

Part 1 - Statutory Section

1.1 GENERAL PROVISIONS

1.1.1 STRUCTURE PLAN AREA

This Structure Plan shall apply to Planning Area 2 of Latitude 32, contained within the broken black line shown on Map 1 – Local Structure Plan.

1.1.2 STRUCTURE PLAN CONTENT

This Structure Plan comprises:

- Part One: Statutory section;
- Part Two: Explanatory information;
- Part Three: Site Conditioning and Environment;
- Part Four: Opportunities and Challenges
- Part Five: Local Planning Structure and;
- Appendices: Technical Reports.

1.1.3 INTERPRETATION

The words and expressions used in this Structure Plan shall have the respective meanings given to them in the Master Plan.

1.1.4 OPERATION DATE

In accordance with Part 6 of the Master Plan, this Structure Plan shall come into operation on the date it is adopted by the Western Australian Planning Commission.

1.1.5 RELATIONSHIP WITH THE MASTER PLAN

In accordance with clause 6.2.11.2 of the Master Plan, if a provision of the Structure Plan is inconsistent with a provision of the Master Plan, then the provision of the Master Plan prevails to the extent of the inconsistency.

1.1.6 STRUCTURE PLAN MAP

The Structure Plan Map (Map 1) delineates and depicts the road structure and land use precincts proposed for the Structure Plan area. The Map identifies the following land use precincts (as per the Master Plan):

- Precinct 10 – Russell Road Industrial;
- Precinct 7 - Northern Transport;
- Precinct 4 – Central Transport; and
- Precinct 5 – Local Commercial Centre

The precincts designated under this Structure Plan apply to the land within it as if the precincts were incorporated in the Master Plan.

1.1.7 VEHICLE PARKING

Vehicle parking is to be provided in accordance with clause 5.3 of the Master Plan.

1.2 SPECIAL PROVISIONS

1.2.1 ENVIRONMENTAL CONDITIONS

Pursuant to Schedule 10 of the Master Plan, a Biodiversity Strategy and Water Management Strategy for Latitude 32 have been prepared and adopted by the WAPC. In accordance with the Strategies, the following programs and plans may be required at the subdivision and development approval stages:

1.2.1.1 Subdivision Stage

Precinct water management plans

Precinct groundwater monitoring program

1.2.1.2 Development Stage

Individual water management plans

Groundwater management plans

1.2.2 INFRASTRUCTURE PROVISIONS

No development shall be permitted within the areas shown as red hatch on Map 1 and designated as “Areas potentially affected by future road reserves and associated earthworks” until such time as MRWA has determined the reservation requirements for the future Fremantle-Rockingham Controlled Access Highway, and LandCorp has determined the reservation requirements for the east-west District Distributor road.

Contributions to infrastructure, the vesting of lands and the construction or roads to apply upon the subdivision of lands, shall be in accordance with the provisions as set out in Schedule 12 of the Master Plan – Developer Contribution Plans.

1.2.3 RESERVES

The use and development of Reserves within the Structure Plan area is to be in accordance with Part 3 (Reserves) of the Master Plan.

