

## **LOCAL STRUCTURE PLAN**

**for**

**LOTS 100 & 101 HAZELMERE CIRCUS AND 95 LAKES ROAD, HAZELMERE.**



**Prepared by  
STATEWEST PLANNING  
August 2019**

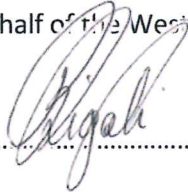
This structure plan is prepared under the provisions of the City of Swan Local Planning Scheme No. 17

CERTIFIED THAT THIS STRUCTURE PLAN WAS ADOPTED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

04-Nov-2020

..... Date

Signed for and on behalf of the Western Australian Planning Commission



.....

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



..... Witness

04-Nov-2020

..... Date

04-Nov-2030

..... Date of Expiry

Table of Amendments

Amendment No.	Summary of Amendment	Amendment Type	Date Approved by WAPC

## EXECUTIVE SUMMARY

This Local Structure Plan (LSP) involves Lot 100 & 101 Hazelmere Circus and 95 Lakes Road, Hazelmere. The LSP area is approximately 6.895ha and zoned Industrial under the Metropolitan Region Scheme and under the City of Swan Local Planning Scheme No. 17 (LPS 17) 'Special Use 25'.

The subject sites are privately owned and located approximately 2.8km south west of the Midland Town Centre and approximately 16km north east of the Perth central business district.

The LSP provides the framework for the site to be developed as 'Light Industrial' land uses. The land uses are as per the City of Swan Local Planning Scheme Number 17 (LPS 17) zoning table for Light Industrial zone. The proposed land use suits the conditions of the special use area for 'dry industry' and acts as a transitional land use between the General Industrial and the 'Special Use 16' and Rural Residential land to the west and south.

The LSP has been prepared consistent with the provisions of the City of Swan LPS 17 and other relevant policies.

## Structure Plan Summary

Item	Data	Structure Plan Ref (Section No.)
Total area covered by the Structure Plan	6.895 hectares	
Area of each land use proposed <ul style="list-style-type: none"> <li>• Residential</li> <li>• Commercial</li> <li>• Industrial</li> <li>• Rural Residential</li> </ul>	6.895 hectares	
Total estimated lot yield	Currently 3 lots, will remain 3 lot as no subdivision is proposed	
Estimated number of dwellings	N/A	
Number of high schools	N/A	
Number of primary schools	N/A	
Estimated Commercial floor space	N/A	
Estimated area and percentage of public open space given over to: <ul style="list-style-type: none"> <li>• Regional open space</li> <li>• District open space</li> <li>• Neighbourhood parks</li> <li>• Local parks</li> </ul>	N/A	
Estimated percentage of natural area	N/A	

*Note: All information and areas are approximate only and are subject to survey and detailed design*

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## **PART ONE – IMPLEMENTATION**

### **1. LSP AREA**

The subject area comprises of:

Lot No. 100	Hazelmere Circus	Area ha	1.8022
Lot No. 101	Hazelmere Circus	Area ha	1.8014
Lot No. 95	Lakes Road	Area ha	3.2914

The total land area is 6.895 ha.

### **2. Operation**

The date the structure plans comes into effect is the date the structure plan is approved by the Western Australian Planning Commission.

### **3. Staging**

Development of the site will commence upon issue of a development approval for lots in the structure plan area.

## **4. SUBDIVISION & DEVELOPMENT REQUIREMENTS**

### **4.1 Subdivision**

It is not intended for there to be any subdivision of the land containing in the Local Structure Plan Area.

### **4.2 Land Use**

When determining development applications within the local Structure Plan area, the decision maker is to give due regard to the Local Structure Plan and land-use permissibility and development standards applicable to the 'Special Use Zone No.25' under the City's Local Planning Scheme No.17 and the land uses permitted in the City of Swan Zoning tables for land zoned "Light Industrial".

### **4.3 DEVELOPMENT REQUIREMENTS**

#### **4.3.1 Bushfire**

The Local Structure Plan (LSP) is located within a designated Bushfire Prone Area and is supported by a Bushfire Management Plan (BMP) prepared as per the requirements of State Planning Policy 3.7 (SPP3.7). The BMP report indicates the site can be developed. Development Applications will require individual BMP's prepared to support applications.

#### **4.3.2 Notification on title**

The decision makers as per SPP3.7, may impose a condition on any development application requiring a notification be placed on the title that a bushfire management plan is applicable over the LSP area and that the requirements of SPP 3.7 apply to lots with a BAL of 12.5 and above.

