



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 4 March 2026; 9:30am
Meeting Number: MODAP/129
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/129- 4 March 2026 - City of Swan](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 Lot 651 Stirling Crescent, Hazelmere - Hardstand (Storage and Carpark) – DAP/25/03010
 - 3.2 Lot 39 Stirling Crescent, Hazelmere - Hardstand (Storage and Transport Depot) – DAP/25/03013
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation



DAP Members

Karen Hyde (Presiding Member)

Eugene Koltasz (Deputy Presiding Member)
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Heidi Herget

Cr Mel Congerton (Part B – City of Swan)
--

Cr Rod Henderson (Part B – City of Swan)
--

DAP Secretariat

Tenielle Brownfield

Ashlee Kelly



PART A – INTRODUCTION

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- 2. Apologies**
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PART B – CITY OF SWAN

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2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 651 Stirling Crescent, Hazelmere - Hardstand (Storage and Carpark)
– DAP/25/03010

3.2 Lot 39 Stirling Crescent, Hazelmere - Hardstand (Storage and Transport
Depot) – DAP/25/03013

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1 - LOT 651 STIRLING CRESCENT, HAZELMERE – HARDSTAND (STORAGE AND CARPARK)

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Nick Grindrod, Rise Urban
Owner:	Hazelmere Tiaa Property Pty Ltd
Value of Development:	\$3,491,700.00
Responsible Authority:	City of Swan
Authorising Officer:	Phil Russell – Manager Statutory Planning
LG Reference:	DA-1343/2025
DAP File No:	DAP/25/03010
Application Received Date:	20 November 2025
Report Due Date:	19 February 2026
Application Statutory Process Timeframe:	90 Days with an additional 6 days agreed
Attachment(s):	<ol style="list-style-type: none"> 1. Location Plan 2. Development Plans <ol style="list-style-type: none"> a. Earthworks Plan – No.C130 – Rev D; and b. Earthworks Sections - No.C131 – Rev B <p><u>Other reports not subject of approval</u></p> <ol style="list-style-type: none"> 3. Planning Report – Dated 17 Nov 2025 4. Transport Impact Statement – Dated Nov 2025 5. Western Power referral response - Dated 9 Jan 2026 6. Draft Hazelmere Special Use Area 16 Structure Plan 7. Applicants Response to Public Submissions

Responsible Authority Recommendation

It is recommended that the Metro Outer Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/25/03010 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 10.3 of the City of Swan Local Planning Scheme No. 17, subject to the following conditions:

Conditions

1. This decision constitutes development approval only and is valid for a period of four (4) years from date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped. The plans approved as part of this application form part of the development approval issued.
3. This approval is for 'Storage' and 'Carpark' as defined in the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without the prior approval of the City.
4. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.
5. **Prior to the occupation or use of the site**, stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Swan.
6. **Prior to the occupation or use of the site**, a detailed landscaping plan for the subject site and/or the road verge(s) must be submitted to and approved by the City of Swan, and must include the following:
 - a. Trees and vegetation planted within the hardstand setback area and drainage basins with sufficient planting intensity and foliage density to adequately intervene the visual connection between the subject lot and the lots north of Stirling Crescent;
 - b. Any existing landscape areas to be retained;
 - c. Those areas to be updated, reticulated or irrigated; and
 - d. Verge treatments.

The approved landscaping plan must be implemented and maintained thereafter, to the satisfaction of the City of Swan.

7. All crossovers must be built and maintained in accordance with the City of Swan's specification.
8. **Prior to the occupation or use of the site**, an Operational Management Plan is to be prepared by a suitably qualified consultant and submitted to the City of Swan for approval. The Operational Management Plan shall outline:
 - a. Management practices for the portion of the site within the Western Power easement to avoid affecting the electricity infrastructure or causing a safety hazard;
 - b. Dust control measures implemented at all stages of the development; and
 - c. Should external lighting be proposed for this site, a Lighting Plan prepared by a suitably qualified consultant demonstrating compliance with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.

- d. An acoustic assessment of noise expected to be generated by truck movements and storage activities within the site, to affirm that the noise emissions will comply with environmental protection (noise regulations 1997), inclusive of any operational or physical measures to be deployed to achieve compliance.
- e. Amenities for visitors to the site.

This plan is to be to the satisfaction of the City of Swan and shall be maintained and complied within in perpetuity.

9. The carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City of Swan if it is considered that a dust nuisance exists.
10. **Prior to the occupation or use of the site**, the applicant shall enter into an arrangement with the City of Swan for a proportionate contribution to;
 - a. the upgrading of the Stirling Crescent and Bushmead Road intersection and the Stirling Crescent and Amherst Road intersection to support lane-correct vehicle movements to the satisfaction of the City of Swan.
 - b. Widening of Stirling Crescent to 7 metre standard, from the eastern boundary of Lot 651 and the intersection of Amherst Road.
11. **Prior to the occupation or use of the site**, the applicant will enter an arrangement with the City of Swan for a proportionate contribution to the upgrade of Stirling Crescent, to the east of Lot 651 to Lloyd Street.
12. **Prior to the occupation or use of the site**, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either:
 - a) Payment to the City of Swan a cash-in-lieu amount equal to the sum of the 1% contribution amount (\$29,679.45 with the applicable 15% discount). This must be paid to the City of Swan prior to the date specified in an invoice issued by the City of Swan, or prior to the issuance of an occupancy permit for the approved development, whichever occurs first; or
 - b) Provision of Public Art on-site to a minimum value of the 1% contribution amount (\$34,917). The following is required for the provision of Public Art on-site:
 - i. The landowner or applicant on behalf of the landowner must seek approval from the City for a specific Public Art work including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP-1.10 and the *Developers' Handbook for Public Art* (as amended). The City of Swan may apply further conditions in regard to the proposed Public Art;
 - ii. No part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City of Swan; and,

- iii. The approved Public Art must be maintained in compliance with the approval granted by the City of Swan and any conditions thereof, to the satisfaction of the City of Swan.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	Special Use (SUZ 16)
Structure Plan/Precinct Plan	Hazelmere Enterprise Area Structure Plan (HEASP) Draft Hazelmere Special Use Area 16 Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Highway Service
Use Class and permissibility:	Storage 'D' Carpark 'D'
Lot Size:	52,794sqm
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	N/A
Design Review	N/A
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The City of Swan has received a Development Assessment Panel application from 'Rise Urban' on behalf of their client for 'Storage' and 'Carpark' purposes at Lot 651 Stirling Crescent, Hazelmere. The proposal comprises the following:

- Construction of an approximate 4.84 hectare (48,400sqm) hardstand area which will be used for the storage of goods and/or parking of light vehicles (i.e. cars);
- Earthworks to reduce the gradients of the slopes, with a maximum fill height of 1.25m in the southwestern portion of Lot 651 but typically ranging from 0m 0.5m elsewhere;
- The site is expected to be accessed via semi-articulated trucks up to 19m in length;
- The proposed development is estimated to generate up to 32 vehicle movements (inbound and outbound) per day;
- Trucks will access the site from the West along Stirling Crescent from Bushmead Road via one (1) new crossovers onto Stirling Crescent;
- One drainage basin is proposed within the lot boundaries;
- Retention and planting of new vegetation will occur along the Stirling Crescent and Eric Street boundaries;
- Installation of a 1.8m high chain link fence around the property boundaries; and
- No personnel will be permanently stationed on site.

Background:

The subject site is situated 640m west of the Stirling Crescent and Bushmead Road intersection. The development is in close proximity to Residential zoned land with the Hazelmere town site approximately 130m west of the subject site. The Helena River is approximately 165m north of the subject lot, with a mix of uses immediately across from the subject lot on the northern aspect of Stirling Crescent comprising residential, garden centre and education establishment uses.

The subject site is located within the broader Hazelmere Enterprise Area Structure Plan (HEASP) area, which earmarked the land for Light Industrial activities in order to establish a 200m light industrial buffer between the core industrial precinct to its east and residential uses to the west.

Lot 39 Stirling Crescent is also subject to the proposed Hazelmere Special Use Area 16 Structure Plan (Structure Plan) which is yet to be determined by the Western Australian Planning Commission (WAPC). In accordance with the proposed Structure Plan, lot 39 Stirling Crescent is zoned Highway Service.

A concurrent application for hardstand (Storage and Transport Depot) is to be considered by the DAP for adjacent Lot 39 Stirling Crescent, Hazelmere.

Legislation and Policy:Legislation

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Planning and Development (Development Assessment Panels) Regulations 2011

Local Planning Scheme No.17

State Government Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas

State Planning Policy 4.1 Industrial Interface

Structure Plans/Activity Centre Plans

Hazelmere Enterprise Area Structure Plan (HEASP)

Local Policies

POL-TP-124 Building and Development Standards – Industrial Zones

POL-TP-129 Vehicle Parking Standards

Consultation:Public Consultation

The application was advertised for a period of 14 days in accordance with Clause 64 Advertising applications of Schedule No.2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The 14 day consultation period commenced on 12 December 2025 and concluded on 2 January 2026.

Letters were sent to owners and occupiers of properties surrounding the development site, and a notice was placed on the City of Swan's website. No submissions were received during the consultation period.

During the public consultation period, a total of 24 submissions were received, comprising 22 objections and two (2) submissions of conditional support. One of the objectors made an additional submission after the close of advertising with a petition signed by 79 people objecting to the proposal.

All matters raised in the submissions received during the consultation period have been summarised in the table below. The Applicant has also addressed the matters raised in Attachment 7.

Issue Raised	Officer comments
Incompatibility with existing urban and residential development	Two (2) submissions raised concerns that the development was incompatible with the urban setting and created significant land use conflict. Both the Hazelmere Enterprise Area Structure Plan (HEASP) and Draft Hazelmere Special Use Area 16 Structure Plan have earmarked this portion of land as being suitable for Light Industrial uses in order to establish a 200m light industrial buffer between the general industrial zone to its east and the residential land to the west. The disposition of the City is that the proposed uses is acceptable subject to regulatory conditions requiring the submission of technical documents that identify mitigation measures to limit the developments impact on surrounding residential properties.
Loss of established vegetation and visual screening	12 submissions raised concerns with the environmental impacts caused by the removal of vegetation. However following investigation, it was determined that the vegetation on Lot 651 was non-native under the <i>Environmental Protection Act 1986</i> (EP Act) and therefore did not require planning approval to be removed under LPS17. This vegetation has already been removed and is not tied to this application.
Industrial character, amenity and design deficiencies	Nine (9) submissions raised concerns with respect to degradation of residential amenity caused by dust, noise, light and industrial interface treatments. City Staff consider that these specifics not otherwise addressed in this report can be addressed as part of a condition of approval for an operational management plan to the satisfaction of the City of Swan.
Traffic, pedestrian and cyclist safety	11 submissions raised concerns with increased traffic congestion caused by Heavy vehicle traffic associated

	with the development. City staff concur with the findings of the submitted Transport Impact Statement insofar that the traffic generated by this proposal, which is a combination of C-class vehicles and as of right heavy vehicles, can be accommodated on the existing road network.
Health and wellbeing impacts	Eight (8) submissions raised concerns with increasing the risk of accidents involving pedestrians, cyclists, and other vulnerable road users due to the use of heavy vehicles and trucks. The subject land is zoned to accommodate industrial land uses and City staff consider the proposal appropriate in the surrounding context. City staff do not agree that this proposal would unreasonably and materially undermine the enjoyment of nearby properties. Notwithstanding, appropriately worded conditions to restrict dust emissions and similar should appropriately mitigate potential impacts to amenity and health to nearby residential uses.

Referrals/consultation with Government/Service Agencies

Western Power

The subject site is burdened by two (2) easements to the benefit of Western Power for the protection of their transmission tower infrastructure. This proposal was referred to Western Power on 11 December 2025 seeking their disposition on this proposal.

Western Power advised on 9 January 2026 that they do not support this proposal for the following reasons:

1. The intended purpose for hardstand (storage, carpark and transport depot) does not comply with the registered standard easement conditions under the *Energy Operators (Powers) Act 1979 (WA)*, Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016; and
2. The proposed land use activities to these sites intensifies the existing service of the transmission corridor from the Guildford Terminal and Hazelmere substation, providing no certainty to the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.
3. In the absence of development plans showing the locations of the proposed storage units ensuring the clearance of the easement and safety areas cannot be determined. In addition, storage units on the subject sites would obstruct access to Western Powers transmission lines for maintenance and necessary works to occur.

The City's response to this objection is detailed later in the report.

Department of Water and Environmental Regulation (DWER)

The subject site was formerly covered with vegetation stemming a condition of approval of the nearby 'Guildford Substation' which required screening vegetation be interspersed between the substation and the residential area to the west.

Notably, the vegetation had been removed by the applicant prior to the lodgement of this proposal. Therefore, City Staff – in a discretionary capacity sought comments from DWER with respect to whether these works required a clearing permit or whether they had any comments on potential runoff generated by the hardstand into the nearby Helena River on Thursday 11 December 2025

DWER advised on Monday 5 January 2026 that *“Based on the information provided and noting initial advice from DWER, the vegetation cleared appears to have been intentionally planted and does not fit the definition of ‘native vegetation’ as specified under the EP Act. Therefore, a permit to clear under the EP Act is not required. DWER has no objection or further comments on the proposed hardstanding”*.

Planning Assessment:

Zoning and Use Class Permissibility

The subject land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Special Use Zone No.16' (SUZ 16) under the City of Swan Local Planning Scheme No.17 (LPS17).

The special use is articulated in LPS17 as:

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.

A structure plan for this Special Use zone has been prepared, submitted to the City, advertised for public comment and submitted to the Western Australian Planning Commission by the City with a recommendation for certain modifications prior to approval. At the time of writing the WA Planning Commission had not determined the proposed structure plan.

The proposed structure plan designates Lot 651 as being zoned “Highway Service”. Part 1.3 of the proposed structure plan states land use permissibility shall be in accordance with the corresponding zones as per the Zoning Table at Clause 4.3 under LPS17. The Zoning Table of LPS 17 lists “Storage” and “Carpark” as “D” uses in the “Highway Service” zone.

Clause 27 (1) of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations* which pertains to the effect of a structure plan states:

A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved

by the Commission is to have due regard to, but is not bound by, the structure plan when determining the application.

Clause 27 (2) states:

A decision-maker for an application for development approval or subdivision approval in an area referred to in clause 15 as being an area for which a structure plan may be prepared, but for which no structure plan has been approved by the Commission, may approve the application if the decision-maker is satisfied that –

- (a) the proposed development or subdivision does not conflict with the principles of orderly and proper planning; and*
- (b) the proposed development or subdivision would not prejudice the overall development potential of the area.*

The proposed car park and storage uses are consistent with the permissibility of uses set out in the proposed structure plan and are also considered to be consistent with the land use intent of the City of Swan and WA Planning Commission adopted Hazelmere Enterprise Area Structure Plan (HEASP). The subject lot is within Precinct 3A of the HEASP which states intent of land use as:

Limited to those uses that provide an appropriate interface to the residential land to the west through maintaining an acceptable level of amenity. The following uses are listed as an example of the type and range of uses that may be appropriate as a transitional interface between the industrial and residential use on the eastern side of the proposed north-south road reserve:-

The range of uses do not specify a car park but includes storage, although it is noted that what is proposed in the application is actually capacity to store cars.

Consideration of potential amenity impacts from the proposed use are discussed as follows.

Visual Impact

Nine (9) submissions from the public objected to the proposed development on the grounds of its appearance from surrounding residential properties. It is also noted that sixteen submissions objected to the removal of trees and vegetation that had been planted on the land some 20 years ago by Wester Power for the purposes of screening the substation located further to the east along Stirling Crescent. That vegetation has been lawfully cleared but the obvious effect will be that development of this lot will be visible from residential lots to the west. The application does propose a 9 metre wide landscaping strip along the lot boundary to Stirling Crescent and a 3 metre wide strip along the boundary to Eric Street and this can afford some degree of softening, if not screening of the proposed hardstand areas. Given that the land is intended for the development of a range of low impact industrial and commercial uses under the HEASP and the Scheme zoning, a level of visual amenity commensurate with a residential area cannot be a realistic expectation.

Noise, dust and light Impact

Nine (9) submissions from the public objected to the proposed development on the grounds of adverse impact of noise, dust and light emissions likely to be generated by business operations and truck movements. As with the consideration of the same land uses in applications for adjoining Lots 38 and 1101 Stirling Crescent, a requirement for an operational management plan can ensure that any lighting of the site will comply with AS 4282 – Control of Obtrusive Effects of Outdoor Lighting, that noise from truck movements and storage activities within the site will comply with the *Environmental Protection (Noise) Regulations 1997* and that dust can be managed.

Traffic generation and road access

The application is accompanied by a Traffic Impact Statement that estimates the volume of daily traffic to be generated by the proposed use of the subject Lot 651 and the adjoining Lot 39 Stirling Crescent, which is subject of a separate development application.

The TIS has assumed the storage capacity of the proposed hardstand area under this application as some 80 units/containers and the storage capacity of Lot 39 as 60 units – an aggregate storage capacity of 140 units. It has assumed that 20% of the 140 units would generate a daily vehicle movement, equating to 56 vehicle trips per day.

The TIS has estimated that the aggregate daily vehicle movements from the proposed development of this Lot 651, the adjoining Lot 39 and the approved development of Lot 38 and Lot 1101 Stirling Crescent to be 100 vehicles per day – less than 2% of the daily traffic along Stirling Crescent. It has also identified limitations with truck turning movements at the Stirling Crescent and Amherst Road and Stirling Crescent and Bushmead Road intersections being lane correct. These intersections should be upgraded to adequately accommodate lane-correct movements.

As with the proposed applications for development of Lot 38 and Lot 1101 Stirling Crescent, public advertising of this application generated public opposition to increased truck traffic on the existing local road network through adjoining residential areas. The (Steiner) school at Lot 13 Stirling Crescent has expressed opposition to development within Stirling Crescent that will generate truck traffic movements west along Stirling Crescent.

It is noted that sections of Stirling Crescent east of Amherst Road have a road carriageway width between 6 and 6.5 metres and the road is not constructed from a point proximate to the eastern boundary of Lot 1101. A road carriageway width of 7 metres is recommended.

It should also be noted that the City is progressing plans for the upgrade of Stirling Crescent and the provision of a north-south distributor road connecting Stirling Crescent and Hazelmere Circus as has been planned long-term by the HEASP. The City is also in negotiations with this applicant for a prefunded delivery of an upgraded Stirling Crescent that will provide for a connection eastwards to Lloyd Street. This will enable traffic from development along Stirling Crescent to travel eastwards as opposed to solely westwards and ultimately will alleviate the need for industrial traffic to travel on local roads through the residential areas of Hazelmere.

It is recommended that this application be required to make a proportionate contribution to the upgrading of the Stirling Crescent and Amherst Road and Stirling

Crescent and Bushmead Road intersections and the widening of Stirling Crescent to a 7 metre width from the eastern boundary of this lot to the intersection with Amherst Road.

Implications of proposed development on proposed north-south distributor road

The proposed structure plan depicts the aforementioned north-south distributor road running along and outside of the eastern side boundary of this lot, before curving eastwards to join Stirling Crescent. It is noted that the alignment of the intersection of this road to Stirling Crescent is subject of further detailed investigation and design. Notwithstanding the provision of such road will not likely require any alteration to any approved development on this lot.

Parking

Under the City of Swan Local Planning Policy POL-TP-129 Vehicle Parking Standards, a 'Storage' land use requires two (2) spaces per 100m² gross lettable area; or two (2) spaces per person employed; or a minimum of six (6) spaces; whichever is the greater.

As no buildings are proposed and no employees will work at the site, the Policy requirement is for six (6) car bays to be provided in accordance with the minimum provision for this land use.

No marked parking spaces are proposed as part of this application. The applicant has advised that as the site will only be accessed by trucks dropping off and picking up goods from the hardstand. Those trucks will not park in designated spaces and will instead park adjacent to the goods that they will pick up or a vacant area of hardstand in which they will drop off goods. The layout of goods stored within the site and the associated accessibility within the site is a matter for the site owner/ operator to manage.

City of Swan staff consider that the application satisfies the requirements of Clause 77(D) of the Planning and Development (Local Planning Schemes) Regulations 2015 which pertains to the variation of minimum on-site parking requirement in relation to development.

POL-TP-124 Building and Development Standards in Industrial Zones

Noting that the subject lot is zoned 'Special Use' under the City's Local Planning Scheme No.17 and that this would imply that 'POL-TP-127 Building and Development Standards for Other Zones' is applicable, City Staff have instead given regard to the provisions of 'POL-TP-124 Building and Development Standards in Industrial Zones' on the premise that the approved district structure plan has earmarked this area as being suitable for 'Highway Service' development.

In the absence of built form being proposed, setback and plot ratio requirements set out in this policy are not applicable, however this proposal varies the required provision of landscaping set out in the policy, whereby 10% of the site is required to be landscaped – this being some 5200m². Provision of a 9 metre wide landscaping strip along the lot frontage to Stirling Crescent and a 3 metre wide landscaping strip along the boundary with Eric Street will provide some 2700m² of landscaped area. This is commensurate with the extent of street frontage landscaping to most industrial lots in Hazelmere.

State Planning Policy 3.7 Planning in a Bushfire Prone Area

While this site is located within a designated DFES bushfire prone area, State Planning Policy 3.7 does not apply to this proposal as it does not propose construction of a habitable building for a residential or vulnerable land use. Pursuant to section 7 of the 'SPP3.7 Planning for Bushfire Guidelines', only habitable buildings to be used for commercial or industrial purposes are subject to SPP3.7.

Western Power Objection

As previously noted, Western Power does not support the proposal in the condition that it was referred to them, wherein their submission was based largely on the lack of detail on the development plans, where clearance distances from the Western Power easement could not be determined in the absence of plans distinctly showing the specific storage unit locations.

It is noted that independent of any approval of the development of the land that might be granted by the DAP, the owners will need to obtain from Western Power approval for the use of and works on any part of their land subject to the existing easement.

City Staff consider the above and further note that the drainage basin within Lot 651 is not located within the Western Power easement. City staff acknowledge the matters raised within Western Power's submission and consider that approval is warranted subject to a condition requiring that a management plan be prepared to ensure that measures are introduced for the protection of the transmission lines to the satisfaction of the City of Swan in consultation with Western Power.

Local Planning Policy POL-LP-1.10 - Provision of Public Art

The City of Swan's Provision of Public Art Policy requires the proponent to make a contribution to Public Art. This can be either a cash-in-lieu contribution of \$29,679.45 (being 1% of the estimated \$3,491,700 million development cost inclusive of the applicable 15% discount per the Policy), or the provision of Public Art onsite to the value of \$34,917. This is recommended as a condition of approval should the development be approved.

Conclusion:

Rise Urban' is seeking development approval on behalf of 'CWS Corp Pty Ltd' for the use of the subject site for 'Storage' and 'Carpark' purposes at Lot 651 Stirling Crescent, Hazelmere. The site is zoned 'Special Use Zone 16' under the City's Local Planning Scheme No.17.

The application was advertised in accordance with Section 9.4 of the City's Local Planning Scheme No.17 and the City received 24 submissions comprising 22 objections and two (2) submissions of conditional support and inclusive of a petition containing 79 signatures objecting to the proposal.

The City is satisfied that the application is consistent with the land use intent of this part of the Hazelmere locality as expressed through the applicable strategic and statutory planning framework. Further the City is satisfied that the relevant matters raised in public submissions can be addressed through conditions of approval pertaining to the management of noise, dust and light and contributions to the upgrade of various parts of the local road network. Conditional approval is recommended.

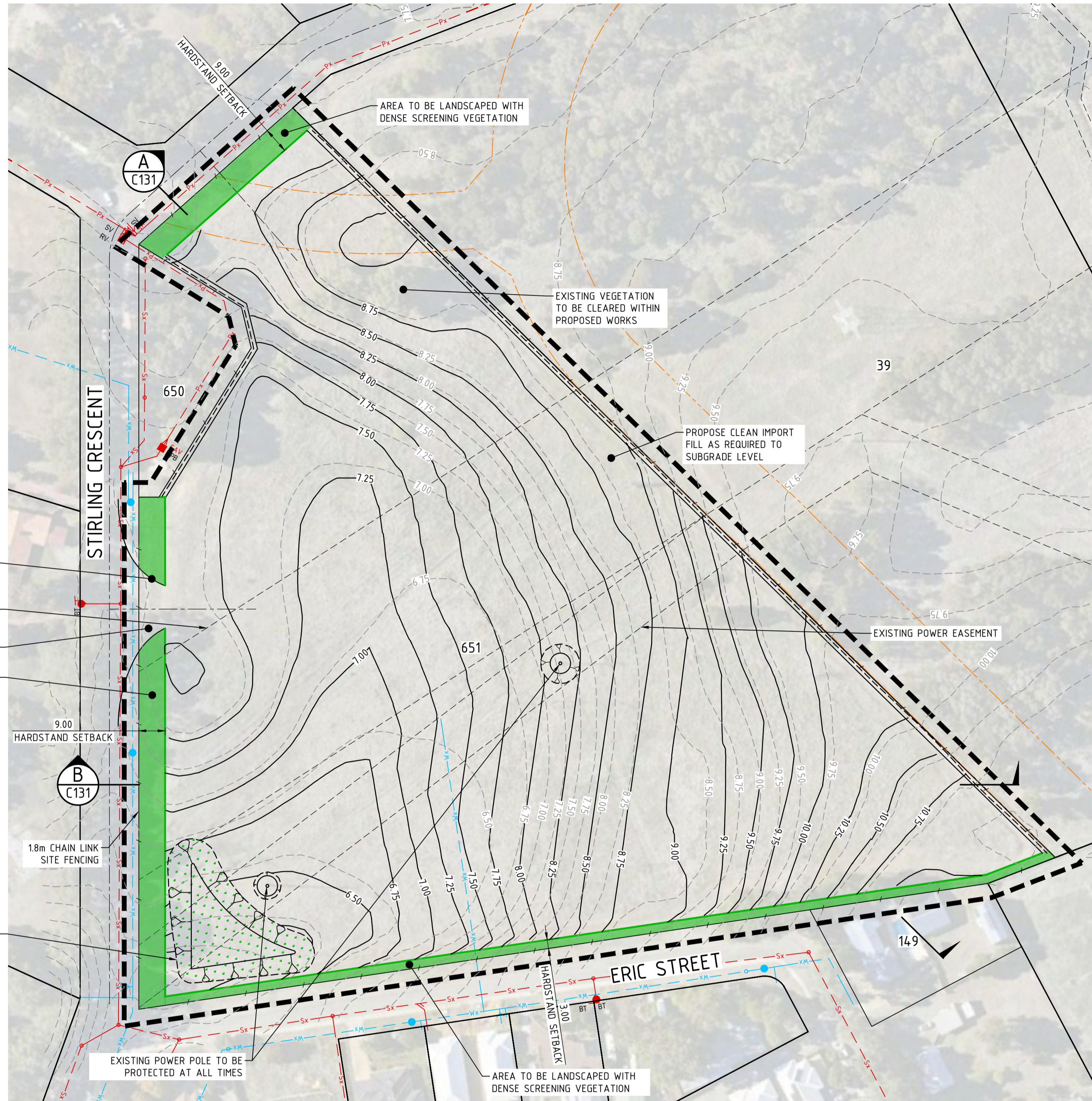
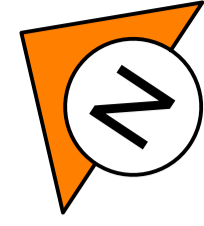


DISCLAIMER: Information shown hereon is a composite of information from various different data sources. Users are warned that the information is provided by the City of Swan in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification with the original source.

2 February 2026

1:1500





PLAN
SCALE 1:1000

NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
 - ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
 - ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
 - EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS
- BASIN**
- LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
 - VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
 - FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
 - 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

- LIMIT OF WORKS
- LOT NUMBER
- PROPOSED CONTOURS (0.25m INTERVAL)
- EXISTING CONTOURS (0.25m INTERVAL)
- PROPOSED BATTER
- PROPOSED ROAD
- FUTURE ROAD RESERVE
- EXISTING PRESSURE MAIN
- EXISTING WATER MAIN
- AREA TO BE LANDSCAPED WITH DENSE SCREENING VEGETATION
- PROPOSED BASIN VEGETATION

- INSTALL SEMI-MOUNTABLE KERB ALONG THE FRONT OF PROPOSED HARDSTAND
- EXISTING POWER TRANSMISSION EASEMENT
- PROPOSED CROSSOVER TO SUIT RAV 4 VEHICLE
- AREA TO BE LANDSCAPED WITH DENSE SCREENING VEGETATION
- HARDSTAND SETBACK
- 1.8m CHAIN LINK SITE FENCING
- PROPOSED BASIN. REFER NOTES FOR DETAILS
- EXISTING POWER POLE TO BE PROTECTED AT ALL TIMES



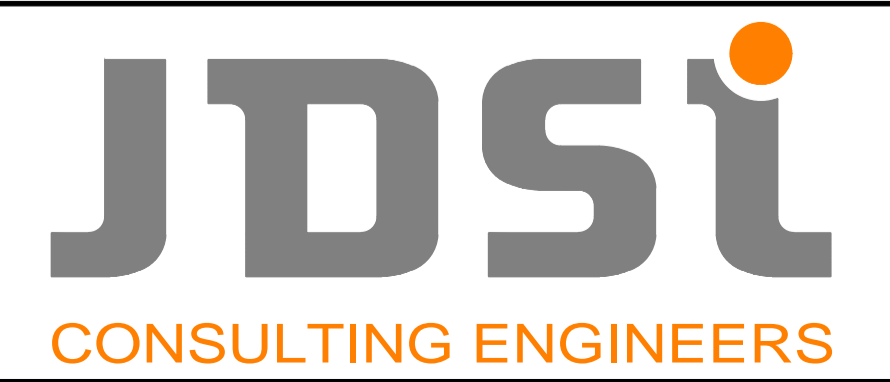
WARNING
BEWARE OF UNDERGROUND SERVICES

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REV	DATE	DRAWN	CHECKED	APPROVED	DESCRIPTION
D	16.01.26	AI	MS	MS	CROSSOVER UPDATED
C	06.01.25	AI	MS	BG	FUTURE ROAD RESERVE ADDED
B	03.10.25	AP	MS	MS	ISSUED FOR APPROVAL
A	01.10.25	AP	MS	MS	ISSUED FOR APPROVAL

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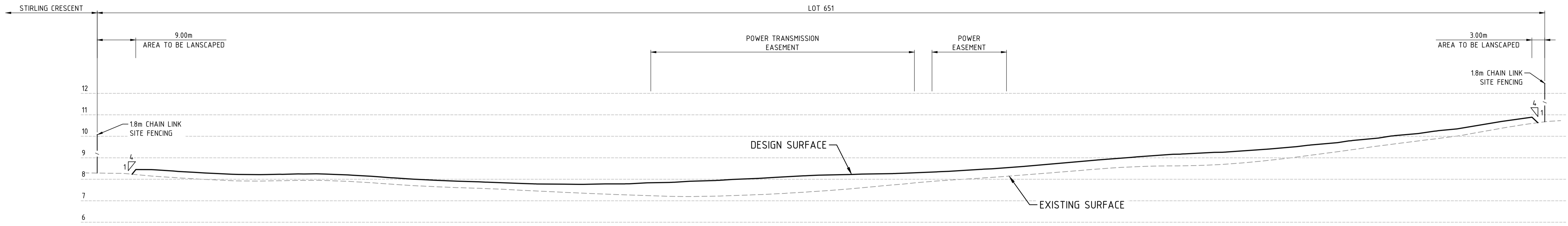


CLIENT:
CWS CORPORATION PTY LTD

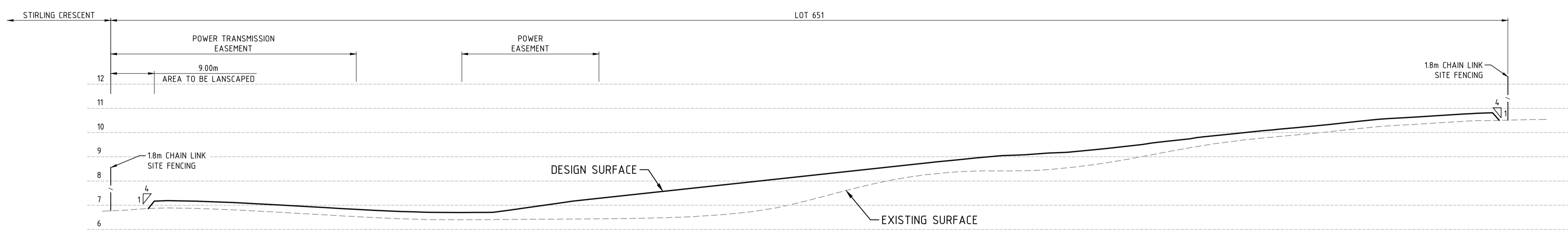
PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS PLAN LOT 651

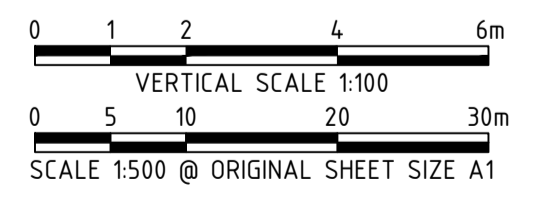
DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE @ A1 1:1000
PROJECT MANAGER M.SMITHERS	DATUM AHQ
JDSi PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C130	REVISION D



SECTION A
SCALE 1:500
VERT 1:100



SECTION B
SCALE 1:500
VERT 1:100



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B	03.10.25	AP	MS	MS	ISSUED FOR APPROVAL
A	01.10.25	AP	MS	MS	ISSUED FOR APPROVAL
REV	DATE	DRAWN	CHECKED	APPROVED	

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CLIENT:
CWS CORPORATION PTY LTD

PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS SECTIONS LOT 651

DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE: A1 AS SHOWN
PROJECT MANAGER M.SMITHERS	DATUM AHD
JDSi PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C131	REVISION B



Our reference: Ltr04A-2202025
Enquiries: Nick Grindrod

17 November 2025

Mr Phil Russell
Manager Statutory Planning
City of Swan
PO Box 196
MIDLAND WA 6936

Dear Phil

RE: Two Development Applications – Lots 39 and 651 Stirling Crescent, Hazelmere – Hardstand (Storage, Car Park and Transport Depot)

Rise Urban is pleased to lodge two development applications on behalf of CWS Corp Pty Ltd, seeking the City's approval of hardstand at Lots 39 and 651 Stirling Crescent, Hazelmere (the site). CWS Corp is under contract to purchase both lots from the current landowner, Hazelmere Tiaa Property Pty Ltd.

This letter sets out justification for the applications, demonstrating that they satisfy the relevant planning requirements and are supported by the following documentation:

- Completed City of Swan and DAP application forms;
- Current Certificates of Title;
- Engineering Drawings;
- Transport Impact Statement;
- Email confirmation from Department of Water and Environmental Regulation that the cleared site vegetation has no environmental value; and
- Rise Urban submission on Special Use Area 16 Structure Plan.

We have lodged two similar development applications for Lots 38 and 1101 to the east of the site. It is intended that the sites will function in conjunction with each other, but none rely on the others being approved and both could operate independently if required.

Site Context

The site is 10.79ha in size, with Lot 39 being 5.51ha and Lot 651 being 5.28ha. The site is located to the south of the Stirling Crescent – Amherst Road intersection, on the south side of Stirling Crescent. Eric Street bounds the south-western side of Lot 651. The site is currently vacant and is mostly flat, with a 3m slope upwards to the east within the eastern part of Lot 651 and a 1m slope in the southern part of Lot 39.

Lot 39 is encumbered by three easements:

- One 60m wide easement bisecting the lot, which protects high voltage (330kV and 132kV) power lines that supply power to the substation. One mast is located in the centre of the lot.

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- One 17m wide easement diagonally bisecting the southern half of the lot, protecting a 132kV power line.
- One 5m easement in the north-east corner of the lot protecting a drainage swale.

The two power lines horizontally bisect Lot 651, however the lot is unencumbered by easements. Two 132kV power line poles are located within the lot.

Much of the site is cleared, except for a small handful of retained trees in the northern part of the site. A review of historical aerial imagery has identified that all vegetation was planted in 2006 when the substation further to the south-east was constructed. The site was completely cleared pasture until that time.

The site is located on the north-western edge of the Hazelmere industrial area, with residential uses located to the south-west and rural residential uses to the north. The land immediately to the east and south-east of the site is similarly vacant and partially vegetated, while rural residential properties backing onto Helena River are located across Stirling Crescent to the north.

The local context is shown by Figure 1 below and an aerial image of the site is shown by Figure 2 overleaf.

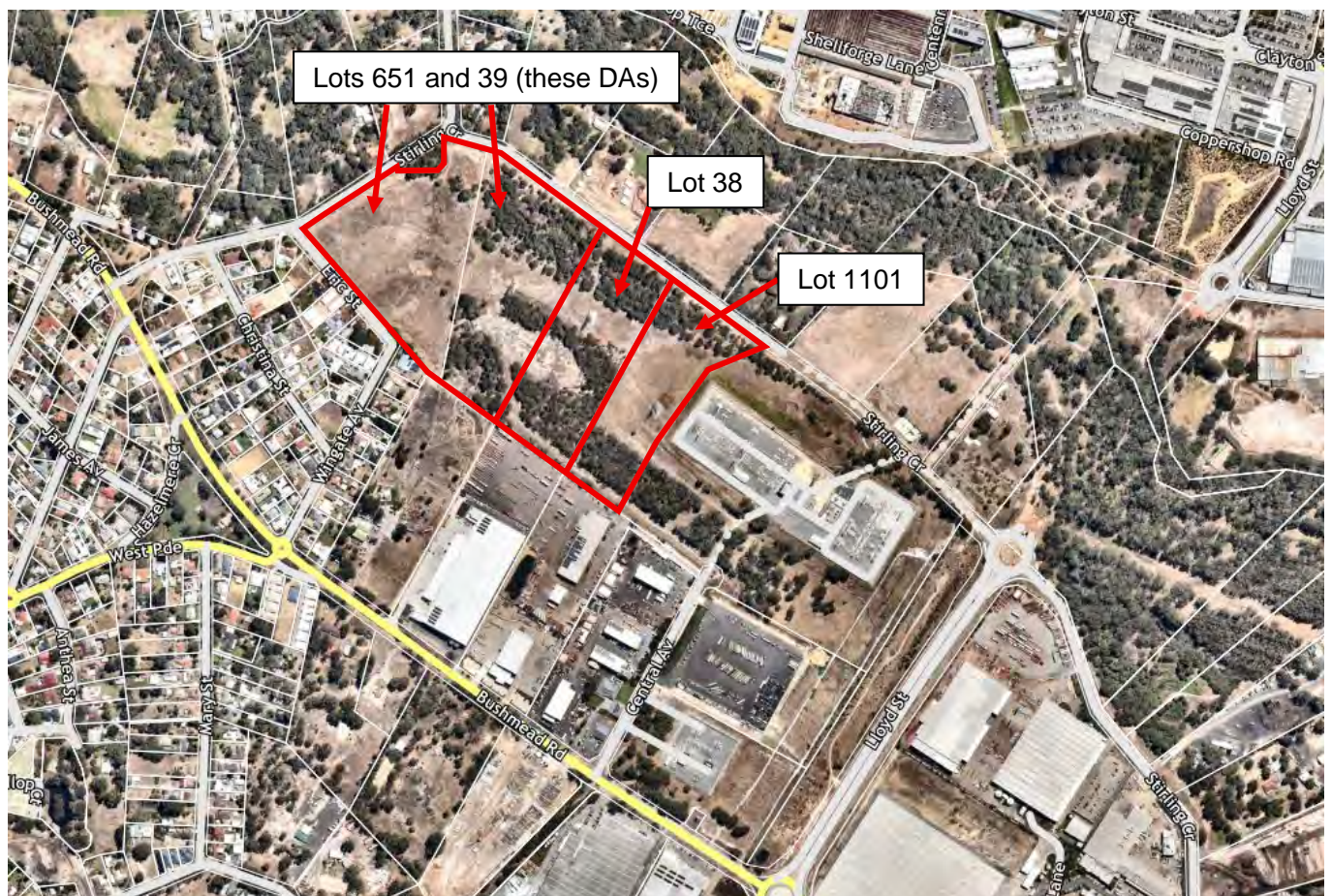


Figure 1 – Site and Surroundings – Lots 38, 39, 651 and 1101 Stirling Crescent, Hazelmere (source: MNG Access, 2025)

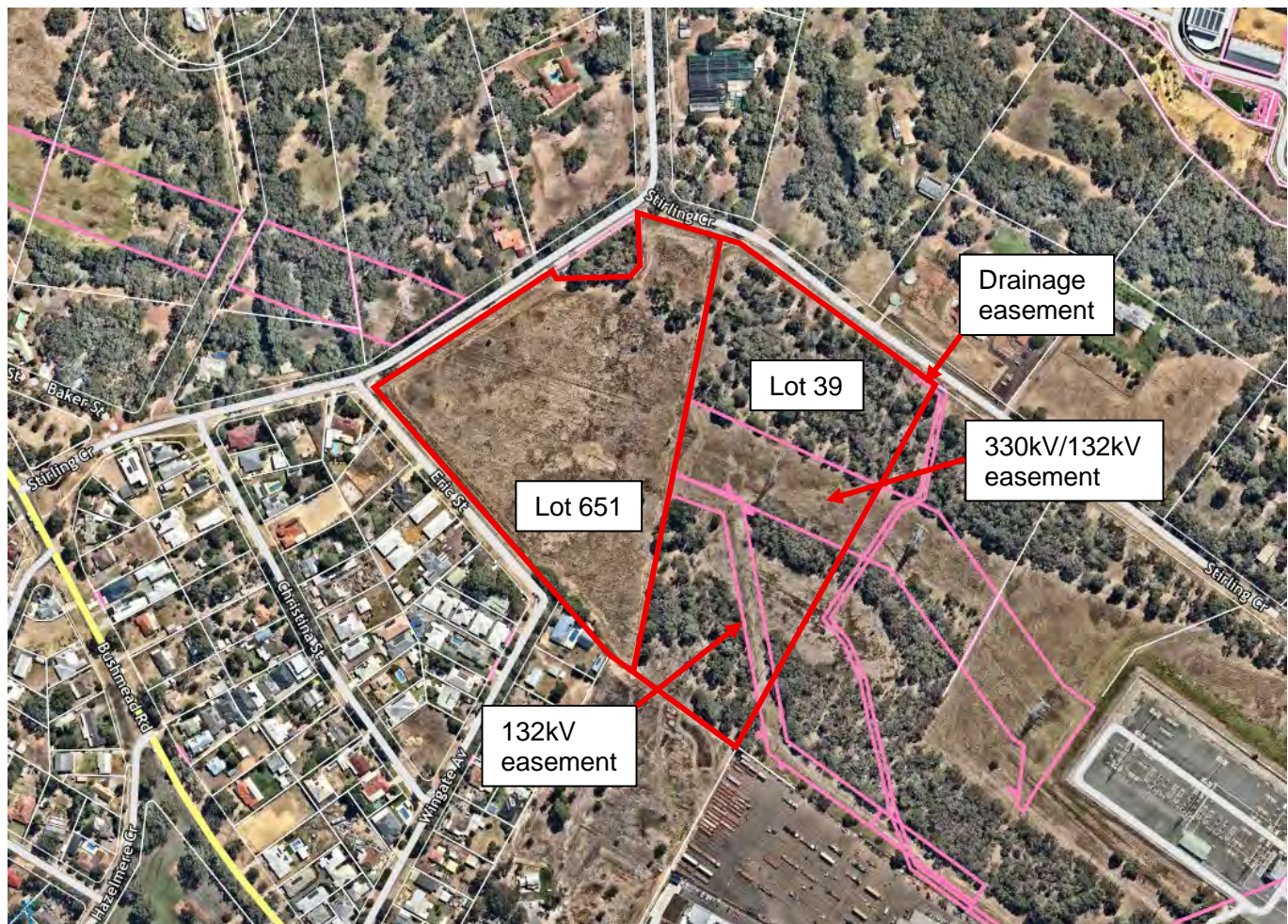


Figure 2 – Site Aerial Image and Easement Plan – Lots 39 and 651 Stirling Crescent, Hazelmere (source: MNG Access, 2025)

Proposal

The proposed developments comprise hardstanding of the majority of the site, with the exception of the street setback areas, power poles and three drainage basins. The hardstand is intended to be used to store goods and vehicles.

The draft Hazelmere Special Use Area 16 Structure Plan (detailed later in this submission) proposes to zone most of Lot 39 'Light Industry' and Lot 651 'Highway Service', with 'Transport Depot' being an X use for Lot 651. In this regard, approval of the 'Storage' and 'Transport Depot' land uses is sought for Lot 39, and 'Storage' and 'Car Park' is sought for Lot 651.

The 'Transport Depot' land use on Lot 39 is only proposed to enable trucks and similar vehicles to be stored at the site, and is proposed to maximise the scope of what is permitted to be stored on Lot 39. For Lot 651, the 'Car Park' land use would only apply if the majority of the goods being stored were light vehicles (ie. cars), and the 'Storage' land use would apply otherwise.



The area of the site to be hardstanded is shown on the development plans. The works proposed to be undertaken are listed below:

- Earthworking to reduce the gradients of the slopes, with a maximum fill height of 1.25m in the south-western portion of Lot 651 but typically ranging from 0m-0.5m elsewhere;
- Construction of four driveways from Stirling Crescent, two into each lot;
- Construction of three drainage basins, one in the northern portion of Lot 39, one between the eastern boundary of Lot 39 and the two power easements and one in the south-west corner of Lot 651, with depths ranging from 1m-2m below FFL;
- Retention of the vegetation in the front setback of Lot 39 except as necessary for the driveways;
- Planting of a landscape strip in the street setbacks around Lot 651 (9m to Stirling Cr and 3m to Eric St and 15 Wingate Avenue) to act as an amenity buffer;
- Retention and protection of the transmission tower and power poles; and
- Construction of 1.8m chain link fencing around the site boundaries.

The site is expected to be accessed by light vehicles and trucks up to 19m in length as needed to pick up and drop off goods, or for storage of vehicles themselves. Trucks will access the site from the west along Stirling Crescent from Bushmead Road. These roads are already rated for trucks up to 19m.

It is not anticipated that any permanent staff will work at the site.

The hardstand is intended as an interim use of the site, with comprehensive development and/or subdivision likely to occur in the future – most likely once the ultimate road network has been constructed. Although the proposed uses are interim, these applications seek a permanent approval on the basis that timing of delivery of the road infrastructure and redevelopment is unclear. The operational life of these developments does not need to be controlled via a planning mechanism as it is consistent with the land uses designated by the draft Hazelmere Special Use Area 16 Structure Plan and, in the case of truck parking on Lot 39, the land use intent of the Hazelmere Enterprise Area Structure Plan. Hazelmere is one of the best-located industrial and logistics precincts in Perth and market forces are likely to maintain the viability and attractiveness of further development and/or subdivision of this site in the future.

Planning Assessment

The key planning instruments relevant to the site and the applications are:

- 1) *Metropolitan Region Scheme*, which establishes overarching zones and reserves for land across Perth.
- 2) *City of Swan Local Planning Scheme No. 17*, which details the broad planning aims and intentions of the City, establishing land use and development requirements.
- 3) *Hazelmere Enterprise Structure Plan*, which functions as a District Structure Plan and establishes a precinct-based framework to guide development of Hazelmere into a primarily industrial area.
- 4) *Draft Hazelmere Special Use Area 16 Structure Plan*, which is a 'seriously entertained' Local Structure Plan that designates zones, the future road network and intended development standards for the site and land to the south.
- 5) Clause 67(2) of Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which sets out a series of matters to be considered by the City in its assessment of development applications. Traffic, stormwater management and environmental impacts are relevant considerations for these development applications.

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- 6) *State Planning Policy 3.7 – Bushfire*, which seeks to minimise bushfire risk and potential bushfire impacts on new development.
- 7) *State Planning Policy 4.1 – Industrial Interface*, which guides the siting and any relevant buffers that may be necessary to manage amenity impacts associated with industrial land uses and developments.
- 8) *Local Planning Policy POL-TP-124 Building and Development Standards – Industrial Zones*, which establishes site development standards for land in the 'Industry' zones.
- 9) *Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones*, which establishes site development standards for land in the 'Special Use' zone.
- 10) *Local Planning Policy POL-TP-129 Vehicle Parking Standards*, which establishes car parking provision standards and design specifications.

The following sections demonstrate that this proposal responds to the requirements of these planning instruments.

Metropolitan Region Scheme

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and is therefore intended to be developed for urban purposes. The form of urban development intended within the Urban zone is determined through the local planning framework, which is addressed in detail below.

City of Swan Local Planning Scheme No. 17

Under the City of Swan Local Planning Scheme No. 17 (LPS 17) the site is zoned 'Special Use' and forms part of 'Special Use 16' (SU 16). Clause 4.7.2 of LPS 17 is as follows: "A person must not use any land, or any structure or buildings on land, in a special use zone except for the purpose set out against that land in Schedule 4 and subject to compliance with any conditions set out in Schedule 4 with respect to that land."

The purpose for SU16 is as follows: "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 SU 16 conditions are listed below.

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. *A Structure Plan shall include all lots within this Special Use Zone and be prepared and approved prior to any additional land use, development proposal or subdivision of a lot, with the exception that the Local Government may consider granting an approval for the following land use, development or subdivision, without the prior requirement for a Structure Plan:*
 - a) *Single House and associated residential structures and activities such as a Home Business; Home Occupation; Home Office; Home Store on a lot, or*
 - b) *minor lot boundary changes.*
3. *The Structure Plan is required to observe the Land Use Intent and Development Requirements as detailed within Precinct 3A "HEA Buffer Area" within the Local Government and WAPC approved Hazelmere Enterprise Area Structure Plan.*

On this basis, the greatest weight should be given to the HESP when assessing land use permissibility. This, along with the other relevant planning considerations associated with the HESP and draft Special Use Area 16 Structure Plan, are addressed in the following sections.

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Hazelmere Enterprise Structure Plan

The Hazelmere Enterprise Structure Plan (HESP) divides Hazelmere into multiple precincts. The site is located within sub-precinct 3A of Precinct 3 – HEA Buffer Area. The intent of Precinct 3 is to accommodate land uses that do not impact the amenity of the locality, particularly the residential areas to the west, and to act as a buffer between those residential areas and the industrial area to the east. Within sub-precinct 3A, the stated land use intent is for 'Residential' land uses to be provided west of the future north-south road (ie. Lot 651), and non-residential land uses that are appropriate as a transitional interface to the east, between the industrial and residential uses.

- Lot 651

We understand that the City and SU 16 Structure Plan applicant have agreed that residential land uses would not be appropriate for Lot 651 due to the constraints and amenity impacts associated with the power lines. The 'Highway Service' zone is proposed instead, with 'Transport Depot' as an 'X' use, to manage the interface in this location. As confirmed in our submission on the SU 16 Structure Plan, we are supportive of this approach.

The proposed 'Storage' and 'Car Park' land uses for Lot 651 are 'D' (Discretionary) in the Highway Service zone, and are consistent with the zone objectives on the basis that both land uses relate to storage of goods and vehicles on hardstand, noting that Highway Service land uses are typically dominated by hardstanded car parking areas. Storage of goods is consistent with the industrial land use intent of this locality, and will not cause the same visual amenity impacts that are typically of importance in commercially driven Highway Service zones in exposed locations on major arterial roads. A landscaped interface is provided to the nearby residential area to maintain suitable amenity for residents.

- Lot 39

The HESP provides that the land east of the north-south spine road should be "*limited to those uses that provide an appropriate interface to the residential land to the west through maintaining an acceptable level of amenity*". Examples of appropriate uses include 'Garden Centre', 'Service Station', 'Storage' and 'Warehouse'.

The SU 16 Structure Plan proposes to implement this by applying the Light Industry zone, however this approach is flawed as the land use permissibility within the Light Industry zone does not fully reflect the above land use intent, given there is no difference in amenity between 'Storage' (a Permitted land use) of goods and storage of trucks, which is an X use as it falls within the 'Transport Depot' land use definition.

In this regard, it is important to reiterate that the proposed 'Transport Depot' land use is only proposed to enable trucks to be stored at the site. Storage of trucks is consistent with the above land use intent on the basis that the only associated amenity impacts are visual (which is addressed through landscape screening) and a brief period of noise when a truck is dropped off or picked up. This amenity impact is also present for the permitted 'Storage' land use, given trucks would need to pick up and drop off stored goods.

For bulky items (such as sea containers or mining machinery), there may be a greater amenity impact than storage of trucks as the trucks picking up or dropping off the items may need to idle for longer, and loading/unloading of goods would also need to occur. The 'Garden Centre', 'Service Station' and 'Warehouse' land uses would also have greater amenity impacts due to increased noise levels for longer periods of time, greater traffic demand and/or the presence of hazardous and noxious substances (ie. fuel or pesticides).

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On Lot 651, located even closer to the residential area that the HESP seeks to protect, land uses that would impact residential amenity to a much greater extent than truck storage are capable of approval, such as 'Fast Food Outlet', 'Industry – Light', 'Industry – Service', 'Motor Vehicle, Boat or Caravan Sales', 'Showroom' or 'Warehouse'.

On this basis, the 'Transport Depot' land use on Lot 39 meets the Precinct 3 – HEA Buffer Area objective (ie. land use intent) as it will not cause any injury or adversely affect the amenity of the locality, in the context of the site's location on the industry side of the designated buffer zone to the nearby residential area, and the permissible and anticipated land uses on Lots 39 and 651.

- Water Management

The HESP provides that in Precinct 3, nutrient inputs to surface and ground water are to be minimised through restriction of development to 'dry industry' until sewer is extended. Stormwater flows from lots are also to be limited. These development applications are consistent with this intent, with no wastewater/effluent disposal necessary and stormwater to be managed on site in the swales shown on the plans.

Draft Hazelmere Special Use Area 16 Structure Plan

The draft Hazelmere Special Use Area 16 Structure Plan (the SU 16 Structure Plan) has been prepared and advertised for this site. We prepared a submission requesting amendments to the SU 16 Structure Plan and it is appended to this submission. It is somewhat progressed in the approval process, having been considered by the City of Swan Council in November 2025, following which it will be assessed and determined by the WAPC. On this basis, careful consideration is necessary to determine if the SU 16 Structure Plan is 'seriously entertained', and therefore the weight that it should be given in the assessment of these applications.

In determining how much weight to give a seriously entertained proposal, it is appropriate to refer to Nicholls and Western Australian Planning Commission [2005] WASAT 40 (Nicholls), which establishes the following criteria in considering seriously entertained planning proposals:

- The degree to which the draft addresses the specific application.*
- The degree to which the draft is based on sound town planning principles.*
- The degree to which its ultimate approval could be regarded as certain.*
- The degree to which its ultimate approval could be regarded as imminent.*

This proposal has been assessed against these four criteria below:

- The SU 16 Structure Plan addresses these specific applications to a high degree. The SU 16 Structure Plan was prepared specifically to guide development outcomes on 5 undeveloped lots adjacent to the Hazelmere residential area, and these applications propose development of two of those lots. Physical development of this site as hardstand will not prejudice delivery of the planned road infrastructure and realigned easements in future, when the site is comprehensively developed as per the structure plan.
- The purpose of the SU 16 zone is to require a structure plan to implement the land use intent, as detailed for Precinct 3A by the HESP, being to provide a transition between the residential area to the west and industrial area to the east, while permitting businesses to establish that do not adversely affect the amenity of the locality. This is a sound town planning principle.

As detailed in the previous section and in our submission on the SU 16 Structure Plan, it does not meet this principle as it inadvertently excludes an appropriate land use (storage of trucks) that would not adversely affect the amenity of the locality in the context of the land use intent. On this basis, to be fully based on the sound town planning principles established by the HESP, the SU 16 Structure Plan requires amendment to include storage of trucks.

- iii. The ultimate approval of the SU 16 Structure Plan can be regarded as likely (but not certain) as advertising has concluded and it is soon to be considered by the City of Swan Council, but it has not yet been considered by the WAPC. The form in which it is likely to be approved is uncertain due to the misalignment between land use permissibility and the HESP land use intent that it is required by the LPS 17 SU 16 provisions to implement, and this needs to be resolved prior to approval. In our submission, we advocated for other changes to be made as well to avoid unnecessarily constraining development on the site.

On this basis, the SU 16 Structure Plan is sufficiently progressed to provide certainty that a structure plan has been prepared for the site and will be approved in a relatively timely manner, but the inflexible land use permissibility proposed by the structure plan and associated impact on a proposed land use that is consistent with the land use intent for the site, means that it should be given limited weight for the purposes of a land use permissibility assessment.

- iv. Following endorsement by the City of Swan, the SU 16 Structure Plan will be assessed and determined by the WAPC. We believe it is likely that this process will conclude in 2026. Given these development applications are unlikely to be determined until early 2026, it is unlikely that the hardstand would be constructed, and land used, prior to final adoption of the SU 16 Structure Plan, including any potential amendments that may be made to resolve the abovementioned land use issue and the further issues raised in our submission.

The purpose of the SU 16 Scheme provision and conditions are to prevent approval of development with potential to prejudice implementation of a future structure plan, prior to the details of the structure plan being known. Approval of these applications would not prejudice the ability of the SU 16 Structure Plan to achieve its purpose (which is to implement the HESP Precinct 3A land use and development intent), particularly noting that the proposed site operations (ie. land use) meet the land use intent.

In this context, approval of the SU 16 Structure Plan can be regarded as imminent for the purposes of the requirement for a structure plan to be prepared, however given the assessment process is not yet complete, rectification of this issue is necessary and it is unclear how it will be rectified, resolution of land use permissibility is not yet imminent.

To summarise, the land use permissibility proposed for Lot 39 by the SU 16 Structure Plan warrants review by the WAPC as part of the ongoing assessment of the structure plan, as it does not meet the Special Use 16 provision in LPS 17 given it prohibits a land use that meets the land use intent for the site. However, it is likely that the structure plan will ultimately be approved in a form that is somewhat similar to the version that was advertised, and so the presence of the draft structure plan can be given some weight. For this reason, clause 4.7.2 of LPS 17 does not prevent approval of these applications.

It is therefore arguable as to whether the SU 16 Structure Plan should be treated as 'seriously entertained'. In this respect, these applications seek for the SU 16 Structure Plan to be given weight in the City's assessment against the SU 16 requirement for a structure plan to be prepared, particularly in its assessment of these



applications against the SU 16 conditions. However, these applications also seek for limited weight to be given the land use permissibility in relation to the 'Transport Depot' land use, given the proposed site operation is consistent with the land use intent for Lot 39 established by the HESP.

Clause 67(1)(a) of the Deemed Provisions prevents development approvals from being granted for any application proposing an X use. 'Transport Depot' is not an X use on Lot 39 as it is zoned 'Special Use'. The 'Light Industry' zone proposed by the SU 16 Structure Plan should not be treated as overriding the 'Special Use' zone, given the resultant land use permissibility is inconsistent with the LPS 17 requirements for SU 16 and it does not meet all of the Nicholls criteria.

- Roads and Easements

The hardstand is proposed over the land designated by the SU 16 Structure Plan for roads on the basis of the City's advice that those roads are unlikely to be funded and constructed for at least another 10 years. It is intended that when the road reserves are ceded and roads constructed, the hardstand within the road reserves will be removed and access to the sites modified or relocated where necessary. Likewise, if or when the easements are realigned, the hardstand will not prevent physical relocation or installation of any infrastructure or registration of easements over the site.

The SU 16 Structure Plan requires a 27m setback between development and Eric Street and 15 Wingate Avenue to facilitate realignment of the 132kV power line easement and act as a buffer between land uses. This setback may be used for landscaping and vehicle circulation, and in this regard these development applications propose a 3m landscaping strip along this boundary of the site, with the remaining 24m to be provided as hardstand. This is appropriate as the Structure Plan proposes to permit use of the 27m setback for vehicle circulation purposes, and use of the setback for car parking and storage of goods will not impact the amenity of the nearby residents beyond impacts associated with regular circulation of vehicles throughout a carpark serving a Highway Service development.

These applications are otherwise consistent with the SU 16 Structure Plan provisions, including no access being proposed from Eric Street, landscaping being provided within the street setbacks, the proposed site access being suitable and noise being mitigated through the proposed land uses (which generate minimal noise).

- Water Management

The City's recommended Schedule of Modifications include implementation of a Restricted Use to the 'Light Industry' zone (ie. Lot 39) placing limitations on land use, subject to specific conditions being met. Table 1 below lists those conditions and confirm that all are met by this proposal, where relevant.

Table 1 – SU 16 Structure Plan Restricted Use 2 Conditions

Condition	Response
1. Land use and development shall connect to reticulated sewer where available;	Reticulated sewer is located adjacent to Lot 651, however none is available to Lot 39. Sewer is not proposed to be provided to Lot 651 as it will not generate any effluent or wastewater.

2. Land use and development is restricted to 'Dry Activities' unless the site and development is connected to reticulated sewer. 'Dry Activities' means any use permitted by the applicable zone and where:	No wastewater or effluent will be generated by this proposal, and it is therefore a 'Dry Activity'.
2a. it can be demonstrated that the quality and volume of effluent to be disposed of on-site can be successfully disposed of, without adverse environmental or health effects, utilising effluent disposal systems approved by the relevant Government agency; and;	These development applications will not generate any effluent to be disposed of onsite.
2b. the development is of a type which is predicted to generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m ² of site area;	No wastewater will be generated by this proposal, and it is therefore a 'Dry Activity'.
3. Unless connected to sewer any application for development approval shall include a Wastewater Management Plan to address effluent disposal, to demonstrate that Condition 2 can be achieved and to demonstrate that Condition 1 is unavailable, to the satisfaction of the Local Government.	No wastewater will be generated by this proposal.

Cl. 67(2) – Deemed Provisions

Various matters listed in clause 67(2) of the Deemed Provisions are relevant to this proposal, and can be summarised as amenity, site access and vegetation. These three matters are addressed below.

- Amenity

The proposal will maintain the amenity of the nearby residential area in the context of the site being a planned non-residential buffer zone between residential and industrial uses. Given this desired future character of the locality, the proposal is consistent with the relevant considerations listed in clause 67(2) as follows:

- Clause 67(2)(m) – Compatibility of the development with its setting: The proposed land uses are of a low intensity and are unlikely to generate significant activity on a day-to-day basis. Noise will be limited compared to levels that could reasonably be expected in the 'Highway Service' or 'Light Industry' zones (such as retail, service commercial or warehouse development) as detailed above, and noise emitted by the development will remain within the limits set by the *Environmental Protection (Noise) Regulations 1997*.
- Clause 67(2)(n) – Amenity and character of the locality: The hardstand and associated land use is consistent with the planned character of the locality by virtue of it being a low-impact, transitional land use with commensurate or even less activity than would be permitted on a typical highway service or light industrial development, as detailed above.
- Clause 67(2)(p) – Landscaping: The hardstand will be separated from nearby dwellings by a landscaped buffer. This treatment provides a clear and legible land use transition between the non-

residential and residential uses, restricting the visibility of the development from the residential area and reducing noise.

- Clause 67(2)(r) – Health and safety: The goods to be stored at the site will not generate emissions or otherwise present a risk to human health or safety.
- Clause 67(2)(s) and (t) – Access and parking: Site access will be from Stirling Crescent, thereby discouraging any associated traffic from using residential streets. The rear of the site has been oriented towards the residential area intentionally as the least amount of activity is likely to occur at the rear of the site, thereby reducing noise.
- Clause 67(2)(u)(iii) – Waste: No waste will be generated at the site. Stormwater will be managed on site and any contaminants appropriately treated.

Collectively, these measures ensure that the development will maintain the amenity of the residential area while delivering a functional outcome for the proposed land uses on this site, which are envisaged by the planning framework.

- Access

The attached Transport Impact Statement (TIS) discusses the use of the existing road network by light vehicles and trucks up to 19m in length to access the site. Trucks will use Bushmead Road and Stirling Crescent to access the site. The TIS concludes that the volume of vehicles generated by the proposed land uses will be negligible compared to the existing traffic demand on the road network (ie. Stirling Crescent and Bushmead Road). The proportion of trucks using these roads is projected to increase from 5.0% to 5.6%, and the total number of vehicles using the road network is projected to increase by 0.5%. These increases are negligible and the road network will continue to function acceptably.

The TIS identifies a minor conflict between the inside of a truck turning left and the kerb at the Stirling Crescent – Bushmead Road intersection. As both of these roads are intended to accommodate trucks up to 19m regardless of whether these developments occur, the landowner submits that it is the City's responsibility to maintain the road network to its rated standard. Should the City require works to be undertaken to the intersection, it is the City's responsibility to fund and undertake those works.

Otherwise, the TIS finds that the proposed driveways, crossovers and all other relevant parts of the road network are capable of accommodating trucks up to 19m. It also notes that *"there is no evidence to suggest that the proposed development will increase the risk of crashes on the road network"*.

- Vegetation

Integrate Sustainability has obtained confirmation from the Department of Water and Environmental Regulation that the cleared vegetation on the site **"does not constitute native vegetation under the Environmental Protection Act 1986"** and that no clearing permit is required.

This vegetation was planted in 2006 when the nearby substation was constructed to screen it from view from the west, as shown at Figure 3 below. This purpose (to screen the substation from view) is now redundant as the broader locality is planned and gradually being developed for industrial purposes. Development of the locality, including Lots 38, 39, 651 and 1101, will, in effect, screen the substation from view from the residential area further to the west.



Figure 3 – Aerial Image of Site and Surrounds taken in 2006 (source: Landgate via MNG Access, 2025)

State Planning Policy 3.7 – Bushfire

While most of the site is located within a designated bushfire prone area, State Planning Policy 3.7 (SPP 3.7) does not apply to this proposal as it does not propose construction of a habitable building for a residential or vulnerable land use, or a caravan park, nature-based park or camping ground. This is reinforced by section 7 of the SPP 3.7 Guidelines, which provide that only habitable buildings to be used for commercial or industrial purposes are subject to SPP 3.7.



State Planning Policy 4.1 – Industrial Interface

State Planning Policy 4.1 (SPP 4.1) emphasises the importance of planning for transitions between industrial and sensitive land uses, to protect the amenity of sensitive uses. LPS 17 and the HESP implement a transitional area between the 'General Industry' zone in central Hazelmere and the residential area to the west. The site is located within this transition zone by virtue of its 'Special Use' zoning, addressed previously.

Distribution of the proposed 'Car Park' and 'Transport Depot' land uses across the two lots depending on their proximity to the residential area, limitation of the scope of physical development to hardstand and delivery of landscaped setbacks to protect amenity, represents an appropriate transition from the nearby residential area. These developments will ensure that the amenity of the nearby residential area will not be unreasonably affected by use and development of the site in the context of the land use intent for this site established by the HESP.

Local Planning Policy POL-TP-124 Building and Development Standards – Industrial Zones

This proposal meets the requirements of this Policy by providing compliant setbacks and limiting their use to access and landscaping, noting that the existing vegetation in the front setback of Lot 39 will be retained. A kerb is provided to separate the hardstand from the retained vegetation.

Table 1 of LPP 124 establishes a minimum street setback of 9m, which is proposed to be provided as landscaping. A secondary street setback of 3m is required to Eric Street, and is also proposed as landscaping. The plot ratio requirement is not relevant to these applications as no buildings are proposed.

Less than 10% of the site is proposed to be provided as landscaping. LPP 124 provides that the intention of this landscaping requirement is to protect amenity, and in this regard landscaping is proposed in the required setback areas specifically to protect amenity as described previously. There would be no planning benefit in providing further landscaping elsewhere on the site given no employees will attend on a day-to-day basis, and there is no precedent for this in any developed industrial site in Hazelmere. The intent of the 10% requirement is therefore achieved and the exercise of discretion by the City is warranted.

The entire site is proposed to be a storage area, and provision 2.6 of LPP 124 is met through delivery of the landscaping strips to screen the hardstand.

Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones

LPP 127 applies by virtue of the site's 'Special Use' zoning under LPS 17. The proposed hardstand meets the requirements of LPP 127 by limiting use of the setbacks to access and landscaping, noting that the existing vegetation in the front setback will be retained in Lot 39 and that the Lot 651 setbacks will be planted out. The setback widths and kerb requirements of LPP 124 are mirrored in LPP 127.

The setback and plot ratio requirements are to be negotiated with the City at development application stage. It is reasonable to apply the 'Light Industry' development standards in Table 1 of LPP 124 to both Lots 39 and 651 as it is the most relevant requirement to apply to this form of development. This proposal meets those requirements.

Local Planning Policy POL-TP-129 Vehicle Parking Standards

Local Planning Policy POL-TP-129 (LPP 129) requires car parking to be provided at a rate of 2 spaces per 100m² gross leasable area, 2 spaces per person employed or a minimum of 6 spaces, whichever is greater. As no buildings are proposed and no employees will work at the site, the Policy requirement is for 6 car bays to be provided.

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ABOVE AND BEYOND TOWN PLANNING



No parking spaces are proposed on the basis that they are unnecessary, as the site will only be accessed by trucks dropping off and picking up goods from the hardstand. Those trucks will not park in designated spaces, but will instead park adjacent to the goods that they will pick up or a vacant area of hardstand in which they will drop off goods. Any cars parked on the site will be parked there for commercial storage purposes; not due to them being a mode of transport for someone accessing the site. The layout of goods (including cars and trucks) stored within the site and the associated accessibility within the site is a matter for the site owner/operator to manage.

This submission seeks for the City to exercise the discretion available under clauses 67(2) and 77D of the Deemed Provisions by virtue of this Local Planning Policy being a due regard document, instead of requiring 6 car parking spaces (that would be disused) to be provided on each site.

Conclusion

This submission demonstrates that the hardstand proposed by these development applications for Lots 39 and 651 Stirling Crescent, Hazelmere meets the development outcomes intended by the planning framework.

