



ROWE
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DESIGN

PROPOSED LOCAL STRUCTURE PLAN

LOTS 96, 97, 816 AND 817 LAKES ROAD,
HAZELMERE
SPN/2201

DOCUMENT CONTROL

Printed 04 December 2019 6963_19Aug02R_jh

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RECORD OF ENDORSEMENT

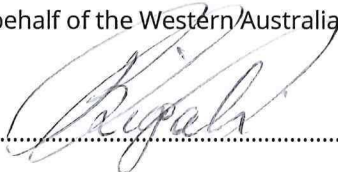
This structure plan is prepared under the provisions of the City of Swan Local Planning Scheme 17.

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

4 December 2019

Date

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

5 December 2019

Date

4 December 2029

Date of Expiry

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC



EXECUTIVE SUMMARY

This Local Structure Plan (LSP) addresses Lots 96, 97, 816 and 817 Lakes Road, Hazelmere (the 'subject site'). The LSP area comprises approximately 9.54 hectares of land zoned 'Industrial' under the Metropolitan Region Scheme and 'Special Use 25' under the City of Swan Local Planning Scheme No. 17.

The site is located approximately 17 kilometres north-east of the Perth Central Area. The majority of the subject site is privately owned, with the exception of Lot 816 which is owned by the Western Australian Planning Commission. The subject site is located within the Hazelmere Industrial area, approximately 5 kilometres south of the Midland centre.

The LSP seeks to facilitate the development of the subject lots for 'Warehouse' and 'Transport Depot' land uses, which would complement the existing Industrial Area whilst providing an appropriate integration with the nearby 'Rural Residential' areas.

The preparation of the LSP has been undertaken in liaison with the City of Swan and other relevant government authorities.

STRUCTURE PLAN SUMMARY

ITEM	DATA	SECTION NUMBER REFERENCED IN PART 2 OF REPORT
Total area covered by the Structure Plan	9.54 hectares	Section 1.2.2
Total estimated lot yield	Currently 4 lots, may reduce to 3 lots subject to the potential amalgamation of Lot 816 with Lot 817	N/A
Number of high schools	N/A	N/A
Number of primary schools	N/A	N/A
Estimated commercial floor space	N/A	N/A
Estimated area and percentage of public open space given over to: <ul style="list-style-type: none"> - Regional open space - District open space - Neighbourhood parks - Local parks 	N/A	N/A

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

CONTENTS

DOCUMENT CONTROL	I
RECORD OF ENDORSEMENT	I
TABLE OF AMENDMENTS	II
EXECUTIVE SUMMARY	III
STRUCTURE PLAN SUMMARY	IV
CONTENTS	V
FIGURES	VIII
TECHNICAL APPENDICES	IX
PART ONE: IMPLEMENTATION	1
1. STRUCTURE PLAN AREA	2
2. OPERATION	2
3. STAGING	2
4. SUBDIVISION AND DEVELOPMENT REQUIREMENTS	2
5. ADDITIONAL INFORMATION	3
PART TWO: EXPLANATORY SECTION	4
1. PLANNING BACKGROUND	5
1.1 INTRODUCTION AND PURPOSE	5
1.2 LAND DESCRIPTION	5
1.2.1 LOCATION	5
1.2.2 AREA AND LAND USE	5
1.2.3 LEGAL DESCRIPTION AND OWNERSHIP	5
2. TOWN PLANNING FRAMEWORK	10
2.1 ZONING AND RESERVATIONS	10
2.1.1 METROPOLITAN REGION SCHEME	10
2.1.2 CITY OF SWAN LOCAL PLANNING SCHEME NO. 17	10
2.2 REGIONAL AND SUB-REGIONAL PLANNING FRAMEWORK	11
2.2.1 PERTH AND PEEL @ 3.5 MILLION	11

2.2.2	NORTH-EAST SUB-REGIONAL PLANNING FRAMEWORK.....	11
2.2.3	ECONOMIC AND EMPLOYMENT LANDS STRATEGY: (NON-HEAVY INDUSTRIAL)	12
2.3	PLANNING STRATEGIES.....	12
2.3.1	KEWDALE-HAZELMERE INTEGRATED MASTERPLAN.....	12
2.3.2	HAZELMERE ENTERPRISE AREA STRUCTURE PLAN	12
2.3.3	CITY OF SWAN DRAFT LOCAL PLANNING STRATEGY	13
2.3.4	CITY OF SWAN GUILDFORD HAZELMERE LOCAL AREA PLAN (2015)	14
2.4	POLICIES.....	14
2.4.1	STATE PLANNING POLICY 5.1 LAND USE PLANNING IN THE VICINITY OF PERTH AIRPORT	14
2.4.2	STATE PLANNING POLICY 4.1 – DRAFT STATE INDUSTRIAL BUFFER (AMENDED).....	15
3.	SITE CONDITIONS AND CONSTRAINTS	18
3.1	BIODIVERSITY AND NATURAL AREA ASSETS.....	18
3.1.1	FLORA AND VEGETATION	18
3.2	LANDFORM AND SOILS.....	18
3.2.1	ACID SULPHATE SOILS	18
3.2.2	CONTAMINATION.....	18
3.3	GROUNDWATER AND SURFACE WATER	18
3.3.1	GROUNDWATER.....	18
3.3.2	SURFACE WATER.....	18
3.4	BUSHFIRE HAZARD	19
3.5	HERITAGE	19
3.5.1	INDIGENOUS HERITAGE.....	19
3.5.2	NON-INDIGENOUS HERITAGE	19
3.6	CONTEXT AND OTHER LAND USE CONSTRAINTS	19
4.	LAND USE AND SUBDIVISION REQUIREMENTS	20
4.1	REQUIREMENT FOR A LOCAL STRUCTURE PLAN	20
4.2	LAND USE	20
4.3	OPEN SPACE.....	21
4.4	RESIDENTIAL	21

4.5	MOVEMENT NETWORK	21
4.5.1	EXISTING ROAD NETWORK.....	21
4.5.2	TRANSPORT IMPACT ASSESSMENT.....	21
4.6	BUSHFIRE HAZARD ASSESSMENT.....	22
4.7	WATER MANAGEMENT.....	23
4.8	EDUCATION FACILITIES	23
4.9	ACTIVITY CENTRES AND EMPLOYMENT	24
4.10	INFRASTRUCTURE COORDINATION, SERVICING AND STAGING.....	24
4.10.1	WATER SUPPLY	24
4.10.2	SEWERAGE/EFFLUENT DISPOSAL.....	24
4.10.3	GAS 25	
4.10.4	ELECTRICITY	25
4.11	DEVELOPMENT CONTRIBUTION ARRANGEMENTS.....	25

