source of short, medium and long term industrial land and identified the potential need for transport logistics based land to support government investments in transport infrastructure.

In this context, it is acknowledged that strategic industrial areas are of significant economic and strategic importance for the State, and require suitable and appropriate integration with surrounding compatible land uses and buffer areas to ensure long-term sustainability.

3. EXISTING STATUTORY FRAMEWORK WITHIN LATITUDE 32

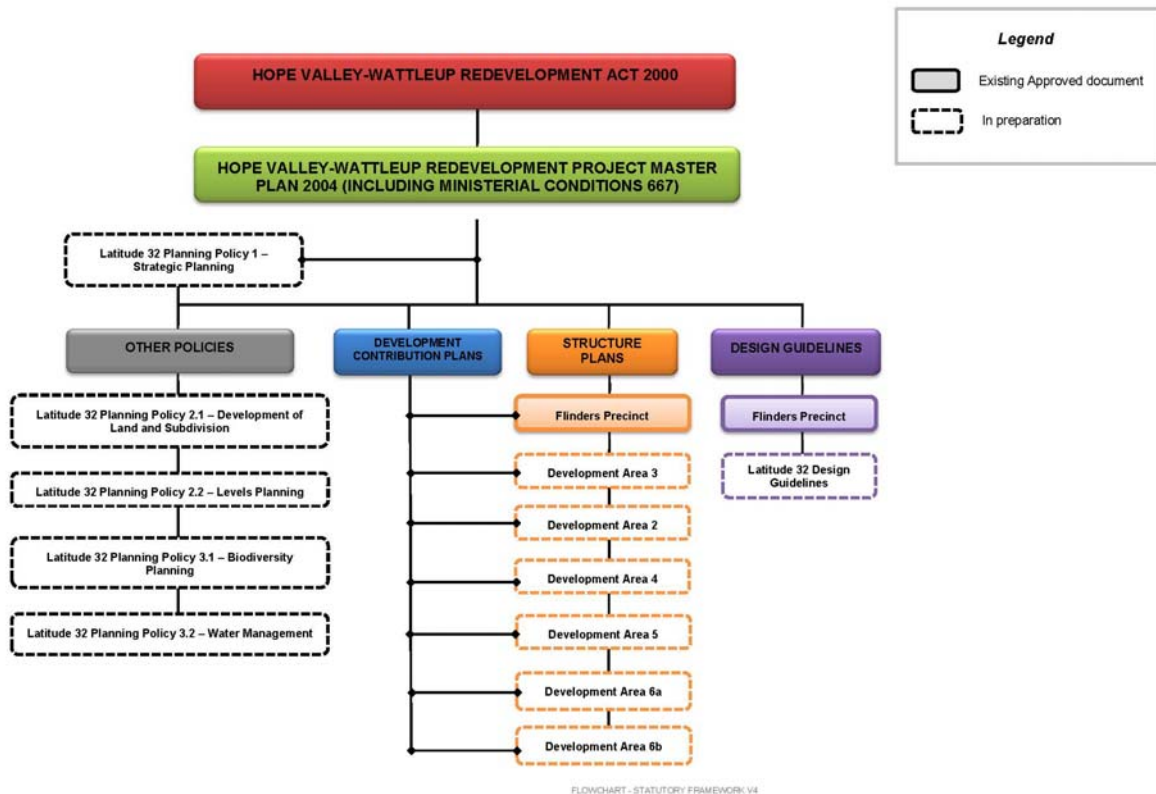
The planning framework has been governed by the provisions of the Act since December 2000. The Act repealed the Metropolitan Regional Planning Scheme in addition to the planning schemes of the City of Cockburn and the City of Kwinana and provided the head of power for the preparation of the Master Plan, which controls land use and development.

The Master Plan has been prepared in accordance with the requirements of the Act and for all intents and purposes acts in a similar statutory manner as a Local Planning Scheme. The Master Plan provides the procedures for establishing statutory documents including Structure Plans, Planning Policies and Design Guidelines, along with the requirements for planning approvals in order to control land use and development.

The existing planning framework includes a number of documents as depicted within the table at **Appendix 1**.