Approval of these applications prior to determination of the draft Hazelmere Special Use Area 16 Structure Plan is warranted for the reasons explained in detail in this submission. Approval of the proposed 'Transport Depot' land use for Lot 39 (for parking of trucks) is also warranted despite the 'Light Industry' zoning proposed by the SU 16 Structure Plan, as it is consistent with the land use intent for the site established by the Hazelmere Enterprise Structure Plan and will not impact the amenity of the nearby residential area in the context of the other permitted and anticipated land uses for Lots 39 and 651.

Ultimately, the proposed land uses and limited development (hardstand only) will appropriately manage the land use transition between the industrial and residential areas of Hazelmere, and represent an appropriate use of the site until the ultimate development outcome occurs when the planned road network is constructed in the future. The hardstand itself will not prejudice delivery of the road network or relocation of power line easements in the future.

This proposal is for a low-impact use of the site, which along with the absence of built form will not cause any undue amenity or environmental impacts. A landscaped buffer will be implemented to protect the amenity of the nearby residential area, and the site is only proposed to be accessed by vehicles that are already permitted to use the existing constructed road network.

We look forward to working with the City of Swan to progress these applications to a favourable determination by DAP. Should you require any further advice or information in relation to this matter, please contact Nick Grindrod of this office on 0424 365 276 or via email at nick@riseurban.com.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Cameron Leckey".

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ABOVE AND BEYOND TOWN PLANNING



Chad Scott

Lot 39 and 65 I Stirling Crescent, Hazelmere

Transport Impact Statement

November 2025

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I Introduction and Background

PJA has been engaged to assess the transport impact of a proposed hardstand development at Lots 39 and 651 Stirling Crescent, Hazelmere.

The subject site is within the City of Swan locality, within an industrial zoned area with significant road upgrades already planned by the City and Main Roads WA for the roads adjacent to, and in the vicinity of the site.

Lot 39 will be accessed to/from Stirling Crescent (east), and Lot 651 will be accessed from both Stirling Crescent (east), and Stirling Crescent (west).

The Stirling Crescent (east) road reserve extends between Amherst Road to the west and Lloyd Street to the east, however the carriageway is only partially constructed with access to the site currently only achievable from the west. The eastern 400m of Stirling Crescent (toward Lloyd Street) is unconstructed and is unlikely to be completed within the next ten years (after 2035), as indicated by the City of Swan.

To enable the site to be developed and made operational, it is proposed that vehicular access is gained from the west until such time that the eastern approach to/from Llyod Street is completed.

Figure 1-1: Subject Site and Surrounding Context

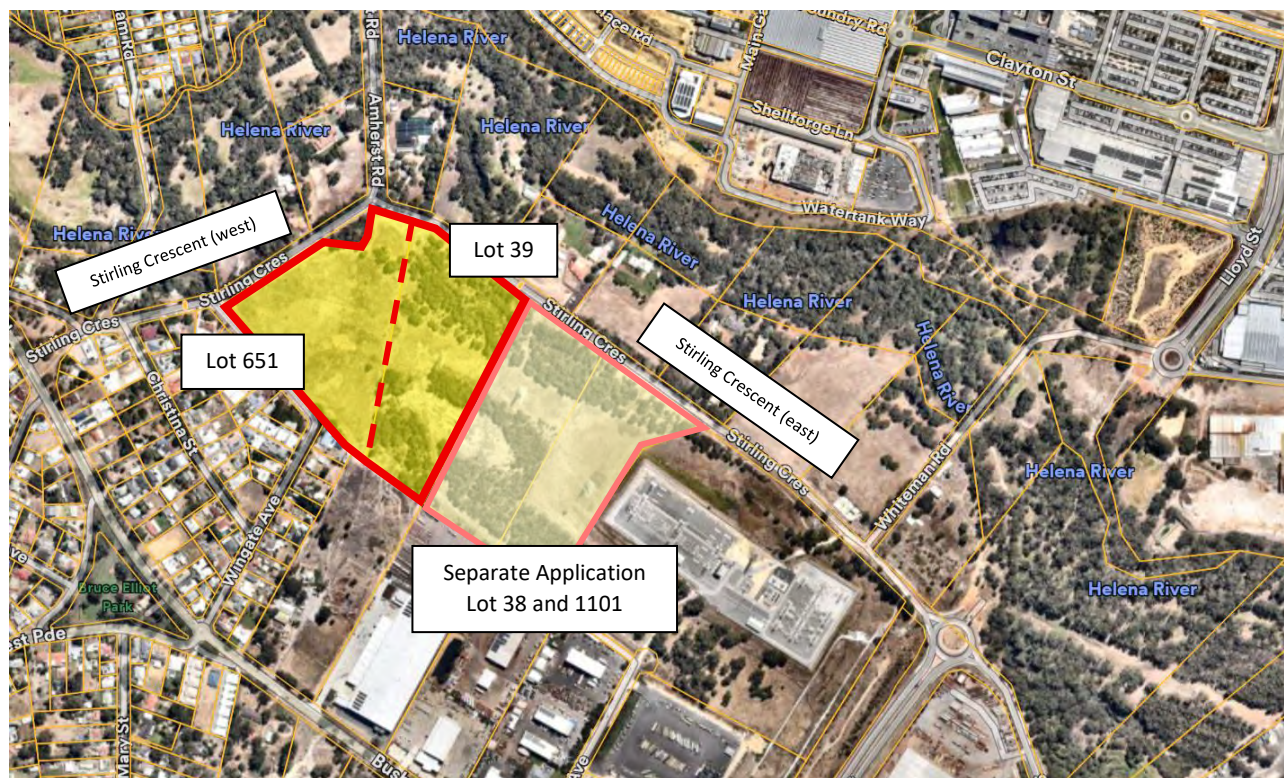


Image source: Nearmap



I.1 Purpose of this Report

Western Australian Planning Commission Transport Assessment Guidelines (WAPC Guidelines) provide direction on the level of assessment which is necessary to be carried out with respect to the likely transport impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact, that is, generating more than 100 trips in the peak hour is satisfied by a Transport Impact Assessment (TIA). Any development which is expected to generate less than 100 trips in the peak hour requires a Transport Impact Statement (TIS) to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impacts.

In the context of this proposal, it is estimated there would be *less* than 100 trips generated in each peak hour based on the scale of similar developments and therefore it is appropriate to provide a TIS level assessment for this development. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the Applicant has adequately considered the transport aspects of the proposed development and that it would not have an adverse transport impact on the surrounding area. Of relevance is the suitability of the roads to be used to access the site by the intended frequent vehicle, being a 19m long semi-trailer.

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- Existing transport conditions proximate to the site;
- Suitability of the proposed access arrangement to the site;
- The adequacy of the proposed site layout;
- Accessibility to/from the site by walking, cycling or public transport;
- The traffic generating characteristics of the proposed development; and
- The anticipated impact of the proposed development on the surrounding road network.

2 Proposed Development

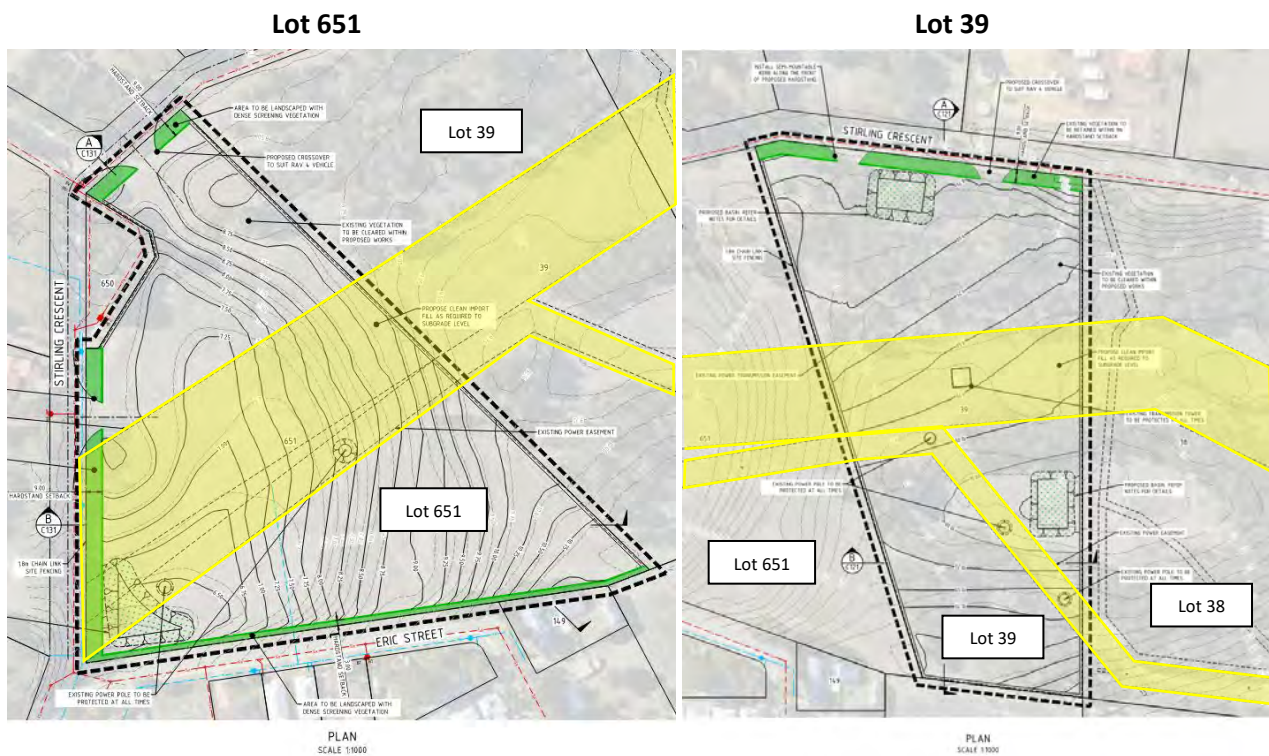
The proposal seeks to provide a hardstand area within Lots 39 and 651 Stirling Crescent (herein referred to collectively at the 'subject site'), Hazelmere for the storage of cars and trucks, machinery and containers ('units').

Lot 651 is the westernmost lot of the two, with a site area of approximately 5.3Ha with a proposed hardstand area of 4.84Ha, and Lot 39 has a site area of approximately 5.5Ha with a proposed hardstand area of 4.68Ha.

There is a power transmission easement that exists through the centre of both lots (identified in yellow below), with the Lot 3101 to the east of the subject site being the Guildford Terminal power station.

It is proposed that the site will operate on an as needed basis with access via direct appointment with the site operator. No personnel will be permanently stationed on site. The maximum sized truck accessing the size will be as-of-right 19m semi-articulated trucks.

Figure 2-1: Site Plans



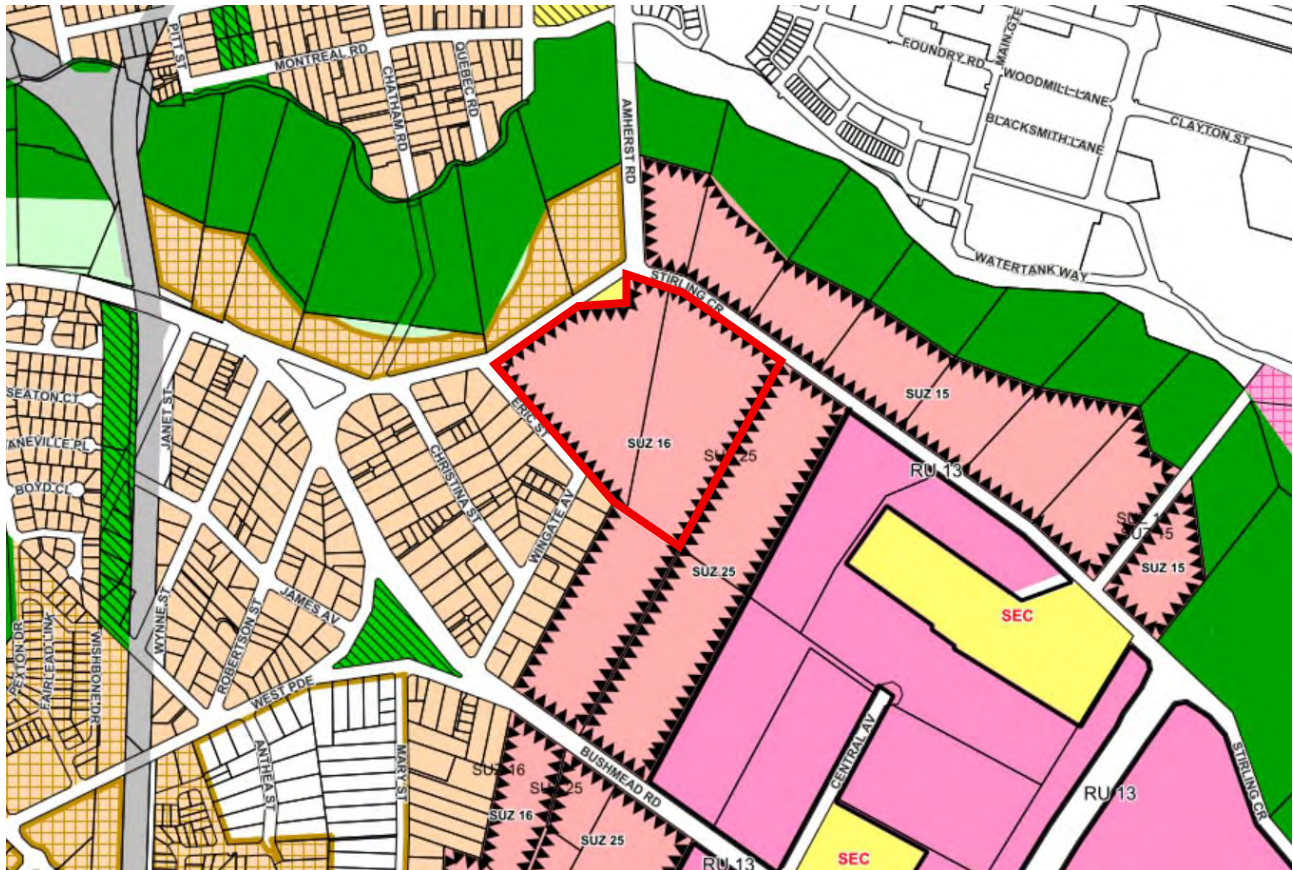
Source: JDSi/Rise Urban, October 2025



2.1 Existing Land Use

Both Lots are currently identified as a “Special Use Zone 16” (SUZ16) under the Local Planning Scheme No. 17 (LPS17), and “Urban” under the Metropolitan Region Scheme.

Figure 2-2: Land Zoning



Source: City of Swan Intramaps

On the northern side of Stirling Crescent, opposite Lot 39 (Lot 13) is *Helena River Steiner School – Primary Campus*. The school had enrolment of just over 100 students in 2023. Also, opposite Lot 39 is Lot 12, which has a standalone dwelling.

Directly north of Lot 651 is a Trillion Trees Australia nursery (Lot 2). All other lots in the vicinity of the site are undeveloped.

West of the subject site, Lot 38 and Lot 1101 are also proposed to be developed into hardstand storage areas, intended to be used for storage and truck parking.

2.2 Proposed Land Use

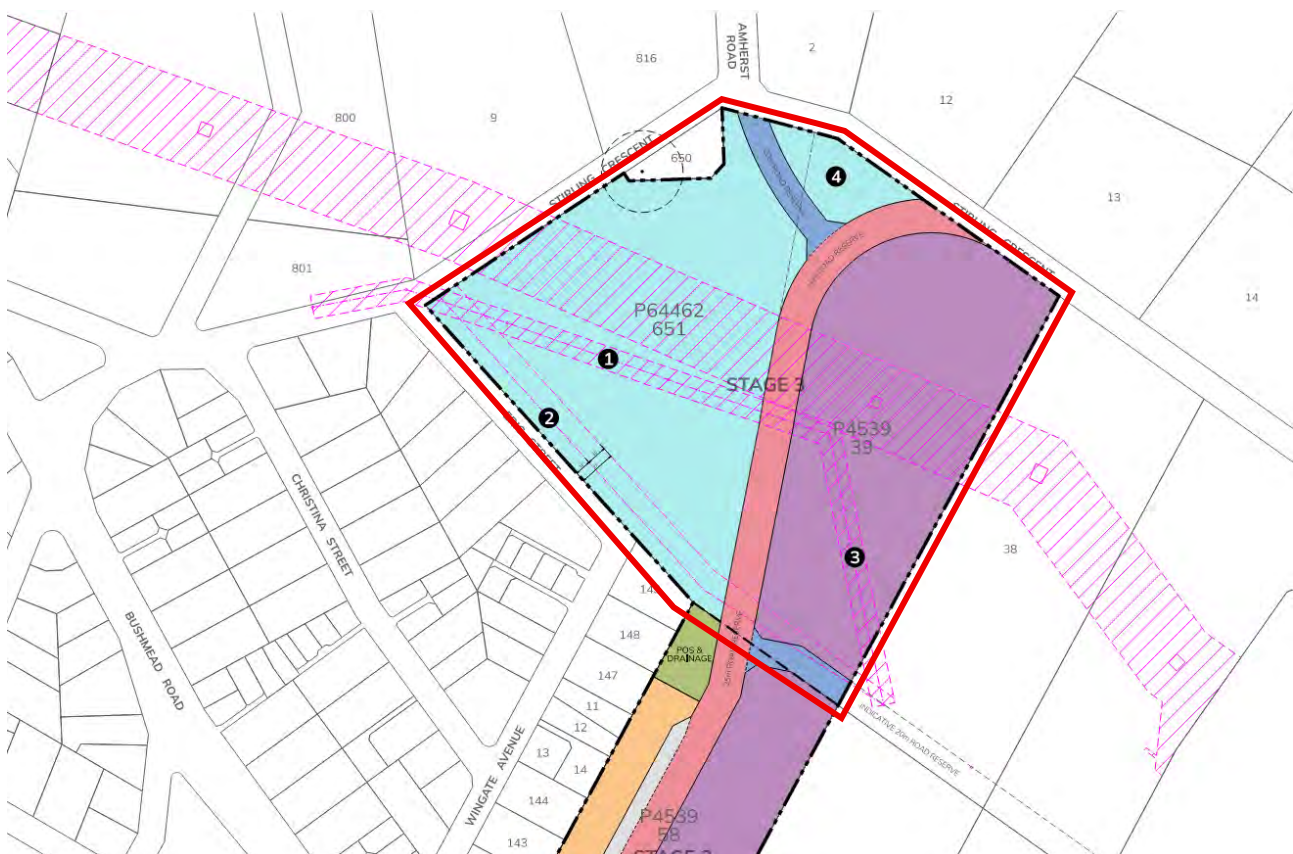
It is proposed that both lots are developed into hardstand areas. Lot 39 land use will be “Storage” and “Transport Depot” for storage of trucks and machinery, and Lot 651 land use will be “Storage” and “Car Park”. All uses are capable of approval under the current planning framework.

2.3 Context with Surrounds

The land zoning surrounding the subject site is “General Industry”, and “Special Use”. A Structure Plan has recently been lodged for SUZ 16, impacting the subject site. The Structure Plan proposes a new road connection from Stirling Crescent to Bushmead Road, through SUZ 16. This will likely intentionally relocate industrial traffic, including that from the subject site, from Stirling Crescent and Amherst Road within the residential area to the newly proposed road. The Structure Plan is currently under assessment by the City.

Refer Figure 2-3 for site impact, and Appendix A for detailed Proposed Structure Plan Map.

Figure 2-3: Proposed Structure Plan Site Impact



Source: URPS vis Rise Urban



3 Road Network

Stirling Crescent east is currently unconstructed east of the subject site, with the road reserve toward Lloyd Street impassable. Therefore all traffic accessing the site will be required to do so via the western approach until Stirling Crescent is extended.

Figure 3-1: Road Network



Source Image: Nearthmap, inset Google Street View

The City has indicated that there are no short to medium term plans for Stirling Crescent west of Lloyd Street, and no road design currently exists for the future works. However, it was suggested by the City that the cross section and pavement design will be the same or similar to that provided to the east of Lloyd Street, with specifics as follows:

- 10m wide carriageway with a footpath, streetlighting and piped drainage
- Pavement: Use of ROM24 modelling to estimate future traffic volumes, and potentially:
 - Straights: CBR 12 (Natural CBR verified by testing or sub base improvement works required)
 - 150mm limestone sub base with a 300mm road base
 - 40mm AC14 (AE15 binder at intersections).

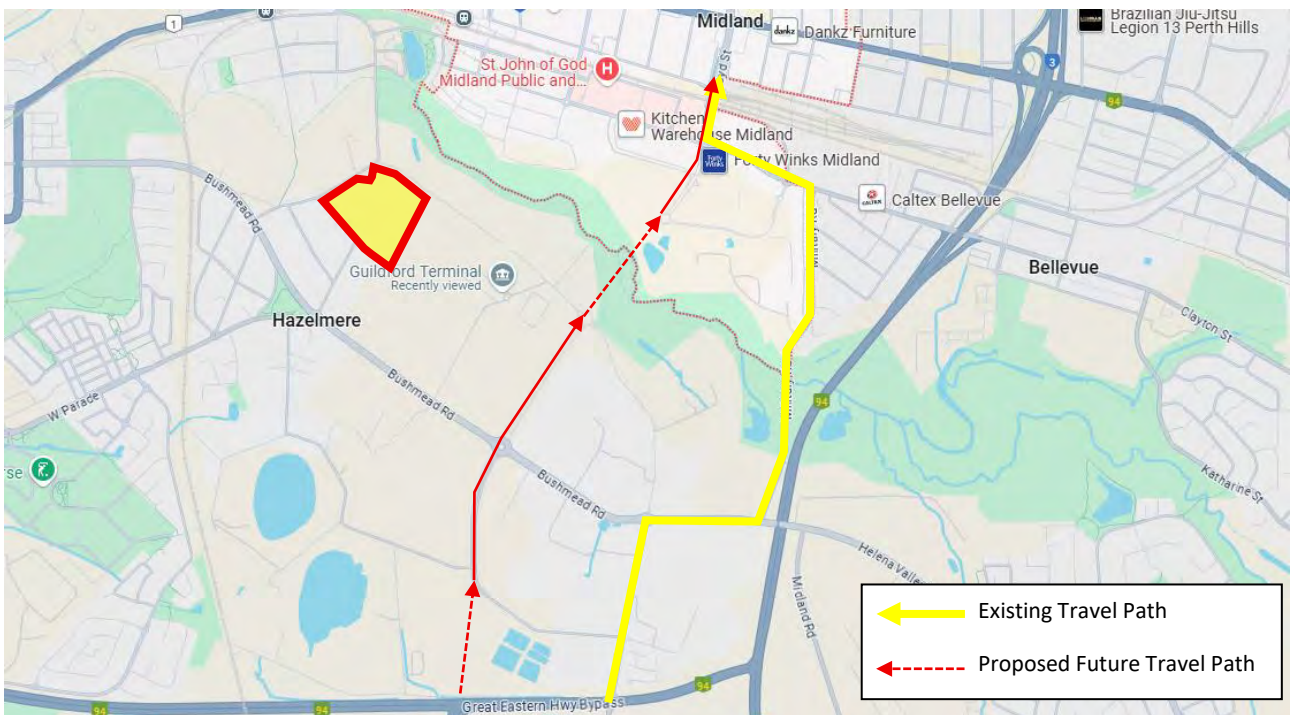
3.1 Proposed Network Changes

Future road planning by State and Local Government shows that Lloyd Street, east of the subject site, will be extended to the north to connect with an already constructed roundabout north of Helena River.

These works form part of the Main Roads WA (MRWA) *Great Eastern Highway Bypass (GEHB) Interchanges Project*, and will be provided by MRWA on behalf of the City of Swan. Once completed, Lloyd Street will provide a direct connection from GEHB at the intersection with Abernethy Road to the south (which is proposed to be grade separated), to Great Eastern Highway (GEH) in Midland to the north. This connection will relocate traffic that is currently traveling on Stirling Crescent, and Military Road (refer Figure 3-2). The GEHB project also includes the following proposed road network upgrades:

- Extension of Lloyd Street to GEHB
- Terminating Stirling Crescent at GEHB, with cul-de-sacs provided to the north and south
- Interchange at Roe Highway and GEHB (currently at-grade traffic signal controlled).

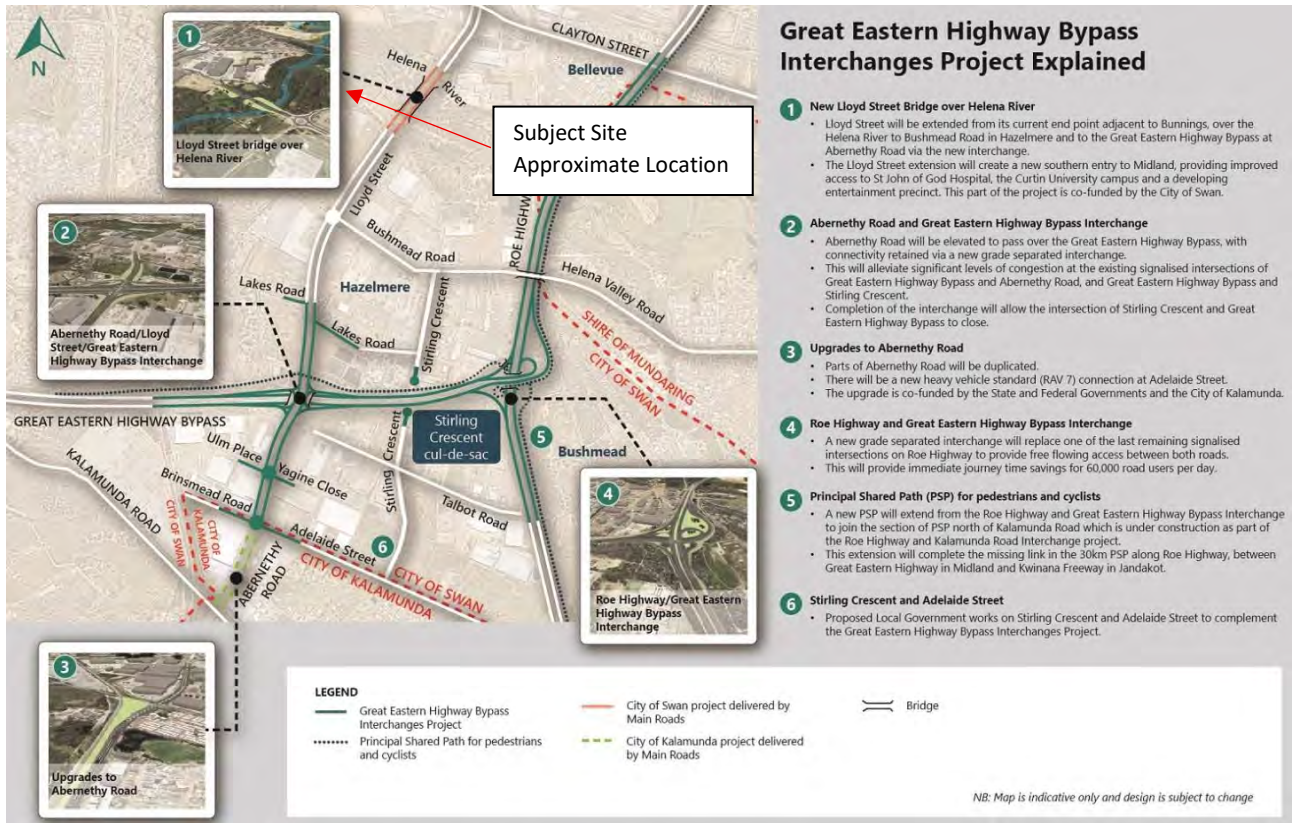
Figure 3-2: Vehicular Travel Path



Source: Google Maps



Figure 3-3: MRWA Great Eastern Highway Bypass Project Detail



Source: Main Roads WA, dated May 2021

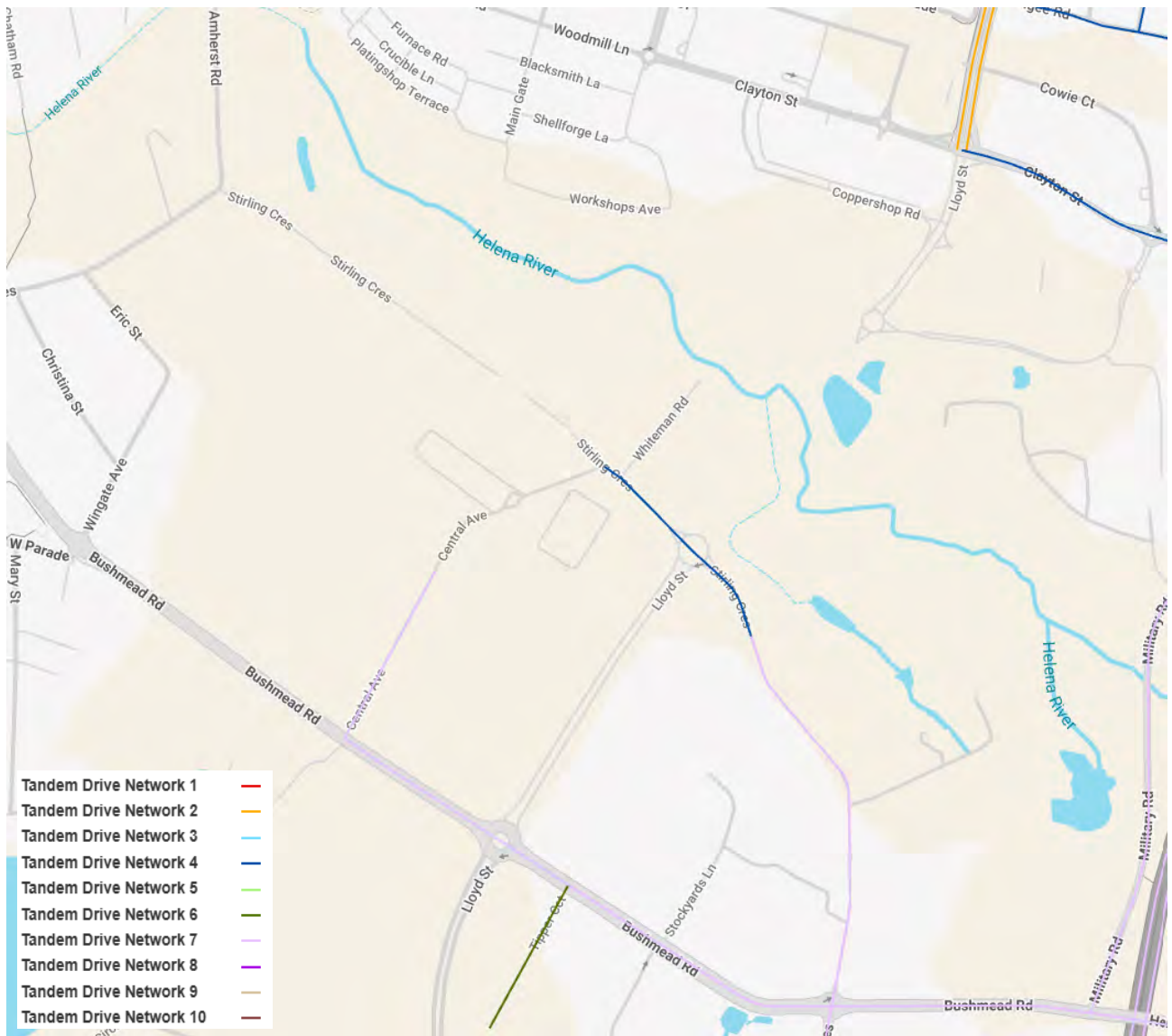
3.2 Restricted Access Vehicle (RAV) Network

Stirling Crescent east of the Guildford Terminal power station is on the RAV4 Network, meaning that trucks up to 27.5m in length and up to 88.5 tonne mass are permitted for use. Although not currently identified as such, it is anticipated that as part of the GEHB Interchange Project, Lloyd Street will also be identified on the RAV Network, permitting either RAV4 or RAV7 trucks. Noting that Abernethy Road (the southern extension of the future Lloyd Street extension) is on the RAV7 Network, as is the connecting roads of Bushmead Road, GEHB, Stirling Crescent (east of Lloyd Street), and Central Avenue. RAV7 permits the road for use of trucks up to 36.5m in length and 108.5 tonne mass.

As Stirling Crescent west of Lloyd Street is proposed by the City to have the same road design as to the east, it is logical to expect that the RAV Network will (or can) be extended west, once the road construction is complete. However, for the subject site to operate in the near future, this is not immediately needed as only 19m long semi-trailers are required to access the subject site.



Figure 3-4: RAV Network Route Map



Source: Main Roads WA Heavy Vehicle Network Map



4 Vehicular Access and Parking

It is proposed that the subject site will be used for storage, with Lot 39 proposed to accommodate storage of goods and trucks (land use “Storage” and “Truck Depot”), whilst Lot 651 will accommodate storage of goods and cars (land use “Storage” and “Car Park”). Each lot will operate independently of the other to enable most efficient use of the land area.

The site will be accessed only from the west in the short to medium term, until such time Stirling Crescent is extended to Lloyd Street by others. The subject site is not dependent on access from the east based on the development proposal as a hardstand storage which will generate very little traffic.

4.1 Access Arrangements

It is proposed that each lot will be accessed via two crossovers, this will enable good internal circulation for trucks and may negate the need for these trucks to turn around within the site, i.e., a circulating route can be provided within the site due to its large footprint.

Lot 39 will have two crossovers onto Stirling Crescent west, and Lot 651 will have a crossover on Stirling Crescent west, and Stirling crescent east due to the boundary on Stirling Crescent west being insufficient to accommodate two crossovers.

The driveway accesses are proposed to be designed suitably to accommodate trucks permissible on the RAV4 Network, noting that Stirling Crescent west of Llyod Street as far as the power station is already on the RAV4 Network. *It is not suggested that this sized vehicle will access the subject site for this proposed development, with the proposed design only future proofing for potential road network changes and potential future site development.*

To ensure access to the site is achievable by an as-of-right 19m semi-trailer, swept path diagrams have been prepared using AutoTURN through the intersection of Stirling Crescent and Amherst Road.

Stirling Street and Stirling Street/Amherst Road

The left turn semi-trailer movement from the east to south tracks into the opposing lane on Stirling Crescent/Amherst Road (refer Figure 4-1); however, remains within the road carriageway at all times. Given the very low site traffic generation of the development of 52 total vehicles per day, of which only a small portion will be 19m long trucks (nearby comparable industrial streets carry some 14% heavy vehicles¹ Class 3 and above), this projected movement of up to 8 semi-trailer trucks across a whole day, is considered acceptable in this instance.

¹ *Stirling Cres south of Great Eastern Highway, an industrial area with RAV5 classification, so comparable*

This statement is made as it is acknowledged that this left turn is only a temporary measure, until such time the impending Industrial Structure Plan is developed providing alternative access points for trucks, as always intended. To further assist with intersection safety, on site design checks for sight lines are recommended post DA approval on the developed civil concept designs and any safety audits the City deems appropriate in future stages.

Figure 4-1: Swept path 19m semi-trailer, Stirling Crescent to Stirling Crescent



Image Source: Nearmap

Stirling Crescent and Bushmead Road

The left turn movement from Stirling Crescent into Bushmead Road tracks outside of the edges of the carriageway on the inside of the turn. A culvert is located on the north-eastern side of the intersection, which would need to be extended to enable road widening. Alternatively, a solution could be to replace part of the centre island on Bushmead Road with a traversable island, able to be tracked over by the semi-trailer.



Figure 4-2: Swept path 19m semi-trailer, Stirling Crescent to Bushmead Road



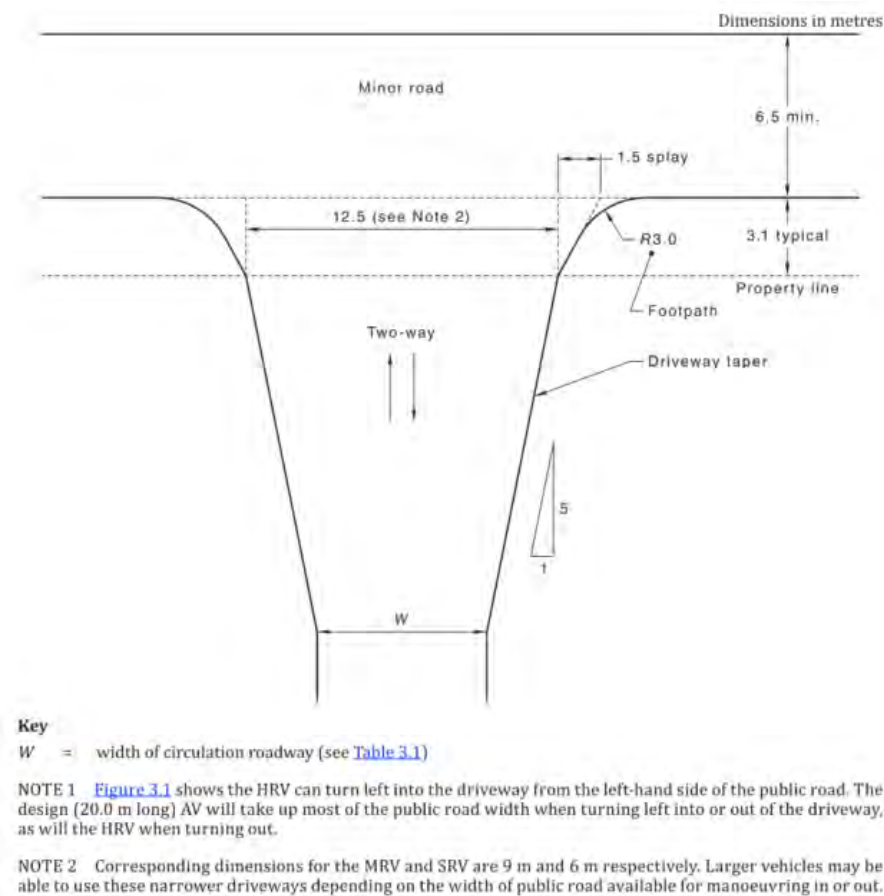
Image Source: Nearthmap

All other turning movements tested, including through the existing blister slow points, was achievable by a 19m semi-trailer.

The crossovers for both Lots are proposed to be 14.5m wide at the gate, and 28.5m wide at the front boundary. *Australian Standard 2890.2:2019 Commercial Vehicles* indicates that for an access driveway on a minor road necessary to accommodate the movements of an articulated vehicle (up to 20m), the minimum driveway width at the property boundary is 12.5m. Refer Figure 4-3.

The proposed driveway width at the boundary line for all proposed access points meet the minimum requirements of the Standard.

Figure 4-3: AS2890.2:2018 Minimum Design for an Access Driveway on a Minor Road Catering for HRVs and AVs



Lot 651 is located on the southern corner of the Stirling Crescent west and Stirling Crescent east intersection, with frontages on both roads, intersected by Lot 650. Refer Figure 4-4.

The crossover of Stirling Crescent west will be approximately 12m from the taper of the crossover to the tangent of the intersection radii. The City of Swan Crossover Locations Corner Note Standard Drawing 75-1s requires a minimum offset of 6m from the tangent point to the crossover taper. The proposed crossover adheres to this minimum requirement.

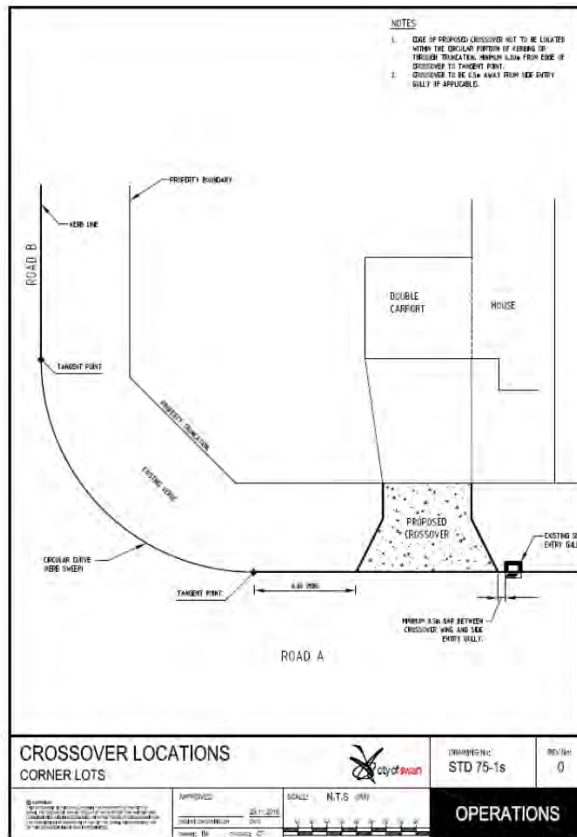


Figure 4-4: Lot 651 and Lot 650



Image Source: City of Swan Intramaps

Figure 4-5: City of Swan Corner Lot Crossover Standard Drawing





4.1.1 Sight Distances at Intersections

Stirling Crescent intersects with Amherst Road/Stirling Crescent on the outside on a right hand curve, southbound. For an intersection approaching a road with a design speed of 60km/h, the required intersection sight distance is 123m with a reaction time of 2 seconds for a car, or approximately 140m for a truck. With over 500m of sight distance to the north, and over 300m sight distance to the south, the sight distance at the intersection of Stirling Crescent and Stirling Crescent/Amherst Road greatly exceed the requirement for the design speed.

4.1.2 Sight Distance at Access Points

Available sight distance was measured from each of the proposed access points. In accordance with *AS2890.2:2018 Off Street Commercial Vehicle Facilities*, for a default 50km/h road the sight distance requirement is 69m.

There is in excess of 100m of sight distance from every access, exceeding the minimum requirement specified in *AS2890.2*.

4.2 Car Parking

The *City of Swan Local Planning Policy POL-TP-129 Vehicle Parking* stipulates that the car parking space requirement for the proposed land uses are as follows:

Storage:

- 2 spaces per 100 square metres GLA; or
- 2 spaces per person employed; or
- A minimum of 6 spaces; whichever is greater.

Transport Depot

- 1 space per 100 square metres GLA; or
- 1 space per employee; whichever is greater

The site is proposed to operate on an 'as-needed' basis, with staff only attending the site when access is required. There is *no proposed office or long term parking requirement for staff or visitors*.

It is proposed that no dedicated on-site parking spaces be provided, with the parking arrangement of storage vehicles to be best suited to the types of vehicles present. Staff parking can occur if absolutely needed within the site area, as this will only be temporary, will not obstruct the internal movements as these are preorganised, and will be adequately managed by the personnel on site.



The proposal to not provide any on-site dedicated car parking is considered appropriate for the proposed operation of the site. This further supports the very low anticipated traffic generation of the storage site.



5 Traffic Volumes and Vehicle Types

5.1 Existing Traffic Volumes

Traffic volume information was provided by the City of Swan for roads in proximity to the subject site. The traffic count information was collected in November 2021, therefore four years old at the time of this report. Refer Table 5-1.

MRWA Traffic Map was referenced to determine traffic growth in the area, however there are no recent or repeated traffic count sites in the vicinity of the subject site.

Table 5-1: Traffic Volumes

Location	AM Peak	PM Peak	Daily Traffic (based on 10% peak)	% Heavies (24 hrs)
Bushmead Road, West of Stirling Crescent	515 vph	650 vph	6,500 vpd	9.4%
Bushmead Road, East of Stirling Crescent	420 vph	585 vph	5,800 vpd	10.5%
Stirling Crescent, north of Bushmead Road	645 vph	730 vph	7,300 vpd	5.0%
Amherst Road	815 vph	815 vph	8,200 vpd	4.9%

Based on the existing road cross section and the direct access by residential properties, Bushmead Road could be identified as a Neighbourhood Connector B under the *Liveable Neighbourhoods* (2009) local street characteristics, which carries an indicative volume of 3,000 vehicles per day. A Neighbourhood Connector A (with median) has an *indicative* upper traffic volume of 7,000 vehicles per day – which is more aligned with daily the volumes observed.

Stirling Crescent/Amherst Road, based on its cross section, could be identified as an Access Street or Neighbourhood Connector B, both of which have an *indicative* upper traffic volume of 3,000 vehicles per day. The existing volumes observed on Stirling Crescent currently exceed this indicative upper limit and would fall within the Integrator B classification.

Although the traffic volumes currently exceed the indicative upper limit for the street type allocation under *Liveable Neighbourhoods*, the cross section with no on-street cycle facilities, no kerbside parking and localised widening at intersections assists in accommodating the higher traffic volumes.

5.2 Proposed Development Traffic Generation

The traffic generated by the proposed development will be dependent on turnover of the stored units at the site, which in turn is dependent on the tenants of the storage area, the vehicle types or unit types being stored, and density of the proposed storage facility.



A review of other hardstand sites within the Perth Metropolitan area indicate that the larger sites typically provide more area per stored unit, with smaller sites (<1Ha in size) having a more compact storage arrangement.

Figure 5-1: Example Hard Stand Storage Sites – Perth Metropolitan



Kenwick – 38Ha (includes dwelling)



Maddington – 4,100m²



Midland – 2,400m²

With a total storage area of approximately 9.5Ha (excluding inaccessible areas for storage such as the proposed drainage basins and transmission towers), there is potential for several items to be stored on site – *estimated to be 60 units in Lot 39 and up to an estimated 80 units in Lot 651*, based on two rows of stored vehicles with a 10m wide storage pocket assigned to each.

The turnover of units at the site will be dependent on what is being stored, with units such as containers likely stored for a greater period of time than heavy vehicles or machinery that may be required for use. It is anticipated based on the proposed operation of the site, which requires *prearranged access* and will otherwise be closed to general public access, that the turnover of units at the subject site will be low, and may vary.



If 10% of the total units able to be accommodated were transported either to or from site per day, the subject site would generate approximately 28 vehicle trips per day (inbound and outbound). This assumes that 7 units per site are moved daily.

If 20% of the total units able to be accommodated were transported either to or from site per day, the site would generate approximately 52 vehicle trips per day (inbound and outbound). This assumes that 14 units per site are moved daily.

This assumes that every delivery or collection also requires an opposing trip. For example, a truck will arrive without a load to collect a container or machinery from site, equating to 1 inbound and 1 outbound vehicle trip.

These trips would not be confined to the peak periods, with arrival times varying and to be prearranged with the site operator.

The proposed development is estimated to generate up to 52 vehicle movements two-way per day IF assuming a conservatively high 20% site turnover per day. This equating to approximately a mere 0.5% increase in daily traffic on Stirling Crescent between Amherst Road and Bushmead Road. The existing heavy vehicle percentage of traffic through this section of road would increase from 5.0% to 5.6%.

As can be seen, this very low level of traffic generation can be accommodated in the existing road network with no significant operational traffic impact. With the planned future connection to Bushmead Road through SUZ 16, both Lots will be reduced in size to accommodate the new road infrastructure and site traffic will be redirected from the Stirling Crescent/Amherst Road to the new road. Use of Stirling Road/Amherst Road is temporary until the new road connection is provided.

Lots 38 and 1101 to the east of the subject site are both proposed to be "Storage / Transport Depot" hand stand areas. They are estimated to generate up to 48 vehicle trips per day (24 inbound and 24 outbound).

Cumulatively, the 4 hardstand Lots are estimated to generate approximately 100 vehicle trips per day. The vehicle trips will not be contained to the peak hours of the network, and are a conservatively high estimate based on a 20% turnover of site storage units per day. This low level traffic generation and will increase the traffic volume on Stirling Crescent by <2%.



6 Traffic Management of Frontage Streets

The subject site is only accessible from the west until such time that Stirling Crescent is extended to the east to Lloyd Street, or the Structure Plan over the subject site Lots is completed providing direct connection to Bushmead Road.

Details of the roads in the vicinity of the subject site are provided in Table 6-1.

Table 6-1: Road Network

Road Name	Speed Limit	Carriageway Width	Road Reserve Width	Road Classification ²
Stirling Crescent west of Amherst Road	50km/h	6.6m	20m	Access Road
Stirling Crescent/Amherst Road	50km/h	7.2m	20m	Local Distributor
Bushmead Road (west of Wingate Avenue)	50km/h	6.6m	30m	Distributor B

Stirling Crescent in the vicinity of the subject site has a road carriageway of 6.6m, with a straight north-west to south east orientation. There are no sealed shoulders or footpaths on either side of the road.

Amherst Road provides access to *Woodbridge Primary School*, with a school zone activated during school drop off and pick up times along the school frontage. A crossing warden is present during school peak hours, assisting people crossing Amherst Road. There is a railway crossing on Morrison Road, the connection between Amherst Road and Great Eastern Highway. In the AM peak, at times vehicle queuing can extend from Morrison Road, past the school and as far back as the Helena River bridge. This is due to the higher frequency of train movements through the crossing in the AM peak coinciding with AM peak hour for commuter and school traffic. This issue is less apparent in the PM peak hour.

It is anticipated that traffic to the subject site will travel from Bushmead Road, either from the west (from Tonkin Highway) and most frequently from the east (from Roe Highway). There are blister slow points located on Stirling Crescent and Bushmead Road, however these roads as able to accommodate the movement of as-of-right semi-trailers, with evidence of this available when reviewing aerial imagery for Bushmead Road.

All of the above observations are existing and are irrespective of the development proposal. The development is anticipated to add very little traffic to the network, circa 0.5% traffic to the low base volumes on the network in the vicinity of the site.

² Under the MRWA Functional Road Hierarchy



Figure 6-1: Existing Use of Roads by Heavy Vehicles



Image Source: Nearmap



7 Public Transport, Pedestrian and Cycle Access

7.1 Existing Facilities

There are bus stops available on Stirling Crescent, south of the intersection with Amherst Road, approximately 600m from the subject site. The bus stops provide access to route 291, which travels between Midland Station and Redcliffe Station with train services every 30 to 60 minutes.

There is a footpath provided on the eastern side of Stirling Crescent connecting to the bus stop, which continues north toward Great Eastern Highway and south to Bushmead Road, however there is no connection between Stirling Crescent/Amherst Road and the subject site.

Figure 7-1: Active and Public Transport Facilities



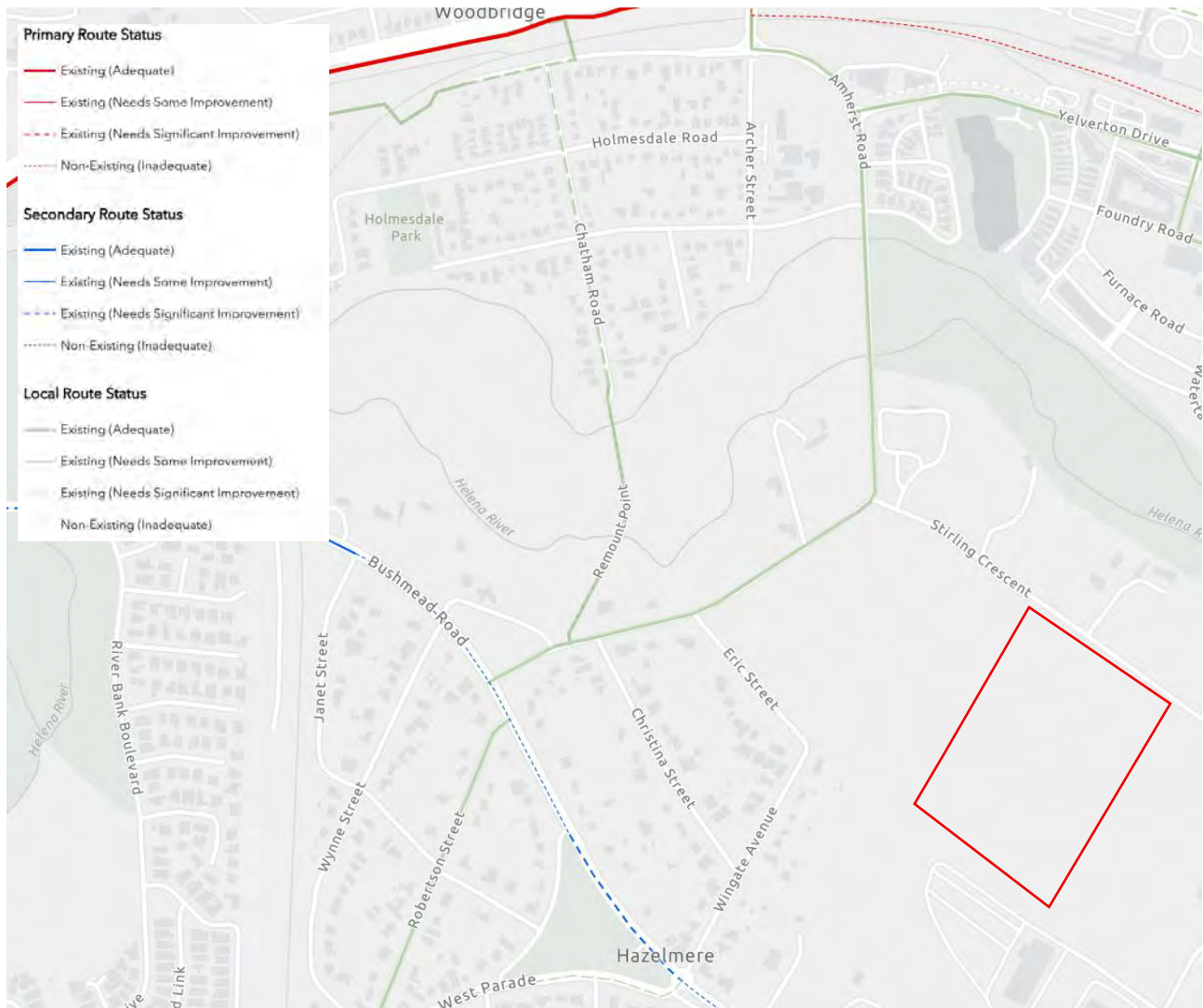
Image Source: Nearmap

7.1.1 Long Term Cycle Network

The *Department of Transport Long Term Cycle Network* indicates that Bushmead Road will be a Secondary Route, and Stirling Crescent/Amherst Road is a Local Route. Currently Bushmead Road only has some sections identified as having adequate facilities, with most of the road requiring some or significant improvement to achieve Secondary Route status.



Figure 7-2: Department of Transport Long Term Cycle Network Map



Source: DoT LTCN Map

The proposed use and operation of the subject site is unlikely to attract active transport or use of public transport. Access to the site will be prearranged for storage only, with entry on an as needed basis.



8 Site Specific Issues

The subject site is currently only accessible from the west, using Stirling Crescent and Bushmead Road. These roads carry a higher proportion of residential and local traffic, being located on the industrial zoned area, noting the primary school on Amherst Road and also the small private school, *Helena River Steiner School*, on the northern side of Stirling Crescent (opposite the subject site).

Bushmead Road is classified as a Distributor B under the MRWA Functional Road Hierarchy, and Stirling Crescent/Amherst Road is a Local Distributor. Heavy vehicles are permitted to use Distributor B roads in accordance with the road types and criteria table, copied below. Local Distributors are also permitted to carry heavy vehicles, however preferable only to service properties.

The WAPC *Local Government Guidelines for Subdivisional Development* Table 3.7 Intersection Turning Radii provides the parameters in which an intersection within an urban road environment shall be designed. For an Access Street intersecting with an Access Street or Neighbourhood Connector, a single unit truck/bus with a turning radius of 12.5m is the nominated design vehicle; however, it also recognises that “any road in an area zoned commercial/industrial shall be designed to accommodate a design semi-trailer”. Stirling Crescent/Amherst Road provides the only available access into the industrial zone currently, therefore is necessary to accommodate the appropriate design vehicle of a semi-trailer.

As the subject site is only accessible from the west, it is considered acceptable that the semi-trailers will use these road connections for to gain access to the site.



Figure 8-1: MRWA Functional Road Hierarchy

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area - up to 100 vpd. Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 50 - 110 km/h (depending on design characteristics).	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area - up to 75 vpd. Built Up Area 50 km/h (desired speed). Non Built Up Area 50 - 110 km/h (depending on design characteristics).
6. Recommended Operating Speed	60 - 110 km/h (depending on design characteristics).	60 - 80 km/h.	60 - 70 km/h.	50 - 110 km/h (depending on design characteristics).	50 - 60 km/h (desired speed) Non Built Up Area 50 - 110 km/h (depending on design characteristics).	50 km/h (desired speed). Non Built Up Area 50 - 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No - emergency parking on shoulders - encourage parking in off road rest areas where possible.	Built Up Area - yes, where sufficient width and sight distance allow safe passing. Non Built Up Area - no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas - generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Source: MRWA

The subject site is located opposite a rural residential lot, and *Trillion Trees Australia* nursery. The potential interaction between the vehicles accessing the site and the opposing land uses is low, with all turning at the access points clear of the turning movements at the school entrance.



9 Safety Issues

A review of the reported crashes for Stirling Crescent, Amherst Road and Bushmead Road between January 2020 and December 2024 was undertaken using the *MRWA Crash Reporting Analysis System*. There were 12 reported crashes over the five year period, of which two required medical treatment. Refer Figure 9-1.

- Four crashes, including one injury crash, occurred at Bushmead Road and Stirling Crescent intersection.
 - There is no consistency in terms of crash type, with a right turn out crash, a right turn in crash, a left turn out crash, and a manoeuvring crash.
 - The injury crash involved a right turning car from Bushmead Road not giving way to a through travelling cyclist.
- Four crashes occurred at the intersection of Stirling Crescent and Eric Street, including three right turn against through movements. None of the crashes required medical assistance.
- There were no reported crashes at the Stirling Crescent and Stirling Crescent/Amherst Road intersection.
- None of the recorded crashes involved a heavy vehicle.

The proposed subject site development along with the proposed hardstand area to the east (Lot 38 and 1101) is not anticipated to generate high traffic volumes, with the traffic generated by the subject site not confined to peak hours but spread throughout the day due to the prearranged arrivals to site. Based on the above patterns reported, there is no evidence to suggest that the proposed development will increase the risk of crashes on the road network. The City should consider a road safety inspection or audit regardless, to understand the safety implications of the existing use of heavy vehicles along the access streets (identified herein), irrespective of this development proposal.



Figure 9-1: Crash Map

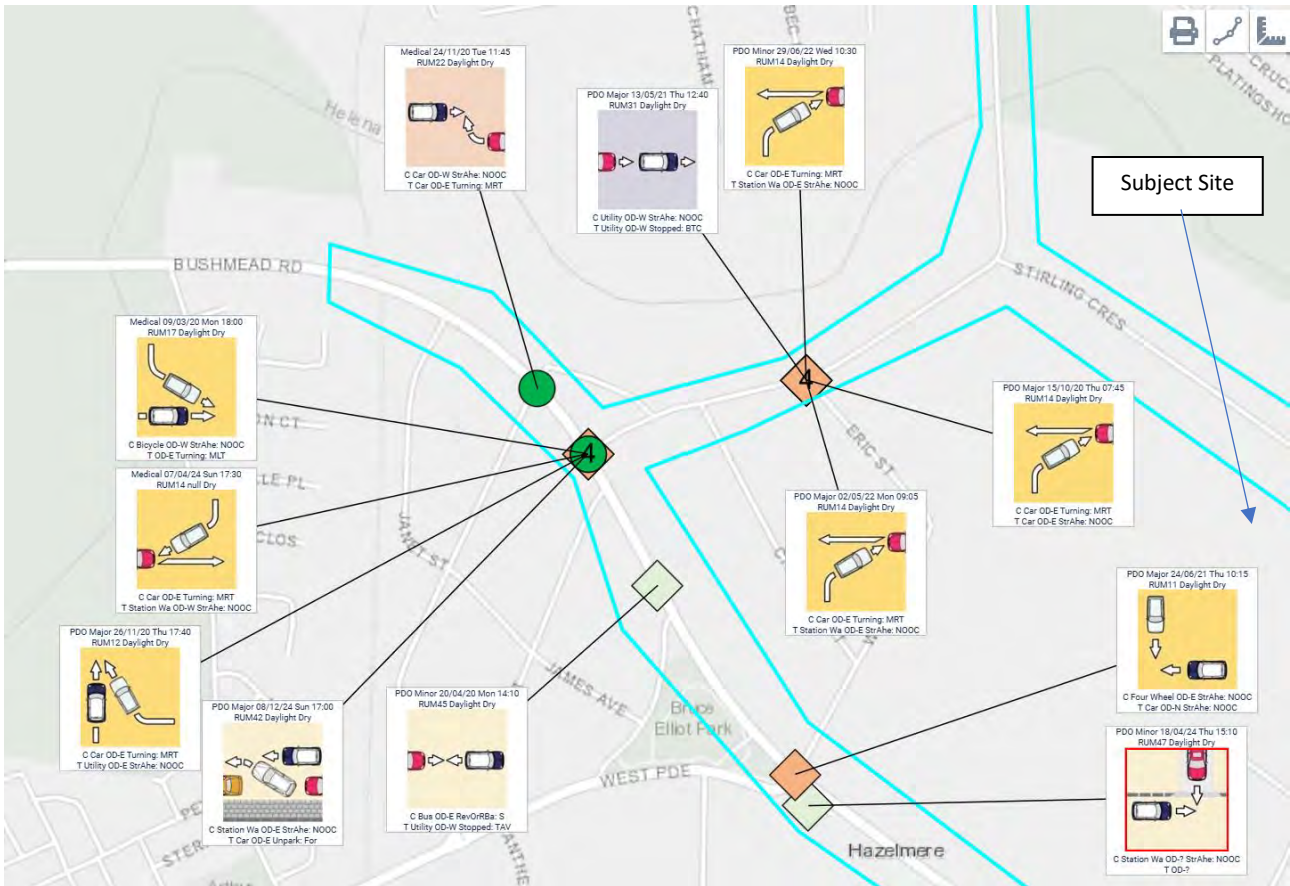


Image Source: MRWA Crash Analysis Reporting System, 5 year period to 2024.



10 Conclusion

The following conclusions can be drawn from the analysis presented in this report:

- The proposal seeks to develop Lot 39 and Lot 651 Stirling Crescent, Hazelmere into two hardstand areas, with a total usable space of approximately 9.5Ha.
- It is proposed the subject site will be used only to store vehicles, machinery and containers, with Lot 39 proposed as a Storage and Transport Depot, and Lot 651 as Car Park and Storage.
- The subject site is currently included in a draft Structure Plan being developed by others that currently propose a new north to south road constructed to connect Stirling Crescent to Bushmead Road, negating the need to use the nearby residential streets by industrial traffic.
- The site and the surrounding area are intended to be developed and used for Industrial purposes under the current planning framework.
- Access to the site will be from the west only and deemed acceptable for the site use and very low traffic generation. Stirling Crescent is unconstructed to the east between the subject site and Lloyd Street roundabout.
- Future road planning includes the extension of Llyod Street to the north to tie into an existing roundabout on the northern side of Helena River, and to the south to connect with a proposed grade separated intersection with Abernethy Road at Great Eastern Highway Bypass. The upgrades form part of the *Great Eastern Highway Bypass Interchange Project*.
- Stirling Crescent west of Lloyd Street to the Guildford Terminal power station is currently on the RAV4 Network. It is anticipated that the RAV4 Network will be extended to the west with the connection of Stirling Crescent.
- The subject site will be accessed on an as needed basis, with a site operator granting access by prearranged appointment only.
- The subject site has been assessed as able to accommodate up to 140 units in storage, assuming 30 units in rows per site, stored within a 10m wide footprint.
- Assuming conservatively high daily turnover of 20% of the site storage units, the subject site could be estimated to generate up to 52 vehicle trips per day (inbound and outbound).
- This low level of traffic generation is an increase of less than 1% of the daily traffic on Stirling Crescent, and expected to increase the percentage of heavy vehicles from 5.0% to 5.6%.
- Considering the traffic generated by the proposed hardstand at Lot 38 and 1101, the cumulative traffic generated by the 4 hardstand Lots will be in the order of 100 vehicle trips per day (inbound and outbound), or less than 2% of the daily traffic on Stirling Crescent.
- It is not proposed that any on site car parking is provided. There is not proposed to be any permanent on-site employees, or structures, and all visitors are required to have a prearranged



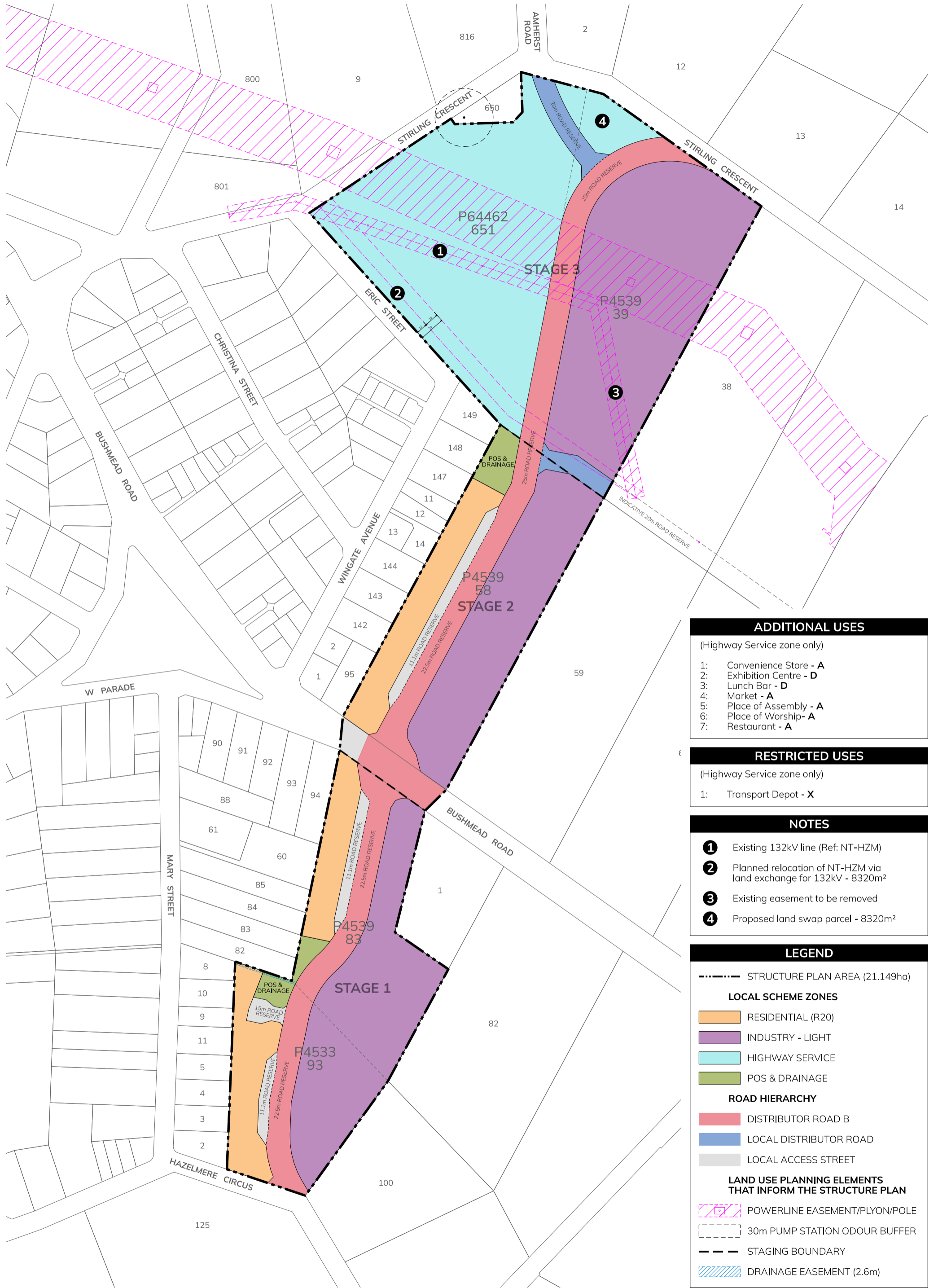
appointment. Parking is able to be ad hoc on site, due to the large size of the site and the proposed operation.

- Swept path analysis for the largest vehicle proposed to access the site, a 19m semi-trailer, demonstrates that both lots are accessible from the west, noting that access from the west is a temporary measure until such time that the impending Industrial Structure Plan is developed providing alternative access for trucks.
- It is not anticipated that the proposed development will increase the risk of crashes on the surrounding network, with the recorded crashes somewhat inconsistent in nature, and none of which involved a heavy vehicle.

The proposed handstand development is able to be supported from a traffic perspective within the existing road network, until such time that Stirling Crescent is extended to Lloyd Street, or the Structure Plan over the adjacent lots to the west is completed providing an alternative north to south connection for industrial traffic.



