PART C – CITY OF SWAN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 1101 Stirling Crescent, Hazelmere - Hardstand (Storage and Transport Depot) – DAP/25/02995

3.2 Lot 38 Stirling Crescent, Hazelmere - Hardstand (Storage and Transport Depot) – DAP/25/02997

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part C – Item 3.1 - LOT 1101 STIRLING CRESCENT, HAZELMERE – HARDSTAND (STORAGE AND TRANSPORT DEPOT)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Nick Grindrod, Rise Urban
Owner:	Hazelmere Tiaa Property Pty Ltd
Value of Development:	$2,220,900
Authorising Officer:	Jonathan Lendich – Coordinator Development Assessment & Appeals
LG Reference:	DA-1184/2025
DAP File No:	DAP/25/02995
Application Received Date:	29 October 2025
Report Due Date:	22 January 2026
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Accompanying Plans a. Earthworks Plan Lot 1101 – Dwg No. C100 – Rev C. b. Earthworks Sections – Dwg No. C101 – Rev A. Other reports not subject of approval: 3. Planning Report – Dated 10 Oct 2025 4. Transport Impact Statement – Dated 14 Nov 2025 5. DWER referral response - Dated 5 Jan 2026 6. Western Power referral response - Dated 9 Jan 2026 7. Applicant response to Western Power – Dated 16 Jan 2026

Responsible Authority Recommendation

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

1. **Approve** DAP Application reference DAP/25/02995 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 10.3 of the City of Swan Local Planning Scheme No. 17, subject to the following conditions:

Conditions

1. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped. The plans approved as part of this application form part of the development approval issued.

2. This approval is for 'Storage' and 'Transport Depot' as defined in the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without the prior approval of the City.

3. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.

4. **Prior to the occupation or use of the site**, stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Swan.

5. **Prior to the occupation or use of the site**, a detailed landscaping plan for the subject site and/or the road verge(s) must be submitted to and approved by the City of Swan, and must include the following:

   a) Trees and vegetation planted within the hardstand setback area and drainage basins with sufficient planting intensity and foliage density to adequately intervene the visual connection between the subject lot and the Lots north of Stirling Crescent.
   b) Any existing landscape areas to be retained;
   c) Those areas to be updated, reticulated or irrigated; and
   d) Verge treatments.

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

6. All crossovers must be built and maintained in accordance with the City of Swan's specification.

7. **Prior to the occupation or use of the site,** an Operational Management Plan is to be prepared by a suitably qualified consultant and submitted to the City of Swan for approval. The Operational Management Plan shall outline:

   a. Management practices for the portion of the site within the Western Power easement to avoid affecting the electricity infrastructure or causing a safety hazard;
   b. Dust control measures implemented at all stages of the development; and
   c. Should external lighting be proposed for this site, a Lighting Plan prepared by a suitably qualified consultant demonstrating compliance with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting.

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

8. The carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City of Swan if it is considered that a dust nuisance exists.

9. **Prior to the occupation or use of the site**, the applicant shall enter into an arrangement with the City of Swan for the upgrading of the Stirling Crescent and Bushmead Road intersection and the Stirling Crescent and Amherst Road intersection to support lane-correct vehicle movements to the satisfaction of the City of Swan.

Advice Notes

(a) Should any form of structure which generates wastewater be proposed in future applications, the proponent is to demonstrate the site can meet the dry industry provisions of 'Restricted Use 13' which may entail the requirement to submit a Wastewater Management Plan.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	General Industrial
Structure Plan/Precinct Plan	Hazelmere Enterprise Area Structure Plan (HEASP)
Use Class and permissibility:	Storage 'P' Transport Depot 'P'
Lot Size:	40,725m^2
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	N/A
Design Review	N/A
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

'Rise Urban' is seeking development approval on behalf of 'CWS Corp Pty Ltd' for the use of the subject site for 'Storage' and 'Transport Depot' purposes at Lot 1101 Stirling Crescent, Hazelmere. The proposal comprises the following:

- Lot 1101 is 40,725m2 with approximately 32,500m2 of useable hardstand area proposed;

- Earthworks to reduce the gradients of the slopes, with a maximum fill height of 0.75m but typically ranging from 0.25m – 0.5m;
- Construction of a single driveway from Stirling Crescent;
- Construction of two drainage basins, one centrally located along the west lot boundary outside the western power easement and one in the north-western (lowest) corner, with depths ranging from 1m – 2m below FFL;
- Retention and protection of the transmission tower;
- Construction of 1.8m chain link fencing around the site boundaries;
- Partial relocation of the drainage swale adjacent to the alignment of the 132kV power easement near the southern and western site boundaries, and connection of the drainage swale to the basin in the north-western corner;
- It is anticipated that the site will be accessed by light vehicles and 'as of right' trucks up to 19m in length on an as-needed basis to pick up and drop of goods, or for the storage of trucks and other vehicles themselves through prearranged arrivals on site. Trucks will access the site from the western approach along Stirling Crescent from Bushmead Road;
- The proponent has advised that there will be no maintenance and/or re-fuelling of heavy vehicles proposed on-site; and
- No permanent staff will work at the site.

Background:

The subject site is situated 750m west of the Stirling Crescent and Bushmead Road intersection. The development is in close proximity to Residential zoned land with the Hazelmere town site approximately 150m west of the subject site. The Helena River is approximately 165m north of the subject lot, with a mix of uses immediately across from the subject lot on the northern aspect of Stirling Crescent comprising residential, garden centre and education establishment uses.

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

A concurrent application for hardstand (Storage and Transport Depot) is to be considered by the DAP for adjacent Lot 38 Stirling Crescent, Hazelmere.

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Planning and Development (Development Assessment Panels) Regulations 2011
Local Planning Scheme No.17

State Government Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas
State Planning Policy 4.1 Industrial Interface

Structure Plans/Activity Centre Plans

Hazelmere Enterprise Area Structure Plan (HEASP)

Local Policies

POL-TP-124 Building and Development Standards – Industrial Zones
POL-TP-129 Vehicle Parking Standards

Consultation:

Public Consultation

Consultation was undertaken in the following manner:

Duration: 14 days between 12 December 2025 and 2 January 2026 which accounts for the holiday exclusion period in accordance with Cl.3A of the Planning and Development (Local Planning Schemes) Regulations 2015.

Submissions Received: At the close of advertising, eight (8) submissions were received, all of which were objections. One of the objectors made an additional submission after the close of advertising with a petition signed by 79 people objecting to the proposal.

The key considerations and comments contained within the submissions are summarised below:

Issue Raised	**Officer comments**
Incompatibility with existing urban and residential development	The Hazelmere Enterprise Area Structure Plan (HEASP) has earmarked this portion of land as being suitable for Light Industrial uses in order to establish a 200m light industrial buffer between the general industrial zone to its east and the residential land to the west. The disposition of the City is that the proposed uses accord with the approved Structure Plan for the area.
Loss of established vegetation and visual screening	Following investigation, it was determined that the vegetation on Lot 38 was non-native under the *Environmental Protection Act 1986* (EP Act) and therefore did not require planning approval to be removed under LPS17. This vegetation has already been removed and is not tied to this application.
Industrial Character, Amenity and Design Deficiencies	Many valid concerns were raised with respect to dust, noise, light and industrial interface treatments. City Staff consider that these specifics not otherwise addressed in this report can be addressed as part of a condition of approval for an operational management plan to the satisfaction of the City of Swan.
Traffic, Pedestrian and Cyclist Safety	City staff concur with the findings of the submitted Transport Impact Statement insofar that the traffic generated by this proposal, which is a combination of C-class vehicles and as of right heavy vehicles, can be accommodated on the existing road network.

Health and Wellbeing Impacts	The subject land is zoned to accommodate industrial land uses and City staff consider the proposal appropriate in the surrounding context. City staff do not agree that this proposal would unreasonably and materially undermine the enjoyment of nearby properties. Notwithstanding, appropriately worded conditions to restrict dust emissions and similar should appropriately mitigate potential impacts to amenity and health to nearby residential uses.
Heavy Vehicle traffic movements through residential areas	City staff concur with the findings of the submitted Transport Impact Statement insofar that the traffic generated by this proposal, which traverses via the intersection of Stirling Crescent and Bushmead Road, can be accommodated in its present layout. Notwithstanding, the direction of traffic generated west of the subject site, towards Bushmead Road, is a temporary measure until the ultimate road network (being the north-south road planned by the Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the subject site and Lloyd Street) is constructed, to which industrial traffic will be redirected via these routes.

Referrals/consultation with Government/Service Agencies

Western Power

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

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

1. The intended purpose for hardstand (storage, carpark and transport depot) does not comply with the registered standard easement conditions under the *Energy Operators (Powers) Act 1979 (WA)*, Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016; and

2. The proposed land use activities to these sites intensifies the existing service of the transmission corridor from the Guildford Terminal and Hazelmere substation, providing no certainty to the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.

3. In the absence of development plans showing the locations of the proposed storage units ensuring the clearance of the easement and safety areas cannot be determined. In addition, storage units on the subject sites would obstruct access to Western Powers transmission lines for maintenance and necessary works to occur.

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

Department of Water and Environmental Regulation (DWER)

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

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

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

Design Review Panel Advice

Pursuant to POL-LP.13 Design Review, referral to the Design Review Panel is not required for applications that do not have a built form component.

Accordingly, the Design Review Panel were not invited to comment on this proposal.

Planning Assessment:

Zoning and Permissibility

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) and 'General Industrial' with a Restricted Use notation (RU13) under the City of Swan Local Planning Scheme No.17 (LPS17).

Schedule 3 of LPS17 outlines Restricted Uses whereby the land may be used for the specific use or uses that are listed and subject to the conditions set out in Schedule 3 with respect to that land. In this instance, RU13 does not modify the Scheme Zoning table but does apply conditions, namely:

1. Land use and development is restricted to 'Dry Industry' Activities unless the site and development is connected to reticulated sewer.

2. A Wastewater Management Plan shall be submitted to the City of Swan with each development application. The management plan shall be prepared to the satisfaction of the Local Government and the agencies which has responsibility for policy relating to Health and other agencies as required and shall demonstrate that the proposed development and land use will comply with the wastewater disposal limits as identified within the definition of 'Dry Industry'.

3. Connection to an Aerobic Treatment Unit (ATU) or Nutrient Effluent Disposal System may be permitted where acceptable groundwater depths exist and

subject to the approval by the Local Government and the agency which has responsibility for policy relating to Health.

4. Land use and development shall connect to reticulated sewer where available.

5. Any onsite stormwater compensation basin and drainage swale shall be landscaped appropriately in accordance with Water Sensitive Urban Design Guidelines and to enhance the visual and landscape amenity of the site. A Landscape Plan shall be submitted to the satisfaction of the Local Government with each development application.

The balance of conditions imposed by the Restricted Use notation have been deemed not applicable to this development. Notably, Storage is a dry industry activity. No connection to the sewer is proposed or required, and no wastewater will be generated by this proposal. This application does not propose to connect to sewer as the land use is considered to not require it and no employees will work at the site except for truck drivers picking up and dropping off goods. The disposition of City Staff is that as there are no buildings or facilities, no on-site sewage disposal are required and therefore the proposed land uses are considered appropriate within RU13.

The RU13 provisions under Schedule 3 of Local Planning Scheme No.13 prescribe land use permissibility to be as per the 'General Industrial' Zone cross referenced with the symbols for 'P', 'D', and 'A'. Both 'Storage' and 'Transport Depot' are 'P' uses, meaning that they are both permitted, subject to compliance with the relevant development requirements.

Under LPS17, 'Storage' is defined as: "… *means premises used or provided for use for the storage of goods, equipment, plant or materials;* and

'Transport Depot' is defined as: "… *means premises, or a portion of premises, used for the parking or garaging of commercial vehicles, and:*

1. *May include the maintenance and refuelling of those vehicles and the storage of goods brought to the premises by these vehicles, provided that those activities are ancillary to the parking or garaging of the commercial vehicles; and*

2. *May include the transfer of goods or persons from one motor vehicle to another.*

But does not include the parking or garaging of commercial vehicles approved pursuant to clause 5.10 of the Scheme.

Wastewater Management

No wastewater will be generated by this proposal as there are not facilities for staff on-site. The City is satisfied that a Wastewater Management Plan in accordance with the requirements set out within Schedule 4 under the RU13 conditions would not serve a functional planning purpose and is therefore not required. With this noted, an advice note has been included which notifies the applicant that any future built form may result in the requirement for a Wastewater Management Plan to be provided.

Traffic Generation

The Traffic Impact Statement (TIS) provided as part of this application estimates that the developments across Lot 38 and Lot 1101 Stirling Crescent are expected to drastically vary dependant on the tenants of the storage area, the vehicle types or unit types being stored, and density of the proposed storage facility. As part of this, the TIS has conservatively modelled the impact based on an estimated 60 units (or containers) per lot (for both the subject lot and Lot 38 – DAP/25/02997) based on two rows of stored vehicles with a 10m wide storage pocket assigned to each.

The TIS contends that if 12 (or 20% of the total) units able to be accommodated on site were transported either to or from the site per day, the site would generate approximately 48 vehicle trips per day. This equates to an approximate 0.5% increase in daily traffic on Stirling Crescent between Amherst and Bushmead Road. The existing heavy vehicle percentage of traffic through this section of road would increase from 5% to 5.6%.

The City of Swan accept that this 0.6% increase constitutes a low level of traffic generation which can be accommodated within the existing road network with no significant operational traffic impact.

Proximity to the approved Educational Establishment

Stirling Crescent is currently only accessible from the west, using Stirling Crescent and Bushmead Road. These roads carry a higher proportion of residential and local traffic, being located on the industrial zoned area, noting the primary school on Amherst Road and also the private school, *Helena River Steiner School*, on Lot 13 Stirling Crescent opposite the subject site.

The City has recently approved an expansion to the *Helena River Steiner School*, where the student capacity of the school was increased from 25 to 90. A review of the Transport Impact Assessment prepared for the recent expansion to the *Helena River Steiner School* indicates that it is expected to generate 234 daily trips, with 108 AM peak and 90PM peak trips during the standard school peak periods of 8:00 AM to 9:00 AM and 3:00PM to 3:30PM. Also of note is that Amherst Road, Bushmead Road and Stirling Crescent all possess a 50km/hr speed limit and support two-way traffic, with Amherst and Bushmead Road having existing line marking and Stirling Crescent having no line marking.

Based on the proposed development not anticipating the generation of high traffic volumes, with the traffic generated by the site also not confined to peak hours but spread throughout the day due to prearranged arrivals to site, City Staff have determined that both *Helena River Steiner School* and the subject development can operate simultaneously without functionally impeding either development, or risking the safety of motorists and/or school children.

Site Access and Future Road Upgrades

The site will be accessed only from the west in the short to medium term, until such time Stirling Crescent is extended to Lloyd Street as part of the structure plan works. The subject site is not dependent on access from the east based on the development proposal generating low traffic volumes.

The TIS has indicated that left turn 19m as-of-right vehicle movements from the east to south tracks into the opposing lane at the Stirling Crescent/Amherst Road intersection. Based on a current projected traffic generation of 48 total vehicles per

day, of which only a small portion will be 19m long trucks, this projected movement of up to 8 semi-trailer trucks across a whole day, is considered acceptable.

The right turn inbound movement tracks over the opposing lane on the minor part of Stirling Crescent, however, this is considered acceptable due to the movement being even further infrequent based on the site estimated traffic generation, and there being no centre line on the minor road which would otherwise prohibit this movement were it to be a solid line.

The left turn movement from Stirling Crescent into Bushmead Road tracks outside the edges of the carriageway on the inside of the turn. Notwithstanding the fact that a 19m long vehicle is as-of-right, the existing road infrastructure cannot fully accommodate the lane-correct turning circles. City Staff have reviewed the TIS which acknowledges that the Stirling Crescent to Bushmead Road intersection must be upgraded to support lane-correct 19m as-of-right vehicle movements and have determined that it is acceptable subject to a condition for the applicant to enter into an agreement with the City of Swan to upgrade this portion of the intersection. Similar treatment is also required at the intersection of Stirling Crescent/Amherst Road which the City will liaise with the applicant on the required upgrades as part of the same recommended condition.

In any case, industrial traffic associated with this proposal will only use Stirling Crescent and Bushmead Road temporarily. Future plans associated with the currently live application for the Special Use Area 16 Structure Plan involves creation of the north-south road connecting Stirling Crescent and Bushmead Road to the west of the site and the upgrade of Stirling Crescent between the site and Lloyd Street (the eastern approach). This will connect Stirling Crescent to the core industrial part of Hazelmere which is appropriately graded for RAV 4 vehicles. Once constructed, trucks and industrial traffic will no longer travel through the Bushmead Road intersection.

Cumulative Impacts of Development at Lot 38 and Lot 1101 Stirling Crescent

In isolation the quantity of traffic generated by the subject development has been considered capable of support with the existing infrastructure. However it is also relevant to consider the concurrent application for ‘Hardstand (Storage and Transport Depot)’ on Lot 38 Stirling Crescent on the adjacent property. Proper and orderly planning would dictate that assessing the cumulative impacts of these two developments together is important in understanding the impact these proposals will have on the greater Hazelmere area.

The applicants have sought individual approval for both of these lots to approve the same land use, with the same proposed works, supported by the same Transport Impact Statement. PJA’s Transport Impact Statement, projects that they will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are considered to be negligible and will not meaningfully affect the functionality of the road network. The City of Swan supports this arrangement.

Parking

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

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

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

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

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

In the absence of built form being proposed, setback and plot ratio requirements set out in this policy are not applicable, however this proposal varies the required provision of landscaping set out in the policy, whereby 10% of the site is required to be landscaped. Furthermore, the development plans are annotated to "*retain the existing vegetation within 9m of the hardstand setback*". The City is not satisfied that the existing 9m setback area has sufficient vegetation to adequately screen, or mitigate the detrimental visual impact of the proposed 'Storage' use from the properties along the northern aspect of Stirling Crescent.

City Staff therefore consider it appropriate to condition a landscaping plan to revegetate the hardstand setback area, as depicted on the plan, with vegetation of sufficient height, planting and foliage density to remedy the visual impact to the properties on the northern aspect of Stirling Crescent. City Staff also note that a landscaping plan is a condition of RU13.

State Planning Policy 3.7 Planning in a Bushfire Prone Area

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

As there are no habitable buildings proposed as part of this application, City Staff consider SPP3.7 to not be applicable.

Western Power Objection

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

A key part of this proposal is that Lot 1101 Stirling Crescent, Hazelmere does not have a tenant prepared to occupy the site at this stage, and therefore specific behavioural patterns and storage demands cannot be clearly outlined. The applicant was offered an opportunity to respond to the matters raised in Western Power's submission and provided the following in response:

- *"The references in the TIS to 120 storage units were to explain the assumptions that PJA used to demonstrate how they reached the conclusions in their report. We do not know exactly how many storage units will be placed on each site as that will be dependent on tenant requirements, and the tenants are as yet unknown. As such, we have not updated the plans to show this. Likewise, we have also not shown container storage, miscellaneous storage and truck pick up/drop off bays as these are unknown, and as we are seeking flexibility for the entire hardstand area to be used for these purposes";*

- *"We would be prepared to accept a condition requiring a management plan to be provided for the land within the Western Power easement, confirming how the site operation will be managed to avoid affecting the electricity infrastructure or causing a safety hazard. The benefit of a condition is that the management arrangements can be confirmed once the tenant and site operation are known, and the City will be able to enforce those arrangements through the condition. To attempt to confirm these arrangements now would raise the risk of creating loopholes or unnecessary restrictions";*

- *"We do not accept Western Power's contention that this development application should be refused due to the easement conditions, and note that many of the matters in the easement conditions (particularly (ii), (iii), (iv), (viii) and (ix)) are subject to agreement with Western Power, rather than prohibited. We also note that a considerable amount of industrial land under similar powerlines around Perth is used for storage, and has boundary fencing exactly as proposed by these applications"; and*

- *With respect to the remaining matters raised by Western Power:*

    - *(i): Western Power is not currently undertaking transmission works and they have the right, as beneficiary of the easement, to access the land to undertake future works.*

    - *(x): The proposed management plan can include a provision restricting any item or vehicle that exceeds 2.5m in height from being left within the easement area.*

    - *(xiii): The proposed management plan can ensure that no activity which causes damage or has potential to cause damage to the transmission lines, or has potential to affect the transmission works, is undertaken in the easement.*

City Staff consider the above and further note that the drainage basin within Lot 1101 is not located within the Western Power easement. City staff acknowledge the matters raised within Western Power's submission, but do not consider this objection to constitute a fatal flaw for the proposal. Instead, the City considers that approval is warranted subject to a condition requiring that a management plan be prepared to

ensure that measures are introduced for the protection of the transmission lines to the satisfaction of the City of Swan in consultation with Western Power.

POL-LP-1.10 Provision of Public Art

Pursuant to the City's public art policy this proposal does not constitute 'prescribed development', that being development where a public art contribution is required, as outlined in Section 5.5 of this policy as the estimated cost of development does not meet the 'Contribution Threshold' of $2,520,000.

Conclusion:

'Rise Urban' is seeking development approval on behalf of 'CWS Corp Pty Ltd' for the use of the subject site for 'Storage' and 'Transport Depot' purposes at Lot 1101 Stirling Crescent, Hazelmere. The site is zoned 'General Industrial' under the City's Local Planning Scheme No.17.

The application was advertised in accordance with Section 9.4 of the City's Local Planning Scheme No.17 and the City received eight (8) submissions, all of which were objections, inclusive of a petition containing 79 signatures objecting to the proposal.

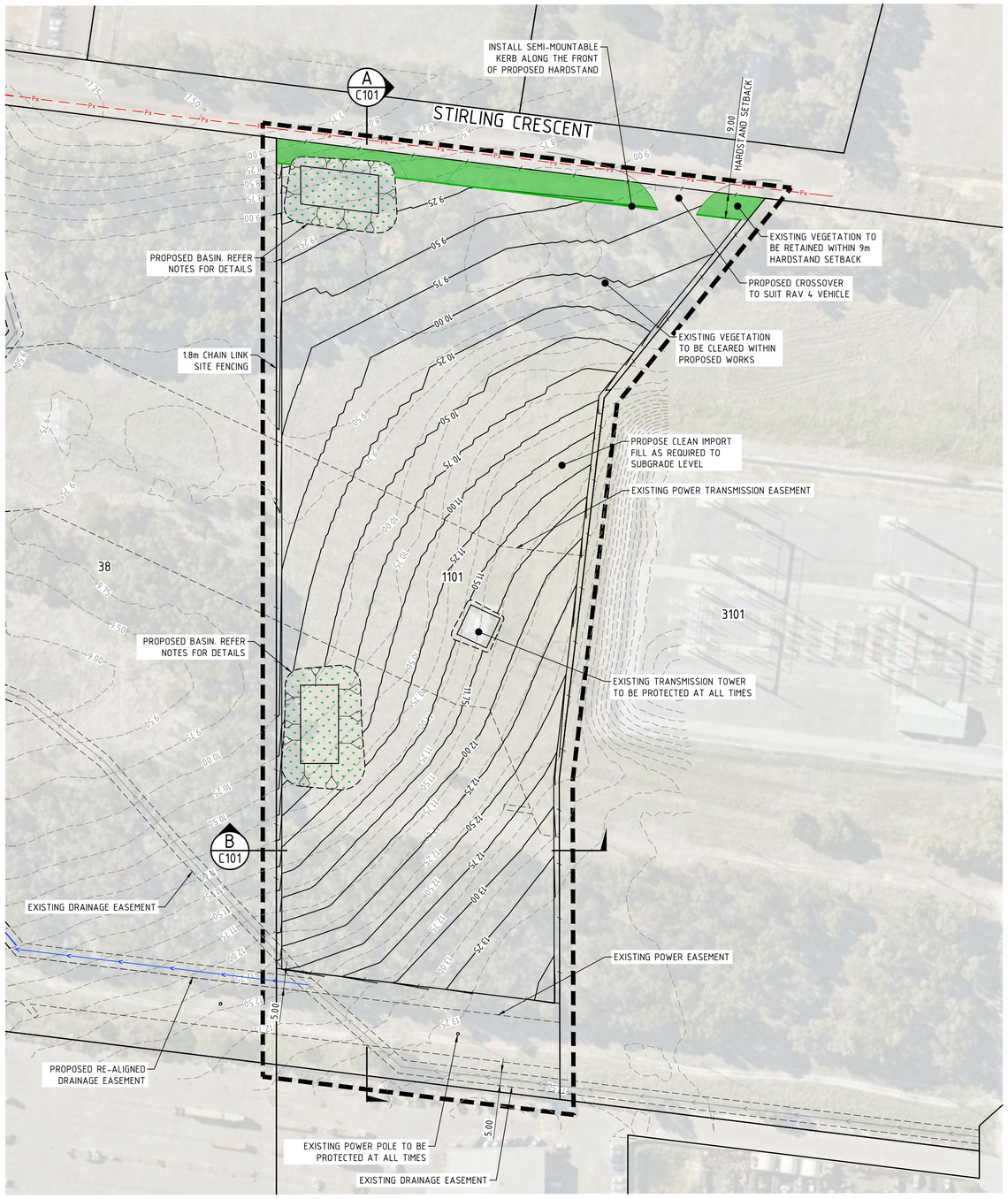
The City is satisfied that the matters raised in these objections are either not related to this application (i.e. the removal of the vegetation) or have been resolved through conditions of approval.

The City accepts that the lack of lane-correct turning for 19m as-of-right vehicles undertaking left-hand turns from Stirling Crescent onto Bushmead Road and Stirling Crescent and Amherst Road will need to be resolved prior to the operation of this development. To this effect, the City acknowledges that this vehicle movement is a temporary one until the link road to Lloyd Street is constructed. In the interim, the City is satisfied with a condition for the proponent to enter into an agreement with the City for minor upgrade works to both intersections to mitigate damage as a temporary solution.

This proposal is otherwise considered consistent with the City of Swan's Industrial development standards subject to a landscaping plan strengthening the provision of screening vegetation within the hardstand setback area, as well as all other local planning policy provisions and scheme requirements. In light of the above, the proposed development is supported.



City of Swan	**DISCLAIMER**: Information shown here on is a composite of information from various different data sources. Users are warned that the information is provided by the City of Swan in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification with the original source.		21/01/2026 1:8000	N



PLAN
SCALE 1:1000

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

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
2. ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
3. ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS

BASIN

5. LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
6. VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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

WARNING
BEWARE OF UNDERGROUND SERVICES
BEFORE YOU DIG www.byda.com.au
The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Work Health and Safety (General) Regulations 2022.

