

LOCAL STRUCTURE PLAN

for

LOT 59 BUSHMEAD ROAD, HAZELMERE.



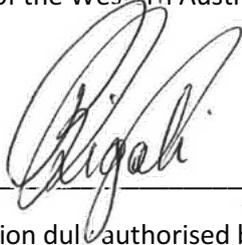
**Prepared by
STATEWEST PLANNING
May 2019**

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

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

3 June 2020 _____ 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

4 June 2020 _____ Date

3 June 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 59 Bushmead Road in the locality of Hazelmere. The LSP area is approximately 4.44ha 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 site is privately owned and located approximately 2.5km 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 a 'Transport Depot' and 'Light Industrial', which will secure the existing Transport Depot land use and on the lot and provide for Light Industrial uses on the balance of the land. 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' land to the west.

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	4.44 hectares	
Area of each land use proposed <ul style="list-style-type: none"> • Residential • Commercial • Industrial • Rural Residential 	4.44 hectares	
Total estimated lot yield	Currently 1 lot, will remain 1 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"> • Regional open space • District open space • Neighbourhood parks • Local parks 	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

CONTENTS

Part One - Implementation

1. LSP Area
2. Operation
3. Staging
4. Subdivision and Development Requirements
5. Other Requirements

Part Two – Explanatory

1. **Planning Background**
 - 1.1. Introduction and Purpose
 - 1.2. Land Description
 - 1.3. Planning Framework
 - 1.3.1. Zoning and Reservations
 - 1.3.2. Regional and Sub-Regional Structure Plans
 - 1.3.3. Planning Strategies
 - 1.3.4. Policies
 - 1.3.5. Guidelines
2. **Site Conditions and Constraints**
 - 2.1. Flora and Vegetation
 - 2.2. Landform and Soils
 - 2.3. Acid Sulphate Soils
 - 2.4. Contamination
 - 2.5. Groundwater and Surface Water
 - 2.6. Bushfire Hazard
 - 2.7. Heritage
 - 2.8. Context and other land use constraints and opportunities
3. **Land Use and Development Requirements**
 - 3.1. Requirement for a Local Structure Plan
 - 3.2. Land Use
 - 3.3. Open Space
 - 3.4. Residential
 - 3.5. Education Facilities
 - 3.6. Water Management
 - 3.7. Movement networks
4. **Infrastructure Coordination & Servicing**
 - 4.1 Water supply
 - 4.2 Sewerage/Effluent Disposal
 - 4.3 Gas
 - 4.4 Electricity
 - 4.5 Telecommunications
 - 4.6 Developer Contributions

PLANS & DOCUMENTS

- Certificate of Title
- Deposited Plan
- 1. Local Structure Plan
- 2. Location Plan
- 3. Aerial Photo
- 4. Metropolitan Region Scheme Zoning
- 5. Local Planning Scheme No. 17 Zoning

APPENDIX

1. Local Water Management Strategy
2. Traffic Impact Statement
3. BAL Contour Plan

PART ONE – IMPLEMENTATION

1. LSP AREA

The subject area comprises of:

Lot No.	59 Bushmead Road	Area ha	4.4384
---------	------------------	---------	--------

The total land area is 4.4384 ha.

2. Operation

The date the structure plans comes into effect 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 the subject lot.

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

4.3 DEVELOPMENT REQUIREMENTS

4.3.1 Bushfire

The Local Structure Plan is located within a designated Bushfire Prone Area and is supported by a Bushfire Attack Level (BAL) report prepared as per the requirements of State Planning Policy (SPP) 3.7. The BAL report indicates the site can be developed.

4.3.2 Notification on title

The decision makers as per SPP 3.7, 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 lot 59 Bushmead Road Hazelmere is provided in Appendix 1.

PART TWO – EXPLANATORY

1. PLANNING BACKGROUND

1.1 Introduction & Purpose

This LSP has been prepared to guide development of the subject property. It has been prepared to address the requirements of the City of Swan Local Planning Scheme N^o 17, specifically 'Special Use 25' conditions.

