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Message from the Mayor

The City of Swan comprises a large land area with diverse communities. Planning for such a diverse area requires creative solutions.

Local area plans provide the opportunity to recognise the unique character and needs of these diverse communities.

Local area planning involves local community members working together with the City to identify the specific issues affecting their community and, to produce a plan that provides solutions to meet the specific needs of their local area and to support its unique character. This local area plan is therefore an important document for the City to plan for infrastructure and services and manage change at a local level.

The City appreciates the tremendous support and contribution made by community members and other stakeholders in developing this local area plan.

Cr David Lucas
Mayor
City of Swan
1.0 Local Area Plan Introduction

The City’s Place Management approach to service delivery recognises that the City is made up of many communities which may have very different needs and aspirations.

Documents such as the City’s Strategic Community Plan and Local Planning Strategy guide the City’s business planning by identifying future land use, strategies and actions at the district level but do not necessarily identify the particular needs and aspirations of individual communities.

1.1 What is Local Area Planning?

Local Area Planning (formerly Place Planning) has been adopted by Council under its Integrated Planning Framework (Figure 1) and provides a mechanism for local communities to address issues through a consultative process. The process establishes a vision and objectives for each local area and identifies strategies and actions to achieve the vision and objectives that, together with strategies and actions identified in the Strategic Community Plan and the Local Planning Strategy, informs the City’s business planning process.

1.2 The Local Area Plan Model

The local area planning model (Figure 1) indicates how local area planning integrates with the Strategic Community Plan (SCP) and the Local Planning Strategy (LPS) in order to inform corporate business planning to achieve place based planning and service delivery. Each “ring” of the model informs the next ring in a two way process. The results of annual monitoring of the service delivery will in turn provide input into the other “rings”, thereby closing the loop.

At the centre of the model is the SCP, which is a document mandated by the Department of Local Government, Sport and Cultural Industries at the core of business planning by local governments under the Integrated Planning Framework (Figure 2). The SCP sets out a vision, aspirations and objectives for the City over the next ten years and includes five key result areas, being, Economic Environment, Natural Environment, Built Environment, Social Environment and Governance.

The LPS is a land use planning tool prescribed under the Planning and Development Act 2005. The LPS examines key land use planning issues and defines strategies and actions to respond to those issues at the district level. These issues flow into each other and cross the key result areas under the SCP. The LPS does not consider differences between Places, in particular differing community priorities. Strategies and actions under the LPS will therefore be carried forward to the local area plans under relevant result area themes but further refined and prioritised relevant to the Place area as a result of the local area plan community workshops.
1.3 Local Area Plans

The local area plans (LAPs) consolidate the outcomes and objectives from the SCP and the strategies and actions from the LPS and further develop these specific to the relevant local area and prioritise them. This will be guided by issues, concerns and opportunities raised by the community through an online consultation platform to be conducted for each local area. Outcomes of the LAPs, importantly, also provide feedback to the LPS and the SCP. Dependent upon the point within the cycle of review of the SCP and the LPS, LAPs therefore also inform the SCP and LPS.

The first Guildford Hazelmere LAP was adopted in September 2014. The preparation of this background report is the first step to inform the preparation of the second and refreshed version of the Guildford Hazelmere LAP.

The outcome of the model is Place based delivery of services in accordance with adopted strategies and actions detailed in the LAPs and integrated through the City of Swan’s Corporate Business Planning Process.

Figure 1. Local area planning model

Figure 2. Integrated Planning Framework Model
2.0 Context

2.1 Guildford Hazelmere Local Area Plan
The Guildford Hazelmere local area is located 12 kilometres north-east of Perth CBD and comprises the localities of Guildford, South Guildford, Hazelmere, Bushmead and part of Perth Airport (Figure 3).

Guildford is located on a peninsula, bound by the Swan River to the west and north and the Helena River to the south. The suburb of Woodbridge (West Midland) forms its eastern boundary through Guildford Grammar School. The suburb is one of the earliest settlements in Western Australia and is characterised by historic buildings and streetscapes.

