



# **HAZELMERE ENTERPRISE AREA PRECINCT 9A LOCAL STRUCTURE PLAN**

**LOTS 6 AND 97 ADELAIDE STREET; PART LOTS 2 AND 3,  
LOTS 15, 50, 199, 200, 201, AND 500 MIDLAND ROAD; AND  
LOT 10, PART LOT 148 AND LOT 149 TALBOT ROAD,  
HAZELMERE**

**CITY OF SWAN**

**JANUARY 2019**

**Issue 7**



**BURGESS** | DESIGN  
GROUP  
TOWN PLANNING + URBAN DESIGN



**Lots 6 and 97 Adelaide Street; Part Lots 2 and 3, Lots 15, 50, 199,  
200, 201, and 500 Midland Road; and Lot 10, Part Lot 148 and Lot  
149 Talbot Road, Hazelmere**

City of Swan

**Hazelmere Enterprise Area Precinct 9A  
Local Structure Plan  
SPN/2133**

Issue 7: January 2019

Prepared for: **Hazelmere Landowners Group**

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Revision No: 7

Quality Assurance

Issue/Version:	Date:	Author:	Reviewer:
1	23 April 2015	Mitch Bisby	Mark Szabo
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4	07 April 2016	Mitch Bisby	Mark Szabo
5	10 February 2017	Mitch Bisby	Mark Szabo
6 (WAPC Modifications 20/8/18)	19 December 2018	Zarina MacDonald	Mitch Bisby
7 (WAPC Modifications to SP Map)	10 January 2019	Zarina MacDonald	Mark Szabo

**FORMAL ADOPTION OF THE LOCAL STRUCTURE PLAN FOR LOTS 6 AND 97 ADELAIDE STREET; PART  
LOTS 2 AND 3, LOTS 15, 50, 199, 200, 201, AND 500 MIDLAND ROAD; AND LOT 10, PART LOT 148  
AND LOT 149 TALBOT ROAD, HAZELMERE, CITY OF SWAN**

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:

24 May 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

24 May 2019

\_\_\_\_\_ Date

24 May 2029

\_\_\_\_\_ Date of Expiry

TABLE 1: AMENDMENTS

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



## EXECUTIVE SUMMARY

This Structure Plan applies to Lots 6 and 97 Adelaide Street; Part Lots 2 and 3, Lots 15, 50, 199, 200, 201, and 500 Midland Road; and Lot 10, Part Lot 148 and Lot 149 Talbot Road, Hazelmere, and has been prepared to refine and implement the objectives of the Hazelmere Enterprise Area Structure Plan.

The proposed Light Industrial development is an ideal and timely addition to the Hazelmere Enterprise Area, and will aid in alleviating the predicted shortfall of light industrial land supply in the region. To that end, the Structure Plan provides for the development of 'Dry' light Industry as a solution to the lack of capacity in the reticulated sewer infrastructure in the area.

A summary of the key statistics is provided in Table 2 below:

**TABLE 2: SUMMARY**

ITEM	DATA		STRUCTURE PLAN, PART TWO, REF (SECTION NO.)
Total area covered by the structure plan	54.7996	hectares	1.2.2
Area of each land use proposed:	Hectares	Lot Yield	3.3
- Light Industrial	53.9249	NA	
- Additional Use			
o Caravan Park	14.9877	NA	

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## ABBREVIATIONS

AHD	Australian Height Datum
ASS	Acid Sulfate Soil
EELS	Economic and Employment Land Strategy
HEASP	Hazelmere Enterprise Area Structure Plan
ILCA	Draft Industrial Land Capacity Assessment
LPS17	City of Swan Local Planning Scheme No.17
LSP	Hazelmere Enterprise Area Precinct 9A Structure Plan
MRS	Metropolitan Region Scheme
TEC	Threatened Ecological Community
WAPC	Western Australian Planning Commission



## 1. STRUCTURE PLAN AREA

The Hazelmere Enterprise Area Precinct 9A Local Structure Plan (LSP) shall apply to Lots 6 and 97 Adelaide Street; Part Lots 2 and 3, Lots 15, 50, 199, 200, 201, and 500 Midland Road; and Lot 10, Part Lot 148 and Lot 149 Talbot Road, Hazelmere (the subject site) (refer to **Plan 1 – Structure Plan Map**).

## 2. OPERATION

This Local Structure Plan comes into effect on the day on which it is approved by the Western Australia Planning Commission (the Commission) and is valid for a period of 10 years from that date, or another period as determined by the Commission in accordance with Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

## 3. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

The Structure Plan Map (refer to **Plan 1 - Structure Plan Map**) outlines land use, zones and reserves applicable within the structure plan area.

### 3.1 Land Use

Development within the Structure Plan area shall be restricted to 'Dry Industry' until such time as the land is connected to a reticulated sewerage service.

Dry Industry is defined as:

*“means any land use permitted by the Scheme where it can be demonstrated that the quality and volume of effluent generated onsite can be successfully disposed of, without adverse environmental or public health effects, using effluent disposal systems approved by the Department of Health, on the advice of the Department of Water and Environmental Regulation. In addition development shall be restricted to the type which is predicted to generate waste water (including trade waste) intended for disposal onsite at a daily volume not exceeding 540 litres per 2000m<sup>2</sup> of site area.”*

### 3.2 Subdivision

Subdivision of 'Light Industrial' zoned land shall provide a minimum lot size of not less than 2,000m<sup>2</sup>.

### 3.3 Bushfire Management

Any Development within areas identified as being 'Bushfire Prone Area' on the Structure Plan Map shall be in accordance with the Approved Bushfire Management Plan contained at **Appendix 3**. These requirements are subject to further investigations at subdivision or development approval stage to determine the level of hazard mitigation required (e.g. building protection zone setbacks and evacuation and response planning).

### 3.4 Land Use Interface

It is important that Light Industrial uses ensure compatibility with adjacent development. This is largely achieved through the use of road interfaces to adjacent areas, and as such, no additional requirements have been specified for the majority of the site.

However, two areas have been identified on the Structure Plan Map as requiring specific interface treatments. These requirements are detailed below.

### 3.4.1 Land abutting the 'Additional Use' area

Any proposed 'Light Industrial' development abutting or within the 'Additional Use' area designated over Lots 6 and 97 Adelaide Street, and Part Lot 500 Midland Road, Hazelmere may be permitted in accordance with the City's Planning Policy and Scheme requirements.

### 3.4.2 Lot 6 Adelaide Street

Any proposed 'Light Industrial' development along the eastern boundary of Lot 6 Adelaide Street, where it abuts the western boundary of Lot 50 Midland Road, must provide adequate screening so as to preserve the amenity of the existing Church within Lot 50. This screening may comprise:

- a) a solid masonry or concrete fence 2.5m in height and finished so as to complement the main building; and/or,
- b) proposed buildings on Lot 6 to be set back from the shared boundary no less than 6m.



### 3.5 Western Power Easement

The western portion of the site is encumbered by an easement to the State Energy Commission of Western Australia (Western Power). Any proposal for the use and/or development of land encumbered by the easement shall be referred to Western Power for comment and shall:

- a) Demonstrate compliance with the conditions of the easement as specified by Western Power; and
- b) Incorporate appropriate controls of built form and other land practices to ensure the use and development will not unreasonably encroach upon the easement

to the satisfaction of the responsible authority on the advice of Western Power.

### 3.6 Midland Road Upgrades

Midland Road is subject to future upgrades and a minimum road widening of 5 metres with the final land requirement to be determined at detailed design stage. Land required for the widening of Midland Road shall be transferred to the Crown free of cost and without compensation by the Crown.

The subdivision and/or development of any land within the Local Structure Plan area shall require the landowner to make arrangements to contribute to the cost of upgrading Midland Road and its intersection(s) with any other roads, and the provision of shared paths to the satisfaction of the Western Australian Planning Commission and/or the Local Government on the advice of the relevant referral agencies and/or local authorities.

### 3.7 Access to Midland Road

Where development fronts Midland Road, access should be provided as follows:

- a) Off a secondary street or subdivisional road, wherever practicable;
- b) Through a controlled access place (preferably with intersection spacings not less than 130m); or
- c) Limited to a single point of access for the parent lot (or alternatives as approved at the City's discretion).

Where access is required to be provided via any existing or proposed street intersection with Midland Road, the applicant/landowner shall be responsible for the full cost of upgrading and/or construction of the intersection(s), including right-turn pocket, kerbs, drainage and street lighting, to the satisfaction of the City of Swan.

### 3.8 Midland Road/Kalamunda Road Intersection Upgrades

The subdivision and/or development of any land within the Local Structure Plan area shall require the landowner to make arrangements to contribute to the cost of upgrading the intersection of Midland Road and Kalamunda Road to the satisfaction of the Western Australian Planning Commission and/or the City of Kalamunda on the advice of relevant referral agencies and/or local authorities. Contributions are to be paid to the City of Swan who will be responsible for forwarding the funds on to the City of Kalamunda.