#### **4.3.3 Wastewater Management Plan**

Development is restricted to 'dry industry' and any development application must be lodged with a wastewater management plan as per the requirements of 'Special Use 25' conditions.

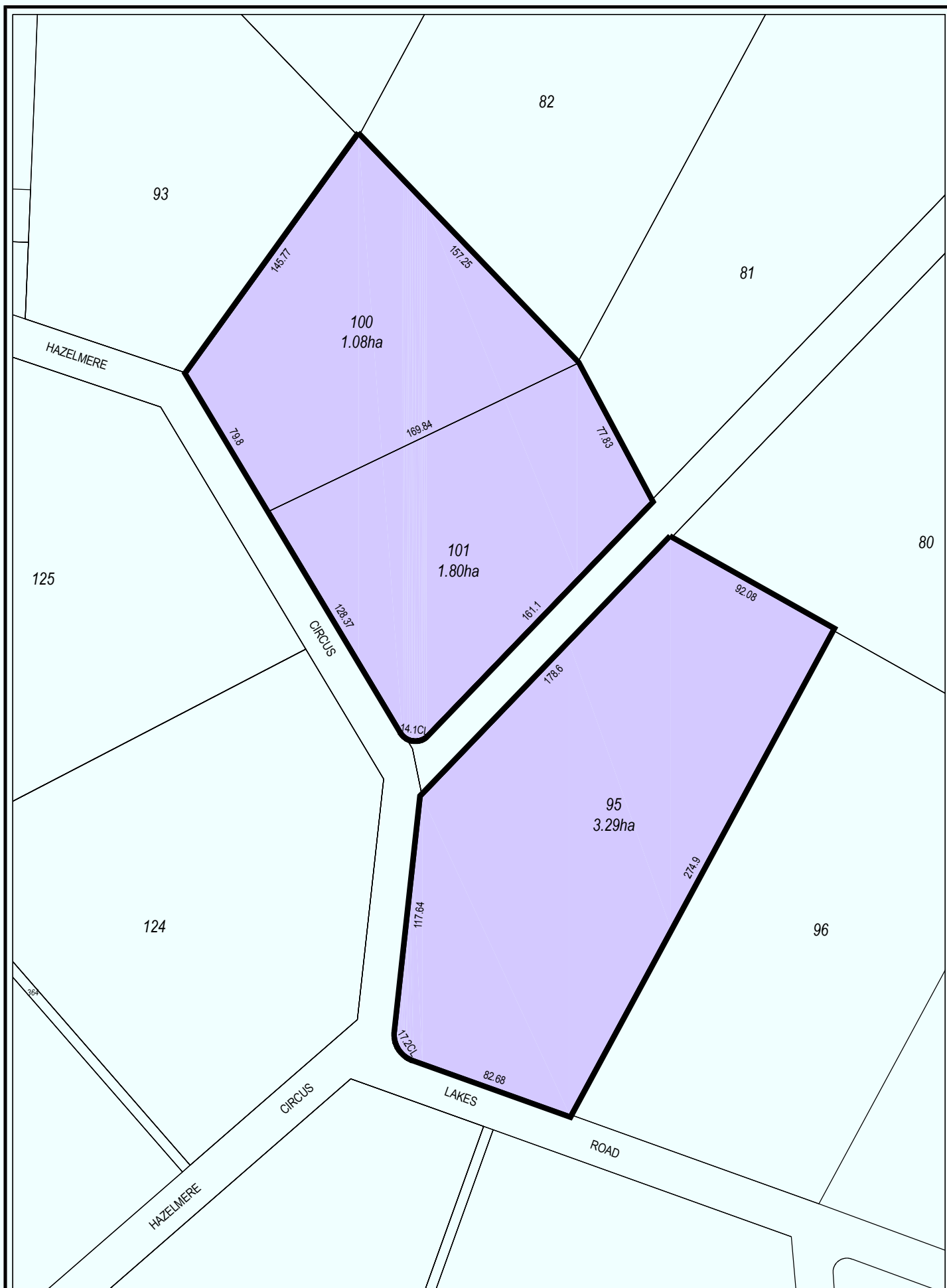
#### **4.4.4 Traffic Impact Assessment**

Development application as per Western Australian Planning Commission Transport Impact Assessment Guidelines (August 2016) are to be lodged with a relevant Traffic Impact Assessment or Statement as determined by the guidelines and based on the proposed development.