Hazelmere is located immediately south of Midland and is bordered in the north by the Helena River, the suburb of Helena Valley to the east, Adelaide Street to the south and the freight line to the west. The suburb includes a small residential growth area, a rural-residential area, a major industrial area, as well as vital freight and logistical road and rail networks such as the Great Eastern Highway Bypass and Roe Highway.

South Guildford is situated immediately south of the Guildford town bordered by the Helena River to the north, Swan River to the west, the Great Eastern Highway Bypass and Kalamunda Road to the south and the freight line to the east. This area also includes a light industrial area as well as significant residential growth areas through the new estates of Waterhall and Rosehill Waters.

The majority of Perth Airport, including the existing terminals, is located in the City of Belmont, with the northern portions located within this local area and falling within the area of the Hazelmere Enterprise Area Structure Plan (HEASP). This area is currently earmarked for development as per the Perth Airport Master Plan.

2.2 History
The Noongar people have inhabited the region for more than 40,000 years. Their stories tell of the giant serpent creature, the Wagyl, which travelled from the hills in the east to the ocean in the west, creating the Swan River on the way. The Beeloo tribe inhabited the area that is now the City of Swan at the time of the founding of the Swan River Colony in 1829.

2.2.1 Guildford
Guildford in particular has always been an important meeting place for Noongar people, as it contains many camp and spiritual sites which have been used by Noongars from pre-contact to present day (SWALSC, 2018).

The European history of Guildford town begins in the early 1800’s, making it one of the earliest areas of settlement in the Perth metropolitan area. The Guildford town site was first surveyed in 1829 and was chosen for its ideal location on the peninsula between the Swan and Helena Rivers. Due to its prime location, the town site was able to serve as a river port and market centre for the surrounding agricultural districts.

The town of Guildford was declared a municipality in 1871 and significantly, railways were introduced in 1880.

Guildford experienced many periods of ups and downs resulting from changes in the economy and periods of war time hardship. After WWII, the area experienced resurgence and became a more desirable place to live. As a result, character houses were gradually restored and additions made to upgrade houses to contemporary living standards in this predominantly single residential suburb.

The National Trust identified Guilford as a heritage town in 1983 and later entered it on the register of the National Estate in 1989. In the late 1980s the State Government became actively involved in the conservation of Guildford with the 1985 Swan Policy that recognised both its heritage significance and tourism potential.

In 2018 on behalf of the community, the City of Swan nominated Guildford Historic Town to the Heritage Council to be considered for entry in the State Register of Heritage Places. This nomination is still in progress after community consultation concluded in October 2018. This recognition will strengthen the need for conservation of this historic place along with other statutory provisions for this area.

2.2.2 Hazelmere
Whilst Guildford underwent rapid change, the Hazelmere area as we know it had yet to develop. The land forming Hazelmere had been granted to Governor Stirling in 1829 as part of Woodbridge estate. Over the years, the Estate passed into other hands and eventually in 1886, the portion south of Helena River was purchased by James Morrison. At this time the land was designated on plans as Bushmead, the first official known recording of this name.

In 1929, 149 residential blocks of estate were offered for sale and this then became the birth of Hazelmere. Hazelmere Estate had been created as a
residential island in a sea of larger lots within the Bushmead area. Living in a rural setting, but being able to work in town was the lifestyle promised by Hazelmere.

The rural land had been intended for the city farmer, but instead of the anticipated horticulturalists and orchardists, the land was snapped up by stock farms and wholesale butchers resulting in the potential farm land being used as grazing land. With the Midland abattoirs (established in 1916) and sale yards only a few hundred metres away, Bushmead was the ideal location. Within months of this sale Western Australia plunged into the economic depression of the 1930s, followed by 6 years of war. This meant that the residential estate, launched with such flourish, did not actually start developing until 20 years later in the 1950s.