### 3.9 Perth Airport

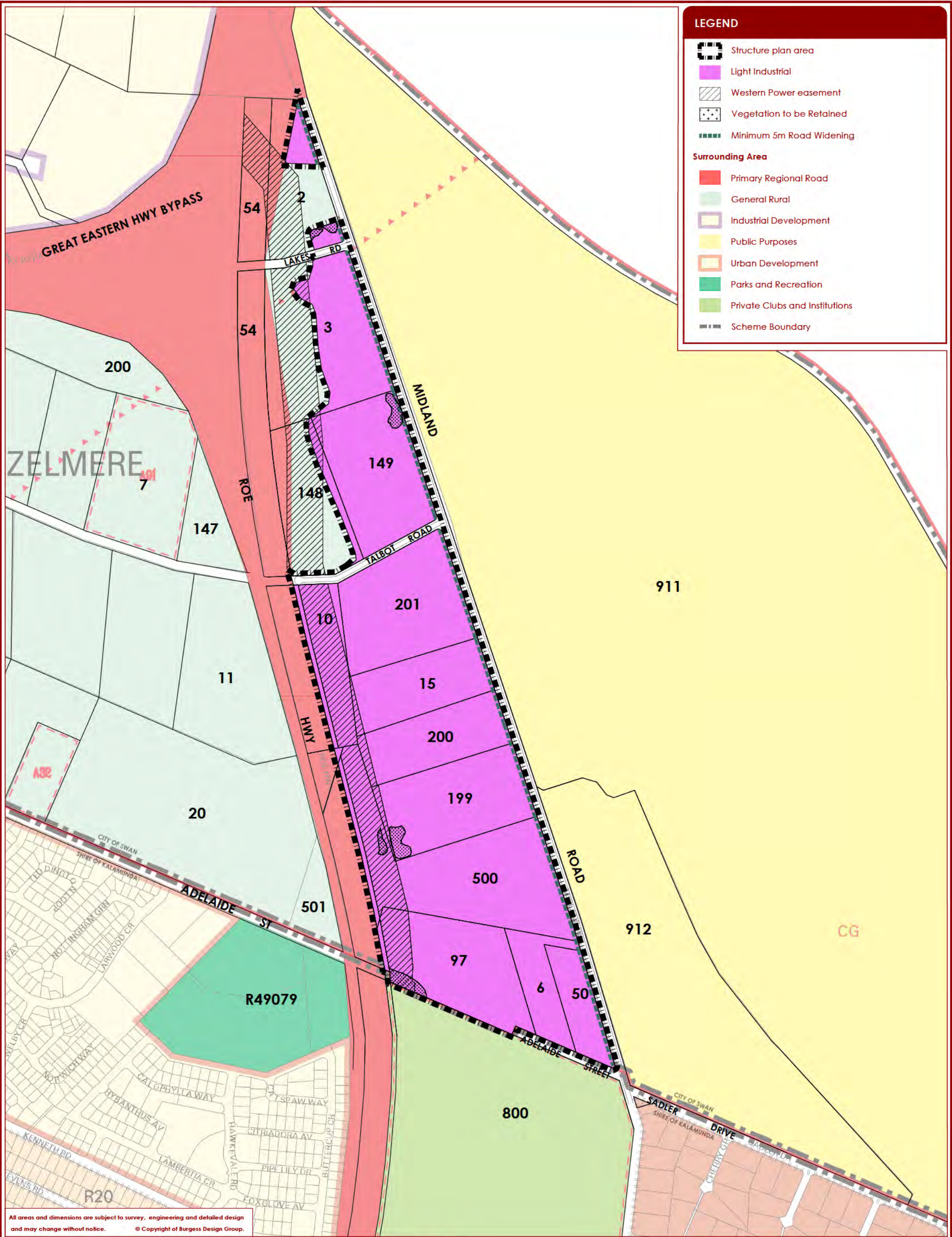
Any application for the use and/or development of land shall be referred to the operator of Perth Airport where:

- a) any building, structure or the like will exceed 15m in height above ground level; and/or
- b) any proposed light source measured at 3 degrees above the horizontal will be over 150 candelas (applicable to Lots 2 and 3 only).

### 3.10 Environmental Management Plan(s)

Site specific Environmental Management Plan(s) are to be prepared and submitted as part of future development and/or subdivision application(s) on land adjoining vegetation which is identified in the Structure Plan for retention to address the establishment of protective buffers around the patches of vegetation to be retained and management actions to improve condition and resilience for both the vegetation to be retained and the buffer area to the satisfaction of the Western Australian Planning Commission/City of Swan on advice from the Department of Biodiversity, Conservation and Attractions.

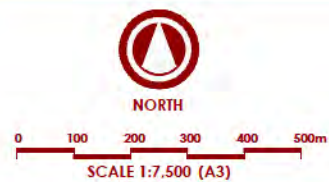




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Plan No: GGC HAZ 2-01m-01 Client: G&G CORP  
Date: 23.11.18 Planner: MS

**STRUCTURE PLAN**  
**HAZELMERE ENTERPRISE AREA PRECINCT 9A**  
**HAZELMERE**  
**CITY OF SWAN**





# 1. PLANNING BACKGROUND

## 1.1 Introduction and Purpose

This Local Structure Plan (LSP) and report have been prepared on behalf of the Hazelmere Landowners Group, in accordance with the WAPC's Structure Plan Preparation Guidelines and the City of Swan's Local Planning Scheme No.17 (LPS17) provisions under Part 5A – Structure Planning Areas.

This LSP has been prepared by Burgess Design Group with technical inputs from a multidisciplinary team comprising:-

- Emerge – Environmental Assessment, Local Water Management Strategy and Bushfire Management Plan;
- McDowall Affleck Pty Ltd – Engineering Servicing Strategy;
- MacroPlan Dimasi – Commercial Market Assessment; and,
- Tarsc – Traffic Assessment.

## 1.2 Land Description

### 1.2.1 Location

The subject site is located approximately 15 kilometres east of the Perth CBD, and 5 kilometres south of the Midland CBD. The site is situated on the eastern side of Roe Highway, and is accessed from the adjoining Midland Road to the east (refer to **Figure 1 – Location Plan**).

The subject site is generally bound by Roe Highway, Lakes Road, Midland Road, and Adelaide Street.

### 1.2.2 Area and Land Use

The LSP encompasses a total land area of 54.7996 hectares (refer **Figure 2 – Aerial Photograph**).

The current (or historical) land uses accommodated within the subject area include, but are not limited to:

- Rural (poultry farm);
- Sand Extraction;
- Rural Residential; and,
- Caravan Park.

### 1.2.3 Legal Description and Ownership

The LSP area is owned by a range of different entities.

The current (as of 2014) ownership within the LSP area is summarised within **Figure 3**, and a copy of the Certificates of Title can be found at **Appendix 1**.



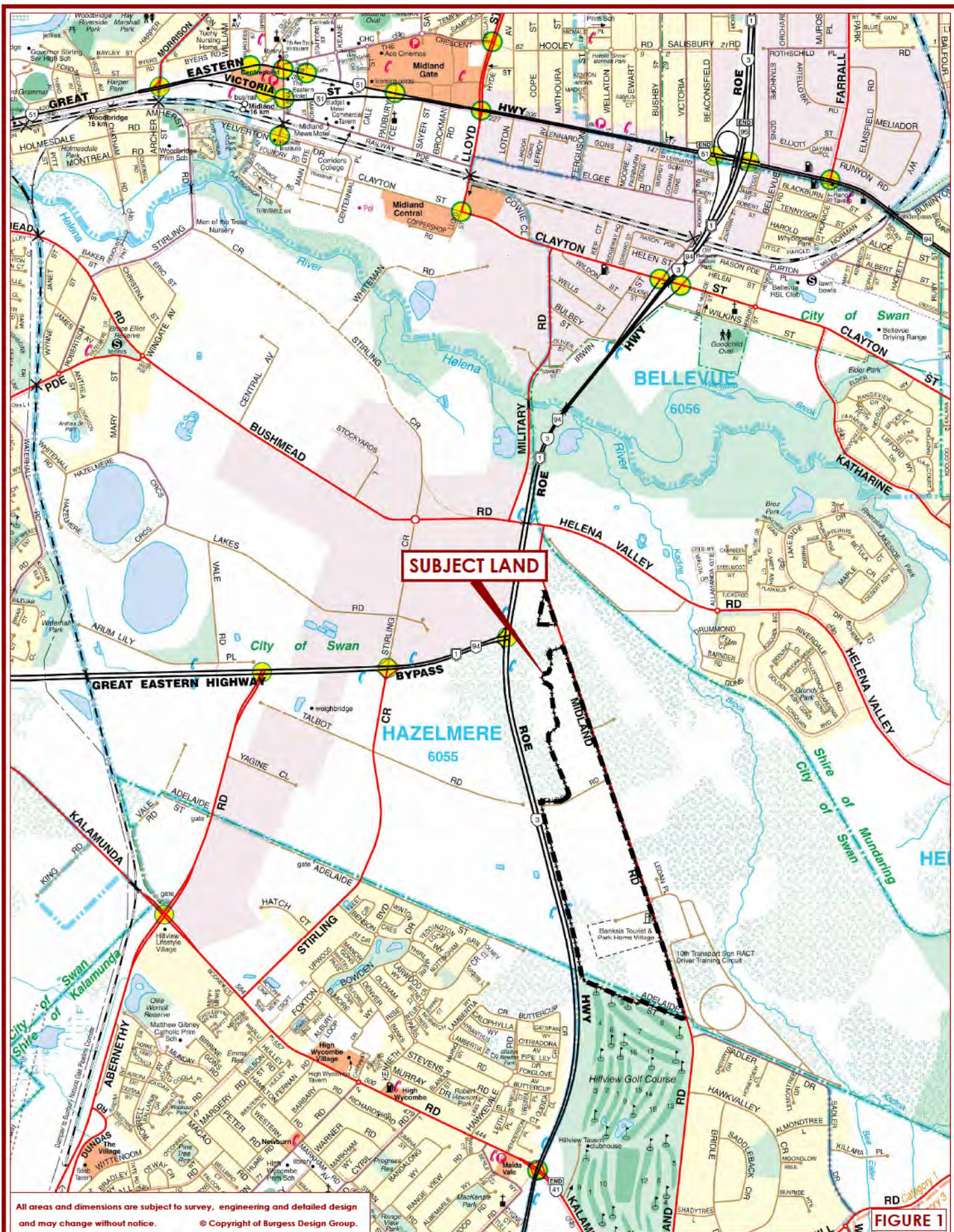


FIGURE 1



0 0.25 0.5 0.75 1km  
SCALE 1:25,000 (A4)

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Plan No: GGC HAZ 9-02-01

Planner: MS/MB  
Client: GGC

**LOCATION PLAN**  
**PRECINCT 9A**  
**HAZELMERE ENTERPRISE AREA**  
**CITY OF SWAN**





#### LEGEND



Subject Land



NORTH

0 100 200 300 400 500m  
SCALE 1:7,500 (A3)