REV	DATE	DRAWN	CHECKED	APPROVED	
C	16.01.26	AI	MS	MS	CROSSOVER AND BASIN UPDATED
B	14.07.25	AP	MS	MS	ISSUED FOR APPROVAL
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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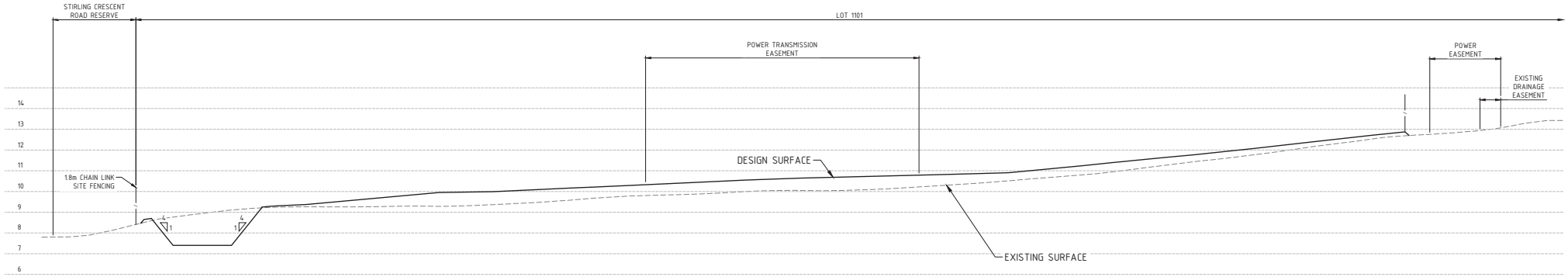
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CLIENT: CWS CORPORATION PTY LTD

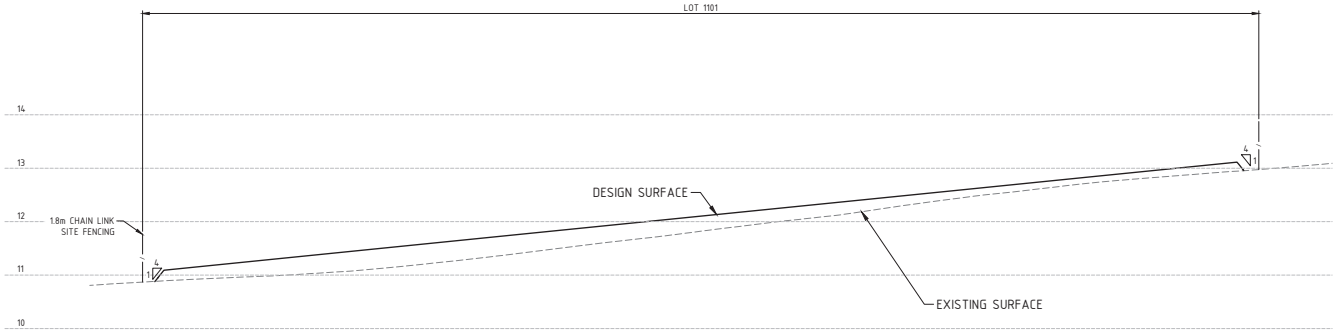
PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS PLAN LOT 1101

DRAWN: A.PEARCE	WAPC No.
DESIGNED: A.PEARCE	SCALE @ A1: 1:1000
PROJECT MANAGER: M.SMITHERS	DATUM: AHD / CO-ORDS: MGA94
JDSi PROJECT No.: JDS252461.BE01	DRAWING No.: C100 / REVISION: C



SECTION B
SCALE 1:500
VERT 1:100
C100



SECTION B
SCALE 1:250
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0 0.5 1 2 3m
VERTICAL SCALE 1:50
0 2.5 5 10 15m
SCALE 1:250 @ ORIGINAL SHEET SIZE A1

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VERTICAL SCALE 1:100
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REV	DATE	DRAWN	CHECKED	APPROVED	
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS SECTIONS LOT 1101

DRAWN: A.PEARCE		WAPC No.	
DESIGNED: A.PEARCE		SCALE @ A1: AS SHOWN	
PROJECT MANAGER: M.SMITHERS	DATUM: AHD	CO-ORDS: MGA94	
JDSI PROJECT No.: JDS252461.BE01	DRAWING No.: C101	REVISION: A	

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Our reference: Ltr03-2202025
Enquiries: Nick Grindrod

10 October 2025

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

Dear Phil

RE: Development Application – Lot 38 Stirling Crescent, Hazelmere – Hardstand (Storage and Transport Depot)

Rise Urban is pleased to lodge this development application on behalf of CWS Corp Pty Ltd, seeking the City's approval of hardstand (Storage and Transport Depot) at Lot 38 Stirling Crescent, Hazelmere (the site). CWS Corp is under contract to purchase Lot 38 from the current landowner, Hazelmere Tiaa Property Pty Ltd.

This letter sets out justification for the proposal demonstrating that it satisfies the relevant planning requirements, and is supported by the following documentation:

- Completed City of Swan and DAP application forms;
- Current Certificate of Title;
- Engineering Drawings;
- Transport Impact Statement; and
- Email confirmation from the Department of Water and Environmental Regulation that the cleared site vegetation has no environmental value.

We have concurrently lodged a similar development application for Lot 1101 to the east of the site, and are intending to lodge another for Lots 39 and 651 to the west of the site. It is intended that the sites will function in conjunction with each other, but none rely on the others being approved and both could operate independently if required.

Site Context

Lot 38 is 4.44ha in size and located approximately 300m south-east of the Stirling Crescent – Amherst Road intersection on the south side of Stirling Crescent. The site is currently vacant and is mostly flat, with a 3m slope upwards to the south at the rear of the site.

The site is encumbered by three easements:

- One 60m wide easement bisecting the site, which protects high voltage (330kV and 132kV) power lines that supply power to the substation. One mast is located on the site.
- One 17m wide easement near the southern boundary of the site protecting a 132kV powerline.

- One 5m easement protecting a drainage swale. The easement travels northwards through the site on an irregular alignment to Stirling Cr.

The power easements are subject to Western Power development restrictions and the drainage easement connects drainage infrastructure within Central Avenue to Stirling Crescent.

Lot 1101 is mostly cleared, except for a small amount of vegetation adjacent to the street boundary. A review of historical aerial imagery has identified that all vegetation was planted in 2006 when the substation further to the south-east was constructed. The site was completely cleared pasture until that time.

The site is located on the edge of the Hazelmere industrial area, with industrial uses located to the south. The land immediately to the west and east of the site is similarly vacant and partially vegetated, while rural residential properties backing onto Helena River are located across Stirling Crescent to the north. The aforementioned substation is located to the east of the site, although much of the large lot on which it is located is also vacant and partially vegetated.

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

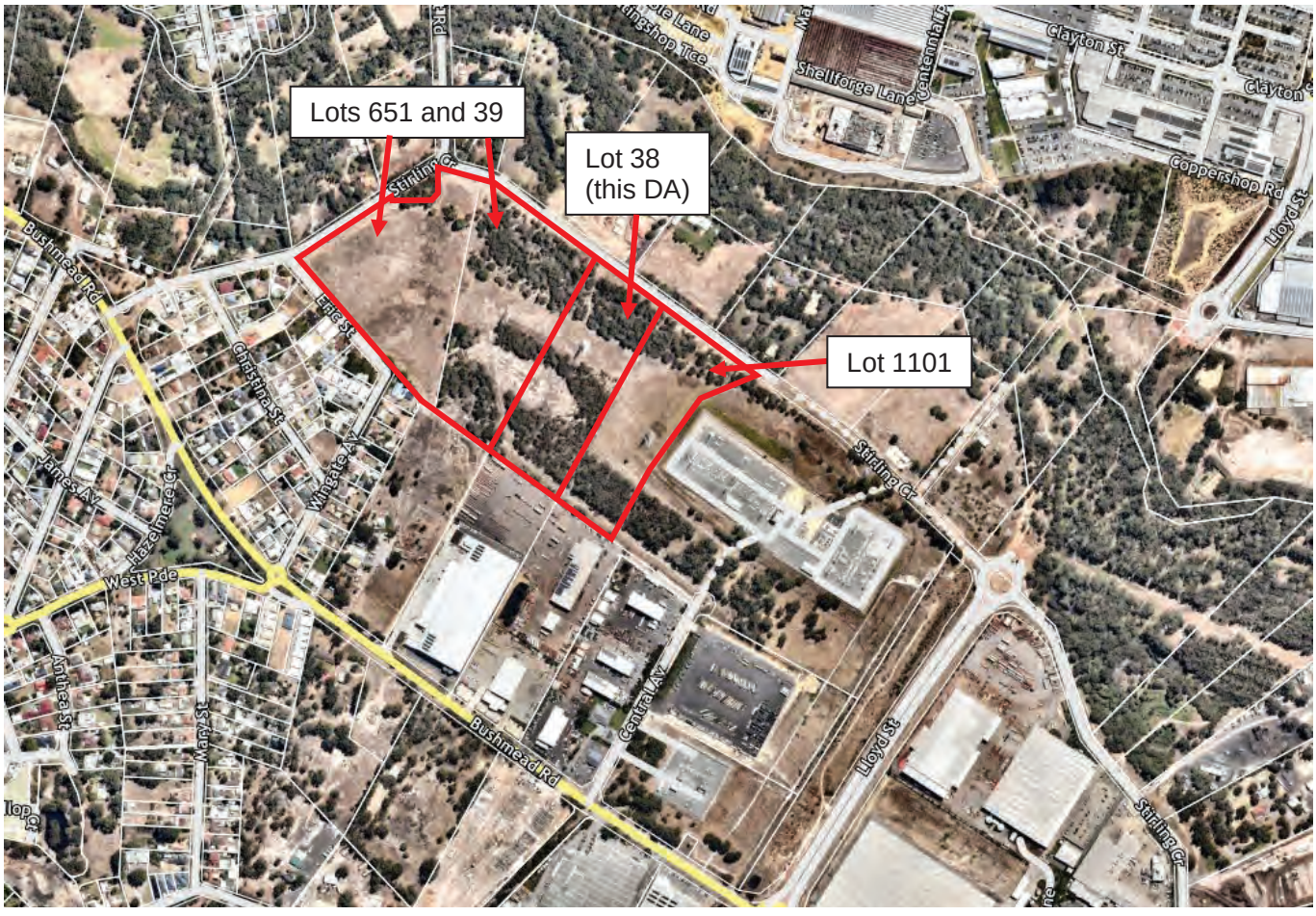


Figure 1 – Site and Surroundings – Lots 38, 39, 651 and 1101 Stirling Crescent, Hazelmere (source: MNG Access, 2025)



Figure 2 – Site Aerial Image and Easement Plan – Lot 1101 Stirling Crescent, Hazelmere (source: MNG Access, 2025)

Proposal

The proposed development comprises hardstanding of the majority of the lot, with the exception of some of the vegetation along Stirling Crescent and the drainage and power line easements at the southern and west sides of Lot 38. The hardstand is intended to be used to store goods and vehicles. On this basis, approval of the "Storage" and "Transport Depot" land uses is sought.

The ‘Transport Depot’ land use will be limited to the storage of trucks and similar vehicles and is proposed to maximise the scope of what is permitted to be stored at the site. No maintenance or refuelling is proposed.

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

- Earthworking to reduce the gradients of the slopes, with a maximum fill height of 0.75m but typically ranging from 0.25m-0.5m;
- Construction of two driveways from Stirling Crescent;
- Construction of two drainage basins, one on the west side in the centre and one in the north-western (lowest) corner, with depths ranging from 1m-2m below FFL;
- Retention and protection of the transmission tower;
- Construction of 1.8m chain link fencing around the site boundaries; and
- Partial relocation of the drainage swale adjacent to the alignment of the 132kV power easement near the southern and western site boundaries, and connection of the drainage swale to the basin in the north-western corner.

Vegetation within the site has recently been cleared.

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

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

Planning Assessment

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

1) *Metropolitan Region Scheme*, which establishes overarching zones and reserves for land across Perth.
2) *City of Swan Local Planning Scheme No. 17*, which details the broad planning aims and intentions of the City, establishing land use and development requirements.
3) *Hazelmere Enterprise Structure Plan*, which functions as a District Structure Plan and establishes a precinct-based framework to guide development of Hazelmere into a primarily industrial area.
4) Clause 67(2) of Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which sets out a series of matters to be considered by the City in its assessment of development applications. Traffic, stormwater management and environmental impacts are relevant considerations for this development application.
5) *State Planning Policy 3.7 – Bushfire*, which seeks to minimise bushfire risk and potential bushfire impacts on new development.
6) *State Planning Policy 4.1 – Industrial Interface*, which guides the siting and any relevant buffers that may be necessary to manage amenity impacts associated with industrial land uses and developments.
7) *Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones*, which establishes site development standards for land in the ‘Special Use’ zone.
8) *Local Planning Policy POL-TP-129 Vehicle Parking Standards*, which establishes car parking provision standards and design specifications.

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

Metropolitan Region Scheme

The site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) and is therefore intended to be developed for industrial purposes.

City of Swan Local Planning Scheme No. 17

Under the City of Swan Local Planning Scheme No. 17 (LPS 17) Lot 38 is zoned 'Special Use' and forms part of 'Special Use 25' (SU 25), which includes lots adjacent to the western edge of the Hazelmere 'General Industry' zone. The SU 25 conditions are addressed in Table 1 below.

Table 1 – Special Use 25 Conditions

Condition		Response
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.	Approval of the Lot 38 development application is sought without the need to prepare a Structure Plan. Refer to the discussion below this table.
2.	Unless development on the site is connected to reticulated sewer –	See below.
2a.	Development is restricted to 'dry industry' whereby any development application must demonstrate that the quality and volume of effluent to be disposed of onsite can be successfully disposed of, without adverse environmental or health effects, using effluent disposal systems; and	These development applications propose dry industry and will not generate any effluent to be disposed of onsite.
2b.	Development shall be restricted to the type which is predicted to generate, and/or generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m2 of site area.	No wastewater will be generated by this proposal, and it is therefore 'Dry Industry'.
3.	A Wastewater Management Plan shall be submitted with each development application to demonstrate that Condition 1 can be achieved to the satisfaction of local government.	No wastewater will be generated by this proposal.

With regard to Condition 1, no Structure Plan has been prepared for this lot. A Structure Plan has been prepared for Lot 59 Bushmead Road (immediately to the south of the site), zoning most of the site 'Light Industry' and designating the remainder (rear) as 'Transport Depot'. Due to this, Lot 38 is an isolated lot within SU 25 that is not subject to a Structure Plan.

Section 257B(3) of the *Planning and Development Act 2005* provides that a deemed provision contained in Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* prevails to the extent of any inconsistency with a Scheme provision. Clause 27(2) of the Deemed Provisions provides that:

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

(a) the proposed development or subdivision does not conflict with the principles of orderly and proper planning; and

(b) *the proposed development or subdivision would not prejudice the overall development potential of the area.*"

In this regard, approval of the proposed hardstand is warranted without a Structure Plan needing to be prepared for the following reasons:

Transport Depot is already a proven and accepted "Other Use" within Special Use Zone 25 (SUZ25). The WAPC's approval of the Lot 59 Bushmead Road Structure Plan and the Lakes Road Structure Plan has confirmed its compatibility and the same use operates at Lot 97 (31) and Lot 817 (47) Lakes Road, Hazelmere. These approvals demonstrate that the planning authorities consistently regard Transport Depot as aligned with the industrial objectives of SUZ25 and the intent of Amendment No. 86. While those examples involved structure plans, the precedent is clear that the use itself is appropriate for the zone. In this case, a hardstand-only operation further strengthens compatibility by limiting land use intensity and built form.

The existing planning framework already functions as a complete and effective control. The combination of MRS zoning, the SUZ25 description and Condition 2a operate as a de facto industrial zone through the dry industry restrictions, addressing all site-specific matters typically dealt with via structure planning. Storage is a permitted use under Light Industrial zoning and a Transport Depot is a logical extension of vehicle storage and logistics activity suited to this industrial precinct.

Lot 38 is physically isolated within SUZ25 following the approval of the Lot 59 Structure Plan. It shares no infrastructure or physical connections with other undeveloped SUZ25 land, making coordinated structure planning impractical. The proposal makes full use of the existing road network and power supply, and its drainage improvements enhance rather than constrain future development potential. With no permanent buildings, the layout preserves complete flexibility for future subdivision, road alignments, and development intensities, ensuring no aspect of comprehensive planning is prejudiced.

Requiring a structure plan for this site would only duplicate existing controls and add delay, despite the SUZ25 provisions and the City's policy framework already addressing all relevant matters. Clause 5A.1.4.2 of LPS 17 provides for approval without a structure plan where it would serve no meaningful planning purpose. This proposal meets that test – it is an appropriate industrial use, it maintains development flexibility, it relies on existing infrastructure, and it reflects clear precedent in SUZ25. In short, a structure plan to enable this development to occur on Lot 38 would add no planning value, only unnecessary administrative burden.

Section 6.1.5 of State Planning Policy 4.1 – Industrial Interface (SPP 4.1) identifies that structure plans may be required where land is fragmented and requires coordination for transport routes, infrastructure upgrades or drainage, or where management of site contamination or a DCP are required. None of these are the case for Lot 38 as it is not fragmented and this application addresses land use, transport routes and drainage. No other infrastructure upgrades are required, the site is not mapped as contaminated and a DCP would not serve any purpose as the cost of the proposed development will be borne by the developer.

This proposal is therefore consistent with the requirement of clause 27 of the Deemed Provisions and warrants approval without a Structure Plan. As the 'Storage' land use and proposed physical development of this site are consistent with its de facto 'industrial' zoning and as detailed in Table 1, the application meets the

requirement of clause 4.7 of LPS 17 for the 'Storage' land use to be consistent with the purpose and conditions attached to SU 25.

The 'Transport Depot' land use is capable of approval on this site by virtue of SU 25 permitting 'Other Uses' which are not designated as 'P', 'D' or 'A' in the LPS 17 land use table. This land use is appropriate for this site and warrants approval on the basis that the operation will not cause amenity impacts to the surrounding locality and is suitable for this site. This is as:

- The physical development of the site (ie. hardstand) is the same as the permitted and proposed 'Storage' land use, and so this form of physical development of this site would occur regardless.
- The Hazelmere Special Use Area 16 Structure Plan (currently under assessment by the City) proposes to apply the 'Light Industry' zone adjacent to the western boundary of the site, development of which will shield this site from view from the residential area to the west.
- Trucks are only proposed to be stored at the site, with no refuelling or maintenance proposed and therefore no associated employee, noise, odour or other noxious amenity impacts.
- A transport depot has been approved via both the Structure Plan and DA processes on Lots 59 and 403 immediately to the south of this site, demonstrating that this land use is appropriate at the proposed 160m setback from the closest residential property.
- There is no material difference in visual amenity impact between parking of trucks and the storage of other goods, which is permitted on this site. Regardless, retention of mature vegetation in the front setback will serve to screen the trucks from view from Stirling Crescent.
- As detailed by the attached Transport Impact Statement, storage of trucks at this site will cause the number of trucks using Stirling Crescent and Bushmead Road to increase from 5.0% to 5.6% and for the total number of vehicles using the road network to increase by 0.5%. These increases are negligible, and commensurate or greater increases in traffic demand would be generated by most forms of light industrial development of these lots.

<u>Hazelmere Enterprise Structure Plan</u>
The Hazelmere Enterprise Structure Plan (HESP) divides Hazelmere into multiple precincts. Lot 38 is located within Precinct 3 – HEA Buffer Area. The intent of Precinct 3 is to accommodate land uses that do not impact the amenity of the locality, particularly the residential areas to the west. The stated land use intent is for the 'Light Industry' zone to apply, with permissibility as per LPS 17 ('Storage' is a 'P' use as detailed previously).

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

The nature of the proposed 'Transport Depot' land use (being limited to storage of vehicles) is consistent with the intended future 'Light Industrial' zone outcome for Lot 38 on the basis that it is consistent with the LPS 17 'Light Industrial' zone objectives as follows:

- Storage of trucks (as opposed to refuelling or maintenance) will not meaningfully impact amenity, noise or emissions as they will only be parked at the site.
- As detailed in the attached Transport Impact Statement, the storage of trucks at this site is expected to have a minimal impact on the number of trucks using Stirling Crescent and Bushmead Road to access the broader road network, and is compatible with the nearby urban area.

- Routing of trucks along Stirling Crescent and Bushmead Road will only be temporary, as the trucks will use the new road proposed by the Hazelmere Special Use Area 16 Structure Plan to bypass the urban area once constructed.
- The proposed land use is complementary to the adjacent existing 'Transport Depot' land use and planned light industry land uses.

Cl. 67(2) – Deemed Provisions

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

- Access

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

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

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

- Vegetation

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

This vegetation was planted in 2006 when the nearby substation was constructed to screen it from view from the west, as shown at Figure 3 overleaf. This purpose (to screen the substation from view) is now redundant as the broader locality is planned and gradually being developed for industrial purposes. Development of the locality, including Lots 38, 39 and 1101, will, in effect, screen the substation from view from the residential area further to the west. This development, along with the landscaping strip in the front setback, will also continue to screen the substation from view from Stirling Crescent and the properties to the north.

State Planning Policy 3.7 – Bushfire

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



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

State Planning Policy 4.1 – Industrial Interface

State Planning Policy 4.1 (SPP 4.1) emphasises the importance of planning for transitions between industrial and sensitive land uses, to protect the amenity of sensitive uses. LPS 17 and the HESP implement a transitional area between the 'General Industry' zone in central Hazelmere and the residential area to the west. Lot 38 is located within this transition zone by virtue of its 'Special Use' zoning, addressed previously. The proposed 'Storage' and 'Transport Depot' land uses and limitation of the scope of development to hardstand represents an appropriate transition and will ensure that the amenity of the nearby residential areas will not be affected by use and development of Lot 38.

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

The proposed hardstand meets the requirements of LPP 127 by limiting use of the front setback to access and landscaping, noting that the existing vegetation in the front setback will be retained and the drainage basins will be landscaped). A kerb is provided to separate the hardstand from the existing vegetation.

The setback and plot ratio requirements are to be negotiated with the City at development application stage. Given the strategic planning framework identifies that Lot 38 is intended to be developed for 'Light Industry' purposes, it is reasonable to apply the 'Light Industry' development standards in Table 1 of LPP 124 to this site as well. The development meets those requirements.

Rise Urban.

Local Planning Policy POL-TP-129 Vehicle Parking Standards

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

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

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

Conclusion

This submission demonstrates that the hardstand proposed by this development application for Lot 38 Stirling Crescent, Hazelmere meets the development outcomes intended by the planning framework.

Approval of this application in the absence of a Structure Plan is warranted for the reasons explained in detail in this submission, but also more simply on the basis that Lot 38 is isolated within the 'Special Use' zone. This application is supported by all necessary information that is intended by the 'Special Use' zoning to be provided with a Structure Plan.

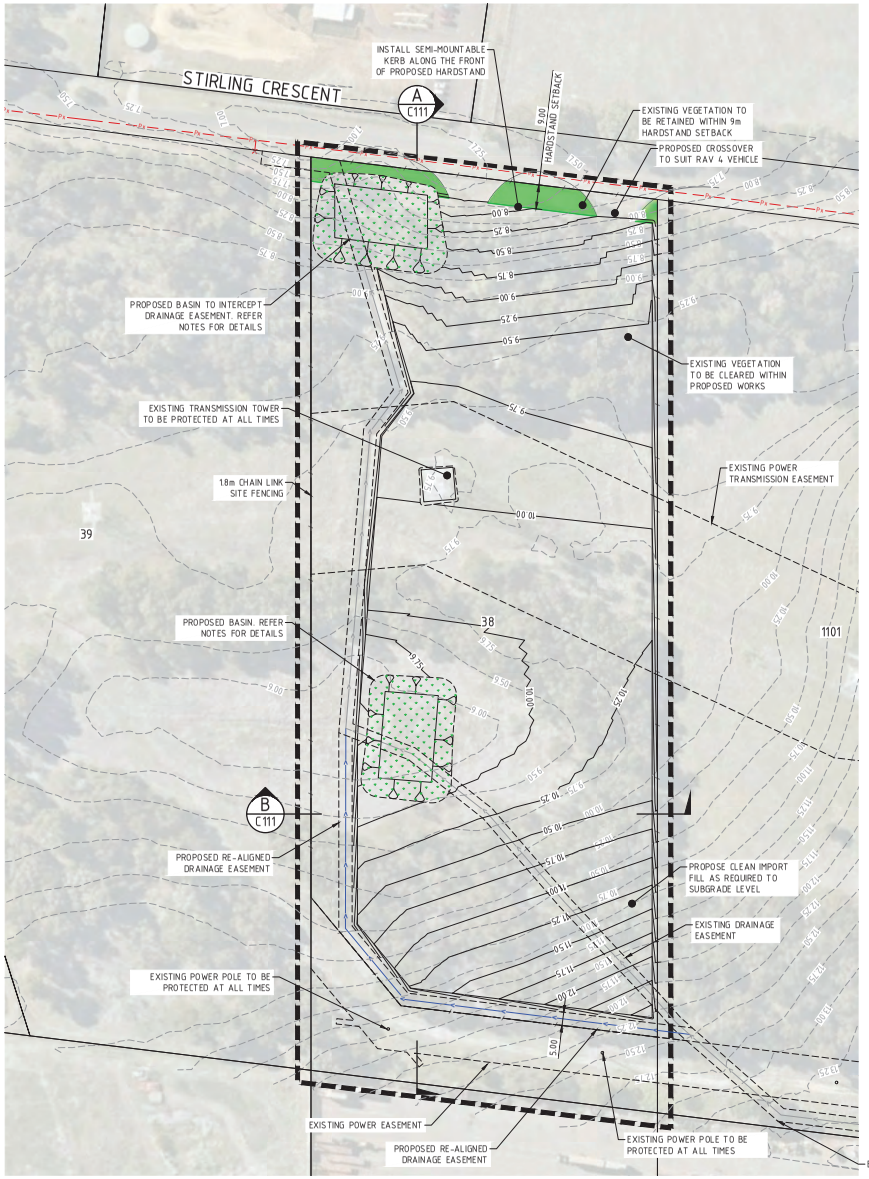
This proposal is for a low-impact use of the site, which along with the absence of built form will not cause any amenity or environmental impacts. The site is suitably separated from any nearby sensitive uses and is only proposed to be accessed by vehicles that are already permitted to use the existing constructed road network.