### **5. OTHER REQUIREMENTS**

A Certificate of Title for lots 100 & 101 Hazelmere Circus and 95 Lakes Road Hazelmere are provided in Plans & Documents.






0 20 40 60 80m  
SCALE 1:2500  
ORIGINAL PLAN SIZE: A4



NORTH

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LEGEND:

Subject Land.....  
Light Industry.....

## LOCAL STRUCTURE PLAN

LOTS 100 & 101 HAZELMERE CIRCUS &  
LOT 95 LAKES ROAD, HAZELMERE  
City of Swan

## PART TWO – EXPLANATORY

### 1. PLANNING BACKGROUND

#### 1.1 Introduction & Purpose

This LSP has been prepared to guide development of the subject property's. It has been prepared to address the requirements of the City of Swan LPS17, specifically 'Special Use 25' conditions.

#### 1.2 Land Description

Lot No. 100	Hazelmere Circus	Area ha	1.8022
Lot No. 101	Hazelmere Circus	Area ha	1.8014
Lot No. 95	Lakes Road	Area ha	3.2914

##### 1.2.1 Location

The subject site is located in Hazelmere (refer Location Plan). The sites have direct access onto the existing constructed roads Hazelmere Circus for lots 100 & 101 and Lakes Road for lot 95. The site is generally bounded by Bushmead Road to the north, Stirling Crescent and the future Lloyd Street extension to the east and Mary Street to the west. The access and egress at the site is detailed further in the Traffic Impact Statement.

##### 1.2.2 Area and Land Use

The subject site is 6.895 ha in area and comprises 3 privately owned lot. This is described at 1.2.3 below.

The land is predominantly cleared and contains residential dwellings, horse stable and horse paddocks.

##### 1.2.3 Legal Description and Ownership

A Copy of the Certificates of Title for the lot that comprises the LSP area is attached at Appendix 1. The subject lot are described below:

Lot number and Street Address	Volume	Folio	Registered Proprietor
Lot No. 100 Hazelmere Circus	1968	610	Darren Bradley Newington
Lot No. 101 Hazelmere Circus	1962	221	Peter Graham Blair & Dianne Kay Blair
Lot No. 95 Lakes Road	1643	841	Roselink Investments Pty Ltd

### 1.3 Planning Framework

#### 1.3.1 Zoning and Reservations

The site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS).

The site is currently zoned 'Special Use 25' under the City of Swan LPS 17.

The site was recently rezoned under Local Planning Scheme Amendment No. 86 which was approved by the Minister of Planning on 23 of May 2017 and gazetted on July the 28<sup>th</sup> 2017.

The amendment rezoned the land from 'Rural Residential' to 'Special Use 25'. The conditions of 'Special Use 25' require the preparation of a LSP prior to the lodgement of a Development Application in accordance with the provisions of Part 4 of the Planning and Development Regulations 2015. This LSP has been prepared to satisfy this requirement.

City of Swan LPS 17 'Schedule 4 – Special Uses zones' outlines the conditions for number 25 as:

1. *"Subdivision and development shall be in accordance with a Structure Plan prepared and approved in accordance with the provisions of Part 4 of the deemed provisions.*
2. *Unless development on the site is connected to reticulated sewer –
  - a) *Development is restricted to 'dry industry' whereby any development application must demonstrate that the quality and volume of effluent to be disposed of onsite can be successfully disposed of, without adverse environmental or health effects, using effluent disposal systems; and*
  - b) *Development shall be restricted to the type which is predicted to generate, and/or generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m<sup>2</sup> of site area.**
3. *A Wastewater Management Plan shall be submitted with each development application to demonstrate that Condition 1 can be achieved to the satisfaction of local government."*

The site is included in the City's LPS 17 Part 6 - special control area 'Aircraft Noise Exposure Areas'. The Hazelmere Enterprise Area Structure Plan ANEF (2009) mapping identifies the subject site is in the contour of 25-30. The Site is identified as suitable for "non sensitive land uses". The clauses of LPS17 relevant to industrial development are 6.2.1 and 6.2.2 and these are outlined below.