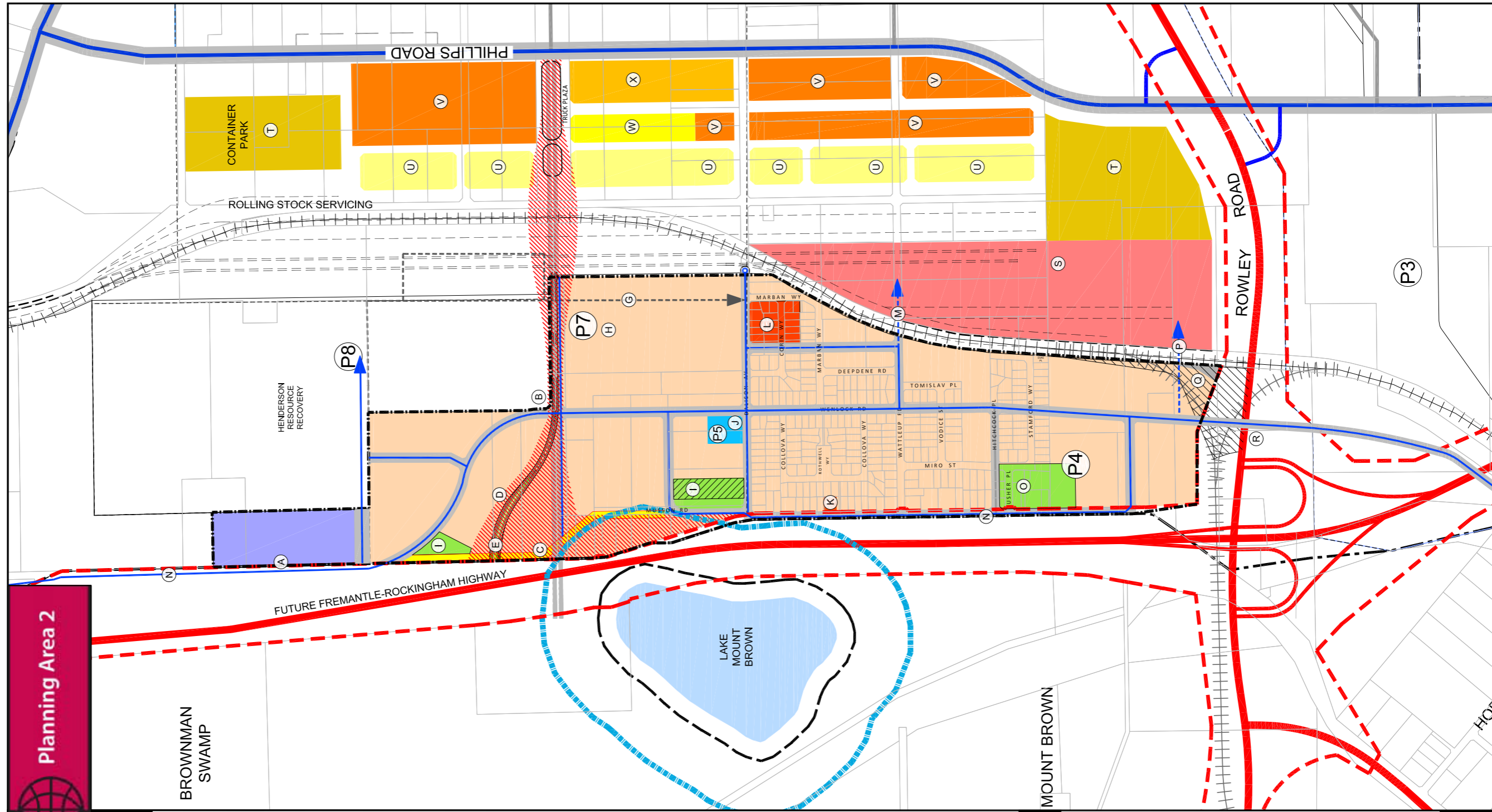
1.2.4 EARTHWORKS PLAN

Development of the land is to be in accordance with the Earthworks Plan (Figure 31) which guides the coordination of levels and earthworks across the Structure Plan area.

1.2.5 TABLE OF STATUTORY PROVISIONS, REQUIREMENTS AND STANDARDS

Structure Plan Map:
Subdivision and development of land shall be in accordance with the Structure Plan map (Map 1).
Use Class Permissibility:
Land use permissibility within the Structure Plan area shall be in accordance with the corresponding land use precincts under the Master Plan:
Precinct 10 – Russell Road Industrial;
Precinct 7 - Northern Transport;
Precinct 4 – Central Transport; and
Precinct 5 – Local Commercial Centre.

REFER TO MAP 1: LOCAL STRUCTURE PLAN- PLANNING AREA 2



latitude³²
INDUSTRY ZONE
Planning Area 2

LOCAL STRUCTURE PLAN

NOTES:

- A. Proposed north-south internal road
- B. Location may change (or level to be lifted at intersection)
- C. 20m wide proposed service corridor
- D. Extent of lot depths T.B.C once earthworks design for interchange completed
- E. Potential alternative east-west road alignment to meet separation distance requirements between future Rowley road interchange and Russell road intersection, and the consideration of environmental buffers of Lake Mount Brown
- F. East-west distributor road alignment as shown under the Latitude 32 DSP. Road interchange design subject to Main Roads WA requirements- area required for road and earthworks T.B.C
- G. City of Cockburn indicative road concept for Henderson Resource Recovery site
- H. City of Cockburn proposed facilities relocation site (Resource Recovery)
- I. Potential drainage location- ultimate size T.B.C
- J. Proposed local commercial centre as per Master Plan
- K. Telstra exchange building- assumed to be retained in current position
- L. Potential zone substation site
- M. Portion of existing Wattleup road to be kept open as interim east west access
- N. Potential use of existing eastern carriageway (Rockingham road)
- O. Potential W.W.P.S and drainage location
- P. Potential road link to Intermodal and Phillips road
- Q. Extent of land required for rail spurs (TBC)
- R. North-south road link to Hope Valley road- to be an underpass and railway spurs under Rowley road

DOP Intermodal Concept

- S. Port and metro area short-train terminal
- T. Container park warehouse & freight forward
- U. Container handling area
- V. Warehouse and freight forward
- W. Administration & amenities
- X. Services and commercial

LEGEND:

- Project Area
- Existing Cadastre
- Indicative future rail spurs to planned port developments at Cockburn Sound
- Areas potentially affected by future road reserves and associated earthworks
- Wetland
 - 50m (CCW) Wetland buffer
 - 200m Wetland Buffer
- Indicative Road Concept
- Primary Regional Road
- Master Plan landuse precinct boundaries
- Master Plan Precinct numbers
 - 25m Local distributor road
 - 20m wide local road
 - 20m wide service corridor
 - Transport Industry
 - General Industry
 - Local Commercial Centre
 - Potential Drainage
 - Additional Attenuated Basin Area if Required



This page has been left blank intentionally.