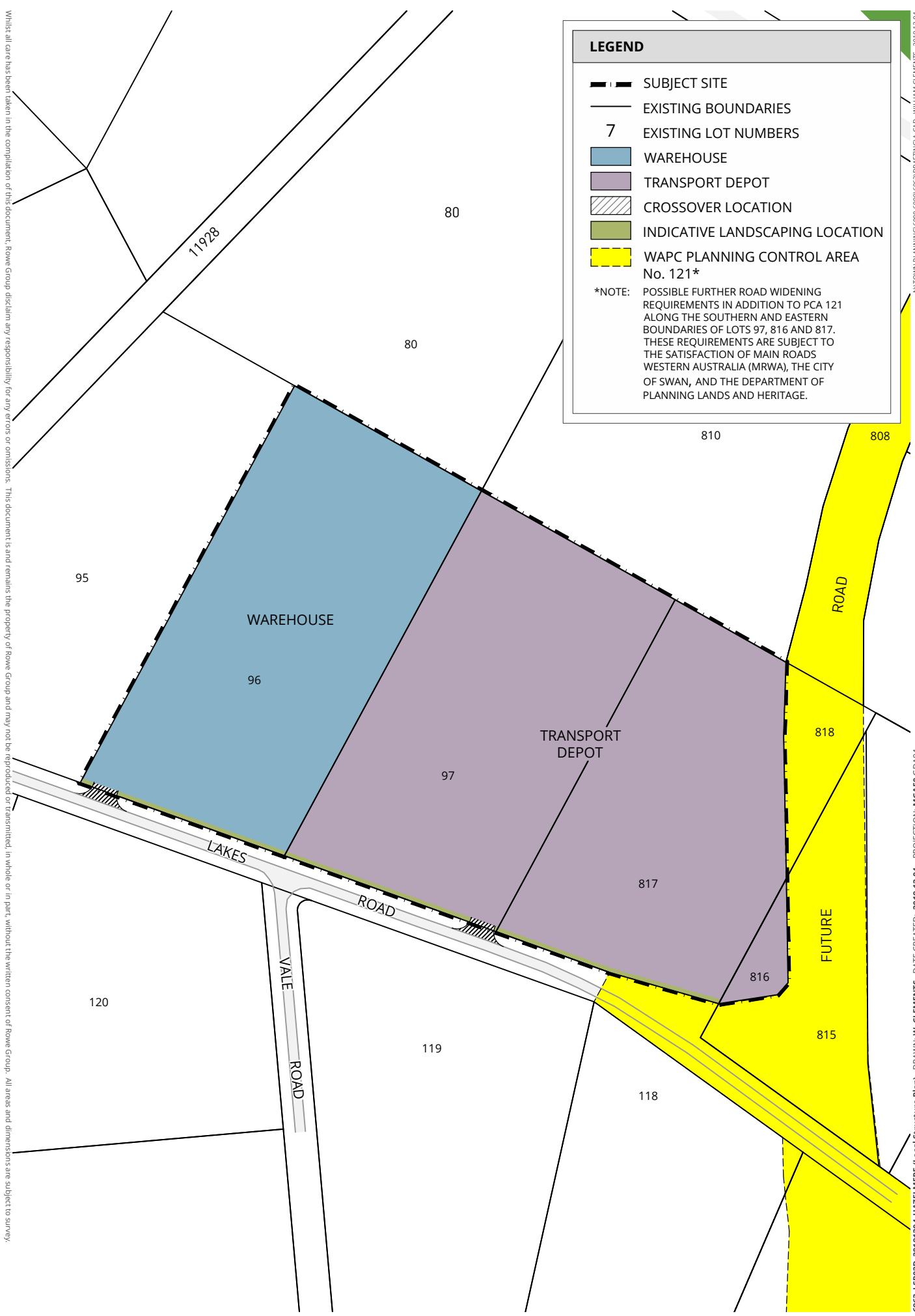
FIGURES

Plan 1.	Structure Plan Map.....	X
1.	Regional Location.....	7
2.	Local Location.....	8
3.	Site Plan.....	9
4.	Metropolitan Region Scheme Zoning.....	16
5.	Local Planning Scheme No. 17 Zoning.....	17

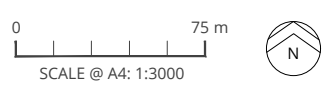
TECHNICAL APPENDICES

APPENDIX NUMBER	DOCUMENT TITLE	NATURE OF DOCUMENT	REFERRAL/APPROVAL AGENCY	APPROVAL STATUS AND MODIFICATIONS
1.	Certificates of Title Landgate, 10 October 2017, 23 May 2018	Supporting	N/A	N/A
2.	Aboriginal Heritage Reports DPLH, 26 February 2018	Supporting	N/A	N/A
3.	Transport Impact Assessment Transcore, 8 November 2019	Supporting	N/A	
4.	Bushfire Management Plan Bushfire Prone Planning, 12 November 2018	Requires Approval	Department of Fire and Emergency Services / City of Swan	Approved
5.	Local Water Management Strategy – hyd2o Hydrology, 23 May 2018	Requires Approval	Department of Water and Environmental Regulation / City of Swan	Approved
6.	Land Capability Assessment Bayley Environmental Services, 25 October 2018	Supporting	Department of Health / City of Swan	N/A

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6963_LSP02D_20191204_HAZELMERE (Local Structure Plan) - DRAWN: W. CLEMENTS - DATE CREATED: 2019.12.04 - PROJECTION: MGA50 GDA94 - NATOWN PLANNING\600-6999\6963\DRAWING\6963.DWG





PART ONE

IMPLEMENTATION



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1. STRUCTURE PLAN AREA

This Structure Plan shall apply to Lots 96, 97, 816 and 817 Lakes Road, Hazelmere, being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan map (Plan 1).

2. OPERATION

This Structure Plan comes into effect on the day it is approved by the Western Australian Planning Commission.

3. STAGING

Development of the site will commence upon issue of development approval for the subject lot(s). It is anticipated staging would occur as follows:

- ▲ Stage 1: Lot 96
- ▲ Stage 2: Lot 97, Lot 817 and Lot 816 (subject to acquisition and amalgamation)

4. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

4.1 SUBDIVISION

It is not intended for the Local Structure Plan area to be subject to further subdivision.

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 the land-use permissibility and development standards applicable to the 'Special Use 25' zone under the City's Local Planning Scheme No. 17.

4.3 BUSHFIRE MANAGEMENT PLAN

The Local Structure Plan is supported by a Bushfire Management Plan (BMP). Any land falling within 100 metres of a bushfire hazard identified in the BMP is designated as a Bushfire Prone Area for the purposes of the Building Code of Australia.

4.4 NOTIFICATION ON TITLE

The Council may recommend the decision maker impose a condition within any development approval or subdivision approval that a Notification be placed on the Certificate(s) of Title for any lots with a Bushfire Attack Level (BAL) rating of R12.5 or higher, advising of the BMP applicable to the Local Structure Plan area.

4.5 TRANSPORT IMPACT ASSESSMENT

A comprehensive Transport Impact Assessment is a requirement at the development application stage.



5. ADDITIONAL INFORMATION

ADDITIONAL INFORMATION	APPROVAL STAGE	CONSULTATION REQUIRED
Traffic Impact Assessment	Submit with LSP	City of Swan, Main Roads WA
Land Capability Assessment / Wastewater Management Plan	Submit with LSP	City of Swan
Bushfire Management Plan	Submit with LSP	Department of Fire and Emergency Services (DFES)
Local Water Management Strategy	Submit with LSP	Department of Water and Environmental Regulation

Table 1: Additional Information



PART TWO

EXPLANATORY SECTION



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1. PLANNING BACKGROUND

1.1 INTRODUCTION AND PURPOSE

This Local Structure Plan (LSP) has been prepared on behalf of CTI Logistics Ltd, as a precursor to the development of Lots 96, 97, 816 and 817 Lakes Road, Hazelmere (herein referred to as the subject site). The subject site is zoned 'Special Use 25' under the provisions of the City of Swan Local Planning Scheme No. 17 (LPS 17).