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

Yours sincerely



Cameron Leckey
Director
Rise Urban Pty Ltd



PLAN
SCALE 1:1000

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
2. ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
3. ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS

BASIN

5. LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
6. VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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

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

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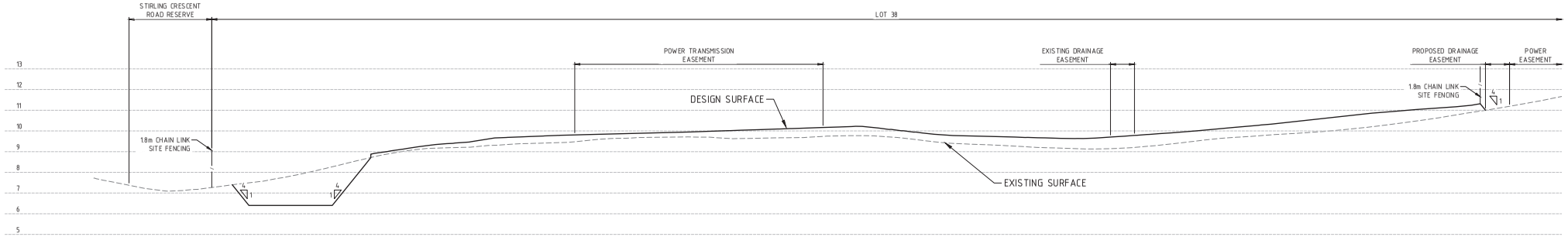
CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

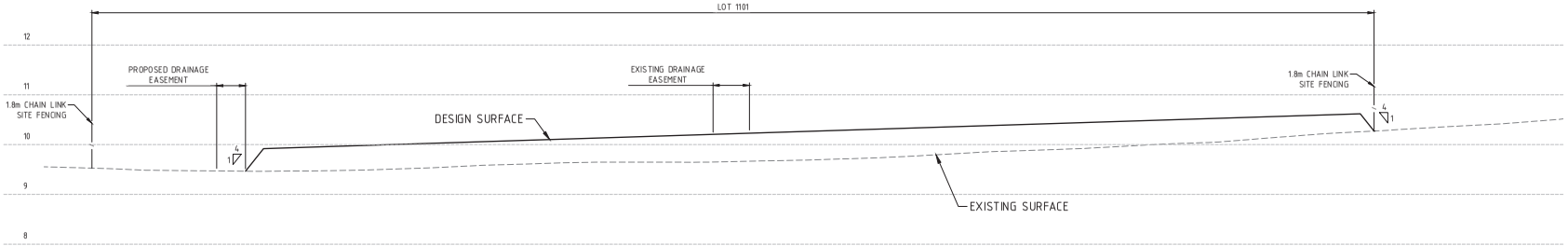
DRAWING TITLE: EARTHWORKS PLAN LOT 38

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DESIGNED: A.PEARCE		SCALE @ A1: 1:1000	
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SECTION B
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SECTION B
SCALE 1:250
VERT 1:50
C110

0 0.5 1 2 3m
VERTICAL SCALE 1:50
0 2.5 5 10 15m
SCALE 1:250 @ ORIGINAL SHEET SIZE A1

0 1 2 4 6m
VERTICAL SCALE 1:100
0 5 10 20 30m
SCALE 1:500 @ ORIGINAL SHEET SIZE A1

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JDSi CONSULTING ENGINEERS

CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS SECTIONS LOT 38

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Stirling Crescent, Hazelmere

Transport Impact Statement

November 2025

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1 Introduction and Background

PJA has been engaged to assess the transport impact of a proposed hardstand development at Lots 38 and 1101 Stirling Crescent, Hazelmere.

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

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

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

Figure 1-1: Subject Site and Surrounding Context



Image source: Nearmap

1.1 Purpose of this Report

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

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

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

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

2 Proposed Development

The proposal seeks to provide a hardstand area within Lots 38 and 1101 Stirling Crescent (herein referred to collectively at the 'subject site'), Hazelmere for the storage of trucks, machinery and containers ('units'). Lot 38 is the westernmost lot of the two, with a site area of approximately 4.44Ha, with approximately 3.25Ha of usable hardstand area. Lot 1101 has a site area of approximately 4.07Ha, with approximately 3.65Ha of usable hardstand area.

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

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

Figure 2-1: Lot 38 (west) and Lot 1101 (east) Site Plan

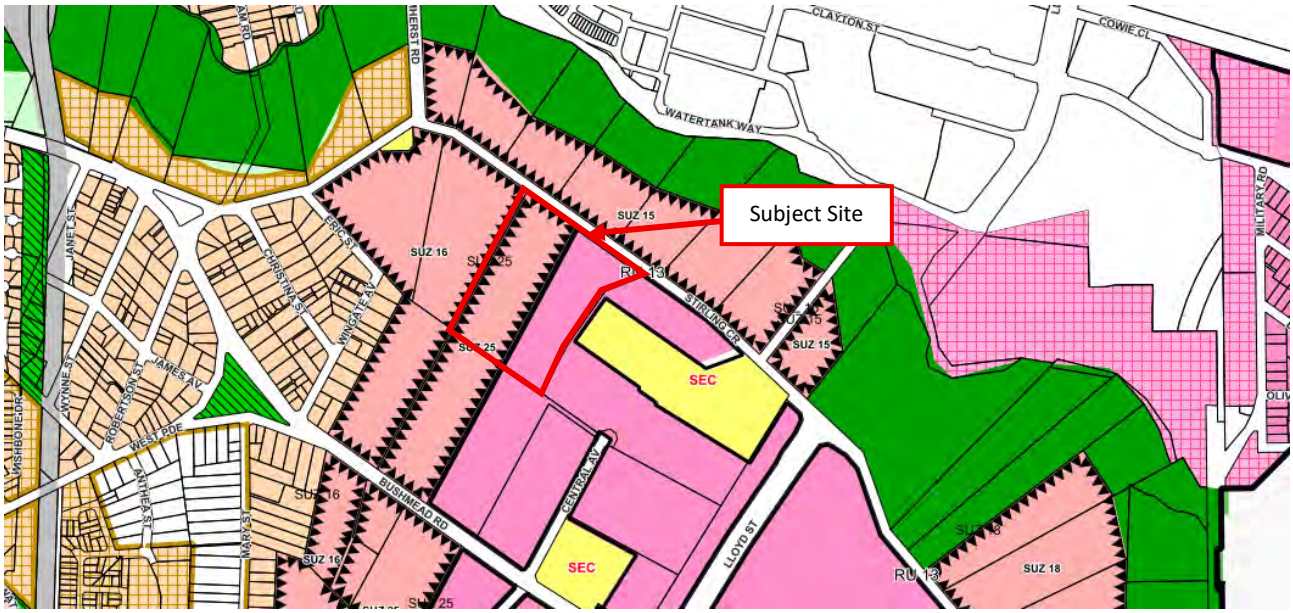


Source: JDSi/Rise Urban, July 2025

2.1 Existing Land Uses

The land zoning varies across the subject site. Lot 38 is currently identified as a "Special Use Zone 25" (SUZ25) under the Local Planning Scheme No. 17 (LPS17), and "Industrial, Urban" under the Metropolitan Region Scheme. Lot 1101 is zoned "General Industrial" under the LSP17, and "Industrial, Urban" under the Metropolitan Region Scheme.

Figure 2-2: Land Zoning



Source: City of Swan Intramaps

On the northern side of Stirling Crescent, west of the subject site (Lot 13) is *Helena River Steiner School – Primary Campus*. The school had enrolment of just over 100 students in 2023. Directly north of the subject site are two lots with standalone dwellings (Lot 14 and Lot 111). All other lots in the vicinity of the site are undeveloped.

2.2 Proposed Land Use

It is proposed that the subject site is developed into hardstand areas, suitable to store trucks, machinery and containers. “Storage” and “Transport Depot” are permitted uses under the LSP17 for the current land zoning.

2.3 Context with Surrounds

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

3 Road Network

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

Figure 3-1: Road Network



Source: Nearmap, inset: Google Street View

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

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

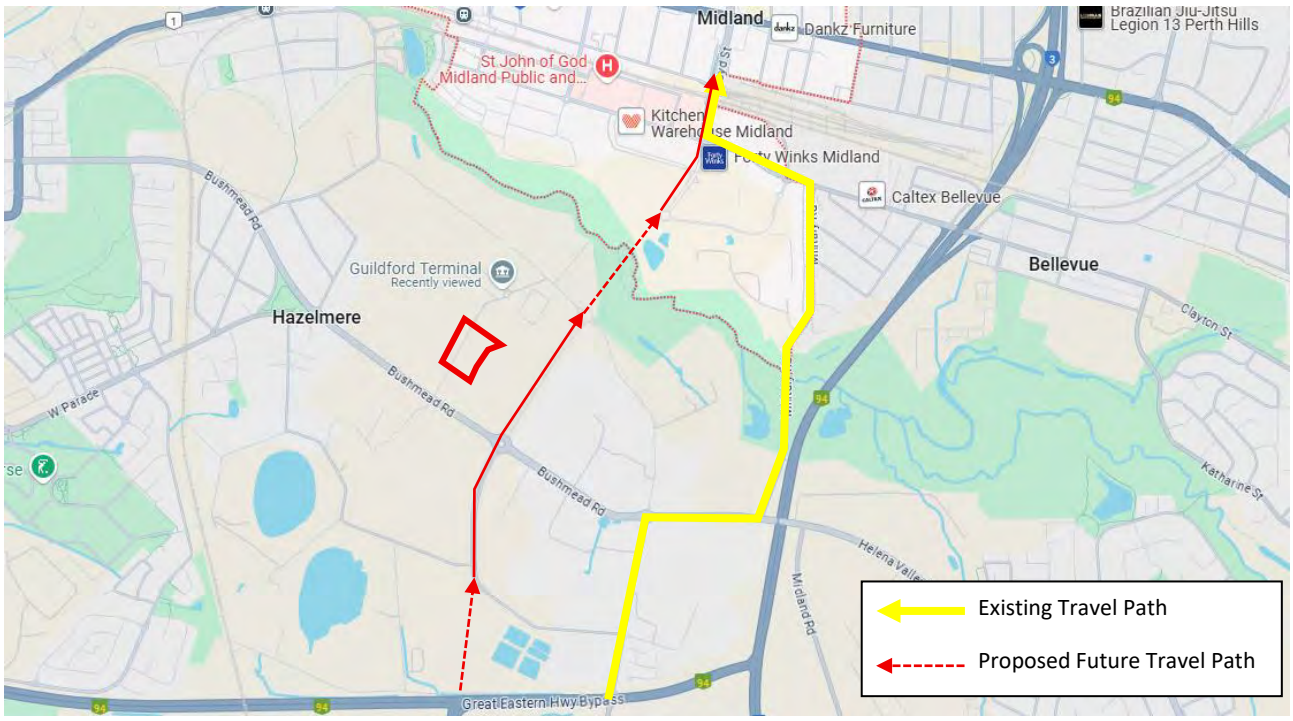
3.1 Proposed Network Changes

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

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

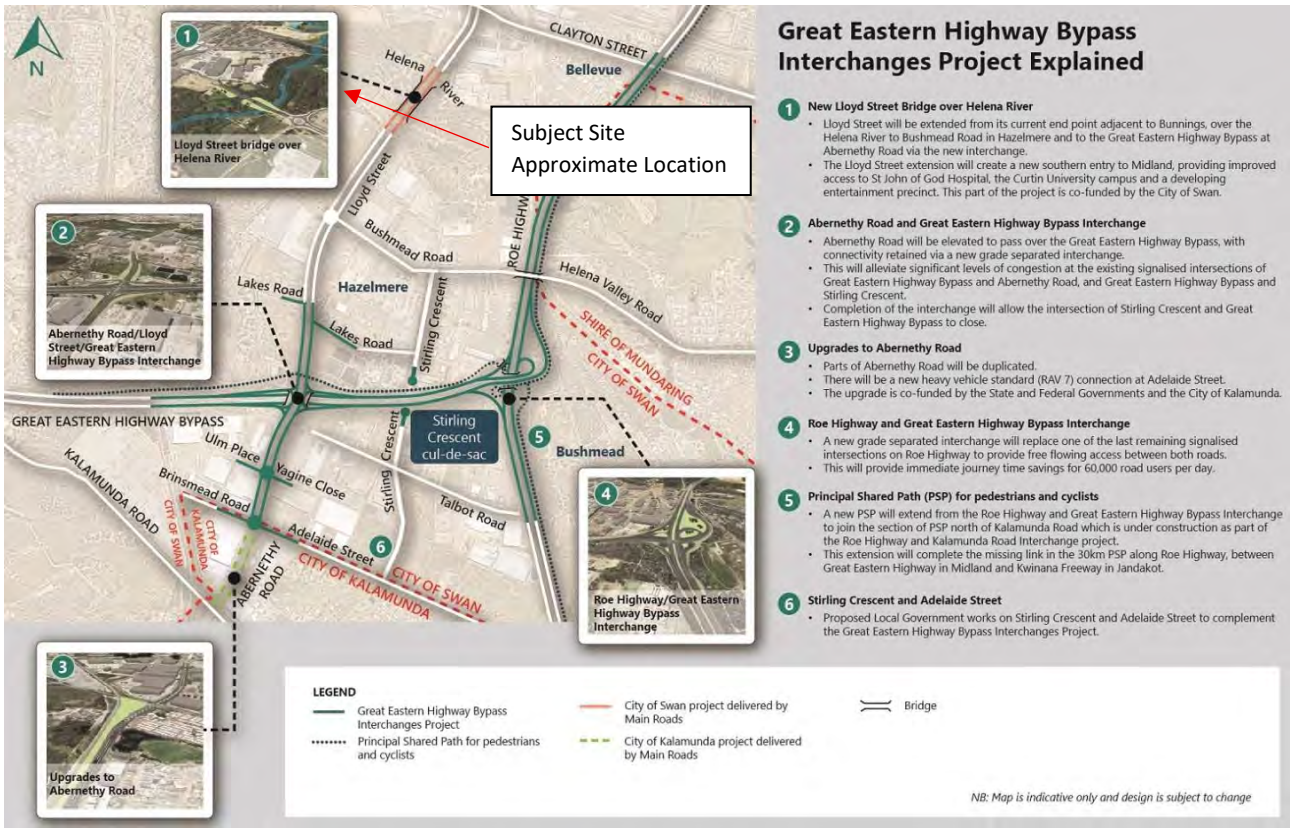
- Extension of Lloyd Street to GEHB
- Terminating Stirling Crescent at GEHB, with cul-de-sacs provided to the north and south
- Interchange at Roe Highway and GEHB (currently at-grade traffic signal controlled).

Figure 3-2: Vehicular Travel Path



Source: Google Maps

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



Source: Main Roads WA, dated May 2021

3.2 Restricted Access Vehicle (RAV) Network

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

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

Figure 3-4: RAV Network Route Map



Source: Main Roads WA Heavy Vehicle Network Map

4 Vehicular Access and Parking

It is proposed that the subject site will be used only to store trucks, machinery and containers. Each lot will operate independently of the other to enable most efficient use of the land area.

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

4.1 Access Arrangements

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

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

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

Stirling Street and Stirling Street/Amherst Road

The left turn semi-trailer movement from the east to south tracks into the opposing lane on Stirling Crescent/Amherst Road (refer Figure 4-1); however, remains within the road carriageway at all times. Given the very low site traffic generation of the development of 48 total vehicles per day, of which only a small portion will be 19m long trucks (nearby comparable industrial streets carry some 14% heavy vehicles[1] Class 3 and above), this projected movement of up to 8 semi-trailer trucks across a whole day, is considered acceptable in this instance.

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

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

The right turn inbound movement (south to east) tracks over the opposing lane on the minor road, however this is considered acceptable due to the movement being even further infrequent (based on the site estimated traffic generation), and there being no centre line on the minor road which would otherwise prohibit this movement (if a solid line).

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

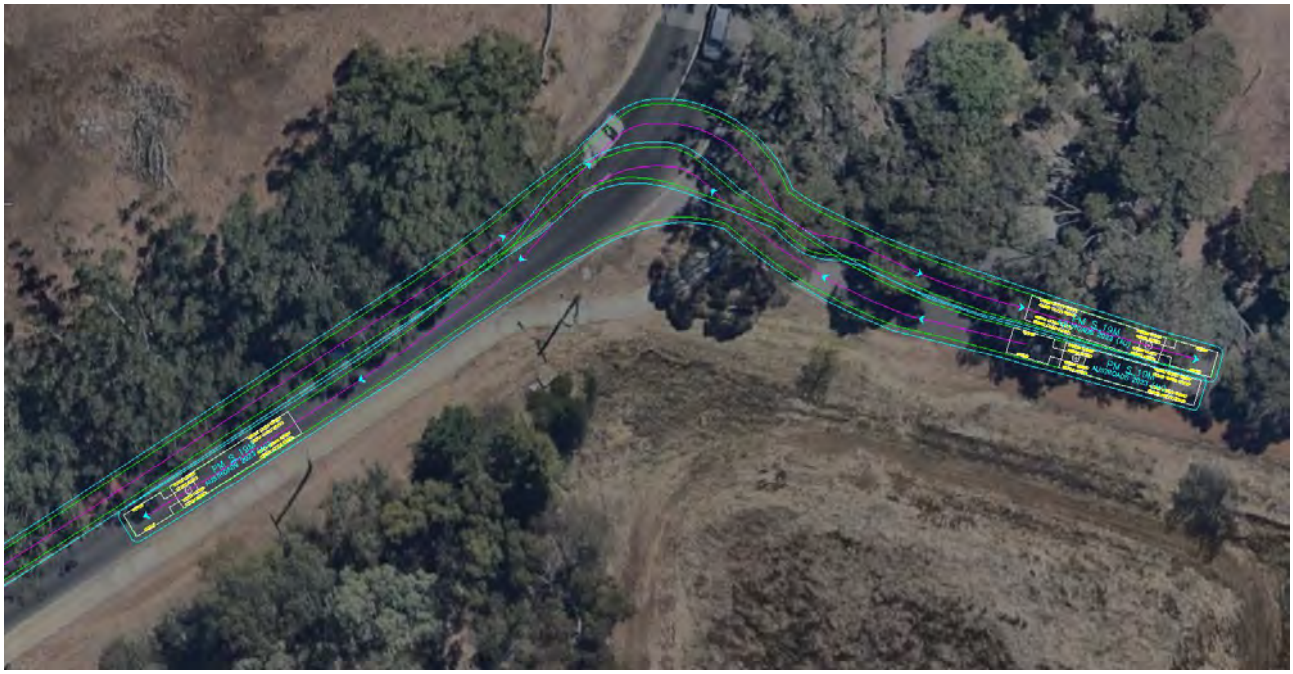


Image Source: Nearmap

Stirling Crescent and Bushmead Road

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

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



Image Source: Nearmap

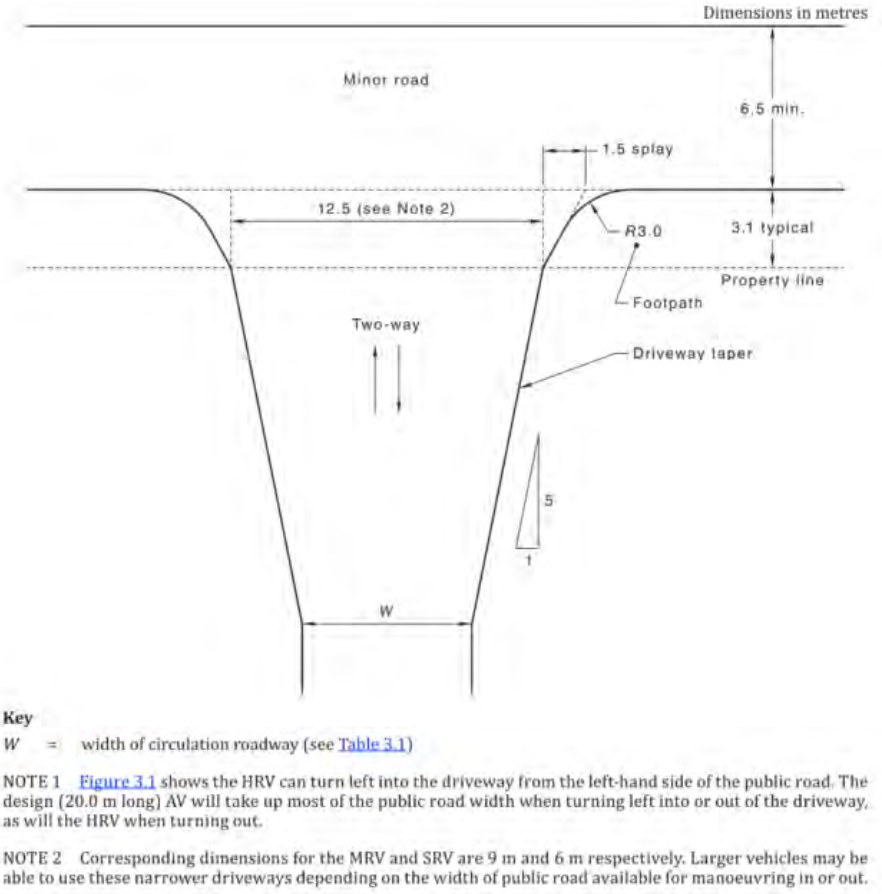
All other turning movements tested, including through the existing blister slow points, was achievable by a 19m semi-trailer.

The crossovers for Lot 38 are proposed to be 15m wide at the gate, and 28.5m wide at the front boundary. Lot 1101 crossovers are proposed to be 14.5m wide at the gate and 28.5m at the boundary.

Australian Standard 2890.2:2019 Commercial Vehicles indicates that for an access driveway on a minor road necessary to accommodate the movements of an articulated vehicle (up to 20m), the minimum driveway width at the property boundary is 12.5m. Refer Figure 4-3.

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

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



Key

W = width of circulation roadway (see Table 3.1)

NOTE 1 Figure 3.1 shows the HRV can turn left into the driveway from the left-hand side of the public road. The design (20.0 m long) AV will take up most of the public road width when turning left into or out of the driveway, as will the HRV when turning out.

NOTE 2 Corresponding dimensions for the MRV and SRV are 9 m and 6 m respectively. Larger vehicles may be able to use these narrower driveways depending on the width of public road available for manoeuvring in or out.

4.1.1 Sight Distances at Intersections

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

4.2 Car Parking

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

Storage:

- 2 spaces per 100 square metres GLA; or
- 2 spaces per person employed; or

- A minimum of 6 spaces; whichever is greater.

Transport Depot

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

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

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

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

5 Traffic Volumes and Vehicle Types

5.1 Existing Traffic Volumes

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

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

Table 5-1: Traffic Volumes

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

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

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

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

5.2 Proposed Development Traffic Generation

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

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

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



Kenwick – 3.8Ha (includes dwelling)



Maddington – 4,100m^2



Midland – 2,400m^2

With a total storage area of approximately 7Ha (including inaccessible areas for storage such as the proposed drainage basins and transmission towers), there is potential for several items to be stored on site – *estimated to be 60 units* per lot based on two rows of stored vehicles with a 10m wide storage pocket assigned to each.

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

If 10% of the total units able to be accommodated were transported either to or from site per day, the site would generate approximately 24 vehicle trips per day (inbound and outbound). This assumes that 6 units per site are moved daily.

If 20% of the total units able to be accommodated were transported either to or from site per day, the site would generate approximately 48 vehicle trips per day (inbound and outbound). This assumes that 12 units per site are moved daily.

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

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

The proposed development is estimated to generate up to 50 vehicle movements two-way per day IF assuming a conservatively high 20% site turnover per day. This equating to approximately a mere 0.5% increase in daily traffic on Stirling Crescent between Amherst Road and Bushmead Road. The existing heavy vehicle percentage of traffic through this section of road would increase from 5.0% to 5.6%.

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

6 Traffic Management of Frontage Streets

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

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

Table 6-1: Road Network

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

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

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

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

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

[2] Under the MRWA Functional Road Hierarchy

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



Image Source: Nearmap

7 Public Transport, Pedestrian and Cycle Access

7.1 Existing Facilities

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

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

Figure 7-1: Active and Public Transport Facilities

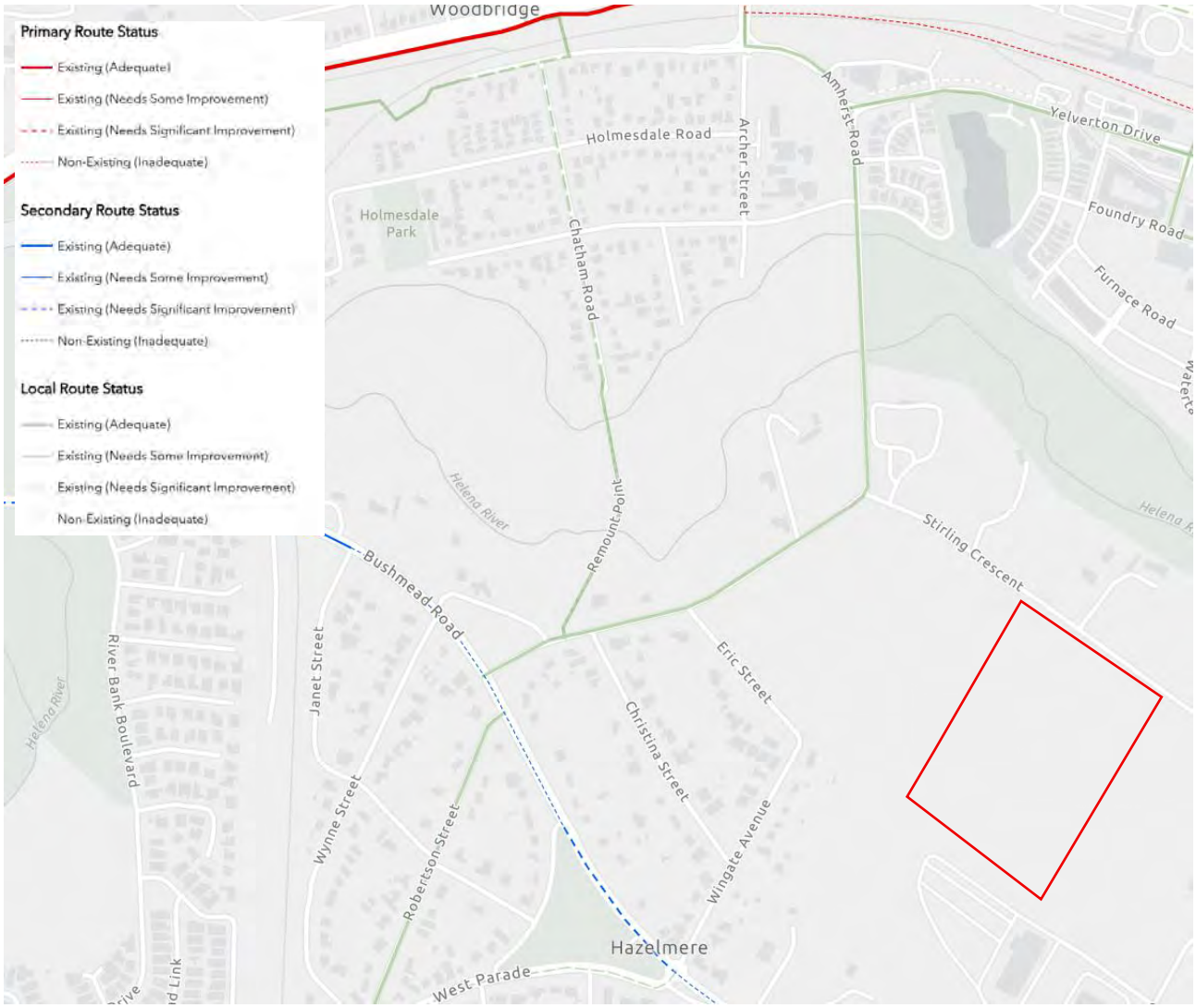


Image Source: Nearmap

7.1.1 Long Term Cycle Network

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

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



Source: DoT LTCN Map

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

8 Site Specific Issues

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

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

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

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

Figure 8-1: MRWA Functional Road Hierarchy

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

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

Source: MRWA

The subject site is located opposite two rural residential lots, and *Helena River Steiner School*. The potential interaction between the vehicles accessing the site and the opposing land uses is low, with all turning at the access points clear of the turning movements at the school entrance.

