

Development Application

Warehouse Proposal, Lot 822 Stirling Crescent, Hazelmere

Prepared for Hesperia | Metro Outer Joint Development Assessment Panel
July 2026

Document Information

Lot 822 Stirling Crescent, Hazelmere

Development Application

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Executive Summary

This report has been prepared in support of a development application for a warehouse and ancillary office at Lot 822 Stirling Crescent, Hazelmere.

The proposal forms part of the continued transition of the Hazelmere Enterprise Area toward a more intensive employment and industrial precinct. The site is well suited to the proposed use, having regard to its industrial planning context, proximity to regional freight routes, relationship to surrounding employment areas, and separation from established residential neighbourhoods.

The development will deliver a substantial warehouse facility in a location identified for employment-generating activity and capable of accommodating the operational requirements of a modern industrial land use.

The proposal comprises a large-format warehouse, ancillary office, dock office, loading areas, hardstand, car parking, vehicle access arrangements, landscaping, drainage infrastructure and associated servicing. The layout provides for separated truck and light vehicle movements, internal heavy vehicle circulation, recessed loading areas, and clear staff and visitor access from Stirling Crescent, all orientated to reduce impacts to neighbouring areas.

This arrangement supports safe and efficient operation, minimises conflict between vehicle types, and reduces reliance on the surrounding road network for manoeuvring.

The built form is appropriate to the site's industrial purpose and setting. The office is positioned toward Stirling Crescent to provide a legible and more human-scaled street interface, while the warehouse and operational areas are located within the main body of the site.

The building scale, height and presentation are consistent with the functional requirements of a high-clearance warehouse and the intended industrial character of this part of Hazelmere.

A key feature of the proposal is its response to the Helena River interface. The development has been planned around the defined foreshore boundary, Swan Canning Development Control Area considerations and relevant water management requirements. Built form and operational areas are located outside the foreshore protection area, which is retained as a no-works and revegetated landscape interface.

Stormwater is managed through a water-sensitive design response, including treatment of hardstand runoff, drainage basin infrastructure and controlled discharge toward the Helena River via vegetated flow paths.

The proposal also addresses wastewater, bushfire, Aboriginal heritage, acoustic, traffic, site works, landscaping and environmental matters through specialist technical reporting. These assessments confirm that the site is capable of accommodating the proposed development, subject to the detailed design, approval and management measures identified in the application package. No technical matter has been identified that would preclude approval.

The development incorporates sustainability and amenity measures including solar provision, 5 Star Greenstar Certification, EV bays, bicycle parking, rainwater harvesting, onsite wastewater treatment, tree planting, deep soil landscaping and foreshore revegetation.

The proposal is also consistent with the broader coordinated development intent for this part of Stirling Crescent. Hesperia represents the landowners of Lots 821, 822, 823, 14 and 15 and is seeking to facilitate an integrated efficient development outcome across all five lots. This provides an opportunity to coordinate access, servicing, levels, environmental management and interface responses in a more orderly manner.

Overall, the proposal represents an orderly and appropriate use of the land. It is consistent with the planned role of Hazelmere as a strategic industrial and employment area, responds appropriately to the Helena River and surrounding interfaces, and can be delivered without unacceptable traffic, environmental, acoustic, bushfire or servicing impacts.

1.0

Site Context



1.0 Site Context

1.1 Regional Context

At the regional level, the subject site is located within Hazelmere, a strategically positioned employment and industrial area in Perth's north-eastern metropolitan corridor. The site is situated south-east of Midland, north of Perth Airport and within close proximity to established and emerging industrial areas including Hazelmere, South Guildford, Forrestfield, Kewdale, Welshpool, High Wycombe and Bellevue (**Figure 1**).

This regional context is relevant to the proposed development, as Hazelmere forms part of a broader network of industrial, logistics, warehousing and service-commercial areas located around Perth Airport, major freight corridors and key metropolitan employment centres. The proposed warehouse use is consistent with this regional function and will contribute to the continued development of Hazelmere as an employment-generating industrial precinct.

The site benefits from access to the regional road network via Stirling Crescent and the surrounding local road system, which connects to the Great Eastern Highway Bypass, Roe Highway, Abernethy Road, Kalamunda Road and Tonkin Highway. These routes provide regional freight access across the Perth metropolitan area, including to Perth Airport, the Kewdale and Welshpool industrial areas, the eastern corridor and the wider metropolitan road network.

The Great Eastern Highway Bypass is particularly relevant to the site's regional function, providing a high-order east-west freight route between Midland, Hazelmere, South Guildford and the regional highway network. Roe Highway and Tonkin Highway also provide important north-south freight connections, linking the locality to industrial areas in Perth's eastern and southern corridors and to the broader strategic freight network.

The site is also located within a broader freight and logistics catchment influenced by Perth Airport, the Kewdale intermodal terminal area and the freight rail network. Freight rail infrastructure is located north of the site, including rail corridors associated with Midland, Woodbridge and the broader eastern rail network.

While the proposal does not rely on direct rail access, proximity to freight rail infrastructure and established intermodal logistics areas reinforces the broader regional suitability of Hazelmere for warehouse and logistics-related activity.

The site is also well placed relative to the State's major port and freight distribution system. Fremantle Port remains the principal container port for the Perth metropolitan region, with freight movement between the port, airport, Kewdale/Welshpool and eastern industrial areas relying on established regional road and rail corridors. In this context, Hazelmere is positioned as part of the broader metropolitan freight and distribution network, with strong access to both airport-related logistics and regional road freight routes.

The surrounding regional employment framework supports the proposed development. Midland is the nearest major strategic centre, providing retail, commercial, civic, health, education and transport services, while Perth Airport, Kewdale, Welshpool, Forrestfield, High Wycombe, Bellevue and Hazelmere form a broader employment corridor focused on logistics, transport, warehousing, light industry and freight-related activity.

The site is well placed to draw from an established workforce catchment across Midland, Guildford, South Guildford, High Wycombe, Forrestfield, Maida Vale, Kalamunda, Bassendean, Bayswater and the wider eastern metropolitan region. This supports the proposed warehouse use, which will generate employment in a location close to services and workforce catchments, while remaining outside predominantly residential or inner urban areas.

The proposal also aligns with the planned long-term role of the Hazelmere Enterprise Area, which is intended to transition from rural and semi-rural land uses toward more intensive industrial and employment-generating development. The site is therefore part of a broader regional planning outcome for industrial growth in a location with access to freight infrastructure, labour markets and metropolitan services.

LEGEND

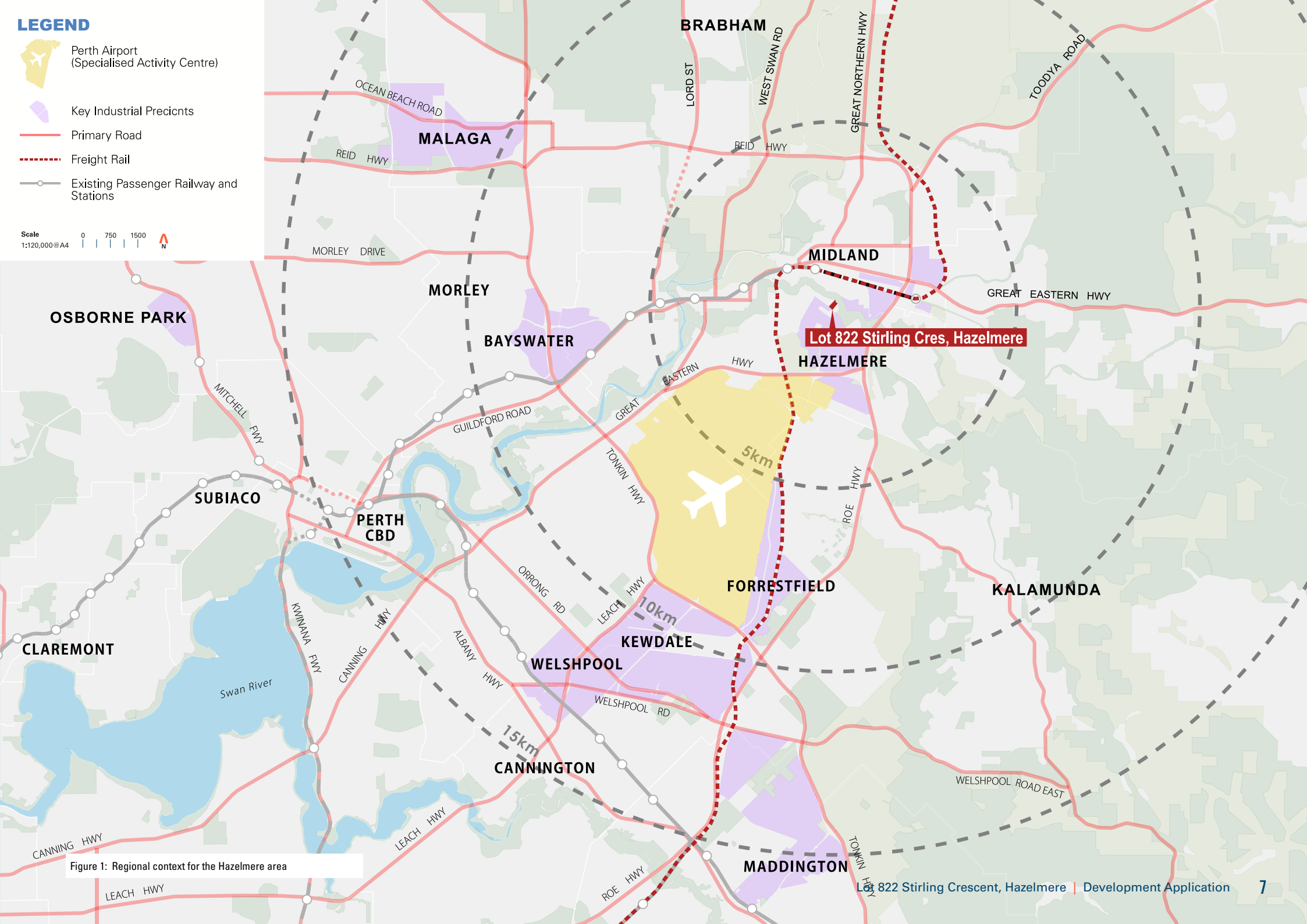
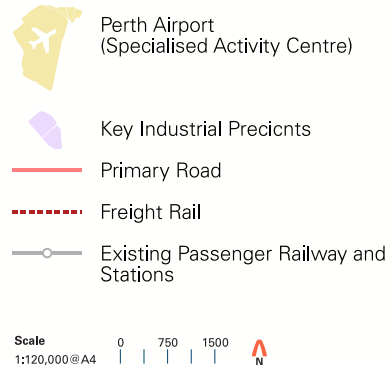


Figure 1: Regional context for the Hazelmere area

1.2 Local Context

At the local level, the subject site forms part of the Hazelmere Enterprise Area, immediately south of the Helena River and south-east of Midland. The site is located within a transitional part of Hazelmere, where historically rural, rural-residential and service-related land uses are progressively being planned and developed for employment-generating industrial activity (**Figure 2**).

The site is zoned to accommodate a range of light industrial and related uses and forms part of the broader Hazelmere Enterprise Area planning framework. This context supports the proposed warehouse development, while also requiring a considered response to local access, servicing, environmental and amenity interfaces.

The site obtains access from Stirling Crescent, which provides the immediate local road connection for properties in this part of Hazelmere. The proposed access arrangement separates operational movements through designated entry and exit points and allows vehicle movements to connect back to the east and the south to the broader local and regional road network. This supports the intended industrial function of the land by directing traffic toward higher-order routes, rather than through established residential streets to the west or activity centre areas.

The local road environment is also expected to improve over time through broader infrastructure upgrades associated with the Great Eastern Highway Bypass and the planned Lloyd Street extension, including a future crossing of the Helena River. These works will improve connectivity between Hazelmere, Midland and the regional road network, reinforcing the long-term role of the locality as an employment and logistics area.

The immediate surrounding land use pattern reflects the area's transition. The Helena River corridor forms the northern environmental edge of the site, while land to the south-west includes major infrastructure in the form of the Guildford Terminal electrical substation. Adjacent and nearby lots include vacant, rural and semi-rural landholdings, together with existing and emerging industrial development consistent with the planned function of the Hazelmere Enterprise Area.

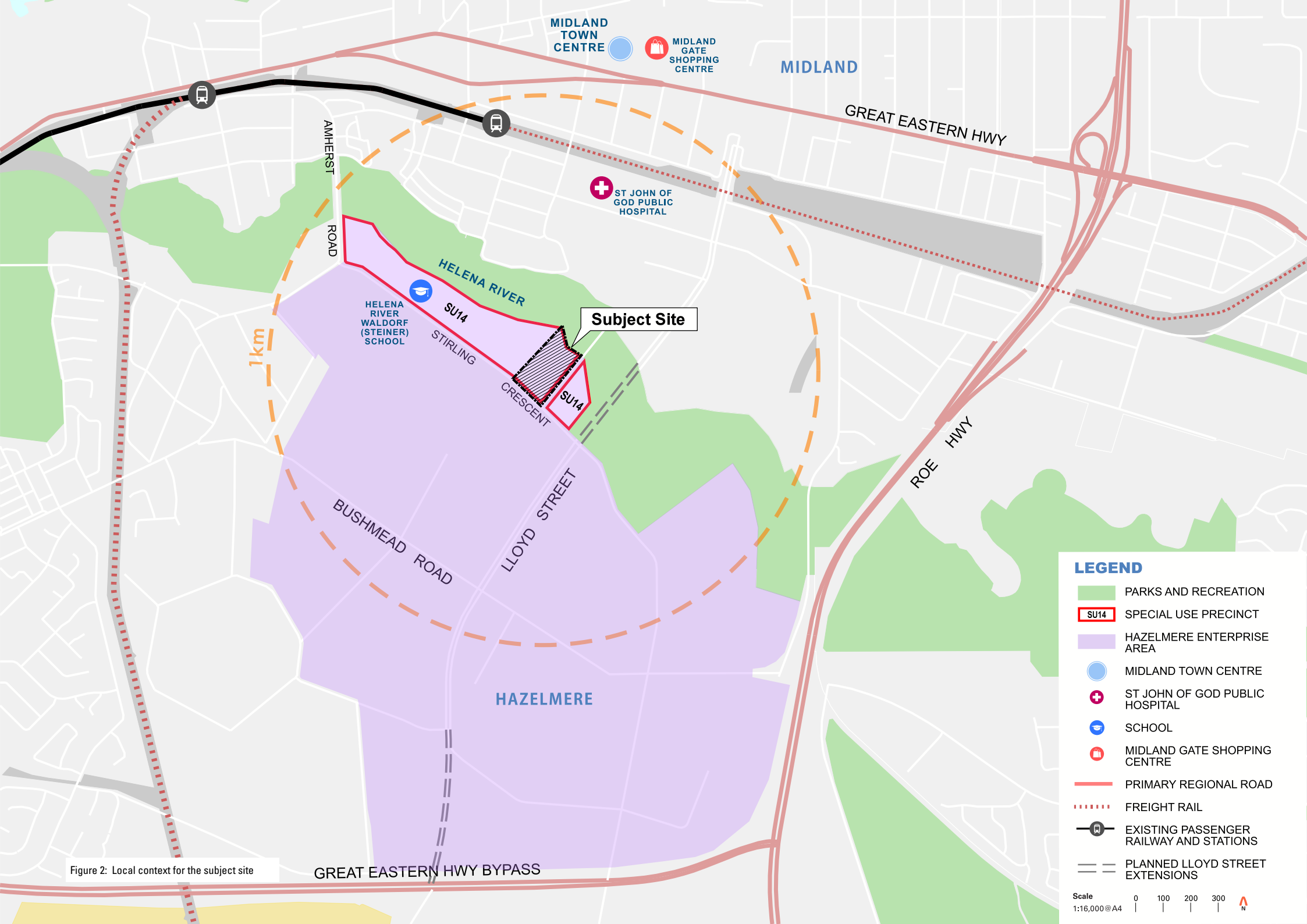
The proposal is therefore not located within a conventional residential or mixed-use setting. Rather, it sits within a planned employment precinct where larger landholdings, infrastructure corridors, industrial zoning intentions and access to freight routes create a local context suited to warehouse, logistics and employment-generating development.

The Helena River corridor to the north remains a key environmental, landscape and cultural feature. It provides clear physical separation between the Hazelmere Enterprise Area and the more established urban areas of Woodbridge and Midland. The development responds to this interface by locating built form and operational activity within the previously disturbed portion of the site, recognising the foreshore boundary, maintaining a no-works foreshore area (excluding vegetation rehabilitation), and incorporating landscaping, drainage and stormwater management measures.

The locality also includes sensitive interfaces, including the Helena River foreshore and nearby community and educational uses. These interfaces do not preclude industrial development, but require appropriate design and management. The proposal responds through site planning, building orientation, separation of operational areas, landscaping, stormwater treatment, acoustic assessment and operational controls.

Further north, beyond the Helena River, Midland provides the nearest major activity centre, with retail, commercial, civic, health, education and public transport services. This proximity reinforces Hazelmere's role as a strategically located employment area that can accommodate industrial activity near established services and workforce catchments, without relying on residential or inner urban land for such uses.

It is also relevant that Hesperia represents the landowners of Lots 821, 822, 823, 14 and 15 and is seeking to facilitate an integrated efficient development outcome across all five lots. This provides an opportunity to deliver a more integrated industrial development response, coordinate access and servicing outcomes, and carefully manage key interfaces, including the Helena River foreshore and nearby school.