This LSP will guide future land use and development within the site and provide a framework for development. The purpose of Part 2 of the LSP is to provide an explanation for the Part 1 provisions.

1.2 LAND DESCRIPTION

1.2.1 LOCATION

The subject site is located within the municipality of the City of Swan and is approximately 17km north-east of the Perth Central Area.

The subject site is privately owned and is located within the Hazelmere Industrial Area, approximately 5km south of the Midland City Centre.

The subject site is generally bounded by Lakes Road to the south, 'Industrial Development' zoned land to the north, the extension of Lloyd Street to the east (currently under construction) and 'Rural' zoned land to the west.

Refer Figure 1 – Regional Location and Figure 2 – Local Location.

1.2.2 AREA AND LAND USE

The LSP area comprises approximately 9.54 hectares of land and is accessed from Lakes Road.

The land is currently vacant but has previously been used for rural purposes and some storage activities.

Refer Figure 3 –Site Plan.

1.2.3 LEGAL DESCRIPTION AND OWNERSHIP

The LSP comprises four (4) land parcels, being:

LOT NUMBER	ADDRESS	PLAN/ DIAGRAM NO.	VOL./FO LIO	LAND OWNERSHIP
96	Lot 96 Lakes Road, Hazelmere	4553	1374/515	Blackwood Industries Pty Ltd
97	31 Lakes Road, Hazelmere	4553	1374/516	Lafe (WA) Pty Ltd
817	47 Lakes Road, Hazelmere	410439	2926/557	CTI Xpress Systems Pty Ltd
816	53 Lakes Road, Hazelmere	410889	2948/357	Western Australian Planning Commission



Lot 816 (formerly part of Lot 99) is included within the LSP area and relates to the eastern portion of the site. It was created following the dissection of the previous Lot 99 by the extension of Lloyd Street through to Lakes Road. The inclusion of Lot 816 within the Structure Plan is at the request of the City of Swan and currently is under separate ownership to the balance of the site area, though it may potentially be subject to acquisition and amalgamation in the future.

Refer to Appendix 1 – Certificates of Title.

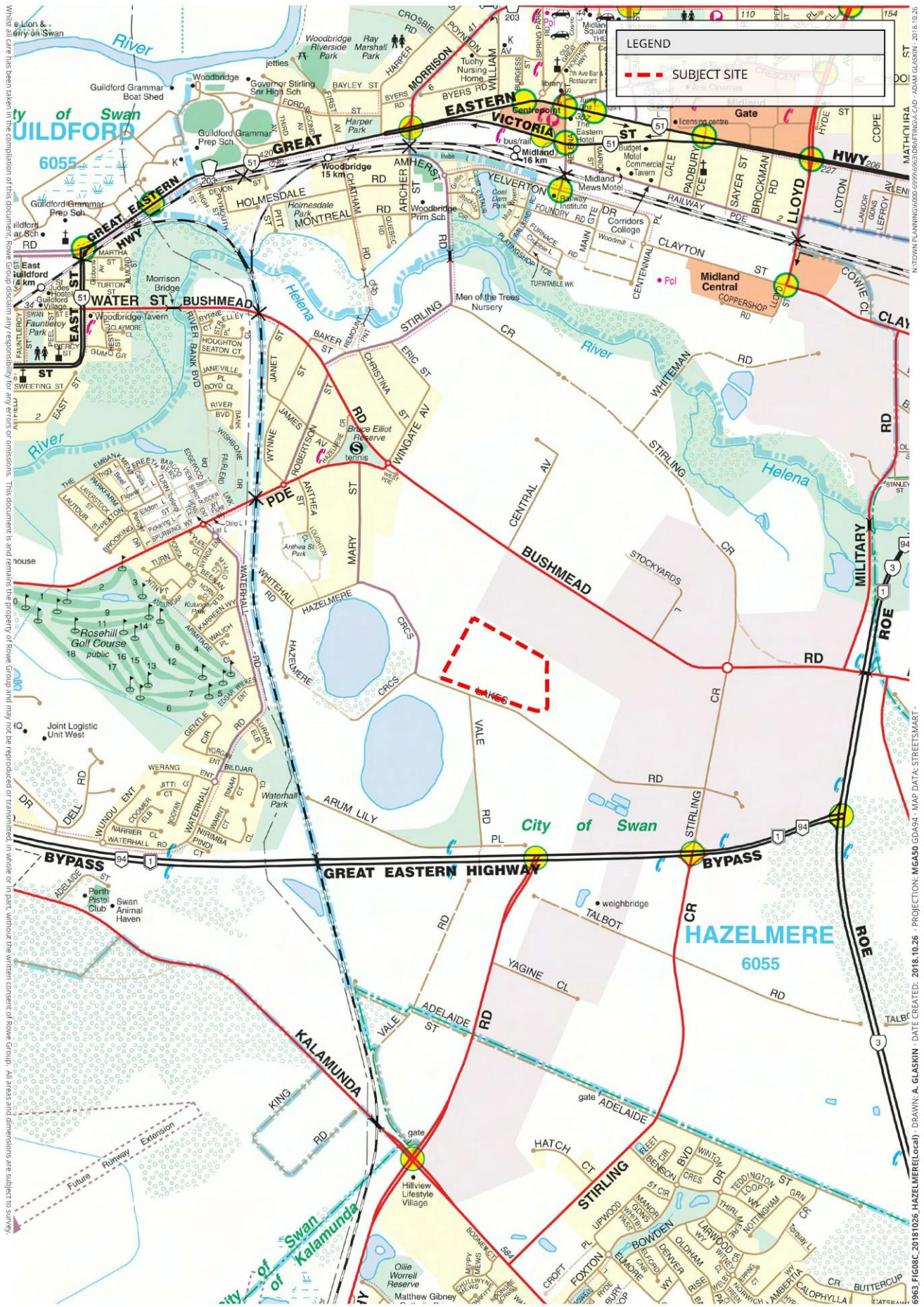


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FIGURE 1
REGIONAL LOCATION





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6963_FIG09C_20181026_HAZELMERE (site) DRAWN: A. GLASKIN DATE CREATED: 2018.10.26 PROJECTION: MGA50 GDA94 CADASTRE LANDGATE AERIAL NEARMAP N:TOWN PLANNING\6000-6999\6963\FIG09C.AXD ADM GLASKIN 2018.10.26



FIGURE 3
SITE PLAN



2. TOWN PLANNING FRAMEWORK

2.1 ZONING AND RESERVATIONS

2.1.1 METROPOLITAN REGION SCHEME

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

Refer Figure 4 – Metropolitan Region Scheme Zoning.

2.1.2 CITY OF SWAN LOCAL PLANNING SCHEME NO. 17

The subject site is currently zoned 'Special Use 25' under the provisions of the City of Swan Local Planning Scheme No. 17 (LPS 17).