2.2.3 Bushmead

Bushmead is the newest suburb within the City of Swan. Until 2010, the area east of Roe Highway in Hazelmere was formally part of a larger landholding known as the Bushmead Rifle Range and was owned by the Department of Defence. It was used by the Australian Army for shooting practice, driving training, staff housing and unit administration (Bushmead Local Structure Plan, 2016). It now includes the new residential estate of Bushmead which is being developed by Cedar Woods with two thirds of the existing bushland maintained as a reserve.

2.2.4 South Guildford

South Guildford is prominent in the wine making history of our state, as it is home to the first vineyard, resulting in the commencement of wine making in the Swan Valley. The residential pockets of South Guildford comprise a mix of both character homes, primarily along the Swan and Helena River foreshores and newer contemporary homes in the newer Waterhall and Rosehill Waters Estates.

2.2.5 Perth Airport

In early 1942, the area on which Perth Airport is now located was converted from the Dunreath golf course to a Royal Australian Air Force (RAAF) base, which operated until the end of World War II in 1945. In 1943, the first runway was built by Western Australia's Main Roads Department for RAAF fighters, with a second strip being laid down a year later. In 1944, the Government agreed to allow Australian National Airways Pty Ltd (ANA) and Qantas to operate from this site, as the alternative Maylands site had become inadequate for their larger commercial aircraft. Guildford Aerodrome officially changed its status and name to Perth Airport in September 1952. In March 1953, the then new international terminal was completed at a cost of $180,000, being built from second-hand wartime materials. The main domestic airlines moved out of their separate hangars in 1962 into the first combined Domestic and International Terminal. It has since then continued to expand into today’s multi terminal international airport.
3.0 Socio-economic Snapshot

Population

6,393 people

+603 since 2011

Male and Female

51

49

Age

0-4 17% 5-17 6.1% 18-49 42.5% 50-69 24% 70+ 10.4%

Local Government Inventory

There are 265 LGI Properties in Guildford and Hazelmere

Guildford 88.3%

Hazelmere 4.5%

South Guildford 7.2%

Dwellings

2,582 dwellings

+308 since 2011

Average household size

Guildford and Hazelmere

2.45 persons

City of Swan

2.75 persons

63% of the City’s Local Government Inventory properties are in Guildford and Hazelmere.
**Occupations**

Guildford Hazelmere local area compared to the City of Swan

<table>
<thead>
<tr>
<th></th>
<th>Guildford Hazelmere</th>
<th>City of Swan</th>
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<tbody>
<tr>
<td>Manager</td>
<td>12.7%</td>
<td>10%</td>
</tr>
<tr>
<td>Professional</td>
<td>22.8%</td>
<td>14%</td>
</tr>
<tr>
<td>Trades</td>
<td>14.7%</td>
<td>17.5%</td>
</tr>
<tr>
<td>Community Workers</td>
<td>10.7%</td>
<td>11.9%</td>
</tr>
<tr>
<td>Administration</td>
<td>16.3%</td>
<td>14.8%</td>
</tr>
<tr>
<td>Sales</td>
<td>7.2%</td>
<td>9.9%</td>
</tr>
<tr>
<td>Machinery Operators</td>
<td>7.2%</td>
<td>9.6%</td>
</tr>
<tr>
<td>and Drivers</td>
<td>7.1%</td>
<td>10.6%</td>
</tr>
<tr>
<td>Labourers</td>
<td>1.3%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Not Stated</td>
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**Industries of employment**

Compared to the City of Swan these industries are more prominent in Guildford Hazelmere local area:

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<tr>
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<th>Guildford Hazelmere</th>
<th>City of Swan</th>
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<tbody>
<tr>
<td>Mining</td>
<td>6.3%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Professionals</td>
<td>7.8%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Transport Logistics</td>
<td>7.9%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Health Care</td>
<td>11.7%</td>
<td>11.1%</td>
</tr>
<tr>
<td>Education</td>
<td>8.6%</td>
<td>6.9%</td>
</tr>
</tbody>
</table>

**Mode of Transport to Work**

Since the 2011 Census Guildford Hazelmere local area have seen the following changes:

- **Increase in residents using buses and trains to get to work.**
- **Decrease in residents cycling and walking to work.**

Statistics taken from 2016 Census Data (Australian Bureau of Statistics)
4.0 Governance

Governance is the framework of laws, policies, strategies, resources and processes that enable decision-making.