Appendix A Proposed Structure Plan Map



ADDITIONAL USES	
(Highway Service zone only)	
1:	Convenience Store - A
2:	Exhibition Centre - D
3:	Lunch Bar - D
4:	Market - A
5:	Place of Assembly - A
6:	Place of Worship - A
7:	Restaurant - A

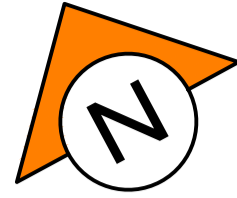
RESTRICTED USES	
(Highway Service zone only)	
1:	Transport Depot - X

NOTES	
①	Existing 132kV line (Ref: NT-HZM)
②	Planned relocation of NT-HZM via land exchange for 132kV - 8320m ²
③	Existing easement to be removed
④	Proposed land swap parcel - 8320m ²

LEGEND	
	STRUCTURE PLAN AREA (21.149ha)
LOCAL SCHEME ZONES	
	RESIDENTIAL (R20)
	INDUSTRY - LIGHT
	HIGHWAY SERVICE
	POS & DRAINAGE
ROAD HIERARCHY	
	DISTRIBUTOR ROAD B
	LOCAL DISTRIBUTOR ROAD
	LOCAL ACCESS STREET
LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN	
	POWERLINE EASEMENT/PYLON/POLE
	30m PUMP STATION ODOUR BUFFER
	STAGING BOUNDARY
	DRAINAGE EASEMENT (2.6m)



Appendix B Site Plans



PLAN
SCALE 1:1000

NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
 - ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
 - ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
 - EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS
- BASIN**
- LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
 - VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
 - FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
 - 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

- LIMIT OF WORKS
- LOT NUMBER
- PROPOSED CONTOURS (0.25m INTERVAL)
- EXISTING CONTOURS (0.25m INTERVAL)
- PROPOSED BATTER
- PROPOSED ROAD
- EXISTING PRESSURE MAIN
- EXISTING VEGETATION TO BE RETAINED
- PROPOSED BASIN VEGETATION

0 10 20 40 60m
SCALE 1:1000 @ ORIGINAL SHEET SIZE A1

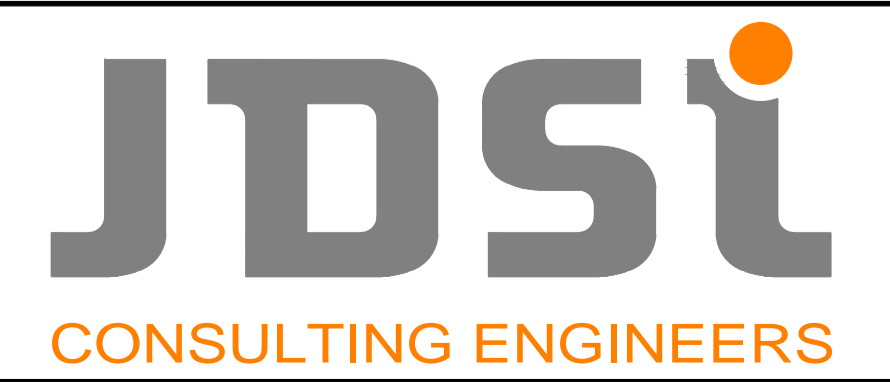
WARNING
BEWARE OF UNDERGROUND SERVICES

The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Work Health and Safety (General) Regulations 2022.

REV	DATE	DRAWN	CHECKED	APPROVED	ISSUED FOR APPROVAL
A	01/10/25	AP	MS	MS	ISSUED FOR APPROVAL

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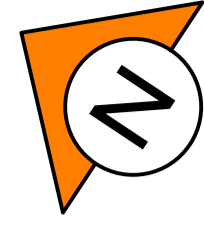


CLIENT:
CWS CORPORATION PTY LTD

PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS PLAN LOT 39

DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE 1:1000
PROJECT MANAGER M.SMITHERS	DATUM AHD
JDSi PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C120	REVISION A



NOTES

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 3. ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
 4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS
- BASIN**
5. LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
 6. VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
 7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
 8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

- LIMIT OF WORKS
- LOT NUMBER
- PROPOSED CONTOURS (0.25m INTERVAL)
- EXISTING CONTOURS (0.25m INTERVAL)
- PROPOSED BATTER
- PROPOSED ROAD
- EXISTING PRESSURE MAIN
- EXISTING WATER MAIN
- AREA TO BE LANDSCAPED WITH DENSE SCREENING VEGETATION
- PROPOSED BASIN VEGETATION



PLAN
SCALE 1:1000



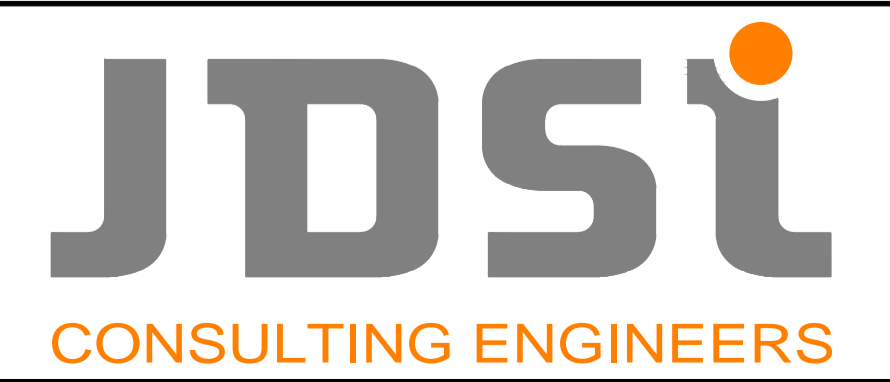
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REV	DATE	DRAWN	CHECKED	APPROVED	DESCRIPTION
B	03.10.25	AP	MS	MS	ISSUED FOR APPROVAL
A	01.10.25	AP	MS	MS	ISSUED FOR APPROVAL

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CLIENT:
CWS CORPORATION PTY LTD

PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS PLAN LOT 651

DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE: A1 1:1000
PROJECT MANAGER M.SMITHERS	DATUM AHD
JDSi PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C130	REVISION B



PART B – CITY OF SWAN

REMOVAL OF ATTACHMENT 5

Item 3.2 - Lot 39 Stirling Crescent, Hazelmere

- This attachment has been removed after publication of the agenda at the request of Western Power as they indicated it contains private and contact information that was not appropriate nor agreed with the City of Swan for information sharing, public disclosure or to be made available to third parties.

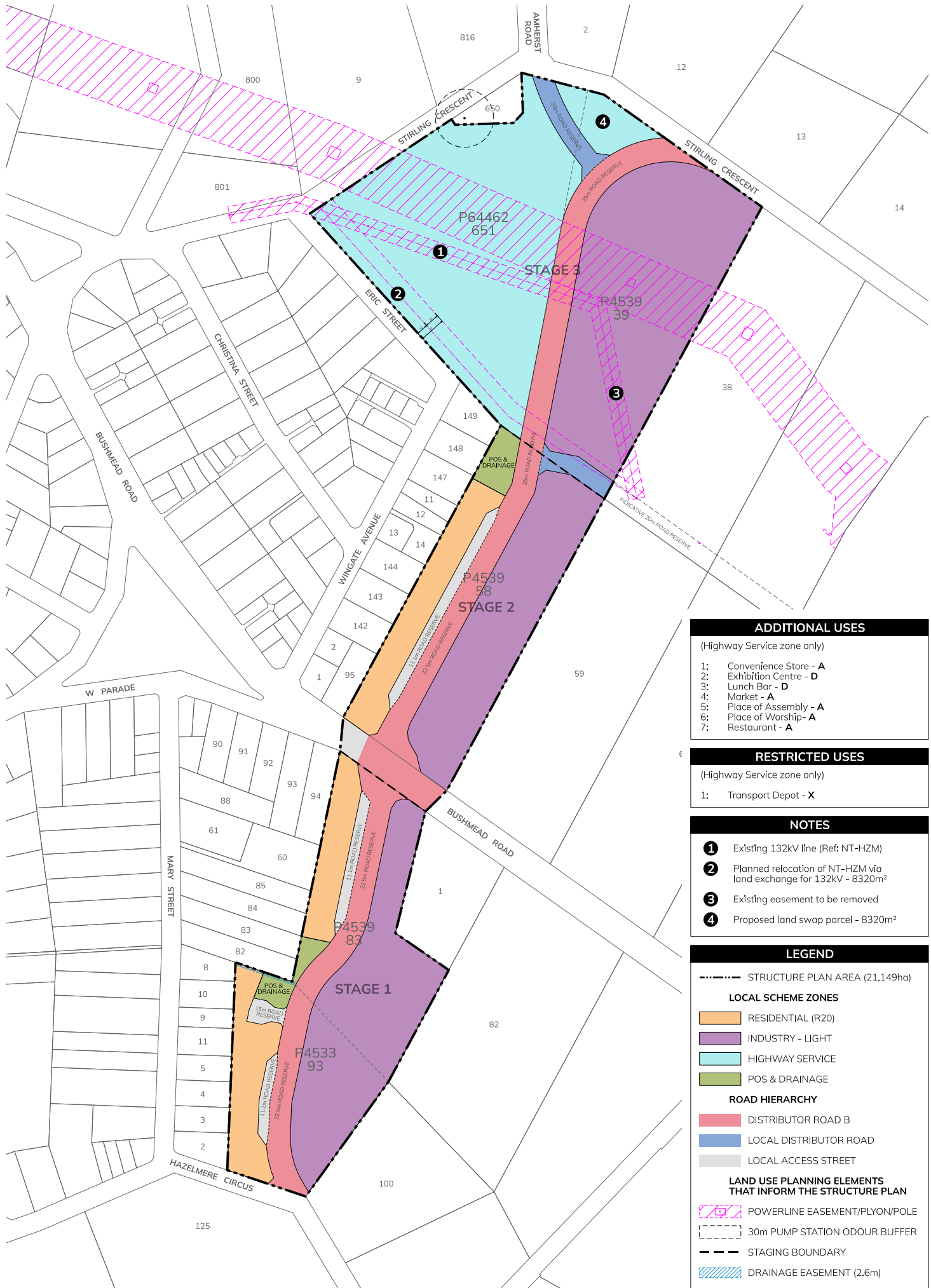
24PER-004
JUNE 2025

Hazelmere Special Use Area 16 Structure Plan

**Lots 651 and 39 Stirling Crescent,
Lots 58 and 83 Bushmead Road and
Lot 93 Hazelmere Circus, Hazelmere**



HAZELMERE SPECIAL USE ZONE 16
LANDOWNER GROUP



ADDITIONAL USES

(Highway Service zone only)

- 1: Convenience Store - A
- 2: Exhibition Centre - D
- 3: Lunch Bar - D
- 4: Market - A
- 5: Place of Assembly - A
- 6: Place of Worship - A
- 7: Restaurant - A

RESTRICTED USES

(Highway Service zone only)

- 1: Transport Depot - X

NOTES

- 1 Existing 132kV line (Ref: NT-HZM)
- 2 Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
- 3 Existing easement to be removed
- 4 Proposed land swap parcel - 8320m²

LEGEND

--- STRUCTURE PLAN AREA (21,149ha)

LOCAL SCHEME ZONES

- RESIDENTIAL (R20)
- INDUSTRY - LIGHT
- HIGHWAY SERVICE
- POS & DRAINAGE

ROAD HIERARCHY

- DISTRIBUTOR ROAD B
- LOCAL DISTRIBUTOR ROAD
- LOCAL ACCESS STREET

LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN

- POWERLINE EASEMENT/PYLON/POLE
- 30m PUMP STATION ODOUR BUFFER
- STAGING BOUNDARY
- DRAINAGE EASEMENT (2.6m)

Hazelmere Special Use Area 16 Structure Plan

June 2025

Lead consultant	URPS Level 17, 1 Spring Street Perth WA 6000 (08) 6285 3177 urps.com.au
In association with	Donald Veal Consultants - Traffic Bayley Environmental Services – Hydrology Bushfire Smart – Bushfire Management Pracsys – Retail Needs Assessment
Prepared for	Hazelmere Special Use Zone 16 Landowner Group
Consultant Project Manager	Justin Hansen, Director jhansen@urps.com.au
URPS Ref	24PER-004

Document history and status

Revision	Date	Author	Reviewed	Details
V1	10/06/2025	J Hansen	J, Hansen	Report for Lodgement

Contents

We acknowledge the Whadjuk Nyoongar People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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Endorsement

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

Date _____

Witness _____

Date _____

Date of Expiry _____

Table of Amendments

No.	Summary	Date Approved by WAPC

Executive Summary

Purpose

The purpose of the *Hazelmere Special Use Zone 16 Structure Plan* (the '**Structure Plan**') is to provide a coordinated and robust planning framework to guide the future subdivision, land use, and development of Lots 651 and 39 Stirling Crescent, Lots 58 & 83 Bushmead Road and Lot 93 Hazelmere Circus, Hazelmere. The subject area is located approximately 1.5km south west of the Midland Town Centre and approximately 16km north east of the Perth central business district.

The subject sites are owned by both private individuals and companies. Prepared on behalf of the contributing landowners south of Bushmead Road, the Structure Plan forms part of the broader Hazelmere Enterprise Area Structure Plan, 2011 ('**HEASP**') and supporting environmental and servicing studies.

The Structure Plan aligns with the statutory and strategic planning context set out by the Metropolitan Region Scheme, the City of Swan Local Planning Scheme No. 17 (**LPS17**), and the Planning and Development (Local Planning Schemes) Regulations 2015. It builds on the framework established by the Kewdale-Hazelmere Integrated Masterplan, 2006 ('**KHIM**'), HEASP, and more recent Guildford Hazelmere Local Area Plan, 2020 ('**GHLAP**') and which were all endorsed by the Western Australian Planning Commission ('**WAPC**').

The Structure Plan provides framework for the area to be developed for residential, highway commercial and light industrial land use; this offering transitional land uses between the General Industrial land to the east and the Residential land to the west. The proposed strategic north-south aligned spine road through the Structure Plan provides an opportunity for industrial traffic to not need to enter the residential area of Hazelmere, Woodbridge and Guildford.

Vision

The Structure Plan is an expansion of the HEASP and GHLAP and facilitates orderly planning as outlined in this document.

Design Approach

The Structure Plan has been prepared consistent with the provision of the

- City of Swan LPS 17, Schedule 2, Part 4, clause 15(1) and
- Part 5, clause 30(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the other relevant policies.

The design responds to both the site's natural and constructed features, and is underpinned by a suite of technical investigations including:

- Environmental Assessment at the district level
- Civil Engineering and Servicing Reporting at the district level
- Traffic Impact Assessment

- Local Water Management Strategy
- Bushfire Management Plan

This evidence-based approach has informed the layout of various land uses, integration of open space and drainage, and coordination of movement networks with adjoining landholdings.

The structure plan is designed to be flexible yet coordinated, ensuring orderly development and alignment with surrounding precincts.

Summary Table

Item	Data (HA Rounded)	Structure Plan Reference (Section No)
Total Structure Plan Area	21.15 ha	Section 3.1 – Site Description
Area of each land use proposed: <ul style="list-style-type: none"> • Highway Service • Industrial - Light • Key Road Reservations • Residential 	<ul style="list-style-type: none"> • 5.47 • 8.86 • 3.68 • 2.24 	Section 6.1 – Land Use and Zoning
Estimated Lot Yield (Residential R20)	46	Section 6.3 – Subdivision Layout
Estimated Dwelling Yield	48	Section 6.3 – Subdivision Layout
Estimated Population (2.8 person/dw)	131	Derived from Section 6.2 – Residential Zone
Number of High Schools	Nil	Section 6.2 – Community Facilities
Number of Primary Schools	Nil	Section 6.2 – Community Facilities
Estimated Commercial Floor Space (Highway Service)	3.24 ha (GLA)	Appendix 6 – Retail Needs Assessment; Section 6.2.
Estimated Number and % of Public Open Space: <ul style="list-style-type: none"> • Regional Open Space • District Open Space 	Nil	<ul style="list-style-type: none"> • Section 6.4 – Public Open Space
Estimated area and number: <ul style="list-style-type: none"> • Neighbourhood Parks • Local Parks 	<ul style="list-style-type: none"> • Nil • 3.144 	Section 6.4 – Public Open Space
Estimated number and area of natural area and biodiversity assets	Nil	

Abbreviations

AHD	Australian Height Datum
ASS	Acid Sulfate Soils
AS	Australian Standard
BMP	Bushfire Management Plan
BRA	Bio-Retention Areas
CBD	Central Business District
CCW	Conservation Category Wetland
DPLH	Department of Planning, Lands and Heritage
DBCA	Department of Biodiversity, Conservation and Attractions
DWER	Department of Water and Environmental Regulation
HEASP	Hazelmere Enterprise Area Structure Plan
KHIM	Kewdale-Hazelmere Integrated Masterplan
LDP	Local Development Plan
LPS17	Local Planning Scheme No. 17
LWMS	Local Water Management Strategy
MGL	Maximum Groundwater Level
POS	Public Open Space
RAV	Restricted Access Vehicle
SAR	Special Area Rate
SPP	State Planning Policy
SUZ16	Special Use Zone No. 16 (Structure Plan area)
TIA	Traffic Impact Assessment
UWMP	Urban Water Management Plan
WAPC	Western Australian Planning Commission

PART ONE – IMPLEMENTATION

The *Hazelmere Special Use Zone 16 Structure Plan* (the '**Structure Plan**') has been prepared in accordance with Schedule 2, Part 4, Clause 16 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and shall be used to guide subdivision and development within the Structure Plan area.

1. Structure Plan Area

This Structure Plan applies to Lots 651 and 39 Stirling Crescent, Lots 58 and 83 Bushmead Road, and Lot 93 Hazelmere Circus, Hazelmere, within the City of Swan and forming part of Special Use Zone No. 16 (**SUZ16**) under Local Planning Scheme No. 17 (**LPS17**).

1.1 Structure Plan Content

This Structure Plan comprises:

- Part One – Statutory Section (this section);
- Part Two – Explanatory Report (non-statutory); and
- Technical appendices.

NB. In accordance with the structure and intent of the WAPC's *Structure Plan Framework*, Part Two of the Structure Plan is intended to provide explanatory information that supports and justifies the provisions outlined in Part One.

With information clearly set out in Part One, such as zoning, land use controls, development standards, and spatial planning elements, its repetition in Part Two is unnecessary and offers no additional planning benefit. This approach avoids duplication, ensures clarity, and maintains alignment with the purpose of each section as defined under the Framework.

2. Operation

This Structure Plan comes into operation on the date it is approved by the Western Australian Planning Commission (**WAPC**) pursuant to Schedule 2, Part 4, Clause 22 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

3. Interpretation and Use

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zones as per the Zoning Table at Clause 4.3 under LPS17, unless otherwise provided for under Part One – Section 3.1 of this Structure Plan.

Terms used in this Structure Plan shall have the meaning given to them in the *Planning and Development (Local Planning Schemes) Regulations 2015* or LSP17 Schedule 1B, as applicable.

This Structure Plan guides and informs subdivision and development. It does not rezone land.

The Structure Plan proposes the following land use Zones or Reservations:

Table 1: Zoning and Land Uses

Land Use	HA Area (Approx)
Highway Service	5.474
Industry – Light	8.855
District / Higher Order Road Reservations	3.676
Residential (R20) / Local Streets	2.812
Public Open Space / Drainage	0.380
Total:	21.197

3.1 Variations to LPS17 Land Use Permissibility

Land use permissibility shall generally be guided by LPS17, except where specifically varied under Table 2 below, and shall be read in conjunction with the Scheme accordingly.

Table 2: LPS17 Additional and Restricted Land Use Permissibility in Structure Plan Area

Structure Plan Zone	Land Use	Structure Plan Permissibility	LPS17 Permissibility (For Comparison only)
Highway Service – Additional Uses within Structure Plan Area	Convenience Store	A	X
	Exhibition Centre	D	X
	Lunch Bar	D	X
	Market	A	X
	Place of Assembly	A	X
	Place of Worship	A	X
	Restaurant	A	X
Highway Service – Restricted Uses within Structure Plan Area	Transport Depot	X	D

4. Subdivision & Development Requirements

4.1 Structure Plan Map

The Structure Plan Map (**Plan 1**) forms part of Part One of this Structure Plan and spatially represents the key land use, zoning, and infrastructure elements necessary to guide the implementation of subdivision and development within the structure plan area. It identifies the structure plan boundary, existing cadastral layout, land use zones, reserves, the hierarchy of the proposed road network, R-Code densities, interface areas, and key infrastructure upgrades.

The map also highlights buffers to sensitive land uses, and any other spatial controls relevant to the implementation of the plan. All subdivision and development proposals are to be assessed in accordance with the provisions of this Structure Plan and with reference to the spatial arrangements depicted in Plan 1.

4.2 General Provisions – All Subdivision and Development

4.2.1 *Bushfire Management*

Development Applications or Subdivisions will require individual Bushfire Management Plans (BMP) be prepared to support the applications. Where the land is mapped as bushfire prone subdivision and development applications will need to comply with the requirements of State Planning Policy 3.7 and Guidelines.

4.2.2 *Traffic Impact Considerations*

Consistent with the Western Australian Planning Commission Transport Impact Assessment Guidelines (August 2016), development applications and subdivisions are to be supported by a relevant Transport Impact Assessment or Statement as determined by the Guidelines and based on the complexities of the proposed development.

4.3 Sub-Precincts

The endorsed HEASP and Structure Plan provisions contemplate the use of transitional land uses to facilitate a functional interface between adjacent land uses. The land use framework provided in this Structure Plan supports the achievement of these transitional outcomes, enabling service provision to both the core industrial precinct located to the east and the residential areas to the west, while ensuring compatibility and orderly planning across the precinct interface.

4.3.1 *Specific Provisions for Sub-Precincts*

Land use planning within the Structure Plan is arranged into three sub-precincts, with each sub-precinct allowing for specific land use outcomes. Where no specific development standards or conditions are outlined within this Structure Plan for a land use, the default provisions of LPS17 shall apply. The three sub-precincts are defined under Tables below.

Highway Service Zone Sub-Precinct

Table 3: Highway Services Zone Sub-Precinct Specified Provisions

Criterion	Commentary
Location	Encompasses Parent Lot 651, and portion of Parent Lot 39, being the landholdings generally west of the proposed <i>District Distributor B Road</i> (Eric Lumsden Drive) and north of Eric Street.
Objectives	<ul style="list-style-type: none"> To facilitate a range of commercial land uses that cater primarily to the needs of passing trade, including motorists and freight operators. To support land uses such as service stations, lunch bars, motor vehicle sales and servicing, bulky goods showrooms, and other related uses, while avoiding land uses that would be more appropriately located in retail or industrial zones. The sub-precinct is intended to be developed as a coordinated strata site, with freehold subdivision limited to circumstances where road separation or other physical barriers occur. This approach responds to the constraints of overhead power infrastructure and the need to manage vehicle access to the RAV network. Land uses are to facilitate a transitional interface between the HEASP and adjoining residential areas, while also providing convenience services to both the core industrial precinct to the east and residential communities to the west.
Land Uses Permissibility	Pursuant to land use permissibility under LPS17 unless otherwise varied as an 'Additional Use' or 'Restricted Use' under Part One – Provision 3.1 (Table 2).
Subdivision	<ul style="list-style-type: none"> Minimum lot size: 1,000sqm Minimum road frontage: 28m.
Building and Development Standards	<p>Pursuant to Local Planning Policy <i>POL-TP-125 Building and Development Standards – Commercial Zones</i> except as varied below.</p> <ul style="list-style-type: none"> All development shall be set back minimum distance of 27m from Eric Street, inclusive of any development with a common boundary to a residential lot to: <ul style="list-style-type: none"> facilitate the re-alignment of the power lines and services; and provide separation between the existing residential land and the proposed land-uses of this sub-precinct. Unless otherwise approved by the City of Swan, permitted uses within the 27m setback area shall be limited to: <ul style="list-style-type: none"> Services infrastructure, landscaping,

Criterion	Commentary
	<ul style="list-style-type: none"> - vehicle circulation, and - pedestrian access.
Site Access	<ul style="list-style-type: none"> • No vehicle access and egress is to be provided to and from Eric Street. • Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total. • A road access strategy is to be submitted with the development and subdivision application to demonstrate compliance and the suitability of the location proposed. <ul style="list-style-type: none"> - Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a Local Development Plan can be required by the Local Government and the Western Australian Planning Commission to consolidate access.
Local Development Plans	<p>A Local Development Plan may be required for lots:</p> <ul style="list-style-type: none"> • Where site-specific design controls are needed to address constraints or facilitate interface treatments; and/or • to coordinate and consolidate vehicular access to the RAV network per 'Site Access' provisions under this Table.
Traffic and Industrial Noise Mitigation	<p>Development within the industrial precinct and adjoining residential or other noise-sensitive land uses shall incorporate appropriate noise attenuation measures to mitigate the impact of industrial operations and associated traffic movements consistent with <i>SPP 5.4 – Road and Rail Noise and SPP 4.1 – Industrial Interface</i>.</p>

Industry – Light Zone Sub-Precinct

Table 4: Industry – Light Zone Sub-Precinct Specified Provisions

Criterion	Commentary
Location	Encompasses the eastern portion of the Structure Plan area, generally east of the proposed <i>District Distributor B Road</i> (Eric Lumsden Drive).
Objectives	To facilitate a broad range of industrial activities that operate at a lower scale and intensity than General industry, including manufacturing, processing, storage, and distribution uses that do not generate significant off-site impacts.
Land Uses	Pursuant to land use permissibility under LPS17.
Subdivision	Minimum lot size: 1,000sqm Minimum road frontage: 28m.
Traffic Considerations	Access and egress points into the RAV network are to be limited to consolidated locations providing service to multiple lot or land uses.
Traffic and Industrial Noise Mitigation	Development within the industrial precinct and adjoining residential or other noise-sensitive land uses shall incorporate appropriate noise attenuation measures to mitigate the impact of industrial operations and associated traffic movements consistent with <i>SPP 5.4 – Road and Rail Noise and SPP 4.1 – Industrial Interface</i> .
Building and Development Standards	Pursuant to City of Swan Local Planning Policy <i>POL-TP-124 Building and Development Standards – Industrial Zones</i> .
Site Access	<ul style="list-style-type: none"> • Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total. • A road access strategy is to be submitted with the development and subdivision application to demonstrate compliance and the suitability of the location proposed. <ul style="list-style-type: none"> – Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a Local Development Plan can be required by the Local Government and the Western Australian Planning Commission to consolidate access.
Local Development Plans	A Local Development Plan may be required for lots:

Criterion	Commentary
	<ul style="list-style-type: none"> Where site-specific design controls are needed to address constraints or facilitate interface treatments; and/or to coordinate and consolidate vehicular access to the RAV network per 'Site Access' provisions under this Table.
Landscaping	3m landscaping strip across any street frontage pursuant to City of Swan Vehicle Parking Standards and applicable policy requirements.

Residential Zone Sub-Precinct

Table 5: Residential Zone Sub-Precinct Specified Provisions

Criterion	Commentary
Location	Encompasses the western portion of the Structure Plan area, generally west of the proposed <i>District Distributor B Road</i> (Eric Lumsden Drive) within Parent Lots 58 and 83 Bushmead Road, and Parent Lot 93 Hazelmere Circus.
Objectives	<ul style="list-style-type: none"> The Residential zone is intended to serve as a transitional buffer between the Hazelmere Enterprise Area's industrial core, adjoining Highway Service zoned land, and existing residential areas. The zone supports: <ul style="list-style-type: none"> A low-density residential development that enhances housing diversity while mitigating amenity impacts from adjacent light industrial and commercial land uses to existing residential areas. The contribution to the delivery of the HEASP's strategic objectives by facilitating a graduated land use interface that supports both economic and community outcomes.
Land Uses	<ul style="list-style-type: none"> Land use permissibility shall be as per the Residential zone provisions of LPS17, with low-density coding (e.g. maximum R20) applied to support a range of dwelling types. Non-residential uses may be supported where they are ancillary or low-impact (e.g. home offices, childcare premises), subject to assessment against potential amenity impacts.
Subdivision and Density Plans	<p>Density Code Plan</p> <ul style="list-style-type: none"> The Structure Plan applies a residential density code of R20 to the designated Residential zone, as depicted on Plan 1 – Structure Plan Map. <p>Application of R-Codes</p>

Criterion	Commentary
	<ul style="list-style-type: none"> • Subdivision and development within the Residential zone shall comply with the minimum and average lots size requirements for the R20 density coding under State Planning Policy 7.3 – Residential Design Codes (Volume 1), unless otherwise provided for by a Local Development Plan (LDP) or development approval. • Variations may only be supported where: <ul style="list-style-type: none"> – Consistent with the performance criteria of the R-Codes; – An LDP provides specific design justification; or – The variation is consistent with WAPC policy and approved precedent.
Local Development Plans	<p>A Local Development Plan may be required for lots:</p> <ul style="list-style-type: none"> • With direct interface to non-residential uses; • Where site-specific design controls are needed to address constraints (i.e. Airport Noise Mitigation) or facilitate interface treatments; • Where lots are irregular in shape or subject to access restrictions.
Traffic Considerations	<ul style="list-style-type: none"> • Subdivision and development shall: <ul style="list-style-type: none"> – Avoid direct vehicle crossovers/access onto higher order and higher-traffic roads. – Crossovers/access should be restricted to dedicated residential roads (i.e. CAPs roads) consistent with the Structure Plan Map.
Airport Noise Mitigation	<ul style="list-style-type: none"> • The Structure Plan area is located within the area affected by aircraft noise exposure as identified under <i>State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport</i> (SPP 5.1). <ul style="list-style-type: none"> – All subdivision and development within this area must be consistent with the requirements and guidance of SPP 5.1 and to achieve compliance with <i>Australian Standard AS2021:15 Acoustic Noise Intrusion – Building Siting and Construction</i>. – At the time of subdivision, a condition shall be imposed requiring the registration of a notification under Section 165 of the Planning and Development Act 2005 on the Certificate of Title of all residential lots, advising of potential noise impact from aircraft operations at Perth Airport.

4.4 Public Open Space

Subdivision for Residential zoned land within the Structure Plan area is subject to a 10% Public Open Space (POS) contribution requirement, in accordance with Clauses 143(1)(c), 153(1), and 154 of the Planning and Development Act 2005.

Table 6 provides a POS Schedule supporting the Structure Plan design to guide detailed subdivision and development.

Table 6: Public Open Space Schedule (Rounded)

(A) Gross Area		21.15
(B) Deductions		17.92
(Bi) Drainage >1:1yr ARI (Non Creditable)	0	
(Bii) Drainage >1:5yr ARI (Over 2% Restricted POS)	0	
District Distributor B (Eric Lumsden Drive) / Bushmead Rd / Local Distributors (Lost 651/39 and Lots 39/59)	3.59	
Industry - Light Zoned Land	8.86	
Highway Service Zoned Land	5.47	
(C) Gross Subdivisible Area for Residential (A - B)		3.23
(D) Required Public Open Space @ 10% (C*10%)		0.323
	(D1) 8% Unrestricted POS Permitted (D*80%):	0.26
	(D2) 2% Maximum Restricted POS Permitted (D*20%):	0.06
(E) POS Provision (Total of all Creditable POS areas)		0.38
POS North (1) @ 0.2000 (No Drainage Provision Proposed)	0.20	
POS South Lot 83 Portion (No 1:1 - 1:5yr ARI Drainage Required)	0.079	
POS South Lot 93 Portion (No 1:1 - 1:5yr ARI Drainage Required)	0.101	
POS Provision as a Percentage (E/C)		11.78%
POS Shortfall (-) / Surplus (+) Equivalent (E-D)		0.06

4.5 Transport and Traffic Considerations

4.5.1 Road Network and Reservations

The road network has been designed to support access to proposed residential, light industrial, and highway service land uses, while integrating with the broader Hazelmere Industrial Area road hierarchy.

Eric Lumsden Drive

Identified as a north-south *District Distributor (Distributor B)* road forming the main spine through the Structure Plan area. It provides key connections between Stirling Crescent to the north and Bushmead Road and Hazelmere Circus to the south. Eric Lumsden Drive is designed to accommodate Restricted Access Vehicles (RAV 7) in accordance with MRWA standards. A detailed cross-section, inclusive of proposed residential CAPs roads is illustrated under **Figure 1**.

Bushmead Road

An existing *Distributor B* road bisecting the Structure Plan area east-west. Intersections with Eric Lumsden Drive are proposed to be upgraded to include a roundabout to facilitate safe freight and local traffic movements.

Hazelmere Circus

To be realigned and downgraded to a *Local Access Road*, terminating at a T-junction with Eric Lumsden Drive, thereby discouraging industrial traffic from entering adjacent residential precincts.

Local Road Network – Residential

A small network of *Local Access Roads* is proposed to service residential land uses, inclusive of CAPs road reservations provided parallel to Eric Lumsden Drive. These roads will be constructed to Liveable Neighbourhoods and City of Swan standards and provide for safe and legible vehicle, pedestrian, and service access with managed intersections with Eric Lumsden Drive .

Road reserve widths will be in accordance with and City of Swan standards, with Distributor roads generally requiring 20–25 metres and Local Access Roads between 11.5 – 15 metres, subject to detailed subdivision design.

4.6 Protection or management of environmental or landscape features

No detailed environmental assessment is provided as part of this Structure Plan, as the subject land is largely cleared, historically disturbed, and not identified as containing any environmental constraints that would preclude future development.

The Structure Plan area is mapped as comprising Multiple Use category wetlands under the Department of Biodiversity, Conservation and Attractions' (DBCA) geomorphic wetland dataset. These wetlands are considered highly degraded and are identified as being suitable for development where hydrological functions can be appropriately maintained or replicated. The site does not contain any areas mapped as Conservation or Resource Enhancement category wetlands.

No Threatened Ecological Communities, Bush Forever sites, Environmentally Sensitive Areas, or significant flora or fauna species have been identified within the Structure Plan area. Site inspections, historical aerial

imagery, and desktop assessments confirm the land has been extensively cleared and modified for rural-residential and agricultural use.

Accordingly, detailed environmental reporting is not considered necessary at the Structure Plan stage. Instead, individual landowners will be required to undertake site-specific environmental investigations at the time of subdivision or development, where necessary. These may include acid sulfate soils assessments, targeted flora/fauna surveys, or Urban Water Management Plans (UWMPs) to respond to drainage and hydrology considerations.

This staged approach is consistent with State Planning Policy 2.9 – *Planning for Water*, the Better Urban Water Management framework, and standard WAPC practices, and ensures that environmental investigations are proportionate to the level of planning and reflective of finalised development layouts given the likely scale of the individual landowner projects.

5. Infrastructure Coordination, Servicing and Staging

5.1 Staging

Development within the Structure Plan area is anticipated to occur in three broad stages:

- **Stage 1 – South:** Lots 83 and 93 (between Bushmead Road and Hazelmere Circus)
- **Stage 2 – Central:** Lot 58 (north of Bushmead Road)
- **Stage 3 – North:** Lots 651 and 39 (north of Lot 58 to Stirling Crescent)

Staging may proceed concurrently, subject to landowner intentions and market conditions. Progress across the Structure Plan area is dependent on coordinated delivery of key enabling infrastructure, including:

- Construction of Eric Lumsden Drive (District Distributor B road)
 - critical to ensuring safe and efficient access, supporting internal connectivity, and separating industrial and residential traffic. Its timely delivery will be coordinated with the City of Swan and is subject to Special Area Rate contributions, detailed design, and subdivision conditions.
- Drainage infrastructure in accordance with the approved LWMS
- Provision of essential services (reticulated water, sewer, power, and NBN)
- Perimeter roads or measures for bushfire protection

5.2 Infrastructure Contributions and Responsibilities

Development within the Structure Plan area is dependent on the coordinated delivery of key road and drainage infrastructure. The land falls within the Hazelmere Industrial Area Special Area Rate (SAR) zone, with funding applied at a 25% SAR to 75% municipal contribution ratio. This supports upgrades to Distributor B and Local Distributor roads and associated drainage works, consistent with the Structure Plan and LWMS.

Landowners are required to work with the City of Swan to deliver key intersection upgrades, with responsibilities outlined in Table 12 – Part Two. All distributor and industrial access roads must meet RAV 7 standards. While SAR funding supports these works, current reserves may be insufficient for full delivery. As such, forward-funding arrangements may be required via legal agreements, with reimbursement subject to available SAR funds.

Internal residential roads are the sole responsibility of landowners undertaking subdivision within the Structure Plan area.

6. Additional Details

The following tables identify additional technical information and investigations required to support future subdivision or development within the Structure Plan area. These requirements are to be addressed either at the time of subdivision or development application, or as a condition of approval, as specified. This ensures that matters not fully resolved at the structure planning stage – such as detailed drainage, bushfire, environmental, servicing, and interface treatments – are appropriately managed at subsequent planning stages in consultation with the relevant authorities.

Table 7: Additional Information Requirements

Additional Information / Purpose	Approval Stage	Responsible Agency
Bushfire Management Plan updates – where site layout or land use varies from endorsed BMP.	Subdivision or development	DFES, City of Swan
Environmental Management Plan – if required for identified wetland or vegetation values on individual sites.	Subdivision or development	DBCA, City of Swan
Noise Assessment – for residential areas impacted by freight or aircraft corridors.	Subdivision or development	City of Swan, DPLH

Table 8: Studies to be Required as a Condition of Subdivision or Development Approval

Additional Information	Responsible Agency
Local Development Plan(s) – to address interface, access, service design, noise mitigation and built form.	City of Swan
Detailed Urban Water Management Plan for each stage of subdivision.	DWER, City of Swan
Engineering Servicing Report (roads, drainage, power, sewer, water).	City of Swan, relevant utility providers
Landscaping Plan – for public open space and drainage areas or site specific Development Applications.	City of Swan
Detailed Bushfire Management Plan and APZ implementation.	DFES, City of Swan
Geotechnical and Acid Sulfate Soil investigation (where applicable).	DWER, City of Swan
Contamination Site Assessment (if required under DWER guidance).	DWER

Additional Information	Responsible Agency
Fauna/Flora Survey (if flagged by DBCA at detailed assessment).	DBCA
Environmental and Construction Management Plan (for industrial land).	City of Swan, DWER (as applicable)
Noise Mitigation Plan (if residential near ANEF contour areas, or industrial interface to sensitive areas).	City of Swan, DPLH

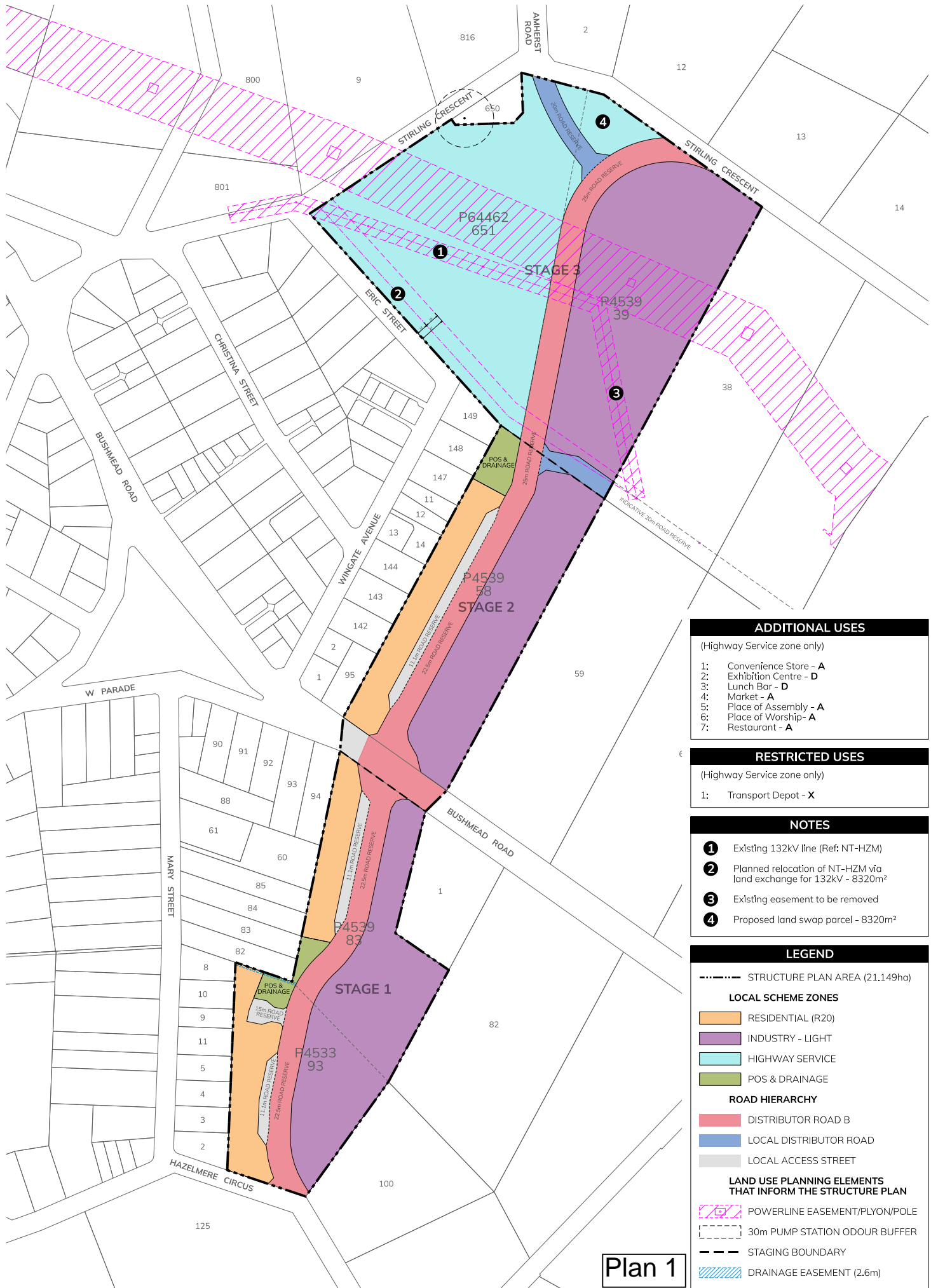
6.1 Notifications on Title

The following notifications may be imposed as conditions of subdivision or development approval by decision-makers in accordance with applicable State Planning Policies:

- **Bushfire Risk (SPP 3.7):** A notification may be required on the certificate of title advising that a Bushfire Management Plan (BMP) applies and that lots with a BAL rating of 12.5 or higher are subject to the provisions of SPP 3.7.
- **Aircraft Noise (SPP 5.1):** A notification may be required to advise of potential noise impacts due to proximity to Perth Airport.
- **Freight Noise (SPP 5.4):** A notification may be required to advise of potential freight-related noise impacts associated with the nearby RAV network.

In addition:

- **Industry – Light Zone and Highway Service Zone Sub-Precincts:** A cross-access easement is required to coordinate and consolidate vehicular access to the RAV network in accordance with an approved Local Development Plan.



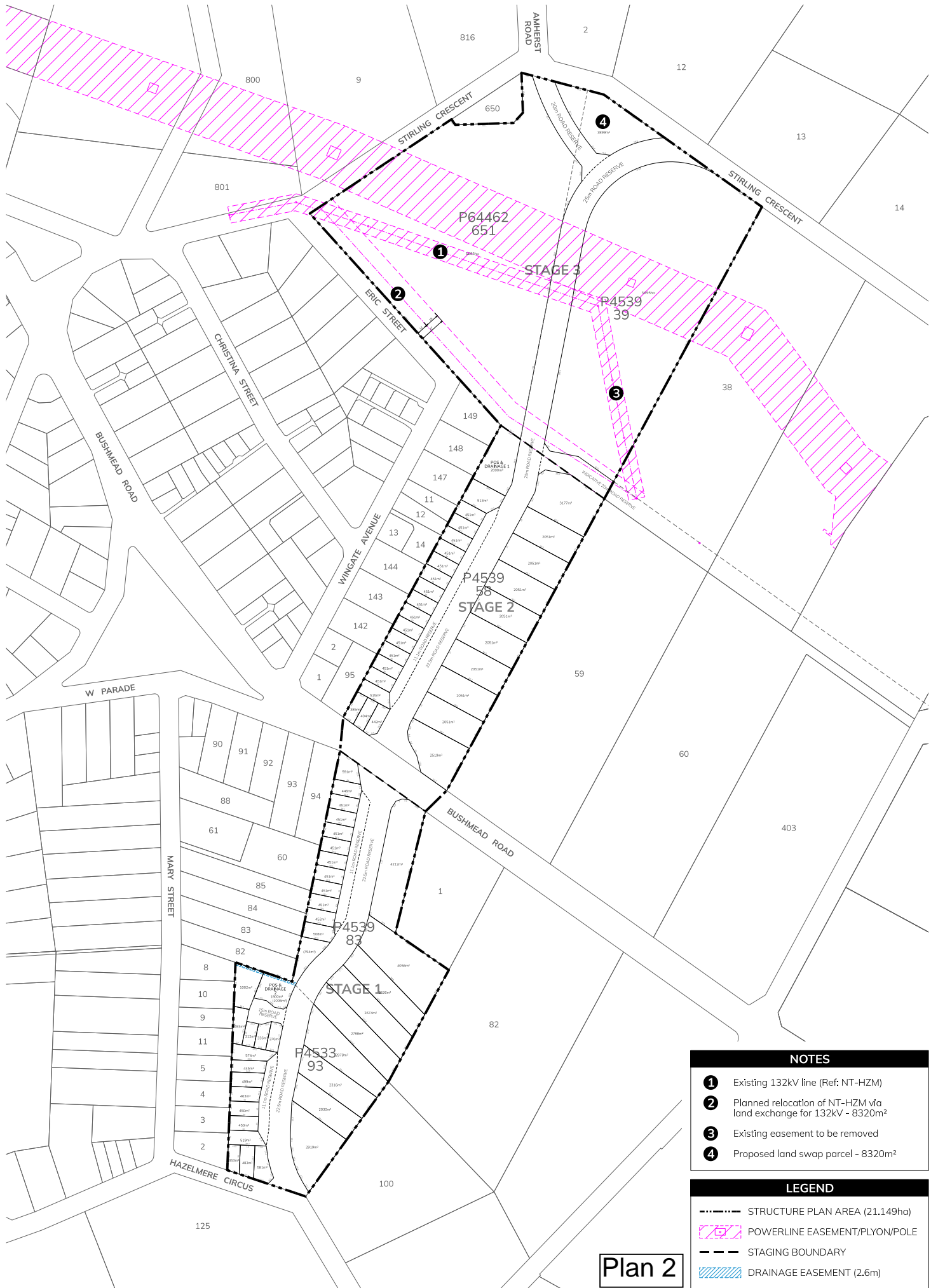
ADDITIONAL USES	
(Highway Service zone only)	
1:	Convenience Store - A
2:	Exhibition Centre - D
3:	Lunch Bar - D
4:	Market - A
5:	Place of Assembly - A
6:	Place of Worship - A
7:	Restaurant - A

RESTRICTED USES	
(Highway Service zone only)	
1:	Transport Depot - X

NOTES	
①	Existing 132kV line (Ref: NT-HZM)
②	Planned relocation of NT-HZM via land exchange for 132kV - 8320m ²
③	Existing easement to be removed
④	Proposed land swap parcel - 8320m ²

LEGEND	
	STRUCTURE PLAN AREA (21,149ha)
LOCAL SCHEME ZONES	
	RESIDENTIAL (R20)
	INDUSTRY - LIGHT
	HIGHWAY SERVICE
	POS & DRAINAGE
ROAD HIERARCHY	
	DISTRIBUTOR ROAD B
	LOCAL DISTRIBUTOR ROAD
	LOCAL ACCESS STREET
LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN	
	POWERLINE EASEMENT/PYLON/POLE
	30m PUMP STATION ODOUR BUFFER
	STAGING BOUNDARY
	DRAINAGE EASEMENT (2.6m)

Plan 1



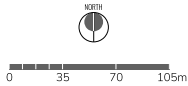
- NOTES**
- ① Existing 132kV line (Ref: NT-HZM)
 - ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
 - ③ Existing easement to be removed
 - ④ Proposed land swap parcel - 8320m²

- LEGEND**
- STRUCTURE PLAN AREA (21.149ha)
 - ▨ POWERLINE EASEMENT/PLYON/POLE
 - - - STAGING BOUNDARY
 - ▨ DRAINAGE EASEMENT (2.6m)

Plan 2



CALLO
 BUSHMEAD ROAD, HAZELMERE CIRCUS &
 STIRLING CRESCENT, HAZELMERE



SUBDIVISION LAYOUT PLAN
 09/06/2025
 1:3500 @ A3

DWG. REF. - 5-010
 REVISION - B
 URPS REF. - 24PER-0004

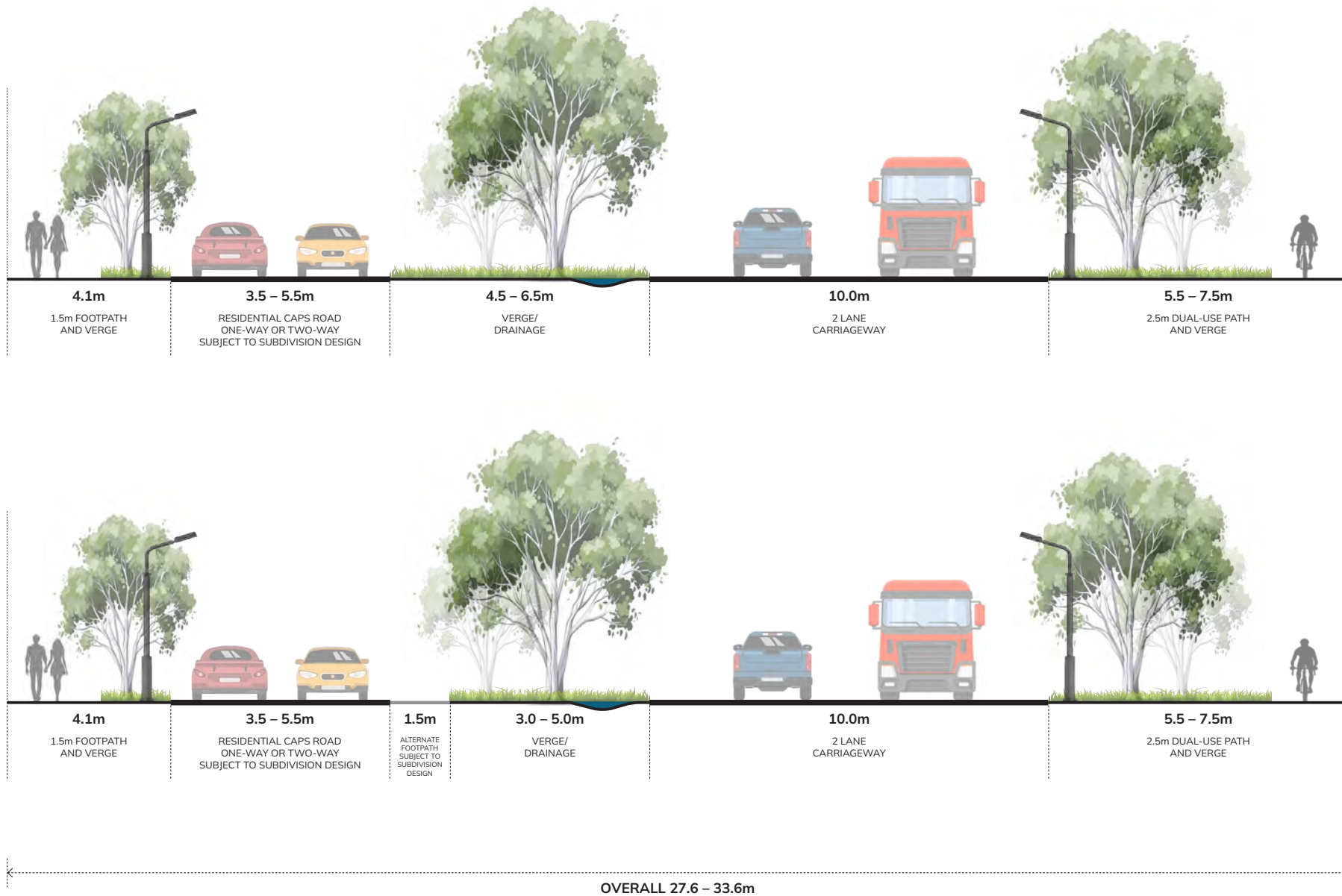


Figure 1

PART TWO – EXPLANATORY SECTION

7. Planning Background

7.1 Introduction & Purpose

The Hazelmere Special Use Zone 16 Structure Plan provides a coordinated planning framework to guide the future subdivision, land use and development of five land parcels in Hazelmere, approximately 1.5km from Midland and 16km from the Perth CBD.

Prepared on behalf of contributing private and corporate landowners south of Bushmead Road, the Structure Plan forms part of the broader Hazelmere Enterprise Area Structure Plan (2011) and is supported by relevant environmental and servicing studies.

The Structure Plan aligns with the Metropolitan Region Scheme, City of Swan Local Planning Scheme No. 17, and the Planning and Development (Local Planning Schemes) Regulations 2015. It builds upon the strategic direction set by the Kewdale-Hazelmere Integrated Masterplan (2006), the HEASP (2011), and the Guildford Hazelmere Local Area Plan (2020), all endorsed by the WAPC.

The plan facilitates a mix of residential, highway commercial and light industrial land uses, providing a land use transition between General Industrial areas to the east and residential areas to the west. A key feature is the proposed north–south spine road (District Distributor B – Eric Lumsden Drive), which is intended to redirect industrial traffic away from residential precincts such as Hazelmere, Woodbridge, and Guildford.

7.2 Land Description

7.2.1 Location

The subject area is located in Hazelmere (refer Figure 2). The sites have direct access onto the existing constructed roads Stirling Crescent for lots 651 & 39, Bushmead Road for lots 58 & 83 and Hazelmere Circus for lot 93. The area is generally bounded by Stirling Crescent to the north, lots within the Special Use Zone 25 to the east, Hazelmere Circus to the south and Mary Street and Windgate Avenue further to the west.

The access and egress and the proposed future north/south road at the area is detailed further in the Transport Impact Assessment.

7.2.2 Area, Land Use & Ownership

The subject area is 21.149 ha in area and comprises 5 privately owned lots per current land ownership details in the table below. The subject area calculation includes portion of the existing Bushmead Road reservation (~0.35647ha) in addition to the effective five development lot areas (~20.79253ha).

The land is predominantly cleared from historical grazing (Figure 3 refers). Lots 651 and 39 are vacant with stands of planted vegetation and the others contain residential dwellings, sheds, horse stables and horse paddocks.

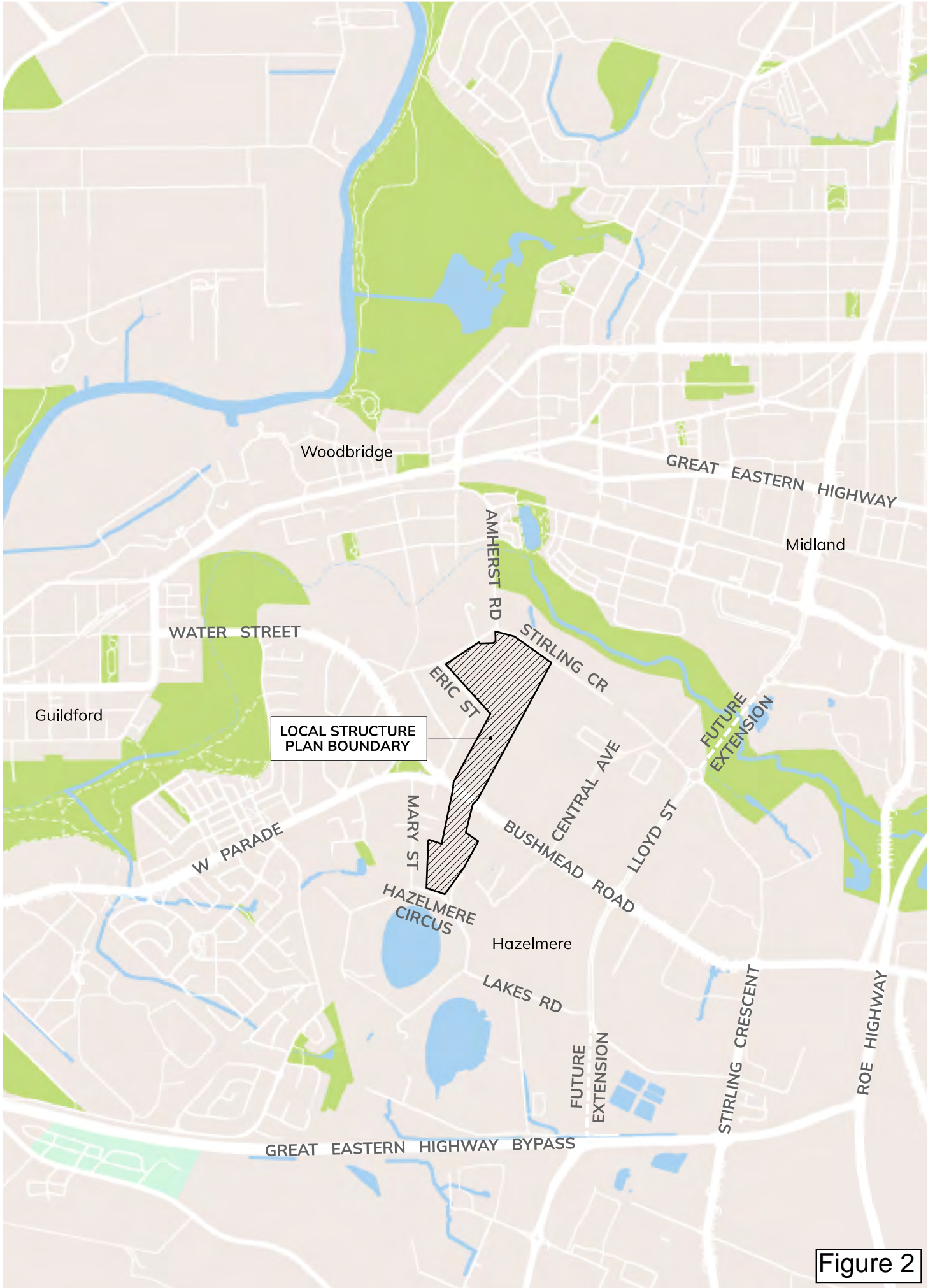


Figure 2



Figure 3

LEGEND	
	STRUCTURE PLAN AREA (21.149ha)

The subject lots are described below – per landowner and Certificate of Title details correct at the time of lodgement (June 2025):

Table 9: Title Details

Lot	Address	Volume	Folio	Ownership	Area (ha)
Lot 39	Stirling Crescent	2212	732	G-Trading Pty Ltd	5.5100
Lot 651	Stirling Crescent	2729	545	Stirling Brass Founders (WA) Pty Ltd	5.2763
Lot 58	167 Bushmead Road	1651	422	Sammy & Co (WA) Pty Ltd	4.43841
Lot 83	170 Bushmead Road	1789	662	Maiolo Development Pty Ltd	3.02921
Lot 93	40 Hazelmere Circus	1582	155	Callo (D, G and N)	2.53861
Total:					20.79253

7.3 Pre-Lodgement Consultation

7.3.1 Original Structure Plan Background

An earlier Structure Plan for the site was lodged by Statewest Planning on behalf of five landowners, proposing a similar land use mix and introducing a central north–south Distributor B road (Eric Lumsden Drive). The plan included four sub-precincts, with one residential sub-precinct (Sub-Precinct 2) accommodating approximately 48 dwellings, partially within the 25–30 ANEF aircraft noise contour.

Public advertising in late 2021 resulted in 24 submissions, including objections from Perth Airport (aircraft noise), DFES (bushfire risk), and local residents (traffic and land use impacts). Council deferred consideration in June 2022 due to insufficient community engagement, outdated traffic and bushfire assessments, and the passing of the proponent's representative.

In June 2023, the City of Swan recommended the WAPC refuse the Structure Plan, citing the absence of updated technical reports and conflict with SPP 3.7 and SPP 5.1. The WAPC has since held the proposal in abeyance pending further action.

7.3.2 Revised Structure Plan Pre-Lodgement Consultation

In July 2024, the owners of Lot 93 Hazelmere Circus engaged URPS to review and advance the previously deferred Structure Plan. Preliminary consultation with the City of Swan included a review of prior technical reports and design refinements in line with Council's June 2023 resolution. URPS developed a revised road layout to improve land efficiency while maintaining appropriate land use transitions. Design scenarios were workshopped with the City to inform the revised Structure Plan.

Following this, DPLH was engaged to reinstate WAPC's assessment. Given the extent of proposed modifications, a new Structure Plan was recommended over resolving legacy issues from the earlier version. Elements of the original plan, including servicing alignments, were retained where relevant.

The updated Structure Plan was formally submitted in June 2025, informed by feedback from the City and DPLH. No additional agency referrals were deemed necessary, nor community engagement; this given the detailed submissions previously received for what was deemed a more impactful proposal to existing residential properties. While Lot 83 landowners have supported and participated in the redesign process, no other landowners in the precinct elected to engage, despite multiple invitations to do so.

7.4 Planning Framework

7.4.1 Zoning & Reservations

Region Scheme

- Zoned 'Urban' under the Metropolitan Region Scheme (MRS).

Local Planning Scheme

- Zoned 'Special Use Zone No. 16' under the City of Swan Local Planning Scheme No. 17 (LPS 17).
 - The 'Special Use 16' zoning was introduced via Amendment No. 86 to LPS 17, which was approved by the Minister for Planning on 23 May 2017 and subsequently gazetted on 28 July 2017.
- In accordance with the conditions set out under Schedule 4 of LPS 17 for Special Use Zone No. 16:
 - *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.*
 - *A Structure Plan shall include all lots within this Special Use Zone and be prepared and approved prior to any additional land use, development proposal or subdivision of a lot, with the exception that the Local Government may consider granting an approval for the following land use, development or subdivision, without the prior requirement for a Structure Plan.*
 - a. *Single House and associated residential structures and activities such as a Home Business; Home Occupation; Home Office; Home Store on a lot, or*
 - b. *minor lot boundary changes.*
 - *The Structure Plan is required to observe the Land Use Intent and Development Requirements as detailed within Precinct 3A 'HEA Buffer Area' within the Local Government and WAPC approved Hazelmere Enterprise Area Structure Plan."*
- The area is also included in the City's LPS 17 Part 6 - Special Control Area 'Aircraft Noise Exposure Areas'.
 - The Hazelmere Enterprise Area Structure Plan ANEF (2009) mapping identifies the subject site is in the contour of 20-25.
 - The Perth Airport Ultimate Capacity Australian Noise Exposure Forecast (2019) maps the site in the 25-30 contour. The clauses of LPS17 relevant to 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.

7.4.2 Regional & Sub Regional Structure Plans & Strategies

Perth and Peel @ 3.5 million

This document was released in March 2018 and provides the guidelines for the development of Perth and Peel towards an 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 'Urban and Industrial'. The framework also identified employment opportunities in the area for the neighbouring residential location. The proposed Lloyd Street extension and the upgrade of the 132Kva Hazelmere lines are part of the proposed future Infrastructure works listed in the area. The Structure plan supports these outcomes.

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 Structure Plan supports these desired outcomes and the objectives of clause 3.3 'Economic and Employment'. The proposed land uses will support the economic development of the area and enhance employment options.

7.4.3 District Planning Strategies

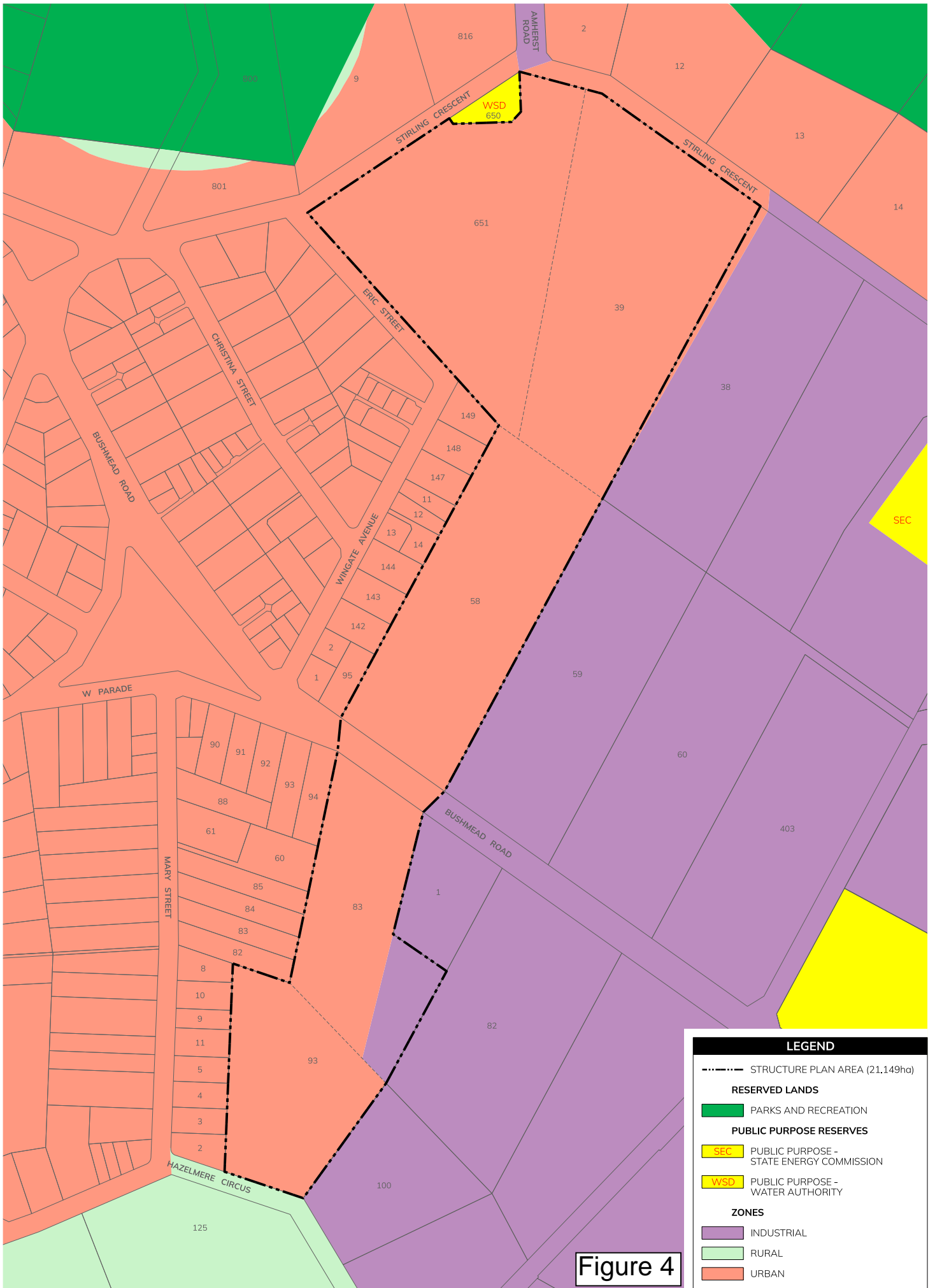
Kewdale-Hazelmere Integrated Masterplan (KHIM)

The 2002 Freight Network Review identified Kewdale-Hazelmere as Western Australia's primary intermodal freight precinct, driven by its strategic proximity to Perth Airport. In response, the (then) Department of Planning and Infrastructure prepared the Kewdale-Hazelmere Integrated Masterplan (KHIM) in 2003 to guide land use and infrastructure planning across the region.

Key objectives of the KHIM included:

- Supporting the area's role as a major road and rail freight logistics hub;
- Coordinating structure planning, transport corridors, and land use interfaces;
- Leveraging synergies between adjacent industrial areas;
- Defining the freight functions of Hazelmere, Kewdale, and Forrestfield; and
- Investigating the realignment of the freight rail line to bypass Midland.

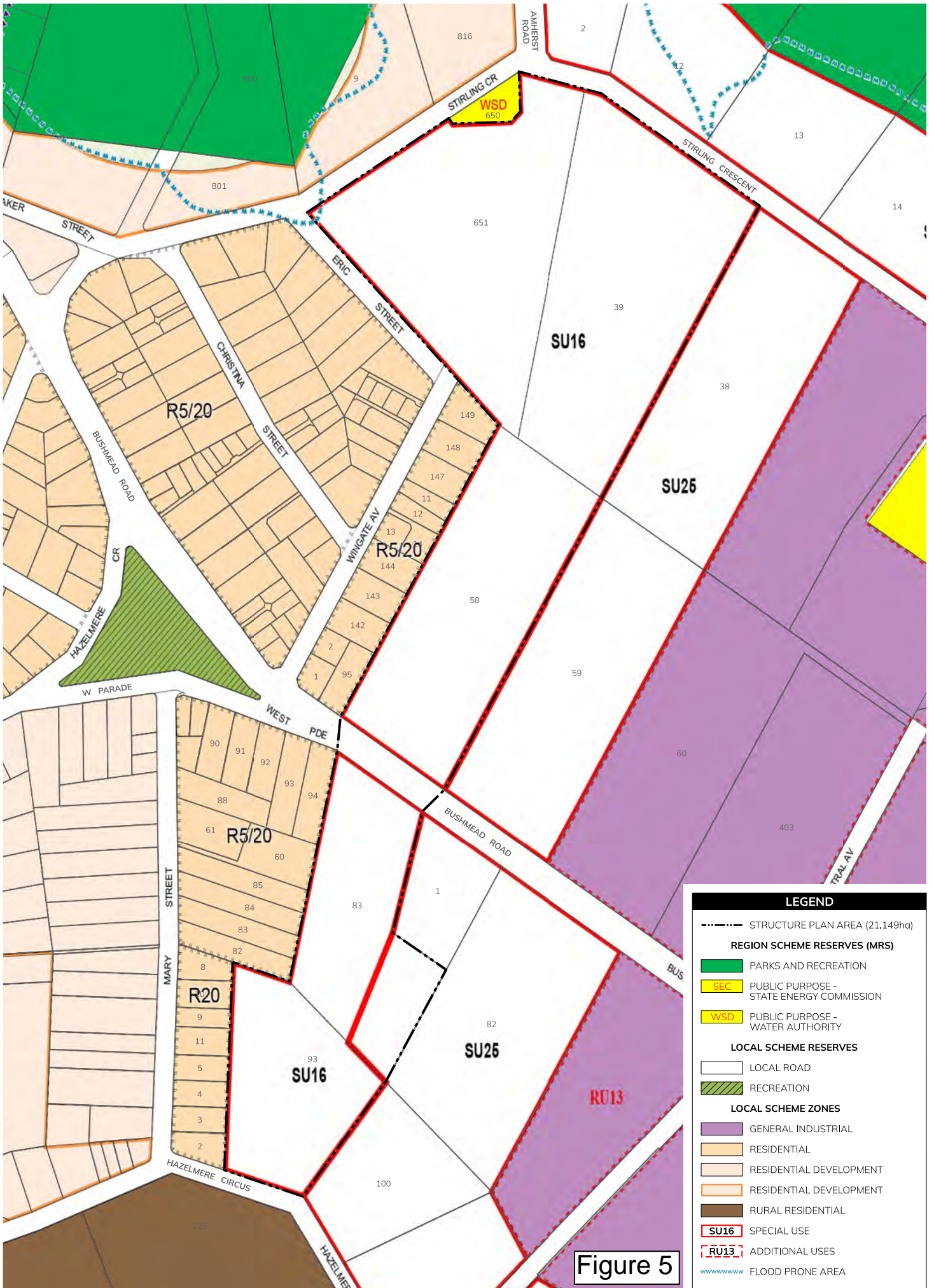
The subject site falls within the Hazelmere Precinct of the KHIM, which recommended the Lloyd Street extension and improved freight infrastructure. The proposed land uses under the SUZ16 align with LPS17 permissibility ('D' and 'A' uses) and are consistent with the strategic intent of the KHIM.