Refer Figure 5 – Local Planning Scheme No. 17 Zoning.

The subject site was rezoned from 'Rural Residential' to the 'Special Use 25' under LPS17 as part of Local Planning Scheme Amendment No. 86. Amendment No. 86 was approved by the Minister for Planning on 23 May 2017 and was published in the Government Gazette on 28 July 2017.

In accordance with the provisions of the 'Special Use 25' zone under LPS 17, an LSP is required as a precursor to development. This LSP has been prepared in accordance with the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015.

By reason of the subject site's zoning, it is included within 'Schedule 4 – Special Use Zones' of LPS17. Schedule 4 sets out the specific requirements applicable to the subject site which are as follows;

- 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 2000m² 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 subject site is also included within the City's 'Aircraft Noise Exposure Special Control Area' (ANESCA). Clauses 6.2.1 and 6.2.2 of LPS 17 refers to development within the ANECA area and read as follows;

- 6.1.1 '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.

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.'

The compliance of the proposed uses under this LSP, in relation to the abovementioned State Planning Policy, is discussed at section 2.4.1 of this report.

2.2 REGIONAL AND SUB-REGIONAL PLANNING FRAMEWORK

2.2.1 PERTH AND PEEL @ 3.5 MILLION

The *Perth and Peel @ 3.5 Million* documents were finalised and released in March 2018, and provide a framework for the development of the Perth and Peel regions as the population reaches an estimated 3.5 million by 2050. The document seeks to meet the targets identified under *Directions 2031* and the *State Planning Strategy 2050*. The suite of documents include the over-arching Perth and Peel @ 3.5 million report and four planning frameworks for the Central, North-West, North-East and South Metropolitan Sub-Regions.

The subject site is identified as 'Industrial Centre' under the North-East Metropolitan Sub-Regional Planning Framework.

2.2.2 NORTH-EAST SUB-REGIONAL PLANNING FRAMEWORK

As noted above, the subject site is identified as an 'Industrial Centre' under the North-East Sub-Regional Planning Framework (the 'Framework').

The Framework includes the following objective for 'economic and employment' areas within the sub-region;

To promote employment opportunities and increase the number of people who live and work within the sub-region, with a focus on employment within the Midland strategic metropolitan centre and key strategic industrial centres, while maximising use of existing infrastructure.

The LSP has been assessed against the above objectives as follows:

- ▲ The LSP facilitates the use of currently vacant land for purposes aligned with the zoning under the Scheme, whilst optimising the use of existing infrastructure;
- ▲ The development of the site will provide for employment opportunities within the sub-region; and
- ▲ The proposed land uses maintain the focus on the key strategic industrial area.

On this basis, the LSP is considered to satisfy the objectives of the Framework.

2.2.3 ECONOMIC AND EMPLOYMENT LANDS STRATEGY: (NON-HEAVY INDUSTRIAL)

The *Economic and Employment Lands Strategy: (Non-Heavy Industrial)* (EELS) outlines the State Government's planning for the future of industrial land use in the Perth and Peel Regions. It builds on *Directions 2031 and Beyond*, and focuses on a strategy for industrial sites, on light and general industry uses and the future provision of industrial land.

The objectives of the EELS include the following:

- *To provide and ensure the ongoing availability of a supply of industrial land, including a buffer of undeveloped industrial land to be available if demand increases;*
- *Identify protection of a rolling 20-year 'industrial land bank' to ensure a supply of industrial land is available to meet future demand on an ongoing basis; and*
- *To provide appropriate protection for existing industrial land to sustain long-term industrial activities.*

The LSP supports the above objectives by providing the framework for the land to be developed for Light Industrial uses.

2.3 PLANNING STRATEGIES

2.3.1 KEWDALE-HAZELMERE INTEGRATED MASTERPLAN

The *Kewdale-Hazelmere Integrated Masterplan* ('Masterplan') was prepared in 2003 by the then Department of Planning and Infrastructure, in response to the *2002 Freight Network Review* and to ensure the area operates at optimal efficiency as a freight transport hub.

The subject site is included within the Hazelmere Precinct of the Masterplan. The objective for the Hazelmere Precinct is to provide for the efficient and effective use and development of the area, with the Masterplan highlighting the importance of the extension of Lloyd Street and realignment of the Midland Freight rail line.

The LSP is consistent with the Masterplan as it will facilitate the efficient and effective use of the subject land in accordance with the surrounding land uses.

2.3.2 HAZELMERE ENTERPRISE AREA STRUCTURE PLAN

The *Hazelmere Enterprise Area Structure Plan* ('Structure Plan') was prepared by the then Department of Planning and the City of Swan in 2011 as a strategic District Structure Plan.

The objectives of the Structure Plan are as follows;

- *provide a regional framework for the preparation of precinct plans based on the precincts identified in the Swan River System Landscape Description.*
- *provide a context for consistent and integrated planning and decision making in relation to the river.*
- *ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.*



Specific to the subject site, the Structure Plan notes the following;

- ▲ The Hazelmere Enterprise Area (HEA) is uniquely placed near main arterial routes, airports and rail lines, and is the only industrial precinct in Perth that can access inter and intra state networks for freight carrying loads in excess of 90 tonnes.
- ▲ The majority of the subject site is classified as 'Light Industrial' with the north-eastern corner of Lot 817 identified for the Lloyd Street Reserve.
- ▲ The subject site is included within 'Precinct 3 - HEA Buffer' which has the objective of providing a buffer between the HEA core and residential areas to the south and west. It is further identified within Precinct 3B to which the following requirements apply:
 - Sewer connection is required in order to subdivide or develop lots;
 - Local structure planning required to coordinate subdivision, infrastructure and development;
 - Restricted to Dry Industrial 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 Storm water Management Strategy; and
 - Landowners to cede land and construct road connection / improvements where required.

The LSP is consistent with the Structure Plan as it supports the Light Industrial classification and the objective of Precinct 3 by facilitating land uses which act as a buffer to the HEA Core area.

The requirements of Precinct 3B will be addressed at the Development Application stage.

2.3.3 CITY OF SWAN DRAFT LOCAL PLANNING STRATEGY

The City of Swan draft Local Planning Strategy (the 'Strategy') was presented to Council in February 2013. The Strategy was referred to the WAPC and was granted consent to progress with advertising on 17 October 2017. Advertising subsequently commenced on 2 July 2018 and closed on 3 September 2018.

A key objective of the Strategy is to provide for increased employment and commercial opportunities within the City. The LSP meets this objective of the Strategy by way of providing for additional employment and development opportunities.

The Strategy also sets out specific aims and strategies relating to environmentally acceptable industrial development which include the following;

- *Provide a range of industrial development opportunities from large scale general industry to small scale light industry, including associated commercial facilities necessary to meet the material and industrial service needs of the City and surrounding areas;*

- *Ensure an acceptable level of environmental performance and/or segregation for industry, with reference to potential impacts such as effluent discharge, aerial emissions, noise and visual amenity;*
- *Provide for the clustering of industrial activities with similar locational, servicing and performance requirements, so as to improve the efficiency of access, servicing and operation.*
- *Protect strategic industrial areas from encroachment by incompatible development with the potential to prejudice the on-going use of the land for industrial purposes;*
- *Facilitate the incorporation of small scale, low intensity industrial activity within commercial area and as home-based business within residential and rural areas, subject to suitable controls to ensure compatibility and the preservation of amenity.*

This LSP is aligned with the above in that the proposed land uses are compatible with the requirements of Light Industry which provide a buffer to the General Industry zone. It also retains the clustering effect of industrial uses related to freight movement and thereby protects the strategic industrial area.