**AERIAL PHOTOGRAPH  
PRECINCT 9A  
HAZELMERE ENTERPRISE AREA  
CITY OF SWAN**

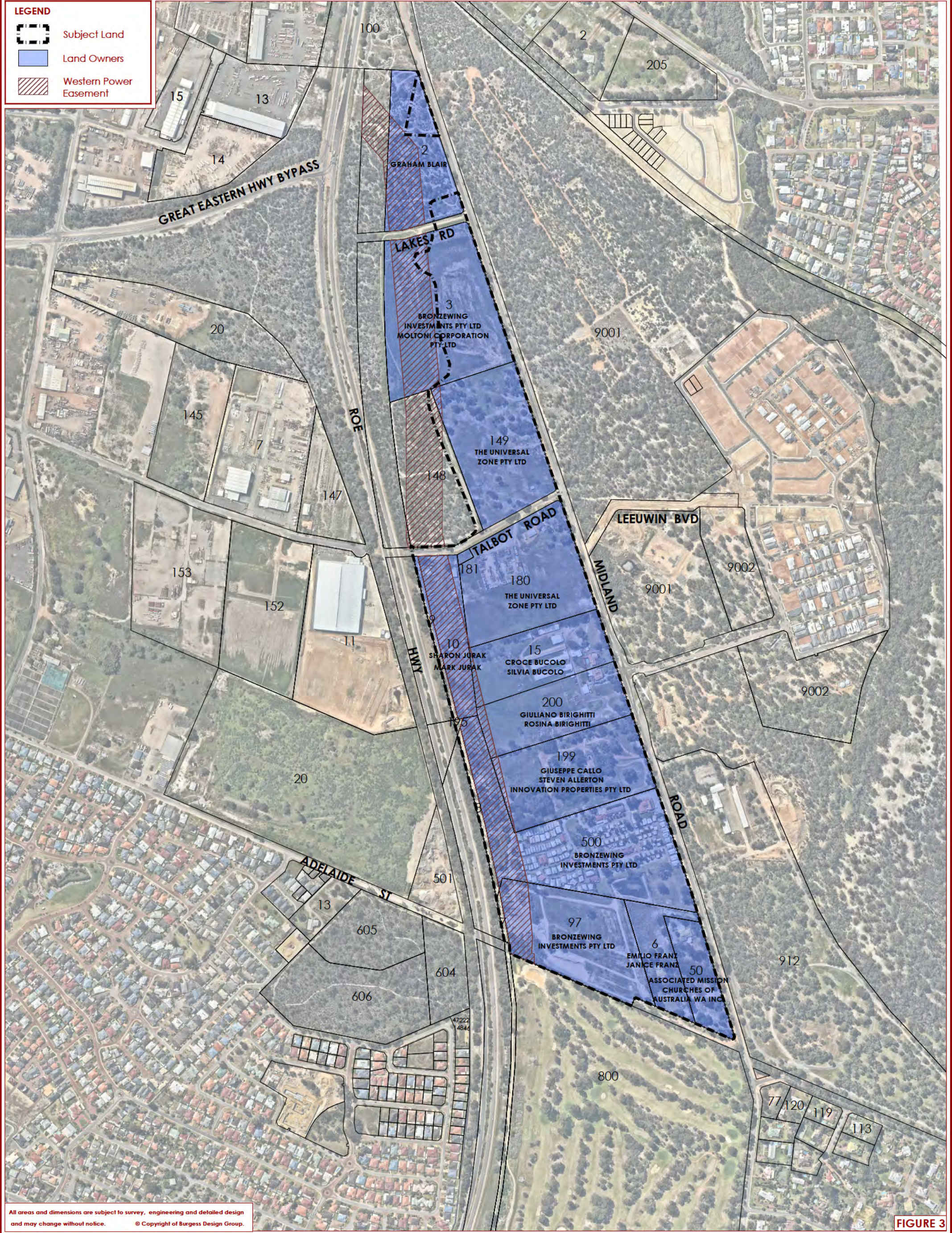
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0 100 200 300 400 500m  
SCALE 1:7,500 (A3)

**LAND OWNERSHIP PLAN  
PRECINCT 9A  
HAZELMERE ENTERPRISE AREA  
CITY OF SWAN**



## 1.3 Planning Framework

### 1.3.1 Zoning and Reservations

#### 1.3.1.1 Metropolitan Region Scheme

The subject land is currently zoned 'Urban Deferred' under the Metropolitan Region Scheme (MRS), and abuts a 'Primary Regional Road' reserve along its western boundary (refer Figure 4 – MRS Zoning).

It should be noted that the land was subject of Amendment 1256/57 to the MRS, which rezoned the majority of the subject land from the 'Rural' zone to the 'Urban Deferred' zone. Portions of the site in the northwest remained 'Rural' with a Notice of Delegation also applying as 'Bush Forever' area. This Amendment was approved by the Minister for Planning, and was published in the Government Gazette on 9 December 2014.

The MRS Amendment report states that:

*"The subject land is being zoned Urban Deferred as it is mostly located within a 500m buffer to an existing poultry farm (located within the subject land)... and the precinct may be impacted by the potential need to upgrade the Roe Highway/Great Eastern Highway Bypass intersection as a result of the final Railways reservation alignment in the Midland Freight Railway Realignment Study.*

*The above constraints will be required to be resolved before the WAPC will consider lifting of Urban Deferment for all and/or portions of the subject land."*

As this Structure Plan proposes that the land be zoned and ultimately developed for Light Industrial purposes, rather than residential purposes, development will not be restricted by the generic poultry farm buffer. Furthermore, the issues that have been raised regarding the Roe Highway/Great Eastern Highway Bypass intersection and the final Railways reservation alignment are unlikely to affect significant portions of the site, particularly given that development in the affected area is already constrained by the presence of high voltage powerlines with an associated easement.

Given the above, the proposed uses and provisions of this Structure Plan are intended to form the basis of a request for the lifting of the 'Urban Deferment' for the whole of the subject land.

#### 1.3.1.2 City of Swan Local Planning Scheme No.17

The subject site is currently zoned 'General Rural' under LPS17 (refer Figure 5 – TPS17 Zoning).

An Additional Use has also been designated within the subject area, as follows:

- Additional Use 75  
'Caravan Park' is a 'P' use on Lot 198 Midland Road\*, Lot 197 Adelaide Street\*, and part Lot 6 Adelaide Street.

\*Note: Lots 198 Midland Road and 197 Adelaide Street are now known as Lot 500 Midland Road and Lot 97 Adelaide Street, respectively.



## Legend

### Reserved lands

- Parks and recreation
- Public purposes -
- CG Commonwealth Government
- WSD Water Authority of WA

### Reserved roads

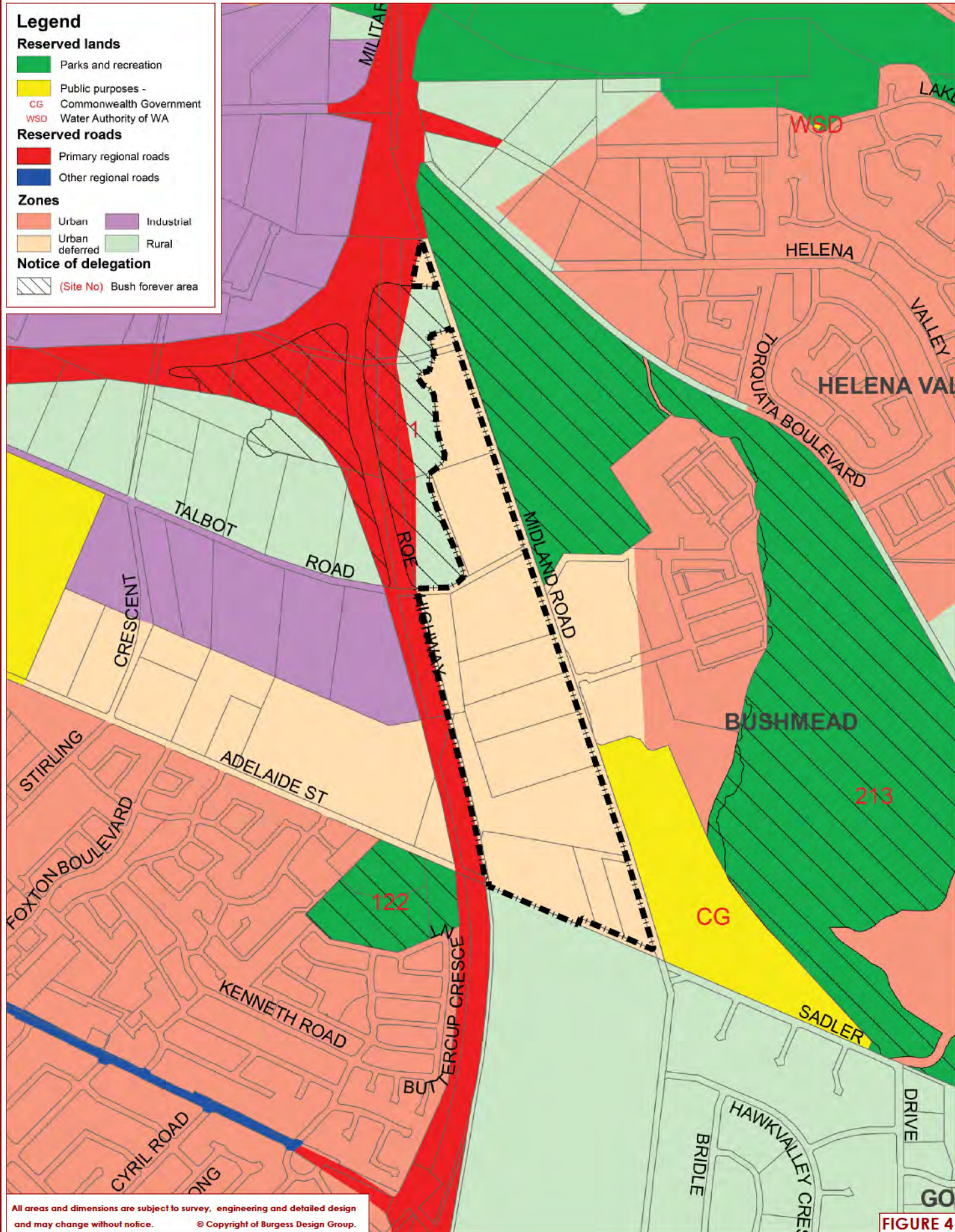
- Primary regional roads
- Other regional roads

### Zones

- Urban
- Industrial
- Urban deferred
- Rural

### Notice of delegation

- (Site No) Bush forever area



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### LEGEND

- Subject Land



NORTH

0 100 200 300 400 500m

SCALE 1:15,000 (A4)

## METROPOLITAN REGION SCHEME PRECINCT 9A HAZELMERE ENTERPRISE AREA

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Plan No: GGC HAZ 9-2-04

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Client: GGC

**CITY OF SWAN**



## LEGEND

### REGION SCHEME RESERVES (MRS)

- Parks and Recreation
- Primary Regional Roads
- CG Public Purposes - Commonwealth Government

### LOCAL SCHEME RESERVES

- Local Road

### LOCAL SCHEME ZONES

- General Industrial
- Special Use
- General Rural

### OTHER CATEGORIES

- Scheme Area Boundary
- A1 Additional Uses
- SU1 Special Use Area
- R1 Restricted Uses
- Aircraft Noise Exposure
- Local Government Boundary



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FIGURE 5



## LEGEND

- Subject Land



## TOWN PLANNING SCHEME NO.17 PRECINCT 9A HAZELMERE ENTERPRISE AREA

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**CITY OF SWAN**

At its meeting of 23 May 2012 the City of Swan resolved to request that the Minister for Planning amend the MRS in accordance with the proposed Zones and Reserves recommended in the HEASP (resulting in Amendment 1256/57 to the MRS). This resolution also included the initiation of an amendment to LPS17 to rezone the site from 'General Rural' to 'Special Use', requiring, among other items, that development be in accordance with an approved Local Structure Plan.