MIDLAND
TOWN CENTRE

MIDLAND
GATE
SHOPPING
CENTRE

MIDLAND

GREAT EASTERN HWY

ST JOHN OF
GOD PUBLIC
HOSPITAL

AMHERST
ROAD

HELENA RIVER

HELENA RIVER
WALDORF
(STEINER)
SCHOOL

SU14

STIRLING
CRESCENT

Subject Site

SU14

LLOYD STREET

BUSHMEAD ROAD

HAZELMERE

ROE HWY

GREAT EASTERN HWY BYPASS

LEGEND

- PARKS AND RECREATION
- SU14 SPECIAL USE PRECINCT
- HAZELMERE ENTERPRISE AREA
- MIDLAND TOWN CENTRE
- ST JOHN OF GOD PUBLIC HOSPITAL
- SCHOOL
- MIDLAND GATE SHOPPING CENTRE
- PRIMARY REGIONAL ROAD
- FREIGHT RAIL
- EXISTING PASSENGER RAILWAY AND STATIONS
- PLANNED LLOYD STREET EXTENSIONS

Scale
1:16,000 @ A4
0 100 200 300
N

Figure 2: Local context for the subject site

1.3 Subject Site

The subject site has a road frontage of approximately 130m and depth of between 230 and 250m, with a total area of 2.88Ha (**Figure 3**). The site is owned by Crestar Holdings Pty Ltd, with the Certificate of Title details outlined in **Table 1** below.

Table 1: Lot Details

Lot	Address	Owner	Volume	Fol	Plan	Area
822	Lot 822 Stirling Crescent, Hazelmere	Crestar Holdings Pty Ltd	2956	496	413916	28,838m ²

At the site-specific level, the subject site’s size, configuration and local road frontage provide a practical basis for accommodating large-format industrial development.

The subject site is located on Stirling Crescent, within the northern portion of Hazelmere and south of the Helena River corridor. The lot presents as a relatively large land parcel in the context of surrounding properties and is oriented to take access and presentation from Stirling Crescent.

Its frontage to the local road network allows vehicle access, site circulation, building placement and servicing areas to be planned in a manner that connects efficiently to the surrounding industrial road system while maintaining appropriate separation from more sensitive land use interfaces to the rear.

The site also abuts an unconstructed road reserve (Whiteman Road) to the east, which previously connected the road network to a bridge over the Helena River, but now forms a service track for the transmission lines and high pressure gas pipeline in the reserve and for river foreshore access.

The site has historically formed part of the rural and semi-rural landholdings that characterised Hazelmere prior to its planned transition toward industrial development. Its current condition is generally open and undeveloped in character, with limited built form and a land use pattern consistent with former rural or grazing activity.

This historic and current context is important, as it means the site is not constrained by an established urban built form and can be comprehensively planned for a contemporary industrial development outcome.

The immediate abutting context reflects the transitional nature of this part of Hazelmere. Surrounding land includes larger lots that are either used, approved or planned for industrial, warehouse, transport, logistics and related employment purposes, together with remaining rural-residential and community uses in the broader locality.

The Helena River corridor to the north forms a key environmental and landscape feature, while Midland lies further north beyond that corridor. This setting supports industrial development on the site, provided the design appropriately manages built form, access, drainage, landscaping and amenity interfaces.

The site’s topography is generally manageable for industrial development, and will be addressed through site grading, stormwater detention and drainage infrastructure. Given the broader Helena River catchment context, careful treatment of stormwater quality and quantity will be important, including through water-sensitive design measures, drainage basins, swales or other civil infrastructure as required.

Overall, the physical characteristics of the subject site support its suitability for industrial development. The site is of a scale and configuration that can accommodate industrial built form, hardstand, vehicle circulation, parking, servicing, landscaping and drainage within a single coordinated development.

Its current rural character, local road frontage and position within an area already transitioning toward industrial use provide a strong site-specific basis for the proposal, subject to detailed design responding to access, levels, stormwater, landscaping and interface considerations.

LEGEND

 Subject Site

Scale
1:3500 @ A4

Plan
26/035/001

0 20 40 60



Figure 3: Subject Site

2.0

Development Proposal



2.0 Development Proposal

2.1 Overview

The proposal comprises a large-format warehouse development with ancillary office accommodation, loading areas, hardstand, car parking, landscaping, drainage infrastructure and associated servicing.

The development includes a warehouse of approximately 12,495m², a single-level main office of approximately 650m², and a dock office of approximately 40m², resulting in a total building area of approximately 13,185m².

The main office is positioned toward Stirling Crescent, providing the principal administrative and visitor-facing component of the development. The warehouse is located behind the office and contains the primary storage, loading and operational functions. The buildings are setback as required for bushfire separation.

The proposal includes recessed loading docks, roller shutter doors, dock levellers, cantilevered awnings, heavy vehicle manoeuvring areas, 80 car parking bays, bicycle parking, EV bays, a fire protection sprinkler tank, pump house, transformer, rainwater tank, ATU, leach drains and drainage basin.

Vehicle access is provided from Stirling Crescent via three crossovers, comprising a heavy vehicle entry, a light vehicle access point to the car park, and a heavy vehicle exit. This arrangement separates heavy and light vehicle movements and allows trucks to enter, circulate and exit the site in a forward gear.

Landscaping is provided to the site frontage, car park, boundaries, drainage basin and Helena River interface. Built form and operational areas are located outside the defined foreshore protection area, with the river interface retained as a no-works and revegetated landscape edge.

Overall, the proposal provides a functional and coordinated warehouse development that responds to the site's industrial role, access requirements, servicing needs and environmental interface with the Helena River.

2.2 Land Use

The proposed development is appropriately defined as a Warehouse for the purposes of the City of Swan Local Planning Scheme No. 17 (LPS17). The proposal comprises a large-format warehouse building together with associated loading docks, awnings, vehicle circulation areas, parking, service infrastructure and a single-level incidental office.

LPS17 defines 'warehouse' as '*premises used to store or display goods and may include sale by wholesale.*' On this basis, the predominant purpose of the proposal is consistent with the warehouse land use classification, as the development is principally intended for the storage, handling and distribution of goods within a purpose-built industrial facility.

The office, loading docks, awnings, parking, circulation areas, waste enclosure and service infrastructure are ancillary to the primary warehouse function. They support the operation, administration, servicing and management of the warehouse, rather than constituting separate stand-alone land uses. In this regard, they are properly understood as incidental components of the predominant warehouse use.

This is consistent with the Scheme's treatment of incidental uses, which recognises uses that are ancillary and subordinate to the predominant use of premises.

2.3 Built Form

The proposed development comprises a large-format warehouse with ancillary office accommodation, positioned to present the main office and car parking area to Stirling Crescent, with the warehouse extending east across the balance of the site. The built form is typical of contemporary industrial development, with a functional warehouse form supported by a more articulated office component at the primary street interface.

2.3.1 Warehouse

The warehouse is the principal built form element and has a floor area of approximately 12,495m². It is proposed with a finished floor level of 12.2m AHD and is designed as a high-clearance industrial building suitable for warehouse and logistics operations.

The warehouse has an overall ridge height of approximately 13.7m, with a minimum internal clearance of approximately 10.9m. The building has an overall warehouse width of approximately 82m and incorporates a shallow pitched roof form, with roof pitches generally between 2.5 and 3 degrees.

The warehouse elevations are finished in a restrained industrial palette comprising vertical metal wall cladding in Colorbond 'Surfmist' and 'Shale Grey', with precast concrete dado panels finished to match Colorbond 'Monument' (**Figure 4**). The roof is proposed in colorbond metallic roof sheeting, with translucent roof sheeting to approximately 5% of the roof area to improve internal natural light. The roof also makes provision for a solar panel system of at least 99kW.

The warehouse is articulated through a combination of wall cladding colour variation, a lower precast dado, expressed structural bays, roof form, roller shutter openings, recessed dock areas and cantilevered awnings. The south-eastern loading interface incorporates a recessed dock and roller shutter doors, including dock levellers, together with a 15m cantilevered awning to the loading area. Additional roller shutter doors are provided to support functional truck access and internal warehouse operations.

A small dock office of approximately 40m² is located adjacent to the recessed dock area. This provides direct operational support to the loading and warehouse functions and is visually integrated with the warehouse form.

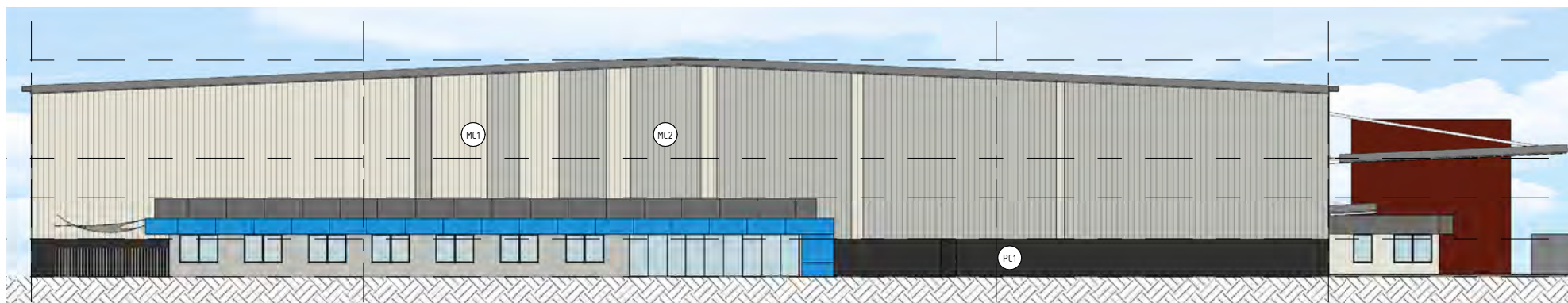


Figure 4: Warehouse Development Elevation

2.3.2 Incidental Office

The main office is located at the front end of the warehouse, addressing Stirling Crescent and the car parking area. It has a floor area of approximately 650m², is single storey, and is also proposed with a finished floor level of 12.2m AHD.

The office provides the principal pedestrian entry to the development and includes an entry airlock, open-plan office area, staff amenities, tea area, accessible toilet and shower facilities, lockers, cleaner's room and associated staff facilities. An outdoor area of approximately 90m² is provided adjacent to the office, with shade sail cover and seating to support staff amenity. The exact office fit out is not known at this time.

The office has a parapet height of approximately 5.0m, with a ground floor ceiling height of approximately 2.7m. The lower scale of the office moderates the presentation of the larger warehouse form to the street and provides a more human-scaled built form element at the site frontage.

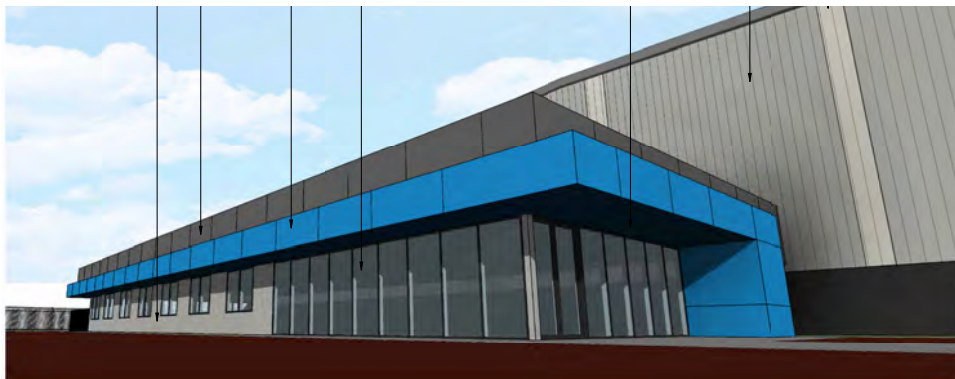


Figure 5: Office Development Perspective

The office elevations incorporate a more detailed and articulated material treatment than the warehouse. Materials include aluminium framed glazing in a black powdercoat finish, lightweight non-combustible metallic cladding in Colorbond 'Basalt' and blue finishes, painted precast concrete panels in 'Shale Grey', 'Surfmist' and 'Basalt' tones, and non-combustible CFC soffit cladding in a blue finish (Figure 5). The outdoor area is screened by 1.8m high aluminium powdercoated vertical slats in a 'Shale Grey' finish.

The office façade is articulated through glazing, colour contrast, awnings, variation in cladding materials, parapet detailing and the framed outdoor area. This provides visual interest to the Stirling Crescent frontage and distinguishes the office component from the more utilitarian warehouse form behind.

2.3.3 Signage

The proposed development includes modest estate identification signage associated with the site entry points from Stirling Crescent. The signage is shown on the development plans as freestanding estate signs, each measuring approximately 0.9 metres wide by 2.2 metres high.

The estate signage is located at the site access gates and is intended to identify the development and assist with wayfinding for staff, visitors and service vehicles. Its placement is closely associated with the formal vehicle access points, rather than being distributed across the site or used as general advertising.

Tenant wall signage is also expected to be provided on the warehouse and office buildings once the future tenant is confirmed. The final location, scale, content and design of any tenant signage will be confirmed at that time and, where required, will be subject to a separate signage application or further approval process.

2.4 Sustainability

The proposed development will incorporate a practical and targeted suite of sustainability initiatives appropriate to its industrial warehouse and office function. This is supported by the Environmentally Sustainable Design Statement included as **Appendix C**.

The initiatives are intended to improve the operational efficiency, carbon performance and environmental responsiveness of the development, while retaining the flexibility required to resolve final design, procurement, construction and tenant requirements.

The development will target formal 5 Star Green Star certification under the Green Building Council of Australia rating framework. This will provide a recognised third-party benchmark for the sustainability performance of the proposal and will guide the detailed design, documentation and delivery of the relevant sustainability measures.

A rooftop solar photovoltaic system will be provided, with the roof design making provision for a system of at least 99kW. This will materially reduce reliance on grid-supplied electricity and support the operational energy performance of the building, subject to final system design, connection requirements and authority approvals.

The development will also incorporate carbon reduction and offsetting measures through the construction phase. This is expected to include offsetting of construction-related carbon emissions, together with consideration of lower-carbon material selections where practicable, including opportunities for reduced embodied carbon in major construction materials.

Water efficiency will be addressed through the provision of non-potable water opportunities and water-efficient fittings, including dual-flush fixtures within the warehouse and office amenities. These measures provide a proportionate response to water use within an industrial building typology.

The proposal will provide electric vehicle charging infrastructure for an initial number of bays, with capacity for future expansion as demand increases.

The electrical design will also allow for future-proofing measures, including conduit, capacity and spatial allowance for additional EV charging and potential future battery energy storage infrastructure.

The development incorporates water-sensitive site and landscape measures, including deep soil planting areas, new tree canopy, native and drought-tolerant planting, mulching, soil amelioration and irrigated landscape areas. The landscape design also provides for vegetated swales, drainage basin planting and foreshore revegetation using native species. These measures will assist with urban heat reduction, stormwater quality, visual softening and the ecological transition to the Helena River foreshore interface.

Light quality and acoustic comfort will be addressed through the detailed design of the office, warehouse and external plant. This will include appropriate lighting levels for office and warehouse activities while avoiding unnecessary glare, together with acoustic treatment and plant selection to support functional internal amenity and minimise noise impacts to surrounding receptors.

Responsible construction practices will also be implemented during delivery of the development. This is expected to include construction waste management measures, recycling and diversion of construction waste from landfill where practicable, and procurement practices consistent with the applicant's broader sustainability and ethical supply chain objectives.

The proposed sustainability initiatives provide a meaningful and fit-for-purpose ESD response for a contemporary industrial warehouse and office development. The measures support reduced operational energy demand, improved carbon performance, efficient water use, future EV uptake, responsible construction practices and a landscape outcome that responds to the site's environmental setting.

2.5 Access, Circulation and Parking

This application is supported by a Transport Impact Assessment included in **Appendix D**. The following sections provide an overview of the access, circulation and parking matters relevant to the development proposal.

2.5.1 Road Network

The subject site is located within the Hazelmere Enterprise Area, with access to the regional road network presently available via Stirling Crescent, Lloyd Street and Great Eastern Highway Bypass (Figure 6). This provides a logical industrial access route to and from the south and east, connecting the site to the wider metropolitan freight network without relying on residential sections of Hazelmere to the west.

In the immediate term, vehicle movements will be directed to and from Stirling Crescent via Lloyd Street, with onward connection to Great Eastern Highway Bypass and the broader regional road system. This is the appropriate access arrangement for the current road network, particularly for heavy vehicles, noting that western sections of Stirling Crescent are not yet fully constructed or connected to an industrial standard. The development is therefore not reliant on traffic moving west through the existing residential area.

This arrangement is consistent with the existing industrial function of the eastern part of the Hazelmere Enterprise Area. Lloyd Street and the eastern section of Stirling Crescent already provide the principal local connection between the site and the regional road network, directing industrial traffic toward the roads intended to perform that role, rather than through lower-order residential streets or partially constructed road reserves.

The current route via Lloyd Street also provides the most suitable access path for heavy vehicles. Existing restricted access vehicle connectivity is available to the east and south, allowing heavy vehicles to connect back to Great Eastern Highway Bypass and the wider freight network. This is important for the proposed warehouse use, where traffic will primarily comprise staff vehicles and managed heavy vehicle movements, rather than customer-based traffic.

The surrounding road network is also subject to significant planned improvement. The future extension of Lloyd Street south to Great Eastern Highway Bypass will strengthen the connection between the Hazelmere industrial area and the regional freight network, improving access to Roe Highway, Abernethy Road and the wider metropolitan road system.

The Great Eastern Highway Bypass Interchanges project will further improve regional accessibility through upgraded interchange arrangements and a stronger connection between the regional road network and Lloyd Street. Once complete, these works will improve traffic efficiency, safety and freight movement in the broader Hazelmere area, reinforcing Lloyd Street as a key industrial access route.

To the north, the planned Lloyd Street extension across the Helena River will provide improved connectivity toward Midland and Great Eastern Highway. This will enhance local accessibility and network resilience by providing an additional north-south connection, while also improving separation between industrial traffic movements and established residential streets.

Further west, the planned reconstruction and extension of Stirling Crescent, together with the future Eric Lumsden Drive connection, will ultimately provide an additional industrial movement route around the western edge of the precinct. Until those works are delivered, however, the practical and appropriate access route for the proposed development remains via Stirling Crescent to Lloyd Street and the regional road network to the south, as outlined in **Figure 6**.

The proposed warehouse is therefore appropriately located in transport terms. It can be serviced by the existing eastern and southern road connections in the short term, while also benefiting from committed and planned road upgrades that will progressively improve freight access, local circulation and network efficiency across the Hazelmere Enterprise Area.