Following public advertising, the Local Planning Strategy was considered by Council at its meeting of 28th August 2019. Advice obtained from City staff indicates that following Council's consideration, the Strategy has been forwarded to the WA Planning Commission for finalisation.

2.3.4 CITY OF SWAN GUILDFORD HAZELMERE LOCAL AREA PLAN (2015)

The *Guildford Hazelmere Local Area Plan* (LAP) was released by the City of Swan in April 2015 and provides a comprehensive, community-based plan, which identifies and considers social, economic and environmental issues for the Guildford-Hazelmere locality.

With regard to the subject site, the LAP notes the Hazelmere Enterprise Area has potential to develop into a key strategic business area and a specialist inter-regional transport hub.

The land uses proposed over the site by the LSP are consistent with the LAP as they will facilitate transport related services in the area.

2.4 POLICIES

2.4.1 STATE PLANNING POLICY 5.1 LAND USE PLANNING IN THE VICINITY OF PERTH AIRPORT

State Planning Policy 5.1 (SPP 5.1) applies to land which is, or may be, affected by aircraft noise associated with Perth Airport. SPP 5.1 is based on a system of aircraft noise measurement known as the Australian Noise Exposure Forecast (ANEF) system. Policy measures included in SPP 5.1 apply to land with a rating of ANEF 20 or greater.

The subject site has a rating of ANEF 20-25, with the majority of the three lots classified as ANEF 20 and the north-western corner of Lot 96 classified as ANEF 25. Pursuant to SPP 5.1, within the ANEF 20-25 area, Light Industrial development is considered 'acceptable'.

Therefore, the land uses proposed as part of this LSP are compliant with SPP 5.1



2.4.2 STATE PLANNING POLICY 4.1 – DRAFT STATE INDUSTRIAL BUFFER (AMENDED)

The draft *State Planning Policy 4.1* (SPP 4.1) provides for a state-wide, consistent approach to the protection and long-term security of industrial zones, transport terminals, other utilities and special uses. Draft SPP 4.1 also provides for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk.

The proposed land use would not result in industrial uses that could affect the rural residential area to the south in terms of noise, dust, odour or other impacting factors.



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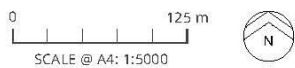
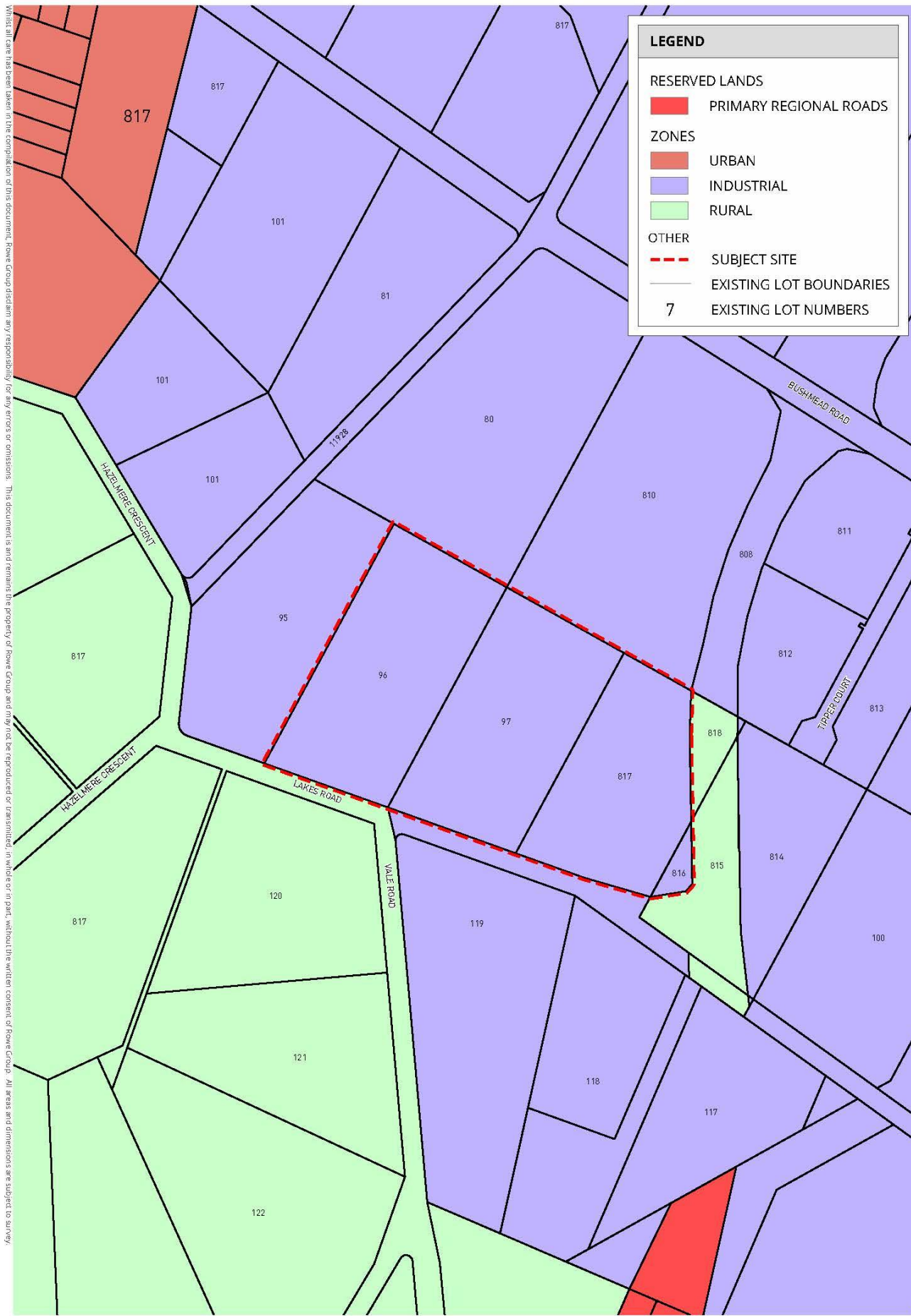
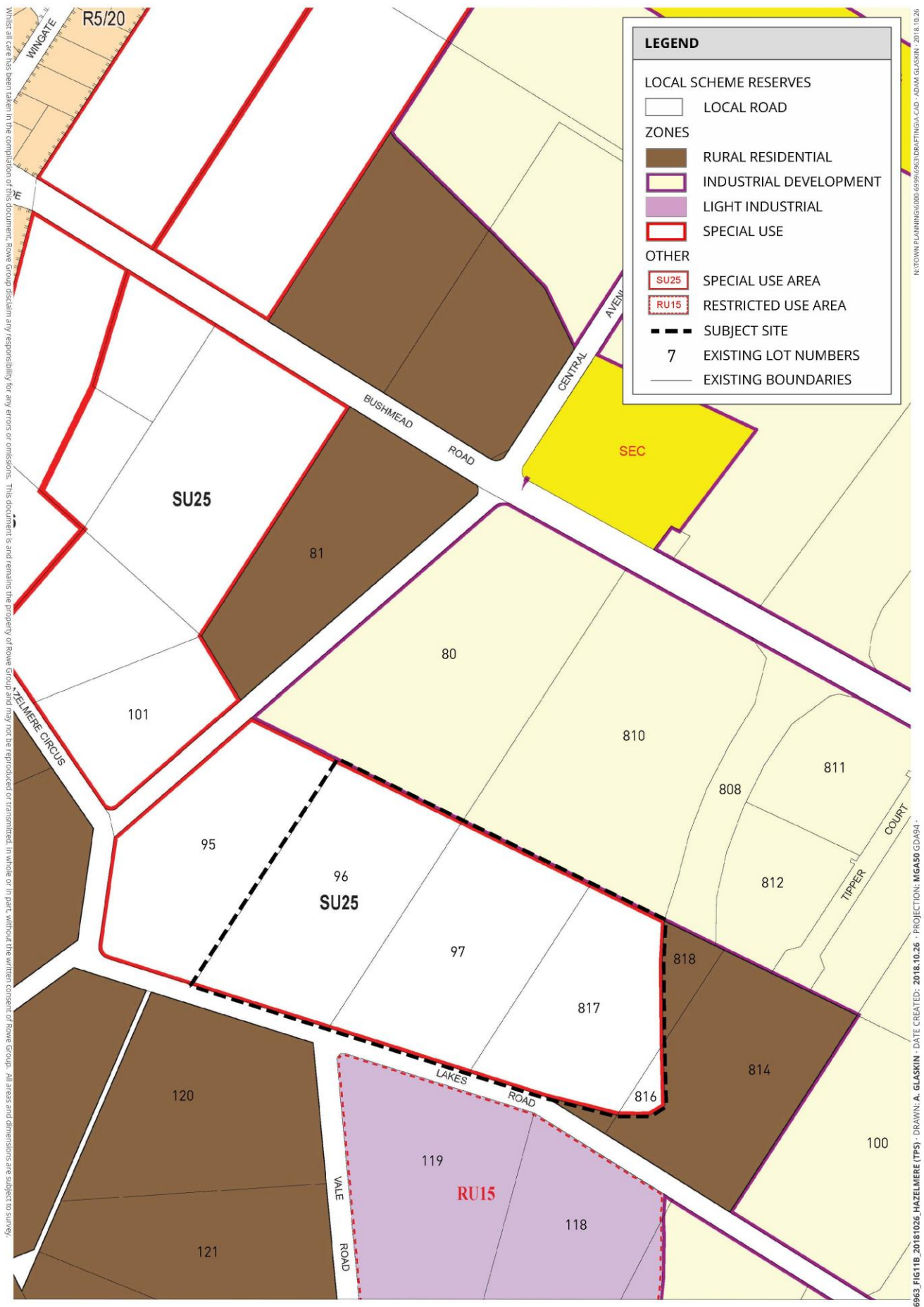