Council's original intent was for the rezoning of the MRS and LPS17 to occur concurrently; however, as the proposed 'Special Use' zone is not a 'Development' zone, this approach was not possible. As Amendment 1256/57 has now been approved by the Minister for Planning, the initiation of an amendment to LPS17 is imminent.

### 1.3.2 Planning Strategies

#### Directions 2031

Directions 2031 sets out the framework for planning in Perth and Peel based upon a vision that aims to create a liveable, prosperous, accessible, sustainable and responsible city of 3.5 million people.

This LSP is in accordance with the principles and objectives set out in Directions 2031, and complies in the following manner:

- The proposed development provides opportunities for economic growth and employment generation in the subregion;
- The LSP suitably utilises key strategic infrastructure in the area (such as the Roe Highway regional road and linkages with the nearby logistics/freight area); and,
- The subject site forms part of a wider 'strategic industrial centre', as identified in Directions 2031, thereby contributing to job creation, and the economic development of the region.

#### Economic and Employment Lands Strategy

The Economic and Employment Lands Strategy (EELS) was developed as a response to a predicted shortfall in industrial land supply. The strategy is guided by the aforementioned themes outlined in Directions 2031, and focuses on the needs of general and light industry in terms of areas, type, and location of land in the context of a review of current supply and an evaluation of suitable new locations. From this, EELS forms the strategy that guides the supply and development of industrial land to meet the requirements of a growing population for the next 20 years and beyond.

The EELS identifies 'Hazelmere South', immediately west of the subject site, as a 100ha medium term non-heavy industrial site, with potential to deliver 8,000 of the 64,000 jobs needed in the north-east sub-region.

The uses proposed within the LSP are in accordance with the EELS, providing an effective transition between the industrial uses to the west and future residential uses to the east, contributing to employment self-sufficiency targets, and acting as a buffer to the adjacent Roe Highway.

## **Draft Industrial Land Capacity Assessment**

The Draft Industrial Land Capacity Assessment (ILCA) was prepared for the Department for Planning and Infrastructure and provides an analysis of projected demand and supply of industrial land in the Perth and Peel regions. The ILCA predicts a shortfall of 4,726 hectares of industrial land by 2030.

The 'East' sector has a predicted additional demand of 297 to 505 hectares of industrial land, with a projected shortfall of 189ha by 2031. The subject area, being 'Hazelmere South', is identified as a 'priority industrial investigation area' with a potential developable area of 70 hectares.

The ILCA states that this area is well suited to 'Producer Services and Strategic Export/Knowledge based industries' due to its proximity to the airport, existing industrial areas, and key transport corridors.

### **1.3.3 Structure Plans**

#### **Hazelmere Enterprise Area Draft Structure Plan**

The HEASP provides a framework to guide the future development of a sustainable, functional, and flexible logistics hub that optimises the potential of the area to address the projected shortfall of industrial land in the region.

The HEASP identifies the subject site as being within 'Precinct 9 – Bushmead', with future 'Special Use' zoning requiring a structure plan to outline suitable light industrial uses and potential residential uses (refer Figure 6 – HEASP).

This LSP is in accordance with the HEASP, and seeks to provide for the development of nearly 50 hectares of light industrial land.

### **1.3.4 Policies**

#### **WAPC State Planning Policy 4.1 State Industrial Buffer Policy**

State Planning Policy 4.1 (SPP4.1) provides protection to industrial areas through a consistent approach to land-use buffer definition, whilst considering the safety and amenity of surrounding uses and the interests of existing landowners, residents and businesses.

Section 3.1 of SPP4.1 states that the impact of light industrial uses can generally be contained on site through landscaping and appropriate setbacks. Section 3.2 states that off-site buffers may be required for more intensive uses, including general industrial, subject to environmental and planning criteria.

The uses proposed within the LSP are light industrial uses, and as such, will not require any land-use buffers for development outside of the structure plan area. To that end, the proposed uses are considered to be an ideal transition between the industrial uses to the west and the proposed residential uses to the east.



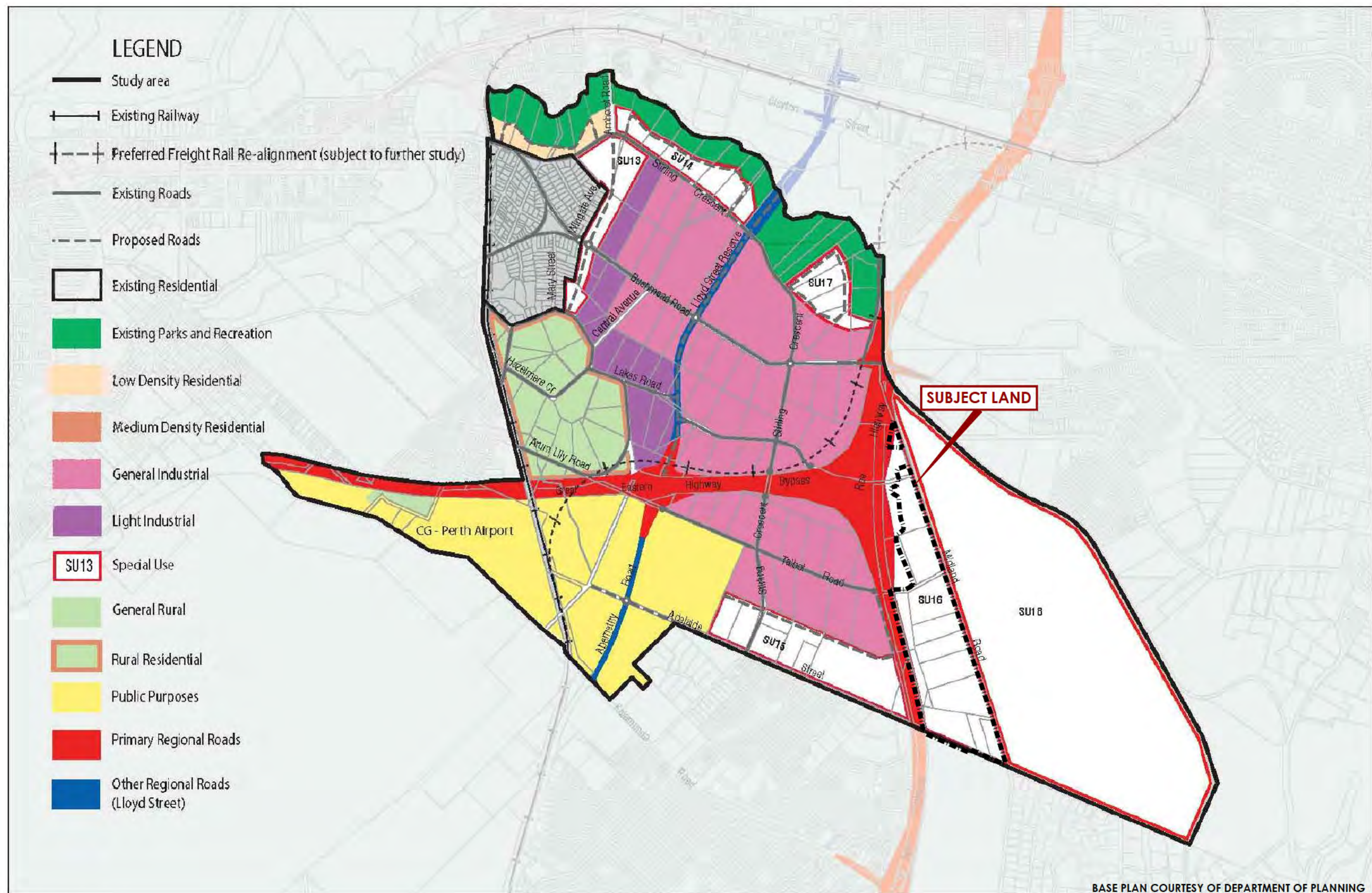


Figure 17. HEA Draft Structure Plan

FIGURE 6



All areas and dimensions are subject to survey, engineering and detailed design and may change without notice. © Copyright of Burgess Design Group.



NORTH

0 0.25 0.5 0.75 1km  
SCALE 1:25,000 (A3)



**WAPC Development Control Policy 4.1 Industrial Subdivision**

Development Control Policy 4.1 (DCP4.1) provides guidance in the determination of industrial subdivision applications in relation to matters of the design and shape of industrial lots, road layout, servicing, and open space requirements.

The policy measures of DCP4.1 have been considered, and future subdivisions will be assessed against DCP4.1.

**City of Swan Local Planning Policy 124: Building and Development Standards – Industrial Zones**

The City's Local Planning Policy 124 (LPP124) prescribes building and development standards for development within Light Industrial, General Industrial and Industrial Development Zones to ensure this development is consistent with the principles of proper and orderly planning, and furthers the objectives of the relevant zone.

Any future Light Industrial development undertaken on the site will be subject to the standards prescribed in LPP124.

**City of Swan Local Planning Policy 70: Advertising Signs within the Commercial and Industrial Zones.**

The City's Local Planning Policy 70 (LPP70) establishes a position on advertising signs located on private land and within thoroughfares in Commercial and Industrial Zones.

Any signage proposed for Light Industrial development within the LSP area shall be subject to the standards prescribed in LPP70.



## 2. SITE CONDITIONS AND CONSTRAINTS

Emerge Associates prepared a comprehensive Environmental Assessment and Management Strategy in 2015. This report was revised in November 2018 to support the implementation of the LSP (refer **Appendix 2**). This report provides a synthesis of information regarding the environmental attributes and values of the site (including fauna and flora studies, a Local Water Management Strategy, and Bushfire Management Plan), which is summarised below.

A Context and Constraints Plan (refer **Figure 7 – Context and Constraints**) has also been prepared to illustrate the main issues discussed in this section.

### 2.1 Biodiversity and Natural Area Assets

A summary of the main findings of the environmental assessment is provided below:

- The site has a 'moderate to low risk' of Acid Sulfate Soils (ASS) occurring within three meters of the natural soil surface;
- One federally and State listed Threatened Flora species and one Priority Flora species occur within the site;
- Remnant native vegetation occurs in patches across the site, the majority of which is in 'completely degraded' to 'degraded' condition due to historic clearing and agricultural land uses. Some small areas are considered to be in 'good' condition (refer **Image 1**). These areas are considered representative of a Threatened Ecological Community (TEC) and should be retained in any future change in land use or subdivision (refer **Plan 1**);
- Bush Forever Site No.481 lies to the north and west of the site, and its boundary encroaches into Lot 3 Midland Road (refer **Image 2**). There is no remnant vegetation within Lot 3 to support this area's inclusion with Bush Forever Site No.481, so it would seem logical that industrial development could be considered within this area;
- The site contains some vegetation that could be considered suitable habitat for the conservation of significant Black Cockatoo species, although this is quite limited in terms of quality and extent; and,
- One registered indigenous heritage site covers the south east corner of the site.