LEGEND

- STRUCTURE PLAN AREA (21,149ha)
- RESERVED LANDS**
 - PARKS AND RECREATION
- PUBLIC PURPOSE RESERVES**
 - SEC PUBLIC PURPOSE - STATE ENERGY COMMISSION
 - WSD PUBLIC PURPOSE - WATER AUTHORITY
- ZONES**
 - INDUSTRIAL
 - RURAL
 - URBAN

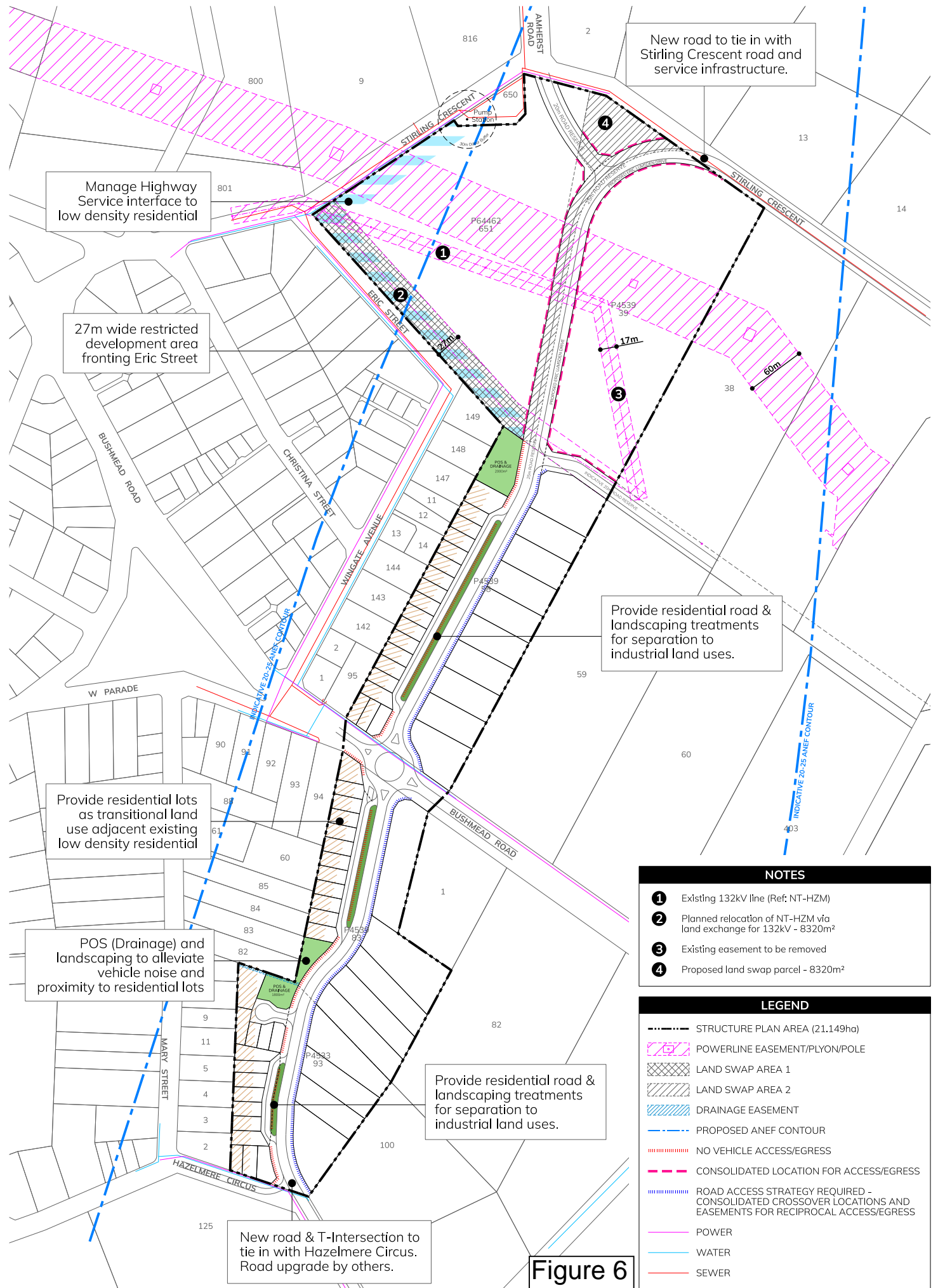
Figure 4



LEGEND

- STRUCTURE PLAN AREA (21.149ha)
- REGION SCHEME RESERVES (MRS)**
- PARKS AND RECREATION
- PUBLIC PURPOSE - STATE ENERGY COMMISSION
- PUBLIC PURPOSE - WATER AUTHORITY
- LOCAL SCHEME RESERVES**
- LOCAL ROAD
- RECREATION
- LOCAL SCHEME ZONES**
- GENERAL INDUSTRIAL
- RESIDENTIAL
- RESIDENTIAL DEVELOPMENT
- RESIDENTIAL DEVELOPMENT
- RURAL RESIDENTIAL
- SPECIAL USE
- ADDITIONAL USES
- FLOOD PRONE AREA

Figure 5



New road to tie in with Stirling Crescent road and service infrastructure.

Manage Highway Service interface to low density residential

27m wide restricted development area fronting Eric Street

Provide residential road & landscaping treatments for separation to industrial land uses.

Provide residential lots as transitional land use adjacent existing low density residential

POS (Drainage) and landscaping to alleviate vehicle noise and proximity to residential lots

Provide residential road & landscaping treatments for separation to industrial land uses.

New road & T-Intersection to tie in with Hazelmere Circus. Road upgrade by others.

- NOTES**
- ① Existing 132kV line (Ref: NT-HZM)
 - ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
 - ③ Existing easement to be removed
 - ④ Proposed land swap parcel - 8320m²

- LEGEND**
- STRUCTURE PLAN AREA (21.149ha)
 - POWERLINE EASEMENT/PYLON/POLE
 - LAND SWAP AREA 1
 - LAND SWAP AREA 2
 - DRAINAGE EASEMENT
 - PROPOSED ANEF CONTOUR
 - NO VEHICLE ACCESS/EGRESS
 - CONSOLIDATED LOCATION FOR ACCESS/EGRESS
 - ROAD ACCESS STRATEGY REQUIRED - CONSOLIDATED CROSSOVER LOCATIONS AND EASEMENTS FOR RECIPROCAL ACCESS/EGRESS
 - POWER
 - WATER
 - SEWER

Figure 6

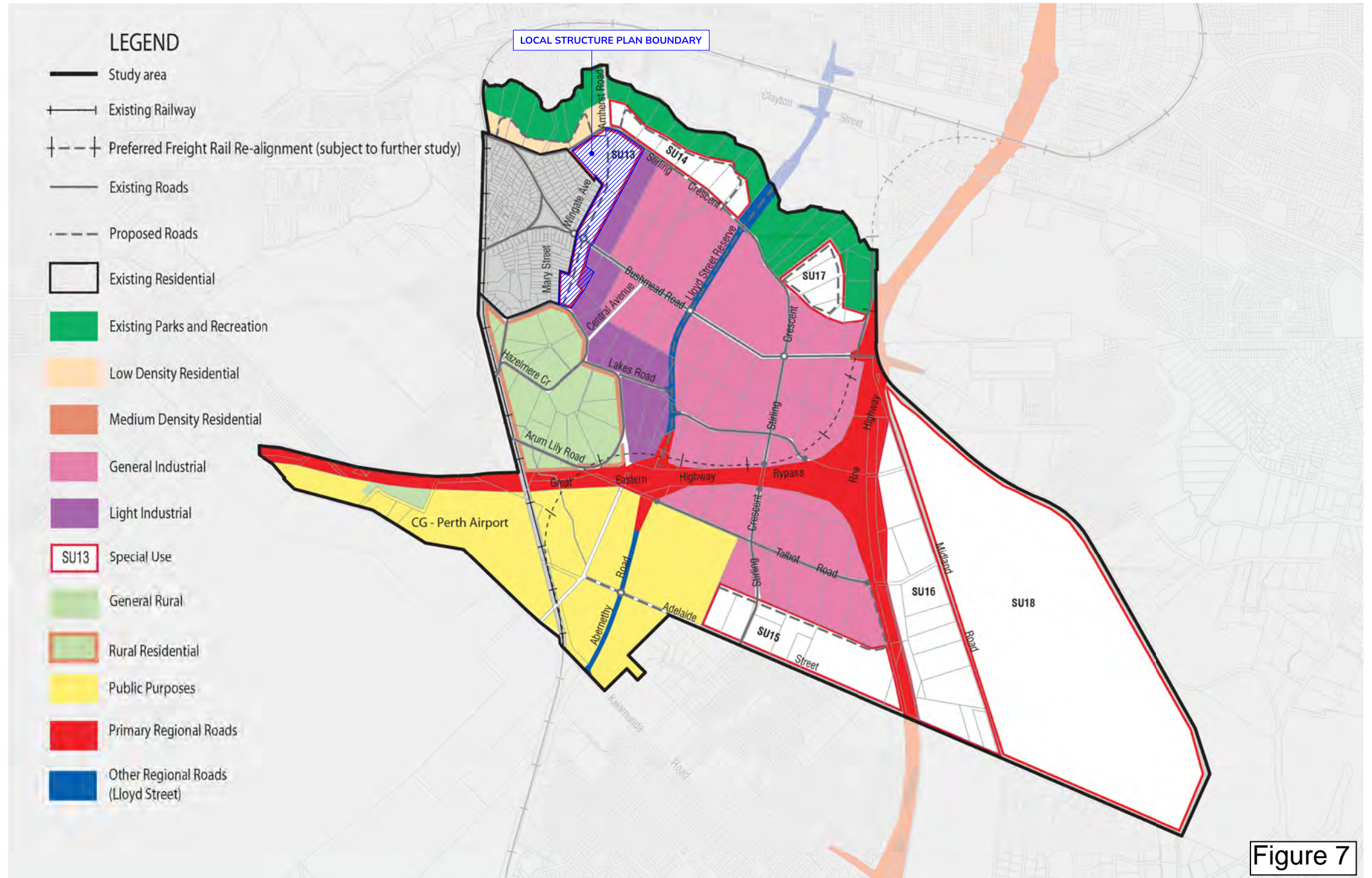


Figure 7

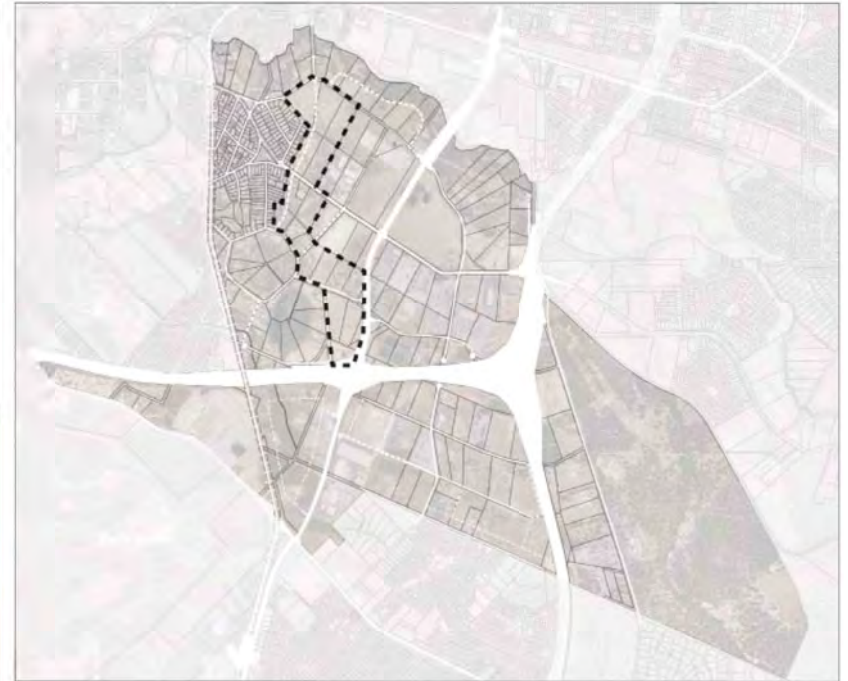
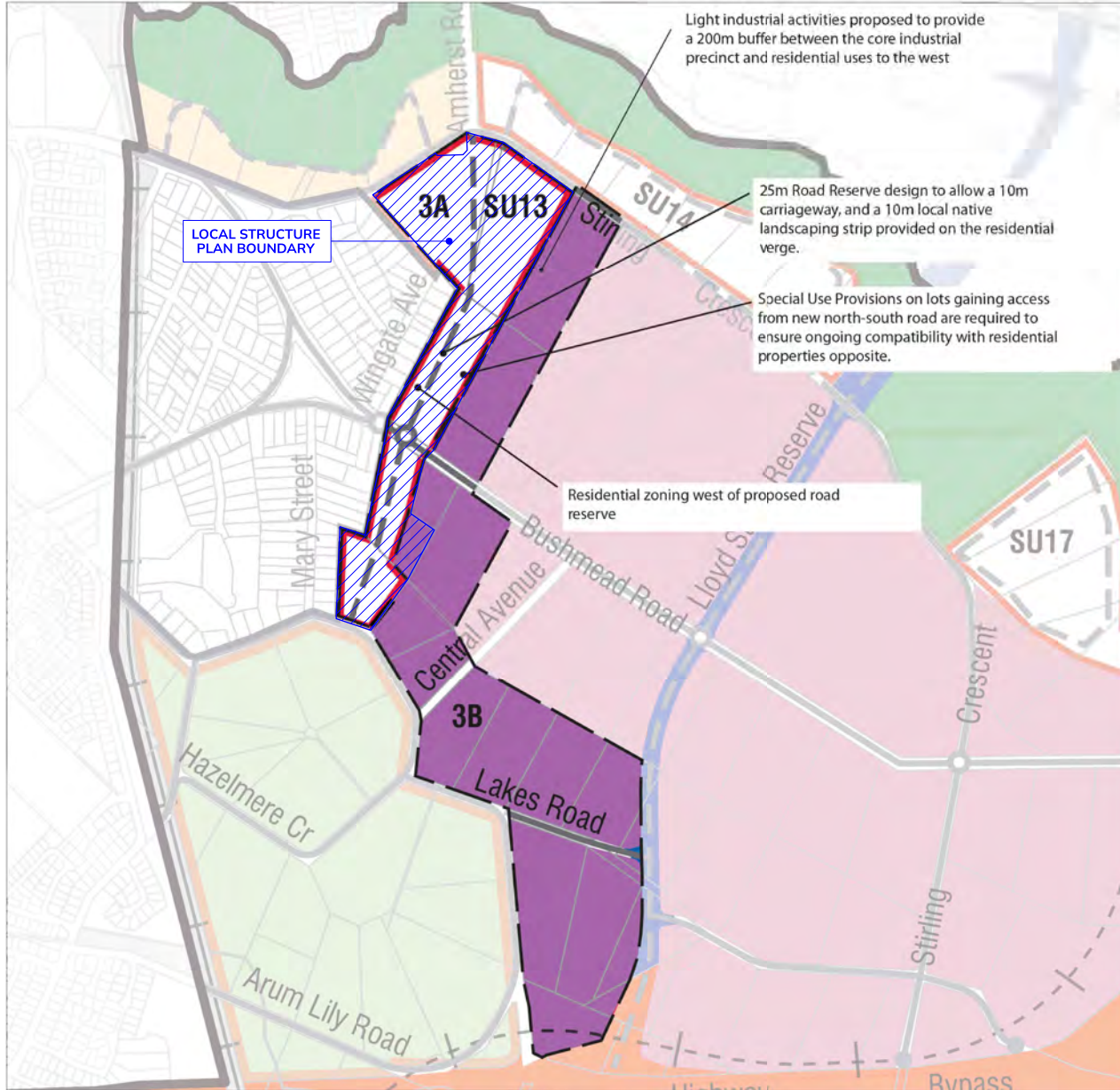


Figure 8

Hazelmere Enterprise Area Structure Plan (HEASP)

In 2011, the City of Swan and the (then) Department of Planning prepared the Hazelmere Enterprise Area Structure Plan (HEASP) in response to the KHIM's recommendation for more detailed land use planning. The HEASP was endorsed by both the City of Swan and the WAPC following extensive community consultation. Its guiding principles are to:

- Facilitate business growth in Hazelmere;
- Provide a land use interface that protects residential amenity;
- Support a vibrant, business-focused precinct; and
- Minimise environmental impacts and strengthen ecological connections.

The subject site falls within Precinct 3A – Buffer Area, where land uses are intended to provide a transition between the industrial core to the east and existing residential areas to the west.

The Structure Plan aligns with this intent by proposing compatible land uses under the SU16 zone that achieve an appropriate interface in accordance with HEASP objectives.

Lot 651, while within Precinct 3A, is physically separated from existing residential land and is suitably buffered to support its proposed Highway Service land uses. The interface area west of the proposed District Distributor B road is designated for residential development, consistent with the adjacent R20 coding. Title notifications will be applied to inform future landowners of aircraft noise, as the updated ANEF mapping now places this area within the 25–30 contour.

All development and subdivision will be guided by the requirements of HEASP Precinct 3A, ensuring the proposed residential and industrial uses maintain acceptable amenity and contribute to the strategic planning vision for the Hazelmere Enterprise Area.

City of Swan Guildford Hazelmere Local Area Plan, 2020 (GHLAP)

The Guildford-Hazelmere Local Area Plan (GHLAP), prepared by the City of Swan in consultation with the community, provides localised planning direction for infrastructure, services, and land use change.

The GHLAP recognises the Hazelmere Enterprise Area as a key strategic employment hub, expected to evolve into a specialist inter-regional freight and logistics centre, supported by proximity to major road, rail, and air infrastructure. It references the HEASP and highlights the need to manage aircraft noise impacts in accordance with State Planning Policy 5.1, particularly in relation to the future Perth Airport runway and sensitive land uses.

The GHLAP identifies the need for reticulated sewerage for any subdivision or development not classified as 'Dry Industry' under LPS17. It also highlights concerns with heavy vehicle traffic along Bushmead Road through nearby residential areas and supports the construction of a new north-south road linking to Lloyd Street to address this issue.

Road and drainage infrastructure is to be funded through the Hazelmere Industrial Area Special Area Rate (SAR). Where the City's delivery schedule does not align with landowner timeframes, developers may pre-fund the works, with reimbursement via a legal agreement with the City.

The Structure Plan aligns with the GHLAP by supporting orderly development, improved infrastructure delivery, and compatible land use outcomes for the Hazelmere Enterprise Area.

7.4.4 State Planning Policies

The proposed Structure Plan has been prepared in consideration of relevant State and local planning policies. The following sections outline key policy documents that inform the planning and design response, and demonstrate how the Structure Plan aligns with their objectives and requirements.

Table 10: State Planning Policies

Planning Policy/Guideline	Structure Plan Response
SPP 4.1 – Industrial Interface	The Structure Plan supports the intent of SPP 4.1 by incorporating a transitional buffer in Precinct 3A, separating residential areas to the west from industrial development to the east. Land uses designated as 'D' and 'A' under SU16 ensure compatibility, minimise land use conflict, and maintain amenity. The HEASP supports the application of transitional land uses, which have been implemented in the Structure Plan, particularly on Lot 651.
SPP 5.1 – Land Use Planning in the Vicinity of Perth Airport	The site is largely located within the ANEF 25–30 contour, where residential uses are deemed 'unacceptable'. Residential development is confined to land directly abutting existing residential zones to maintain continuity and mitigate land use conflict. Lot 651 is not proposed for residential development due to noise exposure and other constraints (e.g. power lines). Notifications on title and future building controls (e.g. insulation) will be applied. The Structure Plan aligns with SPP 5.1 and LPS17 Aircraft Noise Exposure Areas.
SPP 5.4 – Road and Rail Noise	The proposed District Distributor B spine road links industrial precincts to the broader freight network, potentially triggering SPP 5.4. While proposed industrial and commercial uses are not noise-sensitive, residential components will require acoustic assessment and mitigation where applicable. Compliance will be addressed at the subdivision and development stages.
DC 4.1 – Industrial Subdivision	The Structure Plan adopts appropriate industrial design standards, including minimum 1,000m ² lot sizes, 20m road reserves, and avoidance of direct industrial access to residential areas. Separation via road and landscape buffers has been incorporated, and traffic access is controlled through a Traffic Impact Assessment. Access to the freight network is facilitated by the proposed District Distributor B spine road.
DC 2.3 – Public Open Space in Residential Areas	The Structure Plan provides a 10% public open space contribution through a combination of land and cash-in-lieu. POS will act as a functional buffer between residential and non-residential land

Planning Policy/Guideline	Structure Plan Response
	uses. The proposed layout responds to local topography and supports the City's open space planning objectives.
SPP 3.7 – Planning in Bushfire Prone Areas	The site is identified as bushfire prone. A Bushfire Management Plan (BMP) has been prepared, demonstrating that BAL-29 or lower can be achieved for all lots. Future development and subdivision applications will refine bushfire measures in line with SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas.
SPP 2.9 – Water Resources	A Local Water Management Strategy (LWMS) has been prepared consistent with SPP 2.9 and the HEASP's District Water Management Strategy. It addresses surface and groundwater management, with further detail to be provided through Urban Water Management Plans at subdivision stage.
SPP 4.2 – Activity Centres for Perth and Peel	<p>The Structure Plan supports the growth of the Midland Strategic Metropolitan Centre by facilitating local employment, service-based land uses, and retail opportunities.</p> <p>A Retail Needs Assessment identifies demand and justifies commercial related (Highway Service) land use on Lot 651, supporting local and regional activity centre functions.</p>
WAPC Structure Plan Preparation Guidelines	The Structure Plan has been prepared in accordance with the WAPC Structure Plan Framework (2023), addressing zoning, land use, servicing, transport, environmental and bushfire considerations in a strategic and coordinated manner.
Better Urban Water Management (BUWM) Guidelines	Aligned with SPP 2.9, a Local Water Management Strategy has been prepared at the Structure Plan stage. Future Urban Water Management Plans will guide subdivision and development, ensuring integration of water-sensitive urban design principles across the precinct.

8. Site Characteristics & Context

8.1 Context

The Structure Plan area occupies a strategic transition zone between established residential land to the west and General Industrial land to the east. The proposed land uses facilitate an appropriate interface that manages existing site constraints while supporting orderly development.

The extension of the north – south District Distributor B road ('spine road'), including adjacent CAPs roads, ensures industrial traffic is diverted away from residential areas and integrates safely with the broader road network. All residential access roads and crossovers will be designed to ensure access is restricted from the District Distributor B Road and those of higher road and freight hierarchy, including Bushmead Road.

On the western side of the spine road, land use and interface treatments are designed to sensitively transition to the adjoining residential properties. The proposed realignment of the 132kV transmission line adjacent to Eric Street creates a managed buffer corridor for pedestrian and service access, reinforcing physical separation from existing residences. This design also satisfies WAPC expectations for appropriate setbacks and prohibits vehicle access to and from Eric Street.

8.2 Flora and Vegetation

Detailed environmental reporting has not been provided with this Structure Plan submission due to the historically cleared and modified nature of the site, the absence of significant environmental values, and the findings of previous site investigations, which confirm that further environmental assessment is not warranted at this stage.

The land comprising Lots 651 and 39 Stirling Crescent, Lots 58 and 83 Bushmead Road, and Lot 93 Hazelmere Circus has historically been cleared for agricultural grazing, cropping, and equestrian pursuits. As documented in the ENVAus Environmental Assessment (July 2023), the understorey has been completely removed, and the site has been substantially modified over time. Remaining vegetation consists primarily of scattered paddock trees, often retained for livestock shade or resulting from natural regrowth and/or private screen planting.

The site is not identified as containing any areas of Bush Forever, and no Threatened or Priority Flora or Fauna, Threatened Ecological Communities (TECs), or Ramsar wetlands have been mapped within the Structure Plan area.

While the site lies within the Geomorphic Wetlands dataset (specifically classified as 'Resource Enhancement' or 'Multiple Use'), this designation does not represent a conservation or ecological constraint. The Local Water Management Strategy has addressed these wetland areas in detail and proposed drainage outcomes that align with the Department of Water and Environmental Regulation (DWER) guidelines and Liveable Neighbourhoods requirements.

The Bushfire Management Plan (BMP) further supports this position by confirming that the subject land is not identified as containing native vegetation, and bushfire hazard levels can be managed through

appropriate subdivision design and Asset Protection Zones. The BMP concludes that all lots can achieve a BAL-29 or lower without the need to clear or disturb any significant native vegetation.

Given these findings, and consistent with prior planning assessments, it is considered that further detailed environmental reporting, such as flora/fauna surveys or targeted ecological assessments, is not necessary at the Structure Plan stage. The planning framework and technical appendices submitted provide adequate information to assess the Structure Plan's environmental suitability and demonstrate that any future subdivision or development will not result in unacceptable environmental impacts.

Should more detailed assessment be required at future development stages (e.g., subdivision or clearing permits), it can be appropriately addressed through standard conditions of approval in consultation with relevant agencies such as DWER and DBCA.

8.3 Landforms and Soils

The site is generally flat with gentle gradients. Lot 93 Hazelmere Circus ranges from approximately 13m AHD at its southern end, sloping northward to 12m AHD at Bushmead Road. Lot 58 Bushmead Road is relatively level at 12m AHD. Lots 651 and 39 Stirling Crescent slope northwards, from approximately 8m AHD at the central portion to 6m AHD at the western boundary adjoining Eric Street.

According to the Geological Survey of Western Australia (Gozzard, 1986), the site is underlain by Guildford Formation (Qpa), comprising predominantly pebbly silt soils. Soil logs included in the Local Water Management Strategy (LWMS) identify surface materials as sandy clay overlying orange clay, confirming the site's moderate infiltration characteristics and informing drainage and water management planning.

8.4 Acid Sulphate Soils

Mapping by the Department of Water and Environmental Regulation (DWER) indicates that acid sulphate soil (ASS) risk areas are located within 30m to 175m south, south-west and south-east of the Structure Plan area, generally associated with current and former damplands. Groundwater sampling in and around the subject land has not identified the presence of ASS. Consequently, the site is considered to be low risk for ASS, and standard subdivision-stage precautionary management, if required, would address any future excavation in mapped risk areas.

8.5 Contamination

A review of the DWER Contaminated Sites Database confirms that there are no known contaminated sites within the subject land or directly adjacent lots. Historical aerial photography further confirms the land has been cleared and used predominantly for agricultural grazing and rural-residential activities since at least 1953. There is no evidence of past land uses likely to result in contamination.

8.6 Groundwater and Surface Water

A Local Water Management Strategy has been prepared for the site by Bayley Environmental Consulting (Appendix 1).

8.6.1 Groundwater

Maximum groundwater levels (MGL) range from 5.5m AHD in the north to 10.5m AHD in the south of the site. MGL is generally more than 2m below natural surface, except in the north-west corner where levels come within 0.5m. The proposed stormwater system is designed to minimise alteration of the groundwater regime. Subsoil drains and swale inverts will be set at or above the average annual maximum groundwater level (AAMGL), in accordance with Better Urban Water Management principles.

8.6.2 Surface Water

There is no natural surface watercourse within the site. However, minor artificial drains and areas of seasonal saturation are present. The LWMS outlines that stormwater will be managed through a network of bioretention swales and in-lot detention infrastructure, with overflows directed to external drainage systems via easements and the Westrail reserve. This network ultimately discharges into the Helena River. The design ensures post-development peak flows do not exceed pre-development rates, aligning with the City of Swan's drainage policy objectives.

8.7 Bushfire Hazard

The site is located within a designated bushfire-prone area, requiring compliance with State Planning Policy 3.7 and associated Guidelines. A Bushfire Management Plan (BMP) and indicative BAL Contour Plan have been prepared by a Level 3 BPAD Accredited Practitioner (refer Appendix 3). The BMP demonstrates that all proposed lots are capable of achieving a BAL-29 rating or less. No clearing of native vegetation is proposed as the site is already cleared or parkland cleared.

Development staging and road design have been structured to provide compliant access and egress arrangements. A perimeter road is proposed, and reticulated water will be extended to the site to provide adequate firefighting water supply. Lot 83, which contains land within BAL-FZ outside the Structure Plan area, will require hazard reduction measures and a site-specific BMP at subdivision or development stage to ensure compliance with SPP 3.7.

8.8 Heritage

8.8.1 Indigenous Heritage

The site is located within the spatial extent of Site 3758 – Helena River, which is broadly defined and extends along the river corridor. However, a review of the DPLH Aboriginal Heritage Inquiry System confirms no registered Aboriginal heritage sites are located within the structure plan boundary. No additional investigations are required at this stage, but further assessment may be triggered at subdivision should works impact previously undisturbed land near the river.

8.8.2 *European Heritage*

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

8.9 **Infrastructure**

The implementation of the Structure Plan will require the coordinated delivery of infrastructure services, including power, sewer, water, road access and drainage. The site is currently partially serviced, and progressive development will trigger upgrades and extensions to facilitate full servicing of all proposed sub-precincts and/or individual land ownership. Detailed design and delivery of infrastructure will be subject to liaison with service providers and local government through the subdivision and development process. **Figure 6** and various appendices as noted provides illustration for all design matters below.

8.9.1 *Power*

Western Power's network capacity mapping confirms that the Hazelmere Substation currently has less than 5 MVA available capacity. As a result, future development across the Structure Plan area will require network upgrades to increase supply capacity. Individual landowners are responsible for securing electricity connections in accordance with Western Power's standard requirements. It is anticipated that a coordinated response to infrastructure provision will be needed to ensure sufficient capacity is available to service both residential and non-residential precincts. (Refer **Appendix 4** – Western Power Correspondence).

8.9.2 *Sewer*

Sewer servicing within the Structure Plan area is currently limited to Lot 651, with other lots operating on-site effluent disposal systems. The Water Corporation has prepared concept plans to extend reticulated sewerage throughout the Structure Plan area, including connection to the existing Wastewater Pump Station (WWPS) located at the southern edge of the precinct. The realignment of infrastructure through a proposed land exchange between Lot 651 and Lot 39 will create a dedicated corridor to accommodate sewer infrastructure via road reserves and easements (refer **Appendix 5** – Sewer Concept Plan).

The existing WWPS is connected to the broader network via Flora Street and is capable of servicing the subject land. The Water Corporation has forward planning in place to upgrade this facility as demand increases. Upgrades include provision for inter-catchment transfer and additional underground wastewater storage. A 30m odour buffer is required around the WWPS wet well, within which residential land uses are restricted. The proposed transitional land uses in proximity to the buffer are considered compatible.

A maximum R20 residential coding is proposed for the Residential Zone Sub-Precinct to support the viability of sewer extension and to enable servicing of both the new residential area and adjacent unsewered residential properties to the west. Extension of sewer to this location will also facilitate the opportunity for future industrial land to the east to be connected.

8.9.3 Water

The site can be connected to the existing mains water network. The Water Corporation has advised that portions of the Structure Plan area, particularly those proposed for commercial or industrial use, may require the extension of 150mm water mains to achieve adequate fire flow capacity. The use of alternative fire service solutions may be considered at subdivision stage depending on land use and operational requirements.

The proposed land exchange between Lot 651 and Lot 39 provides a logical opportunity to create a shared corridor for coordinated installation of water, sewer, and power infrastructure. Water servicing to Lot 39 can be delivered through this shared service corridor in accordance with standard Water Corporation extension procedures.

8.9.4 Road and Drainage

The future road network within the Structure Plan area, including the proposed realignment of Stirling Crescent (as the northern portion of District Distributor B Road – Eric Lumsden Drive), will improve north-south connectivity and facilitate lot access across all precincts. While the City of Swan currently has some funding via Special Area Rates, infrastructure delivery may be facilitated through legal agreements allowing pre-funding by developers, with reimbursement provisions in place for future recovery.

Residential access roads and associated drainage infrastructure will be the responsibility of individual landowners at the time of subdivision.

Drainage from Bushmead Road is currently conveyed through an easement on Lot 89. The LWMS identifies that downstream drainage infrastructure, particularly pipe sizes, is constrained and will require future upgrading by the City to accommodate additional flows.

8.9.5 High Voltage Transmission Lines (330kV and 132 kV)

Lots 39 and 651 are impacted by high-voltage Western Power infrastructure. Lot 39 contains a 60m easement for a 330 kV transmission line and a 17m easement for a 132 kV line. Western Power has indicated that a similar 17m easement will be required over the 132 kV alignment through Lot 651.

These infrastructure easements represent significant development constraints and have influenced land use planning within the Structure Plan. To address these constraints, the Structure Plan proposes a land exchange between Lots 39 and 651 (see Plan 6), which will allow realignment of the 132 kV line and result in more usable development parcels for both lots. The reconfigured land will also serve as a service corridor and will provide a buffer between the residential precinct and adjacent industrial uses, supporting a more appropriate interface outcome as identified through initial consultation with the WAPC.

9. Structure Plan Design

9.1 Structure Plan Overview

The Structure Plan spatially defines land use zones, road hierarchy, R-Code densities, interface areas, and infrastructure upgrades in accordance with the Hazelmere Enterprise Area District Structure Plan (HEASP) and local planning objectives. The area is divided into three sub-precincts each with tailored planning provisions that manage land use, access, subdivision, and built form outcomes as detailed under Part One:

- **Highway Service,**
- **Industry – Light,** and
- **Residential.**

The sub-precinct framework supports a transitional interface between industrial, commercial, and residential uses. It enables a coordinated and orderly approach to development while addressing key constraints such as bushfire risk, traffic impacts, aircraft noise exposure, and integration with the existing RAV 7 network.

Pursuant to Part One – Section 4.3, each sub-precinct sets out specific provisions related to lot size, frontage, land use permissibility, building setbacks, and when Local Development Plans (LDPs) may be required to manage site-specific issues, including access, amenity, and noise mitigation. All subdivision and development is to be consistent with the Structure Plan Map (Plan 1) under Part One of this Structure Plan.

9.2 Residential Densities

Residential development is to be undertaken at a Residential Density code of R20 consistent with the *Residential Design Codes – Part B* provisions.

The application of an R20 density code within the Structure Plan area reflects the intended role of this land as a transitional residential buffer between industrial and commercial uses to the east and existing residential areas to the west. This approach is consistent with the HEASP, which identifies Precinct 3A as a "buffer precinct" where low-density residential development is preferred to manage interface sensitivities, including traffic, noise, and land use compatibility.

R20 density ensures a moderate residential yield while maintaining amenity for future residents and protecting the operational integrity of adjoining Highway Service and Light Industry sub-precincts. The coding allows for flexibility in lot layout and dwelling typologies while avoiding the intensification of residential development in an area affected by aircraft noise exposure forecasts (ANEF 25–30) and adjacent to RAV-rated freight routes.

Furthermore, assessment by the City of Swan officers have supported R20 as an appropriate scale of development for this location in the previous (deferred) version of the Structure Plan, acknowledging that it aligns with the strategic intent of HEASP and provides a balanced interface outcome between residential and industrial land uses.

The R20 coding also allows for orderly subdivision consistent with WAPC policy and ensures that servicing, bushfire protection, and drainage infrastructure can be delivered efficiently across fragmented landholdings.

9.3 Local Development Plans

Local Development Plans (LDPs) may be required across all three sub-precincts where additional site-specific design guidance is needed. This includes:

- **Highway Service and Industry – Light Zones:**

LDPs may be required to address interface treatments, consolidate vehicular access to the RAV network, and manage site constraints such as overhead infrastructure or transitional boundaries.

Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a LDP can be required by the Local Government and the WAPC to consolidate access, in particular:

- Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total.

- **Residential Zone:**

LDPs may be required where lots interface with non-residential uses, where aircraft noise mitigation is needed (in accordance with SPP 5.1), or where access limitations or irregular lot configurations necessitate specific design controls.

The application of LDPs ensures coordinated development outcomes, protects residential amenity, and supports infrastructure efficiency in accordance with the Structure Plan framework.

9.4 Movement Network

The Structure Plan area is supported by a coordinated road network designed to ensure safe and efficient movement for residential, commercial, and industrial traffic. The road hierarchy has been developed in consultation with the City of Swan and is consistent with the HEASP and Main Roads WA Functional Road Hierarchy. Key elements include the proposed District Distributor B spine road (Eric Lumsden Drive), strategic intersections with Bushmead Road and Amherst Road, and integration with regional transport infrastructure such as Lloyd Street, the Great Eastern Highway Bypass, and Roe Highway. The network also incorporates local access upgrades, including a proposed east–west link to Central Avenue and realignment of access from Hazelmere Circus. The delivery of these roads will be coordinated with landowners and the City, with funding contributions facilitated through the Hazelmere Industrial Area Special Area Rate (SAR) mechanism.

9.4.1 *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 carriageway roads with a median divide. These roads have been designed as part of major intermodal transport networks.

9.4.2 Lloyd Street Extension

The extension of Lloyd Street is currently underway, with sections already completed. Once fully delivered, it will provide a direct connection between the Midland Activity Centre and the industrial precincts of Hazelmere, Forrestfield, Kewdale, and Perth Airport. This strategic link will enhance regional connectivity, support employment growth, and help alleviate traffic congestion. Lloyd Street will function as a key north–south freight route for commercial vehicles, extending from Lakes Road to the Great Eastern Highway Bypass.

9.4.3 District Distributor B Road (Proposed Eric Lumsden Drive)

The alignment of the proposed north–south spine road has been determined in consultation with the City of Swan. A key objective of the City was to ensure that industrial traffic is not directed through existing residential areas. The HEASP specifies that the precise alignment of this road is to be resolved through the preparation of a (Local) Structure Plan.

A cross-section for this road is included as **Figure 1** under Part One.

Following detailed discussions with the City, their preferred outcomes have been incorporated into the Structure Plan. The proposed spine road is intended to be RAV 7 rated, supporting efficient movement of industrial traffic. Further technical details are provided in the accompanying Transport Impact Statement (TIS).

Access and crossover provisions

- Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total.
- A road access strategy is to be submitted with the development and subdivision application to demonstrate compliance and the suitability of the location proposed.
 - Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a Local Development Plan can be required by the Local Government and the WAPC to consolidate access.

Coordination of Construction

Construction of the spine road will be coordinated between the landowners and the City of Swan, including consideration of timing and potential pre-funding arrangements. The road and associated drainage infrastructure are to be funded through the City's Hazelmere Industrial Area Special Area Rate (SAR) fund.

Future residential lots are proposed to gain access via the realigned Eric Lumsden Drive through and dedicated local access roads (including CAPs Roads).

9.4.4 Bushmead Road

Bushmead Road forms the southern boundary of Lot 58 and the northern boundary of Lot 83, intersecting with the proposed north–south spine road (Eric Lumsden Drive) via a planned roundabout. It is classified as a Distributor B road under the Main Roads WA Road Hierarchy. Bushmead Road provides strategic

east–west connectivity, linking to the Great Eastern Highway Bypass and Roe Highway via Stirling Crescent, and serves as a key freight route for the Hazelmere Industrial Area.

The road is a sealed, single-carriageway and supports commercial and industrial vehicle movements throughout the precinct. Existing residential dwellings on Lots 58 and 83 currently gain direct access from Bushmead Road, and this access will be retained under the proposed Structure Plan.

9.4.5 Amherst Road

Amherst Road is on the northern boundary of Lot 651 and is identified as a Local Distributor in the Main Roads Functional Road Hierarchy. Amherst Road will be extended as shown in the Structure Plan to achieve a suitable T-junction with the future spine road. The Traffic Impact Assessment recognised the need to achieve separation between large heavy vehicles through traffic on the spine road and vehicles entering Amherst Road. The provision of a right turning pocket and a left turning slip lane on the spine road is required to achieve this separation.

9.4.1 Eric Street

Eric Street is situated along the western periphery of the Highway Service Precinct and interfaces directly with an established residential area.

In addition to land use and development restrictions detailed under Part One, no vehicle access and egress is to be provided to and from Eric Street.

9.4.2 Hazelmere Circus

Hazelmere Circus forms the southern boundary of Lot 93 and Structure Plan boundary and is classified as an Access Road under the Main Roads WA Functional Road Hierarchy. It is a sealed, single carriageway that provides frequent connections to the local street network and supports "as of right" vehicle movements.

Lot 93 currently has direct access to Hazelmere Circus. Under the proposed Structure Plan, this access will be reconfigured to occur via a new internal residential access road to the west and the proposed north–south spine road (Eric Lumsden Drive) to the east.

9.4.3 Proposed East/West Link to Central Avenue

The City of Swan has proposed the inclusion of an east–west road connection linking Central Avenue to the proposed north–south spine road. This connection will remove the existing cul-de-sac at Central Avenue, improve traffic circulation, support drainage outcomes for the Central Avenue precinct, and facilitate through-movement for general industrial traffic. Funding for these road works is to be provided via the City of Swan's Hazelmere Industrial Area Special Area Rate (SAR) fund.

9.4.4 Transport Impact Assessment

A Traffic Impact Assessment (TIA) Report has been prepared by Donald Veal Consultants to support the Structure Plan (**Appendix 2** refers). The TIA assessed the impact of the proposed Structure Plan on the traffic volume and surrounding road networks.

A summary of the TIA is outlined below:

- Comprehensive SIDRA modelling was undertaken for the proposed intersections across the Structure Plan area. The primary access point is via a realigned Stirling Crescent (and renamed Eric Lumsden Drive). This new alignment is intentionally designed to discourage Hazelmere Industrial Area traffic from entering the adjacent residential areas to the west.
- To support residential amenity and safety, no residential lot will have direct vehicular access to the spine road (Eric Lumsden Drive). Instead, residential traffic will connect via local access roads. Access to Bushmead Road from the residential catchment will be controlled through left-in/left-out treatments, thereby improving traffic safety and managing turning conflicts.
- A key feature of the design is the separation of through-traffic on Eric Lumsden Drive from Amherst Road, a local distributor. This requires slip lanes to facilitate safe and efficient traffic flow. Lots 651 and 39 will be accessed internally via a new RAV 7-compliant road network. Direct access from Eric Street is not proposed, preserving safety and flow consistency.
- The RAV 7 heavy vehicle route continues from Stirling Crescent to the east via Lakes Road. Approval from both the City of Swan and Main Roads WA will be required for any new links connecting to the existing RAV 7 network. Notably, the current 20m road reserve is sufficient to accommodate a 10m carriageway for RAV operations, so no external widening is needed.
- A shared footpath is proposed along the eastern side of Eric Lumsden Drive to provide pedestrian and cyclist connectivity throughout the precinct. This shared footpath can alternate verges subject to landowner agreement and detailed subdivision and engineering design to the City of Swan's satisfaction.
- The realigned Eric Lumsden Drive is intended to link the Hazelmere Structure Plan area with the future Lloyd Street extension. This connection will support industrial traffic movements and mitigate impacts on the residential precinct to the west. The modelling indicates that future traffic volumes on Eric Lumsden Drive are expected to be:
 - approximately 6,350 vehicles per day (vpd) north of Bushmead Road; and
 - 1,150 vpd south of Bushmead Road.

Peak hour volumes are estimated at 465vph (AM) and 600vph (PM), with overall reductions in traffic expected on the existing Stirling Crescent and Robertson Street alignments.
- The proposed road reserve for Eric Lumsden Drive is 25m, sufficient to accommodate all required infrastructure, including the 10m carriageway, drainage swales, and underground services. The TIA raised no safety concerns with the proposed design or access strategy.

9.5 Public Open Space

In accordance with the *Liveable Neighbourhoods* policy, the Structure Plan provides a minimum of 10% public open space (POS) across the net residential area. This equates to a requirement of ~0.323 hectares, as detailed the POS Schedule under **Table 6** of Part One. The two designated POS areas are centrally located to ensure walkable access for future residents, provides local amenity in the form of passive recreation and landscaping, and functions as a transitional buffer between residential and non-residential uses. The POS areas may also integrate with broader drainage and urban water management objectives, supporting a multi-functional and efficient open space outcome in line with WAPC policy.

The provision of POS applies only to parent lots zoned Residential and is calculated based on the net residential area, excluding all non-residential land uses and higher-order road reservations associated with non-residential development. A breakdown per parent lot is tabled below:

Table 11: Public Open Space – Landowner Composition (Residential Zoned Land)

Public Open Space (POS) Calculation	Lot 58	Lot 83	Lot 93	Combined Total
Gross Residential Area (ha) <i>Incl Local Residential Roads.</i>	1.344	0.794	1.006	3.144
POS Required @ 10% (ha)	0.1344	0.0794	0.1006	0.3144
POS Provided (ha)	0.2000	0.0794	0.1006	0.38
Surplus (+) / Shortfall (-) (ha)	+0.0656	0	0	+0.0656

There is potential to utilise portion of the adjacent District Distributor B Road reserve for POS purposes (i.e. reducing the road verge where appropriate), however this subject to a detailed UWMP and landscaping plan including demonstrating ample space for trunk services and other public amenities (lighting, footpaths etc).

9.5.1 Northern POS – Lot 58

The proposed 2,000m² Public Open Space aligns with *Liveable Neighbourhoods* by providing a walkable, accessible local amenity within 150–300m of surrounding residents. While smaller than a neighbourhood park, it functions as a Local Open Space (LOS) intended for passive use, such as walking, sitting, and informal gatherings.

The POS offers visual relief, supports urban greening, and can integrate Water Sensitive Urban Design features (if required) for the Lot 58 development. The POS also acts as a suitable landscaping buffer to the Highway Service Precinct to the north and provides connection to the service corridor planned along the Eric Street frontage. It is not intended for active sport, which is catered for in nearby district facilities. This size is appropriate to meet local needs without overcommitting land or maintenance resources, consistent with the open space hierarchy and performance-based approach under *Liveable Neighbourhoods*.

As the proposed POS exceeds the 10% requirement relative to the parent landholding and its residential catchment, there is potential to reduce its size by 0.0656ha to achieve the minimum 10% (i.e. 0.1344ha) for the Structure Plan area, subject to the following:

- Stormwater drainage is not required on-site for the future development of Lot 58;
- The POS continues to provide an appropriate buffer to the adjacent Highway Service land;
- Any increase in residential-zoned land is supported by an extension of the CAPs road, with all residential access (crossovers/driveways) limited to that road; and
- Reconciling the 10% POS contribution across all POS in the Structure Plan area.

9.5.2 Southern POS – Lots 83 and 93

The proposed 1,800m² Public Open Space also aligns with *Liveable Neighbourhoods* by providing a walkable, accessible local amenity within 150–300m of surrounding residents proposed within Parent Lots 83 and 93. It too functions as a 'Local' Open Space intended for passive use, such as walking, sitting, and informal gatherings.

The POS primary function is to integrate Water Sensitive Urban Design (WSUD) features. Namely, the proposed basin has a 100-year top water level footprint of 1,344m² which will only activate during storm events above a 10-year ARI – with the downstream drain accommodating smaller events. The basin receives no direct inflow from internal drainage and is primarily designed to manage throughflow from Bushmead Road, including some runoff from the site.

The size of the POS achieves the 10% POS requirement for respective Lot 83 and Lot 93 landholdings; thus, no POS cash-in-lieu contribution arrangement is required between these landowners or Lot 58.

The POS also acts as a strategic landscaping buffer between the new District Distributor B Road and existing residential properties to the west.

9.5.3 Landscaping

Landscaping of the residential portions of primary road network (i.e. portion of CAPs road verges adjacent Eric Lumsden Drive) will focus on the use of species with low water demand. Suitable plantings will also be included within any road bioretention swales and basins, landscaped areas and street verges.

Any bioretention basins and swales will be densely planted with inundation tolerant species to both stabilise the structure and to take up nitrogen from the water.

Landscaping within non-residential land will be as subject to standard LPS17 and local policy compliance.

9.6 Activity Centres

A Retail Needs Assessment (RNA) was prepared by Pracsys to support the inclusion of limited commercial and retail uses within the Highway Service (or 'Sub-Precinct No.1' as referenced in the RNA) of the Structure Plan area. The intent of this sub-precinct is to provide a small-scale, service-based commercial hub that complements surrounding land uses and caters to the immediate needs of the local catchment.

The assessment identified sufficient latent demand to support land uses such as 'Shop' and 'Convenience Store', each proposed to be capped at a maximum of 2,500m² of net lettable area. These uses were identified as contributing to the employment and service mix in the locality, while also facilitating walkable access to day-to-day retail needs for local residents and workers.

Notwithstanding, the HEASP identifies this location as a transitional interface between residential and industrial land uses and does not support 'Shop' as a preferred land use. In response, and in recognition of the City of Swan recommendations, this sub-precinct is now aligned with the 'Highway Service' zoning under Local Planning Scheme No.17, which excludes 'Shop' as a permitted use.

To address both the planning framework and identified demand, the Structure Plan proposes a tailored land use list for the Highway Service Sub-Precinct that enables a range of low-impact commercial and service uses including, but not limited to – as detailed under Part One – Section 4.3:

- Lunch Bar
- Medical Centre
- Restaurant
- Market
- Place of Assembly
- Place of Worship
- Exhibition Centre

Lot sizes within this sub-precinct are intended to support this function, with a minimum lot size of 1,000m² and minimum 28m frontage to ensure flexibility for future development and appropriate access.

The proposed approach balances local retail demand with strategic planning objectives, ensuring land use compatibility and employment diversity within the structure plan area.

9.7 Education & Community Facilities

The Structure Plan does not propose the creation of any new school sites; with the low residential yield to be encompassed within existing school catchments.

9.8 Water Management

The Local Water Management Strategy (LWMS) has been prepared in accordance with *Better Urban Water Management* (WAPC, 2008), *State Planning Policy 2.9 – Water Resources*, and the *Hazelmere Enterprise Area District Stormwater Management Strategy* (AECOM, 2010). It adopts an integrated water cycle management approach informed by the principles and practices of the *Stormwater Management Manual for Western Australia*.

The LWMS considers existing environmental and groundwater conditions, best practice stormwater treatment, the use of swales and vegetated basins, and outlines implementation and monitoring measures to support urban development within the Structure Plan area. Key features include:

- **Groundwater Conditions:** Groundwater levels across the site range from a Maximum Groundwater Level (MGL) of 5.5m AHD in the north to 10.5m AHD in the south.
- **Acid Sulphate Soils (ASS):** No evidence of ASS was found on site, although high-risk areas are mapped approximately 30m north (Helena River valley) and 30–175m south (damplands).
- **Stormwater Management:** Stormwater will be managed through vegetated swales and landscaped drainage basins, with the 1-in-1 year rainfall event detained onsite to maintain pre-development hydrological flows.
- **Water Quality and Nutrient Management:** Nutrient input will be minimised through the use of Waterwise landscaping and treatment of stormwater within vegetated swales and basins. Future

UWMPs will incorporate nutrient attenuation measures, including wetland-style plantings (e.g., reeds and rushes).

- **Drainage Infrastructure:** The existing pipe system downstream of Mary Street is undersized and requires upgrading by the City of Swan to match the upstream 825mm diameter to prevent overland flooding. In the interim, an overflow basin is proposed in Lots 83 and 93 to manage exceedance flows.

The LWMS supports a sustainable and resilient urban water management approach and will be refined at subdivision stage through Urban Water Management Plans (UWMPs) for each development stage.

The full LWMS is provided in **Appendix 1**.

10. Infrastructure Servicing & Staging

10.1.1 Stormwater Management

Subdivision and development within the Structure Plan area shall be supported by an integrated stormwater management system that achieves appropriate water quality, quantity, and flow outcomes in accordance with Better Urban Water Management, State Planning Policy 2.9 – Water Resources, and relevant City of Swan requirements.

10.1.2 Water Supply

Reticulated water is able to be supplied to the subject site via an existing Water Corporation connection or the extension of service through existing road reserves. Through standard Water Corporation policy, the lots will need to extend the water main as part of the provision of roads.

10.1.3 Sewerage/Effluent Disposal

The Structure Plan site abuts the Hazelmere residential area which has reticulated sewer and will require the extension of this service to support subdivision. Lot 651 has an existing sewer connection. The proposed land swap will provide a service corridor that accommodates the provision of sewer and water connection to lot 39 through lot 651.

10.1.4 Electricity

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

10.1.5 Telecommunication

The subject site can be serviced from the existing infrastructure or extension of existing pits located in the adjacent road reserves.

10.1.6 Roads and Drainage

The provision of the spine road proposed (Eric Lumsden Drive) is to be funded through Special Area Rates as addressed in Part One and sections below. The extent of road and drainage work is, where practical, to provide a through link to existing roads and drainage.

10.1.7 Development Contribution Area

The site is not located in an area identified as requiring development contributions, and recognising the City of Swan Hazelmere Special Area Rates applicable to this area.

10.1.8 Staging and Implementation

Recognising the individual landownerships in the Structure Plan area, the proposed staging may be simultaneous and include as follows:

- Stage 1 – South: Land between Bushmead Road and Hazelmere Circus – Lots 83 and 93
- Stage 2 – Central: Land north of Bushmead Road – Lot 58
- Stage 3 – North: Land north of Lot 58 and between Stirling Crescent – Lots 651 and 39

Staging may be subject to change depending on individual land ownership preferences and prevailing economic conditions. It is anticipated that the entire Structure Plan area may be developed concurrently, contingent on the timing and landowner collaboration and coordination of the following key enablers:

- Construction of the north–south spine road (Eric Lumsden Drive), identified as the District Distributor B road.
 - critical to the functionality, internal connectivity and orderly movement of vehicles, particularly to segregate industrial traffic from adjacent residential areas. Its early delivery is imperative to ensure safe and efficient circulation throughout the Structure Plan area and to support staged subdivision and development outcomes.
 - The delivery of this road and its key intersections and tie in with existing road infrastructure shall be coordinated in consultation with the City of Swan, and is subject to detailed engineering design, and/or conditions of subdivision approval; and contribution arrangements via Special Area Rates addressed in the following section.
- Drainage infrastructure consistent with an approved LWMS;
- Provision of essential services including:
 - Reticulated water and sewerage; and
 - Electrical and NBN services.
- Perimeter roads or other management controls for bushfire protection.

10.2 Infrastructure Contributions and Responsibilities

Development within the Structure Plan area is contingent upon the coordinated delivery of road and drainage infrastructure. In accordance with the City of Swan's adopted framework for the Hazelmere Industrial Area, SUZ16 falls within an area subject to a Special Area Rate (SAR), levied specifically to fund road and drainage upgrades that support the area's planned growth.

The SAR is applied at a contribution ratio of 25% (SAR) to 75% (Municipal Funds), which collectively fund Distributor B and Local Distributor Road infrastructure and associated drainage works. These upgrades are necessary to facilitate the strategic movement network and stormwater outcomes outlined in the endorsed Structure Plan and supporting Local Water Management Strategy.

To achieve timely and efficient implementation, landowners are expected to liaise directly with the City of Swan regarding their responsibilities for key intersection upgrades:

Table 12 – Road Infrastructure – Landowner Responsibilities

Lots	Landowner Responsibility
651 and 39	<ul style="list-style-type: none"> Part coordination with the City of Swan regarding the <i>Local Distributor Road</i> northern intersection of Stirling Crescent and Amherst Road.
39	<ul style="list-style-type: none"> Coordination with the City of Swan regarding the tie in of the <i>District Distributor B Road</i> with Stirling Crescent.
39 and 58	<ul style="list-style-type: none"> Part coordination with the City of Swan regarding the T-intersection and tie-in with the future <i>Local Distributor Road</i> heading east within Lot 59 Bushmead Road.
58 and 83	<ul style="list-style-type: none"> Part coordination with the City of Swan regarding the new Bushmead Road roundabout with <i>District Distributor B Road</i>.
93	<ul style="list-style-type: none"> Coordination with the City of Swan regarding the <i>District Distributor B</i> T-intersection and road tie-in with the Hazelmere Circus reservation.

All distributor and industrial access roads are to be constructed to meet RAV 7 specifications to accommodate the expected freight and logistics movements. While these works are to be funded through the Hazelmere Infrastructure Reserve (via the SAR mechanism), the City has advised that funds may not be presently available to fully deliver these upgrades. As such, proponents may be required to enter into legal agreements with the City to forward-fund infrastructure works, with repayment to occur in accordance with agreed terms and available SAR funds.

In contrast, the construction of internal residential access roads is the sole responsibility of individual landowners undertaking residential subdivision and development within SUZ16.

Perth

Level 17, 1 Spring Street
Perth WA 6008

(08) 6285 3177

Adelaide

27 Halifax Street
Enter via Symonds Pl
Adelaide SA 5000

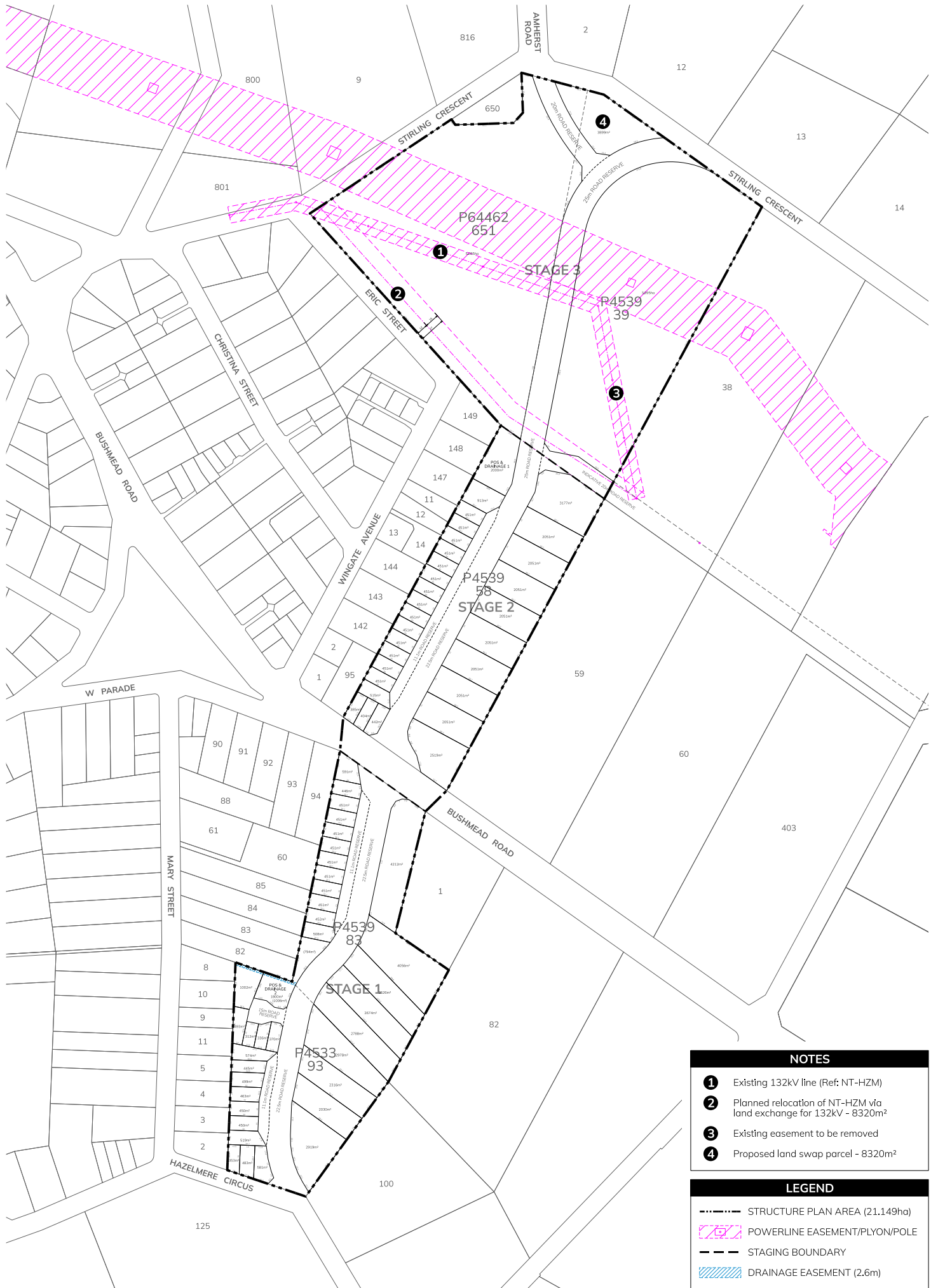
(08) 8333 7999

Melbourne

Level 3, 107 Elizabeth Street
Melbourne VIC 3001

(03) 8593 9650



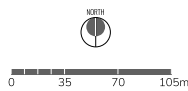


- NOTES**
- ① Existing 132kV line (Ref: NT-HZM)
 - ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
 - ③ Existing easement to be removed
 - ④ Proposed land swap parcel - 8320m²

- LEGEND**
- STRUCTURE PLAN AREA (21.149ha)
 - POWERLINE EASEMENT/PLYON/POLE
 - STAGING BOUNDARY
 - DRAINAGE EASEMENT (2.6m)



CALLO
 BUSHMEAD ROAD, HAZELMERE CIRCUS &
 STIRLING CRESCENT, HAZELMERE



SUBDIVISION LAYOUT PLAN
 09/06/2025
 1:3500 @ A3

DWG. REF. - 5-010
 REVISION - B
 URPS REF. - 24PER-0004

Submission/ Theme	Public Comment	Applicant Response
DA-1183/2025 – Lot 38 Stirling Crescent, Hazelmere		
1	<p>Wingate Ave has developed into a “Rat Run”; though your stats show minor collisions, I have lost count at the near misses experienced by self and others, especially when traffic travels down Eric Street they mostly cut the corner when turning into Wingate Ave, I have had to swerve, slam on brakes etc, I approach this corner with upmost caution. There has been a growing increase in heavy vehicles using this “ Rat Run” rendering my street hazardous. Overall, the council have not considered the residents of Hazelmere with ever encroaching heavy traffic. I ask that Wingate, Christina streets are closed to run through traffic.</p> <p>With this new plan, I envision an increase of heavy traffic. Observations, cars speed along Wingate, traffic noise has increased, dust, air levels are problematic. I see no provisions in your plans to ease traffic in my neighbourhood.</p>	<p>These development applications do not propose for any vehicles accessing the site to use Eric Street, Wingate Avenue or Christina Street. Vehicles will use Stirling Crescent and Bushmead Road in the interim. Once the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street, or the planned north-south road and Bushmead Road. In either case, trucks and industrial traffic will no longer travel through the residential area.</p> <p>PJA’s Transport Impact Statement, submitted in support of these applications, projects that they will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are negligible and will not meaningfully affect the functionality of the road network.</p> <p>In any case, trucks will only use Stirling Crescent and Bushmead Road temporarily. Once the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street, or the planned north-south road and Bushmead Road. In either case, trucks and industrial traffic will no longer travel through the residential area.</p>
2	<p>See previous objections. Again contact for comment. To put it politely. Dumb idea.</p>	<p>We have not been provided with the concerns that this objector has previously raised, although are assuming that they are also the author of submission 2 for DA-1184/2025, to which we have responded below.</p>
3	<p>Forthcoming at time of writing.</p>	
4	<p>Forthcoming at time of writing.</p>	
DA-1184/2025 – Lot 1101 Stirling Crescent, Hazelmere		
1	<p>This should be reconsidered due to the loss of tree cover & natural habitats and the risk of waterways due to the close proximity to the Helena River</p>	<p>The landowner has exercised their right to clear the trees on the site, given they were planted in 2006 and were therefore not naturally occurring. This action was supported by in-principle advice from an environmental consultant and has been confirmed by the Department of Water and Environmental Regulation. Stormwater will be contained within each lot in the proposed drainage basins, thereby preventing impacts on the Helena River.</p>

2 Contact me for further comment. Per previous applications in the vicinity of this one read my previous comments. I object to any and all these developments applications due to the knock on implications to the neighbourhood. I don't believe any consideration has been made with the nearby schools in mind or the residence. Or the fact that traffic flow is already hindered by the poor road design, and traffic control device in the area and the fact that there are two railway crossings that impact the traffic flow in the area. As previously mentioned as a surveyor I have experience in this and consult on this with client.

We have not been provided with the concerns that this objector has previously raised.

This site has been planned for industrial development via the Hazelmere Enterprise Structure Plan for 15 years. The interface between the Hazelmere industrial and residential areas is being carefully planned for via the Special Use Area 16 Structure Plan, which is separate to these development applications. The Lots 39 and 651 applications have been prepared so as to implement the land use transition and buffers planned for by the Special Use Area 16 Structure Plan. We note that this objection is made in relation to the application for Lot 1101 Stirling Crescent, which is zoned 'General Industrial'. It is unreasonable to oppose industrial hardstand in a 'General Industrial' zone, given the zone has been applied to this site as it is sufficiently separated from the residential area.

The Hazelmere Enterprise Area Structure Plan, which has been in place for 15 years, envisages both light industrial and educational development in this area of Hazelmere. Both land uses have a right under the strategic planning framework to co-exist.

Refer to our comments in relation to submission 1, DA-1183/2025, which detail how these applications will actually generate the funding necessary to upgrade the road network in the area and separate industrial and residential traffic.

3 Forthcoming at time of writing.

4 Forthcoming at time of writing.

DA-1342/2025 and DA-1343/2025 – Lots 39 and 651 Stirling Crescent, Hazelmere

Traffic Increased pressure on local roads cause by Heavy vehicle traffic associated with the development

PJA's Transport Impact Statement projects that these applications will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are negligible and will not meaningfully affect the functionality of the road network.

In any case, trucks will only use Stirling Crescent and Bushmead Road temporarily. Once the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street, or the planned north-south road and Bushmead Road. In either case, trucks and industrial traffic will no longer travel through the residential area.

	Increase traffic will place pressure on the intersection between Stirling Crescent and Bushmead Road as well as other local roads, result in congestion and noise pollution	See above and below responses. The negligible increase in road usage by vehicles and trucks will not create any meaningful additional congestion or noise pollution.
	Trucks turning onto Stirling Crescent from Bushmead Road will be unable to turn the corner without obstructing the road	Both roads, and this intersection, are rated for use by 19m trucks. They have a right to travel on roads rated for them. In this regard, qualified transport engineers PJA have prepared a Transport Impact Statement in support of these applications. Figure 4-2 confirms that trucks turning onto Stirling Crescent from Bushmead Road will be able to navigate the intersection entirely on the road carriageway. However, if they are waiting to turn right they may temporarily block traffic behind them. This occurs on a daily basis across the road network and does not necessarily need to be prevented if the road network still functions appropriately. In this regard, only a small number of trucks capable of blocking traffic behind them as they wait to turn right will navigate the intersection. PJA's Transport Impact Statement projects that these applications will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are negligible and will not meaningfully affect the functionality of the road network.
	Trucks turning East onto Stirling Crescent at the Amherst Road intersection driving over the curb	This is not the case. Figure 4-1 of PJA's Transport Impact Statement shows the mapped swept paths of 19m trucks and demonstrates that these trucks will be able to turn east onto Stirling Crescent at Amherst Road on the existing carriageway.
Environmental Impact	Concerns the development will result in the contamination of the Helena River and negatively impact water quality	Stormwater will be contained within each lot in the proposed drainage basins, thereby preventing impacts on the Helena River.
	Degradation of ecosystems, habitats Flora and Fauna caused by the removal of vegetation which has already been undertaken	The landowner has exercised their right to clear the trees on the site, given they were planted in 2006 and were therefore not naturally occurring. This action was supported by in-principle advice from the Department of Water and Environmental Regulation.
Safety	Serious impact on road safety by increasing the risk of accidents involving pedestrians, cyclists, and other vulnerable road users due to the use of heavy vehicles and trucks	PJA's Transport Impact Statement considers road safety in detail and concludes the following: <i>"Based on the above patterns reported, there is no evidence to suggest that the proposed development will increase the risk of crashes on the road network."</i>

This is due to the anticipated low traffic volumes to be generated by these sites and PJA's analysis of the reported crash history for Stirling Crescent, Amherst Road and Bushmead Road.

Place undue risk on the safety of children attending the Steiner School

It is unclear how the proposed vehicle movements will impact the safety of children attending the Steiner School compared to the existing situation, given there are no footpaths on Stirling Crescent, thereby already making the road unsafe for children to walk or cycle to and from school. The school is also fenced to prevent children from running out onto the road.

Trucks crossing the bridge over Helena River on Amherst Road will place people using the pedestrian bridge at risk

It is not proposed that trucks will cross the bridge at Amherst Road. It is proposed that until the planned road network is constructed, trucks will only travel via Stirling Crescent and Bushmead Road towards Roe Highway and Great Eastern Highway Bypass.

Residential
Amenity

The development will create a significant land use conflict that has not been accounted for. Heavy vehicles travelling to and from the subject site will degrade the residential amenity through the following:

- a) Noise pollution from engine idling and manoeuvring;
- b) Vibrations from heavy vehicles on the roads; and
- c) Potential air pollution from emissions

Disagree. Lots 39 and 651 are intended to be zoned 'Light Industry' and 'Highway Service' under the Special Use Area 16 Structure Plan, and hardstand is permissible in both zones. Discretion is sought for the 'Transport Depot' land use on Lot 39 on the basis that storage of trucks will have no greater amenity impact than storage of other goods on hardstand, which is permissible and to be expected.

Landscaping buffers are proposed to visually screen the site from the residential area and adjacent roads.

Engine idling, manoeuvring and emissions from vehicles will occur for most land uses within the 'Light Industry' and 'Highway Service' zones. For example, a fast food outlet or commercial store car park would be permissible on these sites, and storage of trucks, cars or other goods would not impact amenity to a greater extent than either of these uses, with respect to car noise, engine idling, other forms of noise, odour or air pollution.

