

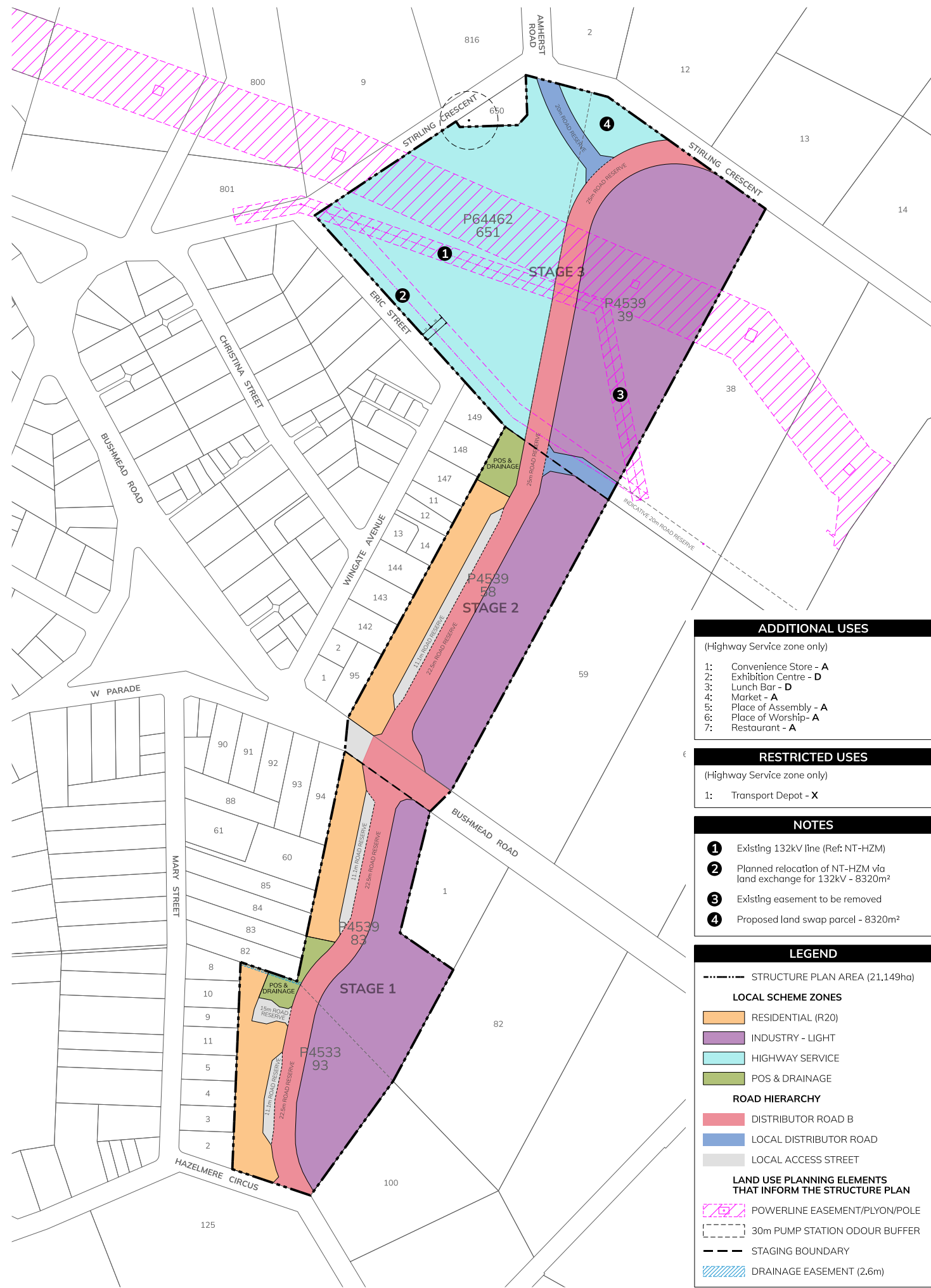
24PER-004
JUNE 2025

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 - 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/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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Document history and status

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

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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: • Highway Service • Industrial - Light • Key Road Reservations • Residential	• 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: • Regional Open Space • District Open Space	Nil	• Section 6.4 – Public Open Space
Estimated area and number: • Neighbourhood Parks • Local Parks	• 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 LPS17 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	- 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	- Minimum lot size: 1,000sqm - Minimum road frontage: 28m.
Building and Development Standards	Pursuant to Local Planning Policy <i>POL-TP-125 Building and Development Standards – Commercial Zones</i> except as varied below. - 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: - 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: - Services infrastructure, - landscaping,

Criterion	Commentary
	– vehicle circulation, and – pedestrian access.
Site Access	• 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. – 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: • 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	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</i> and <i>SPP 4.1 – Industrial Interface</i>.

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</i> and <i>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	- 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 Western Australian Planning Commission to consolidate access.
Local Development Plans	A Local Development Plan may be required for lots:

Criterion	Commentary
	- 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	- 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: - 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	- 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	Density Code Plan The Structure Plan applies a residential density code of R20 to the designated Residential zone, as depicted on Plan 1 – Structure Plan Map. Application of R-Codes

Criterion	Commentary
	- 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: - 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	A Local Development Plan may be required for lots: - 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	- Subdivision and development shall: - 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	- 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). - 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