9 Safety Issues

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

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

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

Figure 9-1: Crash Map

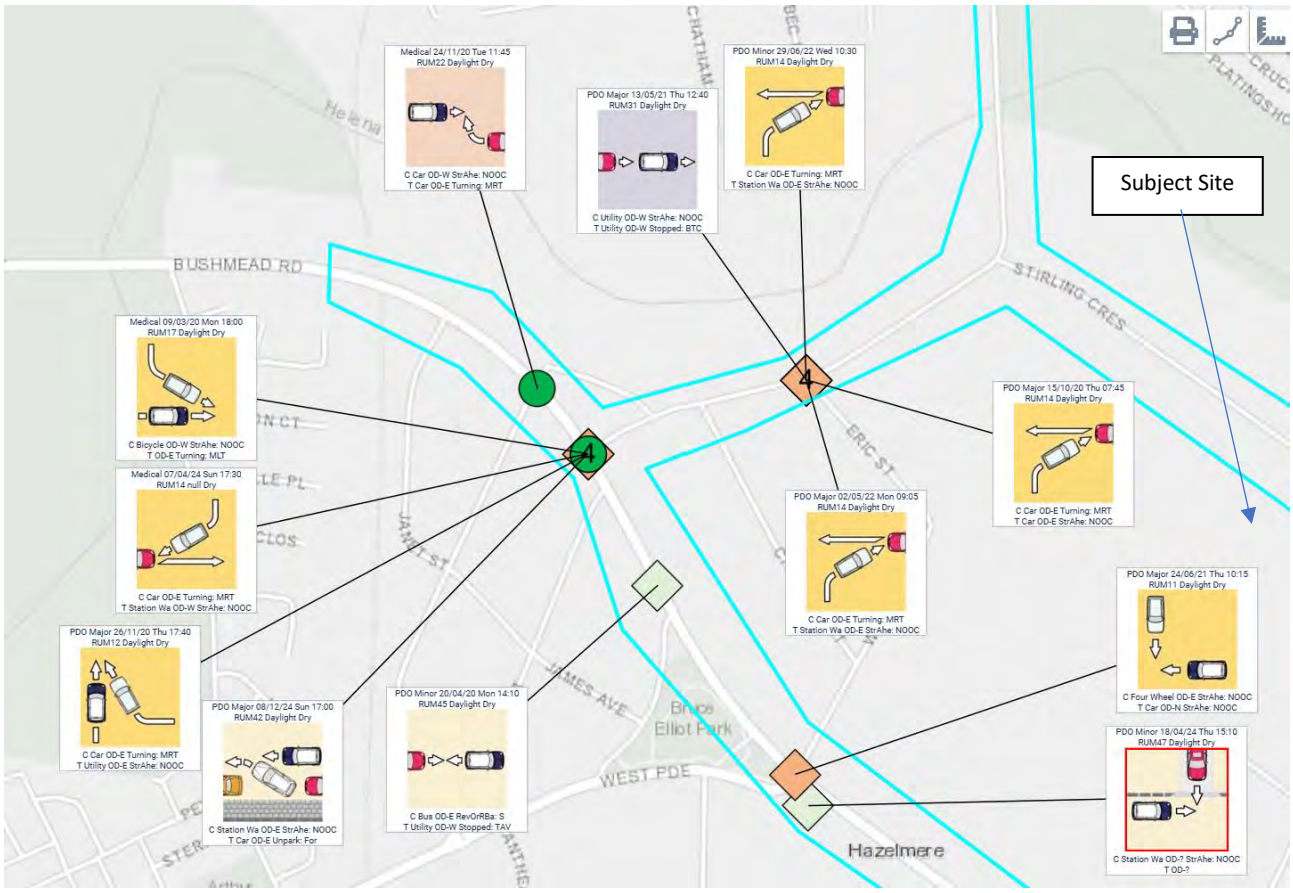


Image Source: MRWA Crash Analysis Reporting System, 5 year period to 2024.

10 Conclusion

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

- The proposal seeks to develop Lot 38 and Lot 1101 Stirling Crescent, Hazelmere into two hardstand areas, with a total usable space of approximately 7Ha.
- It is proposed the subject site will be used only to store vehicles, machinery and containers.
- The lots to the west of the subject site are currently included in a draft Structure Plan being developed by others that currently propose a new north to south road constructed to connect Stirling Crescent to Bushmead Road, negating the need to use the nearby residential streets by industrial traffic.
- The site and the surrounding area are predominantly zoned 'Industrial' under the *City of Swan Local Planning Scheme No. 17*.
- Access to the site will be from the west only and deemed acceptable for the site use and very low traffic generation. Stirling Crescent is unconstructed to the east between the subject site and Lloyd Street roundabout.
- Future road planning includes the extension of Llyod Street to the north to tie into an existing roundabout on the northern side of Helena River, and to the south to connect with a proposed grade separated intersection with Abernethy Road at Great Eastern Highway Bypass. The upgrades form part of the *Great Eastern Highway Bypass Interchange Project*.
- Stirling Crescent west of Lloyd Street to the Guildford Terminal power station is currently on the RAV4 Network. It is anticipated that the RAV4 Network will be extended to the west with the connection of Stirling Crescent.
- The subject site will be accessed on an as needed basis, with a site operator granting access by prearranged appointment only.
- The subject site has been assessed as able to accommodate up to 120 units in storage, assuming 30 units in two rows per site, stored within a 10m wide footprint.
- Assuming conservatively high daily turnover of 20% of the site storage units, the subject site could be estimated to generate up to 48 vehicle trips per day (inbound and outbound).
- This low level of traffic generation is an increase of less than 1% of the daily traffic on Stirling Crescent, and expected to increase the percentage of heavy vehicles from 5.0% to 5.6%.
- It is not proposed that any on site car parking is provided. There is not proposed to be any permanent on-site employees, or structures, and all visitors are required to have a prearranged appointment. Parking is able to be ad hoc on site, due to the large size of the site and the proposed operation.
- Swept path analysis for the largest vehicle proposed to access the site, a 19m semi-trailer, demonstrates that both lots are accessible from the west, noting that access from the west is a

temporary measure until such time that the impending Industrial Structure Plan is developed providing alternative access for trucks.

- It is not anticipated that the proposed development will increase the risk of crashes on the surrounding network, with the recorded crashes somewhat inconsistent in nature, and none of which involved a heavy vehicle.

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

Appendix A Site Plans



PLAN
SCALE 1:1000

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

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
2. ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
3. ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS

BASIN

5. LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
6. VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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

WARNING
BEWARE OF UNDERGROUND SERVICES
BEFORE YOU DIG www.byda.com.au
The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Work Health and Safety (General) Regulations 2022.

REV	DATE	DRAWN	CHECKED	APPROVED	
B	14.07.25	AP	MS	MS	ISSUED FOR APPROVAL
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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Certified Quality System to ISO 9001

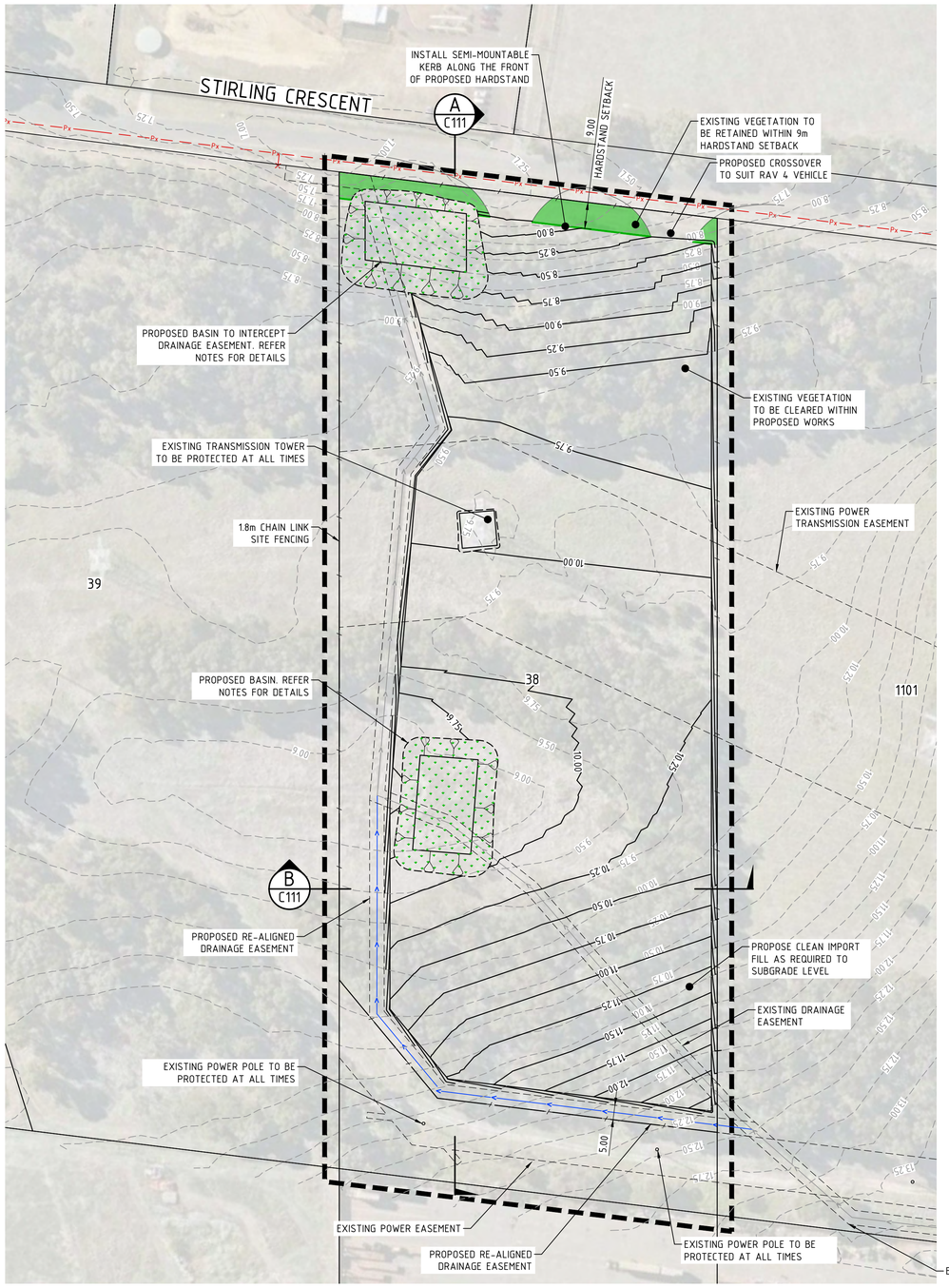
JDSi CONSULTING ENGINEERS

CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS PLAN LOT 1101

DRAWN: A.PEARCE	WAPC No.
DESIGNED: A.PEARCE	SCALE @ A1: 1:1000
PROJECT MANAGER: M.SMITHERS	DATUM: AHD; CO-ORDS: MGA94
JDSI PROJECT No.: JDS252461.BE01	DRAWING No.: C100; REVISION: B



PLAN
SCALE 1:1000

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

NOTES

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2. ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
3. ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS

BASIN

5. LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
6. VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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

WARNING
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BEFORE YOU DIG www.byda.com.au
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REV	DATE	DRAWN	CHECKED	APPROVED	
B	14.07.25	AP	MS	MS	ISSUED FOR APPROVAL
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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JDSi CONSULTING ENGINEERS

CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS PLAN LOT 38

DRAWN: A.PEARCE	WAPC No.
DESIGNED: A.PEARCE	SCALE @ A1: 1:1000
PROJECT MANAGER: M.SMITHERS	DATUM: AHD; CO-ORDS: MGA94
JDSi PROJECT No.: JDS252461.BE01	DRAWING No.: C110; REVISION: B

Plotted By: APearce Plot Date: 14/07/25 - 15:26 Cad File: \\JDSI-SRV06\Projects\JDS252461\JDS252461.BE01\02 CIVIL\Drawings\JDS252461.BE01_C110-C111.dwg

From: Diana Nussey
To: Darcy Gibson
Subject: RE: Planning Referral - DA-1183/2025 - Lot 38 Stirling Crescent, Hazelmere
Date: Monday, 5 January 2026 12:34:24 PM
Attachments: image001.png

OFFICIAL

Dear Darcy,

RE: Planning Referral - DA-1183/2025 - Lot 38 Stirling Crescent, Hazelmere

Thank you for providing the above referral for the Department of Water and Environmental Regulation (DWER) to consider. DWER has assessed the proposal and has the following comments to provide:

Under section 51C of the *Environmental Protection Act 1986* (EP Act), clearing of native vegetation is an offence unless:

- it is undertaken under the authority of a clearing permit
- it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required
- the clearing is subject to an exemption

Based on the information provided and noting initial advice from DWER, the vegetation cleared appears to have been intentionally planted and does not fit the definition of 'native vegetation' as specified under the EP Act. Therefore, a permit to clear under the EP Act is not required.

DWER has no objection or further comments on the proposed hardstanding.

If you have any queries, please contact me.

Kind regards,

Diana Nussey
A/Senior Natural Resource Management Officer
Swan Avon Region Planning Advice
Approvals – Statewide Delivery

Department of Water and Environmental Regulation
7 Ellam St, VICTORIA PARK WA 6100
T: (08) 6250 8014 | E: diana.nussey@dwer.wa.gov.au
www.dwer.wa.gov.au | Twitter: @DWER_WA

From: Darcy Gibson <Darcy.Gibson@swan.wa.gov.au>

Sent: Thursday, 11 December 2025 10:45 AM
To: Swan Avon Land Use Planning <swanavon.landuse@dwer.wa.gov.au>
Subject: Planning Referral - DA-1183/2025 - Lot 38 Stirling Crescent, Hazelmere

Hello Sir/Madam,

The City has received an application for Hardstand (Storage and Transport Depot) at Lot 38 Stirling Crescent, Hazelmere.

The works proposed to be undertaken are as follows:

- Earthworking to reduce the gradients of the lopes, with a maximum fill height of 0.75m but typically ranging from 0.25m – 0.5m;
- Construction of two driveways from Stirling Crescent;
- Construction of two drainage basins, one on the west side in the centre and one in the north-western (lowest) corner, with depths ranging from 1m-2m FFL;
- Retention and protection of the transmission tower;
- Construction of 1.8m chain link fencing around the site boundaries; and
- Partial relocation of the drainage swale adjacent to the alignment to the 132kV power easement near the southern and western boundaries, and connection of the drainage swale to the basin in the north-western corner.

Supplementing the application package there appears to be an initial consultation had between the applicant and DWER with respect to whether the clearance of the vegetation **(that has now been removed without approval from the City of Swan)** required a clearance permit from DWER. I have attached this for your consideration. The City of Swan is seeking your comments with respect to your disposition on the clearance of vegetation on-site. The applicant has not submitted an arborist report detailing the type, health or maturity of the trees to be removed. Can you please confirm the following:

- Does the clearance of this vegetation require any retrospective approvals or clearance permits from DWER?
- What is DWER's disposition with respect to the hardstanding of this site – specifically with respect to any conditions you want imposed in the event the City recommends this proposal be approved.

The City wishes to seek clarity on your disposition with respect to this proposal, as well as any technical comments and/or conditions associated with the western power infrastructure present on site.

Noting the holiday period ahead, the City acknowledges that there may be delays associated with providing a response. Notwithstanding – this application will be determined by the DAP, with the City submitting a 'Responsible Authority Report' (RAR) with a recommendation for the DAP to determine. The current RAR due date is the 22 January 2026, which is 42 days from the date of this referral. The City therefore requests that a response be expedited to allow time to incorporate your comments into the RAR.

Notwithstanding, could you please your comments by no later than **COB 21 Jan 2026**.

If you have any questions pertaining to the above, please do not hesitate to contact me on 9267 9030.

Kind Regards,

Darcy Gibson
Senior Planning Officer
Statutory Planning

City of Swan

T: 08 9267 9030
2 Midland Square, Midland | PO Box 196 MIDLAND DC WA 6936
www.swan.wa.gov.au

The City of Swan acknowledges the Traditional Custodians of this region, the Whadjuk people of the Noongar Nation and their continuing connection to the land, waters and community. We pay our respects to Elders past and present, and their descendants.

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9 January 2026

Darcy Gibson & David Tomkin
Senior Planning Officers
City of Swan
2 Midland Square
MIDLAND WA 6056

Dear Darcy and David,

RE: DA-1342/2025, DA-1343/2025, DA-1183/2025 & DA-1184/2025 (Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere) - Hardstand (Storage, Carpark and Transport Depot)

The subject sites are traversed by high voltage 330kV and 132kV assets and transmission lines, which are located across the sites and are protected by registered easements to the benefit of Western Power. In addition, Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016 relating to safety clearance requirements also apply.

Western Power does **not support** the proposed Hardstand (Storage, Carpark and Transport Depot) as proposed by development applications DA-1342/2025, DA-1343/2025, DA-1183/2025 & DA-1184/2025, on Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere.

The intended purpose for hardstand (storage, carpark and transport depot, does not comply with the registered standard easement conditions under the Energy Operators (Powers) Act 1979 (WA), Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016.

The proposed land use activities to these sites intensifies the existing service of the transmission corridor from the Guildford Terminal and Hazelmere substation, providing no certainty to the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.

Further justification is attached, however should you wish to discuss any items raised, please contact the undersigned.

Kind regards,

Doreen Rowley
Land Use Planning Specialist
Land Access & Land Use Planning - Social Performance and Approvals

A 95 William Street Perth 6000 | T (08) 9326 6634
E Doreen.Rowley@westernpower.com.au
Available – Monday to Friday 8:30am – 5pm | WFH Monday and Thursday
westernpower.com.au

Further justification & details

Western Power's Clearance Assessment Mapping Tool provides a clear visual display showing the transmission line locations and the easement and safety clearance areas on the subject sites:



Western Power assets on the sites, includes two transmission corridors from the Guildford Terminal and Hazelmere substation respectively. which are inclusive of land use controls and interface design provisions and are required from the City of Swan to ensure suitable levels of asset protection is maintained from intensification from the urban environment, discouraging permanent development and additional land uses within its registered easements and safety clearance areas.

The sites are functionally utilised from a land use planning perspective for critical electricity transmission infrastructure and registered via the appropriate land tenure arrangements, being an established registered easement on titles and safety clearance requirements under the Energy Operators (Powers) Act 1979 (WA) and *Guidelines for the Safety of Buildings Near Network Operator Electrical Assets* and Australian Standard AS/NZS 7000:2016. The existing established registered easements and safety requirements restricts additional land uses functioning within the lots and within the easement areas.

Western Power discourages development/intensification of land use within the easement and in proximity to assets, which is required for the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.

The intended purpose for Hardstand (Storage, Carpark and Transport Depot), does not comply with the registered standard easement conditions under the Energy Operators (Powers) Act 1979 (WA) and *Guidelines for the Safety of Buildings Near Network Operator Electrical Assets* and Australian Standard AS/NZS 7000:2016 on the sites as follows:

(i) interfere in any way with the Transmission Works

Western Power confirm future works to the existing transmission line on the sites is intended for CEL Perth Circuit and Collie, which are tied to the South West Interconnected System Transmission Plan (also referenced locally as the Grid Plan), including the possibility of removal of the 132kV bypass line and direct connection of that circuit into Guildford Terminal, which are works established under the Deeds under the Energy Operators (Powers) Act 1979 (WA).

Safe access and prevention of encroachment under transmission lines is also required, in addition to a high risk of lifting anything under the transmission lines without measures to ensure all safe working clearances are maintained.

Should the proposed development be supported and the intended activities occur across the subject sites, safe access and prevention of encroachment under transmission lines and interference with future energy needs, which may include the need for Guildford Terminal expansions and additions transmission line connections, may subsequently be impacted.

(ii) construct, improve, enlarge or alter any building, structure or improvement (including but not limited to a shed, stable, retaining wall, fence, sign, garage, carport, veranda or light pole) within the Easement Area...

The development plans for Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere propose 1.8m Chain Link Site Fencing across the sites western boundaries and within the easement and safety clearance areas, restricting Western Power access to the transmission lines on the sites and providing necessary works as required.

(iii) alter or disturb the grade or contours of land within the Easement Area...

The contours of the sites as detailed on the development plans shows that the gradient of the land falls from south to north, towards Stirling Crescent at a maximum fall of approximately 5.5metres. The hardstand development is proposed to raise the levels from the natural ground level at approximately 250mm to 1m across the sites under the transmission lines and within the registered easement and safety clearance areas.

(iv) construct, improve, enlarge, excavate or alter any contour bank, stormwater drain, compensating basin, artificial or natural lake, dam, river, lake or anything else capable of holding water...

The development plans for Lots 1101 and 651 are proposed with basins under the 330kV and 132kV transmission lines, encroaching the easement and safety clearance areas, which will require excavation of land for water storage and ultimately increasing the safety and services concerns of the transmission lines.

(viii) place or store any sea containers or similar objects within the Easement Area ...

The supporting PJA Transport Impact Statement for Lots 39 and 651 states that the sites are for the purpose of storage of vehicles, machinery and **container**s with approximately 140 storage units that can be accommodated.

The supporting PJA Transport Impact Statement for Lots 38 and 1101 states that the sites can potentially accommodate approximately 120 storage units.

In the absence of development plans showing the locations of the proposed storage units ensuring the clearance of the easement and safety areas cannot be determined. In addition, storage units on the subject sites would obstruct access to Western Powers transmission lines for maintenance and necessary works to occur.

(ix) bring any vehicle, water vessel, machinery, crane or other equipment onto the Easement Area which exceeds, or has any part, component or accessory which exceeds 4.5 metres in height ...

Vehicle parking, movement and including locations of machinery, crane or other equipment cannot be determined on the subject sites without development plans that detail easement area restrictions being maintained. Again, certainty of equipment, accessory or parts obstructing Western Power assets cannot be secured.

(x) park, store or leave on the Easement Area any vehicle, water vessel, machinery, crane or other equipment which exceeds 2.5 metres in height;

Vehicle parking, storage areas and transport depot location on the sites cannot be determined to ensure encroachment to the easement area does not occur. The transmission easement and safety areas are restricted in height for vehicle and machinery manoeuvring.

(xiii) carry on any activity which causes any damage, or have the potential to cause any damage to the Transmission Works or will impact or have the potential to impact the continuous operation of the Transmission Works.

The intended storage, carpark and transport depot activities on the proposed hardstand on the subject sites do not provide security to damage or the continuous operations being impacted to the Transmission works.

In addition to the above, the City of Swan's, Hazelmere Special Use 16 Structure Plan proposal affecting Lots 39 and 650 is currently pending determination by DPLH. Western Power provided response to the Structure Plan , advising the restrictions of the land traversed by high voltage 330kV and 132kV assets and transmission lines, which are protected by registered easements and safety clearance requirements. The current development applications on the sites are inconsistent with the Hazelmere Special Use 16 Structure Plan proposal.

The proposed hardstand development for the intended use for Storage, Carpark and Transport Dept over Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere is contrary to the standard easement and safety clearance conditions requirements under the Energy Operators (Powers) Act 1979 and *Guidelines for the Safety of Buildings Near Network Operator Electrical Assets* and Australian Standard AS/NZS 7000:2016 for the existing 132kV and 330kV overhead transmission lines and assets on the subject sites.

Western Power recommends that applications DA-1342/2025, DA-1343/2025, DA-1183/2025 & DA-1184/2025 (Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere) - Hardstand for Storage, Carpark and Transport Depot be **Refused**, giving due regard to suitability of the land for the development and taking into account the detrimental possible risks to the existing servicing transmission corridors and future intended corridor works, which will be impacted by the proposed development.

Hi Darcy and David,

Please see attached our responses to the public submissions. I've also attached the updated plans. The remainder of this email comprises our responses to the City and Western Power's comments.

We've relocated the basin that was partially in the easement in Lot 1101, however have not been able to do so for Lot 651 as the south-western corner is the lowest part of the lot. All other basins are outside of the easement.

The references in the TIS to 120 storage units were to explain the assumptions that PJA used to demonstrate how they reached the conclusions in their report. We do not know exactly how many storage units will be placed on each site as that will be dependent on tenant requirements, and the tenants are as yet unknown. As such, we have not updated the plans to show this. Likewise, we have also not shown container storage, miscellaneous storage and truck pick up/drop off bays as these are unknown, and as we are seeking flexibility for the entire hardstand area to be used for these purposes.

We would be prepared to accept a condition requiring a management plan to be provided for the land within the Western Power easement, confirming how the site operation will be managed to avoid affecting the electricity infrastructure or causing a safety hazard. The benefit of a condition is that the management arrangements can be confirmed once the tenant and site operation are known, and the City will be able to enforce those arrangements through the condition. To attempt to confirm these arrangements now would raise the risk of creating loopholes or unnecessary restrictions.

We do not accept Western Power's contention that this development application should be refused due to the easement conditions, and note that many of the matters in the easement conditions (particularly (ii), (iii), (iv), (viii) and (ix)) are subject to agreement with Western Power, rather than prohibited. We also note that a considerable amount of industrial land under similar powerlines around Perth is used for storage, and has boundary fencing exactly as proposed by these applications.

With respect to the remaining matters raised by Western Power:

- (i): Western Power is not currently undertaking transmission works and they have the right, as beneficiary of the easement, to access the land to undertake future works.

- (x): The proposed management plan can include a provision restricting any item or vehicle that exceeds 2.5m in height from being left within the easement area.
- (xiii): The proposed management plan can ensure that no activity which causes damage or has potential to cause damage to the transmission lines, or has potential to affect the transmission works, is undertaken in the easement.

We also note that any easement conditions are generally a matter for the landowner and Western Power to address directly. However, given the City does still need to consider Western Power's referral comments, we believe the management plan approach best addresses all parties' views.

If you need anything further from us or would like us to respond to the two outstanding public submissions, please feel free to contact me.

Kind regards,

Nick Grindrod
Senior Planner

Rise Urban.
AGILE PLANNING FOR THE NEW NORMAL

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Subiaco WA 6008

Part C – Item 3.2 - LOT 38 STIRLING CRESCENT, HAZELMERE – HARDSTAND (STORAGE AND TRANSPORT DEPOT)

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer Development Assessment Panel
Local Government Area:	City of Swan
Applicant:	Nick Grindrod, Rise Urban
Owner:	Hazelmere Tiaa Property Pty Ltd
Value of Development:	$2,169,240
Responsible Authority:	City of Swan
Authorising Officer:	Jonathan Lendich – Coordinator Development Assessment & Appeals
LG Reference:	DA-1183/2025
DAP File No:	DAP/25/02997
Application Received Date:	29 October 2025
Report Due Date:	22 January 2026
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Accompanying Plans a. Earthworks Plan Lot 38 – Dwg No.C110 – Rev C. b. Earthworks Sections Lot 38 – Dwg No. C111 – Rev A. Other reports not subject of approval: 3. Planning Report – Dated 10 Oct 2025 4. Transport Impact Statement – Dated 14 Nov 2025 5. DWER Submission - Dated 5 Jan 2026 6. Western Power non-support - Dated 9 Jan 2026 7. Applicant response to Western Power objection – Dated 16 Jan 2026

Responsible Authority Recommendation

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

1. **Approve** DAP Application reference DAP/25/02997 and accompanying plans in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 10.3 of the City of Swan Local Planning Scheme No. 17, subject to the following conditions:

Conditions

1. The approved development must comply in all respects with the attached approved plans, as dated, marked and stamped. The plans approved as part of this application form part of the development approval issued.

2. This approval is for 'Storage' and 'Transport Depot' as defined in the City of Swan Local Planning Scheme No.17 and the subject land may not be used for any other use without the prior approval of the City.

3. Vehicle parking, access and circulation areas must be sealed, kerbed, drained and maintained to the satisfaction of the City of Swan, in accordance with the approved plans.