Refer to our comments above confirming that the number of heavy vehicles on the local roads will be negligible, and will also be temporary until the planned road network is constructed.

Part B – Item 3.2 - LOT 39 STIRLING CRESCENT, HAZELMERE – HARDSTAND (STORAGE AND TRANSPORT DEPOT)

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Nick Grindrod, Rise Urban
Owner:	Hazelmere Tiaa Property Pty Ltd
Value of Development:	\$3,331,500
Responsible Authority:	City of Swan
Authorising Officer:	Phil Russell – Manager Statutory Planning
LG Reference:	DA-1342/2025
DAP File No:	DAP/25/03013
Application Received Date:	19 November 2025
Report Due Date:	19 February 2026
Application Statutory Process Timeframe:	90 Days with an additional 7 days agreed
Attachment(s):	<ol style="list-style-type: none"> 1. Location Plan 2. Development Plans <ol style="list-style-type: none"> a. Earthworks Plan – No.C120 – Rev C; and b. Earthworks Sections - No.C121 – Rev A <p><u>Other reports not subject of approval</u></p> <ol style="list-style-type: none"> 3. Planning Report – Dated 17 Nov 2025 4. Transport Impact Statement – Dated Nov 2025 5. Western Power referral response - Dated 9 Jan 2026 6. Draft Hazelmere Special Use Area 16 Structure Plan 7. Applicants Response to Public Submissions

Responsible Authority Recommendation

It is recommended that the Metro Outer Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DAP/25/03013 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 10.3 of the City of Swan Local Planning Scheme No. 17, subject to the following conditions:

Conditions

1. This decision constitutes development approval only and is valid for a period of four (4) years from date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped. The plans approved as part of this application form part of the development approval issued.
3. This approval is for 'Storage' and 'Transport Depot' as defined in the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without the prior approval of the City.
4. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.
5. **Prior to the occupation or use of the site**, stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Swan.
6. **Prior to the occupation or use of the site**, a detailed landscaping plan for the subject site and/or the road verge(s) must be submitted to and approved by the City of Swan, and must include the following:
 - a. Trees and vegetation planted within the hardstand setback area and drainage basins with sufficient planting intensity and foliage density to adequately intervene the visual connection between the subject lot and the lots north of Stirling Crescent;
 - b. Any existing landscape areas to be retained;
 - c. Those areas to be updated, reticulated or irrigated; and
 - d. Verge treatments.

The approved landscaping plan must be implemented and maintained thereafter, to the satisfaction of the City of Swan.

7. All crossovers must be built and maintained in accordance with the City of Swan's specification.
8. **Prior to the occupation or use of the site**, an Operational Management Plan is to be prepared by a suitably qualified consultant and submitted to the City of Swan for approval. The Operational Management Plan shall outline:
 - a. Management practices for the portion of the site within the Western Power easement to avoid affecting the electricity infrastructure or causing a safety hazard;
 - b. Dust control measures implemented at all stages of the development; and
 - c. Should external lighting be proposed for this site, a Lighting Plan prepared by a suitably qualified consultant demonstrating compliance with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.

- d. An acoustic assessment of noise expected to be generated by truck movements and storage activities within the site, to affirm that the noise emissions will comply with environmental protection (noise regulations 1997), inclusive of any operational or physical measures to be deployed to achieve compliance.
- e. Amenities for visitors to the site.

This plan is to be to the satisfaction of the City of Swan and shall be maintained and complied within in perpetuity.

9. The carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City of Swan if it is considered that a dust nuisance exists.
10. **Prior to the occupation or use of the site**, the applicant shall enter into an arrangement with the City of Swan for a proportionate contribution to;
 - a. the upgrading of the Stirling Crescent and Bushmead Road intersection and the Stirling Crescent and Amherst Road intersection to support lane-correct vehicle movements to the satisfaction of the City of Swan.
 - b. Widening of Stirling Crescent to 7 metre standard, from the eastern boundary of Lot 39 and the intersection of Amherst Road.
11. **Prior to the occupation or use of the site**, the applicant will enter an arrangement with the City of Swan for a proportionate contribution to the upgrade of Stirling Crescent, to the east of Lot 39 to Lloyd Street.
12. **Prior to the occupation or use of the site**, the landowner must contribute a sum of 1% of the total development construction value toward Public Art in accordance with the City of Swan Local Planning Policy for the Provision of Public Art (POL-LP-1.10), by either:
 - a) Payment to the City of Swan a cash-in-lieu amount equal to the sum of the 1% contribution amount (\$28,317.75 with the applicable 15% discount). This must be paid to the City of Swan prior to the date specified in an invoice issued by the City of Swan, or prior to the issuance of an occupancy permit for the approved development, whichever occurs first; or
 - b) Provision of Public Art on-site to a minimum value of the 1% contribution amount (\$33,315). The following is required for the provision of Public Art on-site:
 - i. The landowner or applicant on behalf of the landowner must seek approval from the City for a specific Public Art work including the artist proposed to undertake the work to the satisfaction of the City in accordance with POL-LP-1.10 and the *Developers' Handbook for Public Art* (as amended). The City of Swan may apply further conditions in regard to the proposed Public Art;
 - ii. No part of the approved development may be occupied or used until the Public Art has been installed in accordance with the approval granted by the City of Swan; and,

- iii. The approved Public Art must be maintained in compliance with the approval granted by the City of Swan and any conditions thereof, to the satisfaction of the City of Swan.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	Special Use (SUZ 16)
Structure Plan/Precinct Plan	Hazelmere Enterprise Area Structure Plan (HEASP) Draft Hazelmere Special Use Area 16 Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Industrial - Light
Use Class and permissibility:	Storage 'P' Transport Depot 'X'
Lot Size:	55,117sqm
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	N/A
Design Review	N/A
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The City of Swan has received a Development Assessment Panel application from 'Rise Urban' on behalf of their client for 'Storage' and 'Transport Depot' purposes at Lot 39 Stirling Crescent, Hazelmere. The proposal comprises the following:

- Construction of an approximate 4.68 hectare (46, 800sqm) hardstand area which will be used for the storage of goods and parking of trucks;
- The site is expected to be accessed via semi-articulated trucks up to 19m in length;
- The proposed development is estimated to generate up to 24 vehicle movements (inbound and outbound) per day;
- Trucks will access the site from the West along Stirling Crescent from Bushmead Road via one (1) new crossovers onto Stirling Crescent;
- Two (2) drainage basins are proposed within the lot boundaries;
- Planting of new vegetation will occur along the street boundary of lot 39 Stirling Crescent;
- Installation of a 1.8m high chain link fence around the property boundaries; and
- No personnel will be permanently stationed on site.

Background:

The subject site is situated 640m west of the Stirling Crescent and Bushmead Road intersection. The development is in close proximity to Residential zoned land with the Hazelmere town site approximately 130m west of the subject site. The Helena River is approximately 165m north of the subject lot, with a mix of uses immediately across from the subject lot on the northern aspect of Stirling Crescent comprising residential, garden centre and education establishment uses.

The subject site is located within the broader Hazelmere Enterprise Area Structure Plan (HEASP) area, which earmarked the land for Light Industrial activities in order to establish a 200m light industrial buffer between the core industrial precinct to its east and residential uses to the west.

Lot 39 Stirling Crescent is also subject to the proposed Hazelmere Special Use Area 16 Structure Plan (Structure Plan) which is yet to be determined by the Western Australian Planning Commission (WAPC). In accordance with the proposed Structure Plan, lot 39 Stirling Crescent is zoned Industry – Light.

A concurrent application for hardstand (Storage and Carpark) is to be considered by the DAP for adjacent Lot 651 Stirling Crescent, Hazelmere.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Planning and Development (Development Assessment Panels) Regulations 2011

Local Planning Scheme No.17

State Government Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas

State Planning Policy 4.1 Industrial Interface

Structure Plans/Activity Centre Plans

Hazelmere Enterprise Area Structure Plan (HEASP)

Local Policies

POL-TP-124 Building and Development Standards – Industrial Zones

POL-TP-129 Vehicle Parking Standards

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with Clause 64 Advertising applications of Schedule No.2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The 14 day consultation period commenced on 12 December 2025 and concluded on 2 January 2026.

Letters were sent to owners and occupiers of properties surrounding the development site, and a notice was placed on the City of Swan's website. No submissions were received during the consultation period.

During the public consultation period, a total of 26 submissions were received, comprising 24 objections and two (2) submissions of conditional support. One of the objectors made an additional submission after the close of advertising with a petition signed by 79 people objecting to the proposal.

All matters raised in the submissions received during the consultation period have been summarised in the table below. The Applicant has also addressed the matters raised in Attachment 7.

Issue Raised	Officer comments
Incompatibility with existing urban and residential development	Two (2) submissions raised concerns that the development was incompatible with the urban setting and created significant land use conflict. Both the Hazelmere Enterprise Area Structure Plan (HEASP) and Draft Hazelmere Special Use Area 16 Structure Plan have earmarked this portion of land as being suitable for Light Industrial uses in order to establish a 200m light industrial buffer between the general industrial zone to its east and the residential land to the west. The disposition of the City is that the proposed uses is acceptable subject to regulatory conditions requiring the submission of technical documents that identify mitigation measures to limit the developments impact on surrounding residential properties.
Loss of established vegetation and visual screening	16 submissions raised concerns with the environmental impacts caused by the removal of vegetation. However following investigation, it was determined that the vegetation on Lot 39 was non-native under the <i>Environmental Protection Act 1986</i> (EP Act) and therefore did not require planning approval to be removed under LPS17. This vegetation has already been removed and is not tied to this application.
Industrial character, amenity and design deficiencies	11 submissions raised concerns with respect to degradation of residential amenity caused by dust, noise, light and industrial interface treatments. City Staff consider that these specifics not otherwise addressed in this report can be addressed as part of a condition of approval for an operational management plan to the satisfaction of the City of Swan.
Traffic, pedestrian and cyclist safety	12 submissions raised concerns with increased traffic congestion caused by Heavy vehicle traffic associated with the development. City staff concur with the findings of the submitted Transport Impact Statement insofar that the traffic generated by this proposal, which is a combination of C-class vehicles and as of right heavy

	vehicles, can be accommodated on the existing road network.
Health and wellbeing impacts	12 submissions raised concerns with increasing the risk of accidents involving pedestrians, cyclists, and other vulnerable road users due to the use of heavy vehicles and trucks. The subject land is zoned to accommodate industrial land uses and City staff consider the proposal appropriate in the surrounding context. City staff do not agree that this proposal would unreasonably and materially undermine the enjoyment of nearby properties. Notwithstanding, appropriately worded conditions to restrict dust emissions and similar should appropriately mitigate potential impacts to amenity and health to nearby residential uses.

Referrals/consultation with Government/Service Agencies

Western Power

The subject site is burdened by two (2) easements to the benefit of Western Power for the protection of their transmission tower infrastructure. This proposal was referred to Western Power on 11 December 2025 seeking their disposition on this proposal.

Western Power advised on 9 January 2026 that they do not support this proposal for the following reasons:

1. The intended purpose for hardstand (storage, carpark and transport depot) does not comply with the registered standard easement conditions under the *Energy Operators (Powers) Act 1979 (WA)*, Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016; and
2. The proposed land use activities to these sites intensifies the existing service of the transmission corridor from the Guildford Terminal and Hazelmere substation, providing no certainty to the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.
3. In the absence of development plans showing the locations of the proposed storage units ensuring the clearance of the easement and safety areas cannot be determined. In addition, storage units on the subject sites would obstruct access to Western Powers transmission lines for maintenance and necessary works to occur.

The City's response to this objection is detailed later in the report.

Department of Water and Environmental Regulation (DWER)

The subject site was formerly covered with vegetation stemming a condition of approval of the nearby 'Guildford Substation' which required screening vegetation be interspersed between the substation and the residential area to the west.

Notably, the vegetation had been removed by the applicant prior to the lodgement of this proposal. Therefore, City Staff – in a discretionary capacity sought comments from DWER with respect to whether these works required a clearing permit or whether they had any comments on potential runoff generated by the hardstand into the nearby Helena River on Thursday 11 December 2025

DWER advised on Monday 5 January 2026 that *“Based on the information provided and noting initial advice from DWER, the vegetation cleared appears to have been intentionally planted and does not fit the definition of ‘native vegetation’ as specified under the EP Act. Therefore, a permit to clear under the EP Act is not required. DWER has no objection or further comments on the proposed hardstanding”.*

Planning Assessment:

Zoning and Use Class Permissibility

The subject land is zoned ‘Urban’ under the Metropolitan Region Scheme (MRS) and ‘Special Use Zone No.16’ (SUZ 16) under the City of Swan Local Planning Scheme No.17 (LPS17).

The special use is articulated in LPS17 as:

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.

A structure plan for this Special Use zone has been prepared, submitted to the City, advertised for public comment and submitted to the Western Australian Planning Commission by the City with a recommendation for certain modifications prior to approval. At the time of writing the WA Planning Commission had not determined the proposed structure plan.

The proposed structure plan designates Lot 39 as being zoned “Light Industrial”. Part 1.3 of the proposed structure plan states land use permissibility shall be in accordance with the corresponding zones as per the Zoning Table at Clause 4.3 under LPS17. The Zoning Table of LPS 17 lists a “Transport Depot” as an “X” use in the “Light Industrial” zone and “Storage” as a “P” use.

Whether a “Transport Depot” should be approved?

Clause 27 (1) of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations* which pertains to the effect of a structure plan states:

A decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan that has been approved by the Commission is to have due regard to, but is not bound by, the structure plan when determining the application.

Clause 27 (2) states:

A decision-maker for an application for development approval or subdivision approval in an area referred to in clause 15 as being an area for which a structure plan may be prepared, but for which no structure plan has been approved by the Commission, may approve the application if the decision-maker is satisfied that –

- (a) the proposed development or subdivision does not conflict with the principles of orderly and proper planning; and*
- (b) the proposed development or subdivision would not prejudice the overall development potential of the area.*

The effect of Clause 27 (1) is to nullify the effect of extant clauses 5A.1.12.3 and 5A1.12.4 of Local Planning Scheme No.17 which would operate to treat zones designated under a structure plan as if they were zones within the Scheme and the permissibility of uses in such zones being the same as their permissibility under the Zoning Table of the Scheme. If Clause 5A1.12.4 had binding effect it would render it impermissible to approve a “Transport Depot” on land designated as “Light Industrial” under this structure plan.

However such provisions being inconsistent with Clause 27 (1) of the Deemed Provisions, and noting that a provision of a local planning scheme cannot by law operate inconsistent with the Deemed Provisions, it cannot be impermissible to approve this proposed use.

Given discretion to approve the use exists, the applicant contends that the proposed transport depot use is consistent with the land use intent of the City of Swan and WA Planning Commission adopted Hazelmere Enterprise Area Structure Plan (HEASP). The subject lot is within Precinct 3A of the HEASP which states intent of land use as:

Limited to those uses that provide an appropriate interface to the residential land to the west through maintaining an acceptable level of amenity. The following uses are listed as an example of the type and range of uses that may be appropriate as a transitional interface between the industrial and residential use on the eastern side of the proposed north-south road reserve: -

The range of suggested uses do not include Transport Depot but includes Warehouse and Storage. Having regard to the above intent what is orderly and proper planning in this context is for a land use that is able to maintain an acceptable level of amenity to the residential land to the west (Hazelmere townsite). The applicant contends that the level of impact on amenity from the proposed parking of trucks on the land is no greater than that which might arise from a storage or warehouse use where truck traffic to and from the site may still occur, if not parking.

Consideration of potential amenity impacts from the proposed use are discussed as follows.

Visual Impact

Eleven submissions from the public objected to the proposed development on the grounds of its appearance from surrounding residential properties. It is also noted that sixteen submissions objected to the removal of trees and vegetation that had been

planted on the land some 20 years ago by Wester Power for the purposes of screening the substation located further to the east along Stirling Crescent. That vegetation has been lawfully cleared but the obvious effect will be that development of this lot will be visible from residential lots to the west. The application does propose a 9 metre wide landscaping strip along the lot boundary to Stirling Crescent and this can afford some degree of softening, if not screening of the proposed hardstand areas. Given that the land is intended for the development of a range of low impact industrial and commercial uses under the HEASP and the Scheme zoning, a level of visual amenity commensurate with a residential area cannot be a realistic expectation.

Noise, dust and light Impact

Eleven submissions from the public objected to the proposed development on the grounds of adverse impact of noise, dust and light emissions likely to be generated by business operations and truck movements. As with the consideration of the same land uses in applications for adjoining Lots 38 and 1101 Stirling Crescent, a requirement for an operational management plan can ensure that any lighting of the site will comply with AS 4282 – Control of Obtrusive Effects of Outdoor Lighting, that noise from truck movements and storage activities within the site will comply with the *Environmental Protection (Noise) Regulations 1997* and that dust can be managed.

Traffic generation and road access

The application is accompanied by a Traffic Impact Statement that estimates the volume of daily traffic to be generated by the proposed use of the subject Lot 39 and the adjoining Lot 651 Stirling Crescent, which is subject of a separate development application.

The TIS has assumed the storage capacity of the proposed hardstand area under this application as some 60 units/containers and the storage capacity of Lot 651 as 80 units – an aggregate storage capacity of 140 units. It has assumed that 20% of the 140 units would generate a daily vehicle movement, equating to 56 vehicle trips per day.

The TIS has estimated that the aggregate daily vehicle movements from the proposed development of this Lot 39, the adjoining Lot 651 and the approved development of Lot 38 and Lot 1101 Stirling Crescent to be 100 vehicles per day – less than 2% of the daily traffic along Stirling Crescent. It has also identified limitations with truck turning movements at the Stirling Crescent and Amherst Road and Stirling Crescent and Bushmead Road intersections being lane correct. These intersections should be upgraded to adequately accommodate lane-correct movements.

As with the proposed applications for development of Lot 38 and Lot 1101 Stirling Crescent, public advertising of this application generated public opposition to increased truck traffic on the existing local road network through adjoining residential areas. The (Steiner) school at Lot 13 Stirling Crescent has expressed opposition to development within Stirling Crescent that will generate truck traffic movements west along Stirling Crescent.

It is noted that sections of Stirling Crescent east of Amherst Road have a road carriageway width between 6 and 6.5 metres and the road is not constructed from a point proximate to the eastern boundary of Lot 1101. A road carriageway width of 7 metres is recommended.

It should also be noted that the City is progressing plans for the upgrade of Stirling Crescent and the provision of a north-south distributor road connecting Stirling Crescent and Hazelmere Circus as has been planned long-term by the HEASP. The City is also in negotiations with this applicant for a prefunded delivery of an upgraded Stirling Crescent that will provide for a connection eastwards to Lloyd Street. This will enable traffic from development along Stirling Crescent to travel eastwards as opposed to solely westwards and ultimately will alleviate the need for industrial traffic to travel on local roads through the residential areas of Hazelmere.

It is recommended that this application be required to make a proportionate contribution to:

- the upgrading of the Stirling Crescent and Amherst Road and Stirling Crescent and Bushmead Road intersections;
- the widening of Stirling Crescent to a 7 metre width from the eastern boundary of this lot to the intersection with Amherst Road; and
- the upgrade of Stirling Crescent, to the east of Lot 39 to Lloyd Street.

Implications of proposed development on proposed north-south distributor road

The proposed structure plan depicts the aforementioned north-south distributor road running along the inside of the length of the western side boundary of this lot, before curving eastwards to join Stirling Crescent. It is noted that the alignment of the intersection of this road to Stirling Crescent is subject of further detailed investigation and design. Ultimately the provision of such road will likely require alteration to any approved site crossover locations, frontage landscaping and onsite drainage basins.

Parking

Under the City of Swan Local Planning Policy POL-TP-129 Vehicle Parking Standards, a 'Storage' land use requires two (2) spaces per 100m² gross lettable area; or two (2) spaces per person employed; or a minimum of six (6) spaces; whichever is the greater.

As no buildings are proposed and no employees will work at the site, the Policy requirement is for six (6) car bays to be provided in accordance with the minimum provision for this land use.

No marked parking spaces are proposed as part of this application. The applicant has advised that as the site will only be accessed by trucks dropping off and picking up goods from the hardstand. Those trucks will not park in designated spaces and will instead park adjacent to the goods that they will pick up or a vacant area of hardstand in which they will drop off goods. The layout of goods stored within the site and the associated accessibility within the site is a matter for the site owner/ operator to manage.

City of Swan staff consider that the application satisfies the requirements of Clause 77(D) of the Planning and Development (Local Planning Schemes) Regulations 2015 which pertains to the variation of minimum on-site parking requirement in relation to development.

POL-TP-124 Building and Development Standards in Industrial Zones

Noting that the subject lot is zoned 'Special Use' under the City's Local Planning Scheme No.17 and that this would imply that 'POL-TP-127 Building and Development Standards for Other Zones' is applicable, City Staff have instead given regard to the provisions of 'POL-TP-124 Building and Development Standards in Industrial Zones' on the premise that the approved district structure plan has earmarked this area as being suitable for 'Light Industrial' development.

In the absence of built form being proposed, setback and plot ratio requirements set out in this policy are not applicable, however this proposal varies the required provision of landscaping set out in the policy, whereby 10% of the site is required to be landscaped – this being some 5000m². Provision of a 9 metre wide landscaping strip along the lot frontage to Stirling Crescent will provide some 1600m² of landscaped area. This is commensurate with the extent of street frontage landscaping to most industrial lots in Hazelmere.

State Planning Policy 3.7 Planning in a Bushfire Prone Area

While this site is located within a designated DFES bushfire prone area, State Planning Policy 3.7 does not apply to this proposal as it does not propose construction of a habitable building for a residential or vulnerable land use. Pursuant to section 7 of the '*SPP3.7 Planning for Bushfire Guidelines*', only habitable buildings to be used for commercial or industrial purposes are subject to SPP3.7.

Western Power Objection

As previously noted, Western Power does not support the proposal in the condition that it was referred to them, wherein their submission was based largely on the lack of detail on the development plans, where clearance distances from the Western Power easement could not be determined in the absence of plans distinctly showing the specific storage unit locations.

It is noted that independent of any approval of the development of the land that might be granted by the DAP, the owners will need to obtain from Western Power approval for the use of and works on any part of their land subject to the existing easement.

City Staff consider the above and further note that the drainage basin within Lot 39 is not located within the Western Power easement. City staff acknowledge the matters raised within Western Power's submission and consider that approval is warranted subject to a condition requiring that a management plan be prepared to ensure that measures are introduced for the protection of the transmission lines to the satisfaction of the City of Swan in consultation with Western Power.

Local Planning Policy POL-LP-1.10 - Provision of Public Art

The City of Swan's Provision of Public Art Policy requires the proponent to make a contribution to Public Art. This can be either a cash-in-lieu contribution of \$28,317.75 (being 1% of the estimated \$3,331,500 million development cost inclusive of the applicable 15% discount per the Policy), or the provision of Public Art onsite to the

value of \$33,315. This is recommended as a condition of approval should the development be approved.

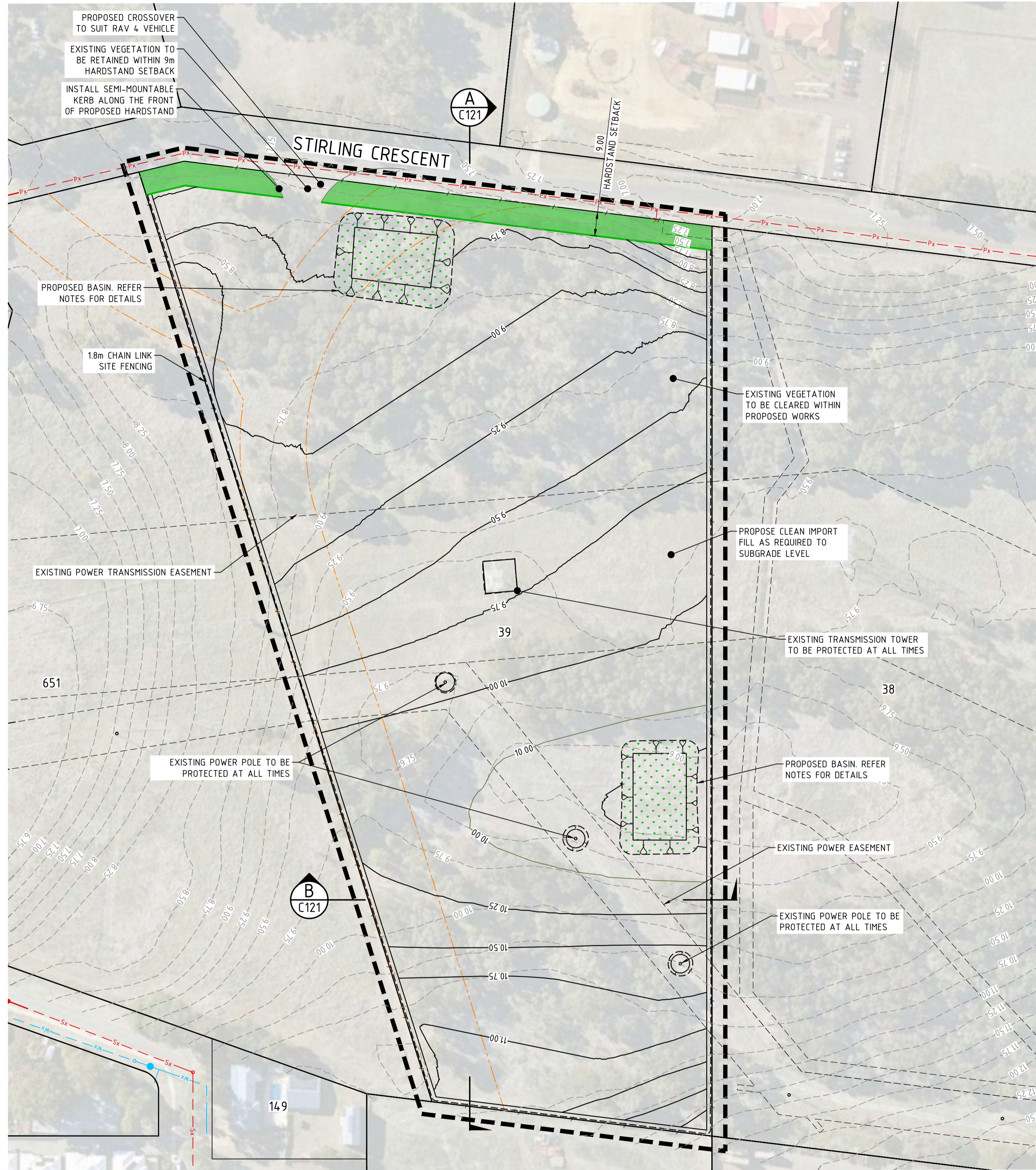
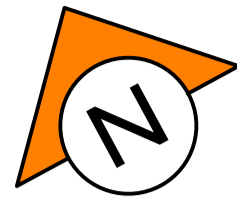
Conclusion:

Rise Urban is seeking development approval on behalf of 'CWS Corp Pty Ltd' for the use of the subject site for 'Storage' and 'Transport Depot' purposes at Lot 39 Stirling Crescent, Hazelmere. The site is zoned 'Special Use Zone 16' under the City's Local Planning Scheme No.17.

The application was advertised in accordance with Section 9.4 of the City's Local Planning Scheme No.17 and the City received 26 submissions comprising 24 objections and two (2) submissions of conditional support and inclusive of a petition containing 79 signatures objecting to the proposal.

The City is satisfied that the application is consistent with the land use intent of this part of the Hazelmere locality as expressed through the applicable strategic and statutory planning framework. Further the City is satisfied that the relevant matters raised in public submissions can be addressed through conditions of approval pertaining to management of noise, dust and light and contributions to the upgrade of various parts of the local road network.

Conditional approval is recommended.



PLAN
SCALE 1:1000



NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
 - ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
 - ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
 - EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS
- BASIN**
- LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
 - VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
 - FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
 - 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

- LIMIT OF WORKS
- LOT NUMBER
- PROPOSED CONTOURS (0.25m INTERVAL)
- EXISTING CONTOURS (0.25m INTERVAL)
- PROPOSED BATTER
- PROPOSED ROAD
- FUTURE ROAD RESERVE
- EXISTING PRESSURE MAIN
- EXISTING VEGETATION TO BE RETAINED
- PROPOSED BASIN VEGETATION

WARNING
BEWARE OF UNDERGROUND SERVICES

The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Work Health and Safety (General) Regulations 2022.

REV	DATE	DRAWN	CHECKED	APPROVED	
C	16.01.26	AI	MS	MS	CROSSOVER UPDATED
B	06.01.26	AI	MS	BG	FUTURE ROAD RESERVE ADDED
A	01.10.25	AP	MS	MS	ISSUED FOR APPROVAL

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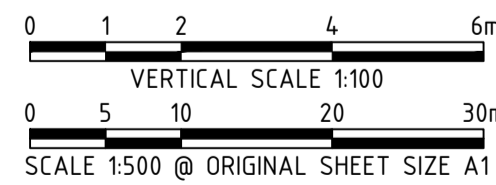
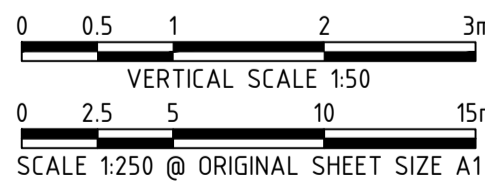
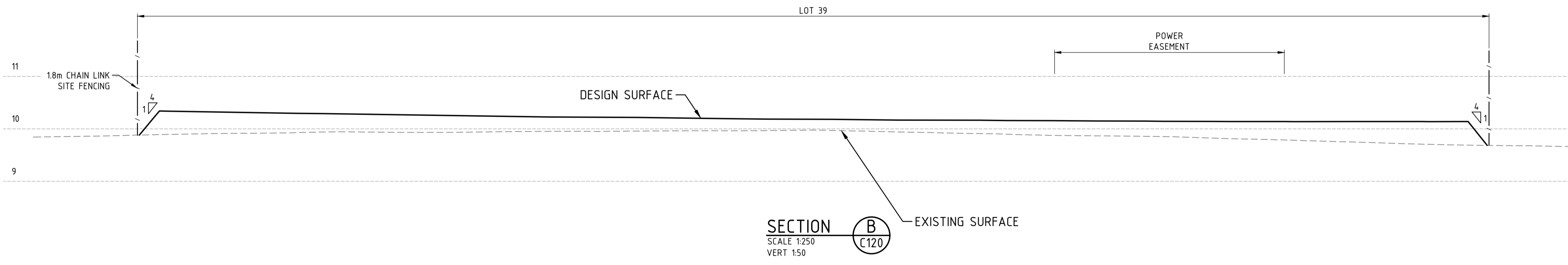
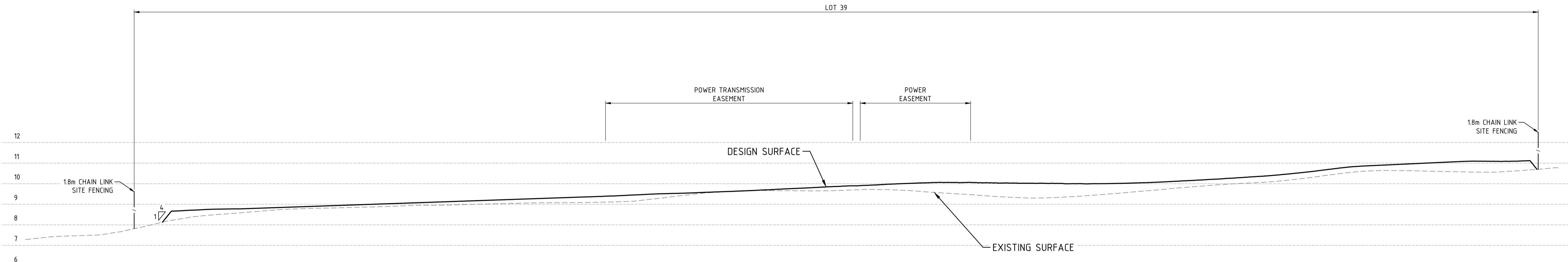


CLIENT:
CWS CORPORATION PTY LTD

PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS PLAN LOT 39

DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE @ A1 1:1000
PROJECT MANAGER M.SMITHERS	DATUM AHQ
JDSi PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C120	REVISION C



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A	01.10.25	AP	MS	MS	ISSUED FOR APPROVAL
REV	DATE	DRAWN	CHECKED	APPROVED	

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CLIENT:
CWS CORPORATION PTY LTD

PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS SECTIONS LOT 39

DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE: AS SHOWN
PROJECT MANAGER M.SMITHERS	DATUM AHD
JDSI PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C121	REVISION A



Our reference: Ltr04A-2202025
Enquiries: Nick Grindrod

17 November 2025

Mr Phil Russell
Manager Statutory Planning
City of Swan
PO Box 196
MIDLAND WA 6936

Dear Phil

RE: Two Development Applications – Lots 39 and 651 Stirling Crescent, Hazelmere – Hardstand (Storage, Car Park and Transport Depot)

Rise Urban is pleased to lodge two development applications on behalf of CWS Corp Pty Ltd, seeking the City's approval of hardstand at Lots 39 and 651 Stirling Crescent, Hazelmere (the site). CWS Corp is under contract to purchase both lots from the current landowner, Hazelmere Tiaa Property Pty Ltd.

This letter sets out justification for the applications, demonstrating that they satisfy the relevant planning requirements and are supported by the following documentation:

- Completed City of Swan and DAP application forms;
- Current Certificates of Title;
- Engineering Drawings;
- Transport Impact Statement;
- Email confirmation from Department of Water and Environmental Regulation that the cleared site vegetation has no environmental value; and
- Rise Urban submission on Special Use Area 16 Structure Plan.

We have lodged two similar development applications for Lots 38 and 1101 to the east of the site. It is intended that the sites will function in conjunction with each other, but none rely on the others being approved and both could operate independently if required.

Site Context

The site is 10.79ha in size, with Lot 39 being 5.51ha and Lot 651 being 5.28ha. The site is located to the south of the Stirling Crescent – Amherst Road intersection, on the south side of Stirling Crescent. Eric Street bounds the south-western side of Lot 651. The site is currently vacant and is mostly flat, with a 3m slope upwards to the east within the eastern part of Lot 651 and a 1m slope in the southern part of Lot 39.

Lot 39 is encumbered by three easements:

- One 60m wide easement bisecting the lot, which protects high voltage (330kV and 132kV) power lines that supply power to the substation. One mast is located in the centre of the lot.

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- One 17m wide easement diagonally bisecting the southern half of the lot, protecting a 132kV power line.
- One 5m easement in the north-east corner of the lot protecting a drainage swale.

The two power lines horizontally bisect Lot 651, however the lot is unencumbered by easements. Two 132kV power line poles are located within the lot.

Much of the site is cleared, except for a small handful of retained trees in the northern part of the site. A review of historical aerial imagery has identified that all vegetation was planted in 2006 when the substation further to the south-east was constructed. The site was completely cleared pasture until that time.

The site is located on the north-western edge of the Hazelmere industrial area, with residential uses located to the south-west and rural residential uses to the north. The land immediately to the east and south-east of the site is similarly vacant and partially vegetated, while rural residential properties backing onto Helena River are located across Stirling Crescent to the north.

The local context is shown by Figure 1 below and an aerial image of the site is shown by Figure 2 overleaf.

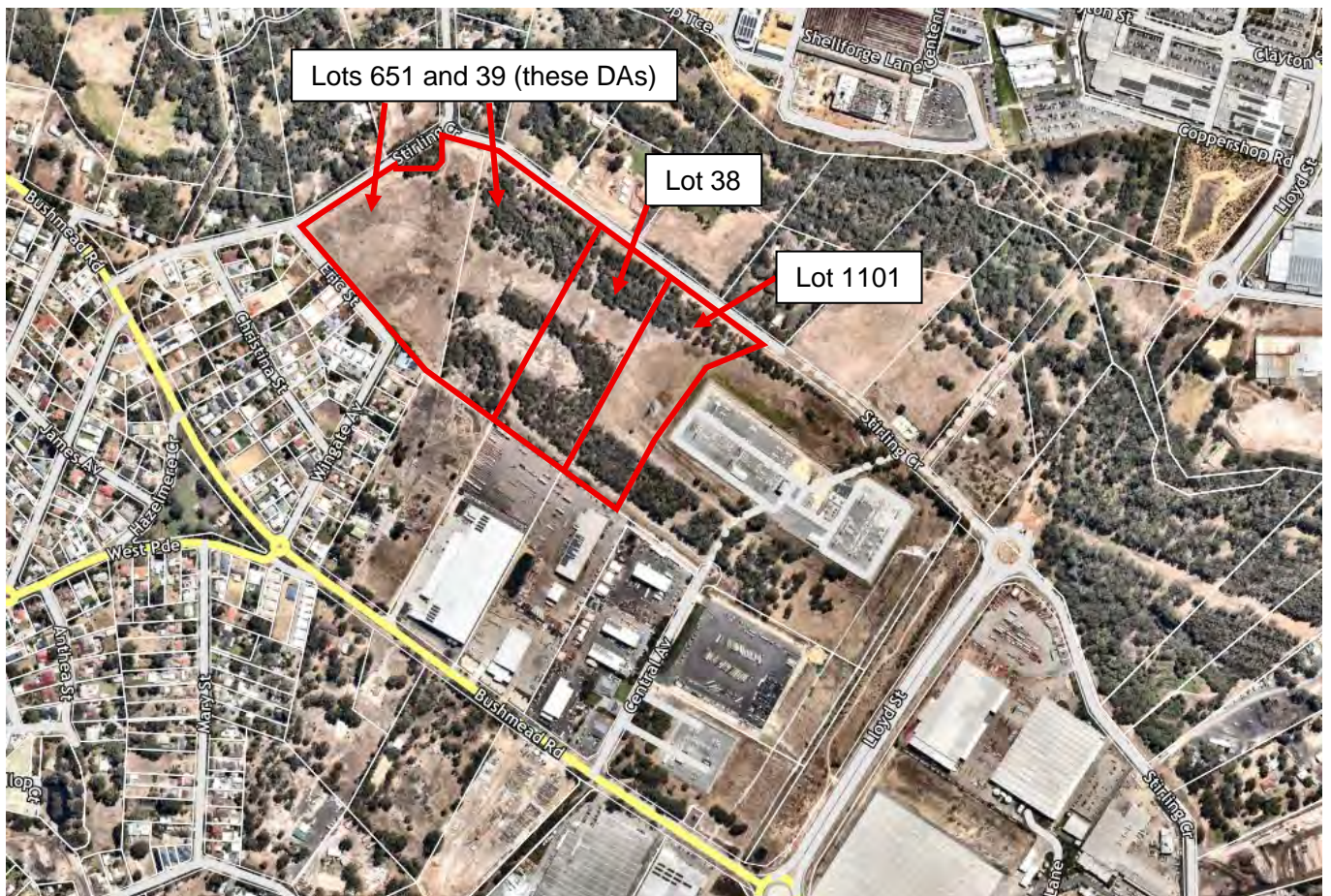


Figure 1 – Site and Surroundings – Lots 38, 39, 651 and 1101 Stirling Crescent, Hazelmere (source: MNG Access, 2025)

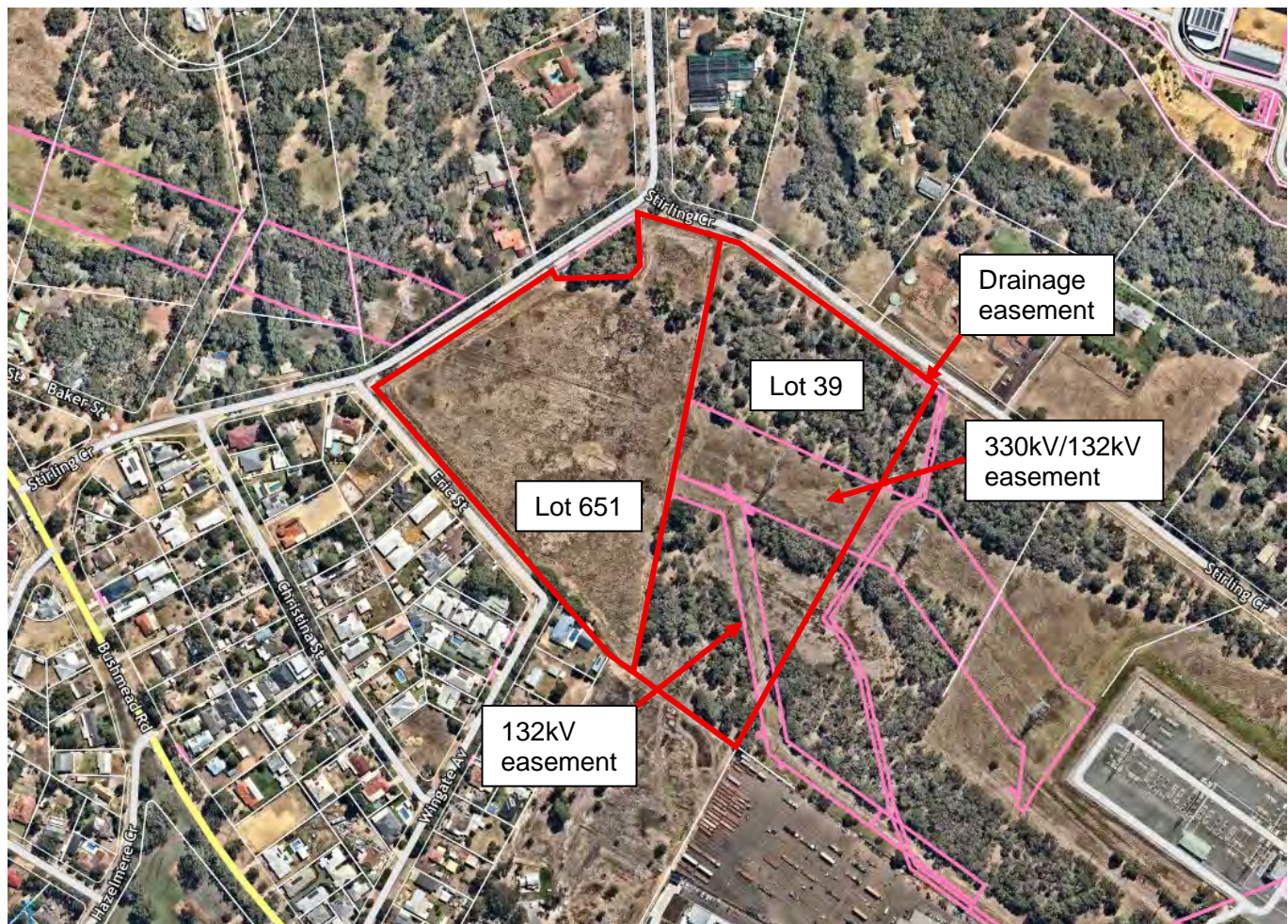


Figure 2 – Site Aerial Image and Easement Plan – Lots 39 and 651 Stirling Crescent, Hazelmere (source: MNG Access, 2025)

Proposal

The proposed developments comprise hardstanding of the majority of the site, with the exception of the street setback areas, power poles and three drainage basins. The hardstand is intended to be used to store goods and vehicles.

The draft Hazelmere Special Use Area 16 Structure Plan (detailed later in this submission) proposes to zone most of Lot 39 'Light Industry' and Lot 651 'Highway Service', with 'Transport Depot' being an X use for Lot 651. In this regard, approval of the 'Storage' and 'Transport Depot' land uses is sought for Lot 39, and 'Storage' and 'Car Park' is sought for Lot 651.

The 'Transport Depot' land use on Lot 39 is only proposed to enable trucks and similar vehicles to be stored at the site, and is proposed to maximise the scope of what is permitted to be stored on Lot 39. For Lot 651, the 'Car Park' land use would only apply if the majority of the goods being stored were light vehicles (ie. cars), and the 'Storage' land use would apply otherwise.



The area of the site to be hardstanded is shown on the development plans. The works proposed to be undertaken are listed below:

- Earthworking to reduce the gradients of the slopes, with a maximum fill height of 1.25m in the south-western portion of Lot 651 but typically ranging from 0m-0.5m elsewhere;
- Construction of four driveways from Stirling Crescent, two into each lot;
- Construction of three drainage basins, one in the northern portion of Lot 39, one between the eastern boundary of Lot 39 and the two power easements and one in the south-west corner of Lot 651, with depths ranging from 1m-2m below FFL;
- Retention of the vegetation in the front setback of Lot 39 except as necessary for the driveways;
- Planting of a landscape strip in the street setbacks around Lot 651 (9m to Stirling Cr and 3m to Eric St and 15 Wingate Avenue) to act as an amenity buffer;
- Retention and protection of the transmission tower and power poles; and
- Construction of 1.8m chain link fencing around the site boundaries.

The site is expected to be accessed by light vehicles and trucks up to 19m in length as needed to pick up and drop off goods, or for storage of vehicles themselves. Trucks will access the site from the west along Stirling Crescent from Bushmead Road. These roads are already rated for trucks up to 19m.

It is not anticipated that any permanent staff will work at the site.

The hardstand is intended as an interim use of the site, with comprehensive development and/or subdivision likely to occur in the future – most likely once the ultimate road network has been constructed. Although the proposed uses are interim, these applications seek a permanent approval on the basis that timing of delivery of the road infrastructure and redevelopment is unclear. The operational life of these developments does not need to be controlled via a planning mechanism as it is consistent with the land uses designated by the draft Hazelmere Special Use Area 16 Structure Plan and, in the case of truck parking on Lot 39, the land use intent of the Hazelmere Enterprise Area Structure Plan. Hazelmere is one of the best-located industrial and logistics precincts in Perth and market forces are likely to maintain the viability and attractiveness of further development and/or subdivision of this site in the future.

Planning Assessment

The key planning instruments relevant to the site and the applications are:

- 1) *Metropolitan Region Scheme*, which establishes overarching zones and reserves for land across Perth.
- 2) *City of Swan Local Planning Scheme No. 17*, which details the broad planning aims and intentions of the City, establishing land use and development requirements.
- 3) *Hazelmere Enterprise Structure Plan*, which functions as a District Structure Plan and establishes a precinct-based framework to guide development of Hazelmere into a primarily industrial area.
- 4) *Draft Hazelmere Special Use Area 16 Structure Plan*, which is a 'seriously entertained' Local Structure Plan that designates zones, the future road network and intended development standards for the site and land to the south.
- 5) Clause 67(2) of Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which sets out a series of matters to be considered by the City in its assessment of development applications. Traffic, stormwater management and environmental impacts are relevant considerations for these development applications.

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- 6) *State Planning Policy 3.7 – Bushfire*, which seeks to minimise bushfire risk and potential bushfire impacts on new development.
- 7) *State Planning Policy 4.1 – Industrial Interface*, which guides the siting and any relevant buffers that may be necessary to manage amenity impacts associated with industrial land uses and developments.
- 8) *Local Planning Policy POL-TP-124 Building and Development Standards – Industrial Zones*, which establishes site development standards for land in the 'Industry' zones.
- 9) *Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones*, which establishes site development standards for land in the 'Special Use' zone.
- 10) *Local Planning Policy POL-TP-129 Vehicle Parking Standards*, which establishes car parking provision standards and design specifications.

The following sections demonstrate that this proposal responds to the requirements of these planning instruments.

Metropolitan Region Scheme

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and is therefore intended to be developed for urban purposes. The form of urban development intended within the Urban zone is determined through the local planning framework, which is addressed in detail below.

City of Swan Local Planning Scheme No. 17

Under the City of Swan Local Planning Scheme No. 17 (LPS 17) the site is zoned 'Special Use' and forms part of 'Special Use 16' (SU 16). Clause 4.7.2 of LPS 17 is as follows: "A person must not use any land, or any structure or buildings on land, in a special use zone except for the purpose set out against that land in Schedule 4 and subject to compliance with any conditions set out in Schedule 4 with respect to that land."

The purpose for SU16 is as follows: "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 SU 16 conditions are listed below.

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. *A Structure Plan shall include all lots within this Special Use Zone and be prepared and approved prior to any additional land use, development proposal or subdivision of a lot, with the exception that the Local Government may consider granting an approval for the following land use, development or subdivision, without the prior requirement for a Structure Plan:*
 - a) *Single House and associated residential structures and activities such as a Home Business; Home Occupation; Home Office; Home Store on a lot, or*
 - b) *minor lot boundary changes.*
3. *The Structure Plan is required to observe the Land Use Intent and Development Requirements as detailed within Precinct 3A "HEA Buffer Area" within the Local Government and WAPC approved Hazelmere Enterprise Area Structure Plan.*

On this basis, the greatest weight should be given to the HESP when assessing land use permissibility. This, along with the other relevant planning considerations associated with the HESP and draft Special Use Area 16 Structure Plan, are addressed in the following sections.



Hazelmere Enterprise Structure Plan

The Hazelmere Enterprise Structure Plan (HESP) divides Hazelmere into multiple precincts. The site is located within sub-precinct 3A of Precinct 3 – HEA Buffer Area. The intent of Precinct 3 is to accommodate land uses that do not impact the amenity of the locality, particularly the residential areas to the west, and to act as a buffer between those residential areas and the industrial area to the east. Within sub-precinct 3A, the stated land use intent is for 'Residential' land uses to be provided west of the future north-south road (ie. Lot 651), and non-residential land uses that are appropriate as a transitional interface to the east, between the industrial and residential uses.

- Lot 651

We understand that the City and SU 16 Structure Plan applicant have agreed that residential land uses would not be appropriate for Lot 651 due to the constraints and amenity impacts associated with the power lines. The 'Highway Service' zone is proposed instead, with 'Transport Depot' as an 'X' use, to manage the interface in this location. As confirmed in our submission on the SU 16 Structure Plan, we are supportive of this approach.

The proposed 'Storage' and 'Car Park' land uses for Lot 651 are 'D' (Discretionary) in the Highway Service zone, and are consistent with the zone objectives on the basis that both land uses relate to storage of goods and vehicles on hardstand, noting that Highway Service land uses are typically dominated by hardstanded car parking areas. Storage of goods is consistent with the industrial land use intent of this locality, and will not cause the same visual amenity impacts that are typically of importance in commercially driven Highway Service zones in exposed locations on major arterial roads. A landscaped interface is provided to the nearby residential area to maintain suitable amenity for residents.

- Lot 39

The HESP provides that the land east of the north-south spine road should be "*limited to those uses that provide an appropriate interface to the residential land to the west through maintaining an acceptable level of amenity*". Examples of appropriate uses include 'Garden Centre', 'Service Station', 'Storage' and 'Warehouse'.

The SU 16 Structure Plan proposes to implement this by applying the Light Industry zone, however this approach is flawed as the land use permissibility within the Light Industry zone does not fully reflect the above land use intent, given there is no difference in amenity between 'Storage' (a Permitted land use) of goods and storage of trucks, which is an X use as it falls within the 'Transport Depot' land use definition.

In this regard, it is important to reiterate that the proposed 'Transport Depot' land use is only proposed to enable trucks to be stored at the site. Storage of trucks is consistent with the above land use intent on the basis that the only associated amenity impacts are visual (which is addressed through landscape screening) and a brief period of noise when a truck is dropped off or picked up. This amenity impact is also present for the permitted 'Storage' land use, given trucks would need to pick up and drop off stored goods.

For bulky items (such as sea containers or mining machinery), there may be a greater amenity impact than storage of trucks as the trucks picking up or dropping off the items may need to idle for longer, and loading/unloading of goods would also need to occur. The 'Garden Centre', 'Service Station' and 'Warehouse' land uses would also have greater amenity impacts due to increased noise levels for longer periods of time, greater traffic demand and/or the presence of hazardous and noxious substances (ie. fuel or pesticides).

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On Lot 651, located even closer to the residential area that the HESP seeks to protect, land uses that would impact residential amenity to a much greater extent than truck storage are capable of approval, such as 'Fast Food Outlet', 'Industry – Light', 'Industry – Service', 'Motor Vehicle, Boat or Caravan Sales', 'Showroom' or 'Warehouse'.

On this basis, the 'Transport Depot' land use on Lot 39 meets the Precinct 3 – HEA Buffer Area objective (ie. land use intent) as it will not cause any injury or adversely affect the amenity of the locality, in the context of the site's location on the industry side of the designated buffer zone to the nearby residential area, and the permissible and anticipated land uses on Lots 39 and 651.

- Water Management

The HESP provides that in Precinct 3, nutrient inputs to surface and ground water are to be minimised through restriction of development to 'dry industry' until sewer is extended. Stormwater flows from lots are also to be limited. These development applications are consistent with this intent, with no wastewater/effluent disposal necessary and stormwater to be managed on site in the swales shown on the plans.

Draft Hazelmere Special Use Area 16 Structure Plan

The draft Hazelmere Special Use Area 16 Structure Plan (the SU 16 Structure Plan) has been prepared and advertised for this site. We prepared a submission requesting amendments to the SU 16 Structure Plan and it is appended to this submission. It is somewhat progressed in the approval process, having been considered by the City of Swan Council in November 2025, following which it will be assessed and determined by the WAPC. On this basis, careful consideration is necessary to determine if the SU 16 Structure Plan is 'seriously entertained', and therefore the weight that it should be given in the assessment of these applications.

In determining how much weight to give a seriously entertained proposal, it is appropriate to refer to Nicholls and Western Australian Planning Commission [2005] WASAT 40 (Nicholls), which establishes the following criteria in considering seriously entertained planning proposals:

- The degree to which the draft addresses the specific application.*
- The degree to which the draft is based on sound town planning principles.*
- The degree to which its ultimate approval could be regarded as certain.*
- The degree to which its ultimate approval could be regarded as imminent.*

This proposal has been assessed against these four criteria below:

- The SU 16 Structure Plan addresses these specific applications to a high degree. The SU 16 Structure Plan was prepared specifically to guide development outcomes on 5 undeveloped lots adjacent to the Hazelmere residential area, and these applications propose development of two of those lots. Physical development of this site as hardstand will not prejudice delivery of the planned road infrastructure and realigned easements in future, when the site is comprehensively developed as per the structure plan.
- The purpose of the SU 16 zone is to require a structure plan to implement the land use intent, as detailed for Precinct 3A by the HESP, being to provide a transition between the residential area to the west and industrial area to the east, while permitting businesses to establish that do not adversely affect the amenity of the locality. This is a sound town planning principle.

As detailed in the previous section and in our submission on the SU 16 Structure Plan, it does not meet this principle as it inadvertently excludes an appropriate land use (storage of trucks) that would not adversely affect the amenity of the locality in the context of the land use intent. On this basis, to be fully based on the sound town planning principles established by the HESP, the SU 16 Structure Plan requires amendment to include storage of trucks.

- iii. The ultimate approval of the SU 16 Structure Plan can be regarded as likely (but not certain) as advertising has concluded and it is soon to be considered by the City of Swan Council, but it has not yet been considered by the WAPC. The form in which it is likely to be approved is uncertain due to the misalignment between land use permissibility and the HESP land use intent that it is required by the LPS 17 SU 16 provisions to implement, and this needs to be resolved prior to approval. In our submission, we advocated for other changes to be made as well to avoid unnecessarily constraining development on the site.

On this basis, the SU 16 Structure Plan is sufficiently progressed to provide certainty that a structure plan has been prepared for the site and will be approved in a relatively timely manner, but the inflexible land use permissibility proposed by the structure plan and associated impact on a proposed land use that is consistent with the land use intent for the site, means that it should be given limited weight for the purposes of a land use permissibility assessment.

- iv. Following endorsement by the City of Swan, the SU 16 Structure Plan will be assessed and determined by the WAPC. We believe it is likely that this process will conclude in 2026. Given these development applications are unlikely to be determined until early 2026, it is unlikely that the hardstand would be constructed, and land used, prior to final adoption of the SU 16 Structure Plan, including any potential amendments that may be made to resolve the abovementioned land use issue and the further issues raised in our submission.

The purpose of the SU 16 Scheme provision and conditions are to prevent approval of development with potential to prejudice implementation of a future structure plan, prior to the details of the structure plan being known. Approval of these applications would not prejudice the ability of the SU 16 Structure Plan to achieve its purpose (which is to implement the HESP Precinct 3A land use and development intent), particularly noting that the proposed site operations (ie. land use) meet the land use intent.

In this context, approval of the SU 16 Structure Plan can be regarded as imminent for the purposes of the requirement for a structure plan to be prepared, however given the assessment process is not yet complete, rectification of this issue is necessary and it is unclear how it will be rectified, resolution of land use permissibility is not yet imminent.

To summarise, the land use permissibility proposed for Lot 39 by the SU 16 Structure Plan warrants review by the WAPC as part of the ongoing assessment of the structure plan, as it does not meet the Special Use 16 provision in LPS 17 given it prohibits a land use that meets the land use intent for the site. However, it is likely that the structure plan will ultimately be approved in a form that is somewhat similar to the version that was advertised, and so the presence of the draft structure plan can be given some weight. For this reason, clause 4.7.2 of LPS 17 does not prevent approval of these applications.

It is therefore arguable as to whether the SU 16 Structure Plan should be treated as 'seriously entertained'. In this respect, these applications seek for the SU 16 Structure Plan to be given weight in the City's assessment against the SU 16 requirement for a structure plan to be prepared, particularly in its assessment of these



applications against the SU 16 conditions. However, these applications also seek for limited weight to be given the land use permissibility in relation to the 'Transport Depot' land use, given the proposed site operation is consistent with the land use intent for Lot 39 established by the HESP.

Clause 67(1)(a) of the Deemed Provisions prevents development approvals from being granted for any application proposing an X use. 'Transport Depot' is not an X use on Lot 39 as it is zoned 'Special Use'. The 'Light Industry' zone proposed by the SU 16 Structure Plan should not be treated as overriding the 'Special Use' zone, given the resultant land use permissibility is inconsistent with the LPS 17 requirements for SU 16 and it does not meet all of the Nicholls criteria.

- Roads and Easements

The hardstand is proposed over the land designated by the SU 16 Structure Plan for roads on the basis of the City's advice that those roads are unlikely to be funded and constructed for at least another 10 years. It is intended that when the road reserves are ceded and roads constructed, the hardstand within the road reserves will be removed and access to the sites modified or relocated where necessary. Likewise, if or when the easements are realigned, the hardstand will not prevent physical relocation or installation of any infrastructure or registration of easements over the site.

The SU 16 Structure Plan requires a 27m setback between development and Eric Street and 15 Wingate Avenue to facilitate realignment of the 132kV power line easement and act as a buffer between land uses. This setback may be used for landscaping and vehicle circulation, and in this regard these development applications propose a 3m landscaping strip along this boundary of the site, with the remaining 24m to be provided as hardstand. This is appropriate as the Structure Plan proposes to permit use of the 27m setback for vehicle circulation purposes, and use of the setback for car parking and storage of goods will not impact the amenity of the nearby residents beyond impacts associated with regular circulation of vehicles throughout a carpark serving a Highway Service development.

These applications are otherwise consistent with the SU 16 Structure Plan provisions, including no access being proposed from Eric Street, landscaping being provided within the street setbacks, the proposed site access being suitable and noise being mitigated through the proposed land uses (which generate minimal noise).

- Water Management

The City's recommended Schedule of Modifications include implementation of a Restricted Use to the 'Light Industry' zone (ie. Lot 39) placing limitations on land use, subject to specific conditions being met. Table 1 below lists those conditions and confirm that all are met by this proposal, where relevant.

Table 1 – SU 16 Structure Plan Restricted Use 2 Conditions

Condition	Response
1. Land use and development shall connect to reticulated sewer where available;	Reticulated sewer is located adjacent to Lot 651, however none is available to Lot 39. Sewer is not proposed to be provided to Lot 651 as it will not generate any effluent or wastewater.

2. Land use and development is restricted to 'Dry Activities' unless the site and development is connected to reticulated sewer. 'Dry Activities' means any use permitted by the applicable zone and where:	No wastewater or effluent will be generated by this proposal, and it is therefore a 'Dry Activity'.
2a. it can be demonstrated that the quality and volume of effluent to be disposed of on-site can be successfully disposed of, without adverse environmental or health effects, utilising effluent disposal systems approved by the relevant Government agency; and;	These development applications will not generate any effluent to be disposed of onsite.
2b. the development is of a type which is predicted to generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m ² of site area;	No wastewater will be generated by this proposal, and it is therefore a 'Dry Activity'.
3. Unless connected to sewer any application for development approval shall include a Wastewater Management Plan to address effluent disposal, to demonstrate that Condition 2 can be achieved and to demonstrate that Condition 1 is unavailable, to the satisfaction of the Local Government.	No wastewater will be generated by this proposal.

Cl. 67(2) – Deemed Provisions

Various matters listed in clause 67(2) of the Deemed Provisions are relevant to this proposal, and can be summarised as amenity, site access and vegetation. These three matters are addressed below.

- Amenity

The proposal will maintain the amenity of the nearby residential area in the context of the site being a planned non-residential buffer zone between residential and industrial uses. Given this desired future character of the locality, the proposal is consistent with the relevant considerations listed in clause 67(2) as follows:

- Clause 67(2)(m) – Compatibility of the development with its setting: The proposed land uses are of a low intensity and are unlikely to generate significant activity on a day-to-day basis. Noise will be limited compared to levels that could reasonably be expected in the 'Highway Service' or 'Light Industry' zones (such as retail, service commercial or warehouse development) as detailed above, and noise emitted by the development will remain within the limits set by the *Environmental Protection (Noise) Regulations 1997*.
- Clause 67(2)(n) – Amenity and character of the locality: The hardstand and associated land use is consistent with the planned character of the locality by virtue of it being a low-impact, transitional land use with commensurate or even less activity than would be permitted on a typical highway service or light industrial development, as detailed above.
- Clause 67(2)(p) – Landscaping: The hardstand will be separated from nearby dwellings by a landscaped buffer. This treatment provides a clear and legible land use transition between the non-

residential and residential uses, restricting the visibility of the development from the residential area and reducing noise.

- Clause 67(2)(r) – Health and safety: The goods to be stored at the site will not generate emissions or otherwise present a risk to human health or safety.
- Clause 67(2)(s) and (t) – Access and parking: Site access will be from Stirling Crescent, thereby discouraging any associated traffic from using residential streets. The rear of the site has been oriented towards the residential area intentionally as the least amount of activity is likely to occur at the rear of the site, thereby reducing noise.
- Clause 67(2)(u)(iii) – Waste: No waste will be generated at the site. Stormwater will be managed on site and any contaminants appropriately treated.

Collectively, these measures ensure that the development will maintain the amenity of the residential area while delivering a functional outcome for the proposed land uses on this site, which are envisaged by the planning framework.

- Access

The attached Transport Impact Statement (TIS) discusses the use of the existing road network by light vehicles and trucks up to 19m in length to access the site. Trucks will use Bushmead Road and Stirling Crescent to access the site. The TIS concludes that the volume of vehicles generated by the proposed land uses will be negligible compared to the existing traffic demand on the road network (ie. Stirling Crescent and Bushmead Road). The proportion of trucks using these roads is projected to increase from 5.0% to 5.6%, and the total number of vehicles using the road network is projected to increase by 0.5%. These increases are negligible and the road network will continue to function acceptably.

The TIS identifies a minor conflict between the inside of a truck turning left and the kerb at the Stirling Crescent – Bushmead Road intersection. As both of these roads are intended to accommodate trucks up to 19m regardless of whether these developments occur, the landowner submits that it is the City's responsibility to maintain the road network to its rated standard. Should the City require works to be undertaken to the intersection, it is the City's responsibility to fund and undertake those works.

Otherwise, the TIS finds that the proposed driveways, crossovers and all other relevant parts of the road network are capable of accommodating trucks up to 19m. It also notes that *"there is no evidence to suggest that the proposed development will increase the risk of crashes on the road network"*.

- Vegetation

Integrate Sustainability has obtained confirmation from the Department of Water and Environmental Regulation that the cleared vegetation on the site **"does not constitute native vegetation under the Environmental Protection Act 1986"** and that no clearing permit is required.

This vegetation was planted in 2006 when the nearby substation was constructed to screen it from view from the west, as shown at Figure 3 below. This purpose (to screen the substation from view) is now redundant as the broader locality is planned and gradually being developed for industrial purposes. Development of the locality, including Lots 38, 39, 651 and 1101, will, in effect, screen the substation from view from the residential area further to the west.



Figure 3 – Aerial Image of Site and Surrounds taken in 2006 (source: Landgate via MNG Access, 2025)

State Planning Policy 3.7 – Bushfire

While most of the site is located within a designated bushfire prone area, State Planning Policy 3.7 (SPP 3.7) does not apply to this proposal as it does not propose construction of a habitable building for a residential or vulnerable land use, or a caravan park, nature-based park or camping ground. This is reinforced by section 7 of the SPP 3.7 Guidelines, which provide that only habitable buildings to be used for commercial or industrial purposes are subject to SPP 3.7.



State Planning Policy 4.1 – Industrial Interface

State Planning Policy 4.1 (SPP 4.1) emphasises the importance of planning for transitions between industrial and sensitive land uses, to protect the amenity of sensitive uses. LPS 17 and the HESP implement a transitional area between the 'General Industry' zone in central Hazelmere and the residential area to the west. The site is located within this transition zone by virtue of its 'Special Use' zoning, addressed previously.

Distribution of the proposed 'Car Park' and 'Transport Depot' land uses across the two lots depending on their proximity to the residential area, limitation of the scope of physical development to hardstand and delivery of landscaped setbacks to protect amenity, represents an appropriate transition from the nearby residential area. These developments will ensure that the amenity of the nearby residential area will not be unreasonably affected by use and development of the site in the context of the land use intent for this site established by the HESP.

Local Planning Policy POL-TP-124 Building and Development Standards – Industrial Zones

This proposal meets the requirements of this Policy by providing compliant setbacks and limiting their use to access and landscaping, noting that the existing vegetation in the front setback of Lot 39 will be retained. A kerb is provided to separate the hardstand from the retained vegetation.

Table 1 of LPP 124 establishes a minimum street setback of 9m, which is proposed to be provided as landscaping. A secondary street setback of 3m is required to Eric Street, and is also proposed as landscaping. The plot ratio requirement is not relevant to these applications as no buildings are proposed.

Less than 10% of the site is proposed to be provided as landscaping. LPP 124 provides that the intention of this landscaping requirement is to protect amenity, and in this regard landscaping is proposed in the required setback areas specifically to protect amenity as described previously. There would be no planning benefit in providing further landscaping elsewhere on the site given no employees will attend on a day-to-day basis, and there is no precedent for this in any developed industrial site in Hazelmere. The intent of the 10% requirement is therefore achieved and the exercise of discretion by the City is warranted.

The entire site is proposed to be a storage area, and provision 2.6 of LPP 124 is met through delivery of the landscaping strips to screen the hardstand.

Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones

LPP 127 applies by virtue of the site's 'Special Use' zoning under LPS 17. The proposed hardstand meets the requirements of LPP 127 by limiting use of the setbacks to access and landscaping, noting that the existing vegetation in the front setback will be retained in Lot 39 and that the Lot 651 setbacks will be planted out. The setback widths and kerb requirements of LPP 124 are mirrored in LPP 127.

The setback and plot ratio requirements are to be negotiated with the City at development application stage. It is reasonable to apply the 'Light Industry' development standards in Table 1 of LPP 124 to both Lots 39 and 651 as it is the most relevant requirement to apply to this form of development. This proposal meets those requirements.

Local Planning Policy POL-TP-129 Vehicle Parking Standards

Local Planning Policy POL-TP-129 (LPP 129) requires car parking to be provided at a rate of 2 spaces per 100m² gross leasable area, 2 spaces per person employed or a minimum of 6 spaces, whichever is greater. As no buildings are proposed and no employees will work at the site, the Policy requirement is for 6 car bays to be provided.

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ABOVE AND BEYOND TOWN PLANNING



No parking spaces are proposed on the basis that they are unnecessary, as the site will only be accessed by trucks dropping off and picking up goods from the hardstand. Those trucks will not park in designated spaces, but will instead park adjacent to the goods that they will pick up or a vacant area of hardstand in which they will drop off goods. Any cars parked on the site will be parked there for commercial storage purposes; not due to them being a mode of transport for someone accessing the site. The layout of goods (including cars and trucks) stored within the site and the associated accessibility within the site is a matter for the site owner/operator to manage.

This submission seeks for the City to exercise the discretion available under clauses 67(2) and 77D of the Deemed Provisions by virtue of this Local Planning Policy being a due regard document, instead of requiring 6 car parking spaces (that would be disused) to be provided on each site.

Conclusion

This submission demonstrates that the hardstand proposed by these development applications for Lots 39 and 651 Stirling Crescent, Hazelmere meets the development outcomes intended by the planning framework.

Approval of these applications prior to determination of the draft Hazelmere Special Use Area 16 Structure Plan is warranted for the reasons explained in detail in this submission. Approval of the proposed 'Transport Depot' land use for Lot 39 (for parking of trucks) is also warranted despite the 'Light Industry' zoning proposed by the SU 16 Structure Plan, as it is consistent with the land use intent for the site established by the Hazelmere Enterprise Structure Plan and will not impact the amenity of the nearby residential area in the context of the other permitted and anticipated land uses for Lots 39 and 651.

Ultimately, the proposed land uses and limited development (hardstand only) will appropriately manage the land use transition between the industrial and residential areas of Hazelmere, and represent an appropriate use of the site until the ultimate development outcome occurs when the planned road network is constructed in the future. The hardstand itself will not prejudice delivery of the road network or relocation of power line easements in the future.

This proposal is for a low-impact use of the site, which along with the absence of built form will not cause any undue amenity or environmental impacts. A landscaped buffer will be implemented to protect the amenity of the nearby residential area, and the site is only proposed to be accessed by vehicles that are already permitted to use the existing constructed road network.

We look forward to working with the City of Swan to progress these applications to a favourable determination by DAP. Should you require any further advice or information in relation to this matter, please contact Nick Grindrod of this office on 0424 365 276 or via email at nick@riseurban.com.au.