LEGEND

- Subject Site
- Key Regional to local road connections
- Future Primary Regional Road connections
- Primary/Other Regional Road
- Railway

Scale

1:3500@A4

0 100 200

Plan

26/03/015

N

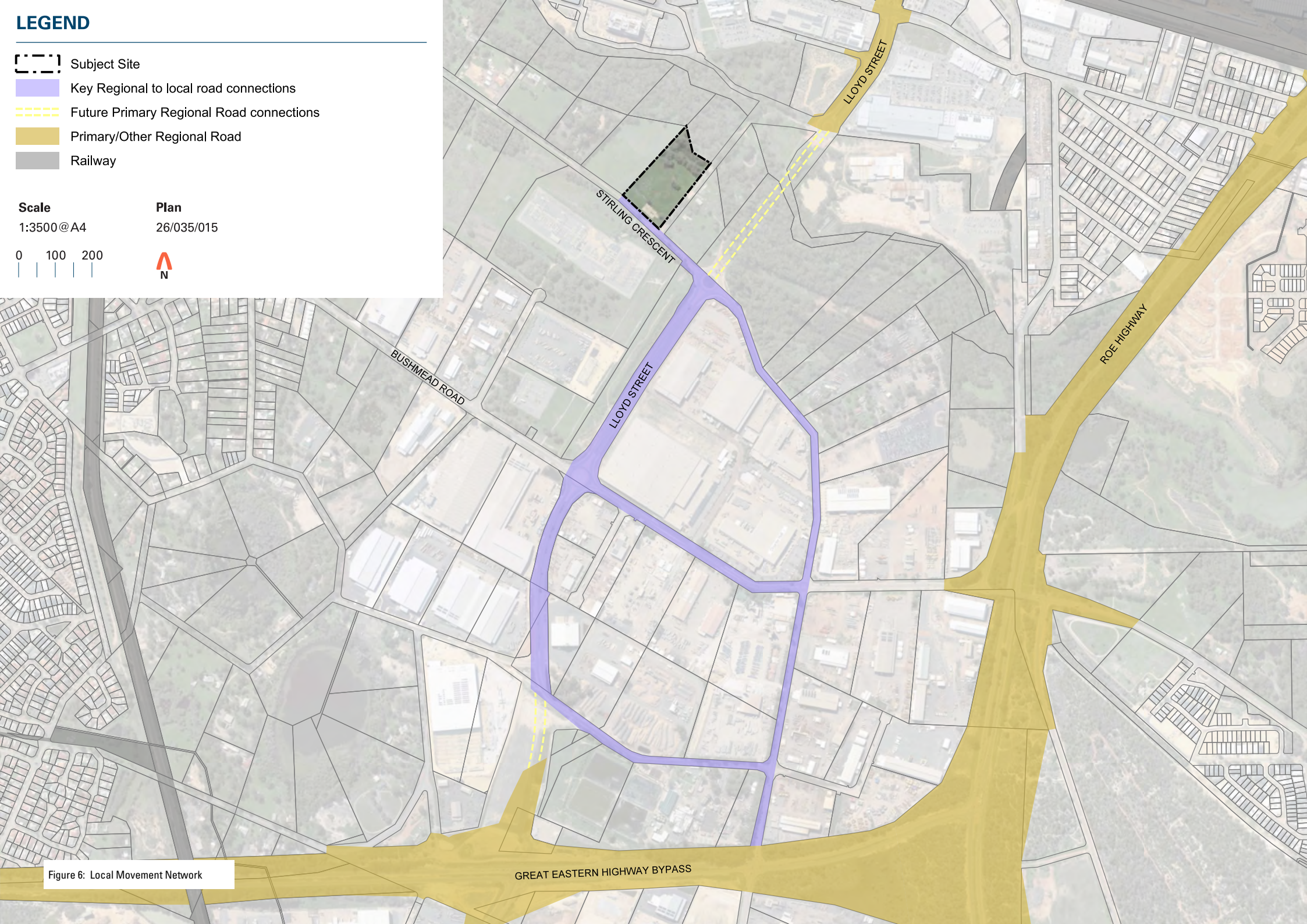


Figure 6: Local Movement Network

GREAT EASTERN HIGHWAY BYPASS

2.5.2 Site Access / Egress

Vehicle access to the development is proposed via three separate crossovers to Stirling Crescent. This provides a clear access hierarchy and allows heavy vehicle, staff and visitor movements to be managed in a safe and orderly manner, as outlined in **Figure 7**.

The eastern crossover (A) will operate as a dedicated heavy vehicle entry, providing direct access to the warehouse circulation route and loading dock area. The central crossover (B) will provide two-way access for light vehicles to the staff and visitor car park. The western crossover (C) will operate as a dedicated heavy vehicle exit, allowing trucks to leave the site in a forward gear after completing loading and servicing movements.

This arrangement reflects contemporary warehouse access design by separating heavy vehicle movements from passenger vehicle access. It reduces conflict at the street interface, avoids unnecessary crossover movements and provides a legible operational arrangement for staff, visitors and service vehicles.

The proposed crossovers are positioned to provide appropriate sight distance to Stirling Crescent, having regard to the local speed environment. The location of Access B to the carpark is governed by allowable ramp grades. The access arrangement is therefore suitable for the intended industrial use, subject to the required construction and upgrading of Stirling Crescent and the site crossovers to the satisfaction of the City.

2.5.3 Site Circulation

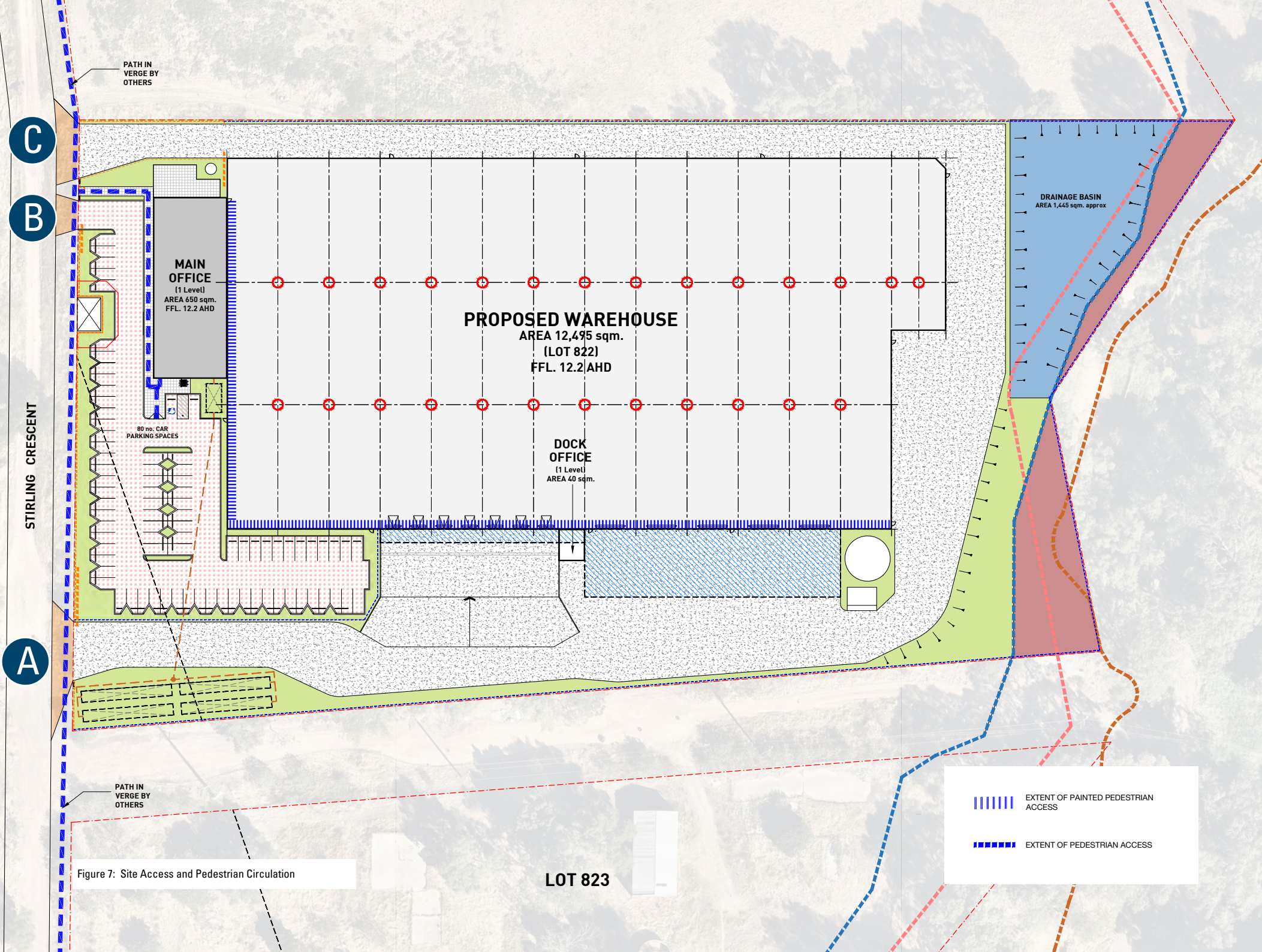
Internal vehicle circulation has been designed to support the operational requirements of a modern warehouse facility, with clear separation between light vehicle parking areas and heavy vehicle loading movements.

Passenger vehicles will enter and exit the site via the central crossover and circulate directly into the car parking area located adjacent to the main office. This provides convenient access for staff and visitors while keeping light vehicles away from the warehouse loading dock and heavy vehicle circulation route.

Heavy vehicles will enter via the eastern crossover, circulate around the warehouse building and access the loading dock interface from within the site. Vehicles will then continue through the site and exit via the western heavy vehicle crossover. This one-way heavy vehicle movement pattern allows trucks to enter, manoeuvre, dock and depart in a forward gear, reducing reversing movements and improving safety and efficiency.

The layout has been designed to accommodate the anticipated design vehicles, including B-double movements associated with the warehouse operation. The loading dock areas, internal roadways and turning paths provide sufficient space for truck manoeuvring without reliance on public road reserves for operational movements.

The internal circulation arrangement is therefore appropriate to the scale and function of the development. It provides a safe and efficient separation of traffic types, supports orderly warehouse servicing and minimises potential conflict between trucks, passenger vehicles and pedestrians.



2.5.4 Car Parking

The development provides a total of 80 on-site car parking bays, located within a dedicated parking area adjacent to the main office. The car park is accessed from the central crossover to Stirling Crescent and is physically separated from the heavy vehicle entry, exit and loading dock circulation areas.

The City's standard warehouse parking rate generates a significantly higher theoretical parking requirement than the number of bays proposed. However, that rate is not considered to accurately reflect the operational characteristics of contemporary large-format warehouse development. Modern warehouse facilities generally operate with lower employment densities than traditional industrial premises, with a greater reliance on automation, scheduled logistics and controlled staff numbers.

The proposed parking supply has been determined having regard to the anticipated staffing profile of the development, rather than by applying a generic floor area rate in isolation. On this basis, the provision of 80 bays is considered sufficient to accommodate the expected staff and visitor demand associated with the warehouse and ancillary office components.

The parking layout also supports safe and efficient site operation. Light vehicle movements are directed to a separate car parking area at the front of the site, reducing interaction with truck movements and loading dock activity. This improves internal safety, provides convenient access to the office entry and ensures that parking demand can be accommodated wholly within the site.

The proposed car parking provision is therefore appropriate to the nature and scale of the development and is not expected to result in parking overflow, queuing or adverse impacts on Stirling Crescent or adjoining land. Further assessment of this parking is outlined in 3.4.3.2.

2.5.5 Pedestrian Circulation

The external pedestrian and cycling network in the locality is currently developing in line with the broader development within the Hazelmere Enterprise Area. Existing shared path infrastructure is available along Lloyd Street and the eastern section of Stirling Crescent, providing connections toward nearby bus services and the wider local movement network. The western section of Stirling Crescent is more limited in its current pedestrian infrastructure; however, further path provision is expected to occur as Stirling Crescent and associated precinct roads are progressively upgraded.

Within the site, pedestrian movement has been addressed through the development layout and the separate pedestrian plan forming part of the development plan set. Pedestrian paths provide clear connections between the car park, office entry and key staff access points, while maintaining appropriate separation from heavy vehicle circulation areas and loading dock operations, as shown in **Figure 7**.

The internal pedestrian arrangement supports safe and legible movement through the site, particularly between the car parking area and the main office. The separation of the light vehicle parking area from the heavy vehicle loading and circulation route further assists in reducing potential pedestrian and vehicle conflict. Bicycle parking is also proposed near the office entry, providing for staff who may choose to cycle to the site as the surrounding path network continues to improve.

2.5.6 Public Transport

Public transport access is available within the broader locality, with nearby bus services operating along Lloyd Street, Military Road, Clayton Street, Amherst Road and Stirling Crescent. The nearest stops are approximately 1.5 kilometres from the site and provide connections to Midland, High Wycombe and Redcliffe Stations.

While accessibility is more limited due to the site's industrial context and the current stage of road development, the warehouse is not expected to generate a high reliance on public transport. Nearby services provide an alternative for some staff, with accessibility expected to improve as the Hazelmere Enterprise Area road network is progressively completed, including the Lloyd Street extension toward Midland.

2.6 Landscaping

The proposal incorporates a comprehensive landscape response that is proportionate to the scale of the development and tailored to the site's industrial function, environmental setting and interface with the Helena River corridor. A Landscape Concept Plan is outlined in **Appendix E** in support of this application.

Landscaping is concentrated along the Stirling Crescent frontage, within the car parking area, around the office entry and staff outdoor area, along the southern and eastern site margins, and within the Helena River foreshore frontage, incorporating the drainage basin and foreshore interface (**Figure 8**). This will soften the visual presentation of the warehouse and hardstand areas, improve the arrival experience to the site, and provide a more considered transition to the adjoining environmental corridor.

The landscape design uses a mix of native trees, low shrubs, groundcovers, reeds and sedges. Planting to the street frontage and car park will provide shade, visual relief and screening, while feature planting and shade trees are proposed around the main office and outdoor staff area to improve amenity. The car park includes tree planting within dedicated tree wells and landscape islands, assisting with heat reduction and breaking up areas of hardstand.

The Helena foreshore interface portion of the site provides a more environmental landscape treatment. The foreshore interface is proposed to be revegetated with native trees, shrubs and groundcovers in organic mulch and is to remain non-irrigated. The drainage basin and swale areas will be planted with native reeds, sedges and damp-land trees, with planting heights and species selection managed to retain the required drainage and bushfire performance outcomes.

The proposal provides a meaningful tree planting outcome, including large, medium and small tree species across the site. The landscape concept identifies 135 new trees, comprising 20 large trees, 50 medium trees and 65 small trees, resulting in an estimated canopy cover of approximately 7.5% (**Figure 8**). Deep soil planting areas comprise approximately 3,704m², equating to 16.4% of the lot area, excluding the verge.

Species selection has been informed by the site context and operational requirements of the development. The palette includes robust native and drought-tolerant species suited to an industrial setting, with tree species selected to avoid identified reproductive host species for polyphagous shot-hole borer. Mulching, soil amelioration and irrigation to garden beds, tree planting and drainage swales will assist with establishment and long-term landscape performance.

The landscape design provides an appropriate and technically responsive treatment for the site. It improves the presentation of the development, contributes to shade and urban heat reduction, supports water-sensitive drainage outcomes, and provides an improved ecological and visual transition to the Helena River foreshore.

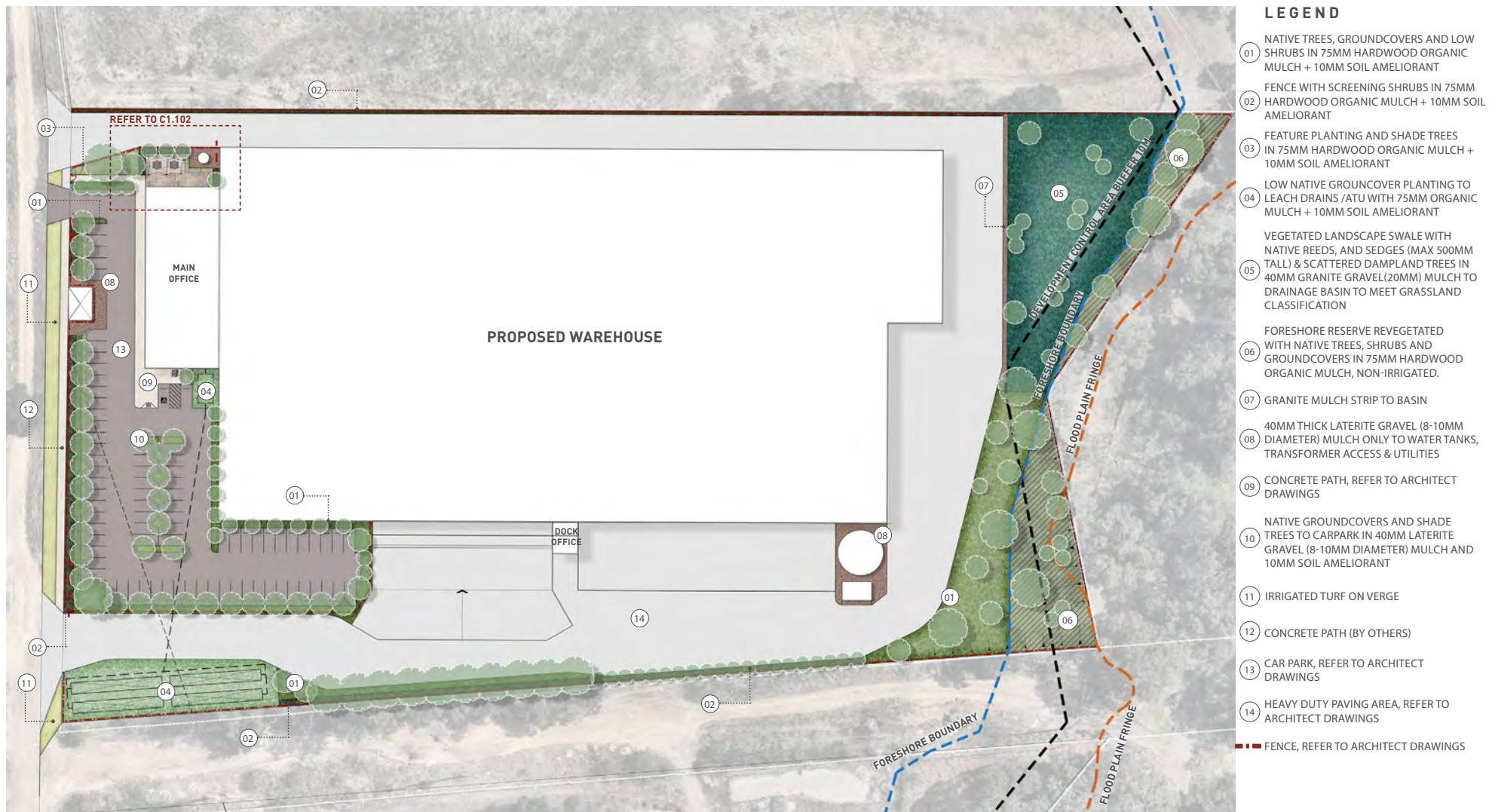


Figure 8: Landscape Concept Plan

2.7 Stormwater Management

Stormwater management is addressed through a site-specific Subdivision and Development Water Management Report (**Appendix F**), which establishes the drainage strategy for the proposed warehouse, hardstand, access and landscaped areas. The report considers the site's topography, groundwater and geotechnical conditions, and its interface with the Helena River as the downstream receiving environment (Figure 9).