4. PROPOSED STATUTORY FRAMEWORK WITHIN LATITUDE 32

The proposed planning framework includes the following documentation within the diagram as depicted below:



5. POLICY

5.1 OBJECTIVES

The purpose of the Policy is to outline the strategic intent for Latitude 32, consistent with the aims of the Act and the Master Plan by:

- Identifying the planning context and framework;
- Outlining a strategic direction for future planning of the area; and
- Outlining a clear set of planning objectives for the area to be achieved through the strategic planning framework for the area, including the Master Plan, Structure Plans, Policies and Design Guidelines (as reviewed from time to time).

5.2 STRATEGIC INTENT

The delivery of Latitude 32 is intrinsically reliant on the statutory framework and its ability to direct and guide the proper and orderly development of the area. The statutory framework needs to be consistent at all statutory and strategic planning levels to achieve the key strategic planning outcomes for the project.

The strategic intent for Latitude 32 is to:

- Establish a framework for more detailed planning to occur;
- Recognise existing constraints and land uses;
- Recognise the need for Industrial and Transport Industrial land uses;
- Recognise the strategic location of Latitude 32 and proximity to the rail line and the opportunity for transport logistics and storage uses;
- Recognise that provision for a potential intermodal terminal may be required;

- (f) Deliver industrial land that responds to market demands.

In planning for Latitude 32, the key strategic planning outcomes for the area are:

- (a) to coordinate industrial land development in fragmented ownership by facilitating the timely and equitable provision of infrastructure;
- (b) to provide the opportunity for additional transport logistics land uses within the general industrial area without limiting land use to transport logistics uses;
- (c) to provide the opportunity for additional general industrial land uses within the transport industrial area without limiting land use to general industrial uses;
- (d) to provide opportunities for limited commercial activity in appropriate locations that is complementary to industrial land uses having regard to sensitive land uses and potential for land use conflict impacts;
- (e) to provide a suitable level of amenity and convenience for the local workforce;
- (f) to recognise the potential for an intermodal facility;
- (g) to recognise the need for resource recovery activities to be continued in the future;
- (h) to appropriately establish a rural interface for land adjacent to the industrial area;
- (i) to protect and enhance key environmental features; and
- (j) the use or development of land are not to have individual or cumulative adverse environmental or social impacts within or outside of Latitude 32.

5.3 LAND USE INTENT

The delivery of the strategic intent requires clear direction for land use planning. This direction can inform the preparation of Structure Plans and guide ultimate subdivision and development.

The land use intent within Latitude 32 is set out below and is to be read in conjunction with Figure 1:

Planning for Industrial Activities

The majority of Latitude 32 is intended to be developed for industrial land uses in a manner that responds to market demands.

A variety of general industry land uses are encouraged that can take advantage of the strategic location and planned transport networks, facilitating significant business and employment opportunities. Complementary land uses including but not limited to transport, logistics and storage are encouraged.

In discrete locations and without compromising industrial activities, the establishment of small-scale commercial development will be considered to support and service the needs of workers and businesses in the industrial area with due regard to sensitive land uses and potential for land use conflict impacts.

Planning for Transport Activities

Transport industry land uses including but not limited to transport, logistics and storage are encouraged in close proximity to the railway line recognising the location's proximity to the rail line and proposed Outer Harbour. General industry land uses are still encouraged to ensure that the area can take advantage of the strategic location and planned transport networks, facilitating significant business and employment opportunities.

Planning for Rural Interface

In accordance with the Act and Master Plan, the containment of undue adverse impacts from land uses within Latitude 32 necessitates the need for land uses within the Rural Interface to be of a light industry nature and comprise low-impact industrial land uses.

Development of this area in line with uses which are light industry in nature and comprise low-impact industrial land uses will prevent the encroachment and proliferation of sensitive and incompatible land uses and will provide an appropriate land use transition between the industrial activities and existing surrounding rural areas.

Planning for a Potential Intermodal Facility

The potential for an intermodal terminal that complements industrial activities is acknowledged within Latitude 32. A decision on whether an intermodal is required is the subject of further investigation in the broader context of the metropolitan area. A Metropolitan Freight Strategy is yet to be finalised, and if an intermodal is identified, the appropriateness of an intermodal terminal within Latitude 32, as well as the location, size and configuration of an intermodal terminal is yet to be determined.

Resource Recovery

The primary intent is to facilitate resource extraction ahead of development and recognise the opportunities for resource recovery activities to be continued into the future and integrated through appropriate subdivision and development. There will be a particular focus on adequate land being set aside for the City of Cockburn's waste recovery activities.