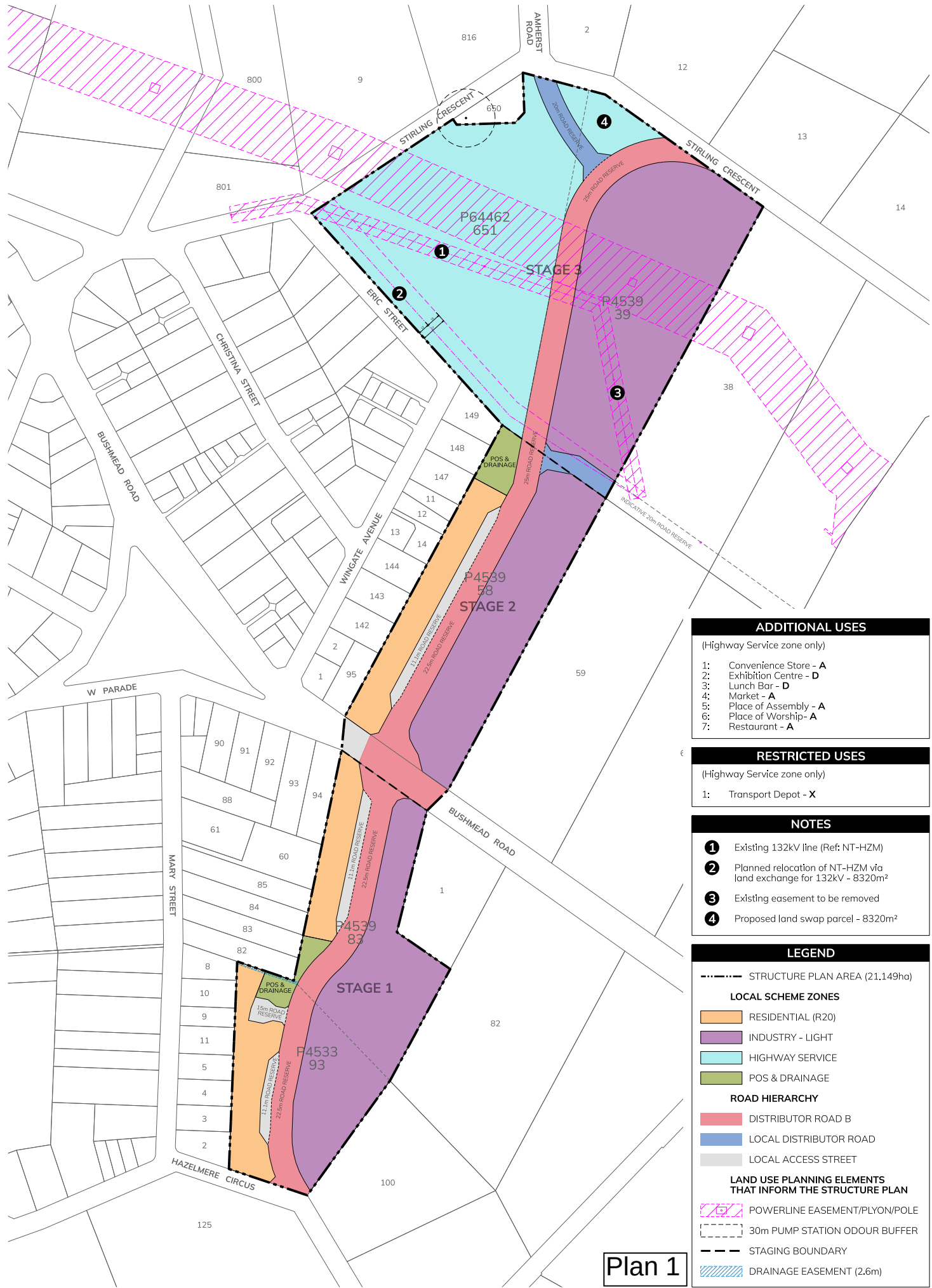
6.1 Notifications on Title

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.