*"6.2.1 Aircraft Noise Exposure Areas are defined on the Scheme Map in accordance with the WA Planning Commission's Statement of Planning Policy "Land Use Planning in the Vicinity of Perth Airport", and the Australian Noise Exposure Forecast referred*

*to in the Commission's policy and the most recent Australian Noise Exposure Forecast prepared for RAAF Pearce.*

*Note: The designation of particular parts of the district as Aircraft Noise Exposure Areas should not be interpreted to imply that areas outside the respective noise exposure contours are unaffected by aircraft noise.*

*6.2.2 In addition to development which otherwise requires approval under the Scheme, planning approval is required for any development involving building types identified as either 'conditionally acceptable' or 'unacceptable' for the relevant noise exposure zone in Australian Standard AS 2021."*

### **1.3.2 Regional and Sub-Regional Structure Plans**

#### **1.3.2.1 Perth and Peel @ 3.5 million**

This document was released in March 2018 provides the guidelines for the development of Perth and Peel towards and anticipated population of 3.5 million by 2050. The area is split into four sub-regions and the subject site is located in the North-East Sub-Region, which identifies it as 'Industrial Centre'.

#### **1.3.2.2 North-East Sub-regional Planning Framework**

The framework identifies Hazelmere as an Industrial centre and a key employment area with the region having good proximity to established linkages and infrastructure. The proposed LSP achieves these desired outcomes and the objectives of clause 3.3 'Economic and Employment'

#### **1.3.2.3 Directions 2031**

This document is a higher-level special frameworks and strategic planning dealing with the future growth of the Perth and Peel region. One of the key objectives of this document is to improve the relationship between here people live and work to reduce commute times due to the impacts this has on the transport networks and environment. The policy also deals with the provisions of strategic industrial centres and the support and service of these site through the provisions of a broad range of activities.

The proposal achieves the objectives of Directions 2031 through job creation in the City of Swan and the neighbouring local authorities, to support the residential development in the area. The provisions of support industry to the strategic centre of Kewdale/Welshpool enhances the economic development of this strategic industrial centre

### **1.3.3 Planning Strategies**

#### **1.3.3.1 Kewdale-Hazelmere Integrated Masterplan (KHIM)**

The Freight Network Review (2002) identified Kewdale-Hazelmere as Western Australia's primary intermodal transport zone due to the proximity of the Perth International Airport and the significant areas of Industrial land. The State Government wanted future planning in these areas to consider freight transport related facilities, complementary land uses, and the

transport infrastructure improvements required to support the development of the zone. In response to these findings the then Department of Planning and Infrastructure in 2003 prepared the KHIM.

The primary objectives of this were to:

- a. Facilitate land use and infrastructure planning for the area as a major road and rail freight logistics precinct
- b. Guide structure planning of land use zones (linkages, definition of transport routes and nodes and interface requirements);
- c. Consider synergies and opportunities between industrial areas from a freight perspective;
- d. Develop an understanding of the functions of key industrial areas – Hazelmere, Kewdale, Forrestfield; and
- e. Investigate the feasibility of realigning the freight rail line through Hazelmere to avoid the Midland town centre.

The subject site is in the Hazelmere Precinct with key recommendation for the area focusing on the Lloyd Street extension, realignment of the freight line and to provide efficient and effective use and development of the area.

The proposed land uses for the site are as per the LPS17 zoning table for land zoned “Light Industrial” and listed as “P”, “D” and “A” these are consistent with the principles and recommendation of the Masterplan.

#### **1.3.3.2 Hazelmere Enterprise Area Structure Plan**

In 2011 the City of Swan and the Department of Planning prepared the ‘Hazelmere Enterprise Area Structure Plan’ (HEASP). This followed the recommendation of the KHIM for further detail land use planning. The design philosophies of the plan are:

- *“Facilitate business growth in Hazelmere*
- *Create land use interface that safe guards the quality of life for landowners and surrounding residents*
- *Create a vibrant, dynamic business focused location*
- *Minimises environmental Impacts and strengthen ecological links through the locality.”*

The site is within Precinct 3 which has an objective to “provide a buffer between the HEA Core area and the residential areas and an opportunity for smaller local businesses to establish that do not cause any injury or adversely affect the amenity of the locality.

The subject site is located in Precinct 3B which is identified as light industrial.

The development requirements for 3B are:

- *“Sewer connection is required in order to subdivide or develop lots*
- *Local structure planning required to coordinate subdivision, infrastructure and development*
- *Specified Area Rate required for Precinct 3A to coordinate funding for the construction of the new north-south road on the western boundary of the precinct*
- *Restricted to Dry Industry activities unless sewer connection is provided*
- *Urban Water Management Plan (site-by-site basis) required as part of development or subdivision*
- *Limit flows discharging from lots to those discussed in the District Stormwater Management Strategy*
- *Landowners to cede land and construct road connections/improvements where required”*

The LSP achieves the objective of 3B precinct with the proposed land uses as per LPS17 zoning tables Light Industrial Zone. The land will provide a suitable buffer between the General Industry in the core HEASP area and the special Use 16 in Precinct 3A to the west and the rural residential zone to the south. The development requirements of the Precinct will all be addressed in the Development Application.