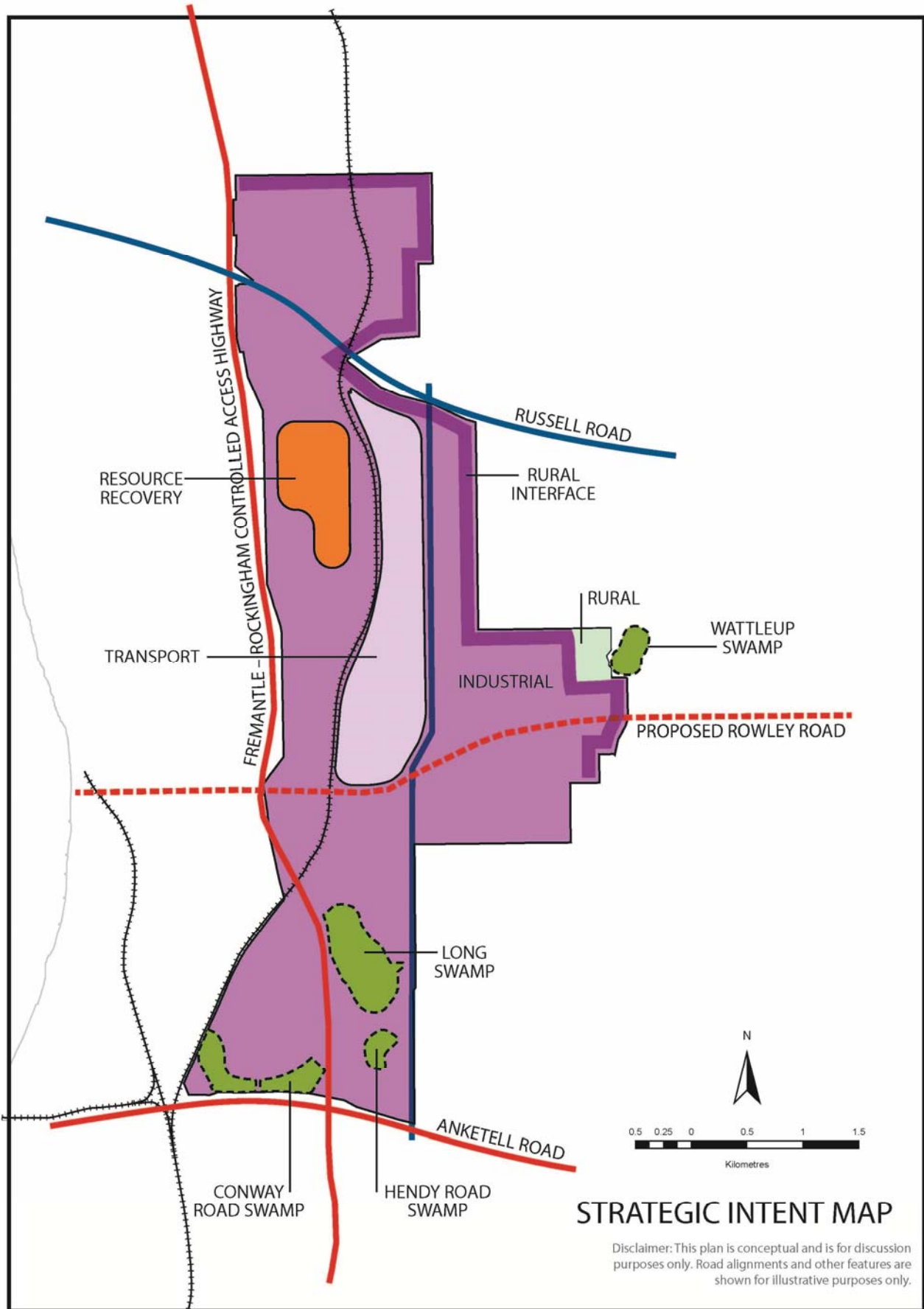
Future use of this land will be subject to future investigations and any land uses deemed appropriate will likely be subject to remediation. Development of this land will need to be progressed through a Structure Plan.

Key Natural Areas / Green Links

The protection and enhancement of environmental features including key natural areas and green links is a key objective for Latitude 32.

The protection and preservation of wetlands is a key consideration for future surrounding industrial development. Where required, appropriate buffers will be established through the structure planning process to protect the wetlands from potential adverse impacts in order to safeguard and maintain ecological processes and functions with the wetland buffer. In this regard, this Policy should be read in conjunction with the Latitude 32 Planning Policy 3.1 - Biodiversity Planning.