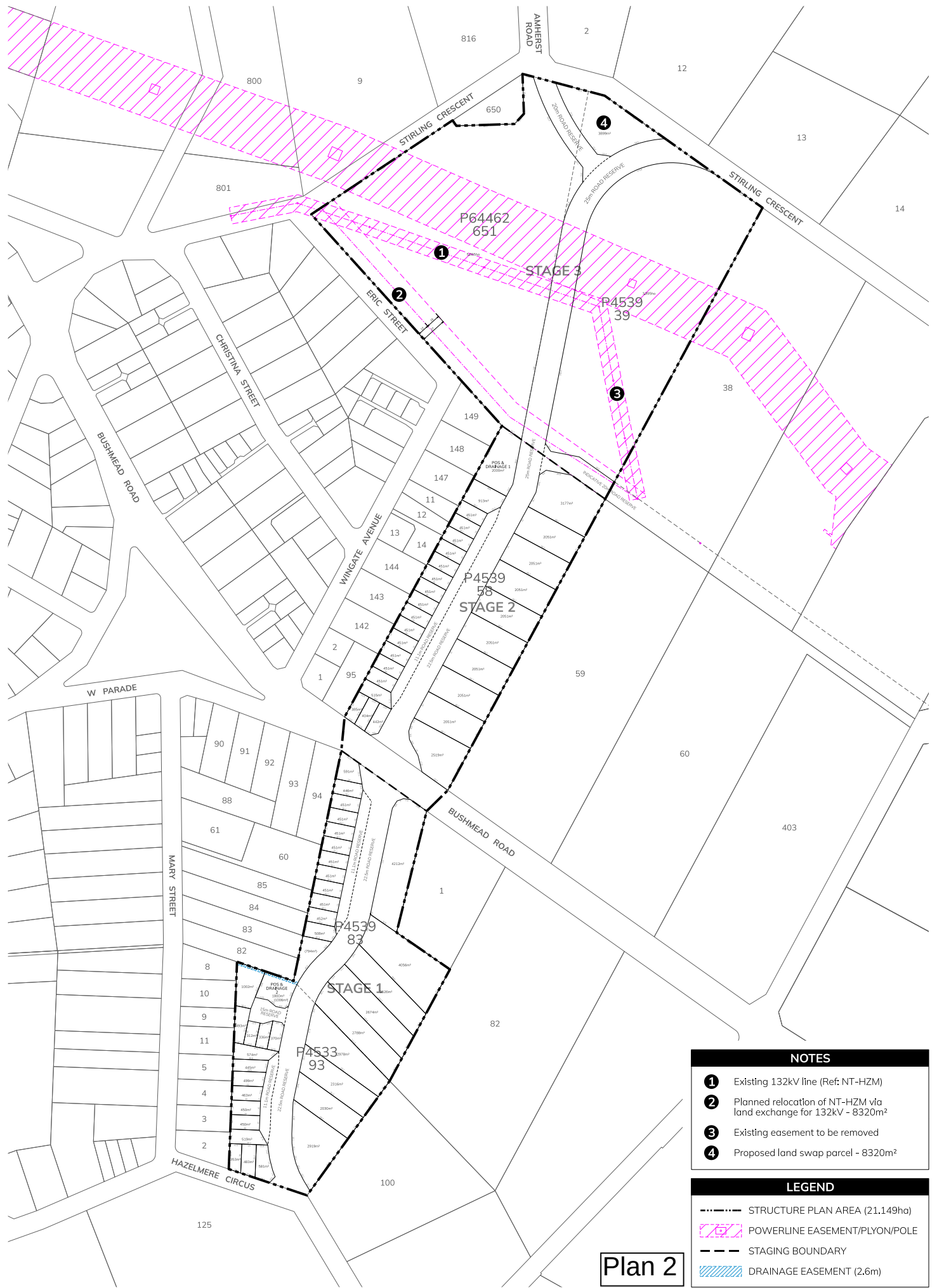


ADDITIONAL USES	
(Highway Service zone only)	
1:	Convenience Store - A
2:	Exhibition Centre - D
3:	Lunch Bar - D
4:	Market - A
5:	Place of Assembly - A
6:	Place of Worship - A
7:	Restaurant - A

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/PLYON/POLE
	30m PUMP STATION ODOUR BUFFER
	STAGING BOUNDARY
	DRAINAGE EASEMENT (2.6m)



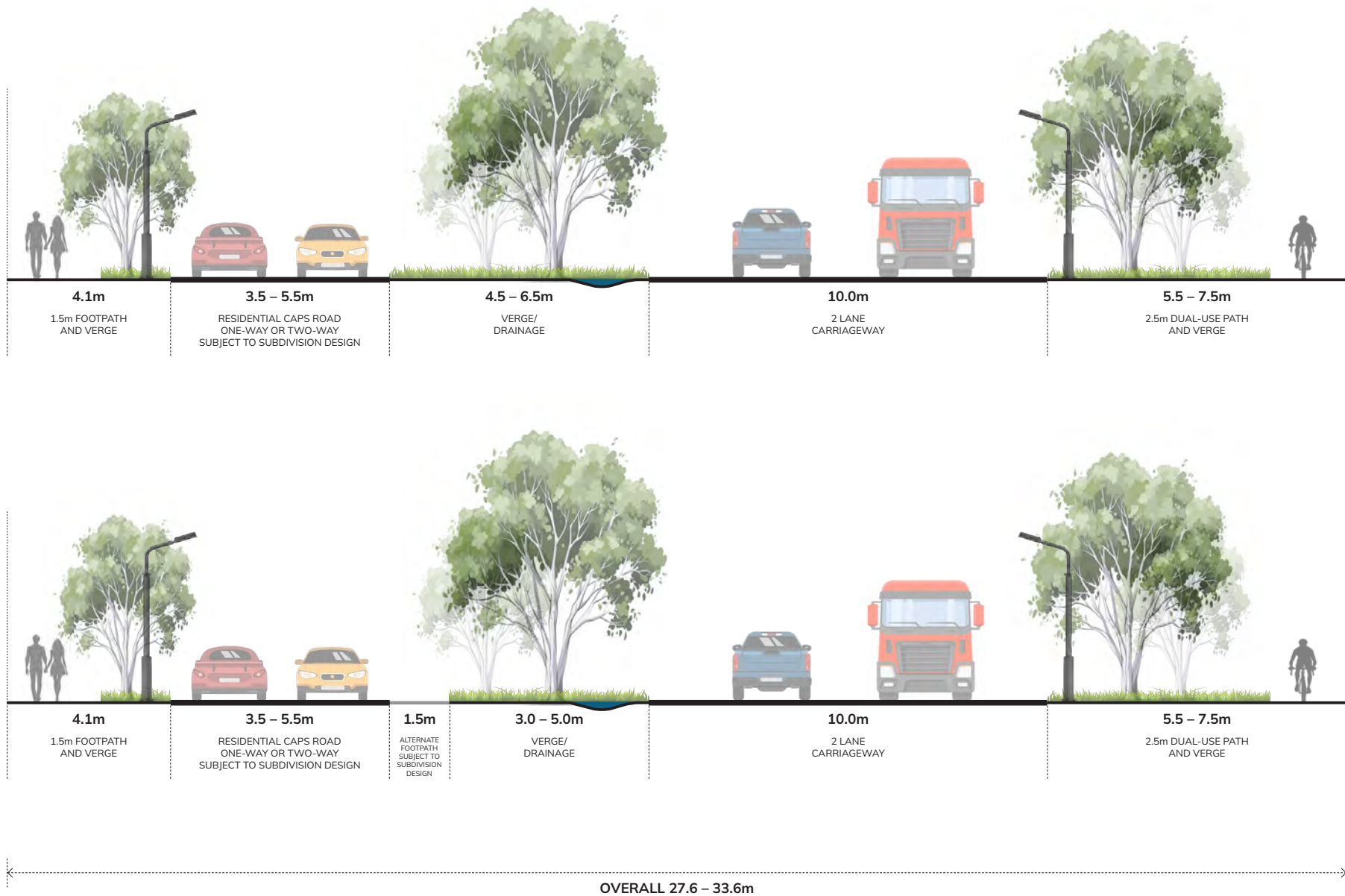


Figure 1

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.