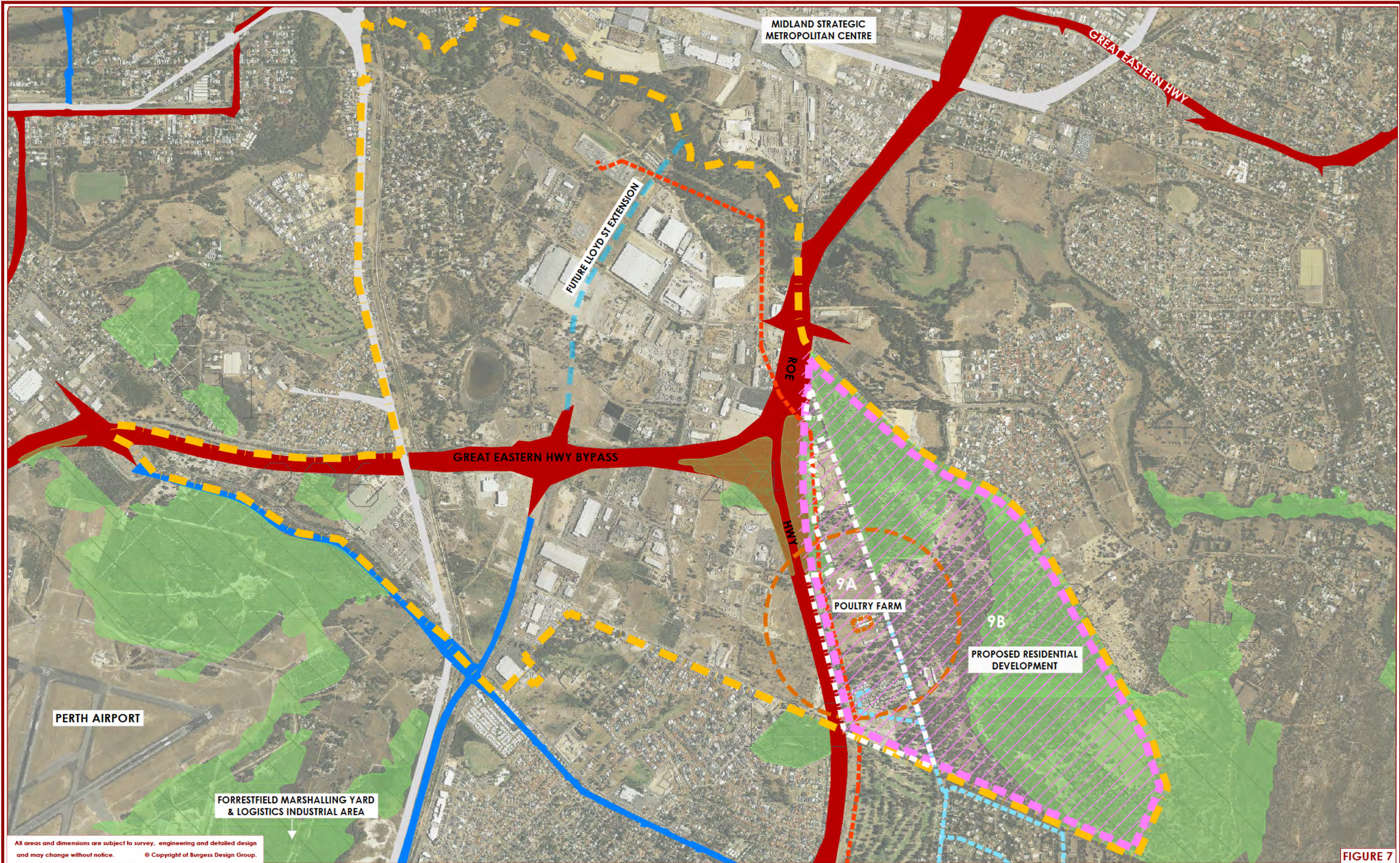
This report found that the environmental attributes and values of the site have been accommodated within the LSP design, and/or can be managed appropriately through future subdivision and/or development applications in accordance with the relevant federal, state or local government legislation, policies and guidelines and best environmental management practices. As such the proposed future development will not significantly impact upon the environmental attributes of the site.

### 2.2 Landform and Soils

The subject site is generally flat with a slight northerly aspect. The site ranges in height from approximately 17m Australian Height Datum (mAHD) in the north-west, up to approximately 43mAHD through the south-east.

The site forms part of the Ridge Hill Shelf geomorphic entity, and comprises 'sand' dominated units (Bassendean Sand, and thin Bassendean Sand over Guildford Formation) (refer **Image 3**). The site is classified as having a 'Moderate to Low' risk of ASS occurring within three meters of the natural soil surface.





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FIGURE 7



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**LEGEND**

	Subject Land (Precinct 9A)		Bush Forever		Future Lloyd St Extension
	Hazelmere Structure Plan Area		Primary Regional Road		Alinta Gas Line
	Precinct 9		Other Regional Road		Western Power 330kW Power Line
			Existing Railway Line		Poultry Farm 500m Buffer



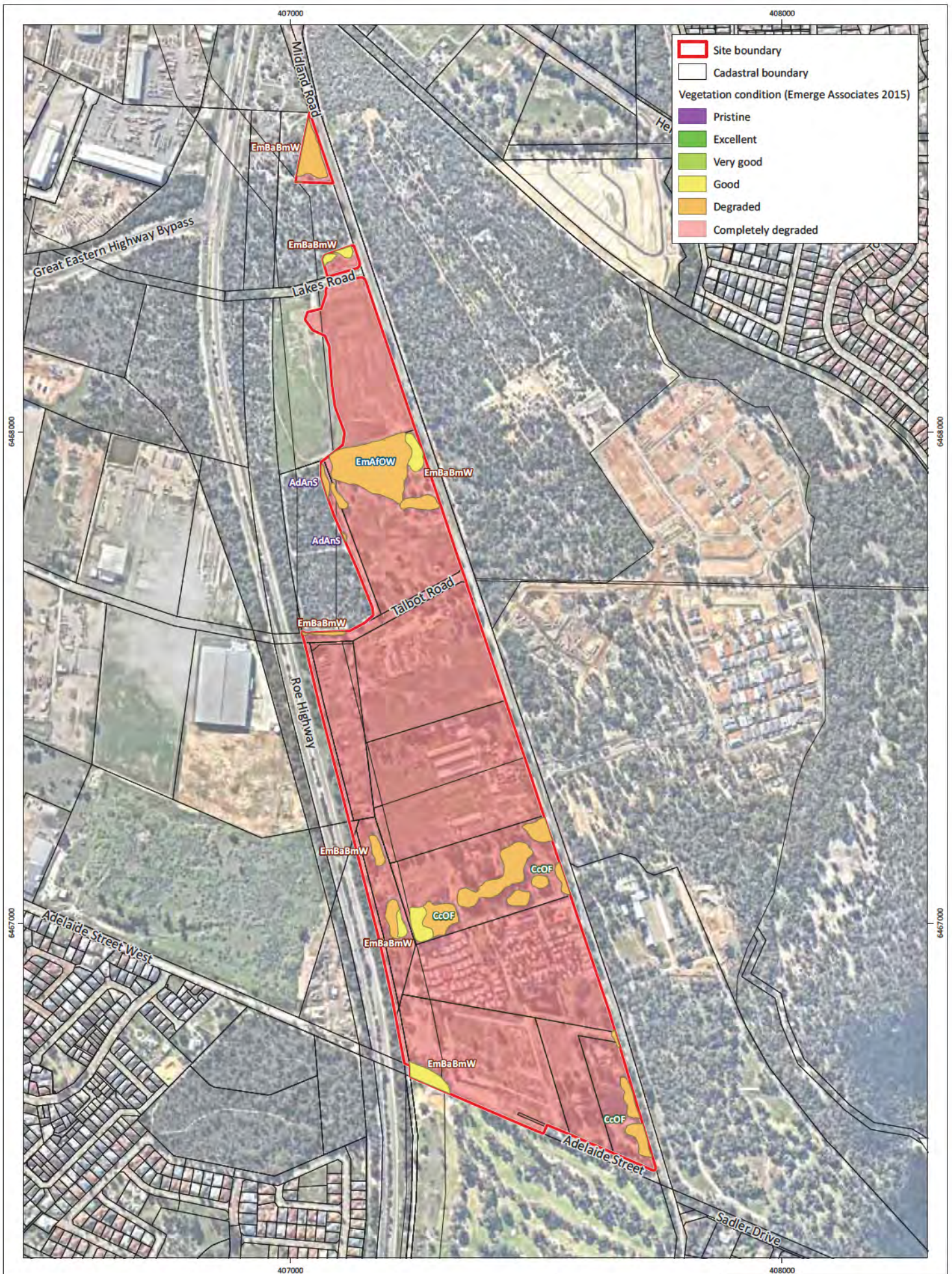
NORTH



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SCALE 1:20,000 (A3)

**CONTEXT & OPPORTUNITIES**  
**PRECINCT 9A**  
**HAZELMERE ENTERPRISE AREA**  
**CITY OF SWAN**





**IMAGE 1: Vegetation Condition**

**Project:** Environmental Assessment and Management Strategy  
 Hazelmere Precinct 9A Local Structure Plan  
**Client:** Hazelmere Landowners Group

**Plan Number:**  
 EP13-027(05)--F56a  
**Drawn:** KNM  
**Date:** 18/10/2018  
**Checked:** VMK  
**Approved:** JDH  
**Date:** 02/11/2018