FIGURE 1 –STRATEGIC INTENT MAP



STRATEGIC INTENT MAP

Disclaimer: This plan is conceptual and is for discussion purposes only. Road alignments and other features are shown for illustrative purposes only.

5.4 PLANNING FRAMEWORK FOR DELIVERY OF STRATEGIC INTENT

The Policy is to be implemented through the strategic and statutory planning framework to provide consistency and certainty of requirements within Latitude 32.

It is intended that the planning framework below will establish the strategic intent of Latitude 32 (the planning framework established below is based on the best information available at the time and should be reviewed from time to time).

5.4.1 MASTER PLAN

The Master Plan is intended to operate for the foreseeable future and shall be periodically reviewed. The Master Plan is intended to continue to provide the statutory framework in terms of (amongst other things):

- Land use permissibility;
- Requirements for planning approval;
- Development contributions; and
- Protection of the environment and heritage.

The Master Plan is to provide the framework for the structure planning, subdivision and ultimate development within Latitude 32 that reflects the current direction and strategic planning outcomes for the project.

5.4.2 PLANNING POLICIES

Existing and future planning policies are to be periodically reviewed and are to be generally in accordance with the strategic planning outcomes under the Policy.

The planning policies will assist with ensuring that further guidance and measures to control land use and development outcomes are achieved.

The role of the planning policies will ensure the key strategic planning outcomes have been clearly articulated and reflected within all subsequent planning documents including structure plans, subdivision and development applications.

5.4.3 STRUCTURE PLANS

Structure Plans provide the statutory planning framework to coordinate subdivision and development of land under the Master Plan. The preparation of a Structure Plan for each development area is to be in accordance with the strategic planning outcomes and land use intent under the Policy.

A Structure Plan is to be prepared in accordance with the requirements under Part 6 of the Master Plan and the Western Australian Planning Commission's guidelines for the preparation of Structure Plans.

Structure Plans are intended to guide land use and development within Latitude 32 in order to ensure that orderly and proper planning is undertaken.

5.4.4 DESIGN GUIDELINES

The purpose of Design Guidelines within Latitude 32 is to provide for performance-based development that takes into account, and responds to, the context of a location within the parameters of defined use, form and character of development.

The Design Guidelines provide additional, location specific details or requirements than those contained in the Structure Plan and are to be prepared in accordance with the key planning outcomes of the Policy.

Subdivision and development should not be approved until Design Guidelines have been prepared and approved in accordance with the Master Plan. In considering an application for subdivision or development, the determining authority is to have regard to the provisions contained in any Design Guidelines.

5.4.5 DEVELOPMENT CONTRIBUTION PLANS

The adoption of Development Contribution Plans (DCP) for each development area will:

- (a) enable the coordination of infrastructure and development across Latitude 32; and
- (b) provide for the timely and equitable provision of infrastructure for each development area.

DCP's are to be prepared in accordance with the strategic planning outcomes under the Policy.

5.4.6 SUBDIVISION AND DEVELOPMENT

All applications for subdivision and development shall be prepared and assessed in accordance with the Master Plan, relevant Planning Policies and the respective approved Structure Plan and Development Contribution Plan.

Conditions of subdivision and development applications should generally not be inconsistent with the strategic planning outcomes of the Policy. Where an application does not reflect the strategic planning outcomes and land use intent of the Policy, the proposal will generally not be supported.

APPENDIX 1: EXISTING PLANNING FRAMEWORK

The existing planning framework includes the documentation as depicted within the table below:

HIERARCHY	DOCUMENT/S	STATUS/PURPOSE
Act	Hope Valley-Wattleup Redevelopment Act 2000	Prepared in response to the outcomes of FRIARS, the Act provides head of power for the development and redevelopment of land within the Hope Valley-Wattleup Redevelopment Act Area.
Ministerial Conditions 667 (Environmental Condition)	Hope Valley Wattleup Redevelopment Project Biodiversity Strategy 2007 (including review undertaken in 2014)	<p>Hope Valley Wattleup Redevelopment Project Biodiversity Strategy 2007 prepared in accordance with the Ministerial Condition 667, the Biodiversity Strategy identifies Key Natural Areas (wetlands and remnant vegetation), provides for public open space, and identifies processes, policies and monitoring mechanisms to conserve and enhance biodiversity in the redevelopment area and adjacent environments.</p> <p>Reviewed in 2014 in accordance with the Hope Valley Wattleup Redevelopment Project Biodiversity Strategy 2007, the Biodiversity Strategy Review identifies Key Natural Areas (wetlands and remnant vegetation) and green links, and identifies processes, policies and monitoring mechanisms to conserve and enhance biodiversity in the redevelopment area and adjacent environments.</p>
Ministerial Conditions 667 (Environmental Condition)	Hope Valley Wattleup Redevelopment Project Water Management Strategy 2007 (now superseded by Latitude 32 District Water Management Strategy 2013).	Hope Valley Wattleup Redevelopment Project Water Management Strategy 2007 prepared in accordance with the Ministerial Condition 667. Superseded by the District Water Management Strategy 2013 which provides additional guidance in achieving the intentions of the redevelopment area, in particular meeting water quality objectives, targets and criteria. District Water Management Strategy will guide the preparation of Local Water Management Strategies at structure planning stage.
Master Plan (prepared under the Act)	Hope Valley Wattleup Redevelopment Project Master Plan 2004 (as amended 2013)	Prepared as a requirement of the Act, the Master Plan provides land use and development control as well as the statutory head of power to establish statutory documents under the Master Plan including Structure Plans, Planning Policies, and Design Guidelines.
District Structure Plans (no statutory head of power)	Draft Latitude 32 District Structure Plan 2010 (superseded)	The Draft Latitude 32 District Structure Plan (DSP) was intended to provide a framework to enable the coordinated planning and delivery of key infrastructure and land use precincts within Latitude 32. The Draft District Structure Plan covered the whole of Latitude 32 and all Development Areas. Much of the information within the DSP has been superseded as structure planning (under the Master Plan) for individual development areas has been progressed and further work including Levels Planning and Servicing strategies over a number of development areas has progressed.

<p>Development Area Structure Plans</p> <p>(prepared under the Master Plan)</p>	<p>Flinders Precinct Structure Plan 2008</p>	<p>Prepared in accordance with the Master Plan, the Flinders Precinct Structure Plan provides the statutory framework for development for the first stage of the Industry Zone (Flinders Precinct).</p>
	<p>Draft Latitude 32 Local Structure Plan Planning Area 2 (deemed refused)</p>	<p>This document was advertised in December 2011 and the Western Australian Planning Commission has not made a determination on the structure plan and in accordance with Clause 6.2.9.5 of the Master Plan the Structure Plan is deemed refused. The Structure Plan is intended to be superseded by further structure plans over the Development Area.</p>
	<p>Latitude 32 Development Area Structure Plans (for each individual Development Area)</p>	<p>Prepared in accordance with the Master Plan to provide the statutory framework for development for the Development Area</p>
<p>Design Guidelines</p> <p>(prepared under the Master Plan)</p>	<p>Flinders Precinct Design Guidelines 2008 (as Amended 2011)</p>	<p>Prepared in accordance with the Master Plan the Flinders Precinct Design Guidelines provide statutory design guidance for development proposals in the Flinders Precinct Structure Plan area.</p>
	<p>Latitude 32 Design Guidelines</p>	<p>Prepared in accordance with the Master Plan, the Latitude 32 Design Guidelines provide statutory design guidance for development proposals. The document was adopted by LandCorp on 21 July 2014 including Development Area 3 and the document will be amended as each precinct within Latitude 32 is structure planned.</p>
<p>Hope Valley Wattleup Redevelopment Project Master Plan Planning Policies</p>	<p>1 - Strategic Planning 2.1 - Development of Land and Subdivision Policy 2.2 - Levels Planning 3.1 - Biodiversity Planning 3.2 - Water Management</p>	<p>Prepared in accordance with the Master Plan, the policies provide further statutory guidance under the Master Plan. The purpose of the policies are:</p> <ul style="list-style-type: none"> ▪ Strategic Planning Policy – outline the strategic intent and guide land uses within Latitude 32. ▪ Development of Land Policy – control and guide the development and subdivision of land. ▪ Levels Policy – provide guidance on achieving coordinated redevelopment levels within Latitude 32. ▪ Planning for Biodiversity Policy – assist with the implementation of the management actions set out with the Biodiversity Strategy Review (2014). ▪ Water Management Policy – assist with the implementation of the Latitude 32 District Water Management Strategy (DWMS).

The above-listed documents are subject to periodic review/modification.