4. **Prior to the occupation or use of the site**, stormwater disposal plans, details and calculations must be submitted for approval by the City of Swan and thereafter implemented, constructed and maintained on-site to the satisfaction of the City of Swan.

5. **Prior to the occupation or use of the site**, a detailed landscaping plan for the subject site and/or the road verge(s) must be submitted to and approved by the City of Swan, and must include the following:

   a) Trees and vegetation planted within the hardstand setback area and drainage basins with sufficient planting intensity and foliage density to adequately intervene the visual connection between the subject lot and the Lots north of Stirling Crescent.
   b) Any existing landscape areas to be retained;
   c) Those areas to be updated, reticulated or irrigated; and
   d) Verge treatments.

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

6. All crossovers must be built and maintained in accordance with the City of Swan's specification.

7. **Prior to the occupation or use of the site,** an Operational Management Plan is to be prepared by a suitably qualified consultant and submitted to the City of Swan for approval. The Operational Management Plan shall outline:

   a. Should lighting be proposed for this site, a Lighting Plan prepared by a suitably qualified consultant demonstrating compliance with the requirements of AS 4282 – Control of Obtrusive Effects of Outdoor Lighting;
   b. Management practices for the portion of the site within the Western Power easement to avoid affecting the electricity infrastructure or causing a safety hazard;
   c. Dust control measures implemented at all stages of the development.

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

8. The carrying on of the development must not cause a dust nuisance to neighbours. Where appropriate such measures as installation of sprinklers, use of water tanks, mulching or other land management systems should be installed or implemented to prevent or control dust nuisance, and such measures shall be installed or implemented within the time and in the manner directed by the City of Swan if it is considered that a dust nuisance exists.

9. **Prior to the occupation or use of the site**, the applicant must enter into an arrangement with the City of Swan for the upgrading of the Stirling Crescent and Bushmead Road intersection to support lane-correct vehicle movements to the satisfaction of the City of Swan.

Advice Notes

(a) Should any form of structure which generates wastewater be proposed in future applications, the proponent is to demonstrate the site can meet the dry industry provisions of the 'Special Use Zone 25' and 'Restricted Use 13' which may entail the requirement to submit a Wastewater Management Plan.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial, Urban
Local Planning Scheme	Local Planning Scheme No.17
Local Planning Scheme - Zone/Reserve	Special Use (SUZ 25)
Structure Plan/Precinct Plan	Hazelmere Enterprise Area Structure Plan (HEASP)
Structure Plan/Precinct Plan - Land Use Designation	Light Industrial
Use Class and permissibility:	Storage 'P' Transport Depot 'X'
Lot Size:	44,401m^2
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A
Design Review	☒ N/A
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

'Rise Urban' is seeking development approval on behalf of 'CWS Corp Pty Ltd' for the use of the subject site for 'Storage' and 'Transport Depot' purposes at Lot 38 Stirling Crescent, Hazelmere. The proposal comprises the following:

- Lot 38 is 44,401m^2 with approximately 32,500m^2 of useable hardstand area proposed.
- Earthworks to reduce the gradients of the slopes, with a maximum fill height of 0.75m but typically ranging from 0.25m – 0.5m;
- Construction of a single driveway from Stirling Crescent;
- Construction of two drainage basins, one centrally located along the west lot boundary outside the Western Power easement and one in the north-western (lowest) corner, with depths ranging from 1m – 2m below FFL;
- Retention and protection of the transmission tower;
- Construction of 1.8m chain link fencing around the site boundaries;
- Partial relocation of the drainage swale adjacent to the alignment of the 132kV power easement near the southern and western site boundaries, and connection of the drainage swale to the basin in the north-western corner;
- It is anticipated that the site will be accessed by light vehicles and 'as of right' trucks up to 19m in length on an as-needed basis to pick up and drop of goods,

or for the storage of trucks and other vehicles themselves through prearranged arrivals on site;

- The proponent has advised that there will be no maintenance and/or re-fuelling of heavy vehicles proposed on-site; and

- Trucks will access the site from the western approach along Stirling Crescent from Bushmead Road. No permanent staff will work at the site; and

Background:

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

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

Legislation and Policy:

Legislation

Planning and Development Act 2005
Planning and Development (Local Planning Schemes) Regulations 2015
Planning and Development (Development Assessment Panels) Regulations 2011
Local Planning Scheme No.17

State Government Policies

State Planning Policy 3.7 Planning in Bushfire Prone Areas
State Planning Policy 4.1 Industrial Interface

Structure Plans/Activity Centre Plans

Hazelmere Enterprise Area Structure Plan (HEASP)

Local Policies

POL-TP-124 Building and Development Standards – Industrial Zones
POL-TP-129 Vehicle Parking Standards

Consultation:

Public Consultation

Consultation was undertaken in the following manner:

Duration: 14 days between 12 December 2025 and 2 January 2026 which accounts for the holiday exclusion period in accordance with Cl.3A of the *Planning and Development (Local Planning Schemes) Regulations 2015.*

Submissions Received: At the close of advertising, seven (7) submissions were received. Six (6) were objections and one (1) conditionally supported the proposal. One of the objectors made an additional submission after the close of advertising with a petition signed by 79 people objecting to the proposal.

The key considerations and comments contained within the submissions are summarised below:

Issue Raised	**Officer comments**
Incompatibility with existing urban and residential development	The Hazelmere Enterprise Area Structure Plan (HEASP) has earmarked this portion of land as being suitable for Light Industrial uses in order to establish a 200m light industrial buffer between the general industrial zone to its east and the residential land to the west. The disposition of the City is that the proposed uses accord with the approved Structure Plan for the area.
Loss of established vegetation and visual screening	Following investigation, it was determined that the vegetation on Lot 38 was non-native under the *Environmental Protection Act 1986* (EP Act) and therefore did not require planning approval to be removed under LPS17. This vegetation has already been removed and is not tied to this application.
Industrial Character, Amenity and Design Deficiencies	Many valid concerns were raised with respect to dust, noise, light and industrial interface treatments. City Staff consider that these specifics not otherwise addressed in this report can be addressed as part of a condition of approval for an operational management plan to the satisfaction of the City of Swan.
Traffic, Pedestrian and Cyclist Safety	The City is satisfied that the submitted Transport Impact Statement has sufficiently outlined the vehicle movement thresholds for the road network shared by C-class vehicles and larger trucks. City Staff have reviewed and agree with the Traffic Impact Statement which projects that the surrounding road network is capable of supporting the increased traffic generated by the operation of this site.
Health and Wellbeing Impacts	City Staff do not agree that this proposal would unreasonably and materially undermine the enjoyment of nearby properties. Conditions relating to a management plan to restrict dust emissions and similar should appropriately mitigate the majority of negative effects to nearby residential uses.
Wingate Avenue becoming a “Rat Run” for traffic to avoid the Bushmead Road intersection.	This development does not propose for any vehicles accessing this site to use Eric Street, Wingate Avenue or Christina Street. Vehicles will use Stirling Crescent and Bushmead Road in the interim. Once the ultimate road network (being the north-south road planned by the

	Special Use Area 16 Structure Plan and upgrade of Stirling Crescent between the subject site and Lloyd Street) is constructed, they will use Stirling Crescent eastward to Lloyd Street.

Referrals/consultation with Government/Service Agencies

Western Power

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

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

1. The intended purpose for hardstand (storage, carpark and transport depot) does not comply with the registered standard easement conditions under the *Energy Operators (Powers) Act 1979 (WA)*, Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016; and

2. The proposed land use activities to these sites intensifies the existing service of the transmission corridor from the Guildford Terminal and Hazelmere substation, providing no certainty to the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.

3. In the absence of development plans showing the locations of the proposed storage units ensuring the clearance of the easement and safety areas cannot be determined. In addition, storage units on the subject sites would obstruct access to Western Powers transmission lines for maintenance and necessary works to occur.

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

Department of Water and Environmental Regulation (DWER)

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

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

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

Design Review Panel Advice

Pursuant to POL-LP.13 Design Review, referral to the Design Review Panel is not required for applications that do not have a built form component.

Accordingly, the Design Review Panel were not invited to comment on this proposal.

Planning Assessment:

Zoning and Permissibility

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) and 'Special Use Zone No.25' (SUZ25) under the City of Swan Local Planning Scheme No.17 (LPS17).

SUZ 25 has been prepared in response to the broader Hazelmere Enterprise Area Structure Plan. The subject land is earmarked for Light Industrial uses in accordance with the Hazelmere Enterprise Area Structure Plan in order to establish a 200m light industrial buffer between the general industrial zone to its east and the residential land to the west.

Schedule 4 of LPS17 also outlines specific conditions pertaining to development and uses within SUZ25, namely:

1. Subdivision and development shall be in accordance with a Structure Plan prepared and approved in accordance with the provisions of Part 4 of the deemed provisions.

2. Unless development on the site is connected to reticulated sewer –

    a. Development is restricted to 'dry industry' whereby any development application must demonstrate that the quality and volume of effluent to be disposed of onsite can be successfully disposed of, without adverse environment or health effects, using effluent disposal systems; and

    b. Development shall be restricted to the type which is predicted to generate, and/or generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 20000m^2 of site area.

3. A Wastewater Management Plan shall be submitted with each development application to demonstrate that Condition 1 can be achieved to the satisfaction of the local government.

The SUZ 25 provisions under Schedule 4 of LPS17 prescribe land use permissibility to be as per the Light Industrial zone as well as to allow other uses not cross referenced with symbols of 'P', 'D' and 'A'.

'Storage' is a 'P' use, meaning a use that is permitted, subject to compliance with relevant development requirements. The 'Transport Depot' land use would ordinarily be an 'X' use in a 'Light Industrial' zone, meaning that it would not be permitted by the Scheme however is capable of approval on this site by virtue of SUZ 25 permitting 'Other Uses' which are not designated as 'P', 'D' or 'A' in the LPS17 land use table.

Under LPS17, 'Storage' is defined as: "… *means premises used or provided for use for the storage of goods, equipment, plant or materials;* and

'Transport Depot' is defined as: "… *means premises, or a portion of premises, used for the parking or garaging of commercial vehicles, and:*

1. *May include the maintenance and refuelling of those vehicles and the storage of goods brought to the premises by these vehicles, provided that those activities are ancillary to the parking or garaging of the commercial vehicles; and*

2. *May include the transfer of goods or persons from one motor vehicle to another.*

But does not include the parking or garaging of commercial vehicles approved pursuant to clause 5.10 of the Scheme.

Notably, the applicant has not prepared a structure plan in accordance with condition 1 of SUZ 25. Clause 5A.1.4.2 of LPS17 states that a local government may approve development in a structure plan area in the absence of one where the local government is satisfied that this will not prejudice the specific purposes and requirements of the area. The applicant's report argues that this proposal:

- Makes full use of the existing road network and power supply;
- It includes drainage improvements that enhance rather than constrain future development potential;
- Includes no permanent buildings, with the layout preserving complete flexibility for future subdivision, road alignments, and development intensities; and
- Lot 38 is not subject to any contamination or Development Contribution requirements.

City Staff agree with the above points and further contemplate that a structure plan to support 'Storage' and 'Transport Depot' uses on this site which has otherwise been earmarked by the existing District Structure Plan as being suitable for light industrial uses would add no planning value, only unnecessary administrative burden.

Wastewater Management

No wastewater will be generated by this proposal. The City is satisfied that a Wastewater Management Plan in accordance with the requirements set out under 3 of the 'Special Use Zone 25' condition would not serve a functional planning purpose and is therefore not required.

No wastewater will be generated by this proposal as there are not facilities for staff on-site. The City is satisfied that a Wastewater Management Plan in accordance with the requirements set out within Schedule 3 under the SUZ25 condition would not serve a functional planning purpose and is therefore not required. With this noted, an advice note has been included which notifies the applicant that any future built form may result in the requirement for a Wastewater Management Plan to be provided.

Traffic

The Traffic Impact Statement (TIS) provided as part of this application estimates that the developments across Lot 38 and Lot 1101 Stirling Crescent are expected to drastically vary dependant on the tenants of the storage area, the vehicle types or unit types being stored, and density of the proposed storage facility. As part of this, the TIS has conservatively modelled the impact based on an estimated 60 units (or containers) per lot (for both the subject lot and Lot 1101 - DAP/25/02995) based on two rows of stored vehicles with a 10m wide storage pocket assigned to each.

The TIS contends that if 12 (or 20% of the total) units able to be accommodated on site were transported either to or from the site per day, the site would generate approximately 48 vehicle trips per day. This equates to an approximate 0.5% increase in daily traffic on Stirling Crescent between Amherst and Bushmead Road. The existing heavy vehicle percentage of traffic through this section of road would increase from 5% to 5.6%.

The City of Swan accept that this 0.6% increase constitutes a low level of traffic generation which can be accommodated within the existing road network with no significant operational traffic impact.

Proximity to the approved Educational Establishment

Stirling Crescent is currently only accessible from the west, using Stirling Crescent and Bushmead Road. These roads carry a higher proportion of residential and local traffic, being located on the industrial zoned area, noting the primary school on Amherst Road and also the private school, *Helena River Steiner School* on Lot 13 Stirling Crescent opposite the subject site.

The City has recently approved an expansion to the *Helena River Steiner School*, where the student capacity of the school was increased from 25 to 90. A review of the Transport Impact Assessment prepared for the recent expansion to the *Helena River Steiner School* indicates that it is expected to generate 234 daily trips, with 108 AM peak and 90PM peak trips during the standard school peak periods of 8:00 AM to 9:00 AM and 3:00PM to 3:30PM. Also of note is that Amherst Road, Bushmead Road and Stirling Crescent all possess a 50km/hr speed limit and support two-way traffic, with Amherst and Bushmead Road having existing line marking and Stirling Crescent having no line marking.

Based on the proposed development not anticipating the generation of high traffic volumes, with the traffic generated by the site also not confined to peak hours but spread throughout the day due to prearranged arrivals to site, City Staff have determined that both *Helena River Steiner School* and the subject development can operate simultaneously without functionally impeding either development, or risking the safety of motorists and/or school children.

Site Access and Future Road Upgrades

The site will be accessed only from the west in the short to medium term, until such time Stirling Crescent is extended to Lloyd Street as part of the structure plan works. The subject site is not dependent on access from the east based on the development proposal generating low traffic volumes.

The TIS has indicated that left turn 19m as-of-right vehicle movements from the east to south tracks into the opposing lane at the Stirling Crescent/Amherst Road intersection. Based on a current projected traffic generation of 48 total vehicles per

day, of which only a small portion will be 19m long trucks, this projected movement of up to 8 semi-trailer trucks across a whole day, is considered acceptable.

The right turn inbound movement tracks over the opposing lane on the minor part of Stirling Crescent, however, this is considered acceptable due to the movement being even further infrequent based on the site estimated traffic generation, and there being no centre line on the minor road which would otherwise prohibit this movement were it to be a solid line.

The left turn movement from Stirling Crescent into Bushmead Road tracks outside the edges of the carriageway on the inside of the turn. Notwithstanding the fact that a 19m long vehicle is as-of-right, the existing road infrastructure cannot fully accommodate the lane-correct turning circles. City Staff have reviewed the TIS which acknowledges that the Stirling Crescent to Bushmead Road intersection must be upgraded to support lane-correct 19m as-of-right vehicle movements and have determined that it is acceptable subject to a condition for the applicant to enter into an agreement with the City of Swan to upgrade this intersection.

In any case, industrial traffic associated with this proposal will only use Stirling Crescent and Bushmead Road temporarily. Future plans associated with the currently live application for the Special Use Area 16 Structure Plan involves the upgrade of Stirling Crescent between the site and Lloyd Street (the eastern approach). This will connect Stirling Crescent to the core industrial part of Hazelmere which is appropriately graded for RAV 4 vehicles. Once constructed, trucks and industrial traffic will no longer travel through the Bushmead Road intersection.

Cumulative Impacts of Development at Lot 38 and Lot 1101 Stirling Crescent

In isolation the quantity of traffic generated by the subject development has been considered capable of support with the existing infrastructure. However it is also relevant to consider the concurrent application for 'Hardstand (Storage and Transport Depot)' on Lot 1101 Stirling Crescent on the adjacent property. Proper and orderly planning would dictate that assessing the cumulative impacts of these two developments together is important in understanding the impact these proposals will have on the greater Hazelmere area.

The applicants have sought individual approval for both of these lots to approve the same land use, with the same proposed works, supported by the same Transport Impact Statement. PJA's Transport Impact Statement, projects that they will cumulatively generate approximately 100 vehicles per day (a 2% increase), 8 of which will be 19m trucks. Both of these increases are considered to be negligible and will not meaningfully affect the functionality of the road network. The City of Swan supports this arrangement.

Parking

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

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

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

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

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

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

In the absence of built form being proposed, setback and plot ratio requirements set out in this policy are not applicable, however this proposal varies the required provision of landscaping set out in the policy, whereby 10% of the site is required to be landscaped. Furthermore, the development plans are annotated to "*retain the existing vegetation within 9m of the hardstand setback*". The City is not satisfied that the existing 9m setback area has sufficient vegetation to adequately screen, or mitigate the detrimental visual impact of the proposed 'Storage' use from the properties along the northern aspect of Stirling Crescent.

City Staff therefore consider it appropriate to condition a landscaping plan to revegetate the hardstand setback area, as depicted on the plan, with vegetation of sufficient height, planting and foliage density to remedy the visual impact to the properties on the northern aspect of Stirling Crescent.

State Planning Policy 3.7 Planning in a Bushfire Prone Area

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

As there are no habitable buildings proposed as part of this application, City Staff consider SPP3.7 to not be applicable.

Western Power Objection

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

A key part of this proposal is that Lot 38 Stirling Crescent, Hazelmere does not have a tenant prepared to occupy the site at this stage, and therefore specific behavioural patterns and storage demands cannot be clearly outlined. The applicant was offered an opportunity to respond to the matters raised in Western Power's submission and provided the following in response:

- *"The references in the TIS to 120 storage units were to explain the assumptions that PJA used to demonstrate how they reached the conclusions in their report. We do not know exactly how many storage units will be placed on each site as that will be dependent on tenant requirements, and the tenants are as yet unknown. As such, we have not updated the plans to show this. Likewise, we have also not shown container storage, miscellaneous storage and truck pick up/drop off bays as these are unknown, and as we are seeking flexibility for the entire hardstand area to be used for these purposes";*

- *"We would be prepared to accept a condition requiring a management plan to be provided for the land within the Western Power easement, confirming how the site operation will be managed to avoid affecting the electricity infrastructure or causing a safety hazard. The benefit of a condition is that the management arrangements can be confirmed once the tenant and site operation are known, and the City will be able to enforce those arrangements through the condition. To attempt to confirm these arrangements now would raise the risk of creating loopholes or unnecessary restrictions";*

- *"We do not accept Western Power's contention that this development application should be refused due to the easement conditions, and note that many of the matters in the easement conditions (particularly (ii), (iii), (iv), (viii) and (ix)) are subject to agreement with Western Power, rather than prohibited. We also note that a considerable amount of industrial land under similar powerlines around Perth is used for storage, and has boundary fencing exactly as proposed by these applications"; and*

- *With respect to the remaining matters raised by Western Power:*

    - *(i): Western Power is not currently undertaking transmission works and they have the right, as beneficiary of the easement, to access the land to undertake future works.*

    - *(x): The proposed management plan can include a provision restricting any item or vehicle that exceeds 2.5m in height from being left within the easement area.*

    - *(xiii): The proposed management plan can ensure that no activity which causes damage or has potential to cause damage to the transmission lines, or has potential to affect the transmission works, is undertaken in the easement.*

City Staff consider the above and further note that the drainage basin within Lot 38 is not located within the Western Power easement. City staff acknowledge the matters raised within Western Power's submission, but do not consider this objection to constitute a fatal flaw for the proposal. Instead, the City considers that approval is warranted subject to a condition requiring that a management plan be prepared to

ensure that measures are introduced for the protection of the transmission lines to the satisfaction of the City of Swan in consultation with Western Power.

POL-LP-1.10 Provision of Public Art

Pursuant to the City's public art policy this proposal does not constitute 'prescribed development', that being development where a public art contribution is required, as outlined in Section 5.5 of this policy as the estimated cost of development does not meet the 'Contribution Threshold' of $2,520,000.

Conclusion:

The applicant is seeking development approval for the hardstanding of the majority of the site as well as the use of the land for 'Storage' and 'Transport Depot' purposes at Lot 38 Stirling Crescent, Hazelmere. The site is zoned 'Special Use Zone 25' under the City's Local Planning Scheme No.17.

The application was advertised in accordance with Section 9.4 of the City's Local Planning Scheme No.17 and the City received seven (7) submissions inclusive of a petition containing 79 signatures objecting to the proposal.

The City is satisfied that the matters raised in these objections are either not related to this application (i.e the removal of the vegetation) or have been resolved through conditions of approval.

The City accepts that the lack of lane-correct turning for 19m as-of-right vehicles undertaking left-hand turns from Stirling Crescent onto Bushmead Road will need to be resolved prior to the operation of this development. To this effect, the City acknowledges that this vehicle movement is a temporary one until the link road to Lloyd Street is constructed. In the interim, the City is satisfied with a condition for the proponent to enter into an agreement with the City for minor upgrade works to this intersection to mitigate damage as a temporary solution.

This proposal is otherwise considered consistent with the City of Swan's Industrial development standards subject to a landscaping plan strengthening the provision of screening vegetation within the hardstand setback area, as well as all other local planning policy provisions and scheme requirements. In light of the above, the proposed development is supported.



City of Swan

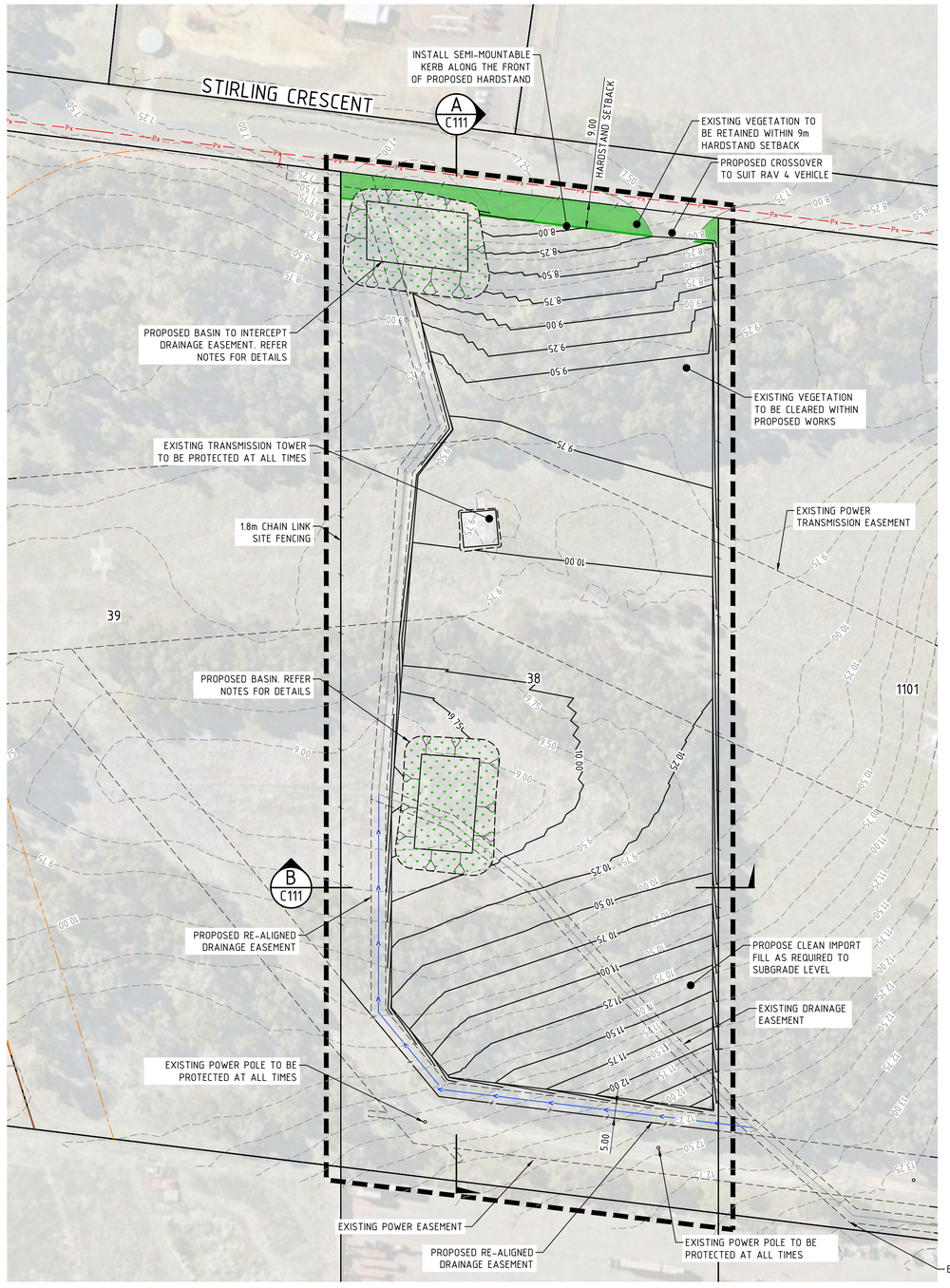
DISCLAIMER: Information shown here on is a composite of information from various different data sources. Users are warned that the information is provided by the City of Swan in this format as a general resource on the understanding that it is not suitable as a basis for decision making without verification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

Location Plan

21/01/2026

1:8000

N



PLAN
SCALE 1:1000

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

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
2. ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
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7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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

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REV	DATE	DRAWN	CHECKED	APPROVED	
C	16.01.26	AI	MS	MS	CROSSOVER UPDATED
B	14.07.25	AP	MS	MS	ISSUED FOR APPROVAL
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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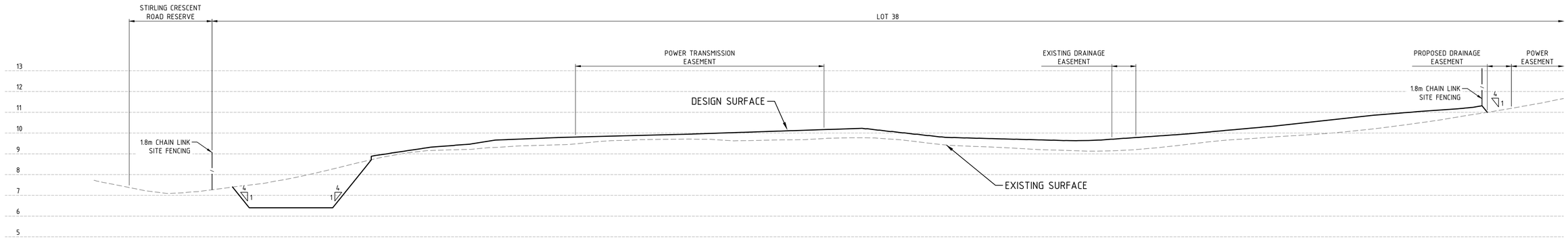
CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

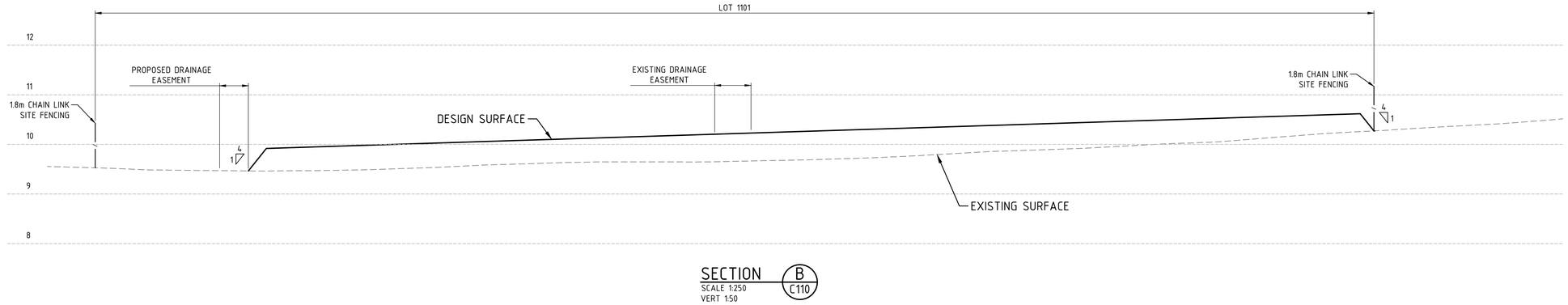
DRAWING TITLE: EARTHWORKS PLAN LOT 38

DRAWN: A.PEARCE	WAPC No.
DESIGNED: A.PEARCE	SCALE @ A1: 1:1000
PROJECT MANAGER: M.SMITHERS	DATUM: AHD; CO-ORDS: MGA94
JDSi PROJECT No.: JDS252461.BE01	DRAWING No.: C110; REVISION: C

Plotted By: Alkwal Plot Date: 16/01/26 - 15:06 Cad File: I:\JDS252461\JDS252461.BE01\02 CIVIL\Drawings\JDS252461.BE01_C110-C111.dwg



SECTION B
C110
SCALE 1:500
VERT 1:100



SECTION B
C110
SCALE 1:250
VERT 1:50

0 0.5 1 2 3m
VERTICAL SCALE 1:50
0 2.5 5 10 15m
SCALE 1:250 @ ORIGINAL SHEET SIZE A1

0 1 2 4 6m
VERTICAL SCALE 1:100
0 5 10 20 30m
SCALE 1:500 @ ORIGINAL SHEET SIZE A1

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REV	DATE	DRAWN	CHECKED	APPROVED	
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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JDSi CONSULTING ENGINEERS

CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS SECTIONS LOT 38

DRAWN: A.PEARCE	WAPC No.
DESIGNED: A.PEARCE	SCALE @ A1: AS SHOWN
PROJECT MANAGER: M.SMITHERS	DATUM: AHD; CO-ORDS: MGA94
JDSi PROJECT No.: JDS252461.BE01	DRAWING No.: C111; REVISION: A

Our reference: Ltr03-2202025
Enquiries: Nick Grindrod

10 October 2025

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

Dear Phil

RE: Development Application – Lot 38 Stirling Crescent, Hazelmere – Hardstand (Storage and Transport Depot)

Rise Urban is pleased to lodge this development application on behalf of CWS Corp Pty Ltd, seeking the City's approval of hardstand (Storage and Transport Depot) at Lot 38 Stirling Crescent, Hazelmere (the site). CWS Corp is under contract to purchase Lot 38 from the current landowner, Hazelmere Tiaa Property Pty Ltd.