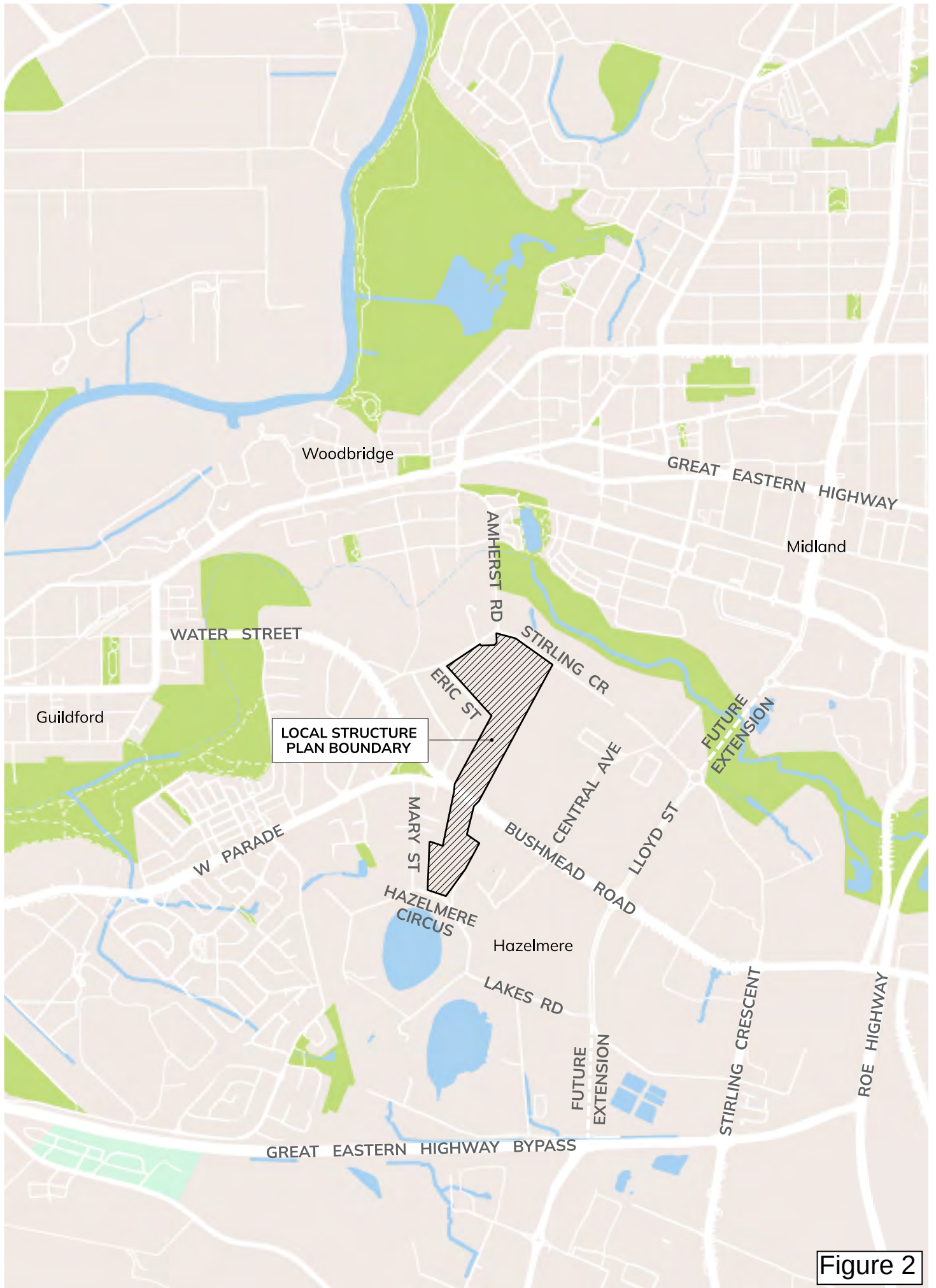


Figure 2



Figure 3

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

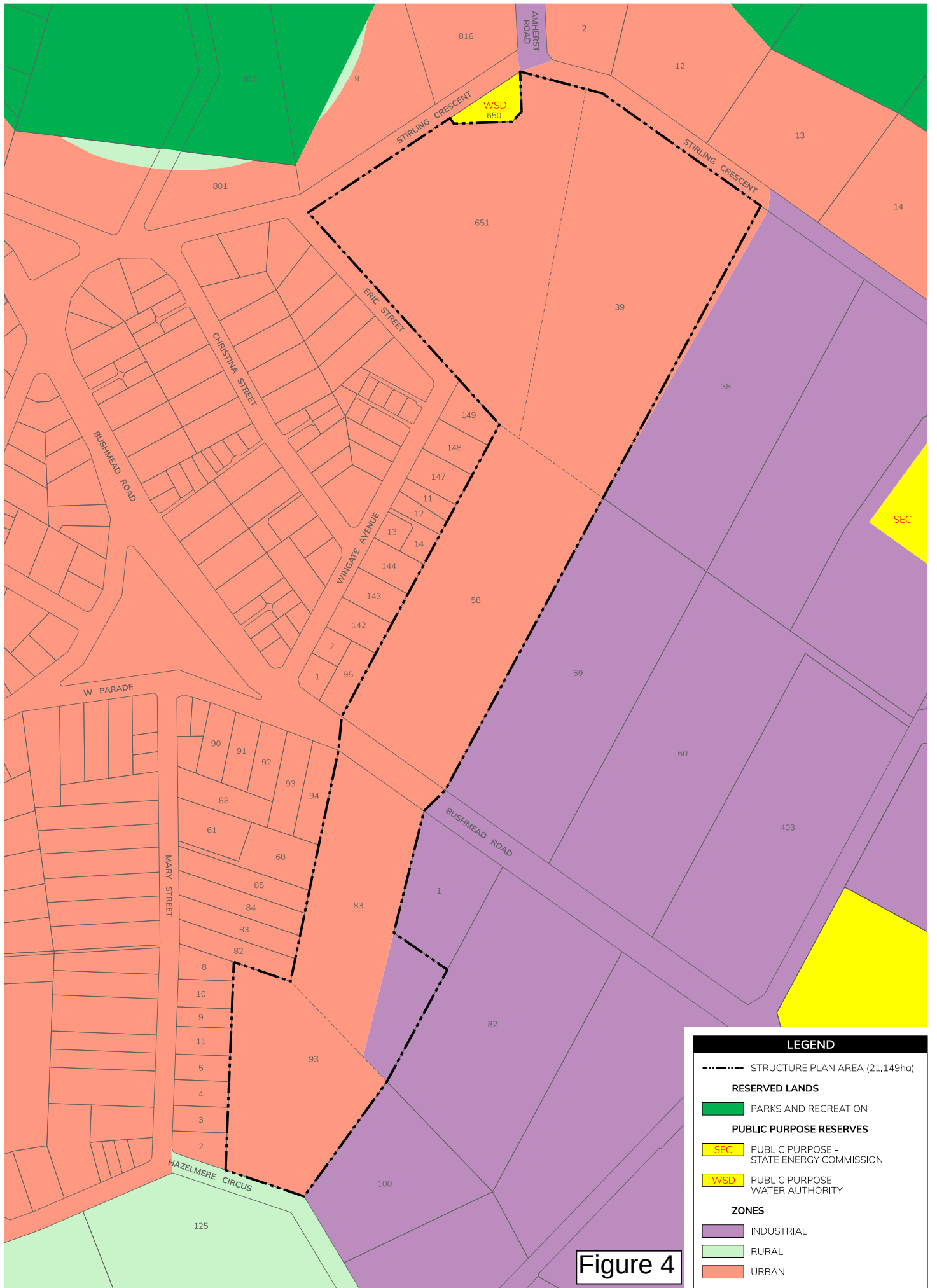
Kewdale-Hazelmere Integrated Masterplan (KHIM)