FIGURE 4
METROPOLITAN REGION SCHEME ZONING





SCALE @ A4: N.T.S.



FIGURE 5
LOCAL PLANNING SCHEME No. 17



3. SITE CONDITIONS AND CONSTRAINTS

3.1 BIODIVERSITY AND NATURAL AREA ASSETS

3.1.1 FLORA AND VEGETATION

The site has been fully cleared as a result of prior rural activities, with no native vegetation remaining.

3.2 LANDFORM AND SOILS

The site's elevation ranges from approximately 16 metres Australian Height Datum (mAHD) in the east, to approximately 13mAHD to the west of the site. The site is flat to gently sloping.

3.2.1 ACID SULPHATE SOILS

A review of the Department of Water and Environmental Regulation (DWER) Acid Sulphate Soils (ASS) Mapping system shows that the subject site has a moderate to low risk of ASS occurring within 3 metres of natural soil surface, but a high to moderate risk of ASS beyond 3 metres of natural soil surface.

3.2.2 CONTAMINATION

A review of the DWER Contaminated Sites Database identifies no contaminated sites existing within or adjacent to the subject site.

3.3 GROUNDWATER AND SURFACE WATER

A Land Capability Assessment has been prepared for the site by Bayley Environmental, and is provided at Appendix 6. A Local Water Management Strategy has also been prepared for the site, provided at Appendix 5. The Local Water Management Strategy was approved by the Department of Water & Environmental Regulation on 25th July 2018.

3.3.1 GROUNDWATER

Groundwater occurs at a moderate depth beneath the site and flows north-northwest towards the Helena River at a gradient of about 0.0015.

Published data on groundwater levels at the site are limited. DWER minimum groundwater contour data suggest the minimum groundwater level beneath the site is approximately 6.5-7 metres, giving a maximum depth to groundwater of between 6.5 and 9 metres.

Extrapolation of DWER maximum groundwater contours from the nearest mapping 1 kilometre to the west suggests a maximum groundwater level of between 9 and 10 metres beneath the site, implying a minimum depth to groundwater of approximately 5-6 metres.

The DWER's Perth Groundwater Map indicates a minimum depth to groundwater beneath the site of between 6.3 and 9 metres.

3.3.2 SURFACE WATER

There is no naturally occurring surface water on or immediately adjacent to the site.

The nearest surface water body to the site is Hazelmere Lake, which consists of two water bodies located approximately 100 metres south-west and 250 metres west of the site. DWER mapping indicates the site lies across the groundwater gradient, although groundwater from the western end of the site may reach the northern water body of the lake.

3.4 BUSHFIRE HAZARD

Land to the west of Lot 96 and the western portion of this lot is identified as being bushfire prone. A Bushfire Management Plan (BMP) has been prepared by Bushfire Prone Planning in support of the proposed LSP in accordance with the bushfire protection criteria outlined within *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* (WAPC 2015), the *Guidelines for Planning in Bushfire Prone Areas* (WAPC and DFES 2017) and *Australian Standard 3959-2009 Construction of buildings in bushfire prone areas* (AS 3959) (Standards Australia 2009).

Further information in relation to the assessment is included within Part 4 of this report.

3.5 HERITAGE

3.5.1 INDIGENOUS HERITAGE

A search of the Department of Aboriginal Affairs *Aboriginal Heritage Inquiry System* identified the subject site is within two Registered Aboriginal Sites, being 'Site 3758 – Helena River' and 'Site 4385 – Bushmead Road Complex'.

Given the area surrounding the subject site is already developed, it is not expected the above listings will impact the development potential of the subject site.

Please refer Appendix 2 – Aboriginal Heritage Reports.

3.5.2 NON-INDIGENOUS HERITAGE

A search of the Heritage Council of Western Australia *Heritage Places Database* and the City of Stirling *Municipal Heritage List* identified no sites of non-indigenous heritage significance for the LSP area.