Local area plans sit within a framework of strategic and statutory instruments and documents produced by the Western Australian Planning Commission at the regional level and local strategic and statutory instruments produced by the City. Regional planning provides the broad framework within which planning at the local level is required to be consistent. Similarly, the local area plan is required to be consistent with the City’s local planning framework of policies, strategies and structure plans (Figure 4). The principal documents that directly influence the direction of the Guildford Hazelmere Local Area Plan are:

4.1 Regional Planning

4.1.1 Metropolitan Regional Scheme
The Metropolitan Region Scheme (MRS) is the state government’s high level land use zoning for the Perth metropolitan region and with which zoning under local planning schemes is required to be consistent. This local area has several zones under the MRS such as Urban, Industrial, Parks and Recreation, Rural, Public Purposes (Commonwealth Government) as well as some Primary Regional Roads.

4.1.2 Perth and Peel @ 3.5 Million
The State Government’s framework defines the urban form for a population of 3.5 million by 2050, limiting unsustainable urban sprawl and encourages greater housing diversity to meet changing community needs. It provides guidance and certainty to state government agencies, local government and the development sector.

The plans for the Central, North-West, North-East and South Metropolitan Peel sub-regions determine where new homes and jobs will be located, make best use of existing and proposed infrastructure, and protect important environmental assets.

4.1.3 North East Sub-regional Planning Framework 2018
The State Governments framework provides strategic guidance to government agencies and local government on all aspects of land use and infrastructure provision in the North-East sub-region of which the City of Swan resides. It aims to establish a long-term, integrated planning framework for land use and infrastructure to guide future growth across the sub-region. This plan has identified areas in Hazelmere for urban and industrial expansion which will lead to major growth opportunities for the area.

4.2 Local Planning

4.2.1 Draft City of Swan Local Planning Strategy 2018
The Draft Local Planning Strategy 2018 is a strategic plan for the entire City of Swan that is prescribed under the Planning and Development Act 2005 and provides the strategic direction for the City that informs the Local Planning Scheme, through which it is implemented. Specific to this local area, the Strategy aims to protect and conserve the heritage character of Guildford as well as to facilitate growth of the Hazelmere Industrial Area. This document was advertised for public comment in August 2018 with Council adoption expected in the first half of 2019.
4.2.2 City of Swan Local Planning Scheme No. 17
The City of Swan Local Planning Scheme No. 17 (LPS 17) sets the land use zones, the uses permitted within those zones and the requirements for development of land. Many of the strategies and actions identified in the Guildford Hazelmere Local Area Plan will be implemented through Amendments to LPS 17. There are several zonings applied throughout this local area including Residential, Urban, Rural Residential, Local Reserve, Regional Reserve, Regional Road, General Industrial, Special Use, Public Purposes etc.

4.2.3 Guildford Hazelmere Local Area Plan 2014
The Guildford Hazelmere Local Area Plan was adopted in September 2014. The plan will soon be superseded once the process of this Guildford Hazelmere Local Area Plan is completed and adopted. While the 2014 version and associated community consultation was undertaken some years ago, the actions and strategies recommended at the time have been reviewed yearly as part of this process.

4.2.4 Commercial and Activity Centres Strategy 2017
This document is intended to give direction to Council on decision making in relation to development applications and rezoning for commercial areas. It identifies a commercial centre hierarchy classification and the commercial locations requiring more detailed planning. Guildford has been identified as a neighbourhood centre and provides for not only local convenience retailing and services, but also for its role as a historic tourism destination. Within this local area is also the Waterhall Shopping Centre which functions as a local centre and services the expanding South Guildford communities with the Waterhall and Rosehill Waters residential estates.