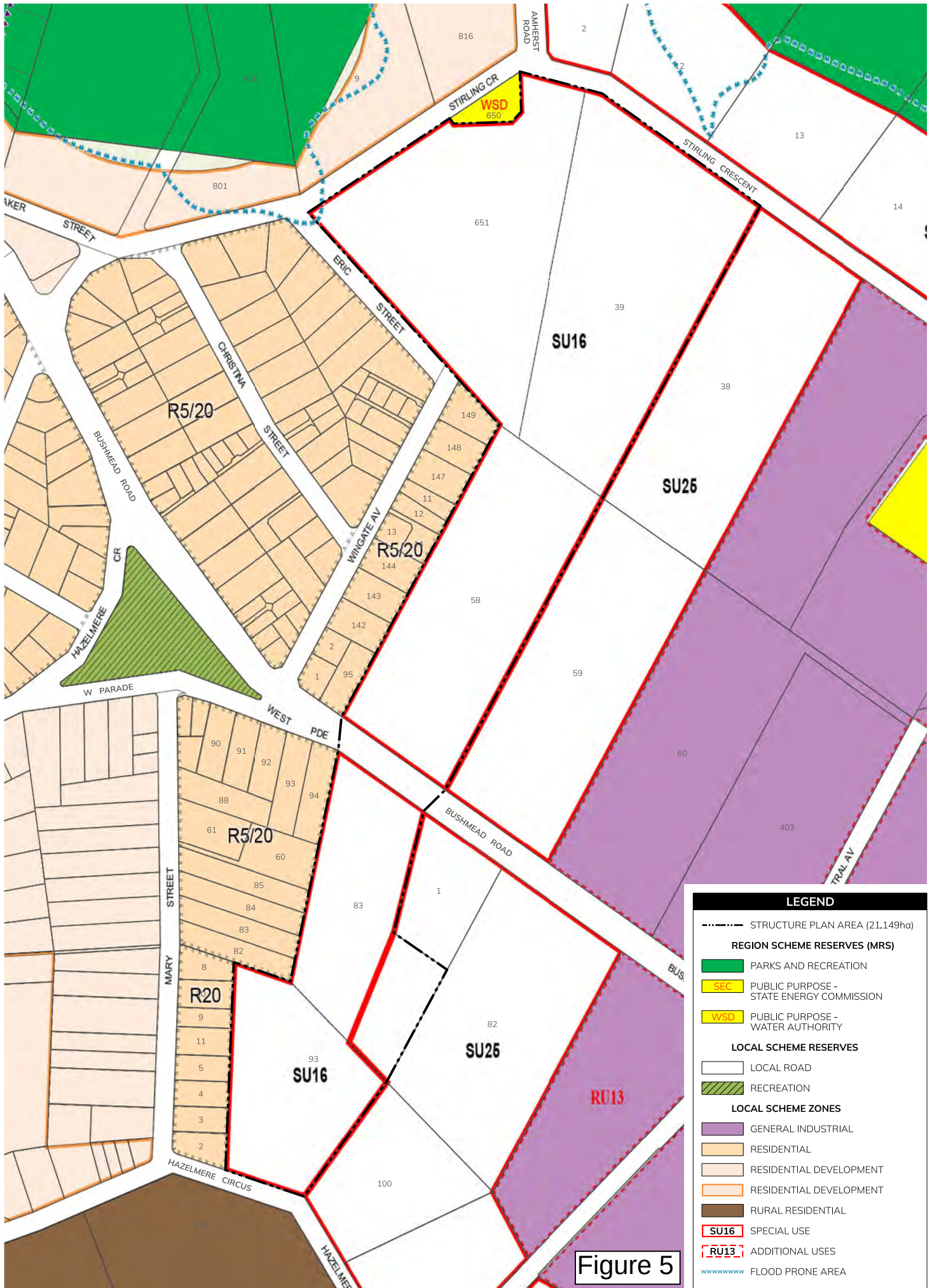
The 2002 Freight Network Review identified Kewdale-Hazelmere as Western Australia's primary intermodal freight precinct, driven by its strategic proximity to Perth Airport. In response, the (then) Department of Planning and Infrastructure prepared the Kewdale-Hazelmere Integrated Masterplan (KHIM) in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

REGION SCHEME RESERVES (MRS)