1.2 Land Description

Lot No.	59 Bushmead Road	Area ha	4.4384
---------	------------------	---------	--------

1.2.1 Location

The subject site is located in Hazelmere (refer Location Plan). The site has direct access onto Bushmead Road and is generally bounded by Stirling Crescent to the north, Central Avenue and the future Lloyd Street extension to the east and Wingate Avenue 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 4.4384 ha in area and comprises 1 privately owned lot. This is described at 1.2.3 below.

Historically, a portion of the land was zoned Industrial Development with the balance zoned Rural Residential. A Transport Depot was approved and established on the Industrial Development zoned portion. Previous City of Swan planning proposed the extension of Amherst Road through the subject site delineating a boundary between the zones. The remaining land is predominantly cleared and contains a residential dwelling 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. 59 Bushmead Road	1651	424	Ridgeport Holdings 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 28th 2017.

The amendment rezoned the land from 'Industrial Development' and '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 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 site is included in the City's LPS 17 Part 6 - special control area 'Aircraft Noise Exposure Areas' as a location in the ANEF 25-30 level as per schedule 12 of the Scheme. The clauses 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'

1.3.3 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 use of 'transport depot' for the subject site via the LSP is 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 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 the HEASP and the 3B precinct with the proposed land use acting as a lower impact use between the General Industry in the core HEASP area and the special Use 16 in Precinct 3A. 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'. 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.

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 use 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 will be prepared and lodged with the 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 the 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 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 lot has historically been cleared for agricultural grazing with all understory removed. A few trees remain on the site providing shade for the horses in the paddocks.

There are no Bush Forever sites on the land.

2.2 Landforms and soils

The site is flat with AHD heights of 13 metres at the rear gently sloping towards the front at 12 metres. There is a basin on the site used for the management of stormwater from the existing approved transport depot.

2.3 Acid Sulphate Soils

The Department of Water and Environmental Regulation (DWER) Acid Sulphate Soils mapping show that there are no known acid sulphate soils disturbance risks.

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 3.5m AHD and 4.5m AHD.

The Maximum Groundwater Level (MGL) monitoring completed as part of the District Water Management Strategy, based on two bores close to the site indicated a MGL of 8m AHD in the northwest corner and 10m AHD at the southeast corner of the site.

The groundwater clearance at the proposed basin location is approximately 3m which is suitable clearance for an infiltration drainage basin.

2.5.2 Surface water

There are no naturally occurring creeks on the site and existing approved industrial land use (transport depot & hardstand) on the rear portion of the site has an approved drainage basin to manage stormwater. The management of the existing stormwater and basin is dealt with in the LWMS.

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 BAL 12.5 to BAL 29 may occur on the site (SPP 3.7, cl. 6.2). A BAL Contour plan has been prepared for the site to fulfil this requirement and this confirms development can occur on the site. A Bushfire Management Plan will likely be required to support a Development Application.

A copy of the BAL report is provided in Appendix 3.

The outcome of the BAL plan 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 BAL contour report will confirm if it is in the BAL Low or higher.

The attached 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. No specific sites affecting lot 59 were identified in this review.

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.

Lot 59 is approximately 2 kilometres from Midland Gate Shopping Centre activity centre and 250m from the Western Power sub-station site. The existing residential land is approximately 250m to the east.

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 Lot 59. In the preparation of this LSP the land owners to the North were contacted and they confirmed they have no plans for any specific land use. 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 the Transport Depot and Light Industrial portions. It is intended to have Transport Depot and Light Industrial land uses as listed in the City of Swan LPS No.17. The Light Industrial portion of the site will include ancillary uses like effluent disposal systems, staff parking, stormwater management systems, cross-overs, parking, accessway for as of right service vehicles onsite and onto Bushmead Road, ancillary buildings and landscaping as required. The Light Industrial land uses as listed in the LPS No.17 with a "P", "D" or "A" will, with approval from the City of Swan, act as a transition zone between the land zoned General Industry adjoining the south-eastern boundary of the site and the residential land located to the west of the future proposed Amherst Road extension.

Future development shall correspond to 'P' (permitted) use classes listed in the zoning table against the 'Light Industrial' zone under the City of Swan Local Planning Scheme No.17 (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 (Hazelmere Enterprise Area District Structure Plan) as well as the other conditions listed in the Special Use Zone No.25 under LPS17.