4.2.5 Hazelmere Enterprise Area Structure Plan 2011
The Hazelmere Enterprise Area Structure Plan (HEASP) was endorsed by the Western Australian Planning Commission in October 2011. It provides a structural framework to guide future industrial development that optimises Hazelmere in a sustainable way so it responds to the sensitive environmental features and surrounding residential areas. Zoning for those areas identified in the HEASP are subject to WAPC initiating amendments to the Metropolitan Region Scheme (MRS) which are currently in progress.

4.2.6 Local Planning Policy – Guildford Conservation Precinct
This policy is intended to provide detailed guidance to property owners and the City to achieve good development outcomes in an important heritage context. It ensures that development and subdivision can be accommodated within the precinct without adversely affecting its cultural significance associated with the post-colonial settlement of Perth.

4.3 Decision Making
The process of decision-making for local area plans sits within the local area planning model described in the introduction, which ultimately leads to Place-based service delivery. The decision-making process in the development of the local area plan also includes community engagement processes. Community workshops were held in the development of the Strategic Community Plan 2017–2027 (SCP 2017–2027) and the Guildford Hazelmere Local Area Plan 2014. This version of the Guildford Hazelmere Local Area Plan will also include community engagement.
5.0 Economic

Economic development is concerned with increasing the level of income and the capital wealth of an area, and distributing that wealth to the community through local expenditure and jobs. The pace of change, automation and global competition is however reshaping the economic landscape. The fundamentals of employment will be influenced more than ever by innovation, and it is expected that there will be more people working from home, running home-based business and/or working multiple jobs. This local area offers opportunities to diversify its economic base of larger industrial and light industrial activities in logistics, warehousing, mining and professional services.

5.1 Employment

The Guildford Hazelmere local area has a total labour force of 3,092 people, which is just over half the population. Of this group 2,881 are employed (59.8% full time and 31.6% part time) leaving 6.8% of the local area’s workforce unemployed. This unemployment rate is 1.5% less than the City of Swan average as at 2016.

The 2016 Census data shows that there was a lower participation in the labour force in the Guildford Hazelmere local area (61.8%) compared with the City of Swan (66.0%). This is reflective of the age demographic in this area with a large proportion of retirees (13.4% compared to 12.3% at City of Swan) and seniors (10.6% compared to 8.2% at Cit of Swan).

Guildford Hazelmere residents hold higher percentage of formal qualifications such as Bachelor degrees (20.8%) and advanced diplomas (9.4%) compared to that of City of Swan (13.9% and 8.9% respectively). In addition, the percentage of residents with no qualification is 36.9% compared to the City of Swan average of 43.6%. Reflecting this data, this local area has a higher proportion of residents whose occupation type is stated as managers, professionals and clerical workers compared to the City of Swan average and have a lower proportion of unskilled workforce.

The largest industries of employment for residents in the local area are in health care and social assistance as well as construction. These industries as well as retail trade also represent the largest growth industries in this area. This may be reflective of the opening of the new St John of God Midland Public Hospital and the major growth suburbs within the City of Swan.

5.2 Activity and Local Centres

5.2.1 Guildford Neighbourhood Centre

The Guildford Neighbourhood Centre provides limited convenience retailing and community services. It is more prominent as an important historic and tourism destination, being home to the Swan Valley Visitors Centre which showcases and promotes the history of the area, local events and businesses. The City’s Local Commercial and Activity Centres Strategy (2017) has developed some key actions for this centre such as supporting its niche role as a focus for tourist and visitor spending; encourage additional retail/commercial development at the Guildford centre as well as investigate opportunities to better integrate commercial areas on James Street and Swan Street.

This centre has been subject to several strategies which the City has lead such as the Guildford Access and Parking Strategy and the Guildford Heritage Precinct Masterplan as well as other guidelines and strategies which encompass this area. The main purpose behind most of these strategies and guidelines is to protect the heritage fabric and character of this area for future generations.