PARKS AND RECREATION

SEC PUBLIC PURPOSE - STATE ENERGY COMMISSION

WSD PUBLIC PURPOSE - WATER AUTHORITY

LOCAL SCHEME RESERVES

LOCAL ROAD

RECREATION

LOCAL SCHEME ZONES

GENERAL INDUSTRIAL

RESIDENTIAL

RESIDENTIAL DEVELOPMENT

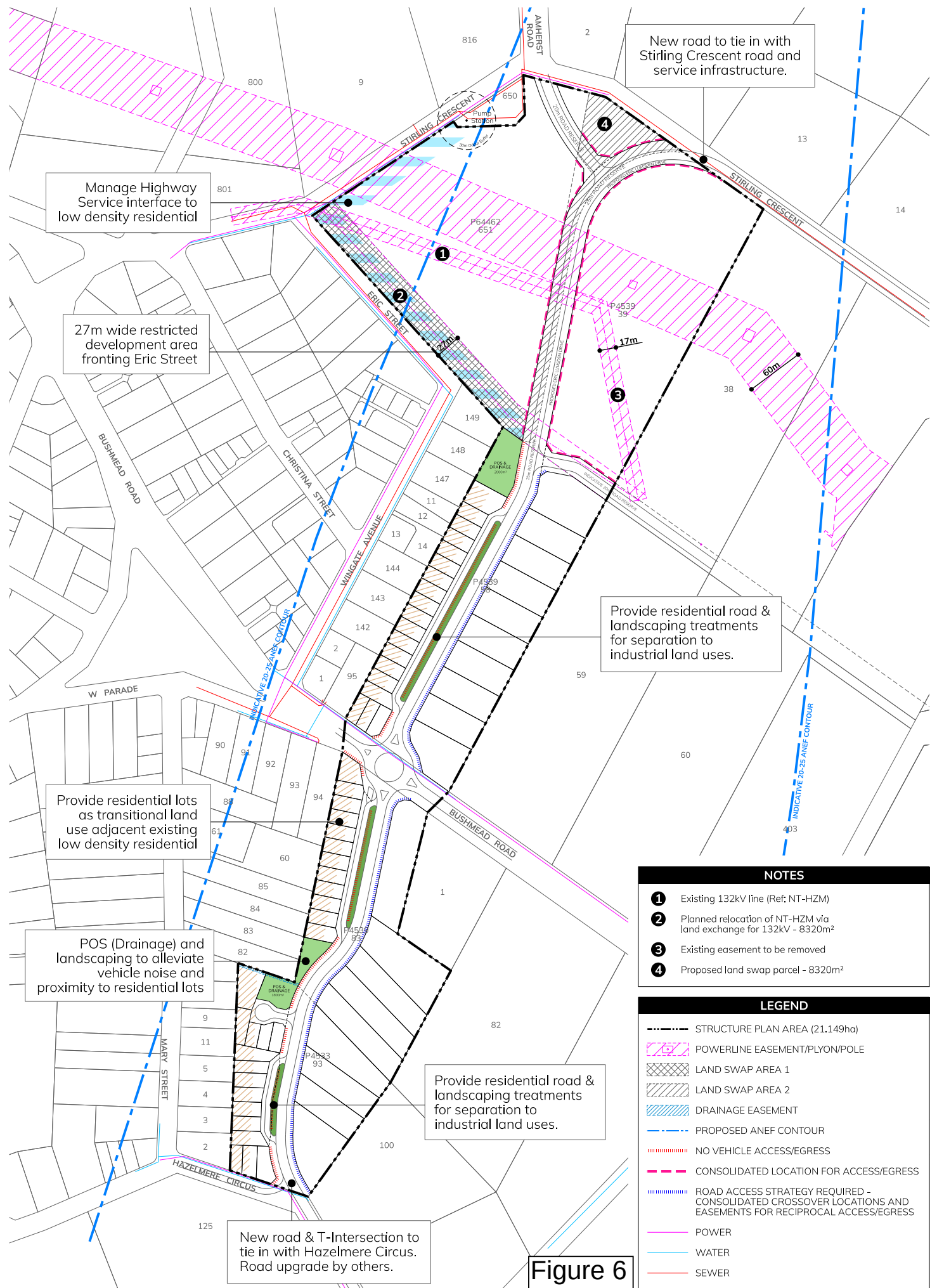
RESIDENTIAL DEVELOPMENT

RURAL RESIDENTIAL

SU16 SPECIAL USE

RU13 ADDITIONAL USES

www.swan.wa.gov.au FLOOD PRONE AREA



NOTES

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

LEGEND

- STRUCTURE PLAN AREA (21.149ha)
- POWERLINE EASEMENT/PLYON/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