This letter sets out justification for the proposal demonstrating that it satisfies the relevant planning requirements, and is supported by the following documentation:

- Completed City of Swan and DAP application forms;
- Current Certificate of Title;
- Engineering Drawings;
- Transport Impact Statement; and
- Email confirmation from the Department of Water and Environmental Regulation that the cleared site vegetation has no environmental value.

We have concurrently lodged a similar development application for Lot 1101 to the east of the site, and are intending to lodge another for Lots 39 and 651 to the west of the site. It is intended that the sites will function in conjunction with each other, but none rely on the others being approved and both could operate independently if required.

Site Context

Lot 38 is 4.44ha in size and located approximately 300m south-east of the Stirling Crescent – Amherst Road intersection on the south side of Stirling Crescent. The site is currently vacant and is mostly flat, with a 3m slope upwards to the south at the rear of the site.

The site is encumbered by three easements:

- One 60m wide easement bisecting the site, which protects high voltage (330kV and 132kV) power lines that supply power to the substation. One mast is located on the site.
- One 17m wide easement near the southern boundary of the site protecting a 132kV powerline.

- One 5m easement protecting a drainage swale. The easement travels northwards through the site on an irregular alignment to Stirling Cr.

The power easements are subject to Western Power development restrictions and the drainage easement connects drainage infrastructure within Central Avenue to Stirling Crescent.

Lot 1101 is mostly cleared, except for a small amount of vegetation adjacent to the street boundary. A review of historical aerial imagery has identified that all vegetation was planted in 2006 when the substation further to the south-east was constructed. The site was completely cleared pasture until that time.

The site is located on the edge of the Hazelmere industrial area, with industrial uses located to the south. The land immediately to the west and east of the site is similarly vacant and partially vegetated, while rural residential properties backing onto Helena River are located across Stirling Crescent to the north. The aforementioned substation is located to the east of the site, although much of the large lot on which it is located is also vacant and partially vegetated.

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

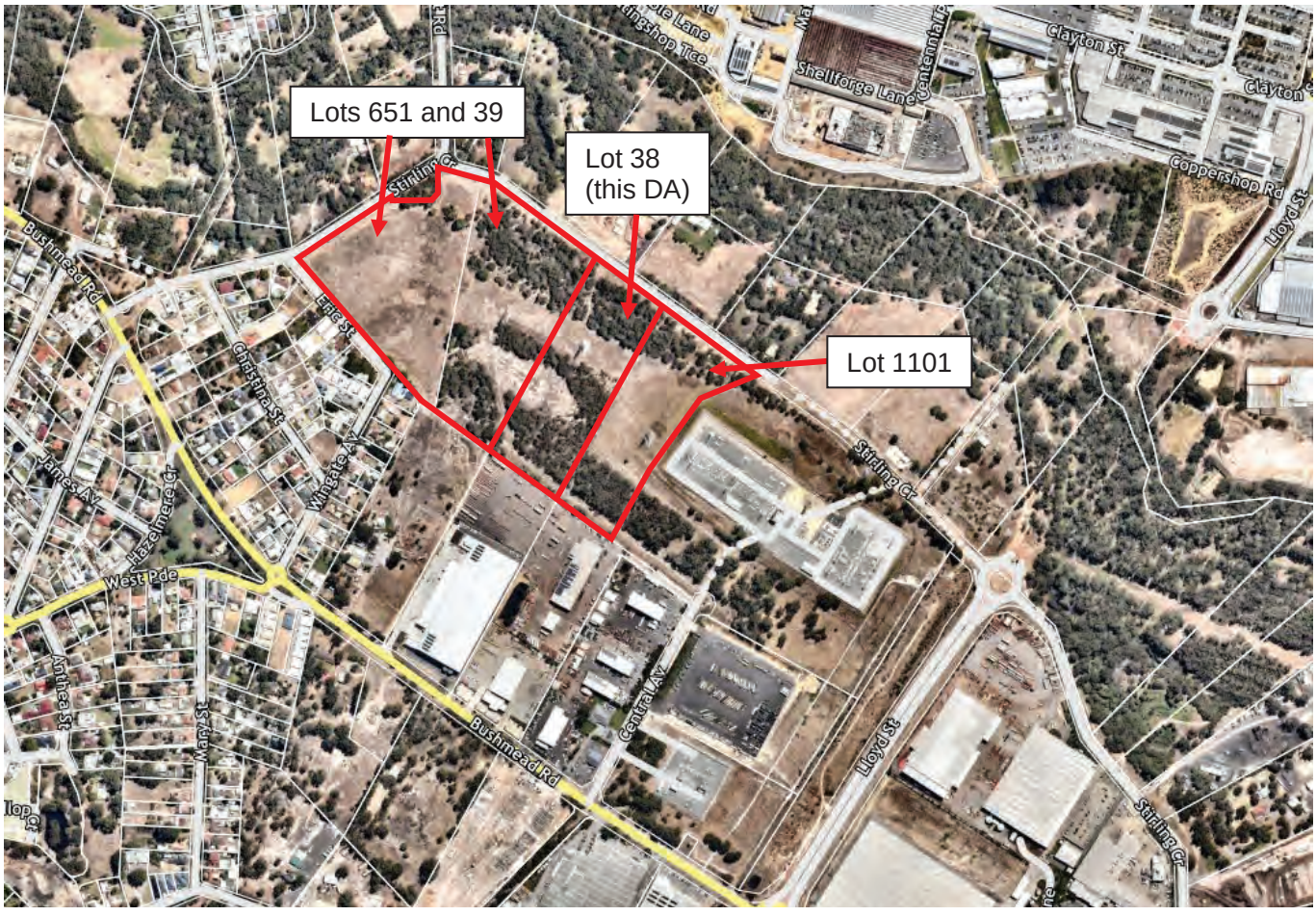


Figure 1 – Site and Surroundings – Lots 38, 39, 651 and 1101 Stirling Crescent, Hazelmere (source: MNG Access, 2025)



Figure 2 – Site Aerial Image and Easement Plan – Lot 1101 Stirling Crescent, Hazelmere (source: MNG Access, 2025)

Proposal

The proposed development comprises hardstanding of the majority of the lot, with the exception of some of the vegetation along Stirling Crescent and the drainage and power line easements at the southern and west sides of Lot 38. The hardstand is intended to be used to store goods and vehicles. On this basis, approval of the "Storage" and "Transport Depot" land uses is sought.

The ‘Transport Depot’ land use will be limited to the storage of trucks and similar vehicles and is proposed to maximise the scope of what is permitted to be stored at the site. No maintenance or refuelling is proposed.

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

- Earthworking to reduce the gradients of the slopes, with a maximum fill height of 0.75m but typically ranging from 0.25m-0.5m;
- Construction of two driveways from Stirling Crescent;
- Construction of two drainage basins, one on the west side in the centre and one in the north-western (lowest) corner, with depths ranging from 1m-2m below FFL;
- Retention and protection of the transmission tower;
- Construction of 1.8m chain link fencing around the site boundaries; and
- Partial relocation of the drainage swale adjacent to the alignment of the 132kV power easement near the southern and western site boundaries, and connection of the drainage swale to the basin in the north-western corner.

Vegetation within the site has recently been cleared.

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

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

Planning Assessment

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

1) *Metropolitan Region Scheme*, which establishes overarching zones and reserves for land across Perth.
2) *City of Swan Local Planning Scheme No. 17*, which details the broad planning aims and intentions of the City, establishing land use and development requirements.
3) *Hazelmere Enterprise Structure Plan*, which functions as a District Structure Plan and establishes a precinct-based framework to guide development of Hazelmere into a primarily industrial area.
4) Clause 67(2) of Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which sets out a series of matters to be considered by the City in its assessment of development applications. Traffic, stormwater management and environmental impacts are relevant considerations for this development application.
5) *State Planning Policy 3.7 – Bushfire*, which seeks to minimise bushfire risk and potential bushfire impacts on new development.
6) *State Planning Policy 4.1 – Industrial Interface*, which guides the siting and any relevant buffers that may be necessary to manage amenity impacts associated with industrial land uses and developments.
7) *Local Planning Policy POL-TP-127 Building and Development Standards – Other Zones*, which establishes site development standards for land in the ‘Special Use’ zone.
8) *Local Planning Policy POL-TP-129 Vehicle Parking Standards*, which establishes car parking provision standards and design specifications.

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

Metropolitan Region Scheme

The site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS) and is therefore intended to be developed for industrial purposes.

City of Swan Local Planning Scheme No. 17

Under the City of Swan Local Planning Scheme No. 17 (LPS 17) Lot 38 is zoned 'Special Use' and forms part of 'Special Use 25' (SU 25), which includes lots adjacent to the western edge of the Hazelmere 'General Industry' zone. The SU 25 conditions are addressed in Table 1 below.

Table 1 – Special Use 25 Conditions

Condition		Response
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.	Approval of the Lot 38 development application is sought without the need to prepare a Structure Plan. Refer to the discussion below this table.
2.	Unless development on the site is connected to reticulated sewer –	See below.
2a.	Development is restricted to 'dry industry' whereby any development application must demonstrate that the quality and volume of effluent to be disposed of onsite can be successfully disposed of, without adverse environmental or health effects, using effluent disposal systems; and	These development applications propose dry industry and will not generate any effluent to be disposed of onsite.
2b.	Development shall be restricted to the type which is predicted to generate, and/or generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m2 of site area.	No wastewater will be generated by this proposal, and it is therefore 'Dry Industry'.
3.	A Wastewater Management Plan shall be submitted with each development application to demonstrate that Condition 1 can be achieved to the satisfaction of local government.	No wastewater will be generated by this proposal.

With regard to Condition 1, no Structure Plan has been prepared for this lot. A Structure Plan has been prepared for Lot 59 Bushmead Road (immediately to the south of the site), zoning most of the site 'Light Industry' and designating the remainder (rear) as 'Transport Depot'. Due to this, Lot 38 is an isolated lot within SU 25 that is not subject to a Structure Plan.

Section 257B(3) of the *Planning and Development Act 2005* provides that a deemed provision contained in Schedule 2 – Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* prevails to the extent of any inconsistency with a Scheme provision. Clause 27(2) of the Deemed Provisions provides that:

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

(a) the proposed development or subdivision does not conflict with the principles of orderly and proper planning; and

(b) *the proposed development or subdivision would not prejudice the overall development potential of the area.*"

In this regard, approval of the proposed hardstand is warranted without a Structure Plan needing to be prepared for the following reasons:

Transport Depot is already a proven and accepted "Other Use" within Special Use Zone 25 (SUZ25). The WAPC's approval of the Lot 59 Bushmead Road Structure Plan and the Lakes Road Structure Plan has confirmed its compatibility and the same use operates at Lot 97 (31) and Lot 817 (47) Lakes Road, Hazelmere. These approvals demonstrate that the planning authorities consistently regard Transport Depot as aligned with the industrial objectives of SUZ25 and the intent of Amendment No. 86. While those examples involved structure plans, the precedent is clear that the use itself is appropriate for the zone. In this case, a hardstand-only operation further strengthens compatibility by limiting land use intensity and built form.

The existing planning framework already functions as a complete and effective control. The combination of MRS zoning, the SUZ25 description and Condition 2a operate as a de facto industrial zone through the dry industry restrictions, addressing all site-specific matters typically dealt with via structure planning. Storage is a permitted use under Light Industrial zoning and a Transport Depot is a logical extension of vehicle storage and logistics activity suited to this industrial precinct.

Lot 38 is physically isolated within SUZ25 following the approval of the Lot 59 Structure Plan. It shares no infrastructure or physical connections with other undeveloped SUZ25 land, making coordinated structure planning impractical. The proposal makes full use of the existing road network and power supply, and its drainage improvements enhance rather than constrain future development potential. With no permanent buildings, the layout preserves complete flexibility for future subdivision, road alignments, and development intensities, ensuring no aspect of comprehensive planning is prejudiced.

Requiring a structure plan for this site would only duplicate existing controls and add delay, despite the SUZ25 provisions and the City's policy framework already addressing all relevant matters. Clause 5A.1.4.2 of LPS 17 provides for approval without a structure plan where it would serve no meaningful planning purpose. This proposal meets that test – it is an appropriate industrial use, it maintains development flexibility, it relies on existing infrastructure, and it reflects clear precedent in SUZ25. In short, a structure plan to enable this development to occur on Lot 38 would add no planning value, only unnecessary administrative burden.

Section 6.1.5 of State Planning Policy 4.1 – Industrial Interface (SPP 4.1) identifies that structure plans may be required where land is fragmented and requires coordination for transport routes, infrastructure upgrades or drainage, or where management of site contamination or a DCP are required. None of these are the case for Lot 38 as it is not fragmented and this application addresses land use, transport routes and drainage. No other infrastructure upgrades are required, the site is not mapped as contaminated and a DCP would not serve any purpose as the cost of the proposed development will be borne by the developer.

This proposal is therefore consistent with the requirement of clause 27 of the Deemed Provisions and warrants approval without a Structure Plan. As the 'Storage' land use and proposed physical development of this site are consistent with its de facto 'industrial' zoning and as detailed in Table 1, the application meets the

requirement of clause 4.7 of LPS 17 for the 'Storage' land use to be consistent with the purpose and conditions attached to SU 25.

The 'Transport Depot' land use is capable of approval on this site by virtue of SU 25 permitting 'Other Uses' which are not designated as 'P', 'D' or 'A' in the LPS 17 land use table. This land use is appropriate for this site and warrants approval on the basis that the operation will not cause amenity impacts to the surrounding locality and is suitable for this site. This is as:

- The physical development of the site (ie. hardstand) is the same as the permitted and proposed 'Storage' land use, and so this form of physical development of this site would occur regardless.
- The Hazelmere Special Use Area 16 Structure Plan (currently under assessment by the City) proposes to apply the 'Light Industry' zone adjacent to the western boundary of the site, development of which will shield this site from view from the residential area to the west.
- Trucks are only proposed to be stored at the site, with no refuelling or maintenance proposed and therefore no associated employee, noise, odour or other noxious amenity impacts.
- A transport depot has been approved via both the Structure Plan and DA processes on Lots 59 and 403 immediately to the south of this site, demonstrating that this land use is appropriate at the proposed 160m setback from the closest residential property.
- There is no material difference in visual amenity impact between parking of trucks and the storage of other goods, which is permitted on this site. Regardless, retention of mature vegetation in the front setback will serve to screen the trucks from view from Stirling Crescent.
- As detailed by the attached Transport Impact Statement, storage of trucks at this site will cause the number of trucks using Stirling Crescent and Bushmead Road to increase from 5.0% to 5.6% and for the total number of vehicles using the road network to increase by 0.5%. These increases are negligible, and commensurate or greater increases in traffic demand would be generated by most forms of light industrial development of these lots.

<u>Hazelmere Enterprise Structure Plan</u>
The Hazelmere Enterprise Structure Plan (HESP) divides Hazelmere into multiple precincts. Lot 38 is located within Precinct 3 – HEA Buffer Area. The intent of Precinct 3 is to accommodate land uses that do not impact the amenity of the locality, particularly the residential areas to the west. The stated land use intent is for the 'Light Industry' zone to apply, with permissibility as per LPS 17 ('Storage' is a 'P' use as detailed previously).

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

The nature of the proposed 'Transport Depot' land use (being limited to storage of vehicles) is consistent with the intended future 'Light Industrial' zone outcome for Lot 38 on the basis that it is consistent with the LPS 17 'Light Industrial' zone objectives as follows:

- Storage of trucks (as opposed to refuelling or maintenance) will not meaningfully impact amenity, noise or emissions as they will only be parked at the site.
- As detailed in the attached Transport Impact Statement, the storage of trucks at this site is expected to have a minimal impact on the number of trucks using Stirling Crescent and Bushmead Road to access the broader road network, and is compatible with the nearby urban area.

- Routing of trucks along Stirling Crescent and Bushmead Road will only be temporary, as the trucks will use the new road proposed by the Hazelmere Special Use Area 16 Structure Plan to bypass the urban area once constructed.
- The proposed land use is complementary to the adjacent existing 'Transport Depot' land use and planned light industry land uses.

Cl. 67(2) – Deemed Provisions

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

- Access

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

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

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

- Vegetation

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

This vegetation was planted in 2006 when the nearby substation was constructed to screen it from view from the west, as shown at Figure 3 overleaf. This purpose (to screen the substation from view) is now redundant as the broader locality is planned and gradually being developed for industrial purposes. Development of the locality, including Lots 38, 39 and 1101, will, in effect, screen the substation from view from the residential area further to the west. This development, along with the landscaping strip in the front setback, will also continue to screen the substation from view from Stirling Crescent and the properties to the north.

State Planning Policy 3.7 – Bushfire

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



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

State Planning Policy 4.1 – Industrial Interface

State Planning Policy 4.1 (SPP 4.1) emphasises the importance of planning for transitions between industrial and sensitive land uses, to protect the amenity of sensitive uses. LPS 17 and the HESP implement a transitional area between the 'General Industry' zone in central Hazelmere and the residential area to the west. Lot 38 is located within this transition zone by virtue of its 'Special Use' zoning, addressed previously. The proposed 'Storage' and 'Transport Depot' land uses and limitation of the scope of development to hardstand represents an appropriate transition and will ensure that the amenity of the nearby residential areas will not be affected by use and development of Lot 38.

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

The proposed hardstand meets the requirements of LPP 127 by limiting use of the front setback to access and landscaping, noting that the existing vegetation in the front setback will be retained and the drainage basins will be landscaped). A kerb is provided to separate the hardstand from the existing vegetation.

The setback and plot ratio requirements are to be negotiated with the City at development application stage. Given the strategic planning framework identifies that Lot 38 is intended to be developed for 'Light Industry' purposes, it is reasonable to apply the 'Light Industry' development standards in Table 1 of LPP 124 to this site as well. The development meets those requirements.

Rise Urban.

Local Planning Policy POL-TP-129 Vehicle Parking Standards

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

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

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

Conclusion

This submission demonstrates that the hardstand proposed by this development application for Lot 38 Stirling Crescent, Hazelmere meets the development outcomes intended by the planning framework.

Approval of this application in the absence of a Structure Plan is warranted for the reasons explained in detail in this submission, but also more simply on the basis that Lot 38 is isolated within the 'Special Use' zone. This application is supported by all necessary information that is intended by the 'Special Use' zoning to be provided with a Structure Plan.

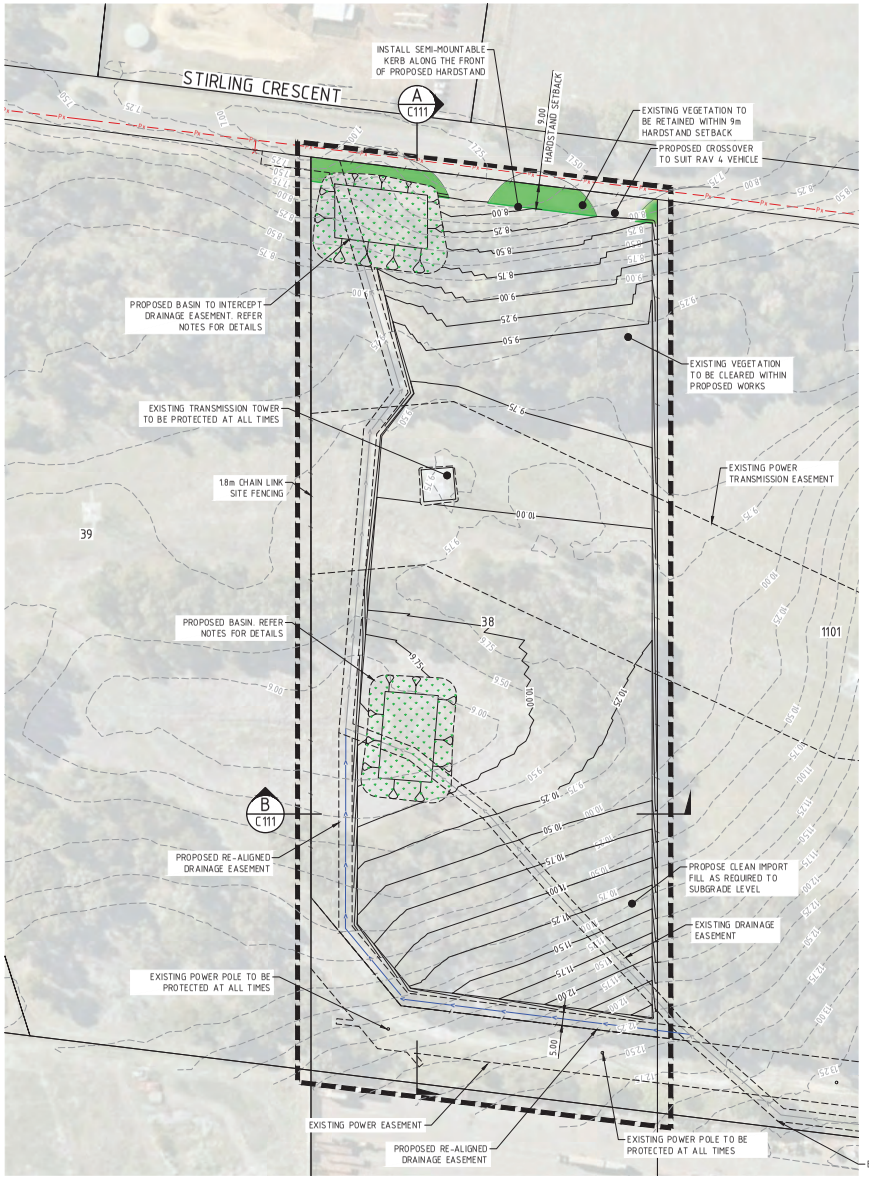
This proposal is for a low-impact use of the site, which along with the absence of built form will not cause any amenity or environmental impacts. The site is suitably separated from any nearby sensitive uses and is only proposed to be accessed by vehicles that are already permitted to use the existing constructed road network.

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

Yours sincerely



Cameron Leckey
Director
Rise Urban Pty Ltd



PLAN
SCALE 1:1000

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0 10 20 40 60m
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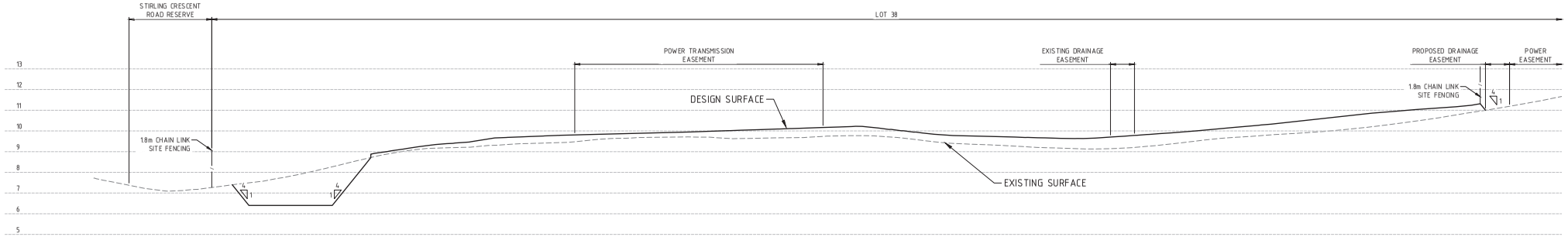
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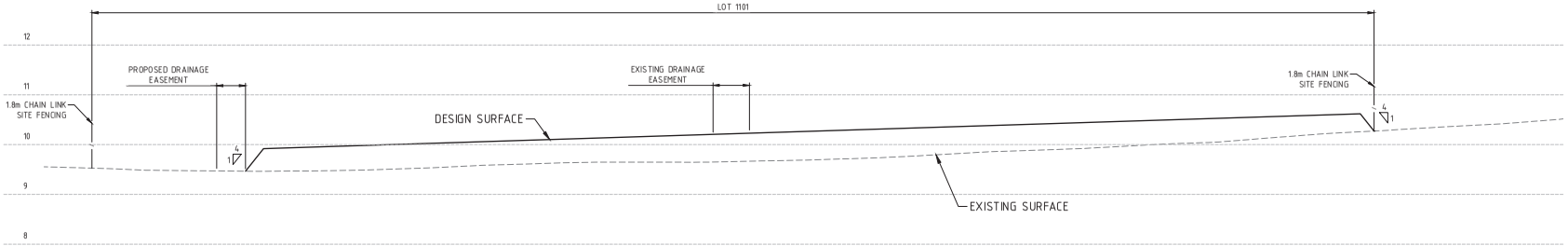
DRAWING TITLE: EARTHWORKS PLAN LOT 38

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SECTION B
SCALE 1:500
VERT 1:100
C110



SECTION B
SCALE 1:250
VERT 1:50
C110

0 0.5 1 2 3m
VERTICAL SCALE 1:50
0 2.5 5 10 15m
SCALE 1:250 @ ORIGINAL SHEET SIZE A1

0 1 2 4 6m
VERTICAL SCALE 1:100
0 5 10 20 30m
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PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS SECTIONS LOT 38

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DESIGNED: A.PEARCE		SCALE @ A1: AS SHOWN	
PROJECT MANAGER: M.SMITHERS	DATUM: AHD	CO-ORDS: MGA94	
JDSI PROJECT No.: JDS252461.BE01	DRAWING No.: C111	REVISION: A	

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Chad Scott

Stirling Crescent, Hazelmere

Transport Impact Statement

November 2025

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1 Introduction and Background

PJA has been engaged to assess the transport impact of a proposed hardstand development at Lots 38 and 1101 Stirling Crescent, Hazelmere.