3.6 CONTEXT AND OTHER LAND USE CONSTRAINTS

The subject site is located approximately 4 kilometres south of the Midland Gate Shopping Centre, approximately 2 kilometres from existing residential areas to the west, 750 metres from the intersection of Stirling Crescent and Great Eastern Highway Bypass, and is located immediately adjacent to the Hazelmere Industrial area.

The subject site provides for an important transition between existing residential areas to the west and industrial uses to the east. The land uses proposed under the LSP provide for a gradual transition between the General Industrial uses and Residential zones. The LSP provides for the opportunity to develop Light Industrial land uses, which will have a significantly lesser impact on adjacent residential areas compared to that of a wholly industrial estate.

4. LAND USE AND SUBDIVISION REQUIREMENTS

4.1 REQUIREMENT FOR A LOCAL STRUCTURE PLAN

Item 1 of the provisions of the 'Special Use 25' zone under the City of Swan LPS17 states as follows:

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.

Accordingly, this LSP has been prepared for the subject lots to facilitate future development on the land.

The area of 'Special Use Zone 25' extends from the subject site to the west along Lakes Road and north of Hazelmere Circus to Stirling Crescent. The inclusion of the subject lots in this LSP would not prejudice the future structure planning and development of other lots within the Special Use 25 zone, which may be subject to separate Local Structure Plans.

4.2 LAND USE

The LSP sets out land use, environmental considerations and servicing requirements for the subject site.

Development at the subject site is anticipated to comprise an 18,000m² building on Lot 96 and a 20,000m² building and truck parking over the balance of the site. The site is also intended to comprise ancillary uses, hardstand areas, parking, stormwater containment, effluent disposal systems and landscaping as required. Access ways designed for heavy vehicles are proposed to provide integrated vehicle manoeuvring across all of the lots.

Lot 816 is not of sufficient size (approximately 1,473m²) to enable a stand-alone development, and should it be acquired by the proponent it would be amalgamated with Lot 817 and developed in conjunction with this lot.

Land use permissibility within the 'Special Use 25' zone is required to be in accordance with use classes listed for the 'Light Industrial' zone under LPS 17, and cross referenced with symbols of 'P', 'D' and 'A'.

Within the 'Light Industrial' zone, as described in the Zoning Table of LPS17, the proposed land use is classified as follows:

- ▲ 'Warehouse' - 'P' means that the use is permitted by the Scheme provided the use complies with the relevant development standards and the requirements of the Scheme
- ▲ 'Transport Depot' - 'X' means the use is not permitted.

Notwithstanding Transport Depot being a non-permitted use within the Light Industrial zone under LPS 17, the Special Use 25 zone makes provision for the permissibility of 'Other Uses'. The proposed 'Transport Depot' use at the subject site is therefore sought to be approved as an 'Other Use' under those provisions. This approach has been informally supported by staff from the City of Swan and the Department of Planning, Lands & Heritage.

4.3 OPEN SPACE

In accordance with *Development Control Policy 4.1 – Industrial Subdivision*, the LSP does not provide for any new areas of public open space.

4.4 RESIDENTIAL

The LSP does not propose any new areas of residential development.

4.5 MOVEMENT NETWORK

The following provides a summary of the existing and proposed movement network.

4.5.1 EXISTING ROAD NETWORK

4.5.1.1 LAKES ROAD

Lakes Road forms the southern boundary of the subject site and is classified as an Access Road under the Main Roads Functional Road Hierarchy. Lakes Road is constructed as a single, sealed carriageway and is intended to perform the function of providing access to properties along Lakes Road. This allows frequent connections to local streets with a low percentage of trucks and a bus route.

The subject site currently has three access points off Lakes Road.

4.5.1.2 STIRLING CRESCENT

Stirling Crescent is situated to the east of the subject site and provides a connection from the site to the Great Eastern Highway Bypass and Roe Highway, via Lakes Road.

Stirling Crescent is classified as a 'Distributor B' road under the Main Roads Functional Hierarchy and is constructed as dual carriageway. It is intended to perform the function of carrying traffic between industrial, commercial and residential areas. These allow frequent connections to local streets and include truck routes.

4.5.1.3 GREAT EASTERN HIGHWAY BYPASS AND ROE HIGHWAY

Both Great Eastern Highway Bypass (GEHB) and Roe Highway are classified as State Roads – Primary Distributors under the Main Roads Functional Hierarchy. The GEHB and Roe Highway are constructed as median-divided dual carriageways. Both roads are designed to provide for major regional and inter-regional traffic movement and to carry large volumes of fast moving traffic. Some of these roads are freight routes.

4.5.2 TRANSPORT IMPACT ASSESSMENT

A Transport Impact Assessment (TIA) has been prepared by Transcore in support of the Structure Plan.

The TIA reviews the traffic generation and distribution of the proposed LSP area and assesses the impact of the predicted traffic generated through the LSP on the surrounding road network. A summary of the TIA is as follows:

- ▲ The TIA is based upon the future development of the site, consisting of an 18,000m² warehouse building on Lot 96 and a 20,000m² building and truck parking over the balance of the site (Transport Depot). The proposed LSP area is estimated to generate about 1,120vpd;
- ▲ At present, there are no existing bus services and bus stops within walking distance of the subject site. It is unlikely the low employment densities associated with industrial land uses in the vicinity of the LSP area would provide a sufficient demand to warrant increased or dedicated public transport services to the area;
- ▲ The modelling and analysis undertaken for the LSP indicate that the projected traffic volumes on the internal road network would be less than 3,000vpd for all the roads within the LSP area and therefore 20m road reserves including 10m carriageway would be sufficient for all LSP roads to accommodate the LSP traffic;
- ▲ The projected traffic volume on Lakes Road after full development of the LSP area is anticipated to be less than 3,000vpd. Accordingly, the future standard of Lakes Road as a rural road should include 2x3.5m traffic lanes plus shoulder width of 2m including 1m sealed shoulder on each side of this road between the LSP area and Lloyd Street extension. The proposed standard of Lakes Road will facilitate the turning movement of heavy vehicles in and out of the proposed development in a lane correct manner;
- ▲ The proposed development would not generate any heavy vehicles larger than 19.0m semi-trailers (as-of-right vehicles) along Lakes Road. Therefore RAV classification of Lakes Road is not required to be changed;
- ▲ Traffic analysis undertaken for the proposed crossovers on Lakes Road indicate that these crossovers would operate satisfactorily and well within capacity as basic priority controlled T-intersections in 2021 and 2031 PM peak hours. These crossovers will be designed to accommodate the turning movements of different type of vehicles which will be generated by the proposed development.

A copy of the TIA is contained within Appendix 3.

4.6 BUSHFIRE HAZARD ASSESSMENT

A Bushfire Management Plan (BMP) has been prepared by Bushfire Prone Planning in support of the proposed LSP in accordance with the bushfire protection criteria outlined within *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* (WAPC 2015), the *Guidelines for Planning in Bushfire Prone Areas* (WAPC and DFES 2017) and *Australian Standard 3959-2009 Construction of buildings in bushfire prone areas* (AS 3959) (Standards Australia 2009). A copy of the BMP is provided at Appendix 4.