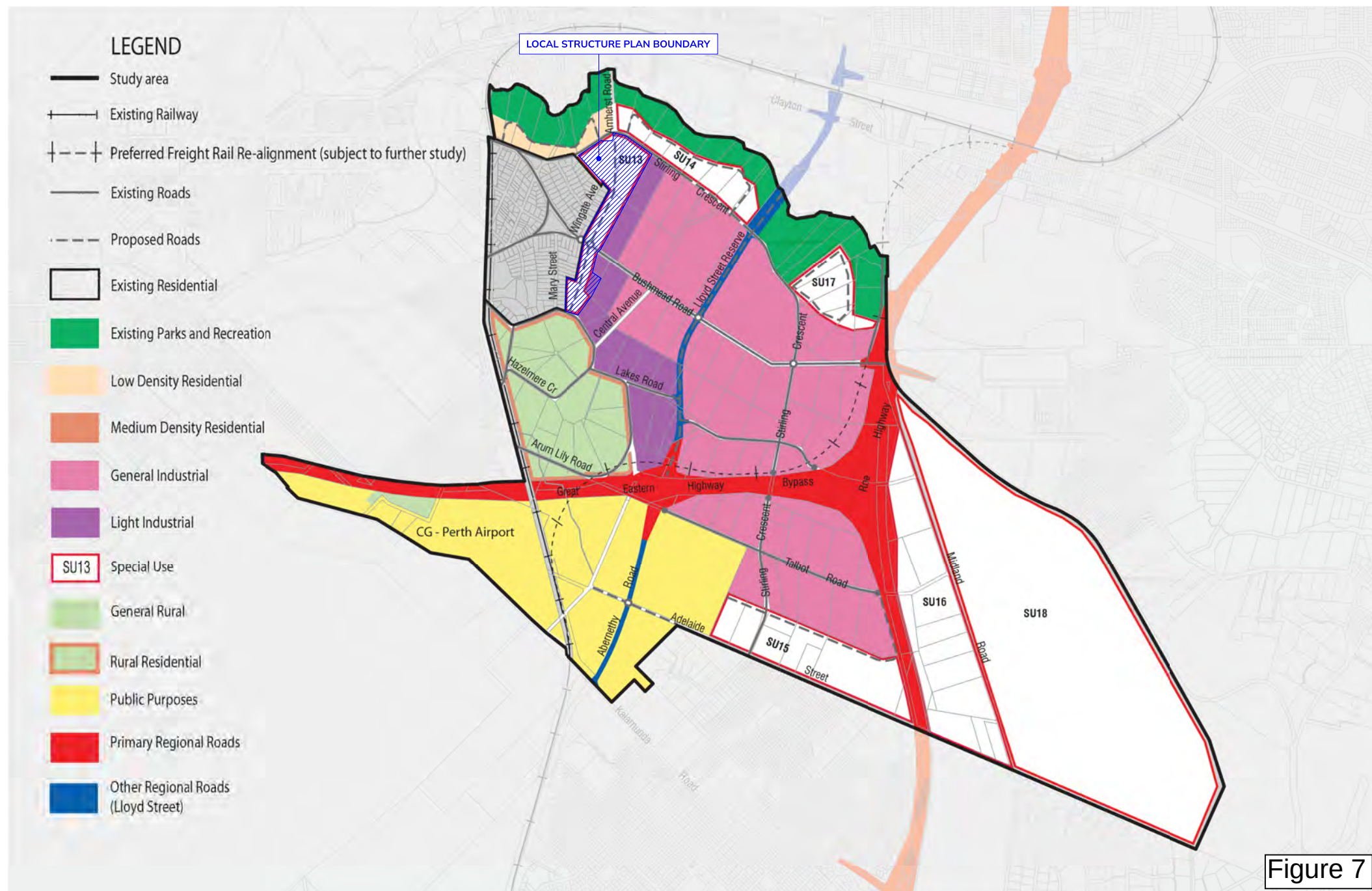


Figure 7

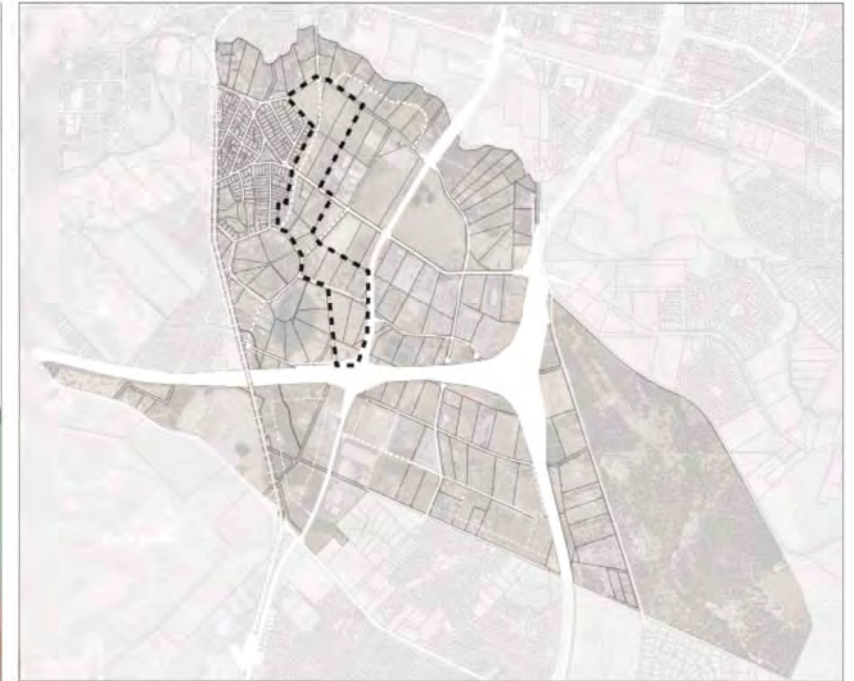
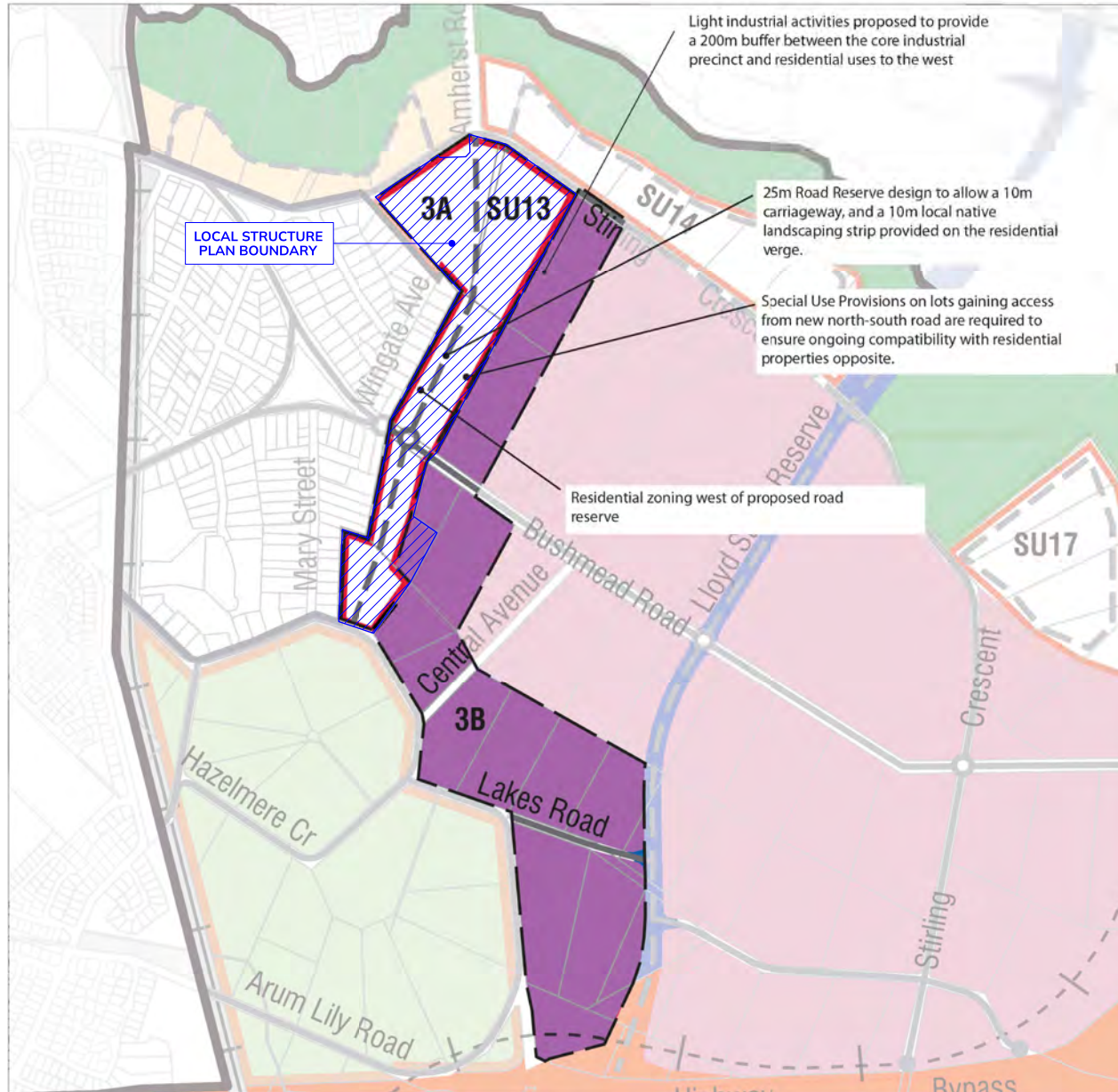