#### **1.3.3.3 City of Swan Guildford Hazelmere Local Area plan (2015)**

The local area plans are prepared by the City of Swan in conjunction with the community to provide solutions to the specific needs and requirements of the local area. These documents are to guide plans for infrastructure, services and change at a local level.

The Plan notes the key role of the Hazelmere Enterprise Area as a key strategic business area for the development of economy and employment in the area. With the recommendation of the HEASP the area is expected to emerge as a specialist inter –regional transport hub due to the proximity of the significant air, road and train transport.

The LSP supports these outcomes in the orderly development of the area.

#### **1.3.4 Policies**

There are several policies that may have the potential to affect the proposed LSP. These are listed below, with comments on how the LSP complies.

##### **WAPC SPP 4.1 - State Industrial Buffer Policy (1997)**

This policy is currently under review as SPP 4.1 Draft ‘Industrial interface’ (Nov 2017). The policies both deal with providing a consistent state wide approach for buffer areas around industrial, infrastructure and special land uses.

The intent of the policy is to offer protection from encroachment into or from both industrial and sensitive land uses. The subject site is between lands zoned General Industrial and ‘Special Use 16’ and rural residential. The Special Use as per LPS17 is

*"The land uses as specified in an adopted local structure plan consistent with the Land Use Intent detailed for Precinct 3A "HEA Buffer Area" within the Local Government and WAPC approved Hazelmere Enterprise Area Structure Plan Report."*

The conditions require the preparation of a Structure Plan for the land and that this is to observe the intent of the Special Use zone, which is for the land to act as a buffer between the residential and industrial land uses. The property the subject of this LSP is an effective transitional use supporting the buffer area in Precinct 3A.

The proposed land uses as per the LPS17 zoning table for "Light Industrial" as "P", "D" and "A" uses for the site responds to the policy and HEASP. "D" and "A" land uses will need to achieve the buffer requirements and avoid any nuisance impacts on the rural residential area to the south and the residential land to the west.

#### **WAPC SPP 5.1 - Land Use Planning in the Vicinity of Perth Airport**

The objectives of the policy are to protect the Perth airport from unreasonable encroachment by incompatible (noise sensitive) development and to minimise the impact of the airport operations on existing and future communities by aircraft noises. The policy applies to land with an Australian Noise Exposure Forecast (ANEF) above 20, the subject site is in a zone indicated to have an ANEF of 25-30.

Appendix 1 of SPP 5.1 indicates that the proposed land uses for the LSP 'Light Industrial' is not a sensitive land use and considered 'acceptable'. The LSP therefore is compliant with SPP 5.1.

#### **WAPC DC 4.1- Industrial Subdivision**

The policy provides a guide to the WAPC when determining industrial subdivisions throughout the State.

The LSP does not propose any subdivision.

#### **WAPC SPP 3.7 - Planning in Bushfire Prone Areas**

This LSP is located within a bushfire prone area and is therefore subject to the provisions of SPP 3.7. A Bushfire Management Plan has been prepared to support the LSP and will be refined further with each Development Application identifying how the risk arising from bushfires is to be mitigated.

#### **WAPC SPP 2.9 - Water Resources**

A District Water Management Strategy (DWMS) has been prepared as part of the HEASP addressing the key principles and general objectives of the policy. The outcomes of this Strategy have been implemented into the Local Water Management Strategy which will be further refined as part of each Development Application.

#### **WAPC SPP 4.2 Activity Centres for Perth and Peel**

The closest activity centre is Midland, which in the Activity Centres Hierarchy is listed as a Strategic Metropolitan Centre. This area is located approximately 2 km directly to the north

of the subject site. The Midland City Centre is currently undergoing redevelopment via both the Metropolitan Redevelopment Authority and the private sector (Midland Gate expansion).

The proposed LSP will provide additional employment opportunity in the locality and secure the future of the existing land use and employment. Development of the land as proposed under the LSP supports the development of the Hazelmere enterprise area as an employment node and supports the Activity centre.

