Local Planning Policy 12

Mandogalup Future Development
1. Title

Local Planning Policy 12 – Mandogalup Future Development

2. Policy Objectives

To provide guidance to landowners, developers and Council to ensure that future development, zoning and Structure Planning occurs in a manner consistent with orderly and proper planning of the locality and reflecting the highest and best use of land in the context of the region.

3. Policy Application

- City of Kwinana Local Planning Scheme No.2
- Strategic Community Plan
- State Planning Policy 4.1 State Industrial Buffer
- Draft State Planning Policy 4.1 Industrial Interface
- State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning
- Draft State Planning Policy 5.4 Road and Rail Noise
- Perth and Peel @ 3.5 million
- South Metropolitan Peel Sub Regional Planning Framework, March 2018
- Question and Answer; Section 16(e) Land Use Planning Response at Mandogalup, February 2018

4. Definitions

The terms used in this policy have the same meaning as if they were terms used in the City’s Local Planning Scheme No.2.

- Areas A, B, C and D are given the same meanings as Areas A, B, C and D respectively as detailed in the Question and Answer; Section 16(e) Land Use Planning Response at Mandogalup, February 2018.

5. Planning Principles

5.1 The City supports the continued operation, development and protection of industrial land uses within and adjacent to the Mandogalup Area and will not support development that has the potential to restrict or impinge upon the future growth of industry in the region.
5.2 Recognising the long-term importance of Kwinana Outer Harbour, land uses of a light industrial and service commercial nature will be promoted in Areas B, C and D as the desired future outcome of the area.

5.3 There will need to be an appropriate interface within Area A between approved residential areas and adjacent light industrial and service commercial land uses in Areas B, C and D to protect the amenity of residents. An appropriate solution would be for this to take the form of composite lots allowing for dual owner/operator residential / industrial uses.

5.4 Sensitive Land Uses will not be supported within Areas B, C and D.

6. **Policy Areas**

The following objectives should be read in conjunction with the Policy Map. The objectives set out Council's long-term vision for the development of the area and will need to be supported by future rezoning.

6.1 **Residential Area**

Refers to Area A, including the existing Development Zone, but excludes the Transitional Area, Freight Road Interface Area and Station Precinct Area. It is intended that this area will continue to be developed as per the provisions of Local Planning Scheme No.2.

6.2 **Light Industry Area**

Refers to Areas B, C and D. It is intended that this area will be set aside for Light Industrial and Service Commercial Uses. Prior to rezoning, suitable investigation of appropriate lot sizes must occur to support such uses as freight and logistics in the area.

6.3 **Transition Area**

This area is intended to support Composite Residential/Light Industrial Uses where residential and light industrial uses may be provided for on the same lot to provide for owner operator light industrial uses as well as providing a suitable interface between the Light Industry and Residential Areas. A minimum lot size of 0.5 hectare is considered appropriate.

6.4 **Station Precinct Area**

This area is intended for a future railway station and residential uses, as well as service commercial and commercial uses to support the Kwinana Outer Harbour. Given the large workforce accessing the Kwinana Outer Harbour, a major passenger rail/bus interface will be required for access to the area. Complementary land uses, such as fast food, banks, offices and shops will be supported in this area. The size of this area will be determined following investigations at the time of rezoning.

6.5 **Freight Road Interface Area**

This area is intended for rezoning and development in accordance with draft State Planning Policy 5.4. Future zoning in this area should seek to avoid the risk of land use conflict in the area by identifying suitable non-sensitive uses that provide adequate spatial separation. Where it is considered unavoidable to place sensitive land uses within this area, the onus will be on the proponent to demonstrate why alternative land uses or design solutions are not suitable.
7. Future Rezoning

In order to ensure optimal planning outcomes for the Mandogalup area, future rezoning of land under both the Metropolitan Region Scheme and Local Planning Scheme should be accompanied by structure planning which must demonstrate regard to and address the regional planning context, and provide a holistic and cohesive approach to planning across Area A.

This should include district transport networks, identifying key land uses including transitional precincts, address key infrastructure provision (power, sewerage and water), protect environmental values and provide a staged approach to development for the locality.

Any structure plans must receive the support of the WAPC, demonstrating that it does not constrain and/or prejudice the optimal development of the Improvement Plan and Improvement Scheme but supports the development of that area.
Mandogalup Future Development Policy Map

Light Industry Area
Residential Area
Transition Area
Station Precinct Area
Freight Road Interface Area
MRS Reserve
Policy Boundary
8. References

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<td>27 June 2018 (208)</td>
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<td>Review dates and resolution No #</td>
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<td>Legal Authority</td>
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Note: Changes to References may be made without the need to take the Policy to Council for review.