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

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

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

Figure 1-1: Subject Site and Surrounding Context



Image source: Nearmap

1.1 Purpose of this Report

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

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

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

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

2 Proposed Development

The proposal seeks to provide a hardstand area within Lots 38 and 1101 Stirling Crescent (herein referred to collectively at the 'subject site'), Hazelmere for the storage of trucks, machinery and containers ('units'). Lot 38 is the westernmost lot of the two, with a site area of approximately 4.44Ha, with approximately 3.25Ha of usable hardstand area. Lot 1101 has a site area of approximately 4.07Ha, with approximately 3.65Ha of usable hardstand area.

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

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

Figure 2-1: Lot 38 (west) and Lot 1101 (east) Site Plan

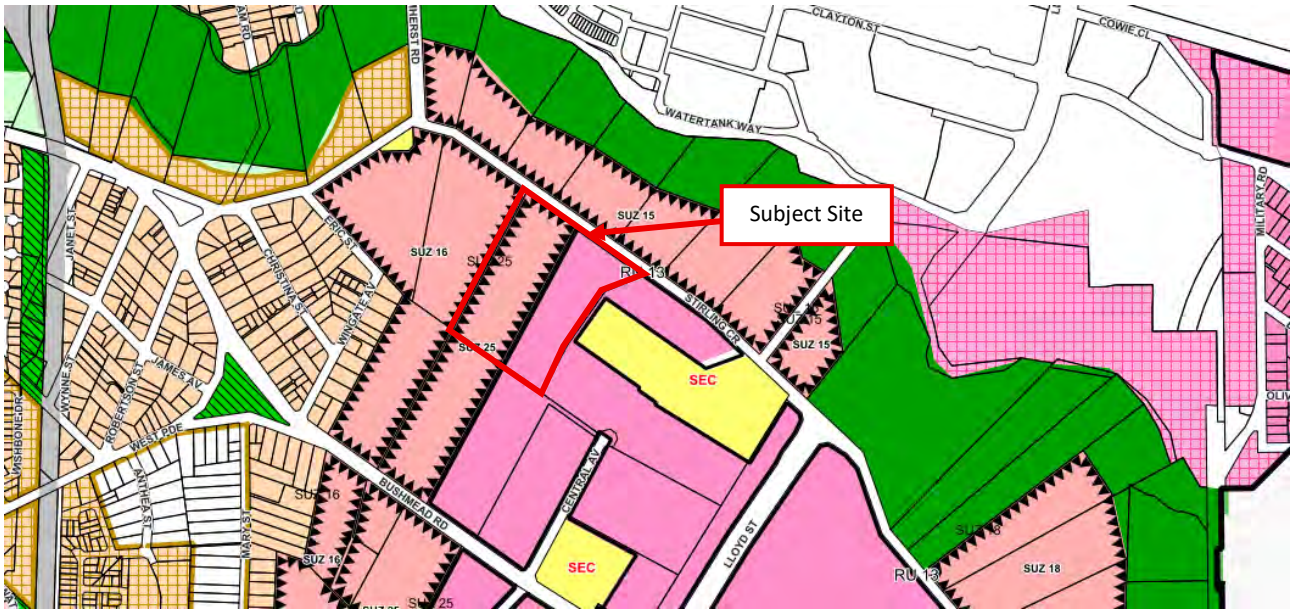


Source: JDSi/Rise Urban, July 2025

2.1 Existing Land Uses

The land zoning varies across the subject site. Lot 38 is currently identified as a "Special Use Zone 25" (SUZ25) under the Local Planning Scheme No. 17 (LPS17), and "Industrial, Urban" under the Metropolitan Region Scheme. Lot 1101 is zoned "General Industrial" under the LSP17, and "Industrial, Urban" under the Metropolitan Region Scheme.

Figure 2-2: Land Zoning



Source: City of Swan Intramaps

On the northern side of Stirling Crescent, west of the subject site (Lot 13) is *Helena River Steiner School – Primary Campus*. The school had enrolment of just over 100 students in 2023. Directly north of the subject site are two lots with standalone dwellings (Lot 14 and Lot 111). All other lots in the vicinity of the site are undeveloped.

2.2 Proposed Land Use

It is proposed that the subject site is developed into hardstand areas, suitable to store trucks, machinery and containers. “Storage” and “Transport Depot” are permitted uses under the LSP17 for the current land zoning.

2.3 Context with Surrounds

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

3 Road Network

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

Figure 3-1: Road Network



Source: Nearmap, inset: Google Street View

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

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

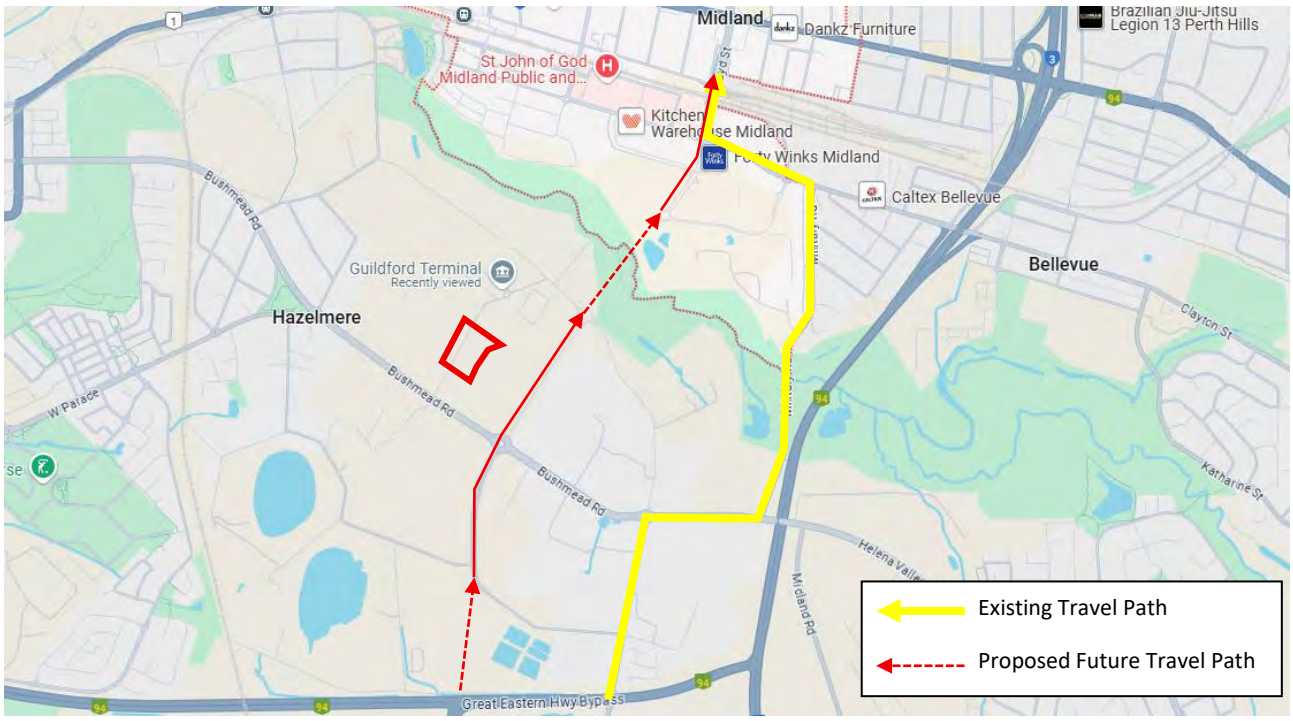
3.1 Proposed Network Changes

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

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

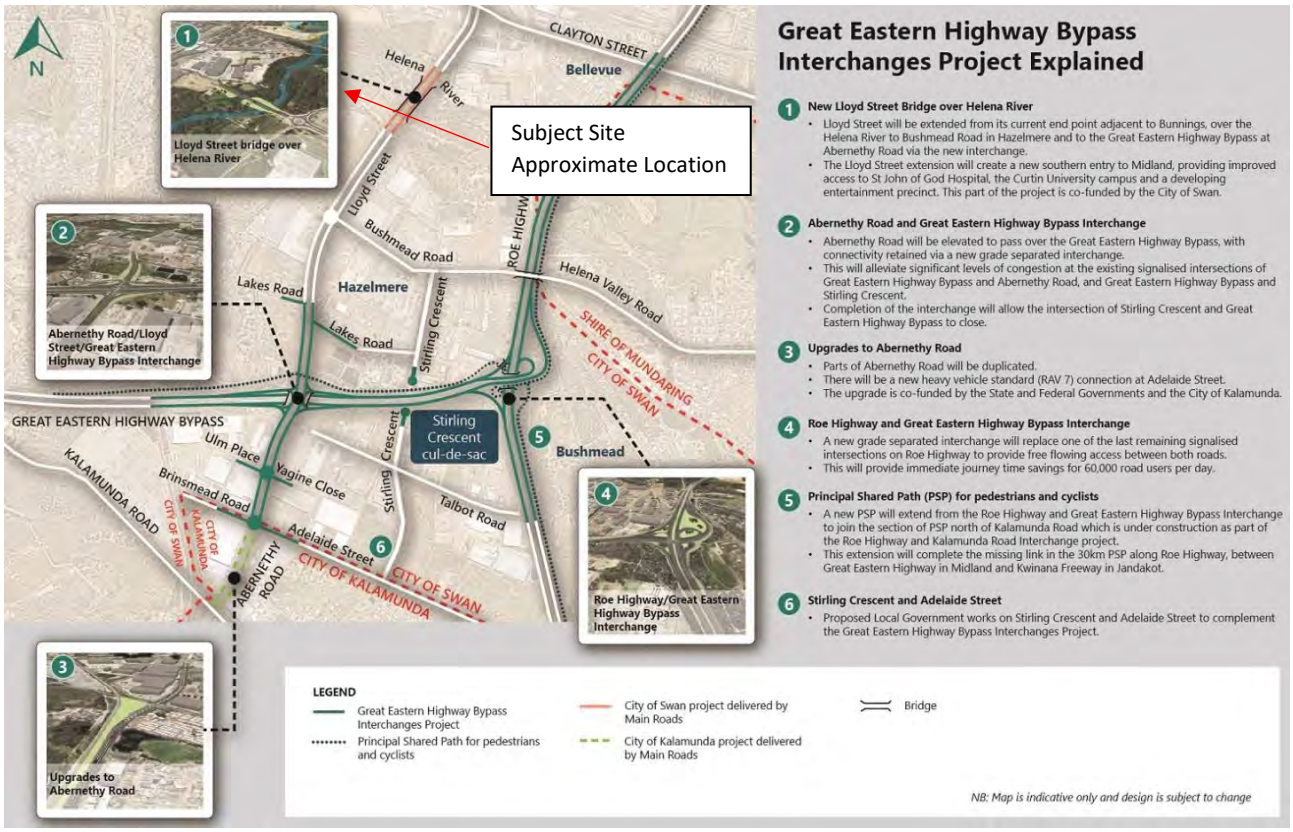
- Extension of Lloyd Street to GEHB
- Terminating Stirling Crescent at GEHB, with cul-de-sacs provided to the north and south
- Interchange at Roe Highway and GEHB (currently at-grade traffic signal controlled).

Figure 3-2: Vehicular Travel Path



Source: Google Maps

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



Source: Main Roads WA, dated May 2021

3.2 Restricted Access Vehicle (RAV) Network

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

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

Figure 3-4: RAV Network Route Map



Source: Main Roads WA Heavy Vehicle Network Map

4 Vehicular Access and Parking

It is proposed that the subject site will be used only to store trucks, machinery and containers. Each lot will operate independently of the other to enable most efficient use of the land area.

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

4.1 Access Arrangements

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

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

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

Stirling Street and Stirling Street/Amherst Road

The left turn semi-trailer movement from the east to south tracks into the opposing lane on Stirling Crescent/Amherst Road (refer Figure 4-1); however, remains within the road carriageway at all times. Given the very low site traffic generation of the development of 48 total vehicles per day, of which only a small portion will be 19m long trucks (nearby comparable industrial streets carry some 14% heavy vehicles[1] Class 3 and above), this projected movement of up to 8 semi-trailer trucks across a whole day, is considered acceptable in this instance.

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

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

The right turn inbound movement (south to east) tracks over the opposing lane on the minor road, however this is considered acceptable due to the movement being even further infrequent (based on the site estimated traffic generation), and there being no centre line on the minor road which would otherwise prohibit this movement (if a solid line).

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

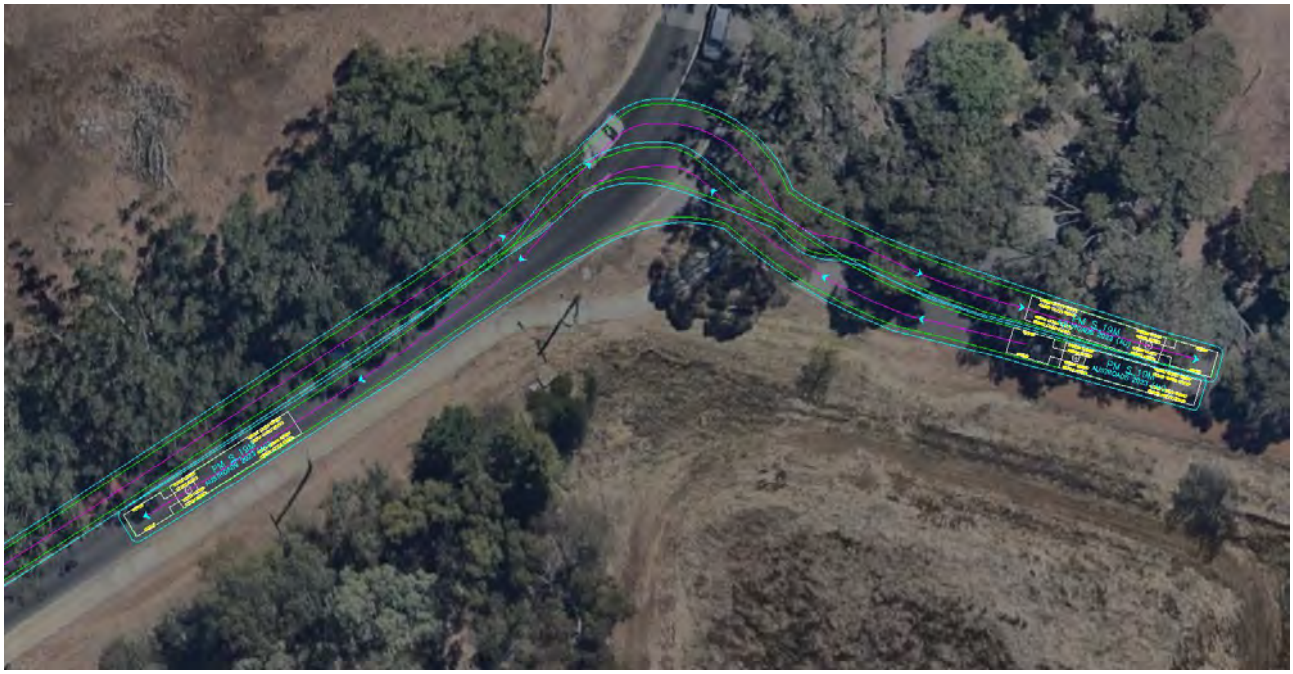


Image Source: Nearmap

Stirling Crescent and Bushmead Road

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

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



Image Source: Nearmap

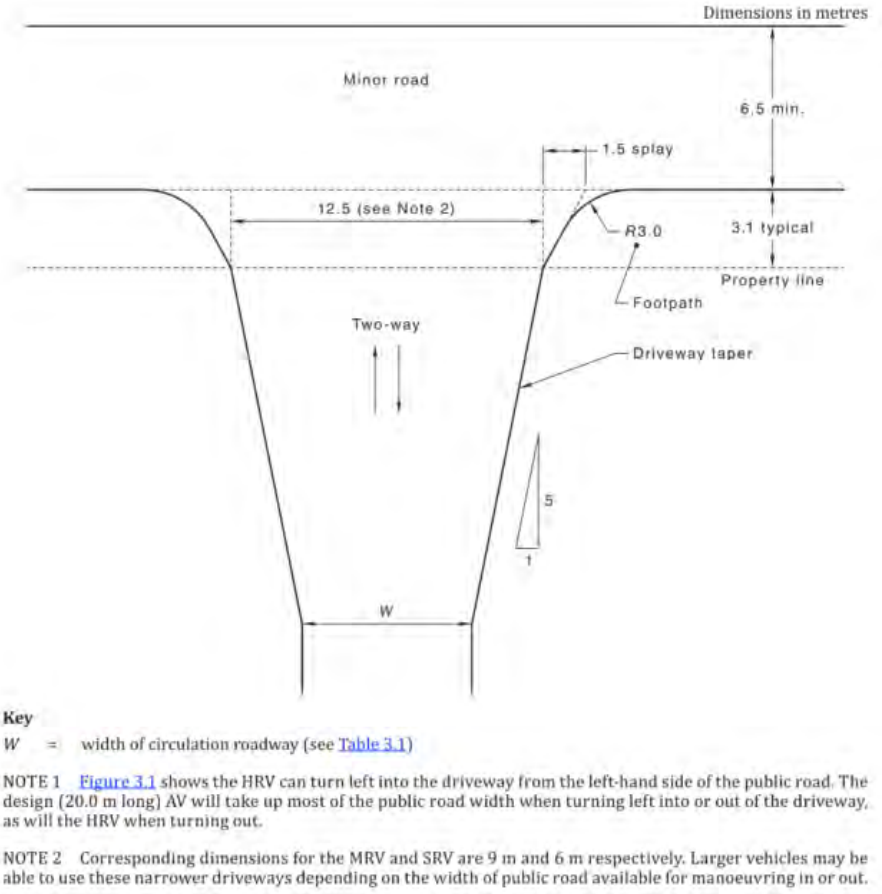
All other turning movements tested, including through the existing blister slow points, was achievable by a 19m semi-trailer.

The crossovers for Lot 38 are proposed to be 15m wide at the gate, and 28.5m wide at the front boundary. Lot 1101 crossovers are proposed to be 14.5m wide at the gate and 28.5m at the boundary.

Australian Standard 2890.2:2019 Commercial Vehicles indicates that for an access driveway on a minor road necessary to accommodate the movements of an articulated vehicle (up to 20m), the minimum driveway width at the property boundary is 12.5m. Refer Figure 4-3.

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

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



Key

W = width of circulation roadway (see Table 3.1)

NOTE 1 Figure 3.1 shows the HRV can turn left into the driveway from the left-hand side of the public road. The design (20.0 m long) AV will take up most of the public road width when turning left into or out of the driveway, as will the HRV when turning out.

NOTE 2 Corresponding dimensions for the MRV and SRV are 9 m and 6 m respectively. Larger vehicles may be able to use these narrower driveways depending on the width of public road available for manoeuvring in or out.

4.1.1 Sight Distances at Intersections

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

4.2 Car Parking

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

Storage:

- 2 spaces per 100 square metres GLA; or
- 2 spaces per person employed; or

- A minimum of 6 spaces; whichever is greater.

Transport Depot

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

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

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

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

5 Traffic Volumes and Vehicle Types

5.1 Existing Traffic Volumes

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

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

Table 5-1: Traffic Volumes

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

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

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

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

5.2 Proposed Development Traffic Generation

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

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

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



Kenwick – 3.8Ha (includes dwelling)



Maddington – 4,100m^2



Midland – 2,400m^2

With a total storage area of approximately 7Ha (including inaccessible areas for storage such as the proposed drainage basins and transmission towers), there is potential for several items to be stored on site – *estimated to be 60 units* per lot based on two rows of stored vehicles with a 10m wide storage pocket assigned to each.

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

If 10% of the total units able to be accommodated were transported either to or from site per day, the site would generate approximately 24 vehicle trips per day (inbound and outbound). This assumes that 6 units per site are moved daily.

If 20% of the total units able to be accommodated were transported either to or from site per day, the site would generate approximately 48 vehicle trips per day (inbound and outbound). This assumes that 12 units per site are moved daily.

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

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

The proposed development is estimated to generate up to 50 vehicle movements two-way per day IF assuming a conservatively high 20% site turnover per day. This equating to approximately a mere 0.5% increase in daily traffic on Stirling Crescent between Amherst Road and Bushmead Road. The existing heavy vehicle percentage of traffic through this section of road would increase from 5.0% to 5.6%.

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

6 Traffic Management of Frontage Streets

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

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

Table 6-1: Road Network

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

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

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

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

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

[2] Under the MRWA Functional Road Hierarchy

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



Image Source: Nearmap

7 Public Transport, Pedestrian and Cycle Access

7.1 Existing Facilities

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

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

Figure 7-1: Active and Public Transport Facilities

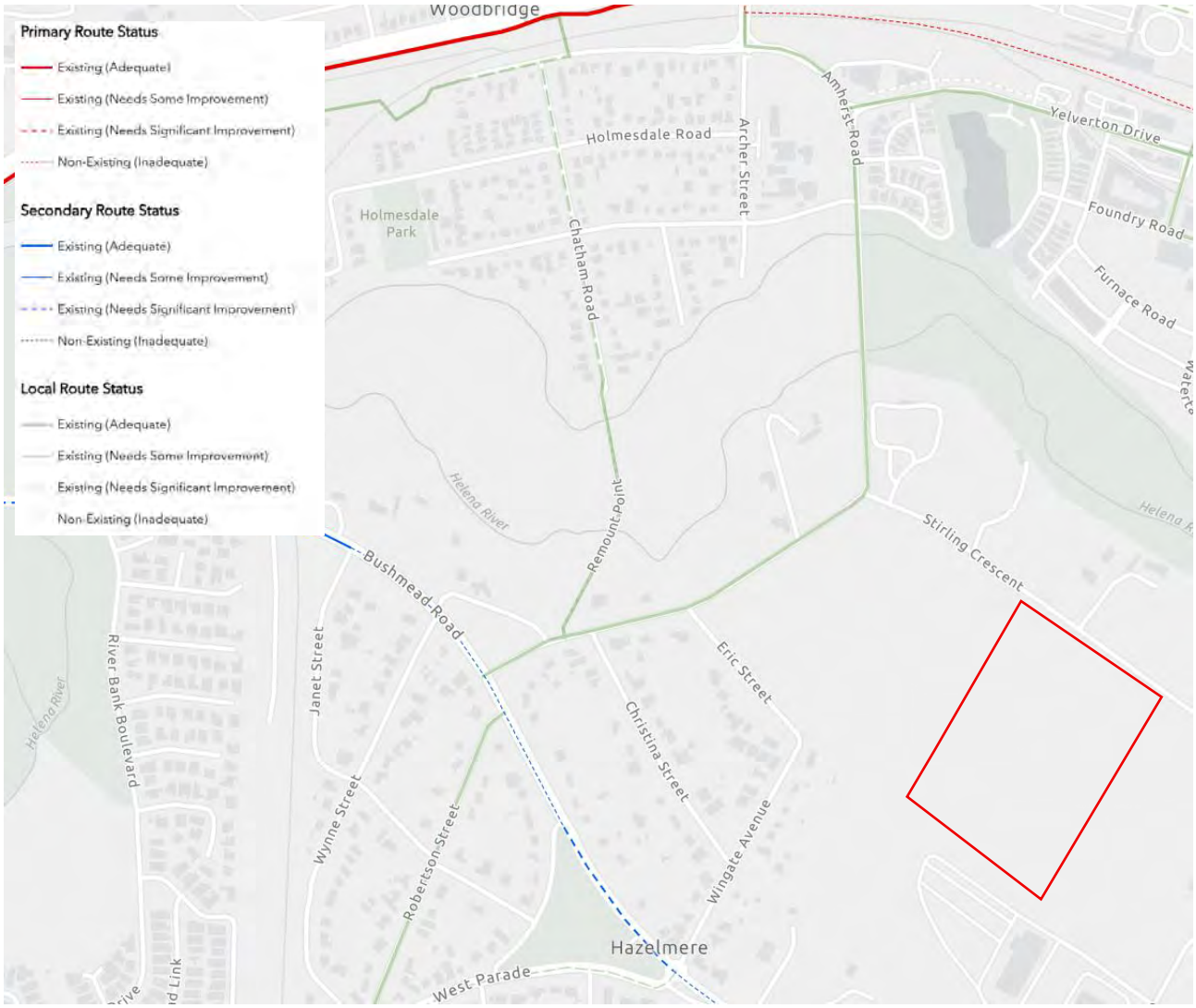


Image Source: Nearmap

7.1.1 Long Term Cycle Network

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

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



Source: DoT LTCN Map

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

8 Site Specific Issues

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

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

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

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

Figure 8-1: MRWA Functional Road Hierarchy

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

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

Source: MRWA

The subject site is located opposite two rural residential lots, and *Helena River Steiner School*. The potential interaction between the vehicles accessing the site and the opposing land uses is low, with all turning at the access points clear of the turning movements at the school entrance.