Figure 8

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 Compostion (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	Part coordination with the City of Swan regarding the <i>Local Distributor Road</i> northern intersection of Stirling Crescent and Amherst Road.
39	Coordination with the City of Swan regarding the tie in of the <i>District Distributor B Road</i> with Stirling Crescent.
39 and 58	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	Part coordination with the City of Swan regarding the new Bushmead Road roundabout with <i>District Distributor B Road</i>.
93	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

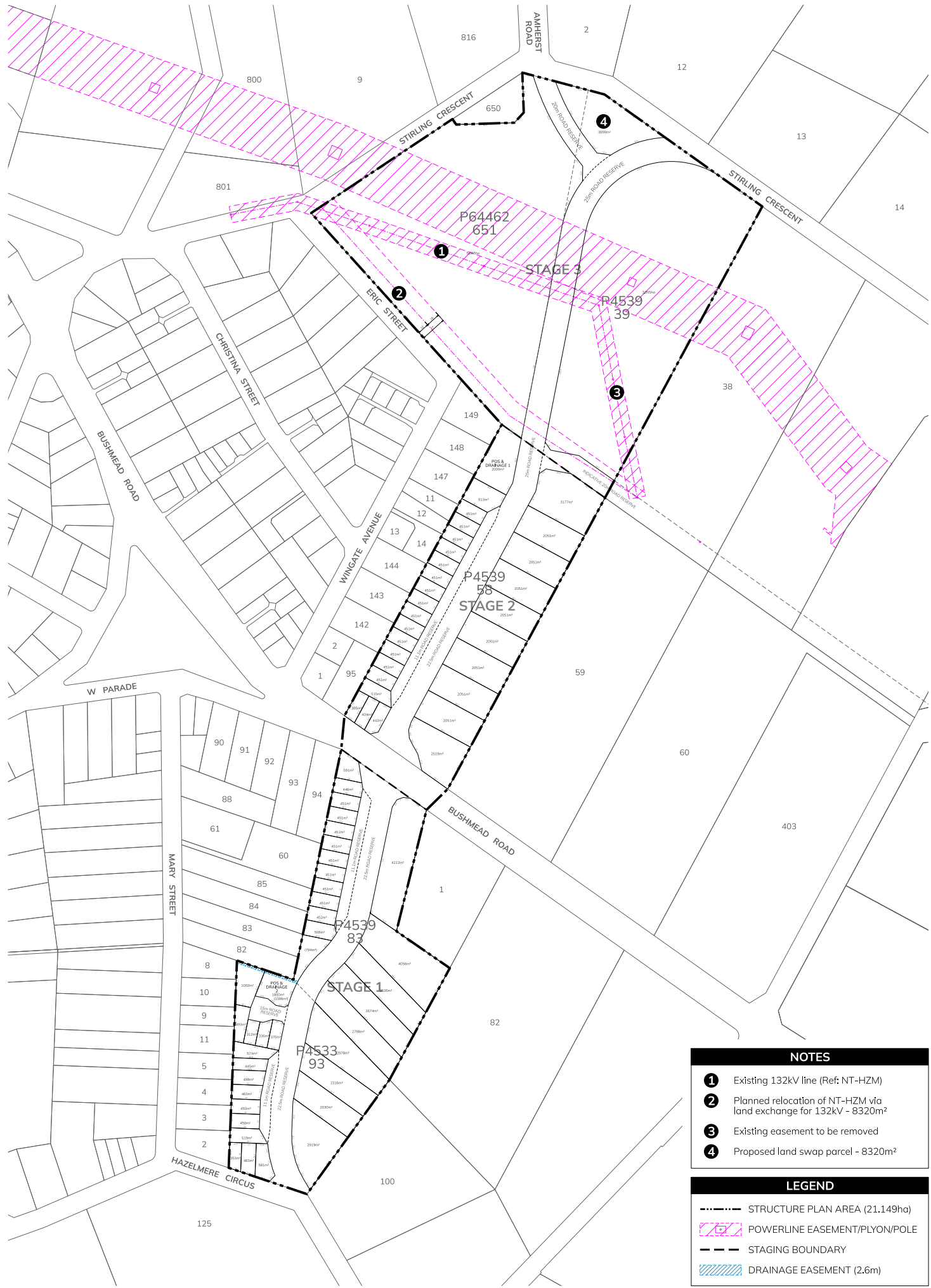
(08) 8333 7999

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 - 8320m ²
3	Existing easement to be removed
4	Proposed land swap parcel - 8320m ²

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