The site naturally grades from Stirling Crescent toward the Helena River. The drainage strategy maintains this general north-easterly flow while introducing a formal treatment and detention system within the development footprint. This avoids reliance on external drainage infrastructure and provides a practical site-specific solution, given the absence of an available district drainage outlet.

Runoff from roof, hardstand, access and manoeuvring areas will be directed to a dedicated stormwater treatment area in the north-eastern portion of the site. Located outside the foreshore boundary, this area provides both drainage functionality and a landscaped interface to the riverine edge.

The system applies water sensitive urban design principles, with the first 15 mm of hardstand runoff retained and treated within a landscaped biofiltration area. This will capture frequent rainfall events carrying the highest pollutant loads and assist in removing sediment, nutrients and contaminants before any discharge, reducing potential impacts on downstream water quality.

The drainage system has been modelled using XP-Storm for a range of design events, including the 10% AEP and 1% AEP storm events. The basin has been sized with an invert level of 8.0 m AHD, a spillway level of 9.2 m AHD and a storage volume of approximately 532m³, which exceeds the 15mm storage of 354m³. These parameters demonstrate that adequate stormwater storage can be accommodated within the site, while maintaining appropriate separation from groundwater and flood levels.

For events exceeding the treatment and storage capacity of the basin, stormwater will be managed through controlled overland flow toward the Helena River. The design specifically considers erosion risk, with discharge velocities modelled at approximately 0.48 m/s in the 1% AEP event, which is well below erosive thresholds. This confirms that larger storm events can be safely conveyed without concentrating flows in a manner that would adversely affect the riverbank or adjoining foreshore environment.

The proposed approach reflects the site's direct catchment relationship with the Helena River and has been informed by consultation with DWER and DBCA. The strategy provides a balanced response which recognises the physical drainage characteristics of the land, while protecting the environmental values of the adjoining river corridor.

The proposal avoids drainage works within the foreshore area. Instead, stormwater management is achieved through a combination of on-site retention, detention, biofiltration, vegetated overland flow and controlled discharge. This provides an appropriate interface between the industrial development and the Helena River, and ensures that the drainage function of the site is managed in a way that is compatible with the surrounding natural environment.

Concept civil design plans showing preliminary earthworks and site grading are provided in **Appendix J**. Detailed civil drainage design, including final pit and pipe arrangements, pavement grading, subsoil drainage requirements, biofiltration construction details and outlet treatment, will be resolved through the subsequent engineering design stage.

The Stormwater Management Strategy (**Appendix F**) demonstrates that the site can be appropriately drained, that stormwater quality can be managed on-site, and that larger storm events can be safely conveyed without unacceptable impacts on adjoining land or the Helena River.

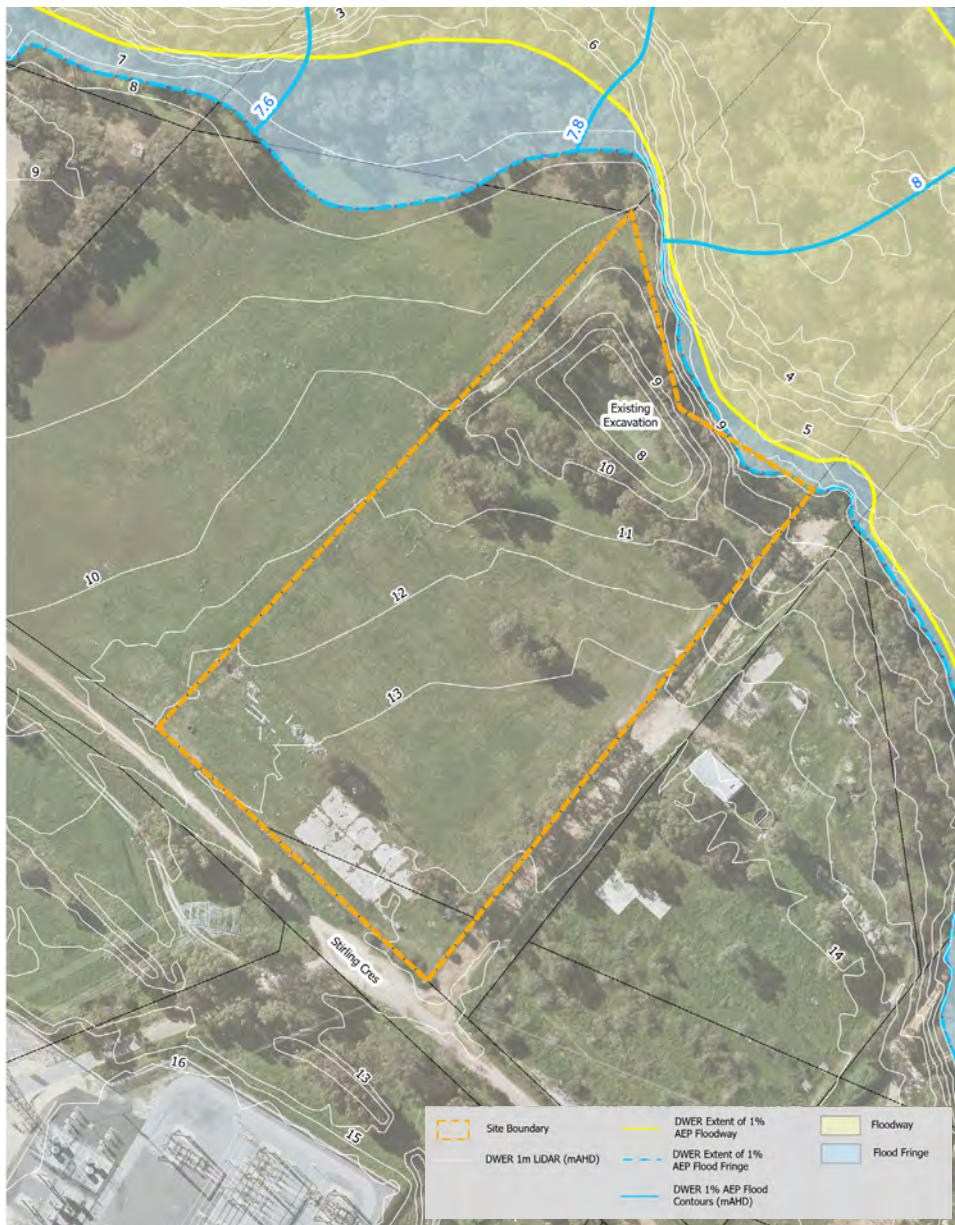


Figure 9: Existing surface water flows onsite (left) and proposed stormwater management plan (right)

2.8 Environmental Considerations

An Environmental Assessment Report has been prepared to identify the environmental values, constraints and management requirements relevant to the proposed development, and is included as **Appendix G**.

The assessment confirms that the site has been substantially modified through historical clearing, rural use and former poultry farming, and is currently in a predominantly cleared and degraded condition.

The site is therefore capable of accommodating the proposed warehouse development, subject to appropriate management of its interface with the Helena River corridor, stormwater and groundwater protection, acid sulfate soil risk, vegetation clearing requirements and construction-phase environmental controls.

2.8.1 Helena River Foreshore Management

The primary environmental consideration for the proposal is the site's relationship to the Helena River corridor, located to the north-east of the site. The river corridor is associated with mapped foreshore, floodplain, wetland and environmental values and forms part of the broader Swan and Canning river system (**Figure 10**).

The development has therefore been designed to ensure the operational components of the warehouse are appropriately separated from the sensitive riverine interface.

The development layout responds directly to the AECOM-defined foreshore boundary and the Swan Canning Development Control Area buffer. No built development is proposed within the foreshore protection area, and this land is to be retained as a soft landscape and revegetation interface.

This approach is consistent with the State planning and environmental management objective of maintaining an appropriate physical separation between urban development and waterway values, while allowing development to proceed on land that has already been historically cleared and substantially modified.

The foreshore response is also appropriate having regard to the actual condition of the site. The developable portion of the land does not contain intact riparian vegetation or high-quality native vegetation.

Rather, the site is largely cleared and degraded, with the key environmental values concentrated within the Helena River foreshore area. The proposal therefore avoids the most sensitive part of the site and focuses development within the previously disturbed portion of the land.

The mapped Multiple Use Wetland classification over part of the site is not, of itself, a constraint to development, particularly given the low ecological values present within the developable area. The Conservation Category Wetland values associated with the Helena River are addressed through the retention and protection of the defined foreshore area.

This provides a practical and site-responsive mechanism to protect the river corridor, while recognising that the balance of the site has been identified for urban and industrial development under the applicable planning framework.

The proposed drainage basin, landscaped interface and no-works foreshore area provide an appropriate environmental management response. These measures will assist in maintaining a soft transition to the river corridor, supporting revegetation, managing runoff and avoiding direct encroachment into the foreshore.

In this context, the proposal does not seek to urbanise the Helena River edge, but instead establishes a defined, managed and revegetated interface between the warehouse development and the riverine environment.

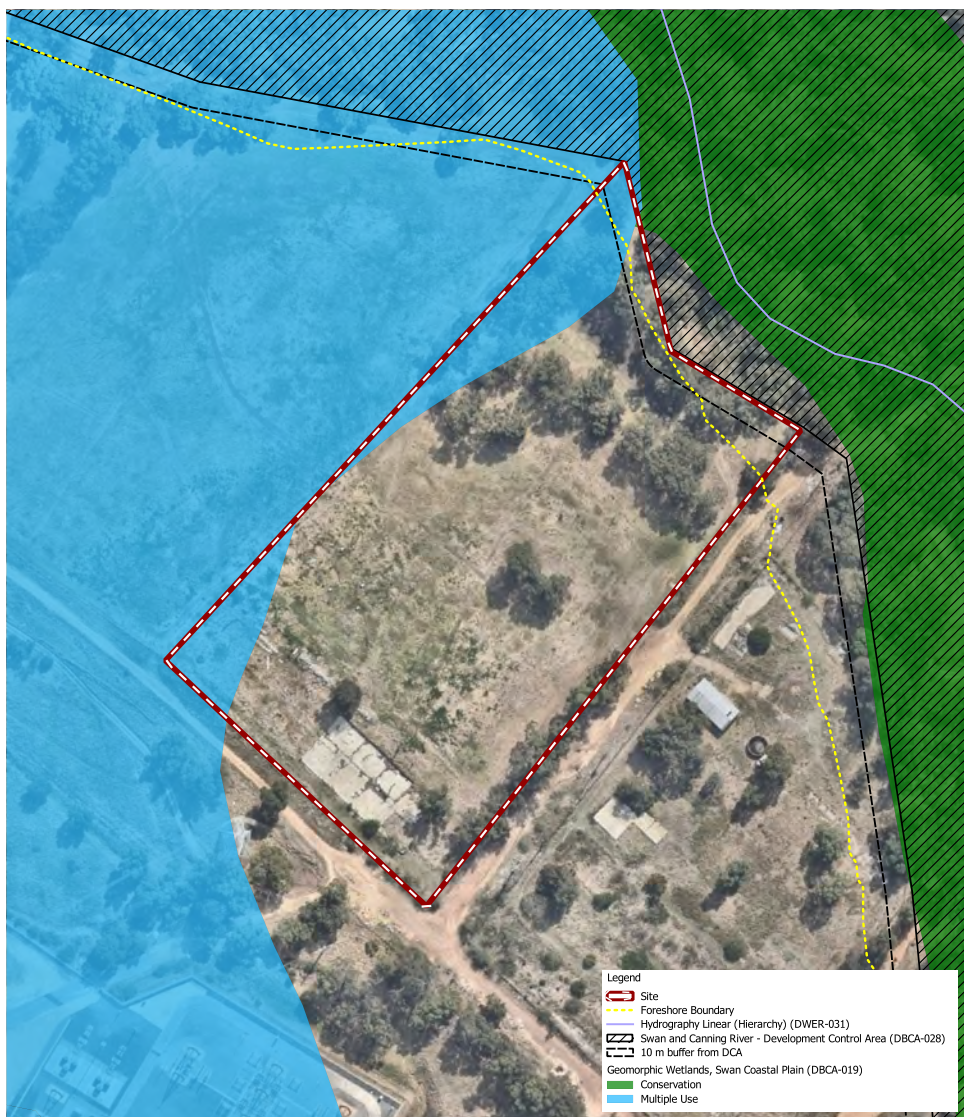


Figure 10: Helena River Foreshore considerations

2.8.2 Acid Sulfate Soils

A portion of the site is mapped as having acid sulfate soil risk, particularly in the southern part of the land. This is not considered a constraint to approval, but may require further investigation and management where excavation, dewatering or deeper earthworks are proposed.

If required, acid sulfate soil investigations and an acid sulfate soils and dewatering management plan can be prepared prior to relevant construction works. This is a standard construction-phase management matter and can be addressed through appropriate conditions of approval.

2.8.3 Vegetation and Flora

The site has been extensively cleared and modified over time. Existing vegetation within the developable area is planted, limited, fragmented and assessed as being in Completely Degraded condition, with no intact native understorey or mid-storey.

No threatened or priority flora, threatened ecological communities or priority ecological communities were identified within the site, and these are not considered likely to occur given the site's degraded condition. The proposal is therefore not expected to result in the loss of significant flora or vegetation values.

Any clearing required to facilitate development should be confirmed against the native vegetation clearing permit framework. Based on the environmental assessment, vegetation clearing is not identified as a significant environmental constraint.

2.8.4 Fauna and Black Cockatoo Habitat

The site provides limited fauna habitat due to its cleared and degraded condition.

The assessment identified a small number of mature eucalypt trees with potential relevance to black cockatoos, but no suitable breeding hollows, no evidence of roosting and only a small area of low to moderate quality foraging habitat.

The proposal retains trees within the adjacent road reserve and confines development to the previously disturbed portions of the site. Given the limited extent and quality of habitat present, the site is not considered to represent core habitat for black cockatoos or other conservation-significant fauna.

2.8.5 Contamination

The site is not registered as a contaminated site. Although previous poultry farming and rural uses warranted consideration, the contamination due diligence assessment did not identify evidence of actual or potential contamination that would limit or restrict the proposed industrial development.

Nearby remediated contaminated sites are also not considered to constrain the proposal, having regard to their classification, separation from the site and the direction of groundwater flow. Contamination is therefore not identified as an impediment to approval.

2.9 Aboriginal Heritage

Urbis has been engaged to undertake an Aboriginal cultural heritage due diligence and heritage survey for the proposed development.

A desktop assessment was completed in accordance with the *Aboriginal Heritage Act 1972*, 2023 DPLH Guidelines and 2013 Aboriginal Heritage Due Diligence Guidelines, and involved a review of the Aboriginal Cultural Heritage Inquiry System (ACHIS), previous archaeological and ethnographic investigations, environmental and geomorphological context, and historical land use of the site and surrounding Helena River corridor.

The assessment confirmed that the site is located within the Helena River cultural landscape, an area of high Aboriginal heritage sensitivity associated with long-term Aboriginal occupation and use. In addition to being within the public boundary of the Helena River registered Aboriginal site (ID 3758), the Site is adjacent to the mapped boundary of the eastern polygon of Hump Paddock (ID 4006), a registered artefact scatter with a non-reliable boundary (**Figure 11**).

The site is also in proximity to the registered Aboriginal sites on the northern bank of the Helena River, including Railway Dump (ID 4009) and Metro Meats (ID 4010), and in proximity to several historic Aboriginal places, including Dinner Camp (ID 3518) 40m to the east, which documents the use of the broader area as a camping and gathering place during the post-contact period.

While the site has been subject to extensive historical disturbance associated with agricultural use, buildings, hardstand and infrastructure, the assessment identified a high potential for subsurface archaeological material, particularly in areas underlain by alluvial soils and in proximity to the Helena River.

The proposed works in proximity to the river present a high risk of impact to Aboriginal cultural heritage. The Department of Planning, Lands and Heritage (DPLH) is currently assessing the proposed works to determine whether there is potential for impact to Registered Aboriginal sites and to advise on any statutory approvals that may be required in addition to consultation with Traditional Owners.

To address these risks, Urbis has initiated engagement with the Whadjuk Aboriginal Corporation to commence formal consultation and to undertake a site identification-level archaeological survey with nominated Whadjuk Knowledge Holders.

This work will confirm the location and extent of any Aboriginal cultural heritage within or adjacent to the Site, inform impact avoidance and mitigation measures, and guide any further investigative work, such as targeted archaeological test-pitting, prior to ground-disturbing activities.

On this basis, Aboriginal heritage can be appropriately managed through further consultation, survey work and any statutory approvals required under the *Aboriginal Heritage Act 1972* prior to relevant construction works commencing.