### **1.3.5 Guidelines**

#### **Guidelines for the Preparation of Structure Plans (WAPC)**

This LSP has been prepared in accordance with these guidelines.

## **2. SITE CONDITIONS AND CONSTRAINTS**

### **2.1 Flora and Vegetation**

The lots have historically been cleared for agricultural grazing, cropping and use for equestrian pursuits with all understory removed. A few trees remain on the site providing shade for the horses/livestock in the paddocks or due to regrowth.

There are no Bush Forever sites on the subject land.

### **2.2 Landforms and soils**

The site is flat with AHD heights of 14 metres at the rear gently sloping towards the front at 13 metres on lot 96. Lots 100 & 101 are flat with an AHD of 13.

### **2.3 Acid Sulphate Soils**

The Department of Water and Environmental Regulation (DWER) Acid Sulphate Soils (ASS) mapping is include and discussed in the Local Water Management Strategy. The lot have a moderate to low risk of ASS within 3m of the natural surface but a high to moderate risk of ASS beyond 3m of the natural soil surface.

### **2.4 Contamination**

The DWER contaminated sites database identifies no contamination on the subject site or on any directly neighbouring land.

### **2.5 Groundwater and surface water**

A Local Water Management Strategy (LWMS) has been prepared for the site by McDowall Affleck (Appendix 1)

#### **2.5.1 Groundwater**

Groundwater data from the Perth Groundwater Atlas shows a maximum groundwater levels across the site range between 6.0m AHD and 7.0m AHD.



The Maximum Groundwater Level (MGL) monitoring completed as part of the District Water Management Strategy, based on bores close to the site indicated a MGL of 11.0m AHD.

The drainage for the site will need to be managed via basins on each lot and the groundwater clearance at the proposed basin location is approximately 2m on Lots 100 & 101 Hazelmere Circus and approximately 2.5m at Lot 95 Lakes Road. These drainage basins have suitable clearance for an infiltration drainage basin.

### **2.5.2 Surface water**

There are no naturally occurring creeks on the site. The management of the future stormwater via infiltration basin is dealt with in the LWMS. The natural surface water catchment for this site extends to the rear boundaries of the lots, with surface water flowing in a south-westerly direction. On the opposite side of the rear boundary the land falls away from the subject site in a northerly direction.

### **2.6 Bushfire Hazard**

The land is mapped by the Department of Fire and Emergency Services (DFES) as bushfire prone. State Planning Policy 3.7 (SPP 3.7) refers to strategic planning proposals, which include Structure Plans. It requires any development proposed on land mapped as bushfire prone be supported by a Bushfire Hazard Level (BHL) Assessment to establish where Bushfire attack level (BAL) 12.5 to BAL 29 may occur on the site (SPP 3.7, cl. 6.2). A Bushfire Management Plan (BMP) and BAL Contour plan has been prepared for the site to fulfil this requirement and these confirm development can occur on the site. A refined site BMP may be required to support a Development Application or an addendum to the current one.

A copy of the BMP report is provided in Appendices 3.

The outcome of the BMP indicated that the criteria of SPP3.7 and the Guidelines can be achieved in the LSP area with the Indicative BAL rating for the majority of the site BAL Low or BAL 12.5. The final position of the future building onsite will be confirmed as part of the Development Application, which will be supported by another BMP or BAL contour report or addendum to confirm if the proposed location is in the BAL Low or higher.

The attached BMP report confirms there is sufficient land for future development within the subject site for the proposed LSP.

### **2.7 Heritage**

#### **2.7.1 Indigenous Heritage**

The Hazelmere area, as it adjoins the Helena River and contains the Hazelmere lakes, is known to have been used by indigenous people for food and water. A review of the Department of Indigenous Affairs heritage register reveals that the LSP area is contained within 'Site 3758 – Helena River', which covers a vast region along the length of the Helena River and 'Site 4385 – Bushmead Road Complex', on a minor portion of the rear and side boundary of lot 95 and 101. Due to 'site 4385' being predominantly being located to the rear and eastern lots outside the structure plan area. These lots have been significantly developed as General industrial land uses and it is not expected the above listing will impact the development of the subject sites as proposed in the LSP.

### **2.7.2 European Heritage**

A review of the City of Swan Heritage list reveals there are no sites of significance in the Structure Plan Area.

### **2.8 Context and other land use constraints and opportunities.**

The subject site is approximately 2.7 kilometres from Midland Gate Shopping Centre activity centre. The existing residential land is approximately 250m to the west.