Yours sincerely

A handwritten signature in black ink, appearing to read "Cameron Leckey".

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ABOVE AND BEYOND TOWN PLANNING



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Lot 39 and 65 I Stirling Crescent, Hazelmere

Transport Impact Statement

November 2025

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I Introduction and Background

PJA has been engaged to assess the transport impact of a proposed hardstand development at Lots 39 and 651 Stirling Crescent, Hazelmere.

The subject site is within the City of Swan locality, within an industrial zoned area with significant road upgrades already planned by the City and Main Roads WA for the roads adjacent to, and in the vicinity of the site.

Lot 39 will be accessed to/from Stirling Crescent (east), and Lot 651 will be accessed from both Stirling Crescent (east), and Stirling Crescent (west).

The Stirling Crescent (east) road reserve extends between Amherst Road to the west and Lloyd Street to the east, however the carriageway is only partially constructed with access to the site currently only achievable from the west. The eastern 400m of Stirling Crescent (toward Lloyd Street) is unconstructed and is unlikely to be completed within the next ten years (after 2035), as indicated by the City of Swan.

To enable the site to be developed and made operational, it is proposed that vehicular access is gained from the west until such time that the eastern approach to/from Llyod Street is completed.

Figure 1-1: Subject Site and Surrounding Context

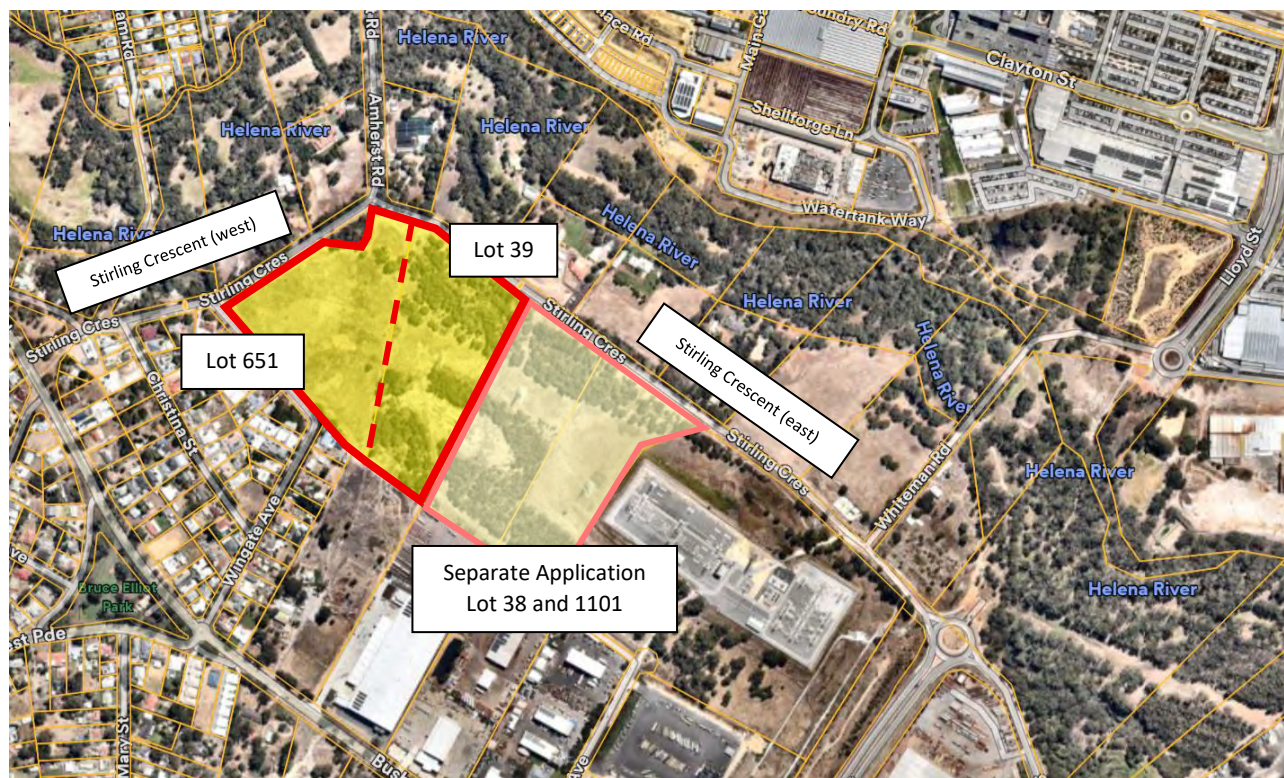


Image source: Nearmap



I.1 Purpose of this Report

Western Australian Planning Commission Transport Assessment Guidelines (WAPC Guidelines) provide direction on the level of assessment which is necessary to be carried out with respect to the likely transport impact of a development proposal. Typically, any development which is expected to have a 'high' traffic impact, that is, generating more than 100 trips in the peak hour is satisfied by a Transport Impact Assessment (TIA). Any development which is expected to generate less than 100 trips in the peak hour requires a Transport Impact Statement (TIS) to be undertaken. Both types of assessment consider the operation and layout of the site, but they differ in their assessment of external traffic impacts.

In the context of this proposal, it is estimated there would be *less* than 100 trips generated in each peak hour based on the scale of similar developments and therefore it is appropriate to provide a TIS level assessment for this development. The intent of a TIS, as per the WAPC Guidelines, is to provide the approving authority with sufficient transport information to confirm that the Applicant has adequately considered the transport aspects of the proposed development and that it would not have an adverse transport impact on the surrounding area. Of relevance is the suitability of the roads to be used to access the site by the intended frequent vehicle, being a 19m long semi-trailer.

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- Existing transport conditions proximate to the site;
- Suitability of the proposed access arrangement to the site;
- The adequacy of the proposed site layout;
- Accessibility to/from the site by walking, cycling or public transport;
- The traffic generating characteristics of the proposed development; and
- The anticipated impact of the proposed development on the surrounding road network.



2 Proposed Development

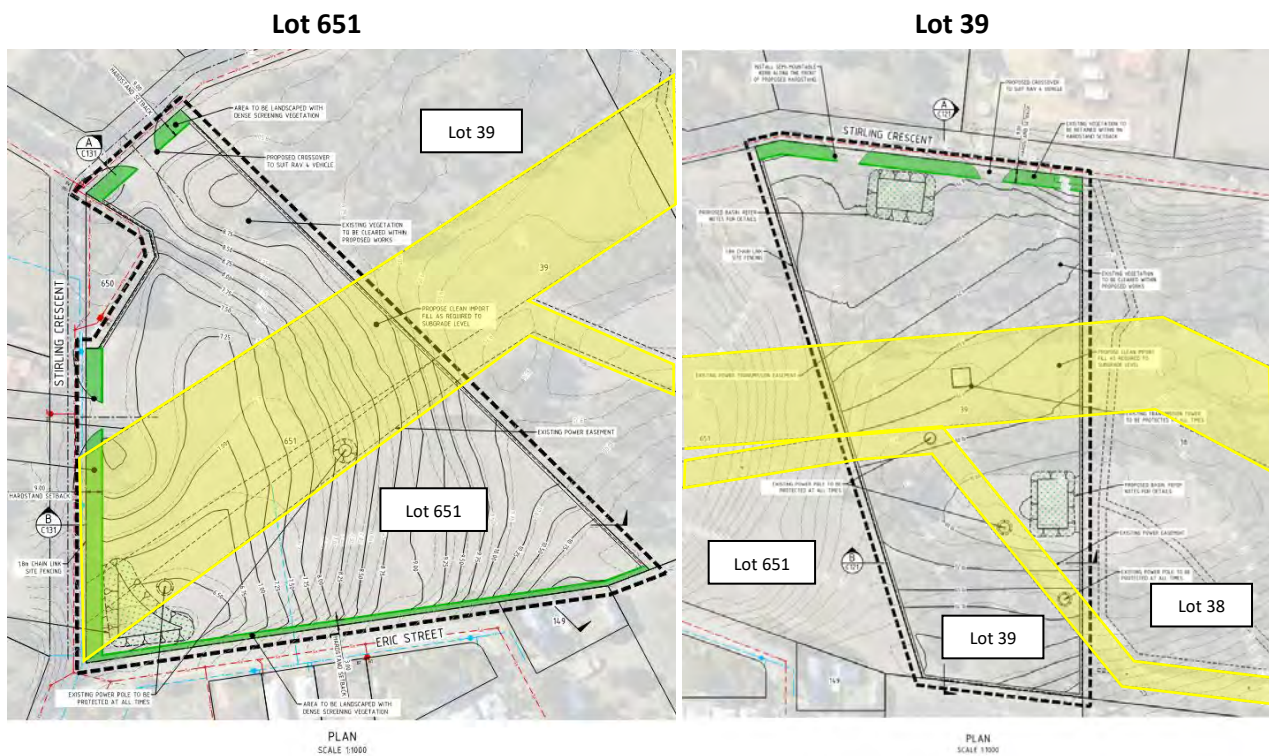
The proposal seeks to provide a hardstand area within Lots 39 and 651 Stirling Crescent (herein referred to collectively at the 'subject site'), Hazelmere for the storage of cars and trucks, machinery and containers ('units').

Lot 651 is the westernmost lot of the two, with a site area of approximately 5.3Ha with a proposed hardstand area of 4.84Ha, and Lot 39 has a site area of approximately 5.5Ha with a proposed hardstand area of 4.68Ha.

There is a power transmission easement that exists through the centre of both lots (identified in yellow below), with the Lot 3101 to the east of the subject site being the Guildford Terminal power station.

It is proposed that the site will operate on an as needed basis with access via direct appointment with the site operator. No personnel will be permanently stationed on site. The maximum sized truck accessing the site will be as-of-right 19m semi-articulated trucks.

Figure 2-1: Site Plans



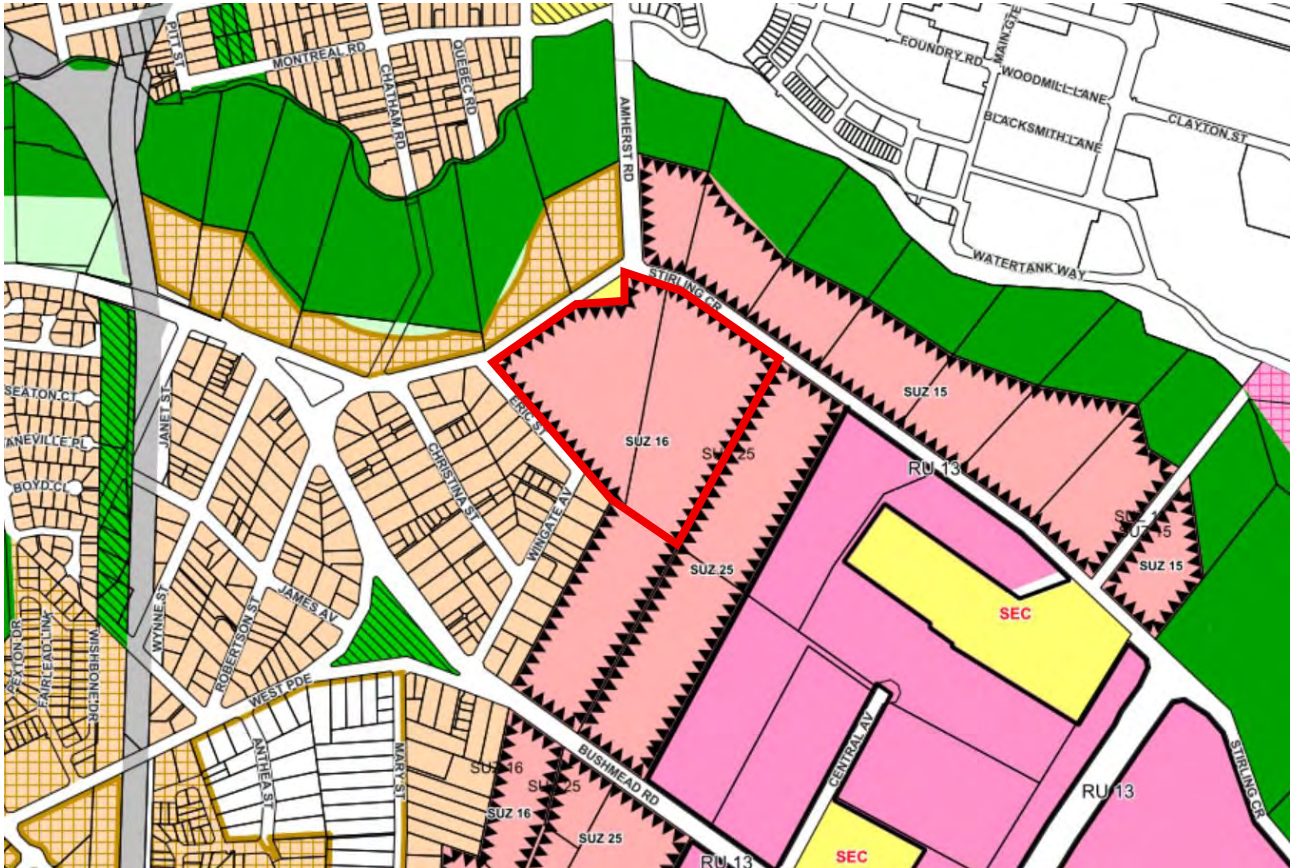
Source: JDSi/Rise Urban, October 2025



2.1 Existing Land Use

Both Lots are currently identified as a “Special Use Zone 16” (SUZ16) under the Local Planning Scheme No. 17 (LPS17), and “Urban” under the Metropolitan Region Scheme.

Figure 2-2: Land Zoning



Source: City of Swan Intramaps

On the northern side of Stirling Crescent, opposite Lot 39 (Lot 13) is *Helena River Steiner School – Primary Campus*. The school had enrolment of just over 100 students in 2023. Also, opposite Lot 39 is Lot 12, which has a standalone dwelling.

Directly north of Lot 651 is a Trillion Trees Australia nursery (Lot 2). All other lots in the vicinity of the site are undeveloped.

West of the subject site, Lot 38 and Lot 1101 are also proposed to be developed into hardstand storage areas, intended to be used for storage and truck parking.

2.2 Proposed Land Use

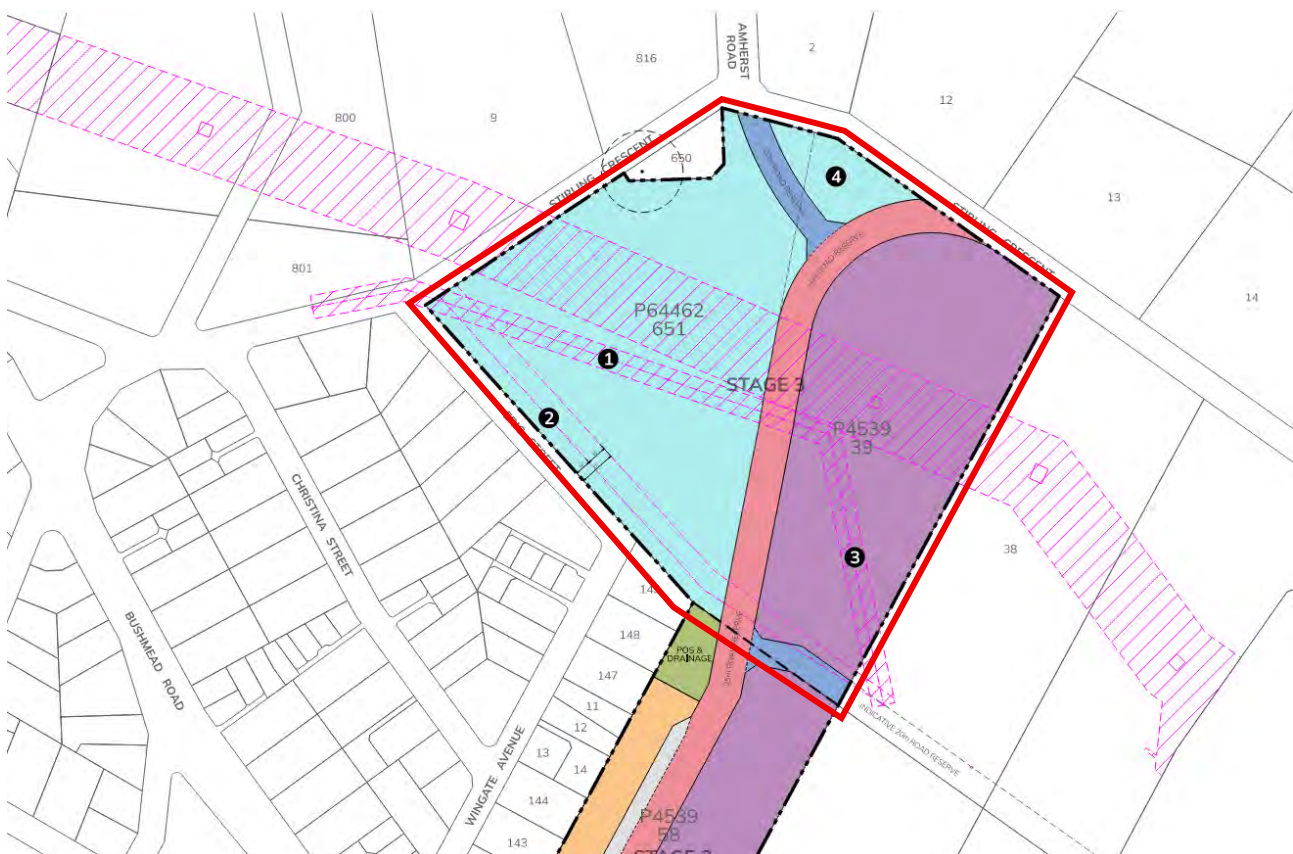
It is proposed that both lots are developed into hardstand areas. Lot 39 land use will be “Storage” and “Transport Depot” for storage of trucks and machinery, and Lot 651 land use will be “Storage” and “Car Park”. All uses are capable of approval under the current planning framework.

2.3 Context with Surrounds

The land zoning surrounding the subject site is “General Industry”, and “Special Use”. A Structure Plan has recently been lodged for SUZ 16, impacting the subject site. The Structure Plan proposes a new road connection from Stirling Crescent to Bushmead Road, through SUZ 16. This will likely intentionally relocate industrial traffic, including that from the subject site, from Stirling Crescent and Amherst Road within the residential area to the newly proposed road. The Structure Plan is currently under assessment by the City.

Refer Figure 2-3 for site impact, and Appendix A for detailed Proposed Structure Plan Map.

Figure 2-3: Proposed Structure Plan Site Impact



Source: URPS vis Rise Urban



3 Road Network

Stirling Crescent east is currently unconstructed east of the subject site, with the road reserve toward Lloyd Street impassable. Therefore all traffic accessing the site will be required to do so via the western approach until Stirling Crescent is extended.

Figure 3-1: Road Network



Source Image: Nearthmap, inset Google Street View

The City has indicated that there are no short to medium term plans for Stirling Crescent west of Lloyd Street, and no road design currently exists for the future works. However, it was suggested by the City that the cross section and pavement design will be the same or similar to that provided to the east of Lloyd Street, with specifics as follows:

- 10m wide carriageway with a footpath, streetlighting and piped drainage
- Pavement: Use of ROM24 modelling to estimate future traffic volumes, and potentially:
 - Straights: CBR 12 (Natural CBR verified by testing or sub base improvement works required)
 - 150mm limestone sub base with a 300mm road base
 - 40mm AC14 (AE15 binder at intersections).

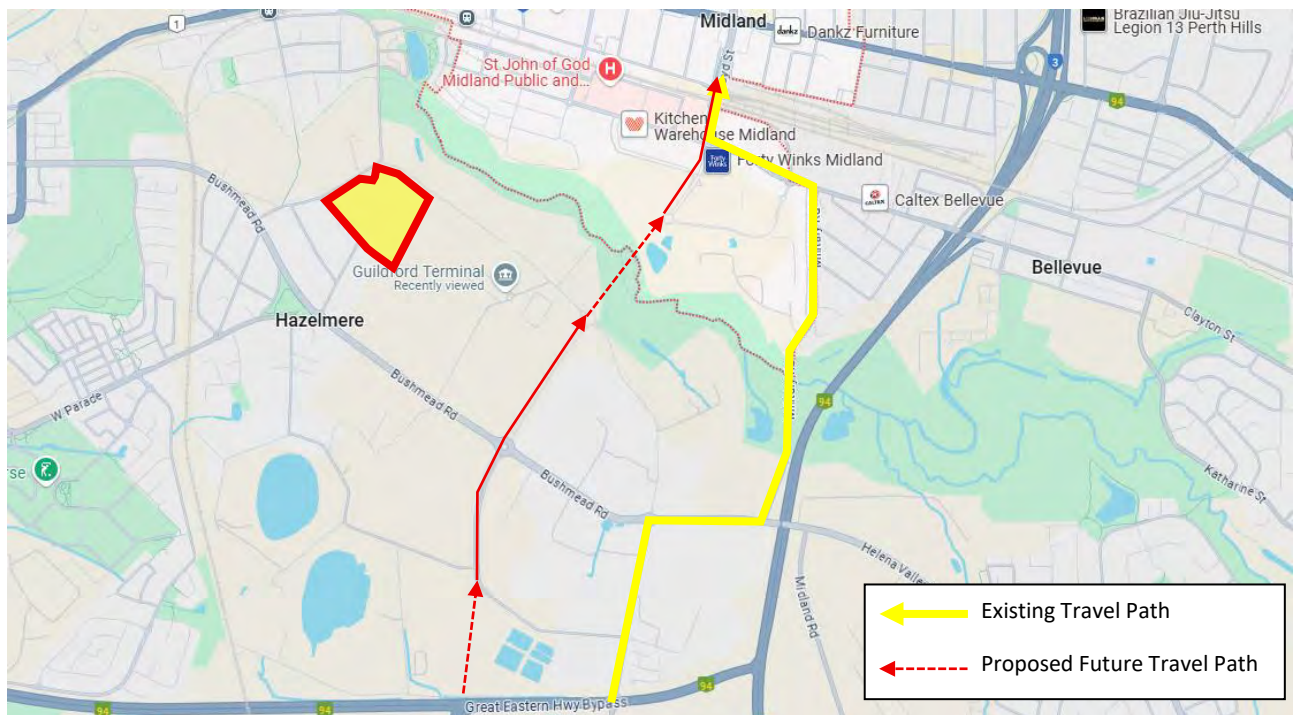
3.1 Proposed Network Changes

Future road planning by State and Local Government shows that Lloyd Street, east of the subject site, will be extended to the north to connect with an already constructed roundabout north of Helena River.

These works form part of the Main Roads WA (MRWA) *Great Eastern Highway Bypass (GEHB) Interchanges Project*, and will be provided by MRWA on behalf of the City of Swan. Once completed, Lloyd Street will provide a direct connection from GEHB at the intersection with Abernethy Road to the south (which is proposed to be grade separated), to Great Eastern Highway (GEH) in Midland to the north. This connection will relocate traffic that is currently traveling on Stirling Crescent, and Military Road (refer Figure 3-2). The GEHB project also includes the following proposed road network upgrades:

- Extension of Lloyd Street to GEHB
- Terminating Stirling Crescent at GEHB, with cul-de-sacs provided to the north and south
- Interchange at Roe Highway and GEHB (currently at-grade traffic signal controlled).

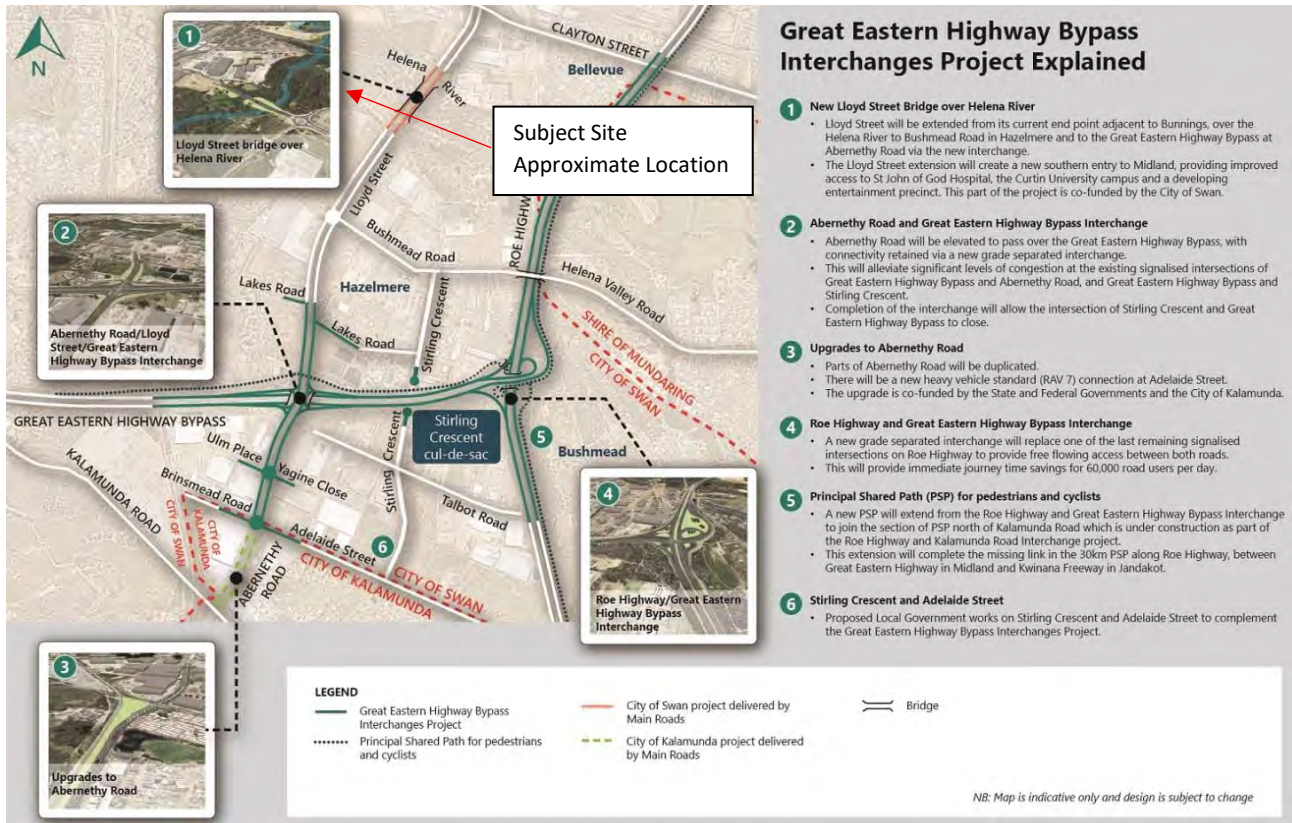
Figure 3-2: Vehicular Travel Path



Source: Google Maps



Figure 3-3: MRWA Great Eastern Highway Bypass Project Detail



Source: Main Roads WA, dated May 2021

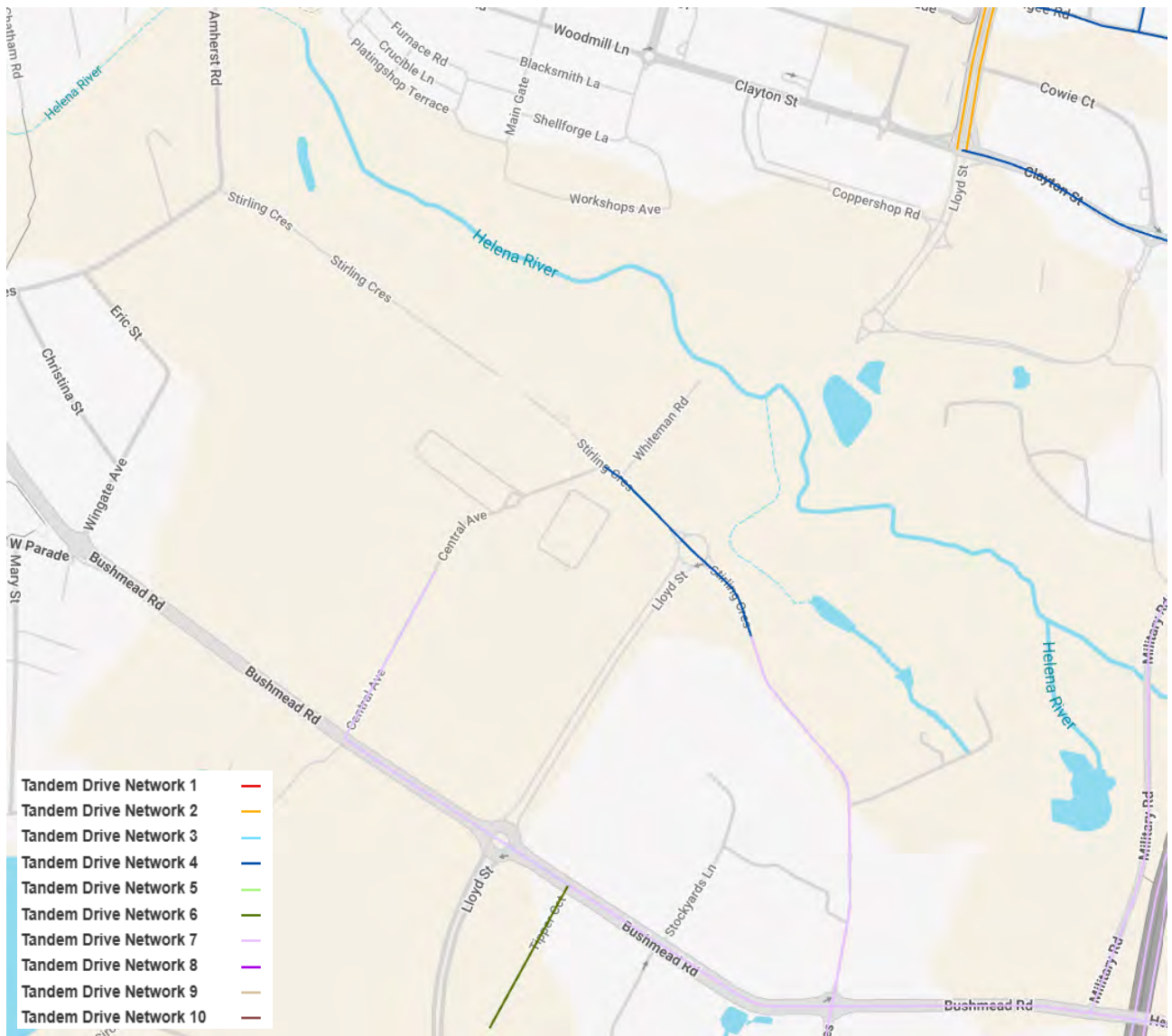
3.2 Restricted Access Vehicle (RAV) Network

Stirling Crescent east of the Guildford Terminal power station is on the RAV4 Network, meaning that trucks up to 27.5m in length and up to 88.5 tonne mass are permitted for use. Although not currently identified as such, it is anticipated that as part of the GEHB Interchange Project, Lloyd Street will also be identified on the RAV Network, permitting either RAV4 or RAV7 trucks. Noting that Abernethy Road (the southern extension of the future Lloyd Street extension) is on the RAV7 Network, as is the connecting roads of Bushmead Road, GEHB, Stirling Crescent (east of Lloyd Street), and Central Avenue. RAV7 permits the road for use of trucks up to 36.5m in length and 108.5 tonne mass.

As Stirling Crescent west of Lloyd Street is proposed by the City to have the same road design as to the east, it is logical to expect that the RAV Network will (or can) be extended west, once the road construction is complete. However, for the subject site to operate in the near future, this is not immediately needed as only 19m long semi-trailers are required to access the subject site.



Figure 3-4: RAV Network Route Map



Source: Main Roads WA Heavy Vehicle Network Map



4 Vehicular Access and Parking

It is proposed that the subject site will be used for storage, with Lot 39 proposed to accommodate storage of goods and trucks (land use “Storage” and “Truck Depot”), whilst Lot 651 will accommodate storage of goods and cars (land use “Storage” and “Car Park”). Each lot will operate independently of the other to enable most efficient use of the land area.

The site will be accessed only from the west in the short to medium term, until such time Stirling Crescent is extended to Lloyd Street by others. The subject site is not dependent on access from the east based on the development proposal as a hardstand storage which will generate very little traffic.

4.1 Access Arrangements

It is proposed that each lot will be accessed via two crossovers, this will enable good internal circulation for trucks and may negate the need for these trucks to turn around within the site, i.e., a circulating route can be provided within the site due to its large footprint.

Lot 39 will have two crossovers onto Stirling Crescent west, and Lot 651 will have a crossover on Stirling Crescent west, and Stirling crescent east due to the boundary on Stirling Crescent west being insufficient to accommodate two crossovers.

The driveway accesses are proposed to be designed suitably to accommodate trucks permissible on the RAV4 Network, noting that Stirling Crescent west of Llyod Street as far as the power station is already on the RAV4 Network. *It is not suggested that this sized vehicle will access the subject site for this proposed development, with the proposed design only future proofing for potential road network changes and potential future site development.*

To ensure access to the site is achievable by an as-of-right 19m semi-trailer, swept path diagrams have been prepared using AutoTURN through the intersection of Stirling Crescent and Amherst Road.

Stirling Street and Stirling Street/Amherst Road

The left turn semi-trailer movement from the east to south tracks into the opposing lane on Stirling Crescent/Amherst Road (refer Figure 4-1); however, remains within the road carriageway at all times. Given the very low site traffic generation of the development of 52 total vehicles per day, of which only a small portion will be 19m long trucks (nearby comparable industrial streets carry some 14% heavy vehicles¹ Class 3 and above), this projected movement of up to 8 semi-trailer trucks across a whole day, is considered acceptable in this instance.

¹ *Stirling Cres south of Great Eastern Highway, an industrial area with RAV5 classification, so comparable*

This statement is made as it is acknowledged that this left turn is only a temporary measure, until such time the impending Industrial Structure Plan is developed providing alternative access points for trucks, as always intended. To further assist with intersection safety, on site design checks for sight lines are recommended post DA approval on the developed civil concept designs and any safety audits the City deems appropriate in future stages.

Figure 4-1: Swept path 19m semi-trailer, Stirling Crescent to Stirling Crescent



Image Source: Nearmap

Stirling Crescent and Bushmead Road

The left turn movement from Stirling Crescent into Bushmead Road tracks outside of the edges of the carriageway on the inside of the turn. A culvert is located on the north-eastern side of the intersection, which would need to be extended to enable road widening. Alternatively, a solution could be to replace part of the centre island on Bushmead Road with a traversable island, able to be tracked over by the semi-trailer.



Figure 4-2: Swept path 19m semi-trailer, Stirling Crescent to Bushmead Road



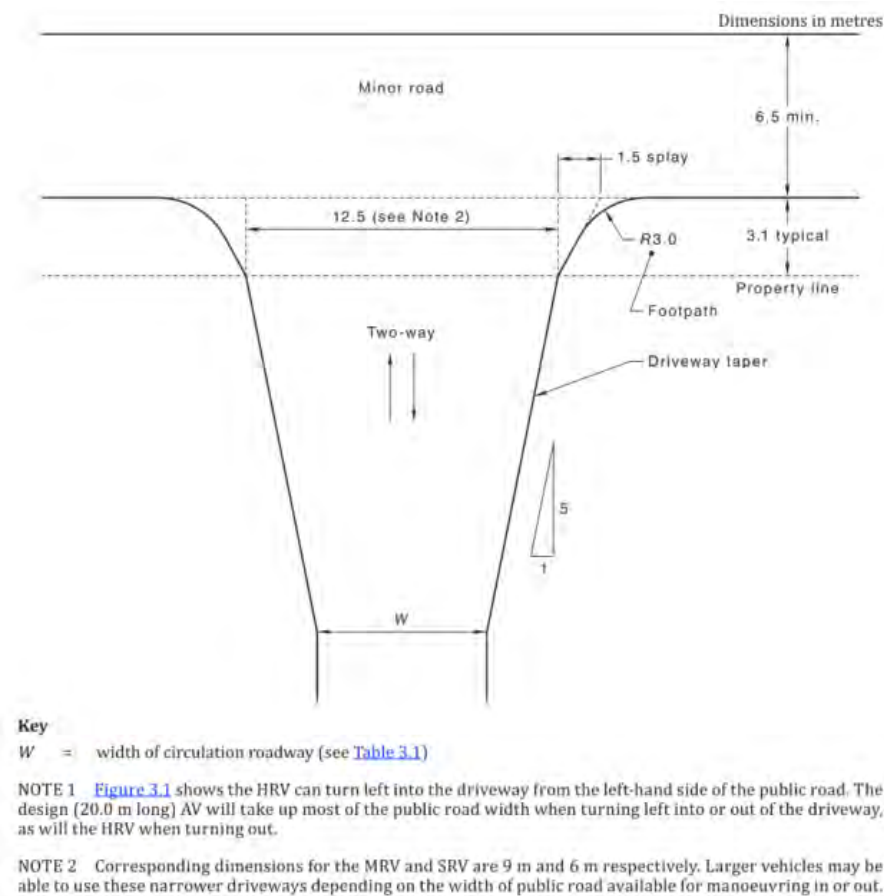
Image Source: Nearthmap

All other turning movements tested, including through the existing blister slow points, was achievable by a 19m semi-trailer.

The crossovers for both Lots are proposed to be 14.5m wide at the gate, and 28.5m wide at the front boundary. *Australian Standard 2890.2:2019 Commercial Vehicles* indicates that for an access driveway on a minor road necessary to accommodate the movements of an articulated vehicle (up to 20m), the minimum driveway width at the property boundary is 12.5m. Refer Figure 4-3.

The proposed driveway width at the boundary line for all proposed access points meet the minimum requirements of the Standard.

Figure 4-3: AS2890.2:2018 Minimum Design for an Access Driveway on a Minor Road Catering for HRVs and AVs



Lot 651 is located on the southern corner of the Stirling Crescent west and Stirling Crescent east intersection, with frontages on both roads, intersected by Lot 650. Refer Figure 4-4.

The crossover of Stirling Crescent west will be approximately 12m from the taper of the crossover to the tangent of the intersection radii. The City of Swan Crossover Locations Corner Note Standard Drawing 75-1s requires a minimum offset of 6m from the tangent point to the crossover taper. The proposed crossover adheres to this minimum requirement.

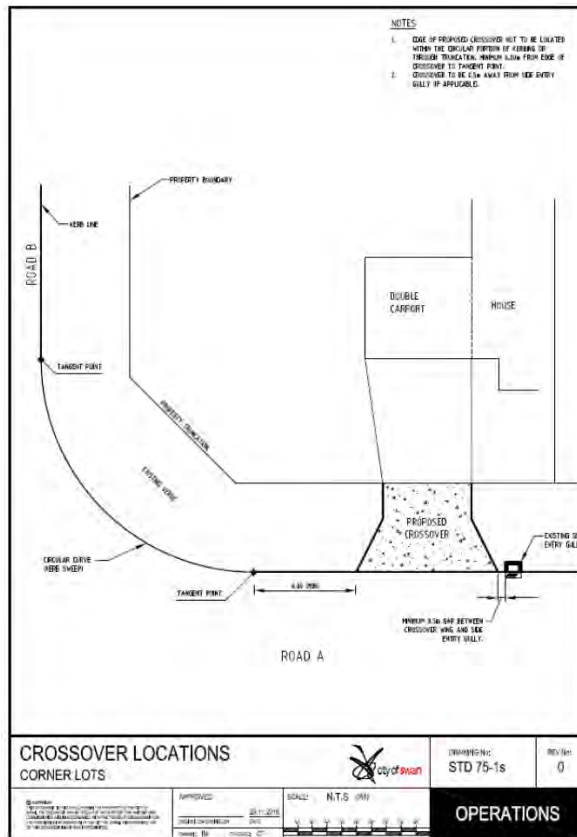


Figure 4-4: Lot 651 and Lot 650



Image Source: City of Swan Intramaps

Figure 4-5: City of Swan Corner Lot Crossover Standard Drawing





4.1.1 Sight Distances at Intersections

Stirling Crescent intersects with Amherst Road/Stirling Crescent on the outside on a right hand curve, southbound. For an intersection approaching a road with a design speed of 60km/h, the required intersection sight distance is 123m with a reaction time of 2 seconds for a car, or approximately 140m for a truck. With over 500m of sight distance to the north, and over 300m sight distance to the south, the sight distance at the intersection of Stirling Crescent and Stirling Crescent/Amherst Road greatly exceed the requirement for the design speed.

4.1.2 Sight Distance at Access Points

Available sight distance was measured from each of the proposed access points. In accordance with *AS2890.2:2018 Off Street Commercial Vehicle Facilities*, for a default 50km/h road the sight distance requirement is 69m.

There is in excess of 100m of sight distance from every access, exceeding the minimum requirement specified in *AS2890.2*.

4.2 Car Parking

The *City of Swan Local Planning Policy POL-TP-129 Vehicle Parking* stipulates that the car parking space requirement for the proposed land uses are as follows:

Storage:

- 2 spaces per 100 square metres GLA; or
- 2 spaces per person employed; or
- A minimum of 6 spaces; whichever is greater.

Transport Depot

- 1 space per 100 square metres GLA; or
- 1 space per employee; whichever is greater

The site is proposed to operate on an 'as-needed' basis, with staff only attending the site when access is required. There is *no proposed office or long term parking requirement for staff or visitors*.

It is proposed that no dedicated on-site parking spaces be provided, with the parking arrangement of storage vehicles to be best suited to the types of vehicles present. Staff parking can occur if absolutely needed within the site area, as this will only be temporary, will not obstruct the internal movements as these are preorganised, and will be adequately managed by the personnel on site.



The proposal to not provide any on-site dedicated car parking is considered appropriate for the proposed operation of the site. This further supports the very low anticipated traffic generation of the storage site.



5 Traffic Volumes and Vehicle Types

5.1 Existing Traffic Volumes

Traffic volume information was provided by the City of Swan for roads in proximity to the subject site. The traffic count information was collected in November 2021, therefore four years old at the time of this report. Refer Table 5-1.

MRWA Traffic Map was referenced to determine traffic growth in the area, however there are no recent or repeated traffic count sites in the vicinity of the subject site.

Table 5-1: Traffic Volumes

Location	AM Peak	PM Peak	Daily Traffic (based on 10% peak)	% Heavies (24 hrs)
Bushmead Road, West of Stirling Crescent	515 vph	650 vph	6,500 vpd	9.4%
Bushmead Road, East of Stirling Crescent	420 vph	585 vph	5,800 vpd	10.5%
Stirling Crescent, north of Bushmead Road	645 vph	730 vph	7,300 vpd	5.0%
Amherst Road	815 vph	815 vph	8,200 vpd	4.9%

Based on the existing road cross section and the direct access by residential properties, Bushmead Road could be identified as a Neighbourhood Connector B under the *Liveable Neighbourhoods* (2009) local street characteristics, which carries an indicative volume of 3,000 vehicles per day. A Neighbourhood Connector A (with median) has an *indicative* upper traffic volume of 7,000 vehicles per day – which is more aligned with daily the volumes observed.

Stirling Crescent/Amherst Road, based on its cross section, could be identified as an Access Street or Neighbourhood Connector B, both of which have an *indicative* upper traffic volume of 3,000 vehicles per day. The existing volumes observed on Stirling Crescent currently exceed this indicative upper limit and would fall within the Integrator B classification.

Although the traffic volumes currently exceed the indicative upper limit for the street type allocation under *Liveable Neighbourhoods*, the cross section with no on-street cycle facilities, no kerbside parking and localised widening at intersections assists in accommodating the higher traffic volumes.

5.2 Proposed Development Traffic Generation

The traffic generated by the proposed development will be dependent on turnover of the stored units at the site, which in turn is dependent on the tenants of the storage area, the vehicle types or unit types being stored, and density of the proposed storage facility.



A review of other hardstand sites within the Perth Metropolitan area indicate that the larger sites typically provide more area per stored unit, with smaller sites (<1Ha in size) having a more compact storage arrangement.

Figure 5-1: Example Hard Stand Storage Sites – Perth Metropolitan



Kenwick – 38Ha (includes dwelling)



Maddington – 4,100m²



Midland – 2,400m²

With a total storage area of approximately 9.5Ha (excluding inaccessible areas for storage such as the proposed drainage basins and transmission towers), there is potential for several items to be stored on site – *estimated to be 60 units in Lot 39 and up to an estimated 80 units in Lot 651*, based on two rows of stored vehicles with a 10m wide storage pocket assigned to each.

The turnover of units at the site will be dependent on what is being stored, with units such as containers likely stored for a greater period of time than heavy vehicles or machinery that may be required for use. It is anticipated based on the proposed operation of the site, which requires *prearranged access* and will otherwise be closed to general public access, that the turnover of units at the subject site will be low, and may vary.



If 10% of the total units able to be accommodated were transported either to or from site per day, the subject site would generate approximately 28 vehicle trips per day (inbound and outbound). This assumes that 7 units per site are moved daily.

If 20% of the total units able to be accommodated were transported either to or from site per day, the site would generate approximately 52 vehicle trips per day (inbound and outbound). This assumes that 14 units per site are moved daily.

This assumes that every delivery or collection also requires an opposing trip. For example, a truck will arrive without a load to collect a container or machinery from site, equating to 1 inbound and 1 outbound vehicle trip.

These trips would not be confined to the peak periods, with arrival times varying and to be prearranged with the site operator.

The proposed development is estimated to generate up to 52 vehicle movements two-way per day IF assuming a conservatively high 20% site turnover per day. This equating to approximately a mere 0.5% increase in daily traffic on Stirling Crescent between Amherst Road and Bushmead Road. The existing heavy vehicle percentage of traffic through this section of road would increase from 5.0% to 5.6%.

As can be seen, this very low level of traffic generation can be accommodated in the existing road network with no significant operational traffic impact. With the planned future connection to Bushmead Road through SUZ 16, both Lots will be reduced in size to accommodate the new road infrastructure and site traffic will be redirected from the Stirling Crescent/Amherst Road to the new road. Use of Stirling Road/Amherst Road is temporary until the new road connection is provided.

Lots 38 and 1101 to the east of the subject site are both proposed to be "Storage / Transport Depot" hand stand areas. They are estimated to generate up to 48 vehicle trips per day (24 inbound and 24 outbound).

Cumulatively, the 4 hardstand Lots are estimated to generate approximately 100 vehicle trips per day. The vehicle trips will not be contained to the peak hours of the network, and are a conservatively high estimate based on a 20% turnover of site storage units per day. This low level traffic generation and will increase the traffic volume on Stirling Crescent by <2%.



6 Traffic Management of Frontage Streets

The subject site is only accessible from the west until such time that Stirling Crescent is extended to the east to Lloyd Street, or the Structure Plan over the subject site Lots is completed providing direct connection to Bushmead Road.

Details of the roads in the vicinity of the subject site are provided in Table 6-1.

Table 6-1: Road Network

Road Name	Speed Limit	Carriageway Width	Road Reserve Width	Road Classification ²
Stirling Crescent west of Amherst Road	50km/h	6.6m	20m	Access Road
Stirling Crescent/Amherst Road	50km/h	7.2m	20m	Local Distributor
Bushmead Road (west of Wingate Avenue)	50km/h	6.6m	30m	Distributor B

Stirling Crescent in the vicinity of the subject site has a road carriageway of 6.6m, with a straight north-west to south east orientation. There are no sealed shoulders or footpaths on either side of the road.

Amherst Road provides access to *Woodbridge Primary School*, with a school zone activated during school drop off and pick up times along the school frontage. A crossing warden is present during school peak hours, assisting people crossing Amherst Road. There is a railway crossing on Morrison Road, the connection between Amherst Road and Great Eastern Highway. In the AM peak, at times vehicle queuing can extend from Morrison Road, past the school and as far back as the Helena River bridge. This is due to the higher frequency of train movements through the crossing in the AM peak coinciding with AM peak hour for commuter and school traffic. This issue is less apparent in the PM peak hour.

It is anticipated that traffic to the subject site will travel from Bushmead Road, either from the west (from Tonkin Highway) and most frequently from the east (from Roe Highway). There are blister slow points located on Stirling Crescent and Bushmead Road, however these roads as able to accommodate the movement of as-of-right semi-trailers, with evidence of this available when reviewing aerial imagery for Bushmead Road.

All of the above observations are existing and are irrespective of the development proposal. The development is anticipated to add very little traffic to the network, circa 0.5% traffic to the low base volumes on the network in the vicinity of the site.

² Under the MRWA Functional Road Hierarchy



Figure 6-1: Existing Use of Roads by Heavy Vehicles



Image Source: Nearmap



7 Public Transport, Pedestrian and Cycle Access

7.1 Existing Facilities

There are bus stops available on Stirling Crescent, south of the intersection with Amherst Road, approximately 600m from the subject site. The bus stops provide access to route 291, which travels between Midland Station and Redcliffe Station with train services every 30 to 60 minutes.

There is a footpath provided on the eastern side of Stirling Crescent connecting to the bus stop, which continues north toward Great Eastern Highway and south to Bushmead Road, however there is no connection between Stirling Crescent/Amherst Road and the subject site.

Figure 7-1: Active and Public Transport Facilities



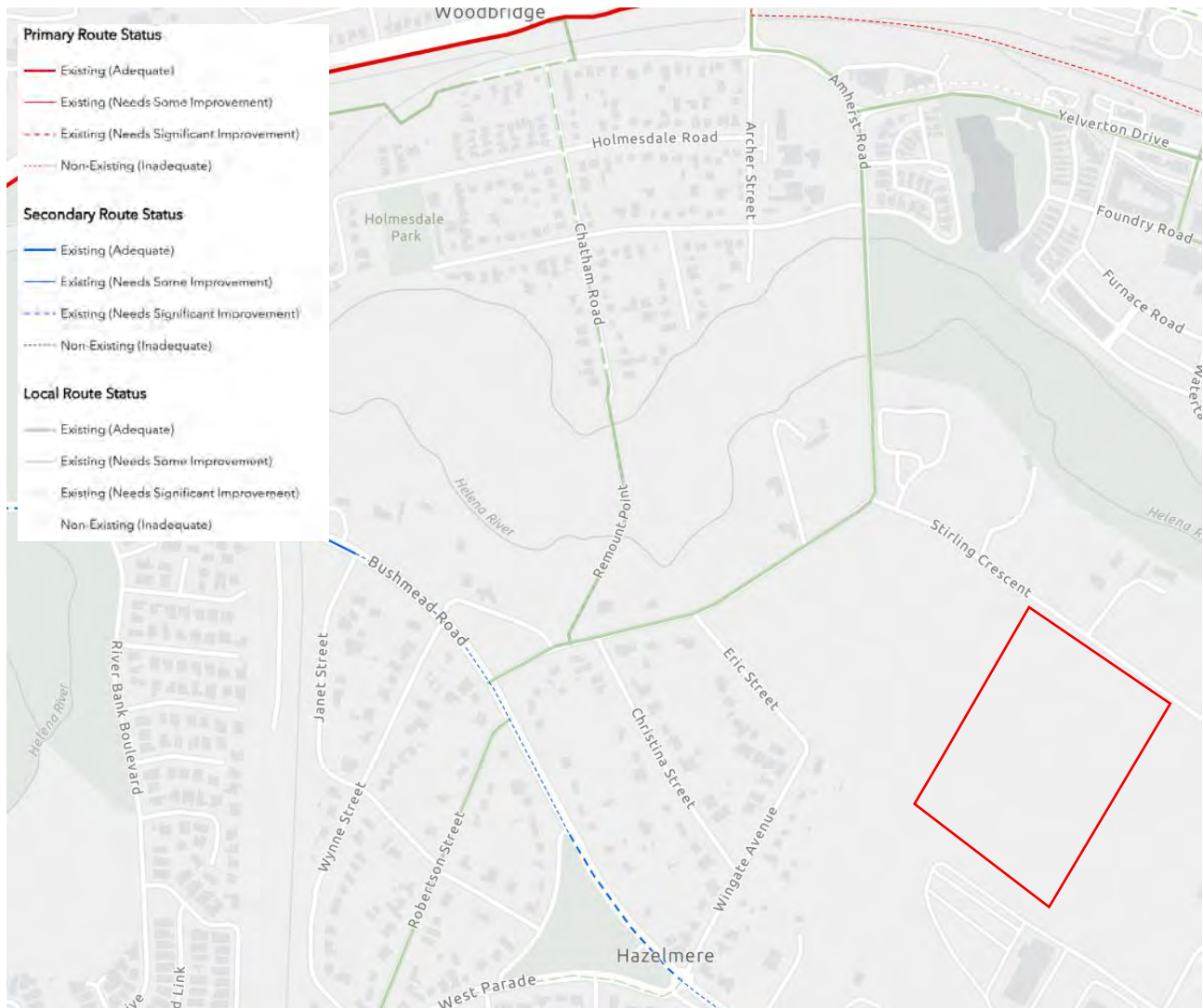
Image Source: Nearmap

7.1.1 Long Term Cycle Network

The *Department of Transport Long Term Cycle Network* indicates that Bushmead Road will be a Secondary Route, and Stirling Crescent/Amherst Road is a Local Route. Currently Bushmead Road only has some sections identified as having adequate facilities, with most of the road requiring some or significant improvement to achieve Secondary Route status.



Figure 7-2: Department of Transport Long Term Cycle Network Map



Source: DoT LTCN Map

The proposed use and operation of the subject site is unlikely to attract active transport or use of public transport. Access to the site will be prearranged for storage only, with entry on an as needed basis.



8 Site Specific Issues

The subject site is currently only accessible from the west, using Stirling Crescent and Bushmead Road. These roads carry a higher proportion of residential and local traffic, being located on the industrial zoned area, noting the primary school on Amherst Road and also the small private school, *Helena River Steiner School*, on the northern side of Stirling Crescent (opposite the subject site).

Bushmead Road is classified as a Distributor B under the MRWA Functional Road Hierarchy, and Stirling Crescent/Amherst Road is a Local Distributor. Heavy vehicles are permitted to use Distributor B roads in accordance with the road types and criteria table, copied below. Local Distributors are also permitted to carry heavy vehicles, however preferable only to service properties.

The WAPC *Local Government Guidelines for Subdivisional Development* Table 3.7 Intersection Turning Radii provides the parameters in which an intersection within an urban road environment shall be designed. For an Access Street intersecting with an Access Street or Neighbourhood Connector, a single unit truck/bus with a turning radius of 12.5m is the nominated design vehicle; however, it also recognises that “any road in an area zoned commercial/industrial shall be designed to accommodate a design semi-trailer”. Stirling Crescent/Amherst Road provides the only available access into the industrial zone currently, therefore is necessary to accommodate the appropriate design vehicle of a semi-trailer.

As the subject site is only accessible from the west, it is considered acceptable that the semi-trailers will use these road connections for to gain access to the site.



Figure 8-1: MRWA Functional Road Hierarchy

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area - up to 100 vpd. Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 50 - 110 km/h (depending on design characteristics).	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area - up to 75 vpd. Built Up Area 50 km/h (desired speed). Non Built Up Area 50 - 110 km/h (depending on design characteristics).
6. Recommended Operating Speed	60 - 110 km/h (depending on design characteristics).	60 - 80 km/h.	60 - 70 km/h.	50 - 110 km/h (depending on design characteristics).	50 - 60 km/h (desired speed) Non Built Up Area 50 - 110 km/h (depending on design characteristics).	50 km/h (desired speed). Non Built Up Area 50 - 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No - emergency parking on shoulders - encourage parking in off road rest areas where possible.	Built Up Area - yes, where sufficient width and sight distance allow safe passing. Non Built Up Area - no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas - generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Source: MRWA

The subject site is located opposite a rural residential lot, and *Trillion Trees Australia* nursery. The potential interaction between the vehicles accessing the site and the opposing land uses is low, with all turning at the access points clear of the turning movements at the school entrance.



9 Safety Issues

A review of the reported crashes for Stirling Crescent, Amherst Road and Bushmead Road between January 2020 and December 2024 was undertaken using the *MRWA Crash Reporting Analysis System*. There were 12 reported crashes over the five year period, of which two required medical treatment. Refer Figure 9-1.

- Four crashes, including one injury crash, occurred at Bushmead Road and Stirling Crescent intersection.
 - There is no consistency in terms of crash type, with a right turn out crash, a right turn in crash, a left turn out crash, and a manoeuvring crash.
 - The injury crash involved a right turning car from Bushmead Road not giving way to a through travelling cyclist.
- Four crashes occurred at the intersection of Stirling Crescent and Eric Street, including three right turn against through movements. None of the crashes required medical assistance.
- There were no reported crashes at the Stirling Crescent and Stirling Crescent/Amherst Road intersection.
- None of the recorded crashes involved a heavy vehicle.

The proposed subject site development along with the proposed hardstand area to the east (Lot 38 and 1101) is not anticipated to generate high traffic volumes, with the traffic generated by the subject site not confined to peak hours but spread throughout the day due to the prearranged arrivals to site. Based on the above patterns reported, there is no evidence to suggest that the proposed development will increase the risk of crashes on the road network. The City should consider a road safety inspection or audit regardless, to understand the safety implications of the existing use of heavy vehicles along the access streets (identified herein), irrespective of this development proposal.



Figure 9-1: Crash Map

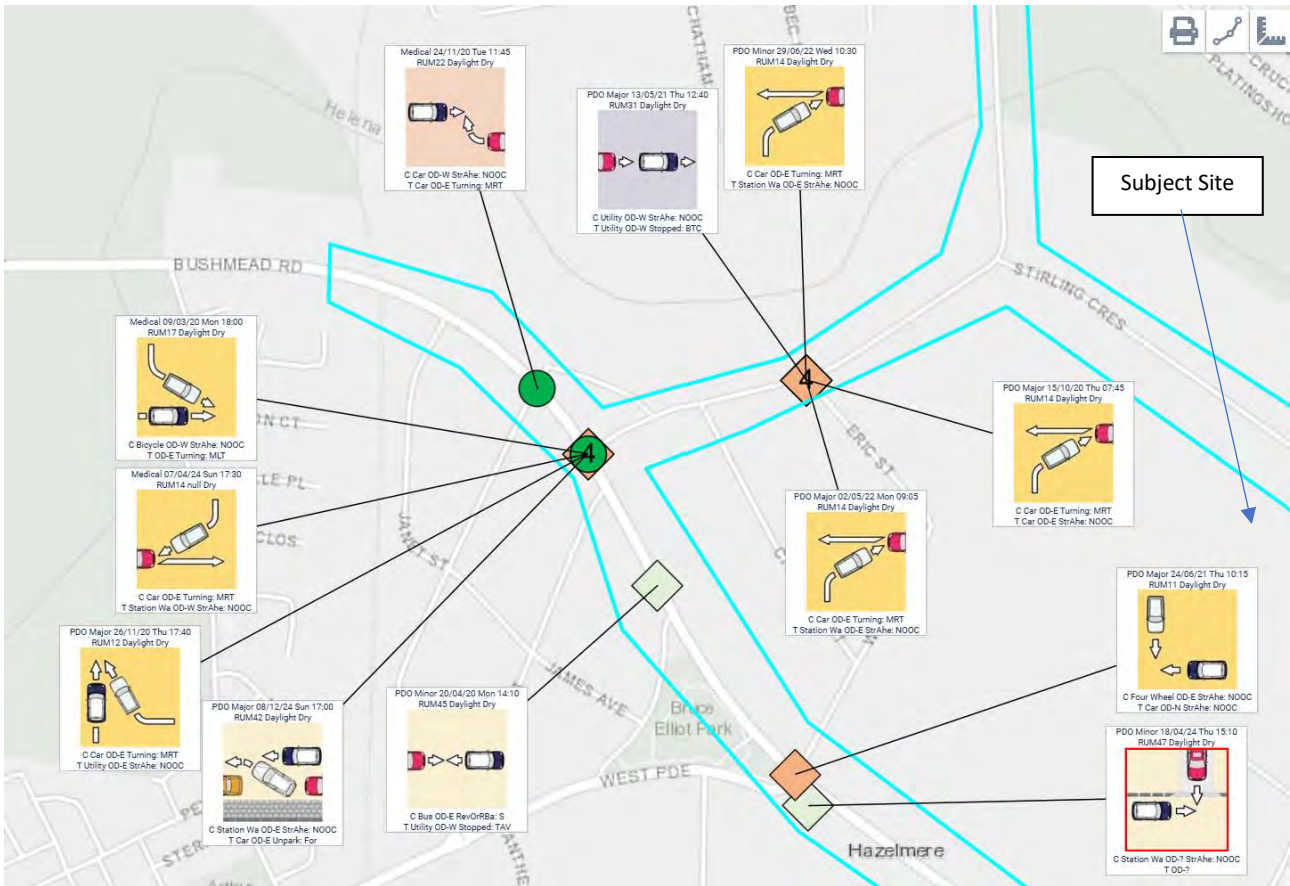


Image Source: MRWA Crash Analysis Reporting System, 5 year period to 2024.



10 Conclusion

The following conclusions can be drawn from the analysis presented in this report:

- The proposal seeks to develop Lot 39 and Lot 651 Stirling Crescent, Hazelmere into two hardstand areas, with a total usable space of approximately 9.5Ha.
- It is proposed the subject site will be used only to store vehicles, machinery and containers, with Lot 39 proposed as a Storage and Transport Depot, and Lot 651 as Car Park and Storage.
- The subject site is currently included in a draft Structure Plan being developed by others that currently propose a new north to south road constructed to connect Stirling Crescent to Bushmead Road, negating the need to use the nearby residential streets by industrial traffic.
- The site and the surrounding area are intended to be developed and used for Industrial purposes under the current planning framework.
- Access to the site will be from the west only and deemed acceptable for the site use and very low traffic generation. Stirling Crescent is unconstructed to the east between the subject site and Lloyd Street roundabout.
- Future road planning includes the extension of Llyod Street to the north to tie into an existing roundabout on the northern side of Helena River, and to the south to connect with a proposed grade separated intersection with Abernethy Road at Great Eastern Highway Bypass. The upgrades form part of the *Great Eastern Highway Bypass Interchange Project*.
- Stirling Crescent west of Lloyd Street to the Guildford Terminal power station is currently on the RAV4 Network. It is anticipated that the RAV4 Network will be extended to the west with the connection of Stirling Crescent.
- The subject site will be accessed on an as needed basis, with a site operator granting access by prearranged appointment only.
- The subject site has been assessed as able to accommodate up to 140 units in storage, assuming 30 units in rows per site, stored within a 10m wide footprint.
- Assuming conservatively high daily turnover of 20% of the site storage units, the subject site could be estimated to generate up to 52 vehicle trips per day (inbound and outbound).
- This low level of traffic generation is an increase of less than 1% of the daily traffic on Stirling Crescent, and expected to increase the percentage of heavy vehicles from 5.0% to 5.6%.
- Considering the traffic generated by the proposed hardstand at Lot 38 and 1101, the cumulative traffic generated by the 4 hardstand Lots will be in the order of 100 vehicle trips per day (inbound and outbound), or less than 2% of the daily traffic on Stirling Crescent.
- It is not proposed that any on site car parking is provided. There is not proposed to be any permanent on-site employees, or structures, and all visitors are required to have a prearranged



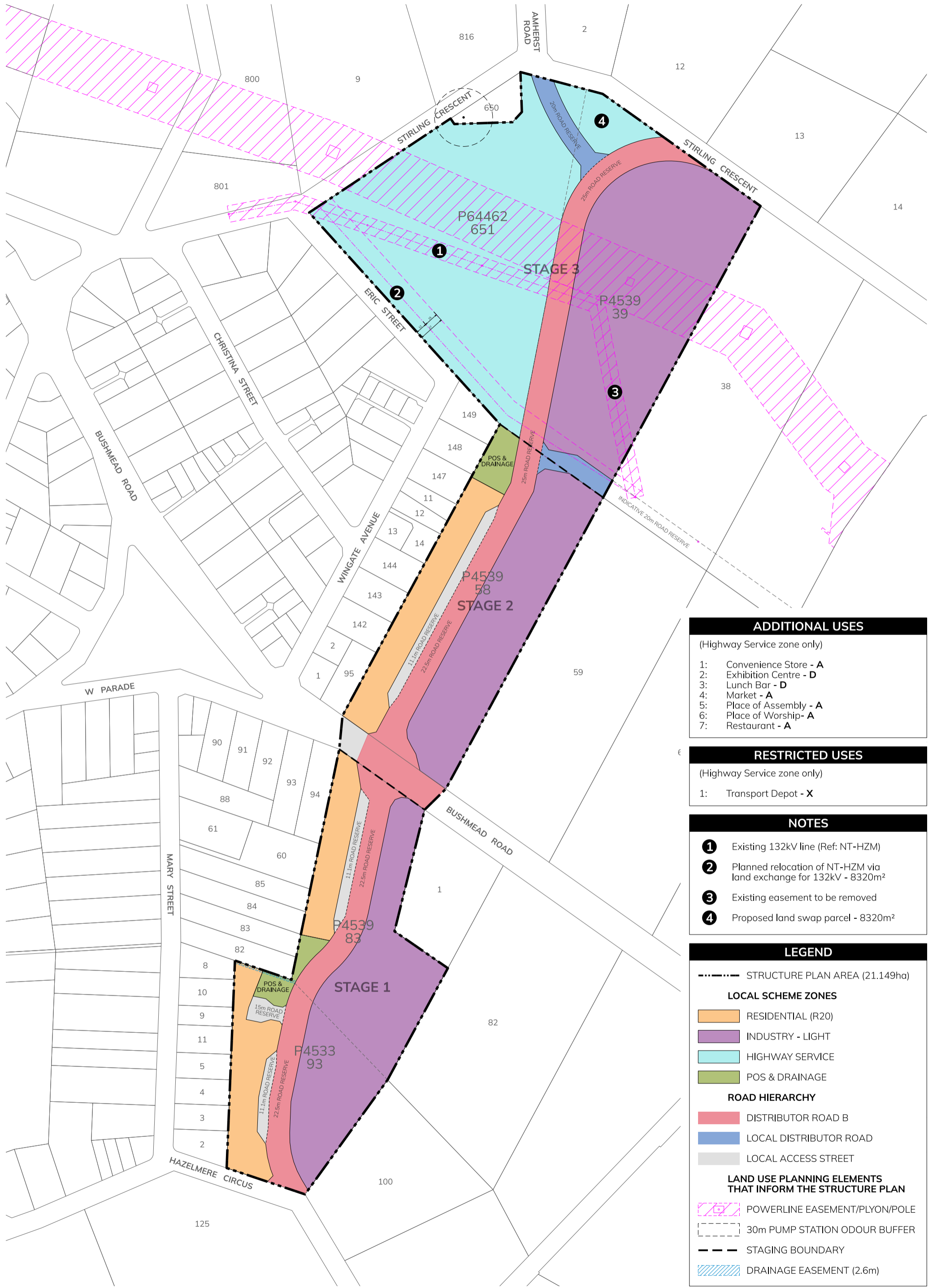
appointment. Parking is able to be ad hoc on site, due to the large size of the site and the proposed operation.

- Swept path analysis for the largest vehicle proposed to access the site, a 19m semi-trailer, demonstrates that both lots are accessible from the west, noting that access from the west is a temporary measure until such time that the impending Industrial Structure Plan is developed providing alternative access for trucks.
- It is not anticipated that the proposed development will increase the risk of crashes on the surrounding network, with the recorded crashes somewhat inconsistent in nature, and none of which involved a heavy vehicle.

The proposed handstand development is able to be supported from a traffic perspective within the existing road network, until such time that Stirling Crescent is extended to Lloyd Street, or the Structure Plan over the adjacent lots to the west is completed providing an alternative north to south connection for industrial traffic.