The outcomes of the BMP indicate the bushfire protection criteria outlined within the Guidelines (WAPC and DFES 2017) can be achieved as part of the proposed development. The Bushfire Attack Level rating (BAL rating) determined for the site is BAL rating 12.5 for Lots 96 and 97, with Lot 817 having a rating of BAL 19. It is possible for the BAL on Lot 817 to be reduced, subject to considered positioning of the proposed development on the lot which could occur as part of any development application for the site.

4.7 WATER MANAGEMENT

A Local Water Management Strategy (LWMS) has been prepared by Hyd2o in support of the proposed LSP. Approval for the LWMS was granted by the Department of Water & Environmental Regulation on 25th July 2018. A copy of the approved LWMS is provided at Appendix 5.

The LWMS provides an integrated total water cycle management approach to development, with an assessment of the pre-development environment, development of water use sustainability initiatives, a stormwater management strategy, a groundwater management strategy and an implementation plan.

The document has been prepared consistent with the overarching *Hazelmere Enterprise Area District Stormwater Management Strategy* (AECOM, 2010) and also in accordance with the principles, objectives, and key criteria of *Better Urban Water Management* (Western Australian Planning Commission (WAPC), 2008).

A copy of the LWMS is contained within Appendix 5 and is summarised as follows:

- ▲ The site is mapped as having a moderate to low risk of acid sulphate soils occurring within 3 metres of the natural surface;
- ▲ There are no listed contaminated sites occurring within the site;
- ▲ There are no wetlands located within the site boundary. The site is greater than 50 metres from 'Hazelmere Lake North' and 'Hazelmere Lake South', being two Resource Enhancement Wetlands;
- ▲ Groundwater levels measured at bores in close proximity to the site range from 6.31 metres AHD to 16.89 metres AHD;
- ▲ The proposed industrial development is anticipated to significantly reduce the quantities of nutrients applied across the site and therefore improve the quality of the groundwater;
- ▲ Stormwater from roads is to be discharged into stormwater storage areas. The conditions within the site are suitable for the use of stormwater infiltration storage areas for the first 15mm of rainfall; with porous draining soils and adequate depth to the groundwater table. Stormwater infiltration storage areas will be suitably constructed to include bio-filtration media and suitable plantings;
- ▲ The method of on-site stormwater disposal will be determined as part of an Urban Water Management Plan, however the LWMS recommends that best management practices be applied such as the storage of hazardous materials in a bunded compound, washdown pads being designed to collect all water and residue in impervious collection sumps with impervious bunds; and stormwater being appropriately treated which may include gross pollutant traps and/or oil separators.

A copy of the approved LWMS is contained at Appendix 5.

4.8 EDUCATION FACILITIES

The LSP does not propose the creation of any new school sites nor trigger the requirement for a new school site.

4.9 ACTIVITY CENTRES AND EMPLOYMENT

In accordance with *State Planning Policy 4.2 – Activity Centres for Perth and Peel* (SPP 4.2), the closest Strategic Metropolitan Centre to the site is Midland Gate Shopping Centre, which is located approximately 4 kilometres to the north.

The LSP will provide for new commercial development and employment opportunities within the area, supporting the existing centres within the north-west corridor. The development of Light Industrial land uses will support the existing Hazelmere Industrial Area whilst providing for a range of additional employment opportunities for local residents.

The establishment of new businesses as a result of the LSP will also provide for additional employment opportunities within the locality.

4.10 INFRASTRUCTURE COORDINATION, SERVICING AND STAGING

4.10.1 WATER SUPPLY

Water supply infrastructure is available to the subject site. Water Corporation will need to be contacted once the details of the development are known to confirm the capacity of the infrastructure and whether any upgrades are required.

4.10.2 SEWERAGE/EFFLUENT DISPOSAL

The site is not connected to the reticulated sewerage network, with the provisions of 'Special Use 25' requiring suitable demonstration the quality and volume of effluent associated with the development can be suitably disposed of on-site. Bayley Environmental Services was commissioned in January 2017 to carry out a land capability assessment in support of proposed LSP. A copy of the Land Capability Assessment is provided at Appendix 6.

The assessment included:

- ▲ Collation of published and unpublished information on the lots, including aerial photography, topographic, soil and groundwater mapping;
- ▲ Excavation of six test pits (two on each lot) to inspect soil profiles;
- ▲ Four constant-head soil permeability tests (two on each soil type); and
- ▲ Assessment of site capability and capacity against the Department of Health requirements.

The findings of the assessment are summarised below:

- ▲ The requirements for on-site effluent disposal, as described in the Government Sewerage Policy, are met within the site with respect to slope, depth to groundwater, separation from surface water bodies, soil permeability and flooding risk;
- ▲ The anticipated volume of effluent to be generated per day is within the maximum quantities specified by the Department of Health WA, based upon a conservative estimate of staff to be employed within each of the premises; and

- ▲ The soil types and hydrology of the site will enable the use of a septic tank/leach drain system, with a conceptual design having been prepared for each of the lots.

Based upon the above, the anticipated waste water associated with development anticipated for the LSP is capable of being disposed of on site.

Refer Appendix 6 – Land Capability Assessment for On-site Effluent Disposal.

4.10.3 GAS

There is existing gas infrastructure located adjacent to the subject site. Gas supply is not anticipated to present a constraint to the development.

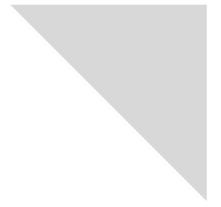
4.10.4 ELECTRICITY

Existing power infrastructure is available to the subject site. Western Power will need to be contacted once the details of the development are known to confirm the capacity of the infrastructure and whether any upgrades are required.

4.11 DEVELOPMENT CONTRIBUTION ARRANGEMENTS

The subject site is not included within any Development Contribution areas.



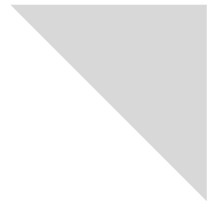


PART THREE

TECHNICAL APPENDICES



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DESIGN

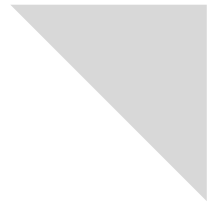


APPENDIX 1

CERTIFICATES OF TITLE



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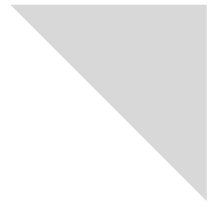


APPENDIX 2

ABORIGINAL HERITAGE REPORTS



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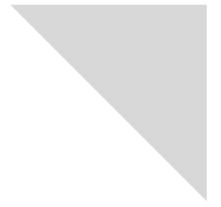


APPENDIX 3

TRANSPORT IMPACT ASSESSMENT



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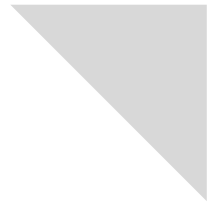


APPENDIX 4

BUSHFIRE MANAGEMENT PLAN



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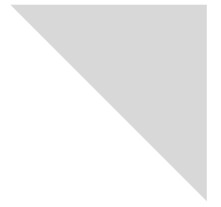


APPENDIX 5

APPROVED LOCAL WATER MANAGEMENT STRATEGY



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DESIGN



APPENDIX 6

LAND CAPABILITY ASSESSMENT



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