The site is not serviced by sewer and therefore restricted to Dry industrial activities which places a constraint on suitable land uses. The land is also located in the Australian Noise Exposure Forecast (ANEF) zone of 25-30.

The site is a transitional location between the residential land to the west and the General Industrial to the east. The LSP land use proposed provides an important transition between the Core General Industrial land and the residential land and can manage the site constraints. The extension of Amherst Road and the associated vegetation strip on the western residential side of the new road will further enhance the transition between light industrial and residential land uses.

## **3.0 Land Use and Development Requirements**

### **3.1 Requirement for a Local Structure Plan**

The City of Swan LPS17 "Special Use 25" Condition 1 requires the preparation of a structure plan.

*"1. Subdivision and development shall be in accordance with a Structure Plan prepared and approved in accordance with the provisions of Part 4 of the deemed provisions."*

The LSP for the subject site deals with land uses on Lots 100 & 101 Hazelmere Circus and Lot 95 Lakes Road. The land to the west of lot 100 is "Special Use 16". The land to the east of lot 95 Lakes Road has had a structure plan prepared over this site and the land on the north and north eastern boundary of the site is zoned "General Industry" and does not require the preparation of a structure plan.

In the preparation of this LSP the boundaries of the structure plan area were considered and established based on traffic and drainage catchments. The topography of the site in terms of drainage catchment naturally separates these lots from the land to the north. The existing and future road networks determine the access and egress points for the lots which are onto different road network. The preparation of the LSP does not prejudice the future development of other land in Special Use 25, which can be the subject of a structure plan when appropriate.

### **3.2 Land Use**

The development of the site is to be confirmed with the lodgement of a development application for each lot. The land uses permitted in "Special Use 25" are to be

"The Use classes listed in the City of Swan LPS17 Zoning Table against the 'Light Industrial' zone and cross referenced with the symbols of 'P' 'D' and 'A'".

“X” land uses are not permitted.

Future development shall correspond to ‘P’ (permitted) use classes listed in the zoning table against the ‘Light Industrial’ zone under the City of Swan LPS17. Any future development that is assigned a ‘D’ or ‘A’ symbol against the ‘Light Industrial’ zone should clearly demonstrate that it can comply with the intent of Precinct 3B Hazelmere Enterprise Area Buffer Area HEASP as well as the other conditions listed in the Special Use Zone No. 25 under LPS17.

### **3.3 Open Space**

The LSP does not provide for any subdivision or new areas of public open space.

### **3.4 Residential**

No residential land uses are proposed for the LSP area

### **3.5 Education Facilities**

The LPS does not propose the creation of any new school sites or trigger the requirement for a new school site. No subdivision is proposed under the LSP.

### **3.6 Water Management**

The Local Water Management Strategy (LWMS) has been developed in accordance with Better Urban Water Management (Western Australian Planning Commission (WAPC). 2008), State Planning Policy 2.9 Water Resources and the Hazelmere Enterprise Area District Stormwater Management Strategy (AECOM, 2010). The LWMS outlines how water will be managed using an integrated water cycle management approach, which has been developed using the philosophies and design approaches described in the Stormwater Management Manual for Western Australia.

The LWMS takes into account the existing industrial land use, ground water conditions, pre-development environmental conditions, best practice stormwater management strategy, basin and landscaping and an implementation and review plan.

The LWMS is attached as Appendices 1 and the key points are outlined below:

- Groundwater levels measure at bores in close proximity to the subject site show a maximum groundwater level (MGL) of 11m AHD.
- Regional acid sulphate soils (ASS) risk mapping indicates that the site is classified as having a moderate to low risk of ASS occurring within 3m of the natural soil surface.
- Water use and nutrient flows on the site will be significantly reduced through development with drainage reserves, swales and employing Water Wise Gardening measures
- Groundwater quality management will be achieved through directing first flush stormwater to vegetated treatment areas, drought tolerant turf and vegetation species.
- Pre-development flow paths are maintained towards Hazelmere Circus and Lakes Road with the 1 in 1 hour event detained onsite via a landscaped drainage basin.

- Nutrient management will be addressed further in the Urban Water Management Plan (UWMP) with vegetated basins (reeds and rushes) used to minimise any potential nutrient mobilization from site.
- The UWMP will address the management of onsite stormwater relative to the development application and the practises to be implemented relating to grease and sediment traps, oil-water separators and trash racks.