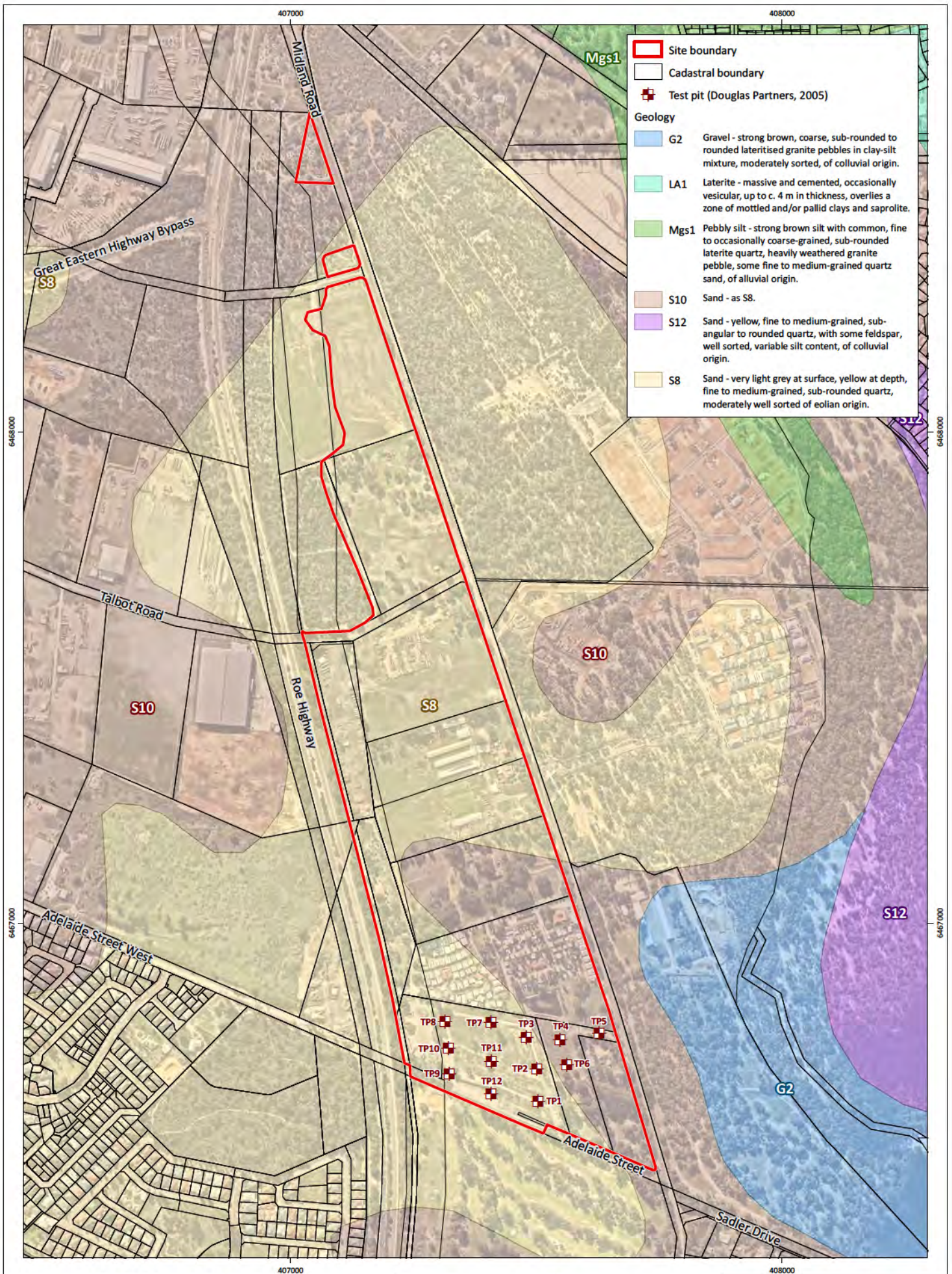
0 100 200  
 Metres  
 Scale: 1:10,000@A4  
 GDA 1994 MGA Zone 50

**emerge**  
 ASSOCIATES









**IMAGE 3: Soil and Landform Mapping**

**Project:** Local Water Management Strategy  
 Hazelmere Precinct 9A Local Structure Plan  
**Client:** Hazelmere Landowners Group

**Plan Number:**  
 EP13-027(04)-F47a  
**Drawn:** KNM  
**Date:** 29/10/2018  
**Checked:** RLE  
**Approved:** RLE  
**Date:** 31/10/2018



**Scale:** 1:10,000@A4  
 GDA 1994 MGA Zone 50





## 2.3 Groundwater

Groundwater monitoring was carried out across the HEASP to inform the District Water Management Strategy, with calibrated maximum groundwater levels (MGL) across the site ranging between 21m AHD to 36m AHD with a general flow direction from south to north. Depth to groundwater across the site ranges from 3 to 10m below ground level.

## 2.4 Surface Water

The site is located within the Lower Helena River catchment. The Kadina Brook is located approximately 300m east of the site, and discharges into the Helena River approximately 1.3km north of the site.

Depth to groundwater and permeability of the underlying sand indicates that good surface water infiltration occurs across the site. This is confirmed by there being no defined streamlines or floodways within the site. Surface runoff from extreme rainfall events is likely to be seen as sheet flow, directed towards north of the site as dictated by topography.

There are no surface water bodies present within the site.

## 2.5 Bushfire Hazard

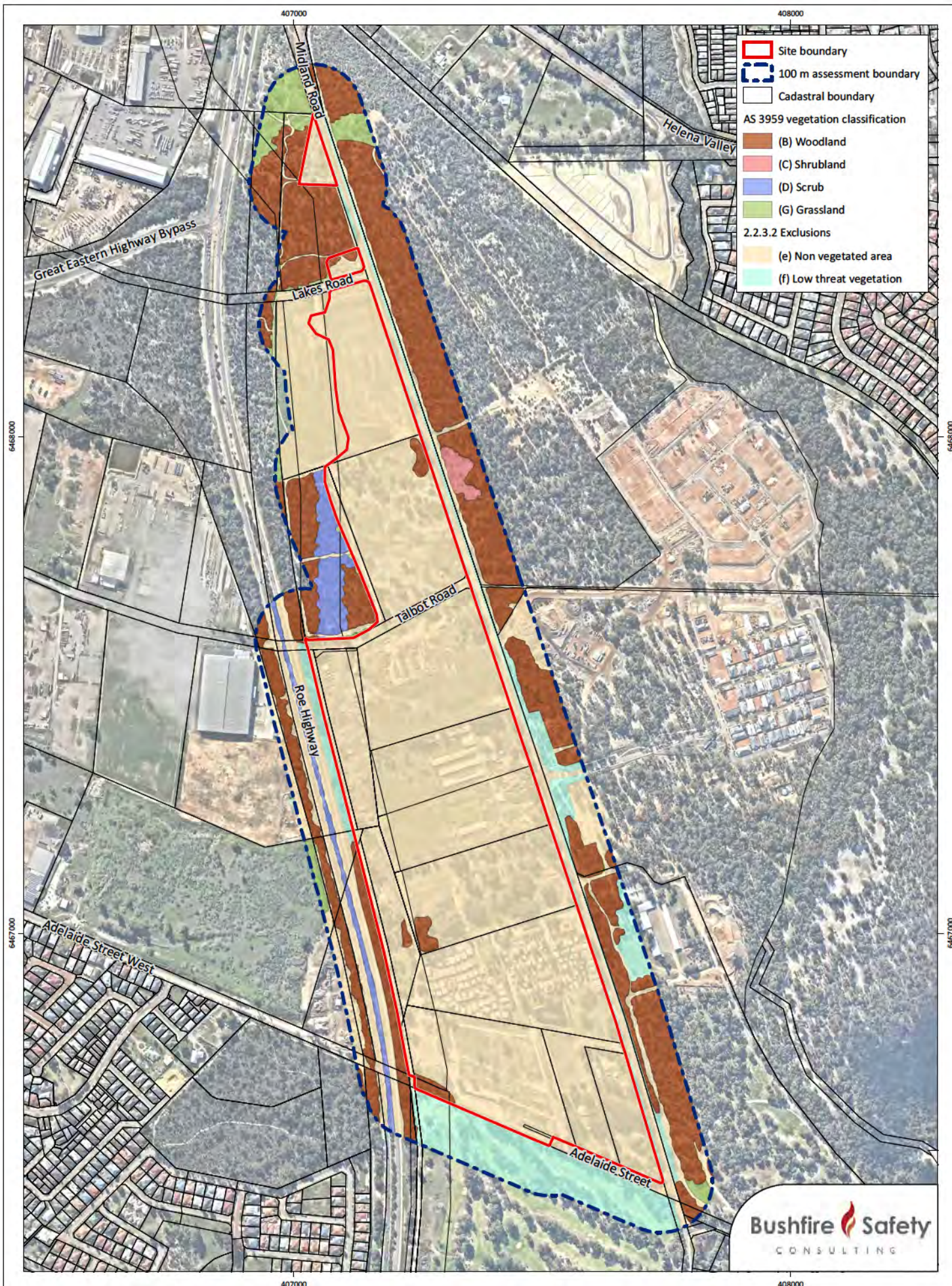
Emerge Associates prepared a Bushfire Management Plan (BMP) to support the LSP in 2015. This BMP was revised in November 2018 following changes to the LSP boundary (refer **Appendix 3**). A summary of the findings and management measures is provided below.

The BMP found that the permanent bushfire hazards that could threaten portions of the site are concentrated in the woodland vegetation within Bush Forever sites to the north, west and east of the site, and woodland vegetation within the Roe Highway road reserve west of the site. There is additional vegetation to the east of the site that poses a temporary hazard; however, it is anticipated that this will be removed in the future to accommodate proposed urban development (refer **Image 4**).

Due to the fragmented ownership with the site, there is a low level of certainty regarding the timing of removal of classified vegetation. The proposed LSP identifies small portions of vegetation that are considered 'significant vegetation' to be retained as part of any future development, which have been treated as permanent bushfire hazards for the purpose of this assessment. As such, it will be the responsibility of the landowner/developer to further assess the bushfire risk posed to each proposed lot, in accordance with the requirements of SPP 3.7 and the Guidelines.

It should be noted that, based on the proposed light industrial land use, there are no Building Attack Level (BAL) considerations required under Australian Standard 3959-2009 (AS3959); however, areas within declared bushfire prone areas will require further bushfire risk assessment to support any future subdivision or development stage to determine the level of bushfire risk mitigation to be implemented (e.g. additional Asset Protection Zone requirements, vehicular access, evacuation plans etc.) to comply with SPP 3.7.





**IMAGE 4: Post Development Site Conditions - AS 3959 Vegetation Classification**

**Project:** Bushfire Management Plan  
Hazelmere Precinct 9A Local Structure Plan  
**Client:** Hazelmere Landowners Group

**Plan Number:**  
EP13-027(03)-F73c  
**Drawn:** KNM  
**Date:** 30/10/2018  
**Checked:** VMK  
**Approved:** JDH  
**Date:** 02/11/2018



0 100 200  
Metres  
**Scale: 1:10,000@A4**  
GDA 1994 MGA Zone 50

**Bushfire Safety**  
CONSULTING

**emerge**  
ASSOCIATES



## 2.6 Heritage

A search of the Department of Indigenous Affairs (DIA) database indicates the following registered heritage site within the subject land:

- Site ID # 3758 “Helena River” ceremonial/mythological, repository/cache site – covers the south eastern corner of the site.