Appendix A Proposed Structure Plan Map



ADDITIONAL USES	
(Highway Service zone only)	
1:	Convenience Store - A
2:	Exhibition Centre - D
3:	Lunch Bar - D
4:	Market - A
5:	Place of Assembly - A
6:	Place of Worship - A
7:	Restaurant - A

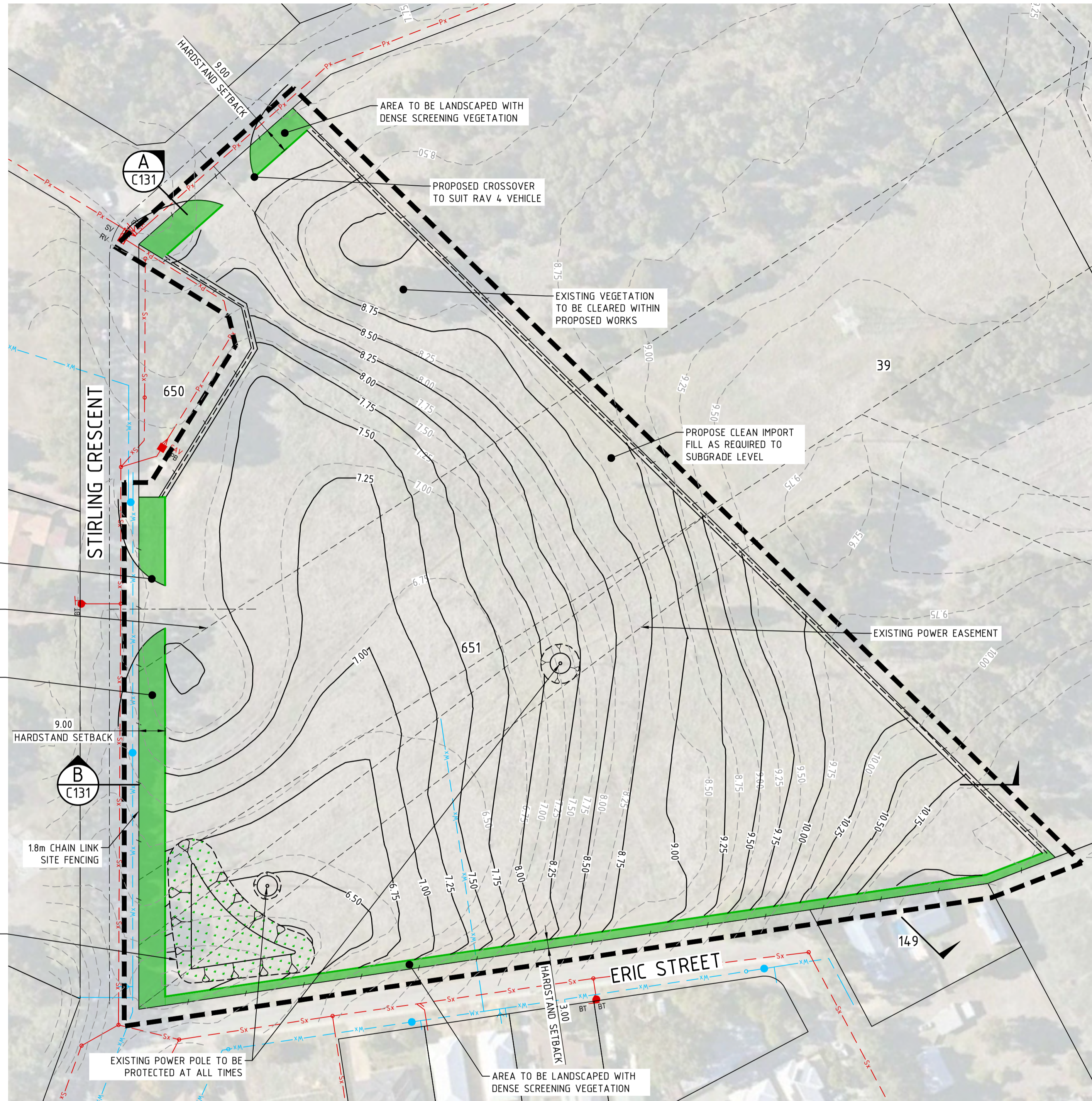
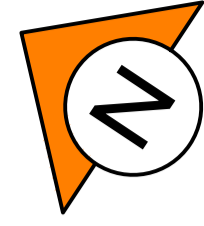
RESTRICTED USES	
(Highway Service zone only)	
1:	Transport Depot - X

NOTES	
①	Existing 132kV line (Ref: NT-HZM)
②	Planned relocation of NT-HZM via land exchange for 132kV - 8320m ²
③	Existing easement to be removed
④	Proposed land swap parcel - 8320m ²

LEGEND	
	STRUCTURE PLAN AREA (21.149ha)
LOCAL SCHEME ZONES	
	RESIDENTIAL (R20)
	INDUSTRY - LIGHT
	HIGHWAY SERVICE
	POS & DRAINAGE
ROAD HIERARCHY	
	DISTRIBUTOR ROAD B
	LOCAL DISTRIBUTOR ROAD
	LOCAL ACCESS STREET
LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN	
	POWERLINE EASEMENT/PYLON/POLE
	30m PUMP STATION ODOUR BUFFER
	STAGING BOUNDARY
	DRAINAGE EASEMENT (2.6m)



Appendix B Site Plans



PLAN
SCALE 1:1000

NOTES

- ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
 - ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
 - ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
 - EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS
- BASIN**
- LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
 - VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
 - FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
 - 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

- LIMIT OF WORKS
- LOT NUMBER
- PROPOSED CONTOURS (0.25m INTERVAL)
- EXISTING CONTOURS (0.25m INTERVAL)
- PROPOSED BATTER
- PROPOSED ROAD
- EXISTING PRESSURE MAIN
- EXISTING WATER MAIN
- AREA TO BE LANDSCAPED WITH DENSE SCREENING VEGETATION
- PROPOSED BASIN VEGETATION

- INSTALL SEMI-MOUNTABLE KERB ALONG THE FRONT OF PROPOSED HARDSTAND
- EXISTING POWER TRANSMISSION EASEMENT
- AREA TO BE LANDSCAPED WITH DENSE SCREENING VEGETATION
- HARDSTAND SETBACK 9.00
- 1.8m CHAIN LINK SITE FENCING
- PROPOSED BASIN. REFER NOTES FOR DETAILS
- EXISTING POWER POLE TO BE PROTECTED AT ALL TIMES



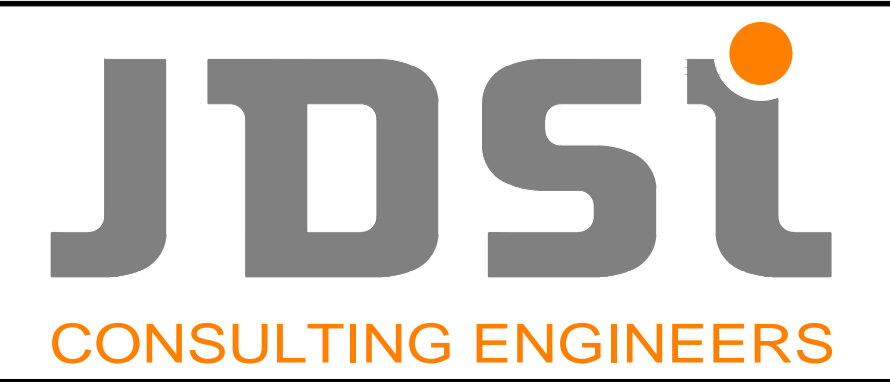
WARNING
BEWARE OF UNDERGROUND SERVICES

The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Work Health and Safety (General) Regulations 2022.

REV	DATE	DRAWN	CHECKED	APPROVED	ISSUED FOR APPROVAL
B	03.10.25	AP	MS	MS	ISSUED FOR APPROVAL
A	01.10.25	AP	MS	MS	ISSUED FOR APPROVAL

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CLIENT:
CWS CORPORATION PTY LTD

PROJECT:
HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE:
EARTHWORKS PLAN LOT 651

DRAWN A.PEARCE	WAPC No.
DESIGNED A.PEARCE	SCALE 1:1000
PROJECT MANAGER M.SMITHERS	DATUM AHD
JDSi PROJECT No. JDS252461.BE01	CO-ORDS MGA94
DRAWING No. C130	REVISION B

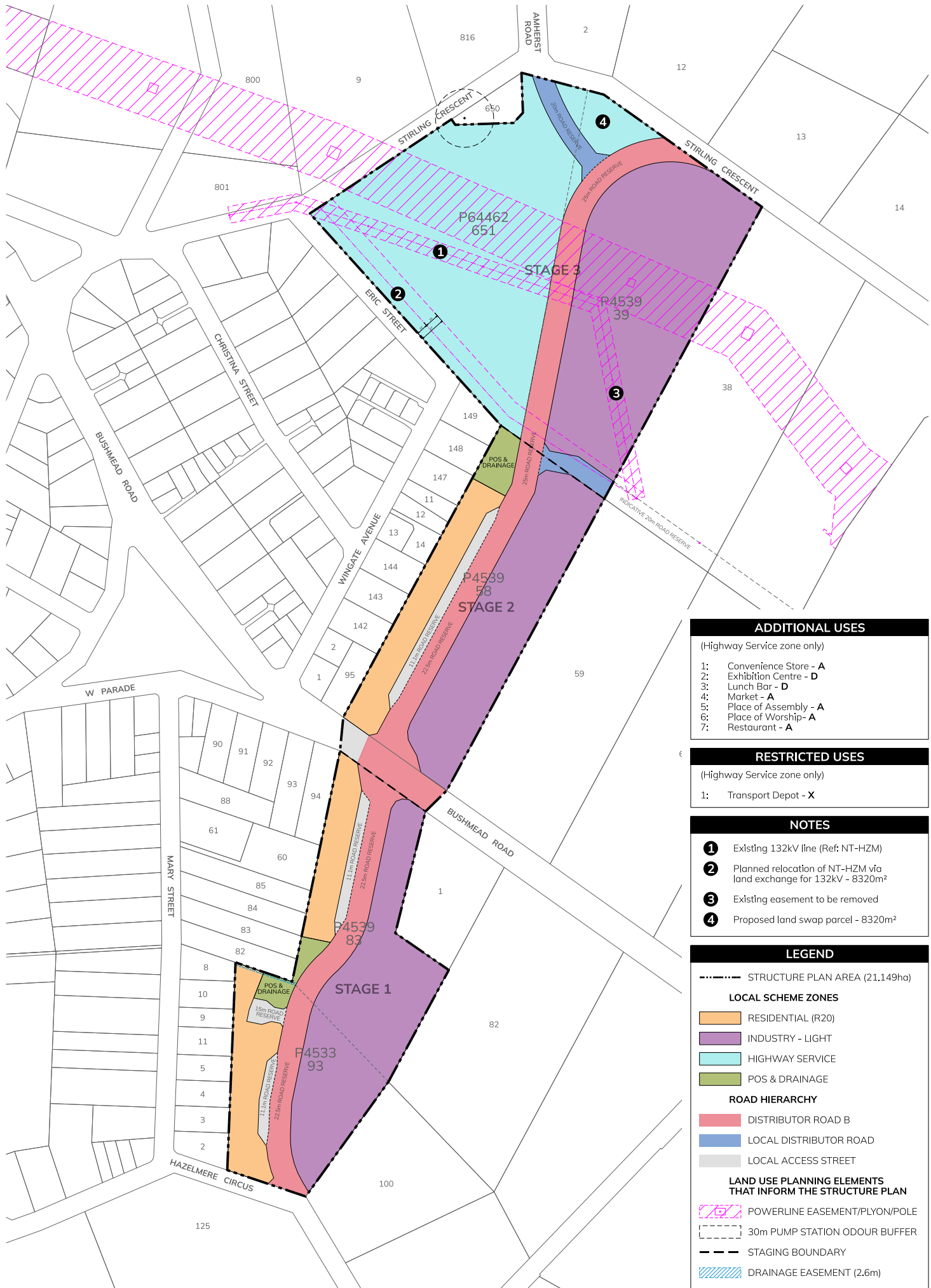


PART B – CITY OF SWAN

REMOVAL OF ATTACHMENT 5

Item 3.2 - Lot 39 Stirling Crescent, Hazelmere

- This attachment has been removed after publication of the agenda at the request of Western Power as they indicated it contains private and contact information that was not appropriate nor agreed with the City of Swan for information sharing, public disclosure or to be made available to third parties.



ADDITIONAL USES

- (Highway Service zone only)
- 1: Convenience Store - **A**
 - 2: Exhibition Centre - **D**
 - 3: Lunch Bar - **D**
 - 4: Market - **A**
 - 5: Place of Assembly - **A**
 - 6: Place of Worship - **A**
 - 7: Restaurant - **A**

RESTRICTED USES

- (Highway Service zone only)
- 1: Transport Depot - **X**

NOTES

- ① Existing 132kV line (Ref: NT-HZM)
- ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
- ③ Existing easement to be removed
- ④ Proposed land swap parcel - 8320m²

LEGEND

- STRUCTURE PLAN AREA (21,149ha)
- LOCAL SCHEME ZONES**
- RESIDENTIAL (R20)
- INDUSTRY - LIGHT
- HIGHWAY SERVICE
- POS & DRAINAGE
- ROAD HIERARCHY**
- DISTRIBUTOR ROAD B
- LOCAL DISTRIBUTOR ROAD
- LOCAL ACCESS STREET
- LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN**
- POWERLINE EASEMENT/PLYON/POLE
- 30m PUMP STATION ODOUR BUFFER
- STAGING BOUNDARY
- DRAINAGE EASEMENT (2.6m)

Hazelmere Special Use Area 16 Structure Plan

June 2025

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URPS Ref	24PER-004

Document history and status

Revision	Date	Author	Reviewed	Details
V1	10/06/2025	J Hansen	J, Hansen	Report for Lodgement

Contents

We acknowledge the Whadjuk Nyoongar People as the Traditional Custodians of the land on which we work and pay respect to their Elders past, present and emerging.

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Endorsement

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

Date _____

Witness _____

Date _____

Date of Expiry _____

Table of Amendments

No.	Summary	Date Approved by WAPC

Executive Summary

Purpose

The purpose of the *Hazelmere Special Use Zone 16 Structure Plan* (the '**Structure Plan**') is to provide a coordinated and robust planning framework to guide the future subdivision, land use, and development of Lots 651 and 39 Stirling Crescent, Lots 58 & 83 Bushmead Road and Lot 93 Hazelmere Circus, Hazelmere. The subject area is located approximately 1.5km south west of the Midland Town Centre and approximately 16km north east of the Perth central business district.

The subject sites are owned by both private individuals and companies. Prepared on behalf of the contributing landowners south of Bushmead Road, the Structure Plan forms part of the broader Hazelmere Enterprise Area Structure Plan, 2011 ('**HEASP**') and supporting environmental and servicing studies.

The Structure Plan aligns with the statutory and strategic planning context set out by the Metropolitan Region Scheme, the City of Swan Local Planning Scheme No. 17 (**LPS17**), and the Planning and Development (Local Planning Schemes) Regulations 2015. It builds on the framework established by the Kewdale-Hazelmere Integrated Masterplan, 2006 ('**KHIM**'), HEASP, and more recent Guildford Hazelmere Local Area Plan, 2020 ('**GHLAP**') and which were all endorsed by the Western Australian Planning Commission ('**WAPC**').

The Structure Plan provides framework for the area to be developed for residential, highway commercial and light industrial land use; this offering transitional land uses between the General Industrial land to the east and the Residential land to the west. The proposed strategic north-south aligned spine road through the Structure Plan provides an opportunity for industrial traffic to not need to enter the residential area of Hazelmere, Woodbridge and Guildford.

Vision

The Structure Plan is an expansion of the HEASP and GHLAP and facilitates orderly planning as outlined in this document.

Design Approach

The Structure Plan has been prepared consistent with the provision of the

- City of Swan LPS 17, Schedule 2, Part 4, clause 15(1) and
- Part 5, clause 30(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the other relevant policies.

The design responds to both the site's natural and constructed features, and is underpinned by a suite of technical investigations including:

- Environmental Assessment at the district level
- Civil Engineering and Servicing Reporting at the district level
- Traffic Impact Assessment

- Local Water Management Strategy
- Bushfire Management Plan

This evidence-based approach has informed the layout of various land uses, integration of open space and drainage, and coordination of movement networks with adjoining landholdings.

The structure plan is designed to be flexible yet coordinated, ensuring orderly development and alignment with surrounding precincts.

Summary Table

Item	Data (HA Rounded)	Structure Plan Reference (Section No)
Total Structure Plan Area	21.15 ha	Section 3.1 – Site Description
Area of each land use proposed: <ul style="list-style-type: none"> • Highway Service • Industrial - Light • Key Road Reservations • Residential 	<ul style="list-style-type: none"> • 5.47 • 8.86 • 3.68 • 2.24 	Section 6.1 – Land Use and Zoning
Estimated Lot Yield (Residential R20)	46	Section 6.3 – Subdivision Layout
Estimated Dwelling Yield	48	Section 6.3 – Subdivision Layout
Estimated Population (2.8 person/dw)	131	Derived from Section 6.2 – Residential Zone
Number of High Schools	Nil	Section 6.2 – Community Facilities
Number of Primary Schools	Nil	Section 6.2 – Community Facilities
Estimated Commercial Floor Space (Highway Service)	3.24 ha (GLA)	Appendix 6 – Retail Needs Assessment; Section 6.2.
Estimated Number and % of Public Open Space: <ul style="list-style-type: none"> • Regional Open Space • District Open Space 	Nil	<ul style="list-style-type: none"> • Section 6.4 – Public Open Space
Estimated area and number: <ul style="list-style-type: none"> • Neighbourhood Parks • Local Parks 	<ul style="list-style-type: none"> • Nil • 3.144 	Section 6.4 – Public Open Space
Estimated number and area of natural area and biodiversity assets	Nil	

Abbreviations

AHD	Australian Height Datum
ASS	Acid Sulfate Soils
AS	Australian Standard
BMP	Bushfire Management Plan
BRA	Bio-Retention Areas
CBD	Central Business District
CCW	Conservation Category Wetland
DPLH	Department of Planning, Lands and Heritage
DBCA	Department of Biodiversity, Conservation and Attractions
DWER	Department of Water and Environmental Regulation
HEASP	Hazelmere Enterprise Area Structure Plan
KHIM	Kewdale-Hazelmere Integrated Masterplan
LDP	Local Development Plan
LPS17	Local Planning Scheme No. 17
LWMS	Local Water Management Strategy
MGL	Maximum Groundwater Level
POS	Public Open Space
RAV	Restricted Access Vehicle
SAR	Special Area Rate
SPP	State Planning Policy
SUZ16	Special Use Zone No. 16 (Structure Plan area)
TIA	Traffic Impact Assessment
UWMP	Urban Water Management Plan
WAPC	Western Australian Planning Commission

PART ONE – IMPLEMENTATION

The *Hazelmere Special Use Zone 16 Structure Plan* (the '**Structure Plan**') has been prepared in accordance with Schedule 2, Part 4, Clause 16 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and shall be used to guide subdivision and development within the Structure Plan area.

1. Structure Plan Area

This Structure Plan applies to Lots 651 and 39 Stirling Crescent, Lots 58 and 83 Bushmead Road, and Lot 93 Hazelmere Circus, Hazelmere, within the City of Swan and forming part of Special Use Zone No. 16 (**SUZ16**) under Local Planning Scheme No. 17 (**LPS17**).

1.1 Structure Plan Content

This Structure Plan comprises:

- Part One – Statutory Section (this section);
- Part Two – Explanatory Report (non-statutory); and
- Technical appendices.

NB. In accordance with the structure and intent of the WAPC's *Structure Plan Framework*, Part Two of the Structure Plan is intended to provide explanatory information that supports and justifies the provisions outlined in Part One.

With information clearly set out in Part One, such as zoning, land use controls, development standards, and spatial planning elements, its repetition in Part Two is unnecessary and offers no additional planning benefit. This approach avoids duplication, ensures clarity, and maintains alignment with the purpose of each section as defined under the Framework.

2. Operation

This Structure Plan comes into operation on the date it is approved by the Western Australian Planning Commission (**WAPC**) pursuant to Schedule 2, Part 4, Clause 22 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

3. Interpretation and Use

Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zones as per the Zoning Table at Clause 4.3 under LPS17, unless otherwise provided for under Part One – Section 3.1 of this Structure Plan.

Terms used in this Structure Plan shall have the meaning given to them in the *Planning and Development (Local Planning Schemes) Regulations 2015* or LSP17 Schedule 1B, as applicable.

This Structure Plan guides and informs subdivision and development. It does not rezone land.

The Structure Plan proposes the following land use Zones or Reservations:

Table 1: Zoning and Land Uses

Land Use	HA Area (Approx)
Highway Service	5.474
Industry – Light	8.855
District / Higher Order Road Reservations	3.676
Residential (R20) / Local Streets	2.812
Public Open Space / Drainage	0.380
Total:	21.197

3.1 Variations to LPS17 Land Use Permissibility

Land use permissibility shall generally be guided by LPS17, except where specifically varied under Table 2 below, and shall be read in conjunction with the Scheme accordingly.

Table 2: LPS17 Additional and Restricted Land Use Permissibility in Structure Plan Area

Structure Plan Zone	Land Use	Structure Plan Permissibility	LPS17 Permissibility (For Comparison only)
Highway Service – Additional Uses within Structure Plan Area	Convenience Store	A	X
	Exhibition Centre	D	X
	Lunch Bar	D	X
	Market	A	X
	Place of Assembly	A	X
	Place of Worship	A	X
	Restaurant	A	X
Highway Service – Restricted Uses within Structure Plan Area	Transport Depot	X	D

4. Subdivision & Development Requirements

4.1 Structure Plan Map

The Structure Plan Map (**Plan 1**) forms part of Part One of this Structure Plan and spatially represents the key land use, zoning, and infrastructure elements necessary to guide the implementation of subdivision and development within the structure plan area. It identifies the structure plan boundary, existing cadastral layout, land use zones, reserves, the hierarchy of the proposed road network, R-Code densities, interface areas, and key infrastructure upgrades.

The map also highlights buffers to sensitive land uses, and any other spatial controls relevant to the implementation of the plan. All subdivision and development proposals are to be assessed in accordance with the provisions of this Structure Plan and with reference to the spatial arrangements depicted in Plan 1.

4.2 General Provisions – All Subdivision and Development

4.2.1 *Bushfire Management*

Development Applications or Subdivisions will require individual Bushfire Management Plans (BMP) be prepared to support the applications. Where the land is mapped as bushfire prone subdivision and development applications will need to comply with the requirements of State Planning Policy 3.7 and Guidelines.

4.2.2 *Traffic Impact Considerations*

Consistent with the Western Australian Planning Commission Transport Impact Assessment Guidelines (August 2016), development applications and subdivisions are to be supported by a relevant Transport Impact Assessment or Statement as determined by the Guidelines and based on the complexities of the proposed development.

4.3 Sub-Precincts

The endorsed HEASP and Structure Plan provisions contemplate the use of transitional land uses to facilitate a functional interface between adjacent land uses. The land use framework provided in this Structure Plan supports the achievement of these transitional outcomes, enabling service provision to both the core industrial precinct located to the east and the residential areas to the west, while ensuring compatibility and orderly planning across the precinct interface.

4.3.1 *Specific Provisions for Sub-Precincts*

Land use planning within the Structure Plan is arranged into three sub-precincts, with each sub-precinct allowing for specific land use outcomes. Where no specific development standards or conditions are outlined within this Structure Plan for a land use, the default provisions of LPS17 shall apply. The three sub-precincts are defined under Tables below.

Highway Service Zone Sub-Precinct

Table 3: Highway Services Zone Sub-Precinct Specified Provisions

Criterion	Commentary
Location	Encompasses Parent Lot 651, and portion of Parent Lot 39, being the landholdings generally west of the proposed <i>District Distributor B Road</i> (Eric Lumsden Drive) and north of Eric Street.
Objectives	<ul style="list-style-type: none"> To facilitate a range of commercial land uses that cater primarily to the needs of passing trade, including motorists and freight operators. To support land uses such as service stations, lunch bars, motor vehicle sales and servicing, bulky goods showrooms, and other related uses, while avoiding land uses that would be more appropriately located in retail or industrial zones. The sub-precinct is intended to be developed as a coordinated strata site, with freehold subdivision limited to circumstances where road separation or other physical barriers occur. This approach responds to the constraints of overhead power infrastructure and the need to manage vehicle access to the RAV network. Land uses are to facilitate a transitional interface between the HEASP and adjoining residential areas, while also providing convenience services to both the core industrial precinct to the east and residential communities to the west.
Land Uses Permissibility	Pursuant to land use permissibility under LPS17 unless otherwise varied as an 'Additional Use' or 'Restricted Use' under Part One – Provision 3.1 (Table 2).
Subdivision	<ul style="list-style-type: none"> Minimum lot size: 1,000sqm Minimum road frontage: 28m.
Building and Development Standards	<p>Pursuant to Local Planning Policy <i>POL-TP-125 Building and Development Standards – Commercial Zones</i> except as varied below.</p> <ul style="list-style-type: none"> All development shall be set back minimum distance of 27m from Eric Street, inclusive of any development with a common boundary to a residential lot to: <ul style="list-style-type: none"> facilitate the re-alignment of the power lines and services; and provide separation between the existing residential land and the proposed land-uses of this sub-precinct. Unless otherwise approved by the City of Swan, permitted uses within the 27m setback area shall be limited to: <ul style="list-style-type: none"> Services infrastructure, landscaping,

Criterion	Commentary
	<ul style="list-style-type: none"> – vehicle circulation, and – pedestrian access.
Site Access	<ul style="list-style-type: none"> • No vehicle access and egress is to be provided to and from Eric Street. • Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total. • A road access strategy is to be submitted with the development and subdivision application to demonstrate compliance and the suitability of the location proposed. <ul style="list-style-type: none"> – Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a Local Development Plan can be required by the Local Government and the Western Australian Planning Commission to consolidate access.
Local Development Plans	<p>A Local Development Plan may be required for lots:</p> <ul style="list-style-type: none"> • Where site-specific design controls are needed to address constraints or facilitate interface treatments; and/or • to coordinate and consolidate vehicular access to the RAV network per 'Site Access' provisions under this Table.
Traffic and Industrial Noise Mitigation	<p>Development within the industrial precinct and adjoining residential or other noise-sensitive land uses shall incorporate appropriate noise attenuation measures to mitigate the impact of industrial operations and associated traffic movements consistent with <i>SPP 5.4 – Road and Rail Noise and SPP 4.1 – Industrial Interface</i>.</p>

Industry – Light Zone Sub-Precinct

Table 4: Industry – Light Zone Sub-Precinct Specified Provisions

Criterion	Commentary
Location	Encompasses the eastern portion of the Structure Plan area, generally east of the proposed <i>District Distributor B Road</i> (Eric Lumsden Drive).
Objectives	To facilitate a broad range of industrial activities that operate at a lower scale and intensity than General industry, including manufacturing, processing, storage, and distribution uses that do not generate significant off-site impacts.
Land Uses	Pursuant to land use permissibility under LPS17.
Subdivision	Minimum lot size: 1,000sqm Minimum road frontage: 28m.
Traffic Considerations	Access and egress points into the RAV network are to be limited to consolidated locations providing service to multiple lot or land uses.
Traffic and Industrial Noise Mitigation	Development within the industrial precinct and adjoining residential or other noise-sensitive land uses shall incorporate appropriate noise attenuation measures to mitigate the impact of industrial operations and associated traffic movements consistent with <i>SPP 5.4 – Road and Rail Noise and SPP 4.1 – Industrial Interface</i> .
Building and Development Standards	Pursuant to City of Swan Local Planning Policy <i>POL-TP-124 Building and Development Standards – Industrial Zones</i> .
Site Access	<ul style="list-style-type: none"> • Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total. • A road access strategy is to be submitted with the development and subdivision application to demonstrate compliance and the suitability of the location proposed. <ul style="list-style-type: none"> – Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a Local Development Plan can be required by the Local Government and the Western Australian Planning Commission to consolidate access.
Local Development Plans	A Local Development Plan may be required for lots:

Criterion	Commentary
	<ul style="list-style-type: none"> • Where site-specific design controls are needed to address constraints or facilitate interface treatments; and/or • to coordinate and consolidate vehicular access to the RAV network per 'Site Access' provisions under this Table.
Landscaping	3m landscaping strip across any street frontage pursuant to City of Swan Vehicle Parking Standards and applicable policy requirements.

Residential Zone Sub-Precinct

Table 5: Residential Zone Sub-Precinct Specified Provisions

Criterion	Commentary
Location	Encompasses the western portion of the Structure Plan area, generally west of the proposed <i>District Distributor B Road</i> (Eric Lumsden Drive) within Parent Lots 58 and 83 Bushmead Road, and Parent Lot 93 Hazelmere Circus.
Objectives	<ul style="list-style-type: none"> • The Residential zone is intended to serve as a transitional buffer between the Hazelmere Enterprise Area's industrial core, adjoining Highway Service zoned land, and existing residential areas. • The zone supports: <ul style="list-style-type: none"> – A low-density residential development that enhances housing diversity while mitigating amenity impacts from adjacent light industrial and commercial land uses to existing residential areas. – The contribution to the delivery of the HEASP's strategic objectives by facilitating a graduated land use interface that supports both economic and community outcomes.
Land Uses	<ul style="list-style-type: none"> • Land use permissibility shall be as per the Residential zone provisions of LPS17, with low-density coding (e.g. maximum R20) applied to support a range of dwelling types. • Non-residential uses may be supported where they are ancillary or low-impact (e.g. home offices, childcare premises), subject to assessment against potential amenity impacts.
Subdivision and Density Plans	<p>Density Code Plan</p> <ul style="list-style-type: none"> • The Structure Plan applies a residential density code of R20 to the designated Residential zone, as depicted on Plan 1 – Structure Plan Map. <p>Application of R-Codes</p>

Criterion	Commentary
	<ul style="list-style-type: none"> • Subdivision and development within the Residential zone shall comply with the minimum and average lots size requirements for the R20 density coding under State Planning Policy 7.3 – Residential Design Codes (Volume 1), unless otherwise provided for by a Local Development Plan (LDP) or development approval. • Variations may only be supported where: <ul style="list-style-type: none"> – Consistent with the performance criteria of the R-Codes; – An LDP provides specific design justification; or – The variation is consistent with WAPC policy and approved precedent.
Local Development Plans	<p>A Local Development Plan may be required for lots:</p> <ul style="list-style-type: none"> • With direct interface to non-residential uses; • Where site-specific design controls are needed to address constraints (i.e. Airport Noise Mitigation) or facilitate interface treatments; • Where lots are irregular in shape or subject to access restrictions.
Traffic Considerations	<ul style="list-style-type: none"> • Subdivision and development shall: <ul style="list-style-type: none"> – Avoid direct vehicle crossovers/access onto higher order and higher-traffic roads. – Crossovers/access should be restricted to dedicated residential roads (i.e. CAPs roads) consistent with the Structure Plan Map.
Airport Noise Mitigation	<ul style="list-style-type: none"> • The Structure Plan area is located within the area affected by aircraft noise exposure as identified under <i>State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport</i> (SPP 5.1). <ul style="list-style-type: none"> – All subdivision and development within this area must be consistent with the requirements and guidance of SPP 5.1 and to achieve compliance with <i>Australian Standard AS2021:15 Acoustic Noise Intrusion – Building Siting and Construction</i>. – At the time of subdivision, a condition shall be imposed requiring the registration of a notification under Section 165 of the Planning and Development Act 2005 on the Certificate of Title of all residential lots, advising of potential noise impact from aircraft operations at Perth Airport.

4.4 Public Open Space

Subdivision for Residential zoned land within the Structure Plan area is subject to a 10% Public Open Space (POS) contribution requirement, in accordance with Clauses 143(1)(c), 153(1), and 154 of the Planning and Development Act 2005.

Table 6 provides a POS Schedule supporting the Structure Plan design to guide detailed subdivision and development.

Table 6: Public Open Space Schedule (Rounded)

(A) Gross Area		21.15
(B) Deductions		17.92
(Bi) Drainage >1:1yr ARI (Non Creditable)	0	
(Bii) Drainage >1:5yr ARI (Over 2% Restricted POS)	0	
District Distributor B (Eric Lumsden Drive) / Bushmead Rd / Local Distributors (Lost 651/39 and Lots 39/59)	3.59	
Industry - Light Zoned Land	8.86	
Highway Service Zoned Land	5.47	
(C) Gross Subdivisible Area for Residential (A - B)		3.23
(D) Required Public Open Space @ 10% (C*10%)		0.323
	(D1) 8% Unrestricted POS Permitted (D*80%):	0.26
	(D2) 2% Maximum Restricted POS Permitted (D*20%):	0.06
(E) POS Provision (Total of all Creditable POS areas)		0.38
POS North (1) @ 0.2000 (No Drainage Provision Proposed)	0.20	
POS South Lot 83 Portion (No 1:1 - 1:5yr ARI Drainage Required)	0.079	
POS South Lot 93 Portion (No 1:1 - 1:5yr ARI Drainage Required)	0.101	
POS Provision as a Percentage (E/C)		11.78%
POS Shortfall (-) / Surplus (+) Equivalent (E-D)		0.06

4.5 Transport and Traffic Considerations

4.5.1 Road Network and Reservations

The road network has been designed to support access to proposed residential, light industrial, and highway service land uses, while integrating with the broader Hazelmere Industrial Area road hierarchy.

Eric Lumsden Drive

Identified as a north-south *District Distributor (Distributor B)* road forming the main spine through the Structure Plan area. It provides key connections between Stirling Crescent to the north and Bushmead Road and Hazelmere Circus to the south. Eric Lumsden Drive is designed to accommodate Restricted Access Vehicles (RAV 7) in accordance with MRWA standards. A detailed cross-section, inclusive of proposed residential CAPs roads is illustrated under **Figure 1**.

Bushmead Road

An existing *Distributor B* road bisecting the Structure Plan area east-west. Intersections with Eric Lumsden Drive are proposed to be upgraded to include a roundabout to facilitate safe freight and local traffic movements.

Hazelmere Circus

To be realigned and downgraded to a *Local Access Road*, terminating at a T-junction with Eric Lumsden Drive, thereby discouraging industrial traffic from entering adjacent residential precincts.

Local Road Network – Residential

A small network of *Local Access Roads* is proposed to service residential land uses, inclusive of CAPs road reservations provided parallel to Eric Lumsden Drive. These roads will be constructed to Liveable Neighbourhoods and City of Swan standards and provide for safe and legible vehicle, pedestrian, and service access with managed intersections with Eric Lumsden Drive .

Road reserve widths will be in accordance with and City of Swan standards, with Distributor roads generally requiring 20–25 metres and Local Access Roads between 11.5 – 15 metres, subject to detailed subdivision design.

4.6 Protection or management of environmental or landscape features

No detailed environmental assessment is provided as part of this Structure Plan, as the subject land is largely cleared, historically disturbed, and not identified as containing any environmental constraints that would preclude future development.

The Structure Plan area is mapped as comprising Multiple Use category wetlands under the Department of Biodiversity, Conservation and Attractions' (DBCA) geomorphic wetland dataset. These wetlands are considered highly degraded and are identified as being suitable for development where hydrological functions can be appropriately maintained or replicated. The site does not contain any areas mapped as Conservation or Resource Enhancement category wetlands.

No Threatened Ecological Communities, Bush Forever sites, Environmentally Sensitive Areas, or significant flora or fauna species have been identified within the Structure Plan area. Site inspections, historical aerial

imagery, and desktop assessments confirm the land has been extensively cleared and modified for rural-residential and agricultural use.

Accordingly, detailed environmental reporting is not considered necessary at the Structure Plan stage. Instead, individual landowners will be required to undertake site-specific environmental investigations at the time of subdivision or development, where necessary. These may include acid sulfate soils assessments, targeted flora/fauna surveys, or Urban Water Management Plans (UWMPs) to respond to drainage and hydrology considerations.

This staged approach is consistent with State Planning Policy 2.9 – *Planning for Water*, the Better Urban Water Management framework, and standard WAPC practices, and ensures that environmental investigations are proportionate to the level of planning and reflective of finalised development layouts given the likely scale of the individual landowner projects.

5. Infrastructure Coordination, Servicing and Staging

5.1 Staging

Development within the Structure Plan area is anticipated to occur in three broad stages:

- **Stage 1 – South:** Lots 83 and 93 (between Bushmead Road and Hazelmere Circus)
- **Stage 2 – Central:** Lot 58 (north of Bushmead Road)
- **Stage 3 – North:** Lots 651 and 39 (north of Lot 58 to Stirling Crescent)

Staging may proceed concurrently, subject to landowner intentions and market conditions. Progress across the Structure Plan area is dependent on coordinated delivery of key enabling infrastructure, including:

- Construction of Eric Lumsden Drive (District Distributor B road)
 - critical to ensuring safe and efficient access, supporting internal connectivity, and separating industrial and residential traffic. Its timely delivery will be coordinated with the City of Swan and is subject to Special Area Rate contributions, detailed design, and subdivision conditions.
- Drainage infrastructure in accordance with the approved LWMS
- Provision of essential services (reticulated water, sewer, power, and NBN)
- Perimeter roads or measures for bushfire protection

5.2 Infrastructure Contributions and Responsibilities

Development within the Structure Plan area is dependent on the coordinated delivery of key road and drainage infrastructure. The land falls within the Hazelmere Industrial Area Special Area Rate (SAR) zone, with funding applied at a 25% SAR to 75% municipal contribution ratio. This supports upgrades to Distributor B and Local Distributor roads and associated drainage works, consistent with the Structure Plan and LWMS.

Landowners are required to work with the City of Swan to deliver key intersection upgrades, with responsibilities outlined in Table 12 – Part Two. All distributor and industrial access roads must meet RAV 7 standards. While SAR funding supports these works, current reserves may be insufficient for full delivery. As such, forward-funding arrangements may be required via legal agreements, with reimbursement subject to available SAR funds.

Internal residential roads are the sole responsibility of landowners undertaking subdivision within the Structure Plan area.

6. Additional Details

The following tables identify additional technical information and investigations required to support future subdivision or development within the Structure Plan area. These requirements are to be addressed either at the time of subdivision or development application, or as a condition of approval, as specified. This ensures that matters not fully resolved at the structure planning stage – such as detailed drainage, bushfire, environmental, servicing, and interface treatments – are appropriately managed at subsequent planning stages in consultation with the relevant authorities.

Table 7: Additional Information Requirements

Additional Information / Purpose	Approval Stage	Responsible Agency
Bushfire Management Plan updates – where site layout or land use varies from endorsed BMP.	Subdivision or development	DFES, City of Swan
Environmental Management Plan – if required for identified wetland or vegetation values on individual sites.	Subdivision or development	DBCA, City of Swan
Noise Assessment – for residential areas impacted by freight or aircraft corridors.	Subdivision or development	City of Swan, DPLH

Table 8: Studies to be Required as a Condition of Subdivision or Development Approval

Additional Information	Responsible Agency
Local Development Plan(s) – to address interface, access, service design, noise mitigation and built form.	City of Swan
Detailed Urban Water Management Plan for each stage of subdivision.	DWER, City of Swan
Engineering Servicing Report (roads, drainage, power, sewer, water).	City of Swan, relevant utility providers
Landscaping Plan – for public open space and drainage areas or site specific Development Applications.	City of Swan
Detailed Bushfire Management Plan and APZ implementation.	DFES, City of Swan
Geotechnical and Acid Sulfate Soil investigation (where applicable).	DWER, City of Swan
Contamination Site Assessment (if required under DWER guidance).	DWER

Additional Information	Responsible Agency
Fauna/Flora Survey (if flagged by DBCA at detailed assessment).	DBCA
Environmental and Construction Management Plan (for industrial land).	City of Swan, DWER (as applicable)
Noise Mitigation Plan (if residential near ANEF contour areas, or industrial interface to sensitive areas).	City of Swan, DPLH

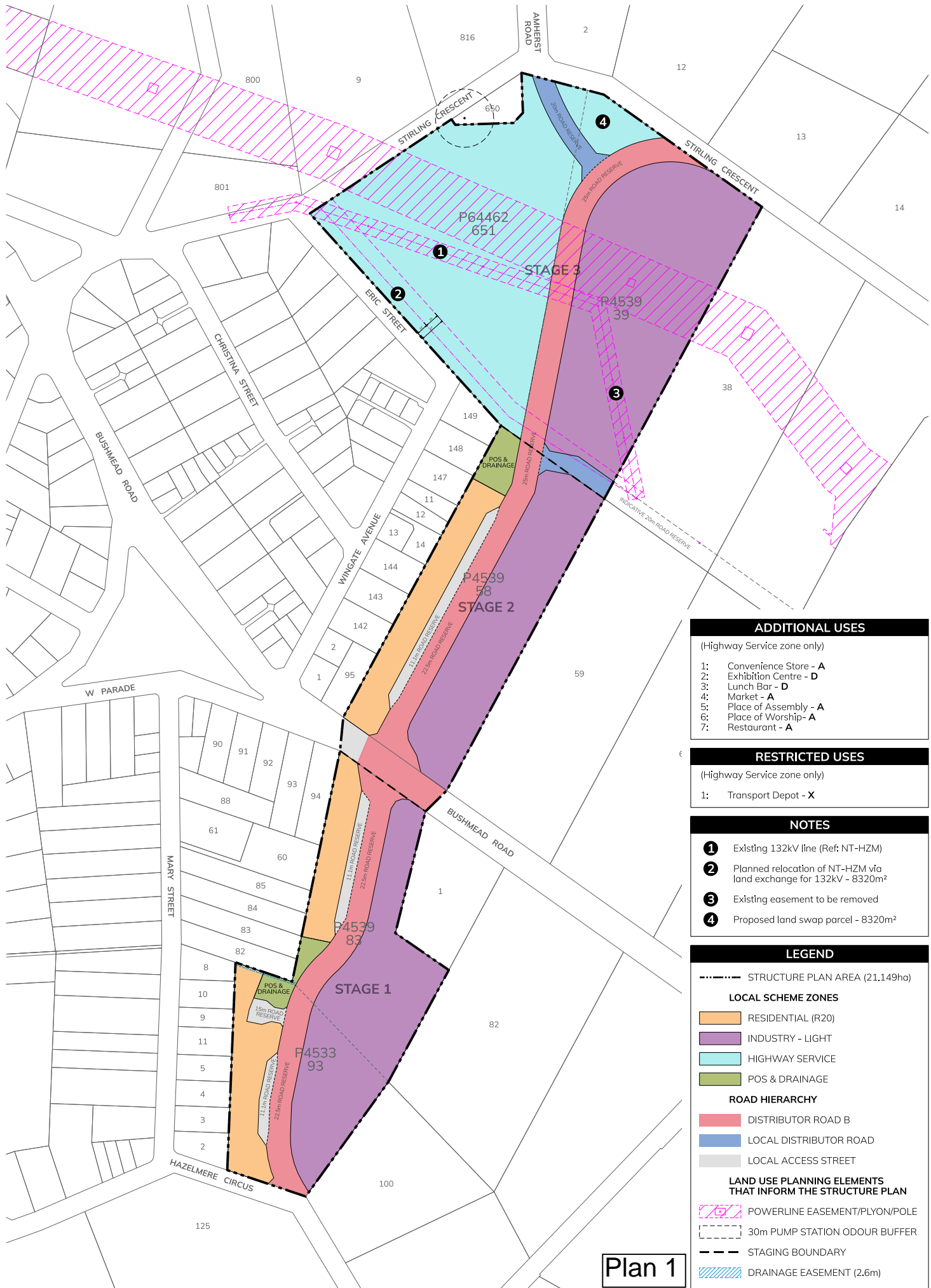
6.1 Notifications on Title

The following notifications may be imposed as conditions of subdivision or development approval by decision-makers in accordance with applicable State Planning Policies:

- **Bushfire Risk (SPP 3.7):** A notification may be required on the certificate of title advising that a Bushfire Management Plan (BMP) applies and that lots with a BAL rating of 12.5 or higher are subject to the provisions of SPP 3.7.
- **Aircraft Noise (SPP 5.1):** A notification may be required to advise of potential noise impacts due to proximity to Perth Airport.
- **Freight Noise (SPP 5.4):** A notification may be required to advise of potential freight-related noise impacts associated with the nearby RAV network.

In addition:

- **Industry – Light Zone and Highway Service Zone Sub-Precincts:** A cross-access easement is required to coordinate and consolidate vehicular access to the RAV network in accordance with an approved Local Development Plan.



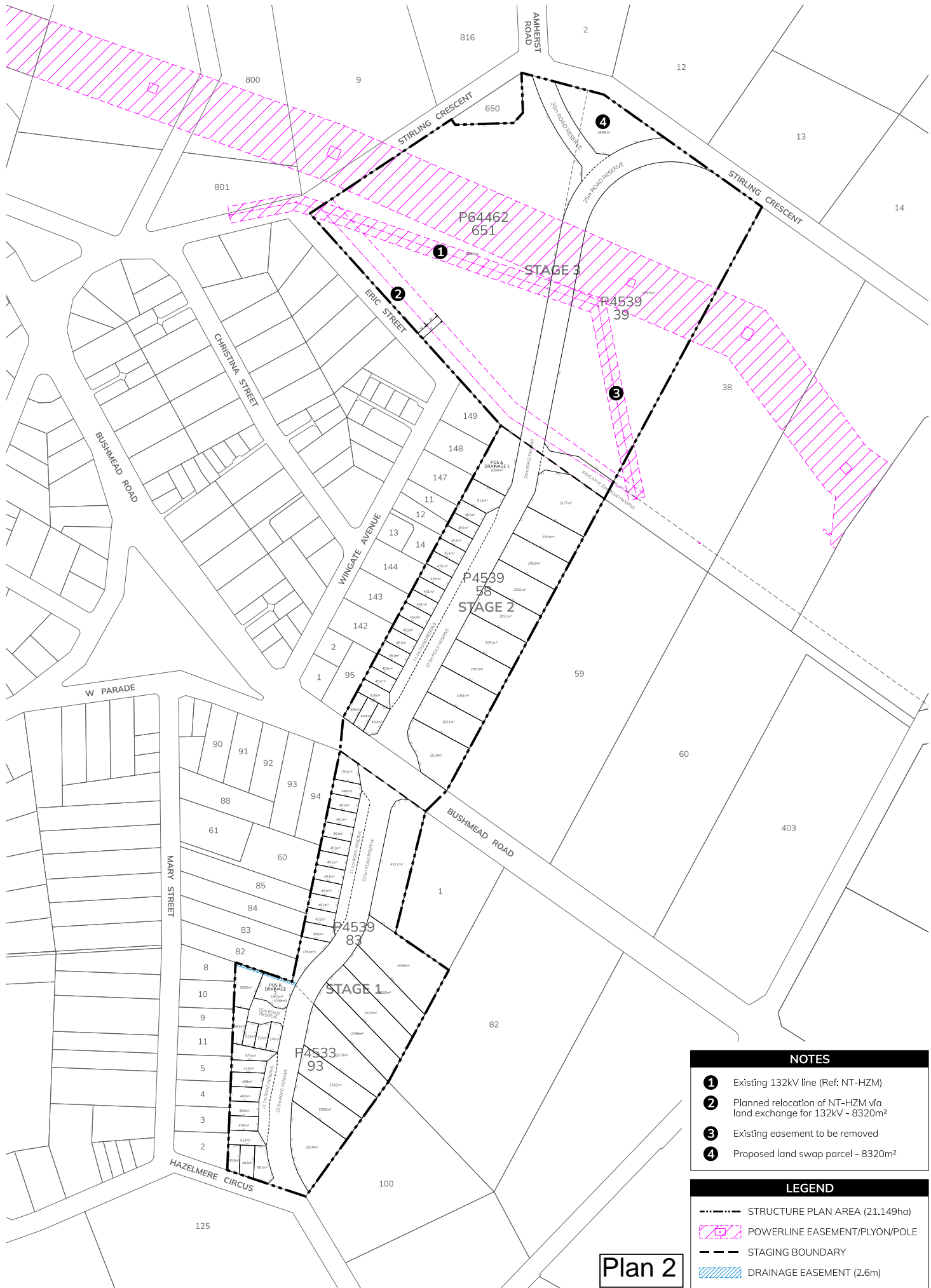
ADDITIONAL USES	
(Highway Service zone only)	
1:	Convenience Store - A
2:	Exhibition Centre - D
3:	Lunch Bar - D
4:	Market - A
5:	Place of Assembly - A
6:	Place of Worship - A
7:	Restaurant - A

RESTRICTED USES	
(Highway Service zone only)	
1:	Transport Depot - X

NOTES	
①	Existing 132kV line (Ref: NT-HZM)
②	Planned relocation of NT-HZM via land exchange for 132kV - 8320m ²
③	Existing easement to be removed
④	Proposed land swap parcel - 8320m ²

LEGEND	
	STRUCTURE PLAN AREA (21,149ha)
LOCAL SCHEME ZONES	
	RESIDENTIAL (R20)
	INDUSTRY - LIGHT
	HIGHWAY SERVICE
	POS & DRAINAGE
ROAD HIERARCHY	
	DISTRIBUTOR ROAD B
	LOCAL DISTRIBUTOR ROAD
	LOCAL ACCESS STREET
LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN	
	POWERLINE EASEMENT/PYLON/POLE
	30m PUMP STATION ODOUR BUFFER
	STAGING BOUNDARY
	DRAINAGE EASEMENT (2.6m)

Plan 1



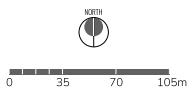
- NOTES**
- ① Existing 132kV line (Ref: NT-HZM)
 - ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
 - ③ Existing easement to be removed
 - ④ Proposed land swap parcel - 8320m²

- LEGEND**
- STRUCTURE PLAN AREA (21.149ha)
 - ▨ POWERLINE EASEMENT/PLYON/POLE
 - - - STAGING BOUNDARY
 - ▨ DRAINAGE EASEMENT (2.6m)

Plan 2



CALLO
 BUSHMEAD ROAD, HAZELMERE CIRCUS &
 STIRLING CRESCENT, HAZELMERE



SUBDIVISION LAYOUT PLAN
 09/06/2025
 1:3500 @ A3

DWG. REF. - 5-010
 REVISION - B
 URPS REF. - 24PER-0004

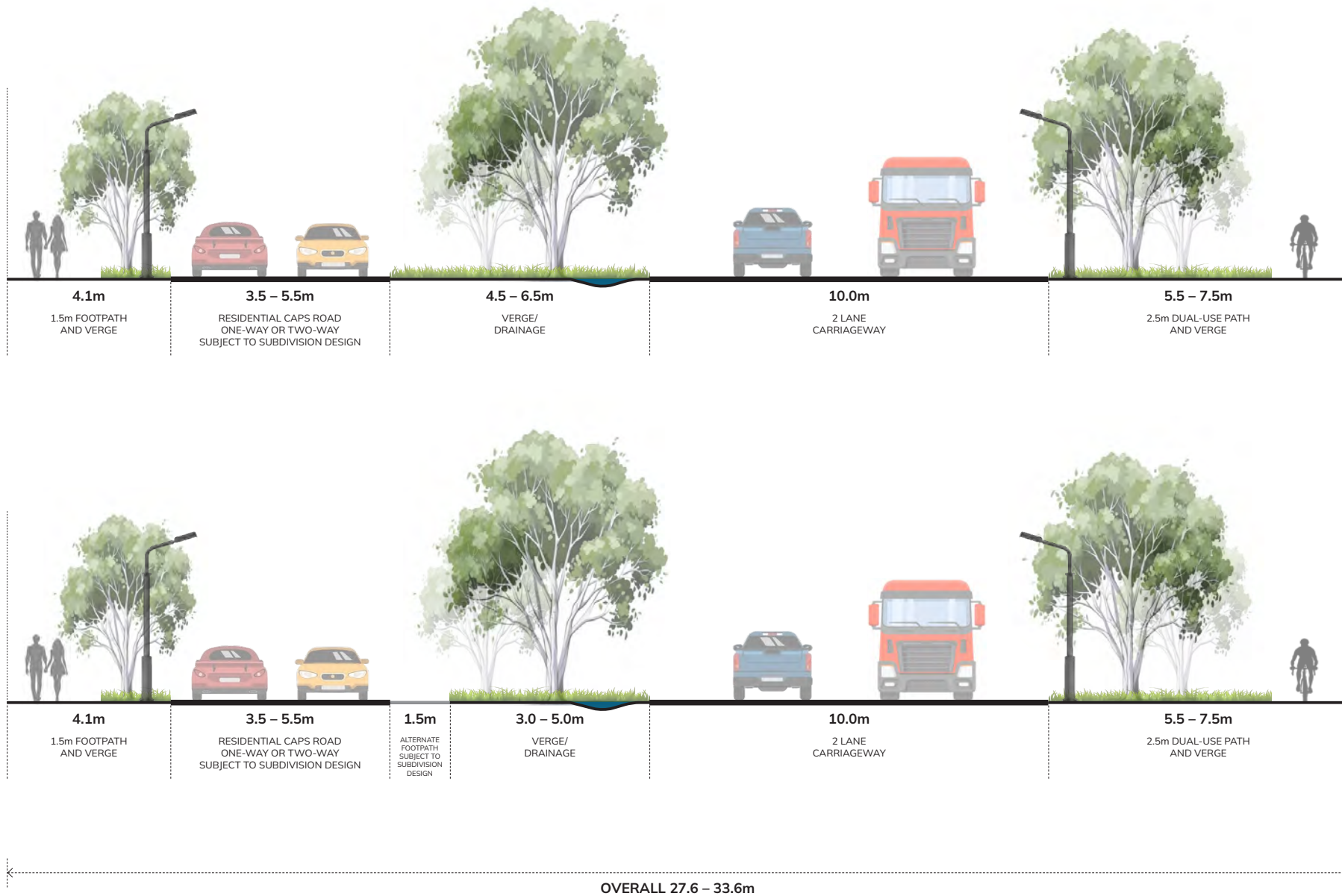


Figure 1

PART TWO – EXPLANATORY SECTION

7. Planning Background

7.1 Introduction & Purpose

The Hazelmere Special Use Zone 16 Structure Plan provides a coordinated planning framework to guide the future subdivision, land use and development of five land parcels in Hazelmere, approximately 1.5km from Midland and 16km from the Perth CBD.

Prepared on behalf of contributing private and corporate landowners south of Bushmead Road, the Structure Plan forms part of the broader Hazelmere Enterprise Area Structure Plan (2011) and is supported by relevant environmental and servicing studies.

The Structure Plan aligns with the Metropolitan Region Scheme, City of Swan Local Planning Scheme No. 17, and the Planning and Development (Local Planning Schemes) Regulations 2015. It builds upon the strategic direction set by the Kewdale-Hazelmere Integrated Masterplan (2006), the HEASP (2011), and the Guildford Hazelmere Local Area Plan (2020), all endorsed by the WAPC.

The plan facilitates a mix of residential, highway commercial and light industrial land uses, providing a land use transition between General Industrial areas to the east and residential areas to the west. A key feature is the proposed north–south spine road (District Distributor B – Eric Lumsden Drive), which is intended to redirect industrial traffic away from residential precincts such as Hazelmere, Woodbridge, and Guildford.

7.2 Land Description

7.2.1 Location

The subject area is located in Hazelmere (refer Figure 2). The sites have direct access onto the existing constructed roads Stirling Crescent for lots 651 & 39, Bushmead Road for lots 58 & 83 and Hazelmere Circus for lot 93. The area is generally bounded by Stirling Crescent to the north, lots within the Special Use Zone 25 to the east, Hazelmere Circus to the south and Mary Street and Windgate Avenue further to the west.

The access and egress and the proposed future north/south road at the area is detailed further in the Transport Impact Assessment.

7.2.2 Area, Land Use & Ownership

The subject area is 21.149 ha in area and comprises 5 privately owned lots per current land ownership details in the table below. The subject area calculation includes portion of the existing Bushmead Road reservation (~0.35647ha) in addition to the effective five development lot areas (~20.79253ha).

The land is predominantly cleared from historical grazing (Figure 3 refers). Lots 651 and 39 are vacant with stands of planted vegetation and the others contain residential dwellings, sheds, horse stables and horse paddocks.

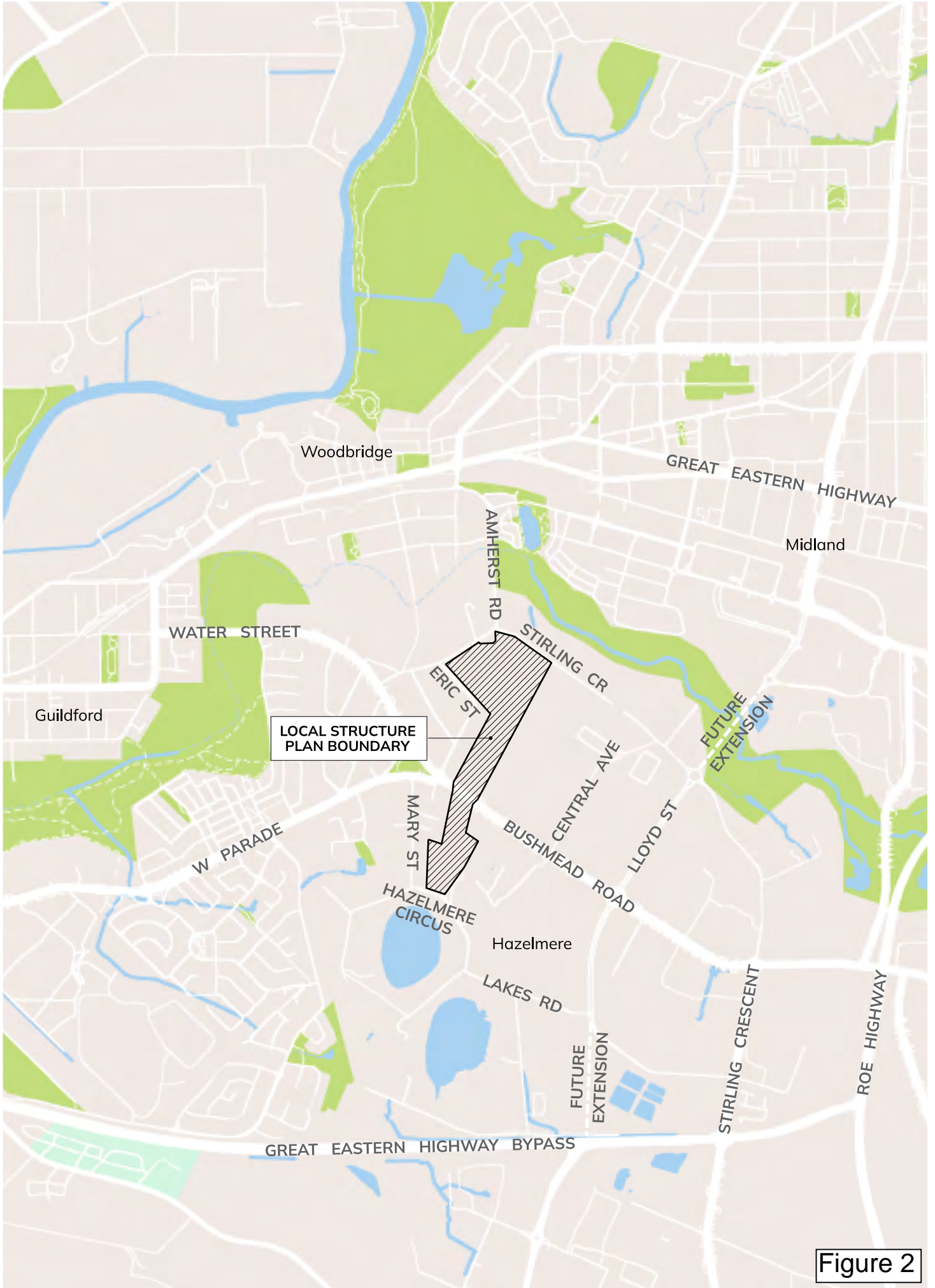


Figure 2



Figure 3

LEGEND	
	STRUCTURE PLAN AREA (21.149ha)

The subject lots are described below – per landowner and Certificate of Title details correct at the time of lodgement (June 2025):

Table 9: Title Details

Lot	Address	Volume	Folio	Ownership	Area (ha)
Lot 39	Stirling Crescent	2212	732	G-Trading Pty Ltd	5.5100
Lot 651	Stirling Crescent	2729	545	Stirling Brass Founders (WA) Pty Ltd	5.2763
Lot 58	167 Bushmead Road	1651	422	Sammy & Co (WA) Pty Ltd	4.43841
Lot 83	170 Bushmead Road	1789	662	Maiolo Development Pty Ltd	3.02921
Lot 93	40 Hazelmere Circus	1582	155	Callo (D, G and N)	2.53861
Total:					20.79253

7.3 Pre-Lodgement Consultation

7.3.1 Original Structure Plan Background

An earlier Structure Plan for the site was lodged by Statewest Planning on behalf of five landowners, proposing a similar land use mix and introducing a central north–south Distributor B road (Eric Lumsden Drive). The plan included four sub-precincts, with one residential sub-precinct (Sub-Precinct 2) accommodating approximately 48 dwellings, partially within the 25–30 ANEF aircraft noise contour.

Public advertising in late 2021 resulted in 24 submissions, including objections from Perth Airport (aircraft noise), DFES (bushfire risk), and local residents (traffic and land use impacts). Council deferred consideration in June 2022 due to insufficient community engagement, outdated traffic and bushfire assessments, and the passing of the proponent's representative.

In June 2023, the City of Swan recommended the WAPC refuse the Structure Plan, citing the absence of updated technical reports and conflict with SPP 3.7 and SPP 5.1. The WAPC has since held the proposal in abeyance pending further action.

7.3.2 Revised Structure Plan Pre-Lodgement Consultation

In July 2024, the owners of Lot 93 Hazelmere Circus engaged URPS to review and advance the previously deferred Structure Plan. Preliminary consultation with the City of Swan included a review of prior technical reports and design refinements in line with Council's June 2023 resolution. URPS developed a revised road layout to improve land efficiency while maintaining appropriate land use transitions. Design scenarios were workshopped with the City to inform the revised Structure Plan.

Following this, DPLH was engaged to reinstate WAPC's assessment. Given the extent of proposed modifications, a new Structure Plan was recommended over resolving legacy issues from the earlier version. Elements of the original plan, including servicing alignments, were retained where relevant.

The updated Structure Plan was formally submitted in June 2025, informed by feedback from the City and DPLH. No additional agency referrals were deemed necessary, nor community engagement; this given the detailed submissions previously received for what was deemed a more impactful proposal to existing residential properties. While Lot 83 landowners have supported and participated in the redesign process, no other landowners in the precinct elected to engage, despite multiple invitations to do so.

7.4 Planning Framework

7.4.1 Zoning & Reservations

Region Scheme

- Zoned 'Urban' under the Metropolitan Region Scheme (MRS).

Local Planning Scheme

- Zoned 'Special Use Zone No. 16' under the City of Swan Local Planning Scheme No. 17 (LPS 17).
 - The 'Special Use 16' zoning was introduced via Amendment No. 86 to LPS 17, which was approved by the Minister for Planning on 23 May 2017 and subsequently gazetted on 28 July 2017.
- In accordance with the conditions set out under Schedule 4 of LPS 17 for Special Use Zone No. 16:
 - *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.*
 - *A Structure Plan shall include all lots within this Special Use Zone and be prepared and approved prior to any additional land use, development proposal or subdivision of a lot, with the exception that the Local Government may consider granting an approval for the following land use, development or subdivision, without the prior requirement for a Structure Plan.*
 - a. *Single House and associated residential structures and activities such as a Home Business; Home Occupation; Home Office; Home Store on a lot, or*
 - b. *minor lot boundary changes.*
 - *The Structure Plan is required to observe the Land Use Intent and Development Requirements as detailed within Precinct 3A 'HEA Buffer Area' within the Local Government and WAPC approved Hazelmere Enterprise Area Structure Plan."*
- The area is also included in the City's LPS 17 Part 6 - Special Control Area 'Aircraft Noise Exposure Areas'.
 - The Hazelmere Enterprise Area Structure Plan ANEF (2009) mapping identifies the subject site is in the contour of 20-25.
 - The Perth Airport Ultimate Capacity Australian Noise Exposure Forecast (2019) maps the site in the 25-30 contour. The clauses of LPS17 relevant to 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.

7.4.2 Regional & Sub Regional Structure Plans & Strategies

Perth and Peel @ 3.5 million

This document was released in March 2018 and provides the guidelines for the development of Perth and Peel towards an 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 'Urban and Industrial'. The framework also identified employment opportunities in the area for the neighbouring residential location. The proposed Lloyd Street extension and the upgrade of the 132Kva Hazelmere lines are part of the proposed future Infrastructure works listed in the area. The Structure plan supports these outcomes.

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 Structure Plan supports these desired outcomes and the objectives of clause 3.3 'Economic and Employment'. The proposed land uses will support the economic development of the area and enhance employment options.

7.4.3 District Planning Strategies

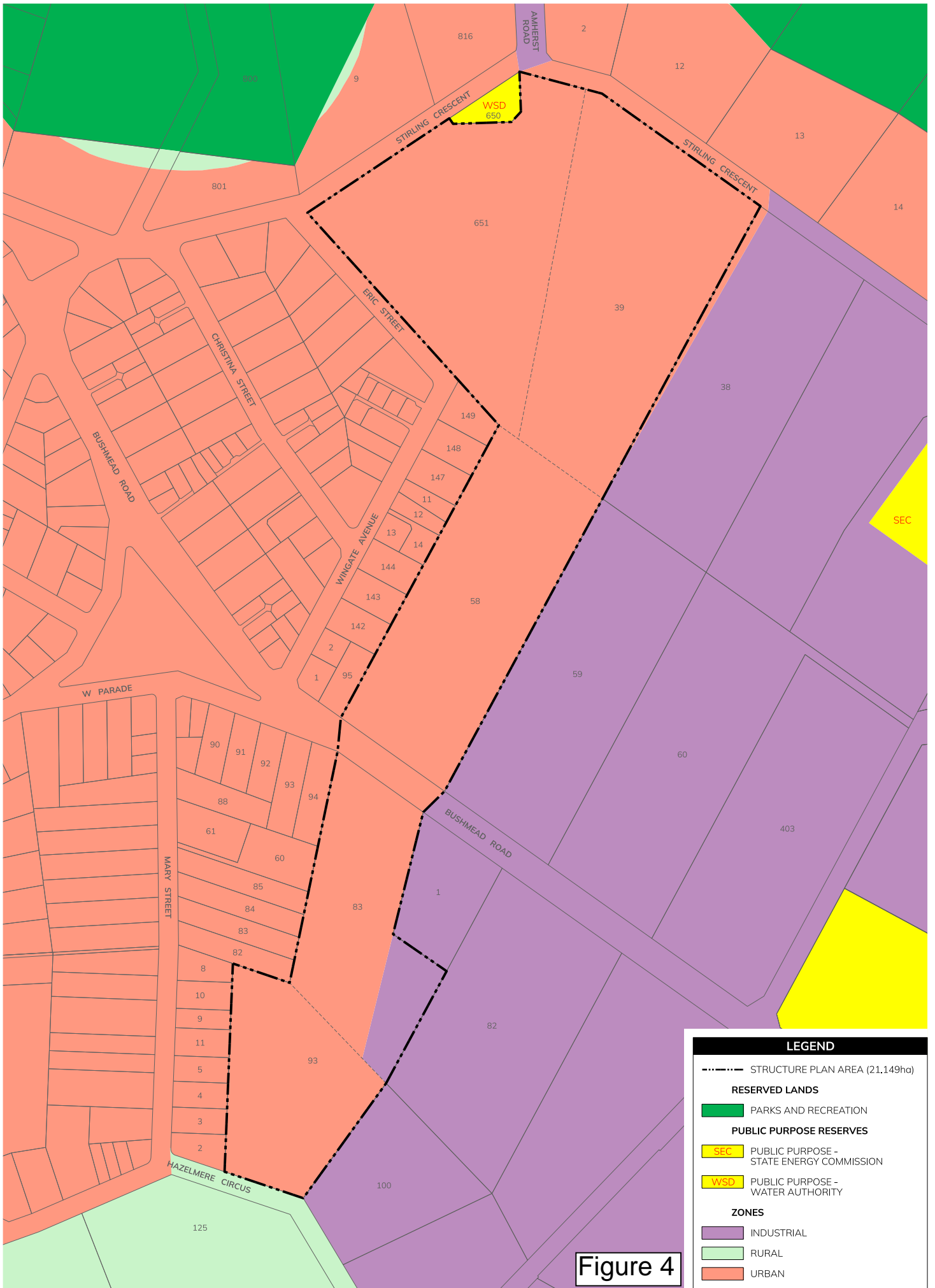
Kewdale-Hazelmere Integrated Masterplan (KHIM)

The 2002 Freight Network Review identified Kewdale-Hazelmere as Western Australia's primary intermodal freight precinct, driven by its strategic proximity to Perth Airport. In response, the (then) Department of Planning and Infrastructure prepared the Kewdale-Hazelmere Integrated Masterplan (KHIM) in 2003 to guide land use and infrastructure planning across the region.

Key objectives of the KHIM included:

- Supporting the area's role as a major road and rail freight logistics hub;
- Coordinating structure planning, transport corridors, and land use interfaces;
- Leveraging synergies between adjacent industrial areas;
- Defining the freight functions of Hazelmere, Kewdale, and Forrestfield; and
- Investigating the realignment of the freight rail line to bypass Midland.

The subject site falls within the Hazelmere Precinct of the KHIM, which recommended the Lloyd Street extension and improved freight infrastructure. The proposed land uses under the SUZ16 align with LPS17 permissibility ('D' and 'A' uses) and are consistent with the strategic intent of the KHIM.