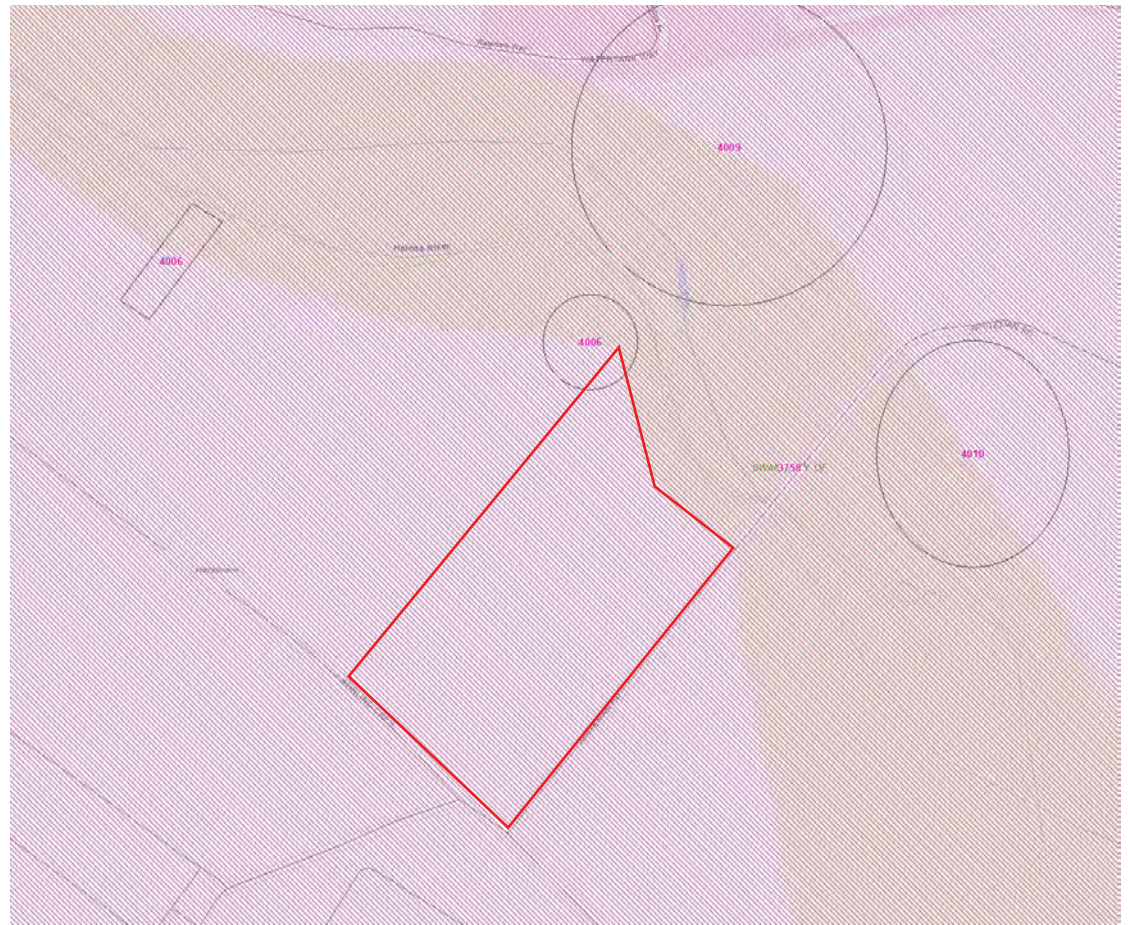


Figure 11: Aboriginal Heritage Sites in the context of the subject site

2.10 Acoustic Considerations

The proposed development has been assessed having regard to potential operational noise emissions associated with the warehouse and ancillary office use (**Appendix H**). The assessment considered the principal noise-generating activities expected to occur on the site, including truck movements, loading and unloading activity, external forklift movements, rooftop evaporative cooling units and office air-conditioning plant.

The assessment was undertaken using a three-dimensional noise model of the site and surrounding locality. The model incorporated the proposed building, representative operational noise sources, local terrain, surrounding buildings and key sensitive receptor locations. The modelling considered both day/evening and night-time operating scenarios, noting that warehouse activity is expected to be most active during the day, with reduced activity during the night period.

The surrounding sensitive receptors comprise a limited number of existing and potential future noise-sensitive premises within the broader locality (**Figure 12**). These include existing residential receptors to the west and north-west of the site, the Helena River Waldorf School to the west, potential future residential receivers to the north, and the Midland Private Hospital precinct. Existing dwellings on adjoining landholdings controlled by the applicant are not expected to remain in residential occupation by the time the development proceeds and therefore do not represent a material land use conflict.

The assessment adopted a conservative operational scenario. It assumed continuous site activity for the purposes of modelling, including truck movements within the site, external forklift activity near the loading dock, and operation of mechanical plant. In practice, the operation of a warehouse of this nature is intermittent.

Trucks will typically enter the site, move at low speed, stop or idle during loading and unloading, and then depart. Most loading activity will occur within the warehouse or

in the designated loading area, with the warehouse building itself providing a substantial physical barrier between the principal operational areas and receptors to the west and north-west.

The site layout also assists in managing noise emissions. The larger warehouse building is centrally located within the development footprint, with loading activity concentrated away from the closest off-site residential interfaces, and the warehouse providing an acoustic shield. Vehicle speeds within the site will be low, which assists in reducing truck engine and exhaust noise. Mechanical plant will be selected and located through detailed design to achieve compliance with applicable noise limits.

The predicted noise levels are well below the assigned noise levels at all assessed receptors during the day, evening and night periods. The results demonstrate that the proposed warehouse can operate without acoustic impact on nearby sensitive receptors. The most sensitive night-time period has also been assessed, with predicted levels remaining compliant.

On this basis, the proposed development is capable of operating in accordance with the Environmental Protection (Noise) Regulations 1997. The proposal is therefore considered acceptable from an acoustic amenity perspective and will not result in a noise impact on existing or future sensitive receptors in the locality.

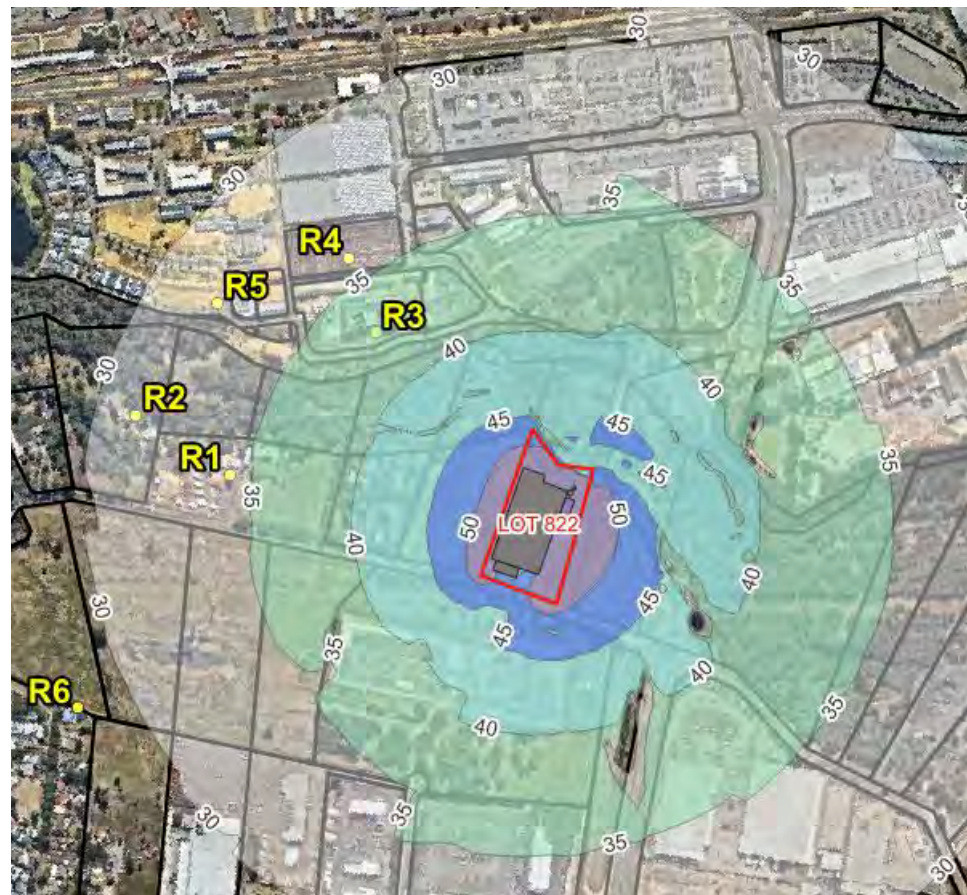
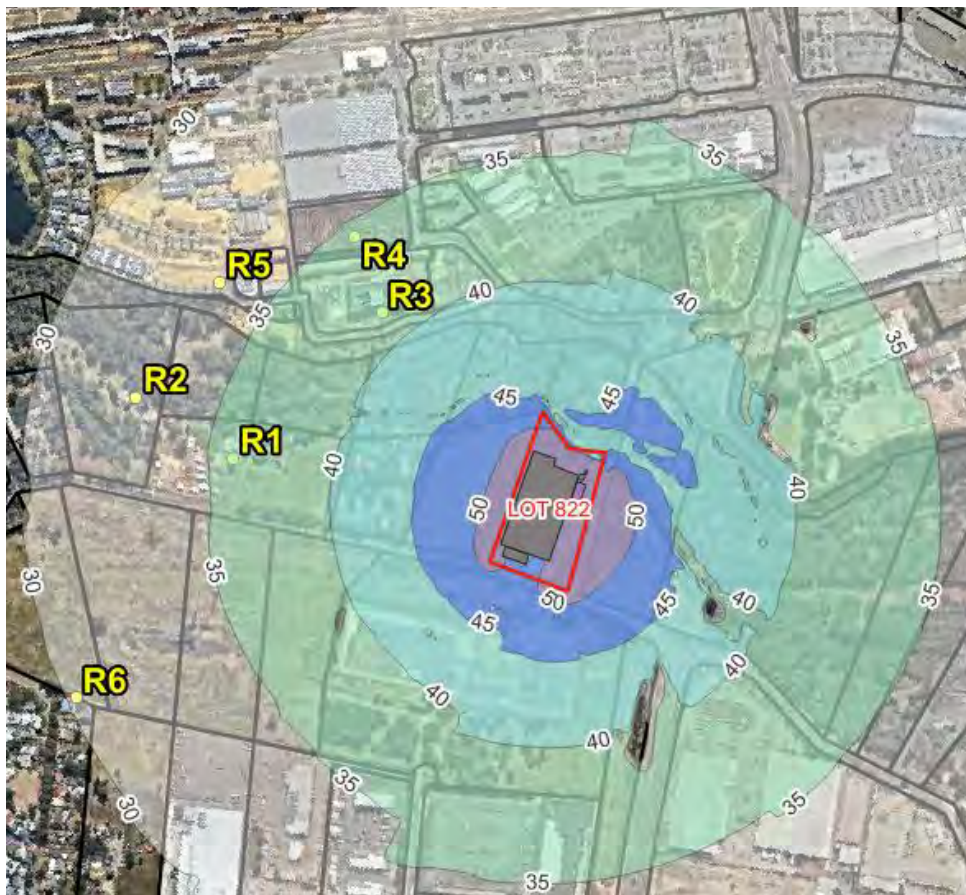


Figure 12: Predicted noise contour map for L_{A10} for Day / Evening (left) and night (right)

2.11 Bushfire Management

A Bushfire Management Plan (**Appendix I**) has been prepared to support the development application, as the subject site is partially located within a designated bushfire prone area. This triggers assessment under State Planning Policy 3.7 Bushfire and the associated Planning for Bushfire Guidelines.

The assessment identifies that the site and surrounding land contain classifiable vegetation, including forest vegetation associated with the Helena River corridor and grassland areas within and around the site.

The assessment has been undertaken on a post-development basis, assuming the adjacent foreshore reserve will be revegetated and conservatively classified as Class A Forest, the drainage basin will be landscaped as Class G Grassland, and the remainder of the site will be cleared, developed or maintained as low-threat landscaping.

A Method 1 Bushfire Attack Level assessment has been undertaken in accordance with AS 3959:2018. The assessment confirms that, following development, the proposed warehouse will be subject to a radiant heat impact not exceeding 29 kW/m², corresponding to BAL-29. No issues were identified from the BAL assessment that would preclude the development proceeding.

The Bushfire Management Plan assesses the proposal against the applicable bushfire protection criteria for commercial and industrial development. The proposal is compliant with the relevant siting and design requirements, with all habitable buildings located in areas not exceeding BAL-29 (**Figure 13**).

No Asset Protection Zone is required, as the BAL rating does not exceed BAL-29. The proposal is also located outside mapped native vegetation extent areas, and the

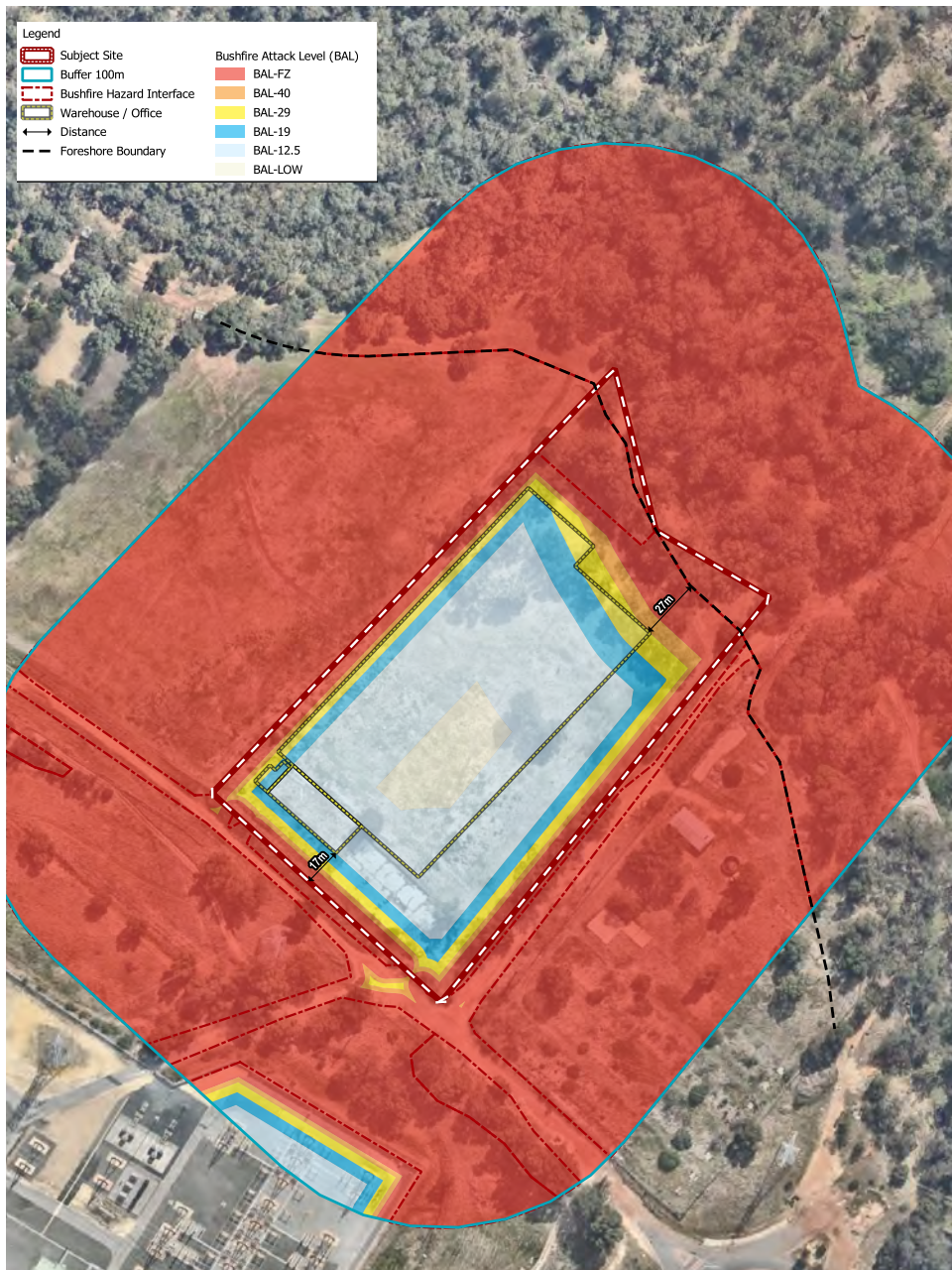
development has been designed to avoid identified environmental values through separation from the foreshore boundary.

Vehicular access is also addressed through the internal access design. The proposed internal accessways provide two-way loop access to the public road network and are capable of accommodating light vehicles and fire appliances in a bushfire emergency. The access design is therefore considered to satisfy the relevant vehicular access requirements without requiring dedicated passing bays or turnaround areas.

Reticulated water is available within the locality and is proposed to be extended to service the development. Hydrant infrastructure is to be provided in accordance with Water Corporation requirements, supporting the firefighting water supply requirements of the Guidelines.

The Bushfire Management Plan identifies a series of implementation measures to manage bushfire risk. These include establishing the drainage basin with rushes, sedges and reeds consistent with a grassland classification, maintaining landscaping within the site to a low-threat standard, constructing internal access roads to the relevant technical requirements, providing reticulated water and hydrants, and ensuring any hazardous, flammable or combustible materials are stored within non-combustible containers or buildings in areas subject to BAL-29 or below.

On this basis, the assessment concludes that the proposed development satisfies the intent, objectives and relevant requirements of State Planning Policy 3.7 and the Planning for Bushfire Guidelines. Bushfire risk can be appropriately managed through the design, construction and ongoing operational measures identified in the Bushfire Management Plan.



2.12 Siteworks

The subject land falls from Stirling Crescent (approx. RL 14m AHD) at the south to the Helena River foreshore (as low as RL 7.0m AHD) at the rear. The maximum fall across the land south to north is substantial at 7m in total along the unmade Whiteman Road.

The rear of the site is also complicated by an existing dam dug below the former natural ground levels with a portion of the dam wall in the foreshore reserve at up to RL 10.5m AHD.

Earthworks to level the operation areas of the site are necessary. A finished floor level (FFL) for the office and warehouse of RL 12.2mAHD is the indicative best fit for the site which, after allowing for hardstand cross-fall means the operational areas are between 0m and 4m above the foreshore reserve.