9 Safety Issues

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

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

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

Figure 9-1: Crash Map

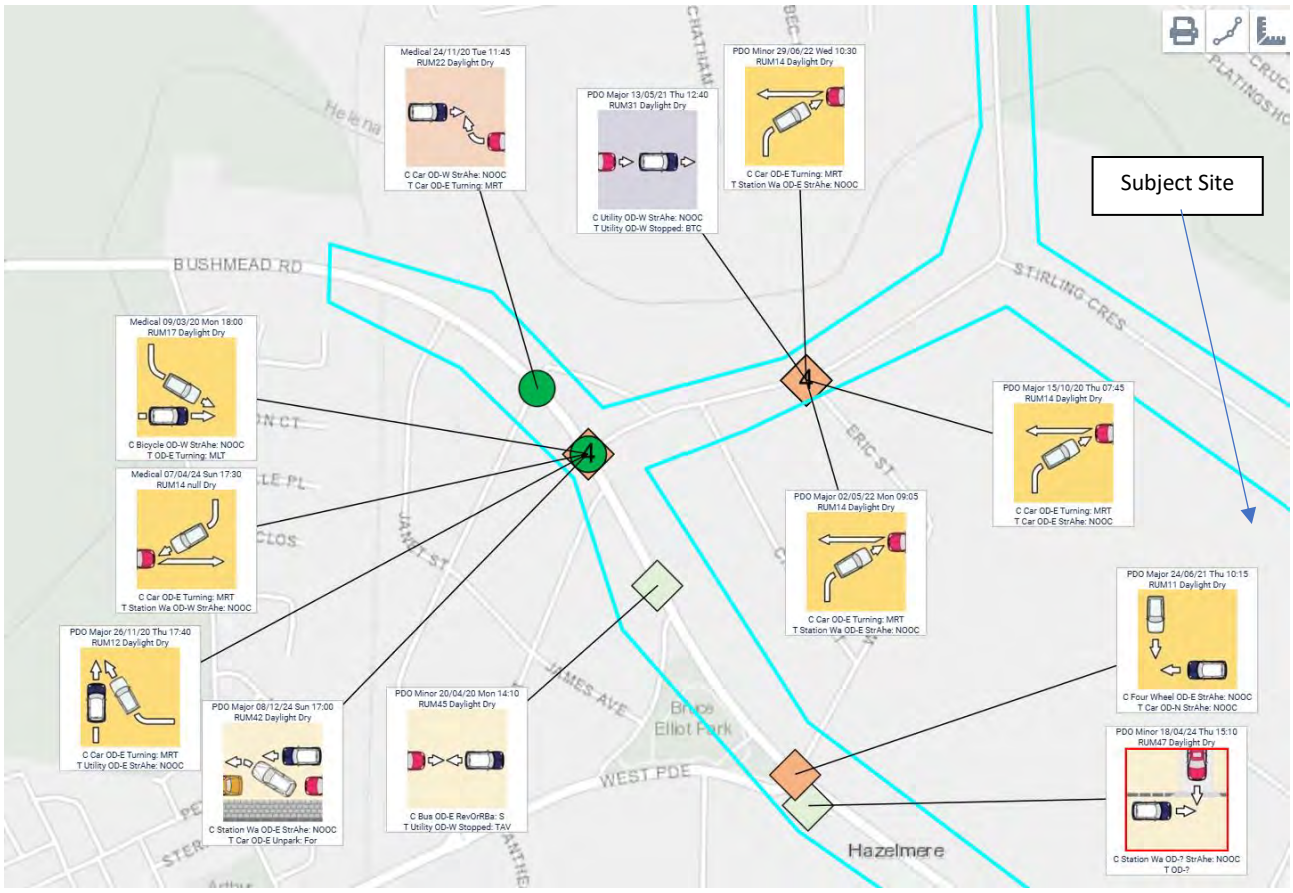


Image Source: MRWA Crash Analysis Reporting System, 5 year period to 2024.

10 Conclusion

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

- The proposal seeks to develop Lot 38 and Lot 1101 Stirling Crescent, Hazelmere into two hardstand areas, with a total usable space of approximately 7Ha.
- It is proposed the subject site will be used only to store vehicles, machinery and containers.
- The lots to the west of the subject site are currently included in a draft Structure Plan being developed by others that currently propose a new north to south road constructed to connect Stirling Crescent to Bushmead Road, negating the need to use the nearby residential streets by industrial traffic.
- The site and the surrounding area are predominantly zoned 'Industrial' under the *City of Swan Local Planning Scheme No. 17*.
- Access to the site will be from the west only and deemed acceptable for the site use and very low traffic generation. Stirling Crescent is unconstructed to the east between the subject site and Lloyd Street roundabout.
- Future road planning includes the extension of Llyod Street to the north to tie into an existing roundabout on the northern side of Helena River, and to the south to connect with a proposed grade separated intersection with Abernethy Road at Great Eastern Highway Bypass. The upgrades form part of the *Great Eastern Highway Bypass Interchange Project*.
- Stirling Crescent west of Lloyd Street to the Guildford Terminal power station is currently on the RAV4 Network. It is anticipated that the RAV4 Network will be extended to the west with the connection of Stirling Crescent.
- The subject site will be accessed on an as needed basis, with a site operator granting access by prearranged appointment only.
- The subject site has been assessed as able to accommodate up to 120 units in storage, assuming 30 units in two rows per site, stored within a 10m wide footprint.
- Assuming conservatively high daily turnover of 20% of the site storage units, the subject site could be estimated to generate up to 48 vehicle trips per day (inbound and outbound).
- This low level of traffic generation is an increase of less than 1% of the daily traffic on Stirling Crescent, and expected to increase the percentage of heavy vehicles from 5.0% to 5.6%.
- It is not proposed that any on site car parking is provided. There is not proposed to be any permanent on-site employees, or structures, and all visitors are required to have a prearranged appointment. Parking is able to be ad hoc on site, due to the large size of the site and the proposed operation.
- Swept path analysis for the largest vehicle proposed to access the site, a 19m semi-trailer, demonstrates that both lots are accessible from the west, noting that access from the west is a

temporary measure until such time that the impending Industrial Structure Plan is developed providing alternative access for trucks.

- It is not anticipated that the proposed development will increase the risk of crashes on the surrounding network, with the recorded crashes somewhat inconsistent in nature, and none of which involved a heavy vehicle.

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

Appendix A Site Plans



PLAN
SCALE 1:1000

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

NOTES

1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS OTHERWISE SHOWN
2. ALL LEVELS SHALL BE DETERMINED FROM BENCH MARKS ESTABLISHED BY THE PROJECT SURVEYOR
3. ALL LEVELS ARE FINISHED SURFACE LEVELS. ROADS, FOOTPATHS AND HARDSTANDS TO BE BOXED OUT TO APPROPRIATE DEPTHS
4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS

BASIN

5. LOCAL NATIVE VEGETATION AS PER LANDSCAPE PLAN. 3 PLANTS PER m2.
6. VEGETATION SHALL BE IN ACCORDANCE WITH THE VEGETATION GUIDELINES FOR STORMWATER BIOFILTERS IN THE SOUTH-WEST OF WESTERN AUSTRALIA PRACTICE NOTE (MONASH UNIVERSITY, 2008).
7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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

WARNING
BEWARE OF UNDERGROUND SERVICES
BEFORE YOU DIG www.byda.com.au
The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Work Health and Safety (General) Regulations 2022.

REV	DATE	DRAWN	CHECKED	APPROVED	
B	14.07.25	AP	MS	MS	ISSUED FOR APPROVAL
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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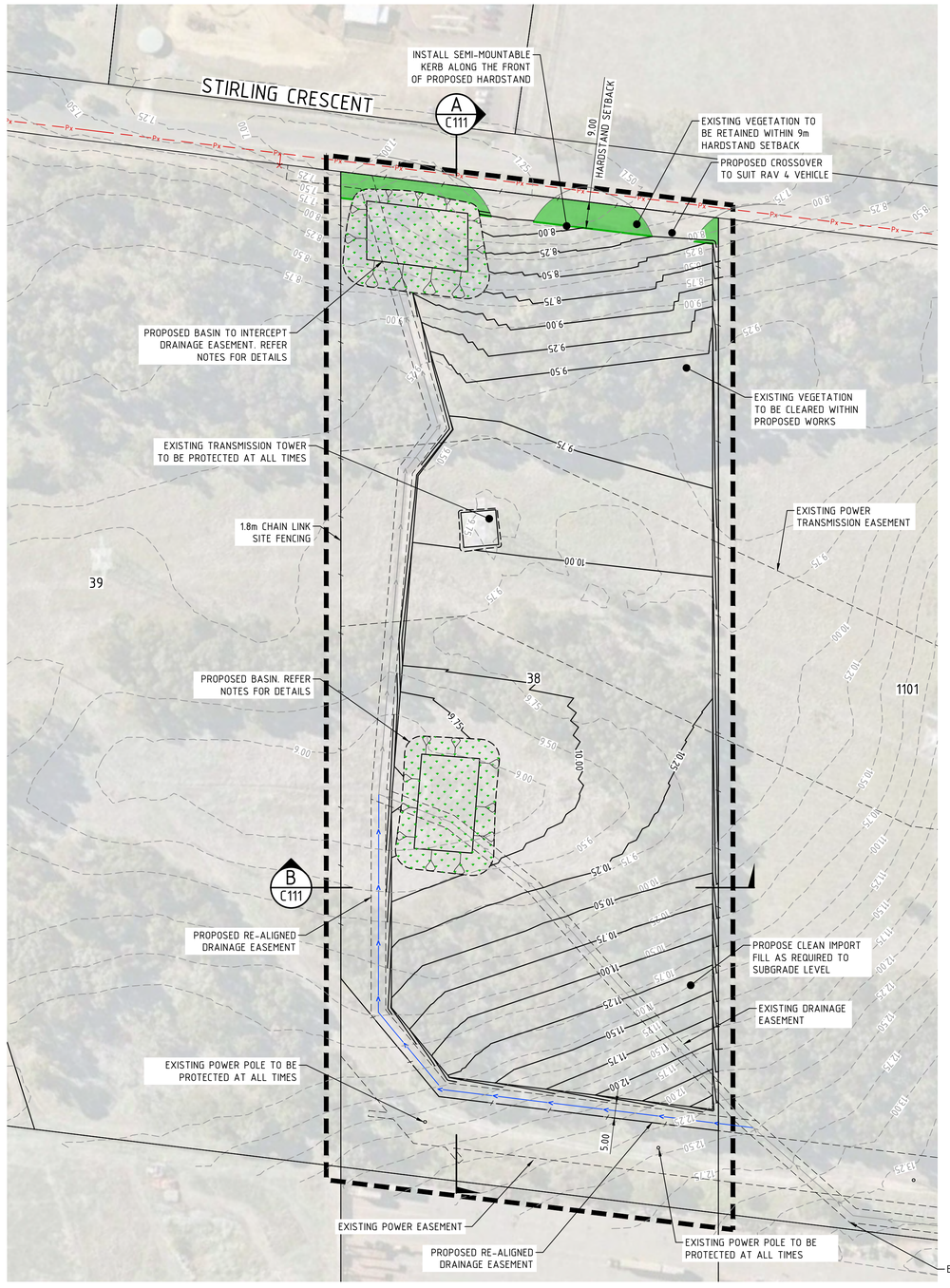
CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS PLAN LOT 1101

DRAWN: A.PEARCE		WAPC No.	
DESIGNED: A.PEARCE		SCALE @ A1: 1:1000	
PROJECT MANAGER: M.SMITHERS		DATUM: AHD	CO-ORDS: MGA94
JDSI PROJECT No.: JDS252461.BE01	DRAWING No.: C100		REVISION: B

Plotted By: APearce Plot Date: 14/07/25 - 15:26 Cad File: \\JDSI-SRV06\Projects\JDS252461\JDS252461.BE01\02 CIVIL\Drawings\JDS252461.BE01_C100-C101.dwg



PLAN
SCALE 1:1000

NOTES

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4. EXISTING SERVICES ARE SHOWN FOR INFORMATION ONLY - FOR CONSTRUCTION DETAILS REFER TO RELEVANT SERVICES DRAWINGS

BASIN

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7. FILTER MEDIA IN ACCORDANCE WITH FAWBS GUIDELINES FOR SOIL FILTER MEDIA IN BIOBASIN SYSTEMS (MONASH UNIVERSITY, 2018).
8. 500mm OF SANDY SOIL OVER THE BASE WITH A PHOSPHOROUS RETENTION INDEX (PRI) OF GREATER THAN 10.

LEGEND

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- 2 — LOT NUMBER
- 15.00 — PROPOSED CONTOURS (0.25m INTERVAL)
- 15.00 — EXISTING CONTOURS (0.25m INTERVAL)
- PROPOSED BATTER
- PROPOSED ROAD
- Px — EXISTING PRESSURE MAIN
- EXISTING SWALE
- PROPOSED SWALE
- EXISTING VEGETATION TO BE RETAINED
- PROPOSED BASIN VEGETATION

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

WARNING
BEWARE OF UNDERGROUND SERVICES
BEFORE YOU DIG www.byda.com.au
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REV	DATE	DRAWN	CHECKED	APPROVED	
B	14.07.25	AP	MS	MS	ISSUED FOR APPROVAL
A	04.07.25	AP	MS	MS	ISSUED FOR APPROVAL

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JDSi CONSULTING ENGINEERS

CLIENT: CWS CORPORATION PTY LTD

PROJECT: HAZELMERE INDUSTRIAL PARK DEVELOPEMENT APPLICATION

DRAWING TITLE: EARTHWORKS PLAN LOT 38

DRAWN: A.PEARCE	WAPC No.
DESIGNED: A.PEARCE	SCALE @ A1: 1:1000
PROJECT MANAGER: M.SMITHERS	DATUM: AHD / CO-ORDS: MGA94
JDSI PROJECT No.: JDS252461.BE01	DRAWING No.: C110 / REVISION: B

Plotted By: APearce Plot Date: 14/07/25 - 15:26 Cad File: \\JDSI-SRV06\Projects\JDS252461\JDS252461.BE01\02 CIVIL\Drawings\JDS252461.BE01_C110-C111.dwg

From: Diana Nussey
To: Darcy Gibson
Subject: RE: Planning Referral - DA-1183/2025 - Lot 38 Stirling Crescent, Hazelmere
Date: Monday, 5 January 2026 12:34:24 PM
Attachments: image001.png

OFFICIAL

Dear Darcy,

RE: Planning Referral - DA-1183/2025 - Lot 38 Stirling Crescent, Hazelmere

Thank you for providing the above referral for the Department of Water and Environmental Regulation (DWER) to consider. DWER has assessed the proposal and has the following comments to provide:

Under section 51C of the *Environmental Protection Act 1986* (EP Act), clearing of native vegetation is an offence unless:

- it is undertaken under the authority of a clearing permit
- it is done after the person has received notice under Section 51DA(5) that a clearing permit is not required
- the clearing is subject to an exemption

Based on the information provided and noting initial advice from DWER, the vegetation cleared appears to have been intentionally planted and does not fit the definition of 'native vegetation' as specified under the EP Act. Therefore, a permit to clear under the EP Act is not required.

DWER has no objection or further comments on the proposed hardstanding.

If you have any queries, please contact me.

Kind regards,

Diana Nussey
A/Senior Natural Resource Management Officer
Swan Avon Region Planning Advice
Approvals – Statewide Delivery

Department of Water and Environmental Regulation
7 Ellam St, VICTORIA PARK WA 6100
T: (08) 6250 8014 | E: diana.nussey@dwer.wa.gov.au
www.dwer.wa.gov.au | Twitter: @DWER_WA

From: Darcy Gibson <Darcy.Gibson@swan.wa.gov.au>

Sent: Thursday, 11 December 2025 10:45 AM
To: Swan Avon Land Use Planning <swanavon.landuse@dwer.wa.gov.au>
Subject: Planning Referral - DA-1183/2025 - Lot 38 Stirling Crescent, Hazelmere

Hello Sir/Madam,

The City has received an application for Hardstand (Storage and Transport Depot) at Lot 38 Stirling Crescent, Hazelmere.

The works proposed to be undertaken are as follows:

- Earthworking to reduce the gradients of the lopes, with a maximum fill height of 0.75m but typically ranging from 0.25m – 0.5m;
- Construction of two driveways from Stirling Crescent;
- Construction of two drainage basins, one on the west side in the centre and one in the north-western (lowest) corner, with depths ranging from 1m-2m FFL;
- Retention and protection of the transmission tower;
- Construction of 1.8m chain link fencing around the site boundaries; and
- Partial relocation of the drainage swale adjacent to the alignment to the 132kV power easement near the southern and western boundaries, and connection of the drainage swale to the basin in the north-western corner.

Supplementing the application package there appears to be an initial consultation had between the applicant and DWER with respect to whether the clearance of the vegetation **(that has now been removed without approval from the City of Swan)** required a clearance permit from DWER. I have attached this for your consideration. The City of Swan is seeking your comments with respect to your disposition on the clearance of vegetation on-site. The applicant has not submitted an arborist report detailing the type, health or maturity of the trees to be removed. Can you please confirm the following:

- Does the clearance of this vegetation require any retrospective approvals or clearance permits from DWER?
- What is DWER's disposition with respect to the hardstanding of this site – specifically with respect to any conditions you want imposed in the event the City recommends this proposal be approved.

The City wishes to seek clarity on your disposition with respect to this proposal, as well as any technical comments and/or conditions associated with the western power infrastructure present on site.

Noting the holiday period ahead, the City acknowledges that there may be delays associated with providing a response. Notwithstanding – this application will be determined by the DAP, with the City submitting a 'Responsible Authority Report' (RAR) with a recommendation for the DAP to determine. The current RAR due date is the 22 January 2026, which is 42 days from the date of this referral. The City therefore requests that a response be expedited to allow time to incorporate your comments into the RAR.

Notwithstanding, could you please your comments by no later than **COB 21 Jan 2026**.

If you have any questions pertaining to the above, please do not hesitate to contact me on 9267 9030.

Kind Regards,

Darcy Gibson
Senior Planning Officer
Statutory Planning

City of Swan

T: 08 9267 9030
2 Midland Square, Midland | PO Box 196 MIDLAND DC WA 6936
www.swan.wa.gov.au

The City of Swan acknowledges the Traditional Custodians of this region, the Whadjuk people of the Noongar Nation and their continuing connection to the land, waters and community. We pay our respects to Elders past and present, and their descendants.

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9 January 2026

Darcy Gibson & David Tomkin
Senior Planning Officers
City of Swan
2 Midland Square
MIDLAND WA 6056

Dear Darcy and David,

RE: DA-1342/2025, DA-1343/2025, DA-1183/2025 & DA-1184/2025 (Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere) - Hardstand (Storage, Carpark and Transport Depot)

The subject sites are traversed by high voltage 330kV and 132kV assets and transmission lines, which are located across the sites and are protected by registered easements to the benefit of Western Power. In addition, Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016 relating to safety clearance requirements also apply.

Western Power does **not support** the proposed Hardstand (Storage, Carpark and Transport Depot) as proposed by development applications DA-1342/2025, DA-1343/2025, DA-1183/2025 & DA-1184/2025, on Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere.

The intended purpose for hardstand (storage, carpark and transport depot, does not comply with the registered standard easement conditions under the Energy Operators (Powers) Act 1979 (WA), Guidelines for the Safety of Buildings Near Network Operator Electrical Assets and Australian Standard AS/NZS 7000:2016.

The proposed land use activities to these sites intensifies the existing service of the transmission corridor from the Guildford Terminal and Hazelmere substation, providing no certainty to the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.

Further justification is attached, however should you wish to discuss any items raised, please contact the undersigned.

Kind regards,

Doreen Rowley
Land Use Planning Specialist
Land Access & Land Use Planning - Social Performance and Approvals

A 95 William Street Perth 6000 | T (08) 9326 6634
E Doreen.Rowley@westernpower.com.au
Available – Monday to Friday 8:30am – 5pm | WFH Monday and Thursday
westernpower.com.au

Further justification & details

Western Power's Clearance Assessment Mapping Tool provides a clear visual display showing the transmission line locations and the easement and safety clearance areas on the subject sites:



Western Power assets on the sites, includes two transmission corridors from the Guildford Terminal and Hazelmere substation respectively. which are inclusive of land use controls and interface design provisions and are required from the City of Swan to ensure suitable levels of asset protection is maintained from intensification from the urban environment, discouraging permanent development and additional land uses within its registered easements and safety clearance areas.

The sites are functionally utilised from a land use planning perspective for critical electricity transmission infrastructure and registered via the appropriate land tenure arrangements, being an established registered easement on titles and safety clearance requirements under the Energy Operators (Powers) Act 1979 (WA) and *Guidelines for the Safety of Buildings Near Network Operator Electrical Assets* and Australian Standard AS/NZS 7000:2016. The existing established registered easements and safety requirements restricts additional land uses functioning within the lots and within the easement areas.

Western Power discourages development/intensification of land use within the easement and in proximity to assets, which is required for the level of protection to maintain safety, unconstrained access, limiting the impact of development to Western Power network assets.

The intended purpose for Hardstand (Storage, Carpark and Transport Depot), does not comply with the registered standard easement conditions under the Energy Operators (Powers) Act 1979 (WA) and *Guidelines for the Safety of Buildings Near Network Operator Electrical Assets* and Australian Standard AS/NZS 7000:2016 on the sites as follows:

(i) interfere in any way with the Transmission Works

Western Power confirm future works to the existing transmission line on the sites is intended for CEL Perth Circuit and Collie, which are tied to the South West Interconnected System Transmission Plan (also referenced locally as the Grid Plan), including the possibility of removal of the 132kV bypass line and direct connection of that circuit into Guildford Terminal, which are works established under the Deeds under the Energy Operators (Powers) Act 1979 (WA).

Safe access and prevention of encroachment under transmission lines is also required, in addition to a high risk of lifting anything under the transmission lines without measures to ensure all safe working clearances are maintained.

Should the proposed development be supported and the intended activities occur across the subject sites, safe access and prevention of encroachment under transmission lines and interference with future energy needs, which may include the need for Guildford Terminal expansions and additions transmission line connections, may subsequently be impacted.

(ii) construct, improve, enlarge or alter any building, structure or improvement (including but not limited to a shed, stable, retaining wall, fence, sign, garage, carport, veranda or light pole) within the Easement Area...

The development plans for Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere propose 1.8m Chain Link Site Fencing across the sites western boundaries and within the easement and safety clearance areas, restricting Western Power access to the transmission lines on the sites and providing necessary works as required.

(iii) alter or disturb the grade or contours of land within the Easement Area...

The contours of the sites as detailed on the development plans shows that the gradient of the land falls from south to north, towards Stirling Crescent at a maximum fall of approximately 5.5metres. The hardstand development is proposed to raise the levels from the natural ground level at approximately 250mm to 1m across the sites under the transmission lines and within the registered easement and safety clearance areas.

(iv) construct, improve, enlarge, excavate or alter any contour bank, stormwater drain, compensating basin, artificial or natural lake, dam, river, lake or anything else capable of holding water...

The development plans for Lots 1101 and 651 are proposed with basins under the 330kV and 132kV transmission lines, encroaching the easement and safety clearance areas, which will require excavation of land for water storage and ultimately increasing the safety and services concerns of the transmission lines.

(viii) place or store any sea containers or similar objects within the Easement Area ...

The supporting PJA Transport Impact Statement for Lots 39 and 651 states that the sites are for the purpose of storage of vehicles, machinery and **container**s with approximately 140 storage units that can be accommodated.

The supporting PJA Transport Impact Statement for Lots 38 and 1101 states that the sites can potentially accommodate approximately 120 storage units.

In the absence of development plans showing the locations of the proposed storage units ensuring the clearance of the easement and safety areas cannot be determined. In addition, storage units on the subject sites would obstruct access to Western Powers transmission lines for maintenance and necessary works to occur.

(ix) bring any vehicle, water vessel, machinery, crane or other equipment onto the Easement Area which exceeds, or has any part, component or accessory which exceeds 4.5 metres in height ...

Vehicle parking, movement and including locations of machinery, crane or other equipment cannot be determined on the subject sites without development plans that detail easement area restrictions being maintained. Again, certainty of equipment, accessory or parts obstructing Western Power assets cannot be secured.

(x) park, store or leave on the Easement Area any vehicle, water vessel, machinery, crane or other equipment which exceeds 2.5 metres in height;

Vehicle parking, storage areas and transport depot location on the sites cannot be determined to ensure encroachment to the easement area does not occur. The transmission easement and safety areas are restricted in height for vehicle and machinery manoeuvring.

(xiii) carry on any activity which causes any damage, or have the potential to cause any damage to the Transmission Works or will impact or have the potential to impact the continuous operation of the Transmission Works.

The intended storage, carpark and transport depot activities on the proposed hardstand on the subject sites do not provide security to damage or the continuous operations being impacted to the Transmission works.

In addition to the above, the City of Swan's, Hazelmere Special Use 16 Structure Plan proposal affecting Lots 39 and 650 is currently pending determination by DPLH. Western Power provided response to the Structure Plan , advising the restrictions of the land traversed by high voltage 330kV and 132kV assets and transmission lines, which are protected by registered easements and safety clearance requirements. The current development applications on the sites are inconsistent with the Hazelmere Special Use 16 Structure Plan proposal.

The proposed hardstand development for the intended use for Storage, Carpark and Transport Dept over Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere is contrary to the standard easement and safety clearance conditions requirements under the Energy Operators (Powers) Act 1979 and *Guidelines for the Safety of Buildings Near Network Operator Electrical Assets* and Australian Standard AS/NZS 7000:2016 for the existing 132kV and 330kV overhead transmission lines and assets on the subject sites.

Western Power recommends that applications DA-1342/2025, DA-1343/2025, DA-1183/2025 & DA-1184/2025 (Lots 39, 651, 38 and 1101 Stirling Crescent, Hazelmere) - Hardstand for Storage, Carpark and Transport Depot be **Refused**, giving due regard to suitability of the land for the development and taking into account the detrimental possible risks to the existing servicing transmission corridors and future intended corridor works, which will be impacted by the proposed development.

Hi Darcy and David,

Please see attached our responses to the public submissions. I've also attached the updated plans. The remainder of this email comprises our responses to the City and Western Power's comments.

We've relocated the basin that was partially in the easement in Lot 1101, however have not been able to do so for Lot 651 as the south-western corner is the lowest part of the lot. All other basins are outside of the easement.

The references in the TIS to 120 storage units were to explain the assumptions that PJA used to demonstrate how they reached the conclusions in their report. We do not know exactly how many storage units will be placed on each site as that will be dependent on tenant requirements, and the tenants are as yet unknown. As such, we have not updated the plans to show this. Likewise, we have also not shown container storage, miscellaneous storage and truck pick up/drop off bays as these are unknown, and as we are seeking flexibility for the entire hardstand area to be used for these purposes.

We would be prepared to accept a condition requiring a management plan to be provided for the land within the Western Power easement, confirming how the site operation will be managed to avoid affecting the electricity infrastructure or causing a safety hazard. The benefit of a condition is that the management arrangements can be confirmed once the tenant and site operation are known, and the City will be able to enforce those arrangements through the condition. To attempt to confirm these arrangements now would raise the risk of creating loopholes or unnecessary restrictions.

We do not accept Western Power's contention that this development application should be refused due to the easement conditions, and note that many of the matters in the easement conditions (particularly (ii), (iii), (iv), (viii) and (ix)) are subject to agreement with Western Power, rather than prohibited. We also note that a considerable amount of industrial land under similar powerlines around Perth is used for storage, and has boundary fencing exactly as proposed by these applications.

With respect to the remaining matters raised by Western Power:

- (i): Western Power is not currently undertaking transmission works and they have the right, as beneficiary of the easement, to access the land to undertake future works.

- (x): The proposed management plan can include a provision restricting any item or vehicle that exceeds 2.5m in height from being left within the easement area.
- (xiii): The proposed management plan can ensure that no activity which causes damage or has potential to cause damage to the transmission lines, or has potential to affect the transmission works, is undertaken in the easement.

We also note that any easement conditions are generally a matter for the landowner and Western Power to address directly. However, given the City does still need to consider Western Power's referral comments, we believe the management plan approach best addresses all parties' views.

If you need anything further from us or would like us to respond to the two outstanding public submissions, please feel free to contact me.

Kind regards,

Nick Grindrod
Senior Planner

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