### **3.7 Movement network**

#### **3.7.1 Lakes Road**

Lakes Road is on the southern boundary of Lot 65 of the subject site and is classified in the Main Roads Functional Road Hierarchy as an Access Road. Lakes Road is a sealed constructed single carriageway which services lots along Lakes Road and provides frequent movement connections to local streets for as of right vehicles.

Lot 65 currently has access directly onto Lakes Road and the LSP would maintain that access.

#### **3.7.2 Hazelmere Circus**

Hazelmere Circus is on the southern boundary of Lot 100 & 101 of the subject site and is classified in the Main Roads Functional Road Hierarchy as an Access Road. Hazelmere Circus is a sealed constructed single carriageway which allows frequent connections to local streets for as of right vehicles.

Lots 100 & 101 currently have access directly onto Hazelmere Circus and the LSP would maintain that access.

#### **3.7.3 Lloyd Street extension**

The extension of Lloyd Street is currently being undertaken (with portions already completed). This will directly link the Midland Activity Centre to the industrial areas of Hazelmere, Forrestfield, Kewdale and the Perth Airport enhancing employment opportunities, connectivity and reducing congestion. Lloyd Street will provide a commercial vehicle north-south link from Lakes Road to the Great Eastern Highway Bypass.

#### **3.7.4 Great Eastern Highway Bypass and Roe Highway**

These roads are both mapped in the Main Roads Functional Hierarchy as State Roads - Primary Distributors and are constructed dual carriageways roads with a median divide. These roads have been designed as part of major intermodal transport networks.

#### **3.7.5 Transport Impact Statement**

A Traffic Impact Statement (TIS) Report has been prepared by Donald Veal Consultants to support the Structure Plan (Appendices 2). The TIS assessed the impact of the proposed LSP on the traffic volume and surround road networks, both the existing and the City of Swan Concept Plans.

A summary of the TIS is outlined below:

- The traffic flow data has been requested from City of Swan and is anticipated to be low.

- The portions of Lakes Road and Hazelmere Circus adjacent to the site is not part of the RAV network therefore vehicles up to a 19m semi-trailer are able to travel on this road.
- The RAV network is on Stirling Crescent east of the site via Lakes Road. Approval will be required from the City of Swan and Main Roads W.A. for the relevant sections of the road between the site and the approved network to be added.
- The nearest bus stop is 1km to the west on West Parade. It is unlikely that any staff or client will use this service more than very occasionally
- There are no footpaths and cycle facilities along Lakes Road or Hazelmere Circus in the vicinity of the site it is not envisaged that any staff or clients would use these forms of transport more than occasionally.
- The City of Swan have provided details of a proposed revisions to the adjacent road network. However, this is purely conceptual at this stage with no design or funding currently available. It would be anticipated that the roads would facilitate RAV vehicles but it has not yet been determined what level of RAV vehicles will access the network.
- It is expected the majority of the outgoing and return trips would be via Hazelmere Circus and Lakes Road east and Stirling Crescent, or in the longer term via the new Llyod Street extension. This will result in the development having minimal impact on the residential land uses to the west.
- An estimate of the potential peak hour trips generate for the site based on development similar to the neighbouring land indicated between 10 and 100. This would constitute a moderate impact and require a non-technical Traffic Impact Statement.
- The impact of the development on the adjacent road network will be limited to the addition of a small number of peak hour turning movements.
- The additional number of trips will be small and can be readily catered for within the existing road network.
- In the longer term, the additional capacity and route options offered by new road links will dilute the impact still further.
- The TIS raised no safety issues with the proposal, as the site has good site lines for access onto Hazelmere Circus and Lakes Road and adequate room for vehicle turning movements.

## **4.0 Infrastructure Coordination & Servicing**

### **4.1 Water Supply**

Reticulated water is available to the subject site via an existing Water Corporation connection.

### **4.2 Sewerage/Effluent Disposal**

The LSP site is remote from reticulated sewer and will require service via on-site effluent disposal. The sites currently contain residential dwellings serviced via onsite effluent disposal. The development application as per 'Special Use 25' must demonstrate that the quality and volume of effluent to be disposed of, without adverse environmental or health effects, using effluent disposal systems.

### **4.3 Electricity**

The existing site is serviced by Western Power, there is low voltage overhead and high voltage underground cable installed in the road verge.

#### **4.4 Telecommunication**

The subject site can be serviced from the existing infrastructure located in the adjacent road reserve.

#### **4.5 Development contribution area**

The site is not located in an area identified as requiring development contributions.