Access for RAV vehicles for the Transport Depot will be via an easement on lot 403 to Central Avenue allowing direct connection to the existing RAV 7 network. The vehicles will then travel east on Bushmead Road. This RAV 7 network is designed to the specifications required for heavy vehicles movement in a co-ordinated manner. The light industrial land uses will access the site via a cross-over on the eastern boundary of the lot frontage to Bushmead Road.

The land uses permitted in "Special Use 25" are to be

" The Use classes listed in the Zoning Table against the 'Light Industrial' Zone and cross referenced with the symbols of 'P' 'D' and 'A'

Other Uses"

LPS 17 zoning table for "Light Industrial" listed the proposed use of "Transport Depot" as an "X" use meaning it is not permitted.

The provisions of "Special Use 25" allow for the approval of 'Other Uses'. The proposal for the use 'Transport Depot' for the portion shown on the site plan is therefore sought to secure this historically approved use under the provisions of "Special Use 25" as an 'Other Use'.

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 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 Appendix 2 and the key points are outlined below:

- Groundwater levels measure at two bores in close proximity to the subject site show a maximum groundwater level (MGL) of 8m AHD in the northwest corner and 10m AHD in the southeast corner.
- 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 Bushmead 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 Bushmead Road

Bushmead Road is on the southern boundary of the subject site and is classified in the Main Roads Hierarchy as a Distributor B Road. Industrial traffic has access to the Great Eastern Highway Bypass and Roe Highway via Bushmead Rd and Stirling Crescent heading east. Bushmead Road is a sealed constructed single carriageway which services the Hazelmere Industrial Area providing movement connections for commercial vehicles and trucks in the commercial and industrial areas.

The existing site currently has access directly onto Bushmead Road for the residential dwelling and the LSP would maintain that access. The existing approved transport depot accesses the rear portion of the site via Central Avenue and across the adjoining Lot 403. Lot 59 has no road frontage to Central Avenue. This method of access will be maintained for the transport depot. This method was originally due to not wanting industrial traffic to cross the rural residential zoned land. This dual zoning over portions of the land no longer exists so access for light industrial land uses / as of right vehicles can be directly from Bushmead Road.

3.7.2 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 Bushmead Road to the Great Eastern Highway Bypass.

3.7.3 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.

3.7.4 Transport Impact Statement

A Traffic Impact Statement (TIS) Report has been prepared by Donald Veal Consultants to support the Structure Plan. 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 for the portion of Bushmead Road just west of the site according to MRWA's traffic map are under 6,867 in 2015/16
- The portion of Bushmead Road 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 Bushmead Road and Central Avenue 200m east of the site. The existing road seal is suitable for inclusion in the RAV network with minor verge upgrades.
- The requirement for any road upgrades will form part of a future Development Application.
- The nearest bus stop is 700m 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 Bushmead Road 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 road running parallel to Bushmead Road at the rear of the site, this will increase connectivity to the site. The proposed road is purely conceptual at this stage with no design or funding currently available.
- It is expected the majority of the outgoing and return trips would be via Bushmead Road east and Stirling Crescent, or in the longer term via the new Lloyd 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 Bushmead Road and adequate room for vehicle turning movements.
- The Transport Depot RAV rated vehicles will have access to the RAV network via Central Avenue

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 site currently contains a residential dwelling 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 Gas

There is 100 PVC 1.5mp 70kPa gas infrastructure in the Bushmead Road reserve adjacent to the subject site.

4.4 Electricity

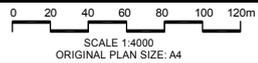
The existing site is serviced by Western Power, there is low voltage overhead and high voltage underground cable installed in the road verge.

4.5 Telecommunication

The subject site can be serviced from the existing infrastructure located in the Bushmead Road reserve and the current dwelling is serviced via the copper network, Optus do have a fibre network in the road reserve.

4.6 Development contribution area

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



Statewest Planning
Midland House
69 Great Northern Highway, Midland
PO Box 1377, Midland WA 6936
t. 9274 1363 m. 0418 932 792
e. simon.ohara@statewestplanning.com.au

LEGEND:

- Subject Land.....
- Indicative Landscaping Location
- Indicative Cross-over.....
- Light Industrial.....
- Transport Depot.....

LOCAL STRUCTURE PLAN

LOT 59 BUSHMEAD ROAD
HAZELMERE
City of Swan