Earthworks and development within the foreshore reserve are not permitted by the Swan River Trust or the Department of Biodiversity, Conservation and Attractions.

Refer **Appendix J** for the concept site works plans.

Figure 13: Post development bushfire attack level (BAL) assessment

2.13 Services and Waste Management

2.13.1 Water

Water supply for the development will be provided through connection to, and extension of, the Water Corporation Integrated Water Supply System as required.

The final water servicing arrangement will be confirmed through detailed design and in consultation with Water Corporation. This will include confirmation of connection requirements, internal reticulation, metering, fire servicing and any other infrastructure upgrades required to support the warehouse and ancillary office.

2.13.2 Power

The subject site has access to the existing power network. The development proposal includes a proposed transformer within the Stirling Crescent frontage area to support the electricity service to the completed development.

The proposed electrical infrastructure will accommodate the operational requirements of the warehouse and ancillary office, including lighting, office functions, building services, security, gates, pumps, fire services and general warehouse operations. Final electrical servicing requirements, including transformer capacity, metering, switchboards and internal site reticulation, will be confirmed during detailed design in consultation with the relevant service provider.

2.13.3 Wastewater

Reticulated sewerage infrastructure is not available locally and, accordingly, wastewater generated on the subject site is to be managed through an approved onsite wastewater disposal system. The proposed warehouse and office are 'dry' use. Ablution facilities associated with the proposed development will be serviced by an Aerobic Treatment Unit (ATU), as shown on the submitted site plans.

The ATU has been designed to comply with relevant Department of Health requirements and will be subject to separate health approval prior to construction and occupation of the development. A site and soil evaluation has been prepared in support of the proposed wastewater servicing arrangement and is included at **Appendix K**.

Based on an anticipated occupancy of 60 staff and up to 15 visitors (including drivers), the development is expected to generate approximately 2300 litres of wastewater per day. This volume will be managed by an O-2NR 6kL ATU, supported by four strip drains, each measuring approximately 20 metres in length and 2.4 metres in width.

2.13.4 Waste Management

Waste generated by the development will be managed on site in a manner appropriate to the proposed warehouse use. Waste will primarily comprise general commercial and operational waste associated with warehouse activities, staff amenities and office functions.

Waste will be stored in bulk bins either within the warehouse or within a dedicated waste enclosure on the hardstand area. Any external waste storage area will be located within the operational part of the site and will not be visible from a public street. This will ensure waste storage does not adversely affect the presentation of the development to Stirling Crescent or surrounding land.

Waste collection will be undertaken by a private contractor. Collection vehicles will enter the site via the approved access arrangements, collect waste from the nominated bulk bin storage location, and exit the site in a forward gear. The internal hardstand and circulation areas are sufficient to accommodate service vehicle movements without requiring on-street manoeuvring.

The final waste storage arrangement, including bin size, collection frequency and any tenant-specific waste streams, will be confirmed once the future tenant and operational requirements are known.



3.0

Planning
Assessment



3.0 Planning Assessment

3.1 Strategic Context

3.1.1 Perth & Peel @ 3.5 million

Perth and Peel @ 3.5 Million is the Western Australian Planning Commission's long-term land use planning and infrastructure framework for accommodating a regional population of approximately 3.5 million people by 2050. The framework seeks to guide where future homes, jobs and infrastructure should be located, while promoting a more compact, consolidated and connected metropolitan region, making efficient use of existing and planned infrastructure and protecting key environmental assets.

The subject site falls within the North-East Sub-regional Planning Framework, which forms part of *Perth and Peel @ 3.5 Million*. That framework identifies Hazelmere as an established and growing industrial and employment location within the north-east sub-region, supported by proximity to major transport infrastructure and freight linkages.

In this context, the proposed warehouse development is consistent with the strategic planning direction for Hazelmere, which recognises the area's role in accommodating industrial activity, employment growth and freight-related land uses within Perth's eastern metropolitan corridor.

3.1.2 City of Swan Local Planning Strategy

The City of Swan's *Local Planning Strategy* is the City's principal strategic land-use planning document and provides the long-term planning framework for future growth, employment, infrastructure and land use decision-making.

The Strategy identifies the need to preserve and expand employment-generating land, noting that industrial and commercial land will play a major role in accommodating future economic growth.

Hazelmere is specifically identified as one of the City's strategic industrial areas, with the Strategy noting that the preservation and future expansion of industrial land for employment and economic development is a major priority for both the State Government and the City.

The Strategy recognises the role of the Hazelmere Enterprise Area as a planned industrial and employment precinct and provides a framework for primarily industrial land in Hazelmere to accommodate larger industrial enterprises due to its strategic regional road access, proximity to Perth Airport and proximity to the Forrestfield rail marshalling yards. The Strategy's response is to '*promote and facilitate the Hazelmere industrial area*' and support improvements to the road and rail freight network through the Hazelmere Enterprise Area, including the Lloyd Street extension and future freight rail planning.

The proposed warehouse development is consistent with the City's strategic planning direction for Hazelmere as a major employment and industrial location.

3.1.3 Hazelmere Enterprise Area Structure Plan

The subject site is located within the area covered by the *Hazelmere Enterprise Area Structure Plan* (HEASP), which provides the district-level planning framework for the coordinated development of Hazelmere as an employment and industrial area. The HEASP vision is for Hazelmere to become an 'inter-regional transport hub' that integrates logistics infrastructure within a business-focused location, while also enhancing regional ecological assets through connections between the Helena River and Hazelmere Lakes, including landscaping, stormwater management and infrastructure corridors.

Within the HEASP precinct framework, the subject site falls within Precinct 2A – Helena River Precinct (**Figure 14**). Precinct 2A is identified for institutional uses and/or light industrial uses, with the HEASP recognising that this part of Hazelmere has potential to accommodate employment-generating development while responding to the environmental sensitivity of the Helena River corridor.

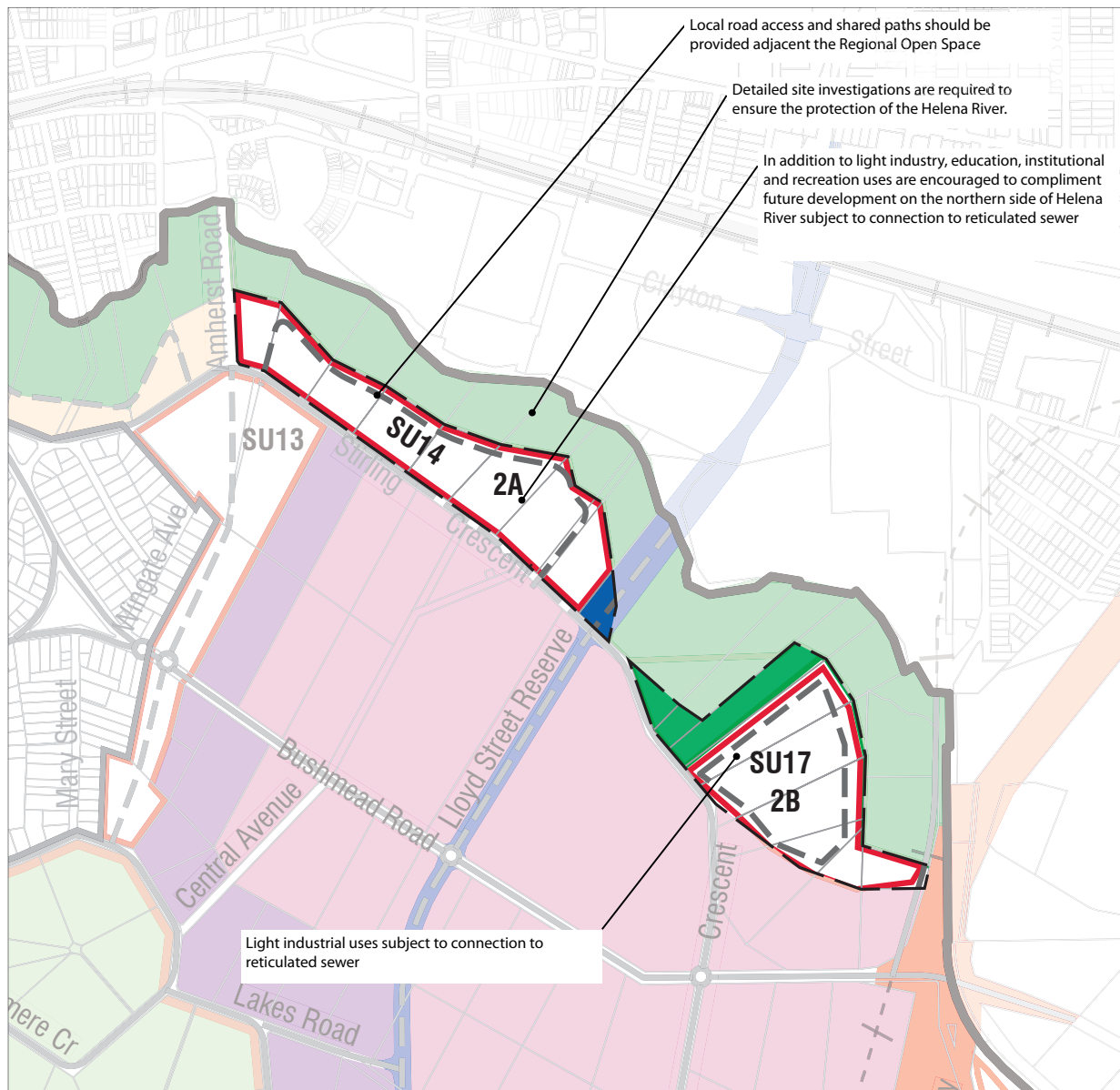


Figure 14: Hazelmere Enterprise Area Structure Plan Precinct 2A - Helena River Precinct

The key development guidance for Precinct 2A includes provision of a road interface adjacent to and along the Helena River reserve, provision of reticulated sewerage to facilitate institutional and/or light industrial uses, and preparation of local structure plans to guide the development of subject sites.

With respect to this guidance the following should be noted:

1. Road Interface with the Helena River

The objective of this road appears to be to create a managed interface between development and the river corridor. The provision of a road in this location is physically impractical, opposed by abutting landowners, does not add any amenity to the subject land and has detrimental heritage and ongoing management impacts as described in more detail below.

A road along the Helena River interface would require substantial engineering earthworks due to the significant grade differences along the boundary at the rear of the subject site. Preliminary design investigations indicate that constructing a road in this location will impact on the foreshore reserve with road construction and drainage. Moreover such a road will not provide feasible access to the subject land due to the level differences.

By default the requirement for the road will materially constrain the developable area of lots within the precinct and compromise the ability to achieve meaningful industrial development consistent with the planned role of the Hazelmere Enterprise Area. In practical terms, the requirement would result in a significant loss of usable industrial land, while introducing a costly and complex infrastructure element that is not able to provide access to the subject site or the broader local road network.

There is no identified funding or delivery pathway for such a road. The City of Swan has not indicated an intention to acquire the relevant land or fund construction of a road along the Helena River interface, and the works do not

form part of the Hazelmere Specified Area Rate infrastructure program that has funded road upgrades and drainage throughout the HEASP. Should access be required to the foreshore then the unmade Whiteman Road access remains available.

The interface road location abuts known heritage sites and the risk of disturbance associated with excavating for road and drainage appears high risk. The earthwork proposal for the subject land avoids excavation in high risk areas.

It is not clear how stormwater runoff from an interface road could be managed without uncontrolled discharge into the Helena Foreshore.

Importantly, the road is not required nor can it achieve a functional or orderly movement network for the subject site due to the levels difference. The subject site is accessed solely from Stirling Crescent, which is to be upgraded as part of the development proposal and will provide the appropriate local road interface for industrial access.

The landowners of all lots between the Waldorf school and Lloyd Street do not want nor need the interface road for their development proposals.

The creation of a public road along the Helena River interface will also result in undesirable environmental and management outcomes. Introducing vehicle access and public movement along the rear of industrial lots without passive surveillance, adjacent to the river corridor, will result in unauthorised access, antisocial behaviour, illegal dumping, vandalism, potential camping, fires and ongoing management issues.

Rather than improving the foreshore interface, such an outcome has the potential to undermine the environmental and amenity values of the Helena River corridor by increasing disturbance and creating a poorly supervised edge condition. By contrast, properly planned access from a high public active area is already available to the Helena River foreshore from the north/Midland Town Centre area.

Broader connectivity to the regional road network will be achieved via the established and planned road hierarchy, including Great Eastern Highway Bypass, Roe Highway and the future Lloyd Street extension. On this basis, a foreshore road would not perform an essential access function for the proposed development and would duplicate, rather than improve, the planned movement network.

Given the physical and environmental constraints, the high cost of construction in this constrained location, including earthworks, retaining, drainage, environmental management and interface treatments, delivery would require either external grant funding or allocation from general municipal revenue.

In the absence of a committed public infrastructure program, it would be unreasonable for individual landowners to sterilise substantial portions of their land for a road that has no confirmed timing, no funding, no demonstrated operational need and is opposed by the abutting landowners.

A more appropriate planning outcome is to maintain a controlled development interface to the Helena River corridor, supported by landscaping, drainage management, fencing, environmental protection measures and site-specific design responses. This approach achieves the underlying intent of managing the interface between industrial development and the river environment, without imposing an impractical road alignment or creating unnecessary public access pressures in a sensitive foreshore location.

The omission of a road interface in this location is considered justified and represents a more practical, orderly and environmentally responsive outcome for the subject site and the broader precinct.

We also note that the unmade Whiteman Road reserve is proposed to provide the connection between Stirling Crescent and the foreshore road. This road is not required by Lot 822 nor Lot 823 and moreover is constrained with existing High Pressure gas mains and 132KV transmission lines. The Special Area rate does not include funding for an upgrade of this road

2. Desire for Reticulated Sewerage

Reticulated sewerage is not currently available throughout the majority of Hazelmere. Extending sewer infrastructure to service the development would require substantial off-site works, infrastructure relocation and protection works and coordination (including High Pressure gas) and capital expenditure through land outside the subject land. These costs will materially affect project feasibility and unreasonably constrain the timely development of land identified for employment-generating industrial purposes.

The natural fall on the land is extensive with Stirling Crescent approximately 7m higher than the rear the foreshore reserve. To service this land with a gravity sewer would mean any sewer in the road reserve would be unreasonably deep.

The need for reticulated sewerage should also be considered having regard to the nature and intensity of the proposed warehouse use. The development is expected to generate relatively low wastewater volumes compared with more intensive urban, commercial, residential, institutional or high-occupancy uses.

Wastewater demand will be primarily limited to staff amenities and office facilities, rather than process wastewater, trade waste or other high-volume effluent-generating activities. Accordingly, the environmental and public health risks associated with wastewater disposal are limited and can be appropriately managed through a fit-for-purpose onsite wastewater system.

In this context, requiring the long extension of reticulated sewerage would not be proportionate to the servicing demand or risk profile of the development. A more balanced and practical response (as has been adopted through the majority of the HEASP) is to provide an approved onsite wastewater treatment system, such as an Aerobic Treatment Unit or equivalent secondary treatment system, designed to accommodate the anticipated staff and office wastewater load.

The proposed wastewater solution includes the installation of an ATU and leach drains within the front portion of the site, well in excess of the 100 metre separation distance required under the Government Sewerage Policy. The proposal is also supported by a Site and Soil Evaluation, included at **Appendix K**, which demonstrates that the site conditions, proposed apparatus and system design are consistent with Department of Health guidance.

Accordingly, the absence of reticulated sewerage does not preclude approval of the development. Given the low wastewater-generating nature of the warehouse use, the lack of available sewer infrastructure, the disproportionate cost of extension, and the ability to provide an approved onsite system, the proposed ATU servicing approach represents a practical, reasonable and policy-consistent outcome for the subject site.

3. Preparation of a Structure Plan

In the circumstances of this proposal, a structure plan is not considered necessary to achieve orderly and proper planning. The subject site forms part of a small, clearly defined group of eight lots within the Stirling Crescent locality west of Lloyd Street, of which the eastern five lots are under common or aligned ownership.

Subdivision of the five lots between the school and Lloyd Street is not contemplated. Each lot can be developed independently, as proposed through this application. The broader planning framework has already been established through the Hazelmere Enterprise Area Structure Plan, the applicable zoning and the strategic identification of the locality for employment-generating development.

The proposal is also not being advanced in isolation. The proponent is working collaboratively with the owners of five contiguous lots—Lots 821, 822, 823, 14 and 15—which comprise most of the undeveloped land within this part of the

precinct. This coordinated approach allows access, servicing, drainage, earthworks, road upgrades and interface matters to be addressed across the relevant landholdings without a separate statutory structure planning process.

The principal outcomes ordinarily sought through structure planning can instead be achieved through the development application and supporting technical documentation, including coordination of land use, access, infrastructure delivery, stormwater management and environmental interfaces.

The existing landholding pattern further supports this approach. Lot 13 has already been developed as a school and no longer forms part of a future industrial subdivision or coordinated development opportunity. The two lots west of the school remain in rural-residential use and are not required to facilitate the proposal or the orderly planning of the balance of the precinct.

Requiring a structure plan across all eight lots would therefore be disproportionate, as it would seek to coordinate land that is already developed, not proposed for development or unnecessary to resolve the proposal's planning, access and servicing arrangements.

The development application process provides an appropriate mechanism to assess land use suitability, built form, access, traffic, servicing, stormwater, environmental management, landscaping and amenity interfaces. Conditions of approval can also require detailed civil design, road upgrades, drainage works, landscaping, servicing and management measures to be implemented before development or occupation.

3.2 Metropolitan Region Scheme

The subject site is zoned Urban under the *Metropolitan Region Scheme* (MRS), along with surrounding land to the north of Stirling Crescent (**Figure 15**). The MRS provides the regional planning framework for the Perth metropolitan region and identifies broad zones and reservations to guide land use, infrastructure planning and regional environmental protection. The stated purpose of the Urban zone is 'to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities'.

Land to the south is zoned 'Industry' and land to the north, running along the Helena River foreshore, is reserved for 'Parks and Recreation'.

The MRS identifies reserves separately from zones, with reservations used to protect and provide land for regional public purposes, including regional open space, conservation, recreation, waterways and other public infrastructure.