In addition to the above, there are four “Other Heritage Places” listed on the DIA database as occurring within or in the vicinity of the site. Other Heritage Places are those heritage values that have either been assessed as not meeting Section 5 of the *Aboriginal Heritage Act 1972* (AH Act), or the assessment pursuant to Section 5 of the AH Act has not yet been completed. Other Heritage Place values within the site include:

- Site ID # 3857 “Midland Road Sandpit A & B” artefacts/scatter – extends into the centre of the site from east of Midland Road.
- Site ID # 3900 “Adelaide Street North” artefacts/scatter – located approximately 250m west of the site, west of Roe Highway.
- Site ID # 3965 “Lakes Road: Powerline A, B & C” artefacts/scatter – located approximately 50m north-west of the site.
- Site ID # 3970 “Wild Horse Hill A-D” artefacts/scatter – located approximately 450m east of the site.

Registered Indigenous heritage sites and Other Heritage Places are shown in Figure 9 of the Environmental Assessment report contained at **Appendix 2**.

A section 18 Approval will be required under the *Aboriginal Heritage Act 1972* prior to any groundbreaking works within the site to ensure that any cultural values are appropriately considered through the development process.

## 2.7 Opportunities and Constraints

This LSP has evolved from higher level planning documents, including the EELS, the ILCA, and the HEASP. As such, the opportunities and constraints for the subject site are well known, and have been clearly delineated in the aforementioned strategies. A summary of the context and constraints for the subject site is provided below.

### 2.7.1 Opportunities

#### *Land Ownership*

The subject site comprises seven private landowners, who have assembled to form the Hazelmere Landowners Group, ensuring an integrated planning process and development outcome.

#### *Accessibility*

This area is very well located in relation to major transport infrastructure. The site is easily accessed by Roe Highway and Great Eastern Highway, providing good access to regional heavy haulage routes, as well as Perth Airport, and the Forrestfield marshalling yards.

### ***Services Provision***

There is good availability of or proximity to water mains, gas, and power, with a nearby substation providing ample distribution.

### ***Groundwater and Surface water***

The subject site features well-draining soil, with good clearance to maximum groundwater levels. This provides opportunities for lot scale effluent disposal, negating the issues associated with the lack of sewerage infrastructure.

### ***Existing uses***

The North-east sub-region accounts for 14% of the metropolitan region's Industrial zoned land, which is concentrated in Forrestfield, Hazelmere, and Malaga.

The subject site is located in close proximity to Perth Airport, and the Forrestfield/Kewdale logistics industrial area, as well as the planned 'Forrestfield Stages 2 and 3' industrial development, approximately 2 kilometers south of the subject site.

### ***Population Growth***

The population of the North-east sub-region is predicted to grow from 207,684 in 2010 to 258,000 by 2031.

### ***Centres***

**TABLE 3: CENTRES**

Strategic Metropolitan Centres	Secondary Centres	District Centres
Midland (3.8km)	Ellenbrook (16.5km)	Forrestfield (7km) Kalamunda (6.7km) Mundaring (14km) Albion (11km)

### ***Employment***

Employment self-sufficiency is currently at 63% within the sub-region, with the majority of the labor force in the manufacturing, retail and service sectors. In order to meet the target of 75% an additional 53,000 to 64,000 jobs will be required within the sub-region over the next 25 years. The development of the subject site for light-industrial uses provides an opportunity to provide more local jobs in these sectors.

### ***Infrastructure***

#### ***Fremantle Harbor & Kwinana Quay***

Fremantle Port currently serves as the primary port for the metropolitan region. The inner harbor, located in Fremantle, is predicted to reach its capacity to handle container freight by 2020. Subsequently, plans are in place to construct a new port facility, to be named Kwinana Quay, in the outer harbor adjacent to Naval Base in Cockburn Sound. Kwinana Quay will

provide for the long term intermodal and bulk freight requirements for the Perth and Peel regions. The site features good road and rail linkages to both of these areas.

#### *Perth Airport*

The Perth Airport Masterplan 2009 predicts that air freight at Perth Airport will double by 2029, providing vital access to both domestic and international export markets. This presents a good opportunity for future import/export businesses, given that the airport is approximately 4km south-west of the site.

#### *Water*

There is good access to mains water services, with water mains located along Talbot Road, Midland Road, and the eastern side of Roe Highway, ensuring sufficient capacity to service the proposed development.

#### *Energy*

Western Power's Network Capacity Mapping Tool indicates that there is sufficient capacity to service the proposed development.

#### *Road and Freight Network*

The subject site has good accessibility by road, rail, and by extension, sea and air freight networks. The subject site abuts Roe Highway, a primary regional road extending south toward Bibra Lake and the Kwinana Freeway, and north to Midland, eventually becoming Reid Highway and connecting through to Tonkin Highway and the Mitchell Freeway.

The site is located 4km north east of the Forrestfield Marshalling yards, connecting through to Fremantle and Kwinana Ports (as well as the future Kwinana Quay), Latitude 32 industrial area and intermodal terminal, and has good regional linkages to Bunbury, Albany and the southern regions of Western Australia. This provides opportunities to capitalize upon the capacity and efficiency of the rail network and the proximity of the site to major road and port infrastructure.

#### *Industrial Land Supply*

The north-east sub region has a forecast demand of 1,646ha of industrial land by 2031, and will encounter a deficit of 117ha if no additional land is released by that time.

### **2.7.2 Constraints**

#### *Sewer*

Sewer connection to the Maida Vale Main Sewer is not expected until 2040, and current sewer services are nearing capacity. These capacity constraints will require further investigation from the Water Corporation, and will require the use of suitable on-site effluent disposal systems in the interim. Due to the well-draining soils on site, this is not considered to be a significant constraint.

#### *Conflicting Land Uses*

The land adjacently east of the site has recently been subject of an MRS amendment seeking to rezone the land to urban to facilitate residential development; presenting potential

conflicts with the proposed industrial land uses. A submission was made on the proposal on behalf of the Hazelmere Landowners Group to ensure that the ultimate development is cognisant of the future industrial uses to be accommodated on the subject site. The uses proposed herein are nevertheless intended to provide a sensitive interface to those residential uses, and no buffers are anticipated (see Sections 1.3.4 & 3.4 for further detail).

### ***Environmental Sensitivities***

The northern portion of the subject site abuts areas of 'Bush Forever' on its northern, eastern, and western sides, with small patches of TEC's also occurring within the subject site. In addition to the ecological values of these areas, they may also pose a bushfire risk, which will have to be considered as part of any future development proposal.



### 3. LOCAL STRUCTURE PLAN

#### 3.1 Land Use

The proposed land uses within the LSP consist of 'Light Industrial' along with an additional use of 'Caravan Park' (permitted by Schedule 2 of LPS17) as outlined in the proceeding sections (refer to **Plan 1 - Structure Plan Map**).

#### 3.2 Light Industrial

The proposed 'Light Industrial' zoning will enable the development of a range of industrial premises that exhibit appropriate design and environmental performance in terms of amenity, noise, emissions and generation of vehicular traffic. To that end, this use is considered to be an ideal transition use to buffer the proposed residential development to the east from the existing and future industrial development to the west, as well as impacts arising from the Roe Highway Primary Regional Road reserve abutting the western boundary of the site.

Owing to the lack of capacity in the existing sewer network, Industrial development will be limited to 'Dry Industry' uses, which can be defined as follows:

Dry Industry "means any land use permitted by the Scheme where it can be demonstrated that the quality and volume of effluent generated onsite can be successfully disposed of, without adverse environmental or public health effects, using effluent disposal systems approved by the Department of Health, on the advice of the Department of Water and Environmental Regulation. In addition development shall be restricted to the type which is predicted to generate waste water (including trade waste) intended for disposal onsite at a daily volume not exceeding 540 litres per 2000m<sup>2</sup> of site area"

The proposed 'Dry Industry' uses are considered to be ideal for the site as it provides for development that will not be encumbered by the lack of a reticulated sewerage infrastructure, or odour buffering requirements for the existing poultry farm. Once the sewer network has been upgraded so that it has sufficient capacity to accommodate full 'Light Industrial' uses, the restriction to 'dry industry' will be lifted.

#### 3.3 Interface

The WAPC's SPP4.1 and DCP4.1 emphasise the need for adequate buffering to industrial land uses to ensure that development is compatible with surrounding commercial and/or residential areas.

Whilst section 3.1 of SPP4.1 states that the impact of light industrial uses can generally be contained on site through landscaping and appropriate setbacks, the LSP has also employed the use of the existing perimeter roads to ensure an appropriate interface is provided to any sensitive uses (such as the proposed residential development to the east).

#### 3.4 Retention of Vegetation

Four parcels of vegetation considered to be representative of Threatened Ecological Communities (TECs) have been identified as being worthy of retention on the Structure Plan Map. As it is unlikely that significant fill or earthworks will be required across the site, an approved subdivision will not provide an exemption from clearing permit requirements, except for clearing within road reserves. As such, any identified flora and vegetation values

within individual lots will require consideration as part of any future development approval process through the application for a clearing permit where relevant.

It is anticipated that areas of significant remnant vegetation will be retained through individual lot design when any subdivision or development is progressed.

### 3.5 Commercial Market Assessment

Macroplan Dimasi prepared a commercial market assessment in support of the LSP in October 2013 (refer **Appendix 4**). This report found that the site is ideally located to service the needs of the growing metropolitan east sub-region of Perth, and that the proposed uses are suitable from an economic perspective. Furthermore, the proposed development will help to remedy the current undersupply of light industrial land in the area, which is expected to worsen with increased residential development in the region.

Macroplan's assessment found that the most highly sought-after lots in the region are usually less than 2,000m<sup>2</sup>, and are particularly well suited to the general requirements for Light Industrial uses (such as fabrication, trade and transport depots, motor vehicle repairs etc.). This demand has been recognised in the design of the LSP, which generally provides for a mix of lot sizes not less than 2,000m<sup>2</sup>

### 3.6 Movement Networks

A Transport Assessment Report has been prepared by TARSC and is attached at **Appendix 5**. Outlined below is a summary of the key findings.

- The subject area should generate in the order of 3,000 vehicular trips per day, with all trips accessing via Midland Road;
- The impacts of the traffic volumes associated with the subject area on the road network are considered acceptable with long term 2031 traffic flows generally leading to satisfactory outcomes. The traffic impacts of the proposed development have also been considered as part of the City of Swan's Transport Strategy;
- Footpath networks will need to be improved with the addition of traffic islands/medians in Midland Road as part of long-term future upgrades; and,
- Right turn pockets should be installed at all existing and proposed road intersections with Midland Road.