LEGEND

- STRUCTURE PLAN AREA (21,149ha)
- RESERVED LANDS**
 - PARKS AND RECREATION
- PUBLIC PURPOSE RESERVES**
 - SEC PUBLIC PURPOSE - STATE ENERGY COMMISSION
 - WSD PUBLIC PURPOSE - WATER AUTHORITY
- ZONES**
 - INDUSTRIAL
 - RURAL
 - URBAN

Figure 4

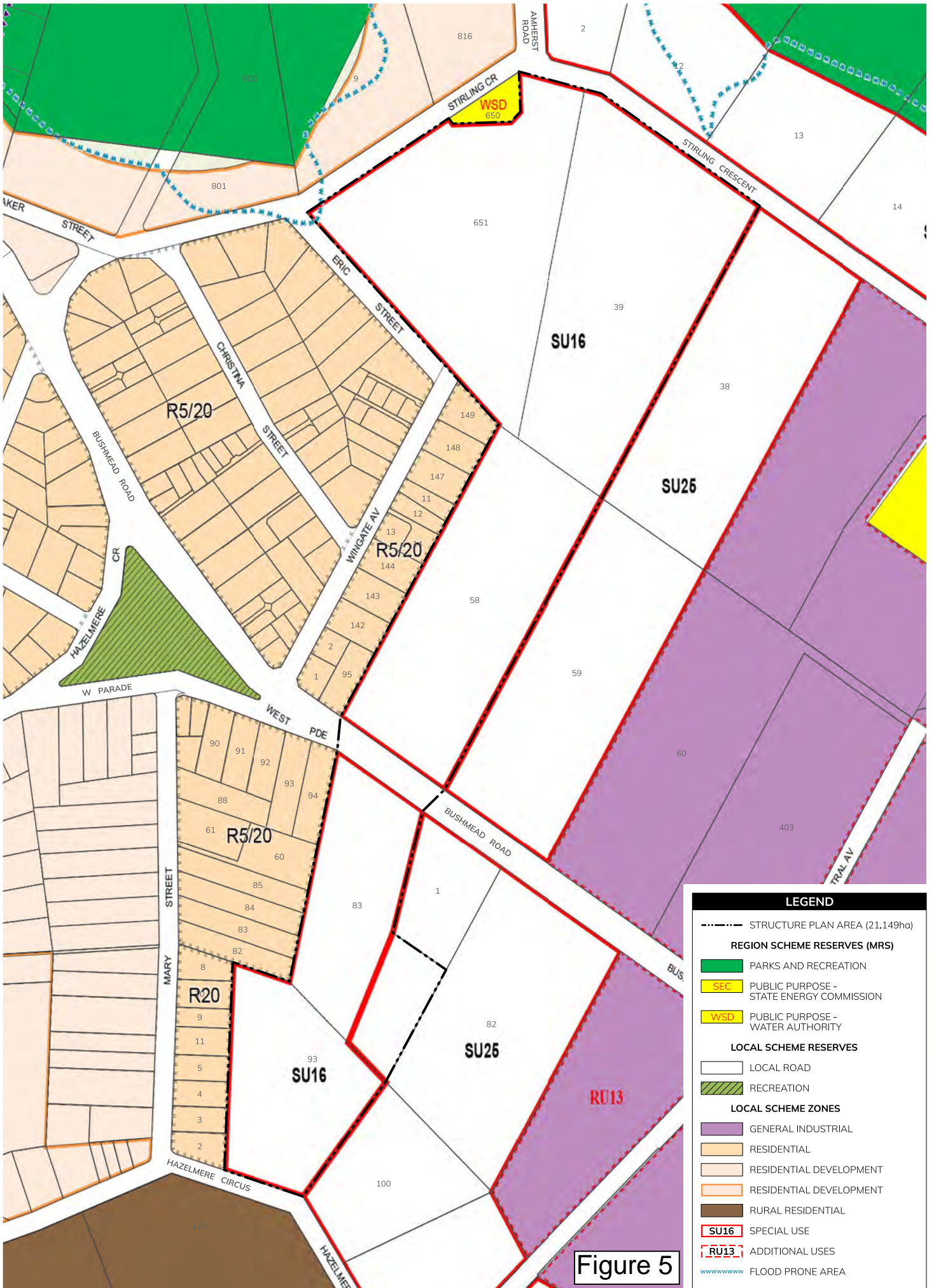
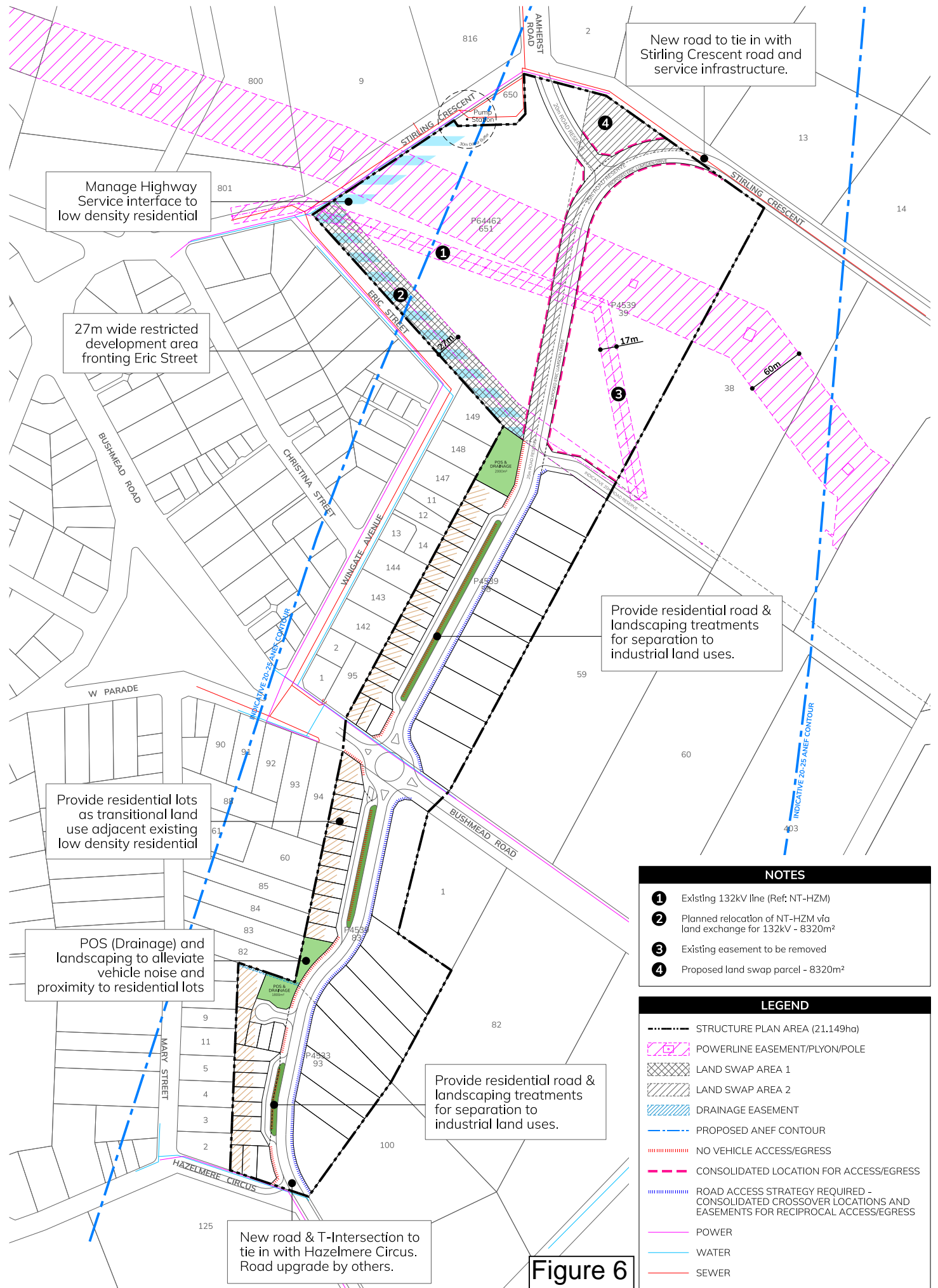


Figure 5



New road to tie in with Stirling Crescent road and service infrastructure.

Manage Highway Service interface to low density residential

27m wide restricted development area fronting Eric Street

Provide residential road & landscaping treatments for separation to industrial land uses.

Provide residential lots as transitional land use adjacent existing low density residential

POS (Drainage) and landscaping to alleviate vehicle noise and proximity to residential lots

Provide residential road & landscaping treatments for separation to industrial land uses.

New road & T-Intersection to tie in with Hazelmere Circus. Road upgrade by others.

- NOTES**
- ① Existing 132kV line (Ref: NT-HZM)
 - ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
 - ③ Existing easement to be removed
 - ④ Proposed land swap parcel - 8320m²

- LEGEND**
- STRUCTURE PLAN AREA (21.149ha)
 - POWERLINE EASEMENT/PYLON/POLE
 - LAND SWAP AREA 1
 - LAND SWAP AREA 2
 - DRAINAGE EASEMENT
 - PROPOSED ANEF CONTOUR
 - NO VEHICLE ACCESS/EGRESS
 - CONSOLIDATED LOCATION FOR ACCESS/EGRESS
 - ROAD ACCESS STRATEGY REQUIRED - CONSOLIDATED CROSSOVER LOCATIONS AND EASEMENTS FOR RECIPROCAL ACCESS/EGRESS
 - POWER
 - WATER
 - SEWER

Figure 6

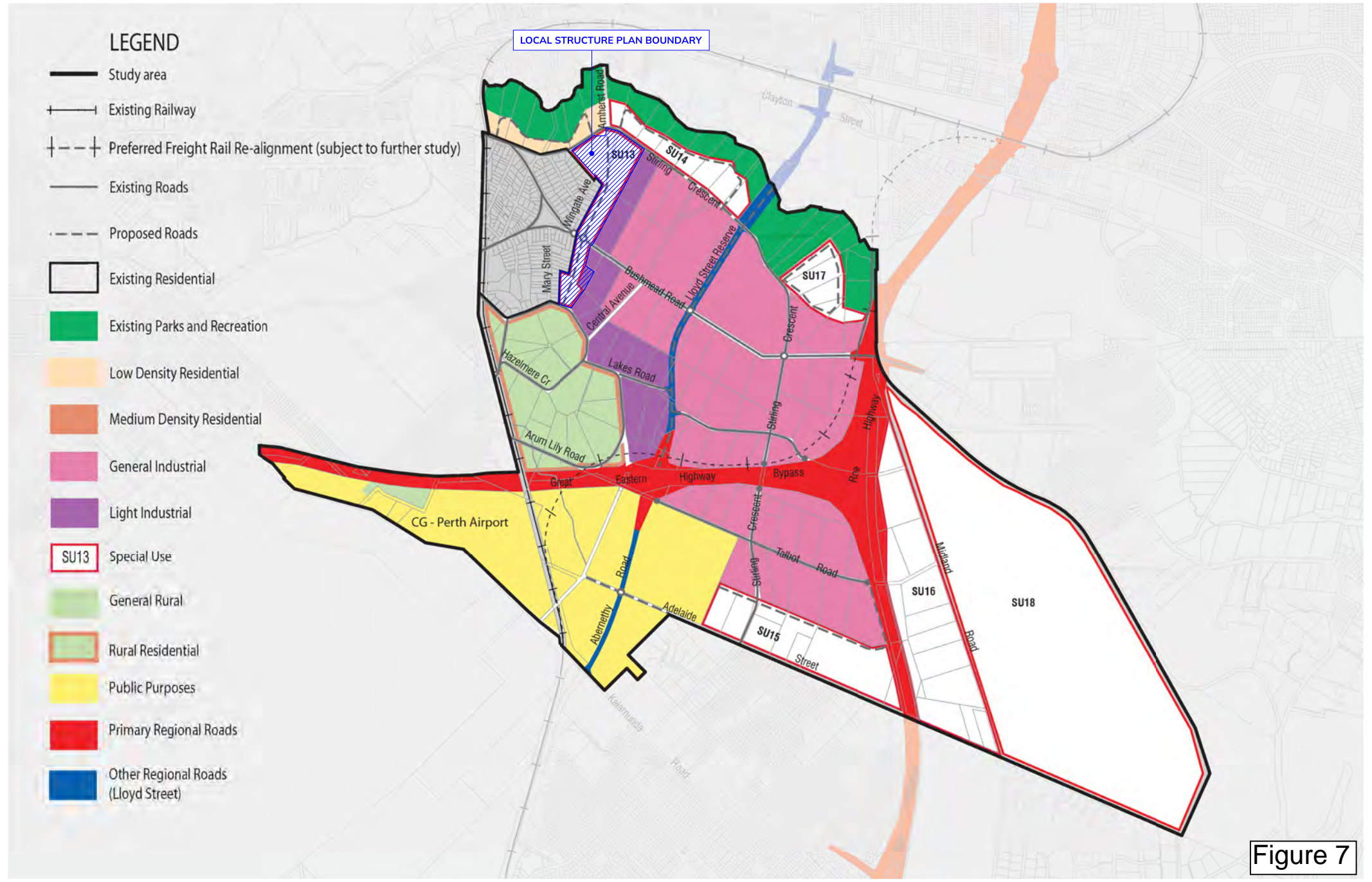


Figure 7

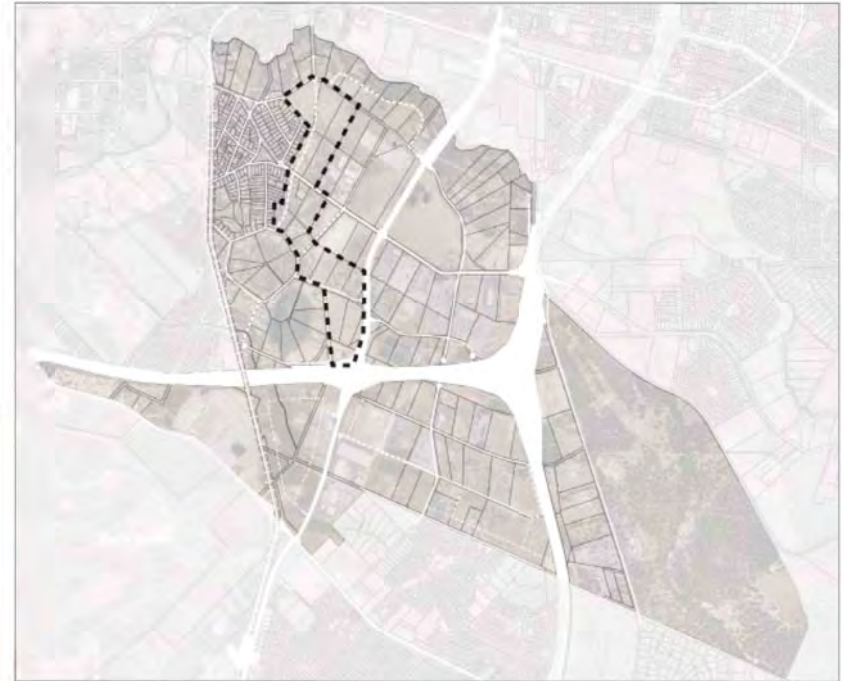
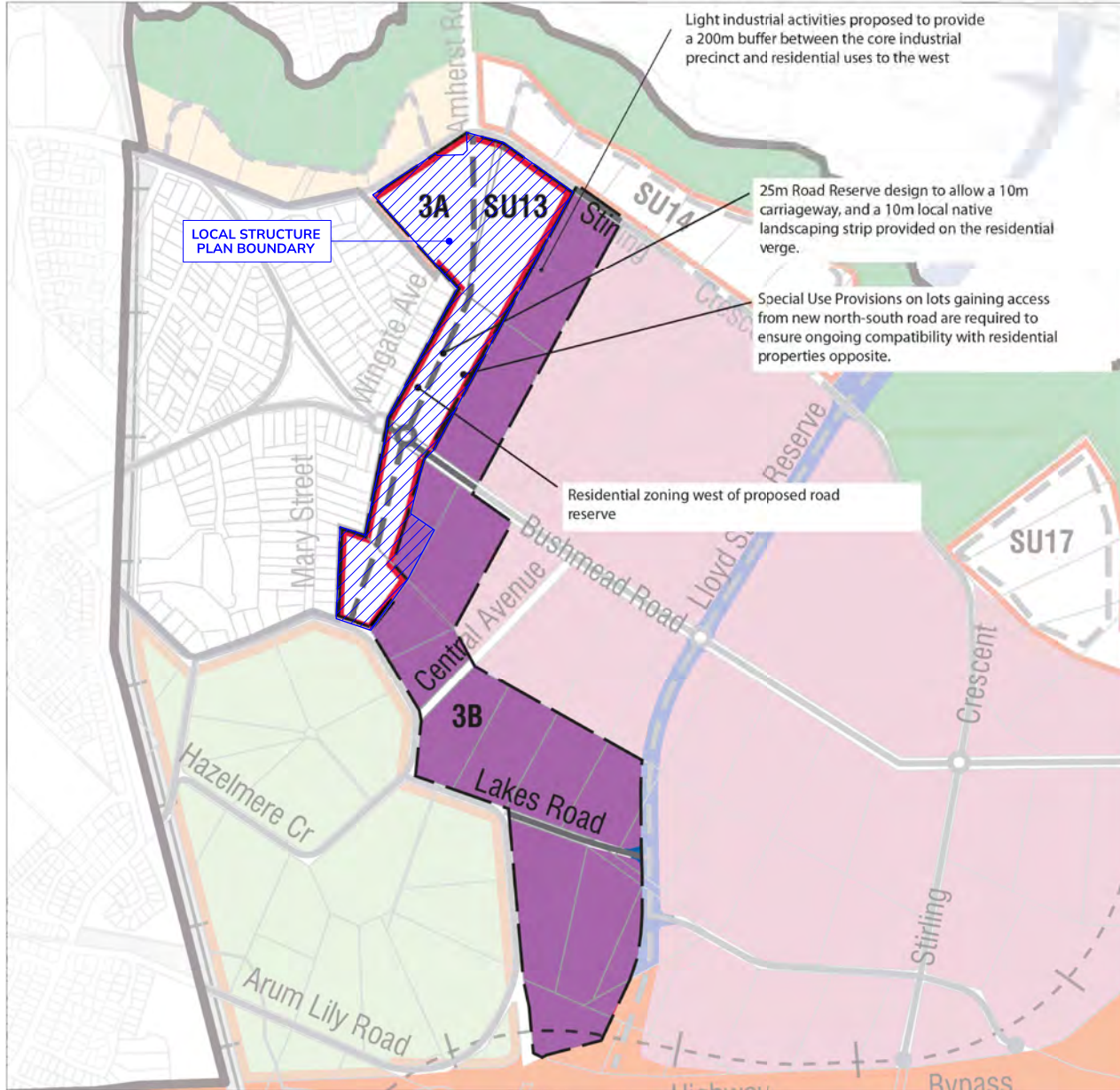


Figure 8

Hazelmere Enterprise Area Structure Plan (HEASP)

In 2011, the City of Swan and the (then) Department of Planning prepared the Hazelmere Enterprise Area Structure Plan (HEASP) in response to the KHIM's recommendation for more detailed land use planning. The HEASP was endorsed by both the City of Swan and the WAPC following extensive community consultation. Its guiding principles are to:

- Facilitate business growth in Hazelmere;
- Provide a land use interface that protects residential amenity;
- Support a vibrant, business-focused precinct; and
- Minimise environmental impacts and strengthen ecological connections.

The subject site falls within Precinct 3A – Buffer Area, where land uses are intended to provide a transition between the industrial core to the east and existing residential areas to the west.

The Structure Plan aligns with this intent by proposing compatible land uses under the SU16 zone that achieve an appropriate interface in accordance with HEASP objectives.

Lot 651, while within Precinct 3A, is physically separated from existing residential land and is suitably buffered to support its proposed Highway Service land uses. The interface area west of the proposed District Distributor B road is designated for residential development, consistent with the adjacent R20 coding. Title notifications will be applied to inform future landowners of aircraft noise, as the updated ANEF mapping now places this area within the 25–30 contour.

All development and subdivision will be guided by the requirements of HEASP Precinct 3A, ensuring the proposed residential and industrial uses maintain acceptable amenity and contribute to the strategic planning vision for the Hazelmere Enterprise Area.

City of Swan Guildford Hazelmere Local Area Plan, 2020 (GHLAP)

The Guildford-Hazelmere Local Area Plan (GHLAP), prepared by the City of Swan in consultation with the community, provides localised planning direction for infrastructure, services, and land use change.

The GHLAP recognises the Hazelmere Enterprise Area as a key strategic employment hub, expected to evolve into a specialist inter-regional freight and logistics centre, supported by proximity to major road, rail, and air infrastructure. It references the HEASP and highlights the need to manage aircraft noise impacts in accordance with State Planning Policy 5.1, particularly in relation to the future Perth Airport runway and sensitive land uses.

The GHLAP identifies the need for reticulated sewerage for any subdivision or development not classified as 'Dry Industry' under LPS17. It also highlights concerns with heavy vehicle traffic along Bushmead Road through nearby residential areas and supports the construction of a new north-south road linking to Lloyd Street to address this issue.

Road and drainage infrastructure is to be funded through the Hazelmere Industrial Area Special Area Rate (SAR). Where the City's delivery schedule does not align with landowner timeframes, developers may pre-fund the works, with reimbursement via a legal agreement with the City.

The Structure Plan aligns with the GHLAP by supporting orderly development, improved infrastructure delivery, and compatible land use outcomes for the Hazelmere Enterprise Area.

7.4.4 State Planning Policies

The proposed Structure Plan has been prepared in consideration of relevant State and local planning policies. The following sections outline key policy documents that inform the planning and design response, and demonstrate how the Structure Plan aligns with their objectives and requirements.

Table 10: State Planning Policies

Planning Policy/Guideline	Structure Plan Response
SPP 4.1 – Industrial Interface	The Structure Plan supports the intent of SPP 4.1 by incorporating a transitional buffer in Precinct 3A, separating residential areas to the west from industrial development to the east. Land uses designated as 'D' and 'A' under SU16 ensure compatibility, minimise land use conflict, and maintain amenity. The HEASP supports the application of transitional land uses, which have been implemented in the Structure Plan, particularly on Lot 651.
SPP 5.1 – Land Use Planning in the Vicinity of Perth Airport	The site is largely located within the ANEF 25–30 contour, where residential uses are deemed 'unacceptable'. Residential development is confined to land directly abutting existing residential zones to maintain continuity and mitigate land use conflict. Lot 651 is not proposed for residential development due to noise exposure and other constraints (e.g. power lines). Notifications on title and future building controls (e.g. insulation) will be applied. The Structure Plan aligns with SPP 5.1 and LPS17 Aircraft Noise Exposure Areas.
SPP 5.4 – Road and Rail Noise	The proposed District Distributor B spine road links industrial precincts to the broader freight network, potentially triggering SPP 5.4. While proposed industrial and commercial uses are not noise-sensitive, residential components will require acoustic assessment and mitigation where applicable. Compliance will be addressed at the subdivision and development stages.
DC 4.1 – Industrial Subdivision	The Structure Plan adopts appropriate industrial design standards, including minimum 1,000m ² lot sizes, 20m road reserves, and avoidance of direct industrial access to residential areas. Separation via road and landscape buffers has been incorporated, and traffic access is controlled through a Traffic Impact Assessment. Access to the freight network is facilitated by the proposed District Distributor B spine road.
DC 2.3 – Public Open Space in Residential Areas	The Structure Plan provides a 10% public open space contribution through a combination of land and cash-in-lieu. POS will act as a functional buffer between residential and non-residential land

Planning Policy/Guideline	Structure Plan Response
	uses. The proposed layout responds to local topography and supports the City's open space planning objectives.
SPP 3.7 – Planning in Bushfire Prone Areas	The site is identified as bushfire prone. A Bushfire Management Plan (BMP) has been prepared, demonstrating that BAL-29 or lower can be achieved for all lots. Future development and subdivision applications will refine bushfire measures in line with SPP 3.7 and the Guidelines for Planning in Bushfire Prone Areas.
SPP 2.9 – Water Resources	A Local Water Management Strategy (LWMS) has been prepared consistent with SPP 2.9 and the HEASP's District Water Management Strategy. It addresses surface and groundwater management, with further detail to be provided through Urban Water Management Plans at subdivision stage.
SPP 4.2 – Activity Centres for Perth and Peel	The Structure Plan supports the growth of the Midland Strategic Metropolitan Centre by facilitating local employment, service-based land uses, and retail opportunities. A Retail Needs Assessment identifies demand and justifies commercial related (Highway Service) land use on Lot 651, supporting local and regional activity centre functions.
WAPC Structure Plan Preparation Guidelines	The Structure Plan has been prepared in accordance with the WAPC Structure Plan Framework (2023), addressing zoning, land use, servicing, transport, environmental and bushfire considerations in a strategic and coordinated manner.
Better Urban Water Management (BUWM) Guidelines	Aligned with SPP 2.9, a Local Water Management Strategy has been prepared at the Structure Plan stage. Future Urban Water Management Plans will guide subdivision and development, ensuring integration of water-sensitive urban design principles across the precinct.

8. Site Characteristics & Context

8.1 Context

The Structure Plan area occupies a strategic transition zone between established residential land to the west and General Industrial land to the east. The proposed land uses facilitate an appropriate interface that manages existing site constraints while supporting orderly development.

The extension of the north – south District Distributor B road ('spine road'), including adjacent CAPs roads, ensures industrial traffic is diverted away from residential areas and integrates safely with the broader road network. All residential access roads and crossovers will be designed to ensure access is restricted from the District Distributor B Road and those of higher road and freight hierarchy, including Bushmead Road.

On the western side of the spine road, land use and interface treatments are designed to sensitively transition to the adjoining residential properties. The proposed realignment of the 132kV transmission line adjacent to Eric Street creates a managed buffer corridor for pedestrian and service access, reinforcing physical separation from existing residences. This design also satisfies WAPC expectations for appropriate setbacks and prohibits vehicle access to and from Eric Street.

8.2 Flora and Vegetation

Detailed environmental reporting has not been provided with this Structure Plan submission due to the historically cleared and modified nature of the site, the absence of significant environmental values, and the findings of previous site investigations, which confirm that further environmental assessment is not warranted at this stage.

The land comprising Lots 651 and 39 Stirling Crescent, Lots 58 and 83 Bushmead Road, and Lot 93 Hazelmere Circus has historically been cleared for agricultural grazing, cropping, and equestrian pursuits. As documented in the ENVAus Environmental Assessment (July 2023), the understorey has been completely removed, and the site has been substantially modified over time. Remaining vegetation consists primarily of scattered paddock trees, often retained for livestock shade or resulting from natural regrowth and/or private screen planting.

The site is not identified as containing any areas of Bush Forever, and no Threatened or Priority Flora or Fauna, Threatened Ecological Communities (TECs), or Ramsar wetlands have been mapped within the Structure Plan area.

While the site lies within the Geomorphic Wetlands dataset (specifically classified as 'Resource Enhancement' or 'Multiple Use'), this designation does not represent a conservation or ecological constraint. The Local Water Management Strategy has addressed these wetland areas in detail and proposed drainage outcomes that align with the Department of Water and Environmental Regulation (DWER) guidelines and Liveable Neighbourhoods requirements.

The Bushfire Management Plan (BMP) further supports this position by confirming that the subject land is not identified as containing native vegetation, and bushfire hazard levels can be managed through

appropriate subdivision design and Asset Protection Zones. The BMP concludes that all lots can achieve a BAL-29 or lower without the need to clear or disturb any significant native vegetation.

Given these findings, and consistent with prior planning assessments, it is considered that further detailed environmental reporting, such as flora/fauna surveys or targeted ecological assessments, is not necessary at the Structure Plan stage. The planning framework and technical appendices submitted provide adequate information to assess the Structure Plan's environmental suitability and demonstrate that any future subdivision or development will not result in unacceptable environmental impacts.

Should more detailed assessment be required at future development stages (e.g., subdivision or clearing permits), it can be appropriately addressed through standard conditions of approval in consultation with relevant agencies such as DWER and DBCA.

8.3 Landforms and Soils

The site is generally flat with gentle gradients. Lot 93 Hazelmere Circus ranges from approximately 13m AHD at its southern end, sloping northward to 12m AHD at Bushmead Road. Lot 58 Bushmead Road is relatively level at 12m AHD. Lots 651 and 39 Stirling Crescent slope northwards, from approximately 8m AHD at the central portion to 6m AHD at the western boundary adjoining Eric Street.

According to the Geological Survey of Western Australia (Gozzard, 1986), the site is underlain by Guildford Formation (Qpa), comprising predominantly pebbly silt soils. Soil logs included in the Local Water Management Strategy (LWMS) identify surface materials as sandy clay overlying orange clay, confirming the site's moderate infiltration characteristics and informing drainage and water management planning.

8.4 Acid Sulphate Soils

Mapping by the Department of Water and Environmental Regulation (DWER) indicates that acid sulphate soil (ASS) risk areas are located within 30m to 175m south, south-west and south-east of the Structure Plan area, generally associated with current and former damplands. Groundwater sampling in and around the subject land has not identified the presence of ASS. Consequently, the site is considered to be low risk for ASS, and standard subdivision-stage precautionary management, if required, would address any future excavation in mapped risk areas.

8.5 Contamination

A review of the DWER Contaminated Sites Database confirms that there are no known contaminated sites within the subject land or directly adjacent lots. Historical aerial photography further confirms the land has been cleared and used predominantly for agricultural grazing and rural-residential activities since at least 1953. There is no evidence of past land uses likely to result in contamination.

8.6 Groundwater and Surface Water

A Local Water Management Strategy has been prepared for the site by Bayley Environmental Consulting (Appendix 1).

8.6.1 Groundwater

Maximum groundwater levels (MGL) range from 5.5m AHD in the north to 10.5m AHD in the south of the site. MGL is generally more than 2m below natural surface, except in the north-west corner where levels come within 0.5m. The proposed stormwater system is designed to minimise alteration of the groundwater regime. Subsoil drains and swale inverts will be set at or above the average annual maximum groundwater level (AAMGL), in accordance with Better Urban Water Management principles.

8.6.2 Surface Water

There is no natural surface watercourse within the site. However, minor artificial drains and areas of seasonal saturation are present. The LWMS outlines that stormwater will be managed through a network of bioretention swales and in-lot detention infrastructure, with overflows directed to external drainage systems via easements and the Westrail reserve. This network ultimately discharges into the Helena River. The design ensures post-development peak flows do not exceed pre-development rates, aligning with the City of Swan's drainage policy objectives.

8.7 Bushfire Hazard

The site is located within a designated bushfire-prone area, requiring compliance with State Planning Policy 3.7 and associated Guidelines. A Bushfire Management Plan (BMP) and indicative BAL Contour Plan have been prepared by a Level 3 BPAD Accredited Practitioner (refer Appendix 3). The BMP demonstrates that all proposed lots are capable of achieving a BAL-29 rating or less. No clearing of native vegetation is proposed as the site is already cleared or parkland cleared.

Development staging and road design have been structured to provide compliant access and egress arrangements. A perimeter road is proposed, and reticulated water will be extended to the site to provide adequate firefighting water supply. Lot 83, which contains land within BAL-FZ outside the Structure Plan area, will require hazard reduction measures and a site-specific BMP at subdivision or development stage to ensure compliance with SPP 3.7.

8.8 Heritage

8.8.1 Indigenous Heritage

The site is located within the spatial extent of Site 3758 – Helena River, which is broadly defined and extends along the river corridor. However, a review of the DPLH Aboriginal Heritage Inquiry System confirms no registered Aboriginal heritage sites are located within the structure plan boundary. No additional investigations are required at this stage, but further assessment may be triggered at subdivision should works impact previously undisturbed land near the river.

8.8.2 *European Heritage*

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

8.9 **Infrastructure**

The implementation of the Structure Plan will require the coordinated delivery of infrastructure services, including power, sewer, water, road access and drainage. The site is currently partially serviced, and progressive development will trigger upgrades and extensions to facilitate full servicing of all proposed sub-precincts and/or individual land ownership. Detailed design and delivery of infrastructure will be subject to liaison with service providers and local government through the subdivision and development process. **Figure 6** and various appendices as noted provides illustration for all design matters below.

8.9.1 *Power*

Western Power's network capacity mapping confirms that the Hazelmere Substation currently has less than 5 MVA available capacity. As a result, future development across the Structure Plan area will require network upgrades to increase supply capacity. Individual landowners are responsible for securing electricity connections in accordance with Western Power's standard requirements. It is anticipated that a coordinated response to infrastructure provision will be needed to ensure sufficient capacity is available to service both residential and non-residential precincts. (Refer **Appendix 4** – Western Power Correspondence).

8.9.2 *Sewer*

Sewer servicing within the Structure Plan area is currently limited to Lot 651, with other lots operating on-site effluent disposal systems. The Water Corporation has prepared concept plans to extend reticulated sewerage throughout the Structure Plan area, including connection to the existing Wastewater Pump Station (WWPS) located at the southern edge of the precinct. The realignment of infrastructure through a proposed land exchange between Lot 651 and Lot 39 will create a dedicated corridor to accommodate sewer infrastructure via road reserves and easements (refer **Appendix 5** – Sewer Concept Plan).

The existing WWPS is connected to the broader network via Flora Street and is capable of servicing the subject land. The Water Corporation has forward planning in place to upgrade this facility as demand increases. Upgrades include provision for inter-catchment transfer and additional underground wastewater storage. A 30m odour buffer is required around the WWPS wet well, within which residential land uses are restricted. The proposed transitional land uses in proximity to the buffer are considered compatible.

A maximum R20 residential coding is proposed for the Residential Zone Sub-Precinct to support the viability of sewer extension and to enable servicing of both the new residential area and adjacent unsewered residential properties to the west. Extension of sewer to this location will also facilitate the opportunity for future industrial land to the east to be connected.

8.9.3 Water

The site can be connected to the existing mains water network. The Water Corporation has advised that portions of the Structure Plan area, particularly those proposed for commercial or industrial use, may require the extension of 150mm water mains to achieve adequate fire flow capacity. The use of alternative fire service solutions may be considered at subdivision stage depending on land use and operational requirements.

The proposed land exchange between Lot 651 and Lot 39 provides a logical opportunity to create a shared corridor for coordinated installation of water, sewer, and power infrastructure. Water servicing to Lot 39 can be delivered through this shared service corridor in accordance with standard Water Corporation extension procedures.

8.9.4 Road and Drainage

The future road network within the Structure Plan area, including the proposed realignment of Stirling Crescent (as the northern portion of District Distributor B Road – Eric Lumsden Drive), will improve north-south connectivity and facilitate lot access across all precincts. While the City of Swan currently has some funding via Special Area Rates, infrastructure delivery may be facilitated through legal agreements allowing pre-funding by developers, with reimbursement provisions in place for future recovery.

Residential access roads and associated drainage infrastructure will be the responsibility of individual landowners at the time of subdivision.

Drainage from Bushmead Road is currently conveyed through an easement on Lot 89. The LWMS identifies that downstream drainage infrastructure, particularly pipe sizes, is constrained and will require future upgrading by the City to accommodate additional flows.

8.9.5 High Voltage Transmission Lines (330kV and 132 kV)

Lots 39 and 651 are impacted by high-voltage Western Power infrastructure. Lot 39 contains a 60m easement for a 330 kV transmission line and a 17m easement for a 132 kV line. Western Power has indicated that a similar 17m easement will be required over the 132 kV alignment through Lot 651.

These infrastructure easements represent significant development constraints and have influenced land use planning within the Structure Plan. To address these constraints, the Structure Plan proposes a land exchange between Lots 39 and 651 (see Plan 6), which will allow realignment of the 132 kV line and result in more usable development parcels for both lots. The reconfigured land will also serve as a service corridor and will provide a buffer between the residential precinct and adjacent industrial uses, supporting a more appropriate interface outcome as identified through initial consultation with the WAPC.

9. Structure Plan Design

9.1 Structure Plan Overview

The Structure Plan spatially defines land use zones, road hierarchy, R-Code densities, interface areas, and infrastructure upgrades in accordance with the Hazelmere Enterprise Area District Structure Plan (HEASP) and local planning objectives. The area is divided into three sub-precincts each with tailored planning provisions that manage land use, access, subdivision, and built form outcomes as detailed under Part One:

- **Highway Service,**
- **Industry – Light,** and
- **Residential.**

The sub-precinct framework supports a transitional interface between industrial, commercial, and residential uses. It enables a coordinated and orderly approach to development while addressing key constraints such as bushfire risk, traffic impacts, aircraft noise exposure, and integration with the existing RAV 7 network.

Pursuant to Part One – Section 4.3, each sub-precinct sets out specific provisions related to lot size, frontage, land use permissibility, building setbacks, and when Local Development Plans (LDPs) may be required to manage site-specific issues, including access, amenity, and noise mitigation. All subdivision and development is to be consistent with the Structure Plan Map (Plan 1) under Part One of this Structure Plan.

9.2 Residential Densities

Residential development is to be undertaken at a Residential Density code of R20 consistent with the *Residential Design Codes – Part B* provisions.

The application of an R20 density code within the Structure Plan area reflects the intended role of this land as a transitional residential buffer between industrial and commercial uses to the east and existing residential areas to the west. This approach is consistent with the HEASP, which identifies Precinct 3A as a "buffer precinct" where low-density residential development is preferred to manage interface sensitivities, including traffic, noise, and land use compatibility.

R20 density ensures a moderate residential yield while maintaining amenity for future residents and protecting the operational integrity of adjoining Highway Service and Light Industry sub-precincts. The coding allows for flexibility in lot layout and dwelling typologies while avoiding the intensification of residential development in an area affected by aircraft noise exposure forecasts (ANEF 25–30) and adjacent to RAV-rated freight routes.

Furthermore, assessment by the City of Swan officers have supported R20 as an appropriate scale of development for this location in the previous (deferred) version of the Structure Plan, acknowledging that it aligns with the strategic intent of HEASP and provides a balanced interface outcome between residential and industrial land uses.

The R20 coding also allows for orderly subdivision consistent with WAPC policy and ensures that servicing, bushfire protection, and drainage infrastructure can be delivered efficiently across fragmented landholdings.

9.3 Local Development Plans

Local Development Plans (LDPs) may be required across all three sub-precincts where additional site-specific design guidance is needed. This includes:

- **Highway Service and Industry – Light Zones:**

LDPs may be required to address interface treatments, consolidate vehicular access to the RAV network, and manage site constraints such as overhead infrastructure or transitional boundaries.

Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a LDP can be required by the Local Government and the WAPC to consolidate access, in particular:

- Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total.

- **Residential Zone:**

LDPs may be required where lots interface with non-residential uses, where aircraft noise mitigation is needed (in accordance with SPP 5.1), or where access limitations or irregular lot configurations necessitate specific design controls.

The application of LDPs ensures coordinated development outcomes, protects residential amenity, and supports infrastructure efficiency in accordance with the Structure Plan framework.

9.4 Movement Network

The Structure Plan area is supported by a coordinated road network designed to ensure safe and efficient movement for residential, commercial, and industrial traffic. The road hierarchy has been developed in consultation with the City of Swan and is consistent with the HEASP and Main Roads WA Functional Road Hierarchy. Key elements include the proposed District Distributor B spine road (Eric Lumsden Drive), strategic intersections with Bushmead Road and Amherst Road, and integration with regional transport infrastructure such as Lloyd Street, the Great Eastern Highway Bypass, and Roe Highway. The network also incorporates local access upgrades, including a proposed east–west link to Central Avenue and realignment of access from Hazelmere Circus. The delivery of these roads will be coordinated with landowners and the City, with funding contributions facilitated through the Hazelmere Industrial Area Special Area Rate (SAR) mechanism.

9.4.1 *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 carriageway roads with a median divide. These roads have been designed as part of major intermodal transport networks.

9.4.2 Lloyd Street Extension

The extension of Lloyd Street is currently underway, with sections already completed. Once fully delivered, it will provide a direct connection between the Midland Activity Centre and the industrial precincts of Hazelmere, Forrestfield, Kewdale, and Perth Airport. This strategic link will enhance regional connectivity, support employment growth, and help alleviate traffic congestion. Lloyd Street will function as a key north–south freight route for commercial vehicles, extending from Lakes Road to the Great Eastern Highway Bypass.

9.4.3 District Distributor B Road (Proposed Eric Lumsden Drive)

The alignment of the proposed north–south spine road has been determined in consultation with the City of Swan. A key objective of the City was to ensure that industrial traffic is not directed through existing residential areas. The HEASP specifies that the precise alignment of this road is to be resolved through the preparation of a (Local) Structure Plan.

A cross-section for this road is included as **Figure 1** under Part One.

Following detailed discussions with the City, their preferred outcomes have been incorporated into the Structure Plan. The proposed spine road is intended to be RAV 7 rated, supporting efficient movement of industrial traffic. Further technical details are provided in the accompanying Transport Impact Statement (TIS).

Access and crossover provisions

- Vehicle access and egress points on the Distributor B Road (Eric Lumsden Drive) shall be limited to consolidated locations through the use of right of way easements or other legally secure instruments, with the intent that there is no more than two (2) vehicle crossovers in total.
- A road access strategy is to be submitted with the development and subdivision application to demonstrate compliance and the suitability of the location proposed.
 - Where a subdivision or development proposal does not cover the entirety of the Parent Lot - a Local Development Plan can be required by the Local Government and the WAPC to consolidate access.

Coordination of Construction

Construction of the spine road will be coordinated between the landowners and the City of Swan, including consideration of timing and potential pre-funding arrangements. The road and associated drainage infrastructure are to be funded through the City's Hazelmere Industrial Area Special Area Rate (SAR) fund.

Future residential lots are proposed to gain access via the realigned Eric Lumsden Drive through and dedicated local access roads (including CAPs Roads).

9.4.4 Bushmead Road

Bushmead Road forms the southern boundary of Lot 58 and the northern boundary of Lot 83, intersecting with the proposed north–south spine road (Eric Lumsden Drive) via a planned roundabout. It is classified as a Distributor B road under the Main Roads WA Road Hierarchy. Bushmead Road provides strategic

east–west connectivity, linking to the Great Eastern Highway Bypass and Roe Highway via Stirling Crescent, and serves as a key freight route for the Hazelmere Industrial Area.

The road is a sealed, single-carriageway and supports commercial and industrial vehicle movements throughout the precinct. Existing residential dwellings on Lots 58 and 83 currently gain direct access from Bushmead Road, and this access will be retained under the proposed Structure Plan.

9.4.5 Amherst Road

Amherst Road is on the northern boundary of Lot 651 and is identified as a Local Distributor in the Main Roads Functional Road Hierarchy. Amherst Road will be extended as shown in the Structure Plan to achieve a suitable T-junction with the future spine road. The Traffic Impact Assessment recognised the need to achieve separation between large heavy vehicles through traffic on the spine road and vehicles entering Amherst Road. The provision of a right turning pocket and a left turning slip lane on the spine road is required to achieve this separation.

9.4.1 Eric Street

Eric Street is situated along the western periphery of the Highway Service Precinct and interfaces directly with an established residential area.

In addition to land use and development restrictions detailed under Part One, no vehicle access and egress is to be provided to and from Eric Street.

9.4.2 Hazelmere Circus

Hazelmere Circus forms the southern boundary of Lot 93 and Structure Plan boundary and is classified as an Access Road under the Main Roads WA Functional Road Hierarchy. It is a sealed, single carriageway that provides frequent connections to the local street network and supports "as of right" vehicle movements.

Lot 93 currently has direct access to Hazelmere Circus. Under the proposed Structure Plan, this access will be reconfigured to occur via a new internal residential access road to the west and the proposed north–south spine road (Eric Lumsden Drive) to the east.

9.4.3 Proposed East/West Link to Central Avenue

The City of Swan has proposed the inclusion of an east–west road connection linking Central Avenue to the proposed north–south spine road. This connection will remove the existing cul-de-sac at Central Avenue, improve traffic circulation, support drainage outcomes for the Central Avenue precinct, and facilitate through-movement for general industrial traffic. Funding for these road works is to be provided via the City of Swan's Hazelmere Industrial Area Special Area Rate (SAR) fund.

9.4.4 Transport Impact Assessment

A Traffic Impact Assessment (TIA) Report has been prepared by Donald Veal Consultants to support the Structure Plan (**Appendix 2** refers). The TIA assessed the impact of the proposed Structure Plan on the traffic volume and surrounding road networks.

A summary of the TIA is outlined below:

- Comprehensive SIDRA modelling was undertaken for the proposed intersections across the Structure Plan area. The primary access point is via a realigned Stirling Crescent (and renamed Eric Lumsden Drive). This new alignment is intentionally designed to discourage Hazelmere Industrial Area traffic from entering the adjacent residential areas to the west.
- To support residential amenity and safety, no residential lot will have direct vehicular access to the spine road (Eric Lumsden Drive). Instead, residential traffic will connect via local access roads. Access to Bushmead Road from the residential catchment will be controlled through left-in/left-out treatments, thereby improving traffic safety and managing turning conflicts.
- A key feature of the design is the separation of through-traffic on Eric Lumsden Drive from Amherst Road, a local distributor. This requires slip lanes to facilitate safe and efficient traffic flow. Lots 651 and 39 will be accessed internally via a new RAV 7-compliant road network. Direct access from Eric Street is not proposed, preserving safety and flow consistency.
- The RAV 7 heavy vehicle route continues from Stirling Crescent to the east via Lakes Road. Approval from both the City of Swan and Main Roads WA will be required for any new links connecting to the existing RAV 7 network. Notably, the current 20m road reserve is sufficient to accommodate a 10m carriageway for RAV operations, so no external widening is needed.
- A shared footpath is proposed along the eastern side of Eric Lumsden Drive to provide pedestrian and cyclist connectivity throughout the precinct. This shared footpath can alternate verges subject to landowner agreement and detailed subdivision and engineering design to the City of Swan's satisfaction.
- The realigned Eric Lumsden Drive is intended to link the Hazelmere Structure Plan area with the future Lloyd Street extension. This connection will support industrial traffic movements and mitigate impacts on the residential precinct to the west. The modelling indicates that future traffic volumes on Eric Lumsden Drive are expected to be:
 - approximately 6,350 vehicles per day (vpd) north of Bushmead Road; and
 - 1,150 vpd south of Bushmead Road.

Peak hour volumes are estimated at 465vph (AM) and 600vph (PM), with overall reductions in traffic expected on the existing Stirling Crescent and Robertson Street alignments.
- The proposed road reserve for Eric Lumsden Drive is 25m, sufficient to accommodate all required infrastructure, including the 10m carriageway, drainage swales, and underground services. The TIA raised no safety concerns with the proposed design or access strategy.

9.5 Public Open Space

In accordance with the *Liveable Neighbourhoods* policy, the Structure Plan provides a minimum of 10% public open space (POS) across the net residential area. This equates to a requirement of ~0.323 hectares, as detailed the POS Schedule under **Table 6** of Part One. The two designated POS areas are centrally located to ensure walkable access for future residents, provides local amenity in the form of passive recreation and landscaping, and functions as a transitional buffer between residential and non-residential uses. The POS areas may also integrate with broader drainage and urban water management objectives, supporting a multi-functional and efficient open space outcome in line with WAPC policy.

The provision of POS applies only to parent lots zoned Residential and is calculated based on the net residential area, excluding all non-residential land uses and higher-order road reservations associated with non-residential development. A breakdown per parent lot is tabled below:

Table 11: Public Open Space – Landowner Composition (Residential Zoned Land)

Public Open Space (POS) Calculation	Lot 58	Lot 83	Lot 93	Combined Total
Gross Residential Area (ha) <i>Incl Local Residential Roads.</i>	1.344	0.794	1.006	3.144
POS Required @ 10% (ha)	0.1344	0.0794	0.1006	0.3144
POS Provided (ha)	0.2000	0.0794	0.1006	0.38
Surplus (+) / Shortfall (-) (ha)	+0.0656	0	0	+0.0656

There is potential to utilise portion of the adjacent District Distributor B Road reserve for POS purposes (i.e. reducing the road verge where appropriate), however this subject to a detailed UWMP and landscaping plan including demonstrating ample space for trunk services and other public amenities (lighting, footpaths etc).

9.5.1 Northern POS – Lot 58

The proposed 2,000m² Public Open Space aligns with *Liveable Neighbourhoods* by providing a walkable, accessible local amenity within 150–300m of surrounding residents. While smaller than a neighbourhood park, it functions as a Local Open Space (LOS) intended for passive use, such as walking, sitting, and informal gatherings.

The POS offers visual relief, supports urban greening, and can integrate Water Sensitive Urban Design features (if required) for the Lot 58 development. The POS also acts as a suitable landscaping buffer to the Highway Service Precinct to the north and provides connection to the service corridor planned along the Eric Street frontage. It is not intended for active sport, which is catered for in nearby district facilities. This size is appropriate to meet local needs without overcommitting land or maintenance resources, consistent with the open space hierarchy and performance-based approach under *Liveable Neighbourhoods*.

As the proposed POS exceeds the 10% requirement relative to the parent landholding and its residential catchment, there is potential to reduce its size by 0.0656ha to achieve the minimum 10% (i.e. 0.1344ha) for the Structure Plan area, subject to the following:

- Stormwater drainage is not required on-site for the future development of Lot 58;
- The POS continues to provide an appropriate buffer to the adjacent Highway Service land;
- Any increase in residential-zoned land is supported by an extension of the CAPs road, with all residential access (crossovers/driveways) limited to that road; and
- Reconciling the 10% POS contribution across all POS in the Structure Plan area.

9.5.2 Southern POS – Lots 83 and 93

The proposed 1,800m² Public Open Space also aligns with *Liveable Neighbourhoods* by providing a walkable, accessible local amenity within 150–300m of surrounding residents proposed within Parent Lots 83 and 93. It too functions as a 'Local' Open Space intended for passive use, such as walking, sitting, and informal gatherings.

The POS primary function is to integrate Water Sensitive Urban Design (WSUD) features. Namely, the proposed basin has a 100-year top water level footprint of 1,344m² which will only activate during storm events above a 10-year ARI – with the downstream drain accommodating smaller events. The basin receives no direct inflow from internal drainage and is primarily designed to manage throughflow from Bushmead Road, including some runoff from the site.

The size of the POS achieves the 10% POS requirement for respective Lot 83 and Lot 93 landholdings; thus, no POS cash-in-lieu contribution arrangement is required between these landowners or Lot 58.

The POS also acts as a strategic landscaping buffer between the new District Distributor B Road and existing residential properties to the west.

9.5.3 Landscaping

Landscaping of the residential portions of primary road network (i.e. portion of CAPs road verges adjacent Eric Lumsden Drive) will focus on the use of species with low water demand. Suitable plantings will also be included within any road bioretention swales and basins, landscaped areas and street verges.

Any bioretention basins and swales will be densely planted with inundation tolerant species to both stabilise the structure and to take up nitrogen from the water.

Landscaping within non-residential land will be as subject to standard LPS17 and local policy compliance.

9.6 Activity Centres

A Retail Needs Assessment (RNA) was prepared by Pracsys to support the inclusion of limited commercial and retail uses within the Highway Service (or 'Sub-Precinct No.1' as referenced in the RNA) of the Structure Plan area. The intent of this sub-precinct is to provide a small-scale, service-based commercial hub that complements surrounding land uses and caters to the immediate needs of the local catchment.

The assessment identified sufficient latent demand to support land uses such as 'Shop' and 'Convenience Store', each proposed to be capped at a maximum of 2,500m² of net lettable area. These uses were identified as contributing to the employment and service mix in the locality, while also facilitating walkable access to day-to-day retail needs for local residents and workers.

Notwithstanding, the HEASP identifies this location as a transitional interface between residential and industrial land uses and does not support 'Shop' as a preferred land use. In response, and in recognition of the City of Swan recommendations, this sub-precinct is now aligned with the 'Highway Service' zoning under Local Planning Scheme No.17, which excludes 'Shop' as a permitted use.

To address both the planning framework and identified demand, the Structure Plan proposes a tailored land use list for the Highway Service Sub-Precinct that enables a range of low-impact commercial and service uses including, but not limited to – as detailed under Part One – Section 4.3:

- Lunch Bar
- Medical Centre
- Restaurant
- Market
- Place of Assembly
- Place of Worship
- Exhibition Centre

Lot sizes within this sub-precinct are intended to support this function, with a minimum lot size of 1,000m² and minimum 28m frontage to ensure flexibility for future development and appropriate access.

The proposed approach balances local retail demand with strategic planning objectives, ensuring land use compatibility and employment diversity within the structure plan area.

9.7 Education & Community Facilities

The Structure Plan does not propose the creation of any new school sites; with the low residential yield to be encompassed within existing school catchments.

9.8 Water Management

The Local Water Management Strategy (LWMS) has been prepared in accordance with *Better Urban Water Management* (WAPC, 2008), *State Planning Policy 2.9 – Water Resources*, and the *Hazelmere Enterprise Area District Stormwater Management Strategy* (AECOM, 2010). It adopts an integrated water cycle management approach informed by the principles and practices of the *Stormwater Management Manual for Western Australia*.

The LWMS considers existing environmental and groundwater conditions, best practice stormwater treatment, the use of swales and vegetated basins, and outlines implementation and monitoring measures to support urban development within the Structure Plan area. Key features include:

- **Groundwater Conditions:** Groundwater levels across the site range from a Maximum Groundwater Level (MGL) of 5.5m AHD in the north to 10.5m AHD in the south.
- **Acid Sulphate Soils (ASS):** No evidence of ASS was found on site, although high-risk areas are mapped approximately 30m north (Helena River valley) and 30–175m south (damplands).
- **Stormwater Management:** Stormwater will be managed through vegetated swales and landscaped drainage basins, with the 1-in-1 year rainfall event detained onsite to maintain pre-development hydrological flows.
- **Water Quality and Nutrient Management:** Nutrient input will be minimised through the use of Waterwise landscaping and treatment of stormwater within vegetated swales and basins. Future

UWMPs will incorporate nutrient attenuation measures, including wetland-style plantings (e.g., reeds and rushes).

- **Drainage Infrastructure:** The existing pipe system downstream of Mary Street is undersized and requires upgrading by the City of Swan to match the upstream 825mm diameter to prevent overland flooding. In the interim, an overflow basin is proposed in Lots 83 and 93 to manage exceedance flows.

The LWMS supports a sustainable and resilient urban water management approach and will be refined at subdivision stage through Urban Water Management Plans (UWMPs) for each development stage.

The full LWMS is provided in **Appendix 1**.

10. Infrastructure Servicing & Staging

10.1.1 Stormwater Management

Subdivision and development within the Structure Plan area shall be supported by an integrated stormwater management system that achieves appropriate water quality, quantity, and flow outcomes in accordance with Better Urban Water Management, State Planning Policy 2.9 – Water Resources, and relevant City of Swan requirements.

10.1.2 Water Supply

Reticulated water is able to be supplied to the subject site via an existing Water Corporation connection or the extension of service through existing road reserves. Through standard Water Corporation policy, the lots will need to extend the water main as part of the provision of roads.

10.1.3 Sewerage/Effluent Disposal

The Structure Plan site abuts the Hazelmere residential area which has reticulated sewer and will require the extension of this service to support subdivision. Lot 651 has an existing sewer connection. The proposed land swap will provide a service corridor that accommodates the provision of sewer and water connection to lot 39 through lot 651.

10.1.4 Electricity

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

10.1.5 Telecommunication

The subject site can be serviced from the existing infrastructure or extension of existing pits located in the adjacent road reserves.

10.1.6 Roads and Drainage

The provision of the spine road proposed (Eric Lumsden Drive) is to be funded through Special Area Rates as addressed in Part One and sections below. The extent of road and drainage work is, where practical, to provide a through link to existing roads and drainage.

10.1.7 Development Contribution Area

The site is not located in an area identified as requiring development contributions, and recognising the City of Swan Hazelmere Special Area Rates applicable to this area.

10.1.8 Staging and Implementation

Recognising the individual landownerships in the Structure Plan area, the proposed staging may be simultaneous and include as follows:

- Stage 1 – South: Land between Bushmead Road and Hazelmere Circus – Lots 83 and 93
- Stage 2 – Central: Land north of Bushmead Road – Lot 58
- Stage 3 – North: Land north of Lot 58 and between Stirling Crescent – Lots 651 and 39

Staging may be subject to change depending on individual land ownership preferences and prevailing economic conditions. It is anticipated that the entire Structure Plan area may be developed concurrently, contingent on the timing and landowner collaboration and coordination of the following key enablers:

- Construction of the north–south spine road (Eric Lumsden Drive), identified as the District Distributor B road.
 - critical to the functionality, internal connectivity and orderly movement of vehicles, particularly to segregate industrial traffic from adjacent residential areas. Its early delivery is imperative to ensure safe and efficient circulation throughout the Structure Plan area and to support staged subdivision and development outcomes.
 - The delivery of this road and its key intersections and tie in with existing road infrastructure shall be coordinated in consultation with the City of Swan, and is subject to detailed engineering design, and/or conditions of subdivision approval; and contribution arrangements via Special Area Rates addressed in the following section.
- Drainage infrastructure consistent with an approved LWMS;
- Provision of essential services including:
 - Reticulated water and sewerage; and
 - Electrical and NBN services.
- Perimeter roads or other management controls for bushfire protection.

10.2 Infrastructure Contributions and Responsibilities

Development within the Structure Plan area is contingent upon the coordinated delivery of road and drainage infrastructure. In accordance with the City of Swan's adopted framework for the Hazelmere Industrial Area, SUZ16 falls within an area subject to a Special Area Rate (SAR), levied specifically to fund road and drainage upgrades that support the area's planned growth.

The SAR is applied at a contribution ratio of 25% (SAR) to 75% (Municipal Funds), which collectively fund Distributor B and Local Distributor Road infrastructure and associated drainage works. These upgrades are necessary to facilitate the strategic movement network and stormwater outcomes outlined in the endorsed Structure Plan and supporting Local Water Management Strategy.

To achieve timely and efficient implementation, landowners are expected to liaise directly with the City of Swan regarding their responsibilities for key intersection upgrades:

Table 12 – Road Infrastructure – Landowner Responsibilities

Lots	Landowner Responsibility
651 and 39	<ul style="list-style-type: none"> Part coordination with the City of Swan regarding the <i>Local Distributor Road</i> northern intersection of Stirling Crescent and Amherst Road.
39	<ul style="list-style-type: none"> Coordination with the City of Swan regarding the tie in of the <i>District Distributor B Road</i> with Stirling Crescent.
39 and 58	<ul style="list-style-type: none"> Part coordination with the City of Swan regarding the T-intersection and tie-in with the future <i>Local Distributor Road</i> heading east within Lot 59 Bushmead Road.
58 and 83	<ul style="list-style-type: none"> Part coordination with the City of Swan regarding the new Bushmead Road roundabout with <i>District Distributor B Road</i>.
93	<ul style="list-style-type: none"> Coordination with the City of Swan regarding the <i>District Distributor B</i> T-intersection and road tie-in with the Hazelmere Circus reservation.

All distributor and industrial access roads are to be constructed to meet RAV 7 specifications to accommodate the expected freight and logistics movements. While these works are to be funded through the Hazelmere Infrastructure Reserve (via the SAR mechanism), the City has advised that funds may not be presently available to fully deliver these upgrades. As such, proponents may be required to enter into legal agreements with the City to forward-fund infrastructure works, with repayment to occur in accordance with agreed terms and available SAR funds.

In contrast, the construction of internal residential access roads is the sole responsibility of individual landowners undertaking residential subdivision and development within SUZ16.

Perth

Level 17, 1 Spring Street
Perth WA 6008

(08) 6285 3177

Adelaide

27 Halifax Street
Enter via Symonds Pl
Adelaide SA 5000

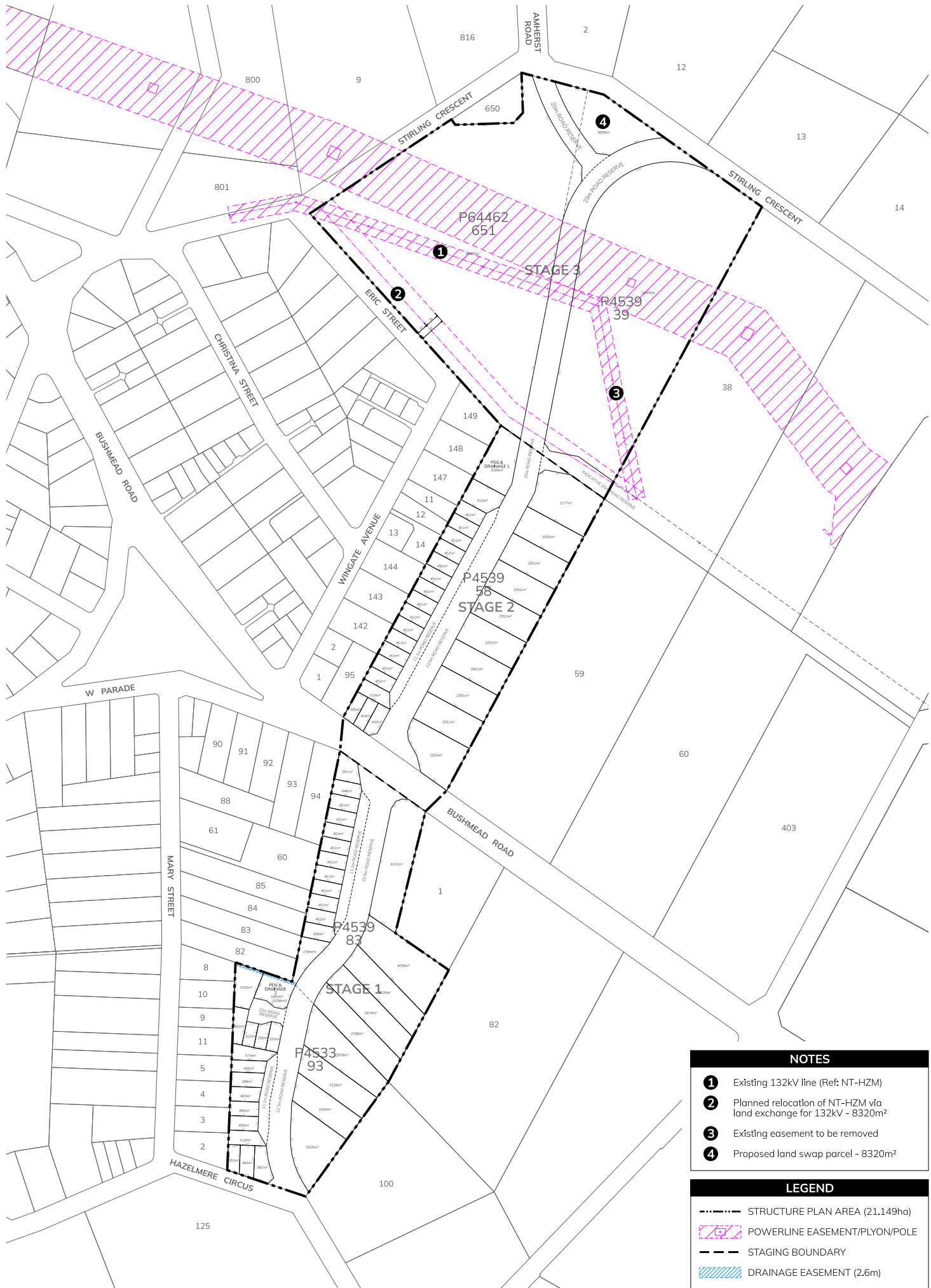
(08) 8333 7999

Melbourne

Level 3, 107 Elizabeth Street
Melbourne VIC 3001

(03) 8593 9650





- NOTES**
- ① Existing 132kV line (Ref: NT-HZM)
 - ② Planned relocation of NT-HZM via land exchange for 132kV - 8320m²
 - ③ Existing easement to be removed
 - ④ Proposed land swap parcel - 8320m²

- LEGEND**
- STRUCTURE PLAN AREA (21.149ha)
 - POWERLINE EASEMENT/PLYON/POLE
 - STAGING BOUNDARY
 - DRAINAGE EASEMENT (2.6m)

Submission/ Theme	Public Comment	Applicant Response
DA-1183/2025 – Lot 38 Stirling Crescent, Hazelmere		
1	<p>Wingate Ave has developed into a “Rat Run”; though your stats show minor collisions, I have lost count at the near misses experienced by self and others, especially when traffic travels down Eric Street they mostly cut the corner when turning into Wingate Ave, I have had to swerve, slam on brakes etc, I approach this corner with upmost caution. There has been a growing increase in heavy vehicles using this “ Rat Run” rendering my street hazardous. Overall, the council have not considered the residents of Hazelmere with ever encroaching heavy traffic. I ask that Wingate, Christina streets are closed to run through traffic.</p> <p>With this new plan, I envision an increase of heavy traffic. Observations, cars speed along Wingate, traffic noise has increased, dust, air levels are problematic. I see no provisions in your plans to ease traffic in my neighbourhood.</p>	<p>These development applications do not propose for any vehicles accessing the site to use Eric Street, Wingate Avenue or Christina Street. Vehicles will use Stirling Crescent and Bushmead Road in the interim. Once the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street, or the planned north-south road and Bushmead Road. In either case, trucks and industrial traffic will no longer travel through the residential area.</p> <p>PJA’s Transport Impact Statement, submitted in support of these applications, projects that they will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are negligible and will not meaningfully affect the functionality of the road network.</p> <p>In any case, trucks will only use Stirling Crescent and Bushmead Road temporarily. Once the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street, or the planned north-south road and Bushmead Road. In either case, trucks and industrial traffic will no longer travel through the residential area.</p>
2	<p>See previous objections. Again contact for comment. To put it politely. Dumb idea.</p>	<p>We have not been provided with the concerns that this objector has previously raised, although are assuming that they are also the author of submission 2 for DA-1184/2025, to which we have responded below.</p>
3	<p>Forthcoming at time of writing.</p>	
4	<p>Forthcoming at time of writing.</p>	
DA-1184/2025 – Lot 1101 Stirling Crescent, Hazelmere		
1	<p>This should be reconsidered due to the loss of tree cover & natural habitats and the risk of waterways due to the close proximity to the Helena River</p>	<p>The landowner has exercised their right to clear the trees on the site, given they were planted in 2006 and were therefore not naturally occurring. This action was supported by in-principle advice from an environmental consultant and has been confirmed by the Department of Water and Environmental Regulation. Stormwater will be contained within each lot in the proposed drainage basins, thereby preventing impacts on the Helena River.</p>

2 Contact me for further comment. Per previous applications in the vicinity of this one read my previous comments. I object to any and all these developments applications due to the knock on implications to the neighbourhood. I don't believe any consideration has been made with the nearby schools in mind or the residence. Or the fact that traffic flow is already hindered by the poor road design, and traffic control device in the area and the fact that there are two railway crossings that impact the traffic flow in the area. As previously mentioned as a surveyor I have experience in this and consult on this with client.

We have not been provided with the concerns that this objector has previously raised.

This site has been planned for industrial development via the Hazelmere Enterprise Structure Plan for 15 years. The interface between the Hazelmere industrial and residential areas is being carefully planned for via the Special Use Area 16 Structure Plan, which is separate to these development applications. The Lots 39 and 651 applications have been prepared so as to implement the land use transition and buffers planned for by the Special Use Area 16 Structure Plan. We note that this objection is made in relation to the application for Lot 1101 Stirling Crescent, which is zoned 'General Industrial'. It is unreasonable to oppose industrial hardstand in a 'General Industrial' zone, given the zone has been applied to this site as it is sufficiently separated from the residential area.

The Hazelmere Enterprise Area Structure Plan, which has been in place for 15 years, envisages both light industrial and educational development in this area of Hazelmere. Both land uses have a right under the strategic planning framework to co-exist.

Refer to our comments in relation to submission 1, DA-1183/2025, which detail how these applications will actually generate the funding necessary to upgrade the road network in the area and separate industrial and residential traffic.

3 Forthcoming at time of writing.

4 Forthcoming at time of writing.

DA-1342/2025 and DA-1343/2025 – Lots 39 and 651 Stirling Crescent, Hazelmere

Traffic Increased pressure on local roads cause by Heavy vehicle traffic associated with the development

PJA's Transport Impact Statement projects that these applications will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are negligible and will not meaningfully affect the functionality of the road network.

In any case, trucks will only use Stirling Crescent and Bushmead Road temporarily. Once the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street, or the planned north-south road and Bushmead Road. In either case, trucks and industrial traffic will no longer travel through the residential area.

	Increase traffic will place pressure on the intersection between Stirling Crescent and Bushmead Road as well as other local roads, result in congestion and noise pollution	See above and below responses. The negligible increase in road usage by vehicles and trucks will not create any meaningful additional congestion or noise pollution.
	Trucks turning onto Stirling Crescent from Bushmead Road will be unable to turn the corner without obstructing the road	Both roads, and this intersection, are rated for use by 19m trucks. They have a right to travel on roads rated for them. In this regard, qualified transport engineers PJA have prepared a Transport Impact Statement in support of these applications. Figure 4-2 confirms that trucks turning onto Stirling Crescent from Bushmead Road will be able to navigate the intersection entirely on the road carriageway. However, if they are waiting to turn right they may temporarily block traffic behind them. This occurs on a daily basis across the road network and does not necessarily need to be prevented if the road network still functions appropriately. In this regard, only a small number of trucks capable of blocking traffic behind them as they wait to turn right will navigate the intersection. PJA's Transport Impact Statement projects that these applications will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are negligible and will not meaningfully affect the functionality of the road network.
	Trucks turning East onto Stirling Crescent at the Amherst Road intersection driving over the curb	This is not the case. Figure 4-1 of PJA's Transport Impact Statement shows the mapped swept paths of 19m trucks and demonstrates that these trucks will be able to turn east onto Stirling Crescent at Amherst Road on the existing carriageway.
Environmental Impact	Concerns the development will result in the contamination of the Helena River and negatively impact water quality	Stormwater will be contained within each lot in the proposed drainage basins, thereby preventing impacts on the Helena River.
	Degradation of ecosystems, habitats Flora and Fauna caused by the removal of vegetation which has already been undertaken	The landowner has exercised their right to clear the trees on the site, given they were planted in 2006 and were therefore not naturally occurring. This action was supported by in-principle advice from the Department of Water and Environmental Regulation.
Safety	Serious impact on road safety by increasing the risk of accidents involving pedestrians, cyclists, and other vulnerable road users due to the use of heavy vehicles and trucks	PJA's Transport Impact Statement considers road safety in detail and concludes the following: <i>"Based on the above patterns reported, there is no evidence to suggest that the proposed development will increase the risk of crashes on the road network."</i>

This is due to the anticipated low traffic volumes to be generated by these sites and PJA's analysis of the reported crash history for Stirling Crescent, Amherst Road and Bushmead Road.

Place undue risk on the safety of children attending the Steiner School

It is unclear how the proposed vehicle movements will impact the safety of children attending the Steiner School compared to the existing situation, given there are no footpaths on Stirling Crescent, thereby already making the road unsafe for children to walk or cycle to and from school. The school is also fenced to prevent children from running out onto the road.

Trucks crossing the bridge over Helena River on Amherst Road will place people using the pedestrian bridge at risk

It is not proposed that trucks will cross the bridge at Amherst Road. It is proposed that until the planned road network is constructed, trucks will only travel via Stirling Crescent and Bushmead Road towards Roe Highway and Great Eastern Highway Bypass.

Residential
Amenity

The development will create a significant land use conflict that has not been accounted for. Heavy vehicles travelling to and from the subject site will degrade the residential amenity through the following:

- a) Noise pollution from engine idling and manoeuvring;
- b) Vibrations from heavy vehicles on the roads; and
- c) Potential air pollution from emissions

Disagree. Lots 39 and 651 are intended to be zoned 'Light Industry' and 'Highway Service' under the Special Use Area 16 Structure Plan, and hardstand is permissible in both zones. Discretion is sought for the 'Transport Depot' land use on Lot 39 on the basis that storage of trucks will have no greater amenity impact than storage of other goods on hardstand, which is permissible and to be expected.

Landscaping buffers are proposed to visually screen the site from the residential area and adjacent roads.

Engine idling, manoeuvring and emissions from vehicles will occur for most land uses within the 'Light Industry' and 'Highway Service' zones. For example, a fast food outlet or commercial store car park would be permissible on these sites, and storage of trucks, cars or other goods would not impact amenity to a greater extent than either of these uses, with respect to car noise, engine idling, other forms of noise, odour or air pollution.

Refer to our comments above confirming that the number of heavy vehicles on the local roads will be negligible, and will also be temporary until the planned road network is constructed.



PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**