The interface with the Helena River reservation is a relevant procedural and assessment consideration. Although the proposed development is located on Urban-zoned land, its proximity to land reserved for Parks and Recreation means the application should be considered having regard to potential regional open space, foreshore, environmental, drainage and interface impacts.

Under the relevant WAPC delegation and referral framework, development applications that abut or may affect MRS reserved land are typically required to be referred to the relevant public authority or State agency responsible for that reservation.

In this case, referral is expected to be required to the Department of Planning, Lands and Heritage (DPLH) because the subject site abuts the Parks and Recreation reserve. This will allow the DPLH to consider foreshore protection, environmental management, stormwater, interface treatment, access and any potential impacts on the regional reserve as part of the development assessment process, and subject to advice of other relevant government agencies.

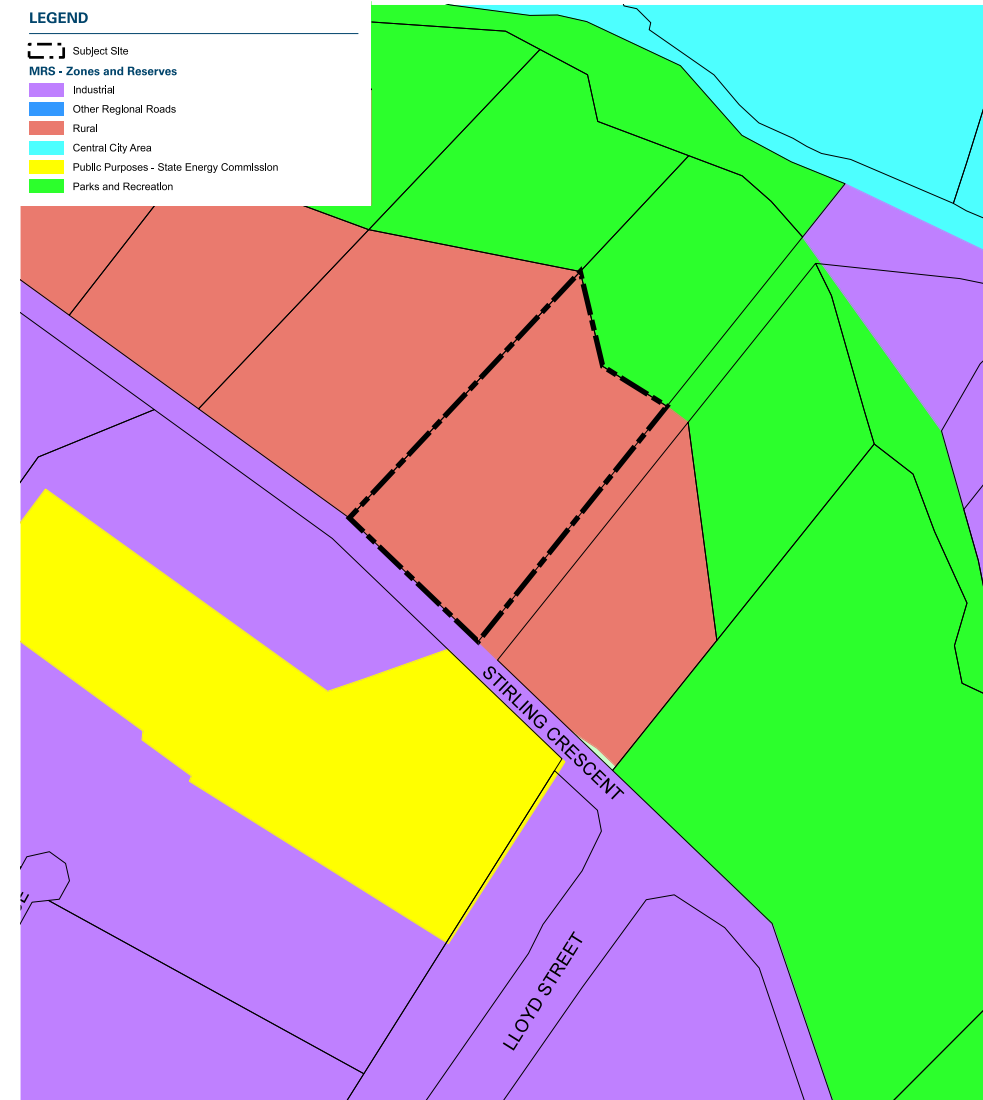


Figure 15: Metropolitan Region Scheme

3.3 Local Planning Scheme No. 17

Under the City of Swan *Local Planning Scheme No. 17* (LPS17), the subject site is zoned Special Use and falls within Special Use Zone No. 15 – Hazelmere (**Figure 16**).

Schedule 4 of the Scheme identifies Special Use Zone No. 15 as applying to land to the north of Stirling Crescent, including the eight land parcels previously identified as Precinct 2A in the *Hazelmere Enterprise Area Structure Plan*.

The conditions associated with Special Use No. 15 are outlined as follows, along with commentary with respect to the subject proposal.

- 1. Subdivision and development shall be in accordance with a Structure Plan prepared and approved in accordance with the provisions of Part 4 of the Deemed provisions for local planning schemes at schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.**

As outlined in Section 3.1.3 above, proceeding without a structure plan is considered consistent with orderly and proper planning in this instance, given the subject site forms part of a small and clearly defined group of eight lots within the Stirling Crescent locality.

The broader strategic planning framework has already been established through the Hazelmere Enterprise Area Structure Plan, the applicable zoning and the identification of the area for employment-generating development. Importantly, the proposal is being advanced in coordination with the owners of five contiguous lots (Lots 821, 822, 823, 14 and 15) which represent the majority of the undeveloped land within this part of the precinct.

This coordinated approach allows access, servicing, drainage, earthworks, road upgrades and interface matters to be addressed across the relevant landholdings in an integrated and logical manner through the development application process and supporting technical documentation.

A further structure plan would be disproportionate and unlikely to materially improve the planning outcome. Lot 13 has already been developed for a school

and no longer forms part of a future industrial development opportunity, while the remaining two lots to the west of the school continue to be used for rural-residential purposes and are not required to resolve the planning, access or servicing arrangements for the proposal.

The development application process provides an appropriate mechanism to assess the proposal on its merits, including land use suitability, built form, traffic, servicing, stormwater, environmental management, landscaping and amenity interfaces. Where necessary, conditions of approval can secure detailed civil design, road upgrades, drainage works, landscaping, servicing arrangements and management measures prior to development or occupation, ensuring the proposal proceeds in a coordinated manner consistent with orderly and proper planning.

- 2. A Structure Plan shall include all lots within this Special Use Zone and be prepared and approved prior to any additional land use, development proposal or subdivision of a lot, with the exception that the Local Government may consider granting an approval for the following land use, development or subdivision, without the prior requirement for a Structure Plan:**

- a) Single House and associated residential structures and activities such as a Home Business; Home Occupation; Home Office; Home Store on a lot, or**
- b) minor lot boundary changes.**

As note above, it is considered appropriate to proceed without a structure plan given the coordinated manner in which development is being progressed, and the extent of technical analysis undertaken in support of the proposal, which is consistent with that which would otherwise be required for a structure plan.

It is also noted that this condition has been varied once previously, in supporting the development of Lot 13 as a school, and was considered capable of variation in the recent Responsible Authority Report for the proposed development of Lot 14 and 15 for the purpose of a data centre.

3. The Structure Plan is required to observe the Land Use Intent and Development Requirements as detailed within Precinct 2A “Helena River” within the Local Government and WAPC approved Hazelmere Enterprise Area Structure Plan

The land use intent of ‘Precinct 2A’ is to accommodate light industrial uses and institutional uses relating to education, health, research and recreation. Warehouse is considered to fall within the group of ‘light industrial uses’ preferred for Precinct 2A. The inability to connect to sewer and the impracticality of a road connection have been outlined in Section 3.1.3 above.

4. The Structure Plan is to take into account any additional foreshore reserve requirements identified in the Helena River Foreshore Definition Study and provide a constructed road interface with the Helena River reserve.

The development proposed has taken into account the necessary requirements of DBCA with respect to the management of the foreshore reserve. The impracticality of a road interface with the Helena River reserve is further outlined in Section 3.1.3 above.

5. The Structure Plan is required to facilitate a vegetation buffer along the western boundary of Lot 2 Stirling Crescent. The vegetation buffer is required to provide visual screening of future development from Amherst Road.

This condition is not relevant to the subject proposal and in any event can be included as a condition on a future development proposal for Lot 2. A Structure plan is not required to apply this requirement.

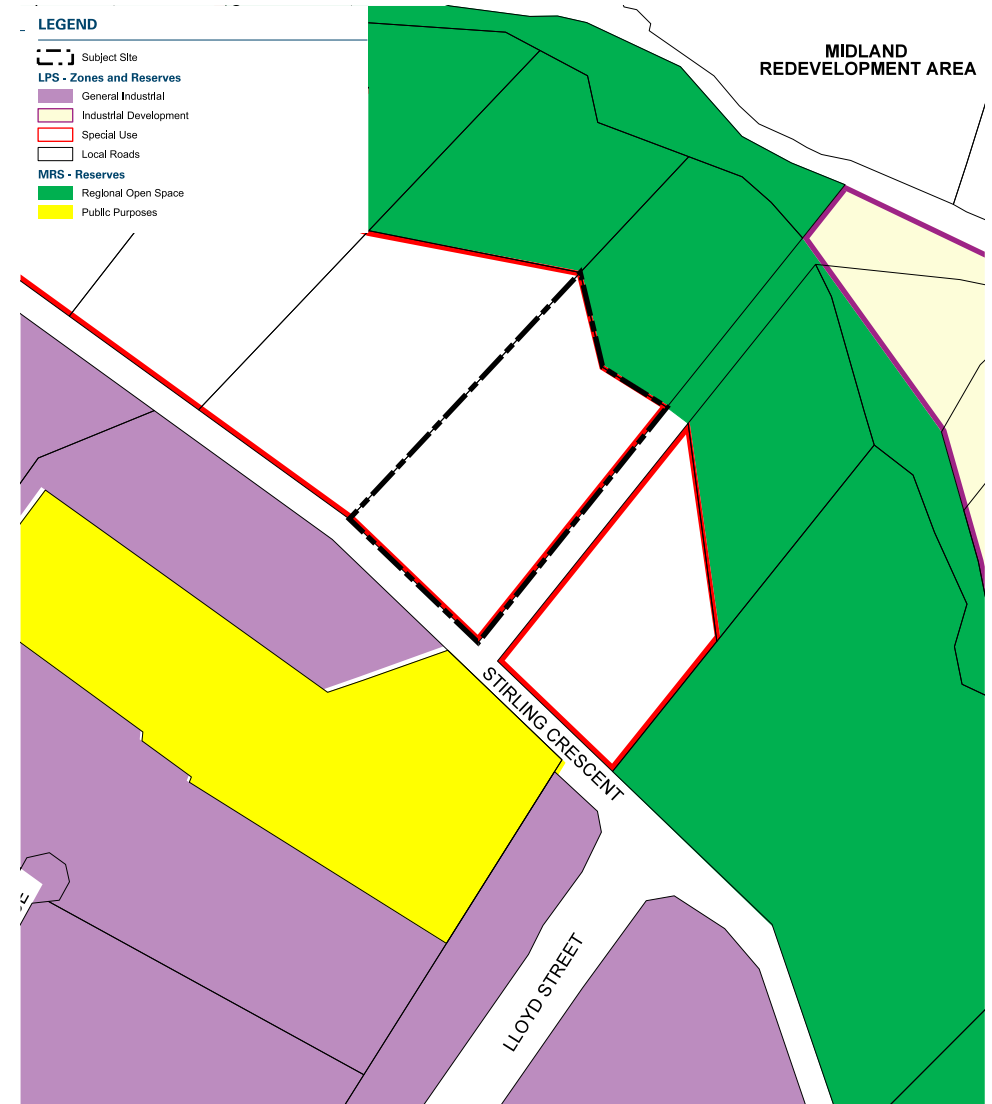


Figure 16: City of Swan Local Planning Scheme No. 17

3.3.1 Land Use Permissibility

Land use permissibility is not expressly specified under the Scheme for Special Use Zone No. 15. This reflects the intended role of a future structure plan, which would ordinarily establish the applicable land use permissibility framework, most likely by reference to a nominated zone or equivalent land use table.

It is considered likely that any structure plan prepared for the precinct would identify land use permissibility broadly consistent with the City's Light Industry zone. This is because the Light Industry zone provides for light industrial uses, while also allowing for the consideration of educational establishments and private or public recreation uses, which aligns with the land use intent identified for the precinct under the Hazelmere Enterprise Area Structure Plan.

It is acknowledged that some land uses ordinarily capable of approval within the Light Industry zone may need to be excluded, limited or subject to additional conditions, having regard to the sensitive environmental and land use interfaces within the precinct, including the Helena River corridor.

However, if land use permissibility were established generally in accordance with the Light Industry zone, the proposed Warehouse use would be classified as a 'P' use, meaning it would be permitted under that zoning framework.

3.4 Policy Framework

3.4.1 State Planning Policies

The following sections outline the WAPC policies relevant to the development proposal, and commentary on the extent of compliance with these policies:

3.4.1.1 State Planning Policy 2.9 – Water

State Planning Policy 2.9 – Water establishes the State planning framework for considering water resource management in land use planning and development assessment. The policy requires planning decisions to appropriately consider water quality, water quantity, stormwater, groundwater, flood risk, wastewater, waterways, wetlands, foreshore areas and the ecological, social and cultural values associated with water resources.

The policy is directly relevant to the proposal given the site's location adjacent to the Helena River Parks and Recreation reservation, its relationship to the Swan Canning Development Control Area, and the need to manage stormwater and wastewater in the absence of reticulated sewerage. A Development Water Management Report (**Appendix F**) has therefore been prepared by Hyd2o to support the application and to guide stormwater and groundwater management for the site.

The key water-related consideration is the site's interface with the Helena River. The development has been designed having regard to the AECOM 2010 foreshore boundary, the floodplain fringe, the extent of the no-disturbance foreshore area and the 10 metre Development Control Area buffer shown on the development and landscape plans. Built form, hardstand, vehicle circulation and operational areas are located outside the foreshore protection area, with the northern and north-eastern interface retained as a landscaped and revegetated transition to the river corridor.

This response is consistent with the intent of SPP 2.9, as it protects the functional and environmental role of the Helena River foreshore while allowing development to occur within the previously disturbed portion of the site. The proposal does not seek

to urbanise or intensify the foreshore area for industrial activity. Instead, the foreshore edge is retained as a no-works area, supported by revegetation, soft landscaping and a water-sensitive drainage response.

The stormwater strategy has been prepared in consultation with DWER and DBCA and is consistent with DBCA's policy position for stormwater management affecting the Swan Canning Development Control Area. The site forms part of the direct catchment to the Helena River and, given the absence of a practical district drainage outlet at this stage, the water management report confirms that direct local discharge to the Helena River is appropriate, subject to suitable water quality treatment, setbacks and erosion control.

Stormwater from the development will be managed through a landscaped biofiltration and drainage system located adjacent to the Helena River interface but outside the foreshore boundary. The system is designed to retain and treat the first 15 mm of hardstand runoff, with flows in excess of the treatment volume permitted to discharge toward the Helena River via wide broad crested weir overland flow paths. This provides a practical water-sensitive urban design response that treats frequent runoff events, manages stormwater quality and reduces the risk of uncontrolled discharge from paved and operational areas.

The stormwater system has also been modelled to assess capacity and discharge behaviour. The drainage basin is designed with an invert level of 8.0 mAHD, spillway level of 9.2 mAHD and a 1% AEP basin volume of approximately 532 m³. The modelled 1% AEP spillway discharge velocity is 0.48 m/s, which is low and below typical erosive velocity thresholds. This supports the conclusion that discharge to the Helena River can be managed without unacceptable erosion risk, subject to detailed design and implementation of the proposed vegetated flow path and outlet treatment.

Groundwater and flood risk have also been considered. The water management report confirms that DWER flood mapping identifies the Helena River floodway as being outside the site and with a 1% AEP top water level in the Helena River of about

8.2m AHD. The proposed warehouse has a finished floor level of 12.2 mAHD, which provides substantial clearance above the estimated winter regional groundwater table.

In relation to wastewater, as noted previously, reticulated sewerage is not available to the site. The proposed warehouse use is expected to generate relatively low wastewater volumes, primarily from staff amenities and office facilities.

Wastewater is proposed to be managed through a Department of Health approved Aerobic Treatment Unit and flatbed leach drain system located toward the Stirling Crescent frontage, a minimum of 100m away from the Helena River interface.

The system will achieve the required 1.5 metre clearance from the base of the effluent disposal system to maximum groundwater level and will be subject to Department of Health and local government approval.

3.4.1.2 State Planning Policy 3.7 – Bushfire

State Planning Policy 3.7 – Bushfire (SPP3.7) provides the State planning framework for assessing bushfire risk in Western Australia. The policy applies to land designated as bushfire prone on the Map of Bushfire Prone Areas and is intended to guide decision-makers, referral agencies and proponents in achieving acceptable bushfire protection outcomes through the planning process.

The subject site is located within a designated bushfire prone area and SPP 3.7 is therefore relevant to the assessment of the proposed warehouse development. This is further assessed as a component of the Bushfire Management Plan outlined in **Appendix I**, demonstrating that all buildings have been sufficiently set back to ensure the required BAL ratings (**Figure 12**).

3.4.1.3 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment is the lead policy within the Design WA framework and identifies ten principles of good design: context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics.

Principle	Design Response
Context and Character	The proposal responds to the planned industrial character of the Hazelmere Enterprise Area and the site's transition from rural and semi-rural use toward employment-generating development. The warehouse, office, hardstand, loading areas and vehicle circulation are consistent with the intended industrial role of the locality. The layout also responds to the Helena River interface by locating built form and operational areas within the developable portion of the site and retaining a landscaped foreshore edge.
Landscape Quality	The landscape concept provides planting to the site frontage, car park, boundaries, drainage basin and Helena River interface. Approximately 5,490m ² of landscaping is proposed, including the drainage basin and foreshore area. The plan includes large, medium and small trees, deep soil areas, car park shade planting, native planting, revegetation to the foreshore interface and swale/basin planting with native reeds, sedges and dampland trees. These measures improve visual amenity, shade, stormwater treatment and the transition to the river corridor
Built Form and Scale	The built form is appropriate for the site's industrial function and lot size. The proposal comprises a large-format warehouse, a single-level office and a small dock office. The office is positioned toward Stirling Crescent to provide a more human-scaled street presentation, while the warehouse is located behind within the main operational area. The warehouse height and scale are consistent with a high-clearance industrial use.