### 3.6.1 Existing Road Network

TABLE 4: ROAD NETWORK

Road	Existing Cross-Section	Speed Limit	Road Classification	Estimated Volume
Helena Valley Road	2-lane rural cross-section	60 km/h	Local Distributor	12,350vpd
Midland Road	2-lane, two way road	70-80 km/h	Local Distributor	6,200vpd
Adelaide Street	2-lane rural cross-section	50km/h	Access Road	10vpd
Lakes Road	Unconstructed	-	-	-
Talbot Road	2-lane rural cross-section	50km/h	Access Road	50vpd

### 3.6.2 Proposed Road Network

Any roads proposed as part of any future subdivision shall comprise 20m reserves, with 10m wide industrial standard pavements, and 5m verges to enable footpaths to be provided to one side of the road, or alternatives as approved by the decision-maker. Proposed roads should provide two points of access to any proposed lots to minimise risk to life and property in the event of a bushfire.

### 3.6.3 Access to Midland Road

The number of access points to Midland Road should be minimised so as to avoid any potential conflicts with passing traffic. To that end, where development fronts Midland Road, access should be provided as follows:

- d) off a secondary street or subdivisional road, wherever practicable;
- e) through a controlled access place (preferably with intersection spacings not less than 130m); or
- f) limited to a single point of access for the parent lot (or alternatives as approved at the City's discretion).

### 3.6.4 Changes to External Transport Networks

#### Farrall Road Extension

Farrall Road has been the subject of a possible extension from its present termination at Great Eastern Highway to at least Clayton Road and possibly further south to Helena Valley Road. This extension will not have a direct impact on the precinct but the extension may change traffic volumes and require Midland Road to be upgraded to cater for increased traffic flows.



### **Roe Highway/Great Eastern Highway Bypass Interchange**

Main Roads Western Australia has indicated that the intersection of Roe Highway and the Great Eastern Highway Bypass will be the subject of a review, and may be changed to a clover leaf/trumpet type interchange. This may impact upon Lot 3, Midland Road, but given the extent of the Western Power Easement that currently runs through the eastern portion of the lot; the actual impact on development is likely to be minimal.

### **Midland Road**

The City of Swan's Transport Strategy identified Midland Road as possibly requiring duplication in the future, which would necessitate a widening of approximately 10m. The strategy report indicates that modelling will be undertaken in the future to determine if this required.

As indicated in the City's Strategy, a 5m road widening has been shown along Midland Road on the Structure Plan Map.

### **Contributions**

Contributions are to be made to the City of Swan and forwarded on to the City of Kalamunda for the upgrading of the intersection of Midland Road and Kalamunda Road. At the time of approval of this Structure Plan, the City of Kalamunda had estimated the cost of upgrading works to be \$90,000 of which the subject land was responsible for approximately \$27,900 or \$2325 per parent lot located within the Structure Plan boundary, however these costs are subject to change. The City of Kalamunda has identified the following works as being required:

- Widening of the median to 6 metres to permit staged vehicle crossing;
- Lane realignment;
- Traffic island adjustments; and
- Localised road widening.

The City of Kalamunda has identified that the ultimate design for this intersection beyond 2031 is expected to be a roundabout, however until the ultimate design is required, the intersection will need improvement to manage the impact(s) of the Structure Plan. The contribution is therefore based on the need to ensure the intersection remains serviceable within a ten (10) year timeframe.

### **3.6.5 Public Transport**

There are currently three bus stops located along Midland Road:

- Approximately 100m south of Helena Valley Road;
- Approximately 100m south of Talbot Road; and,
- Opposite the caravan park on Lot 500.

These stops provide for routes 294 and 297 between Midland Train Station and Carousel Shopping Centre and the Kalamunda Bus Station, thereby offering wider regional links.

### 3.6.6 Pedestrian and Bicycle Network

Footpaths will be provided on one side of any proposed road, which will provide an acceptable pedestrian and cyclist environment within the LSP area (refer Appendix D of the Transport Assessment).

Midland Road, in its current format (two-way undivided road), may be problematic for pedestrians to cross if the traffic volume grows to 1,100 vehicles per hour (VPH) or more (currently 500vph during peak periods). In that event, it is recommended that Midland Road be modified to incorporate a traffic island or central median to allow two-stage crossing. Given that the City of Swan will be reviewing the traffic flows and the design of Midland Road in the future, it is anticipated that any upgrades will be considered as part of that process.

### 3.7 Water Management

A Local Water Management Strategy has been prepared by Emerge Associates to support the LSP and provide a structure from which subsequent development can occur, consistent with an integrated water cycle management approach (refer **Appendix 6**).

The overall objective of the LWMS is to reduce the amount of scheme water required within the development (aided largely by the 'dry industry' limitations required due to the lack of reticulated sewer services), and to maintain existing hydrology by retaining flows up to the 100 year ARI event on site through the use of lot-level soak wells and Bio-Retention Areas for run-off from road reserves.

The LWMS proposes a water management criteria and compliance checklist, which is summarised below:

**TABLE 5: WATER MANAGEMENT COMPLIANCE CRITERIA**

Management Aspect	Criteria No.	Criteria
Water Conservation	WC1	Manage water requirements for the establishment and maintenance of any landscaped areas.
	WC2	Minimise net use of water.
Stormwater management	SW1	All runoff up to the 100 year ARI event from industrial areas/lots is to be retained on site.
	SW2	All runoff up to the 100 year ARI event from within lots is to be retained with the boundary of each lot.
	SW3	Finished floor levels must have a minimum of 500mm clearance above the 100 year ARI flood levels.
	SW4	Ensure minor roads remain passable in a 10 year ARI event.
	SWQ1	Retain the 1 year 1 hour ARI event runoff as close to source as possible.
	SWQ2	Reduce nutrient loads by applying appropriate non-structural measures.
	SWQ3	Site BRA's to (at least) 2% of the connected impervious area.
Groundwater Management	GW1	Finished floor levels of lots will have a clearance to MGL of at least 1.2m.
	GW2	Inverts of drainage infrastructure to maintain a minimum clearance of 500mm from maximum groundwater level.

	GW3	Groundwater quality leaving the site will be maintained or improved.
	GW4	ATU's to be adopted for lot scale wastewater treatment and disposal.

### 3.8 Infrastructure Coordination, Servicing and Staging

McDowall Affleck Consulting Engineers prepared an Engineering Servicing Report for the site in June 2014 to support the preparation of the LSP (refer **Appendix 7**). The report confirms that there are no identified servicing constraints that prevent the land from being developed for light industrial purposes. The site is capable of being provided with all essential services and infrastructure. A summary of the report is provided below.

#### 3.8.1 Power

Existing overhead electrical services in Midland Road and Talbot Road have a forecast remaining capacity of 10-15MVA, which is expected to be sufficient to service the proposed development. A more detailed assessment can only be determined at the detailed design stage.

##### 330kV powerlines

A 330kV transmission line runs along the western boundary of the subject site within the eastern portion of an 80m easement. The western portion of the easement has been designated to allow for the construction of a second line, the timing of which is currently unknown.

Easement conditions will be detailed on the Certificates of Title of the affected lots in accordance with the conditions listed in the Engineering Servicing Report contained at **Appendix 7**, or alternatives as required by Western Power at subsequent development stages.

The LSP has designated a 'Light Industrial' zone under the easement to enable landowners to utilise the affected land for any potentially compatible uses (such as open storage). It is understood that any uses proposed within the easement will need to be approved by Western Power on a case-by-case basis.

#### 3.8.2 Telecommunications

Data obtained from Telstra and Optus indicates the presence of existing infrastructure along Midland Road, Talbot Road, and Adelaide Street (including optic fibre along Midland Road and Talbot Road). The site can ultimately be serviced with telecommunications from these services.

#### 3.8.3 Water

The subject land is contained within the Foothills Gravity Water Supply Scheme area, with surrounding development being supplied with water via the Canning Trunk Main through a series of Pressure Reducing Valves (PRV's). The nearest PRV to the subject land is located on Talbot Road, from which there are several distribution mains and smaller reticulation mains (DN250) radiating out to serve existing customers.

In late 2012, the Water Corporation undertook a Future Demand Assessment and a Hydraulic Performance Assessment of the Foothills Scheme to 2021. This review concluded that the



system of future distribution mains as outlined in the HEASP would be adequate to supply the projected demands.

It may be possible to provide some services to the initial subdivision and development stages off the nearby reticulation mains along Talbot Road; however, larger mains (DN400 and DN500), or parts thereof, will be required at some stage in the future. This will be timed through the Water Corporation Capital Investment Program.

The Water Corporation needs to undertake a more thorough assessment of the existing reticulation system to determine the upgrades required for proposed developments in the area. Some developer-funded upgrades may be required, and updates of intended development start dates, lot release rates, and take-up rates should be provided to the Water Corporation on an on-going basis to aid in its planning for the area.

#### **3.8.4 Sewer**

The ultimate wastewater planning for the area falls under the Maida Vale Sewer District No.47 and comprises a 450 gravity sewer outlet heading west along Talbot Road to discharge into the future 1,350 Maida Vale Main (MVS) Sewer. The MVS currently terminates at Felspar Street, Kewdale approximately 9.5km to the south. The MVS is a major capital works project that will cost in the order of \$10M+ and will take several decades to construct. The MVS is unlikely to reach the Hazelmere area until around 2040.

In the interim, wastewater from the Maida Vale Sewer District and the Hazelmere Sewer District is pumped northwards via temporary pressure mains to the Flora Street Main Pump Station in the Midland Catchment. The capacity of this pump station is limited, and no allowance has been made to take additional out of catchment wastewater from the LSP area.

As a suitable wastewater discharge point will not be available, all lots will be required to install Department of Health approved Aerobic Treatment Units, as detailed in the LWMS.

#### **3.8.5 Gas**

Dial before you dig information indicates the existence of a 100PVC medium pressure gas main within the vicinity of the LSP area. The site can be serviced with natural gas supply from the surrounding network.

## 4. CONCLUSION

The Local Structure Plan as described in this report satisfies the planning frameworks adopted by the City of Swan and the Western Australian Planning Commission and the advice received during consultation with other agencies.

The proposed Light Industrial development has been shown to be an ideal and timely addition to the HEASP area, and will aid in alleviating the predicted shortfall of light industrial land supply in the region. To that end, the Structure Plan provides for the development of 'Dry' light Industry as a solution to the lack of capacity in the reticulated sewer infrastructure in the area. Furthermore, this type of development effectively serves as a land-use buffer, forming part of the gradation of uses from industrial to the west, to the proposed residential and special residential development to the east; thereby maximising the development potential of the land without compromising the amenity of surrounding areas.

In light of the information presented herein, the Local Structure Plan as submitted represents a logical and well planned addition to the ongoing development of the City of Swan's Hazelmere Enterprise Area.