Principle	Design Response
Functional and Build Quality	The site has been arranged to operate efficiently as a warehouse facility. Staff parking, truck circulation, loading docks, recessed dock areas, hardstand, truck entry and truck exit are logically arranged to support safe and efficient movement. Service infrastructure, including the sprinkler tank, pump house, transformer, rainwater tank, ATU and leach drains, is incorporated into the site layout.
Sustainability	The proposal incorporates a range of sustainability measures, including targeting 5 Star Greenstar Certification, the provision for a minimum 99kW solar panel system, translucent roof sheeting to approximately 5% of the warehouse roof area, EV bays, bicycle parking, rainwater harvesting, onsite wastewater treatment and water-sensitive stormwater design. The stormwater system will retain and treat the first 15mm of hardstand runoff, with larger events directed via vegetated overland flow paths toward the Helena River. This is further outlined in Appendix C .
Amenity	Amenity impacts are managed through site layout, landscaping and operational separation. The office and staff parking areas are located toward the Stirling Crescent frontage, while loading and warehouse operations are internalised. Landscaping to the frontage, car park and boundaries will soften views of hardstand, fencing and built form. The Helena River interface is protected through a no-works foreshore area, revegetation and separation from operational areas.
Legibility	The layout provides a clear arrival sequence from Stirling Crescent, with the office and staff parking areas forming the main point of entry. Separate truck access, gated entries, internal circulation roads, loading areas and signage assist in distinguishing operational and visitor/staff areas.
Safety	The proposal improves safety by separating heavy vehicle movements from staff and visitor parking where practicable. Dedicated truck entry and exit points, internal circulation, recessed loading docks and turning areas reduce reliance on on-street manoeuvring and limit conflict between trucks, cars and pedestrians. Controlled access, fencing and lighting will support site security.

Principle	Design Response
Community	The development supports the planned employment role of Hazelmere by delivering industrial floorspace on land identified for employment-generating use. It will contribute to local economic activity and employment while managing key interfaces, including the Helena River foreshore and nearby community uses.
Aesthetics	The architectural response is practical and suitable for an industrial development. The warehouse uses a restrained material palette of metal cladding, precast concrete panels and neutral finishes, while the office provides a more articulated frontage through glazing and contrasting cladding. Landscaping to the frontage, car park, boundaries and river interface will soften the built form and hardstand areas.

3.4.2 Swan and Canning Rivers Management

The *Swan and Canning Rivers Management Act 2006* establishes the statutory framework for the protection, management and planning control of the Swan and Canning river system, including associated land and tributaries. The Act defines the Swan Canning Development Control Area (DCA) by reference to Schedule 3, and provides the legislative basis for DBCA and the Swan River Trust's role in considering development, works, acts and activities within that area.

The DCA includes the waters of the Swan and Canning rivers and adjoining Parks and Recreation reserves, and DBCA's DCA mapping includes relevant sections of the Helena River. DBCA's public mapping confirms that the DCA includes the Swan and Canning river waters and adjoining parks and recreation reserves, with mapped DCA sections available for the river system. For the subject site, the relevance of the DCA arises from its proximity to the Helena River foreshore.

Where development is within, abuts or may affect the DCA, DBCA/Swan River Trust involvement is required or expected, particularly in relation to foreshore protection, setbacks, stormwater, wastewater, lighting, fencing, landscaping, dewatering and

environmental management. The proposal should therefore demonstrate that it will not adversely affect the ecological health, community benefit or amenity of the Helena River and associated Swan Canning river system.

The proposal has been informed by the AECOM 2010 Helena River foreshore definition, the mapped Development Control Area boundary, the 10 metre Development Control Area buffer, and the technical recommendations of the Environmental Assessment Report and Subdivision and Development Water Management Report. The development plans also identify the foreshore boundary, floodplain fringe, extent of foreshore/no disturbance area, drainage basin and Development Control Area buffer, demonstrating that these constraints have been incorporated into the site planning response.

Corporate Policy Statement No. 42 – Planning for Land Use, Development and Permitting Affecting the Swan Canning Development Control Area

Corporate Policy Statement No. 42 provides the overarching framework for assessing land use and development that may affect the Swan Canning Development Control Area. Its key focus is to ensure that development maintains or improves the ecological health, community benefit and amenity of the Swan Canning river system.

The proposal is consistent with the intent of Policy 42. The development has been located within the previously disturbed and developable portion of the site, with no built form or operational activity proposed within the defined Helena River foreshore area. The Helena River interface is instead retained as a no-works and soft landscape area, with revegetation proposed using native trees, shrubs and ground covers.

The proposal therefore avoids direct encroachment into the sensitive riverine edge and provides a managed transition between the industrial development and the Helena River corridor. This approach recognises the ecological, hydrological, landscape and cultural importance of the Helena River while allowing planned industrial development to occur on land identified for employment-generating use.

Corporate Policy Statement No. 48 – Planning for Development Setback Requirements Affecting the Swan Canning Development Control Area

Corporate Policy Statement No. 48 establishes development setback requirements for land affecting the Swan Canning Development Control Area. For non-residential development on urban land, the policy requires appropriate separation from the Development Control Area boundary and, where land adjoins the river and riparian areas, requires a setback response that protects the function and values of the foreshore.

The proposal has been designed with direct regard to the AECOM 2010 foreshore boundary and the 10 metre soft surface buffer from the Development Control Area boundary. The Environmental Assessment Report confirms that the foreshore boundary is to be implemented, with revegetation within the foreshore area and no development or drainage structures within that foreshore area. The report also confirms that where the 10 metre Development Control Area buffer extends beyond the foreshore boundary, no built development should be placed in that buffer, although drainage infrastructure such as swales or drainage basins may be acceptable.

This is the approach adopted by the proposal. The warehouse, hardstand, parking and operational areas are located outside the foreshore protection area. The north-eastern portion of the site is retained for landscape, foreshore revegetation, drainage and water-sensitive design purposes. The drainage basin and vegetated flow path are located and designed as part of the site's environmental management response, rather than as an intensification of industrial activity within the riverine interface.

On this basis, the proposed setback response is considered appropriate. It gives effect to the defined foreshore protection area, maintains a soft-surface transition to the Helena River, and protects the river corridor while recognising the site's planned industrial function.

Corporate Policy Statement No. 49 – Planning for Stormwater Management Affecting the Swan Canning Development Control Area

Corporate Policy Statement No. 49 applies to stormwater systems that may affect the Swan Canning Development Control Area. Its objective is to ensure stormwater management does not further degrade the Swan Canning river system and, where possible, contributes to improved water quality outcomes.

A Subdivision and Development Water Management Report has been prepared for the proposal. The report confirms that the site forms part of the direct catchment to the Helena River and that direct local discharge to the river is appropriate in this context, noting the absence of a practical district drainage outlet at this stage. Importantly, DWER and DBCA have been consulted and support individual discharge to the Helena River, subject to appropriate setbacks, water quality treatment and erosion control.

The proposed stormwater strategy is consistent with Policy 49. Stormwater from hardstand areas will be directed to a landscaped biofiltration and drainage system, with the first 15 mm of hardstand runoff retained and treated on site. Events in excess of the treatment volume are permitted to discharge toward the Helena River via vegetated overland flow paths. The system has been modelled using XP-Storm, with the 1% AEP event producing a discharge velocity of 0.48 m/s, which is below typical erosive velocity thresholds.

The stormwater response therefore provides a practical and technically supported water-sensitive urban design outcome. It treats frequent runoff events, manages peak flows, reduces the risk of erosion and provides a vegetated discharge path to the river. The proposed basin, swales, native reed and sedge planting, and foreshore revegetation further support the function of the drainage system and the protection of the Helena River interface.

Corporate Policy Statement No. 51 – Planning for Wastewater Management Affecting the Swan Canning Development Control Area

Corporate Policy Statement No. 51 applies to wastewater management where development may affect the Swan Canning Development Control Area. Its objective is to prevent further water quality degradation and ensure wastewater systems are designed and managed to protect the Swan Canning river system.

Reticulated sewerage is not available to the site. The proposed warehouse use is expected to generate relatively low wastewater volumes, primarily associated with staff amenities and office facilities. Wastewater is therefore proposed to be managed through a Department of Health approved Aerobic Treatment Unit connected to flatbed leach drains.

The wastewater system is located toward the Stirling Crescent frontage, away from the Helena River interface. This siting response assists in maintaining separation from the river corridor and avoids reliance on the foreshore area for wastewater disposal. The system will also be subject to detailed design, Site and Soil Evaluation, and Department of Health/local government approval. The technical reporting confirms that a minimum clearance of 1.5 metres from the base of the effluent disposal system to design groundwater level is required to satisfy SPP 2.9 requirements.

On this basis, onsite wastewater disposal is considered capable of being appropriately managed. The system is proposed because reticulated sewerage is unavailable, is located away from the Helena River interface, and will be subject to detailed health and environmental approval requirements to ensure water quality protection.

3.4.3 Local Planning Policies

3.4.3.1 Building and Development Standards: Industrial Zones

This policy sets out the City's key development standards for industrial development, including setbacks, site coverage, landscaping, use of setback areas, refuse areas and building presentation. While the subject site is zoned Special Use rather than a standard industrial zone, the policy provides a relevant benchmark given the proposed warehouse land use and industrial built form.

- **Setbacks:** The policy specifies a requirement for a 9m front setback and 6m secondary street setback, with nil side and rear boundary setbacks. The warehouse and office are positioned well within the site, with more than 16m setback from Stirling Crescent and intervening parking, access and landscaping.
- **Plot ratio / site coverage:** The development comprises approximately 13,185m² of building area on a 28,837m² site, equating to a plot ratio of approximately 0.46:1, which is below the policy maximum of 0.5:1 for light industrial uses.
- **Use of setback areas:** The Stirling Crescent frontage is to be used for access, staff parking, landscaping and office presentation, rather than outdoor storage, waste storage or industrial operations. This is consistent with the policy's expectations for street setback areas.
- **Landscaping:** The proposal provides approximately 5,490m² of landscaping, inclusive of the drainage basin and foreshore area, equating to 19% of the site area, exceeding the policy's 10% minimum requirement. Landscaping is well distributed being provided along site edges, parking areas and access points.
- **Refuse and storage:** A dedicated waste enclosure will be provided internally within the site, accessible to service vehicles and separated from the primary street frontage.

3.4.3.2 – Vehicle Parking Standards (POL-TP-129)

This policy applies to development across the City and requires adequate provision of off-street parking. It addresses parking ratios, layout, access, manoeuvring, paving, lighting, accessible parking, loading facilities and parking-area landscaping. It requires parking to be provided on the land being developed and designed so vehicles do not need to reverse directly into a public street.

For the purpose of a warehouse use the applicable parking standard is:

- *2 spaces per 100m² GLA; or*
 - *2 spaces per person employed; or*
 - *a minimum of 6 spaces;*
- whichever is greater.*

Given the building area proposed is 13,185m², the total parking required for the site under POL-TP-129 is 264 bays.

The development proposal provides 80 dedicated car parking bays, resulting in a shortfall of 184 bays.

A variation to the minimum parking requirement is sought pursuant to clause 77D of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The variation is considered appropriate having regard to the nature of the proposed use, the likely operational parking demand, and the planning consequences of requiring strict compliance with the policy ratio.

The applicable parking rate is a generic standard and, when applied solely to gross building area, significantly overstates the likely demand generated by a large-format warehouse. A substantial proportion of the building will be used for storage, racking, internal circulation, loading, dispatch and other low-occupancy functions. These areas do not generate parking demand in the same manner as office, retail or customer-facing floorspace.

The proposal is not expected to generate regular customer visitation. Parking demand will primarily arise from staff, occasional visitors, contractors and service personnel. In this context, the alternative policy measure of bays per employee is a more relevant indicator of likely demand. While the future tenant is not yet known, 80 bays is considered capable of supporting a substantial warehouse workforce, together with visitor and operational parking, without relying on informal parking in surrounding streets.

Strict compliance with the 264 bay requirement would also produce a poorer planning outcome. Providing an additional 184 bays would require a substantial increase in paved parking area, reducing opportunities for landscaping, deep soil, tree planting and stormwater management. It may also compromise the functional arrangement of truck access, loading, hardstand, service infrastructure and emergency access.

The proposed parking supply therefore represents a more balanced site response. It provides a practical level of on site parking while preserving the operational areas required for the warehouse use and maintaining the landscape, drainage and foreshore interface outcomes that are important to the overall design of the development.

The development is not reliant on off site parking to meet its expected operational needs. Parking is provided on the land being developed, and the internal layout allows vehicles to enter, park, manoeuvre and exit the site safely. Bicycle parking is also provided to support alternative staff travel options.

Future parking demand can be managed by the tenant through operational management, staff allocation and visitor control. It would also be appropriate for any approval to include a condition requiring all parking associated with the development to be contained within the dedicated on site car parking bays and not within surrounding verge areas or adjoining road reserves.

3.4.3.3 Provision of Public Art (POL-LP-1.10)

The City of Swan's public art policy establishes the framework for requiring public art as part of significant development proposals. For prescribed development projects, the City generally requires a public art contribution equivalent to 1% of the development cost, where the proposal meets the relevant policy criteria.

The purpose of the policy is to improve the quality, interest and identity of the built environment by integrating public art into new development, or otherwise securing a contribution toward public art outcomes within the City. For larger industrial developments, the policy is typically addressed through either the installation of public art on site or the payment of a cash-in-lieu contribution, subject to the City's requirements and the terms of any condition of approval.

The proposed development is of a scale where the policy is expected to be relevant. At this stage, the proponent has not determined whether the public art requirement will be satisfied through an onsite artwork or through payment of cash in lieu. This decision will be made following further consideration of the final development cost, tenant requirements, site presentation, security, public visibility and the practical opportunities for integrating artwork into the development.

If onsite public art is pursued, potential locations may include the Stirling Crescent frontage, the office entry area, or another publicly visible part of the site where artwork can contribute to the identity and presentation of the development without compromising vehicle access, security or operational requirements. Alternatively, a cash-in-lieu contribution may be more appropriate if it is determined that the site does not provide a suitable or publicly accessible location for a meaningful artwork outcome.

It is expected that the public art requirement can be appropriately addressed through a standard condition of development approval. The proponent will work with the City of Swan following approval to confirm the preferred delivery pathway and satisfy the relevant public art obligation before the required stage of development.

3.4.3.4 Advertising Signs within Commercial and Industrial Zones

The City of Swan's Advertising Signs within Commercial and Industrial Zones policy establishes the City's position on signage located on private land and within thoroughfares in commercial and industrial areas. The policy seeks to support well-signed commercial and industrial precincts, while ensuring signage is appropriately located, does not create visual clutter, and does not affect traffic safety, pedestrian movement or streetscape amenity.

The policy is relevant to the proposal as the development plans include estate identification signage at the site entry points. The plans show freestanding estate signs measuring approximately 0.9 metres wide by 2.14 metres high, located adjacent to the formal access gates from Stirling Crescent.

The proposed signs are limited in scale and are directly related to site identification and wayfinding. They are located within the subject land, associated with the approved vehicle access points, and are not proposed within a road reserve or thoroughfare. The signs will assist staff, visitors and service vehicles to identify the site and access points without functioning as general third-party advertising.

The proposed signage is consistent with the intent of the policy. It will not dominate the streetscape, obstruct vehicle sightlines, project above the roofline, create unnecessary visual clutter, or detract from the presentation of the office frontage and landscaped entry areas. The signage will also be viewed within an industrial context where clear site identification is an expected and practical element of development.

Additional tenant wall signage may be provided on the warehouse and office buildings once the future tenant is confirmed. The final location, scale, content, illumination and design of any tenant wall signage or office signage cannot be confirmed at this stage and will be subject to a separate application or further approval process if required.

4.0 Conclusion

The proposed development represents an orderly and appropriate outcome for Lot 822 Stirling Crescent, Hazelmere.

The site is located within the Hazelmere Enterprise Area and is well suited to a warehouse and ancillary office use, having regard to its planned industrial function, access to the regional road network, proximity to surrounding employment areas and separation from established residential neighbourhoods. The proposal will contribute to the continued transition of Hazelmere into a more intensive employment precinct and will make productive use of land identified for industrial activity.

The development has been designed to operate efficiently and safely. The layout provides for clear separation between heavy vehicle and light vehicle movements, dedicated loading and servicing areas, onsite parking, internal manoeuvring, waste collection, landscaping, drainage infrastructure and supporting services.

The built form is appropriate to the industrial context, with the office positioned toward Stirling Crescent to provide a legible frontage and the larger warehouse component located within the operational part of the site.

Importantly, the proposal has been designed with regard to the site's key environmental and interface constraints. Built form and operational areas are located outside the Helena River foreshore protection area, with the river interface retained as a no-works and revegetated landscape edge. Stormwater, wastewater, bushfire, Aboriginal heritage, acoustic, traffic, landscaping and servicing matters have each been considered through the application and supporting technical reporting. These assessments confirm that the proposal is capable of being appropriately managed through detailed design, approval conditions and ongoing operation.

The development also incorporates a range of practical sustainability and amenity measures, including solar provision, translucent roof sheeting, EV bays, bicycle parking, rainwater harvesting, onsite wastewater treatment, tree planting, deep soil landscaping, biofiltration and foreshore revegetation. These measures support a balanced industrial development outcome that responds to both operational requirements and site context.

No planning or technical matter has been identified that would preclude approval. The proposal is consistent with the intended role of the locality, responds appropriately to relevant State and local planning considerations, and can be delivered without unacceptable impacts on traffic, amenity, environmental values or surrounding land.

On this basis, approval of the development application is respectfully sought.



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