The Guildford Train Station is also an important element to this neighbourhood centre. It helps improve connectively for commuters and visitors alike. The train station connects visitors to the City’s Swan Valley Visitors Centre and Guildfords well known heritage shopping precinct. The train station also connects the centre with Guildford Grammar School, Midland Regional Centre and Perth City.
The restrictive nature of Guildford’s geography with rivers limiting growth of the suburb outwards and the heritage protection restricting residential and commercial expansion, there is little need to extensively increase commercial space within the suburb. The main focus is to improve and better integrate the existing infrastructure and commercial buildings into the existing heritage streetscape.

5.2.2 South Guildford Local Centre
The Waterhall Shopping Centre was developed in South Guildford as part of the Waterhall residential subdivision. This centre services the needs of the growing residential areas of Waterhall and Rosehill Waters Estates, as well as the existing residential areas of South Guildford and Hazelmere. The centre is experiencing growth as the residential area expands. The centre also includes the City’s South Guildford Community Room, which is used as a community meeting space to be accessed by the local community.

5.3 Industrial Centres
5.3.1 Hazelmere
Hazelmere industrial area is a major and growing centre within this local area as a result of the need for industrial land within proximity of major freight routes and other industrial areas. This area has a history of agriculture, landfill and cattle yard use which has left Hazelmere cleared, with fragmented semi-rural sized lots. It is strategically linked to the Perth CBD and Perth Airport via Great Eastern Highway and Roe Highway, and is located directly south of the Midland CBD with its associated infrastructure and rail line.
Hazelmere Enterprise Area Structure Plan (HEASP) endorsed by the Western Australian Planning Commission in 2011, was developed to address development constraints of the area including the many environmental concerns, sewer and drainage network gaps, lack of connectivity in its district roads and comprises contaminated sites (HEASP, 2011). It is envisaged that this Structure Plan will unlock the area’s full potential and strengthen its role as a logistics hub and enable employment growth.

Development of this area has been reliant on some key metropolitan and local scheme amendments to help improve its growth. Since the last local area plan, many of these have progressed, including road upgrades and site improvements. As a result, many new major industrial developments have been established. As discussions between the various levels of government and private owners continue, more land will become available to expand to further develop the area as a major employment hub. Some of the amendments which have progressed in this area are (see Figure 5):

1. SUZ 15 HEASP Precinct 2A (LPS17 Amendment No. 85 – Gazetted 23 May 2017)
2. SUZ 18 HEASP Precinct 2B (LPS17 Amendment No. 127 – Gazetted 28 Oct 2018)
3. HEASP Precinct 3A and 3B interface (LPS17 Amendment 86 – Gazetted 28 Jun 2017)
4. HEASP Precinct 4 (LPS17 Amendment No. 87 – Gazetted 20 Apr 2018)
5. Western Power MRS Reservations (MRS 1320/57 – Gazetted 27 Feb 2018)
6. Draft Lake Road Structure Plan submitted (SWAN-SP001-18)
7. Anthea Street Structure Plan (SP17-006) WAPC approved Dec 2016
9. 20 Adelaide Street (LPS17 Amendment 152) with WAPC for approval
13. Rosehill Residential (LPS17 Amendment 113 - Gazetted 28 Oct 2016)
5.3.2 Perth Airport

Perth Airport is required to develop a master plan every 5 years which highlights future development of the site over a 20 year period. In the current plan it explores the future of the Airport North precinct which lies within this local area. As of 2014, a third of the available land has been developed and it is anticipated that the rest will be built out once planning is completed for new access roads off Kalamunda Road (Perth Airport, Pty Ltd, 2014). Once this area is built out, it will generate substantial employment growth and add to the value of this area. The latest master plan is currently being developed and will be available for viewing in the coming months. The City works with the Perth Airport and other stakeholders in regards to infrastructure and services to help improve this and surrounding growth areas.

5.4 Tourism

The Swan Valley is the most celebrated tourist destination within the City of Swan, and food and entertainment attractions are increasingly choosing to locate there given the drawcard of traditional vineyard and wine making industries. Guildford is famously known as the ‘gateway’ to the Swan Valley and also hosts the Swan Valley Visitors Centre which received 53,404 visitors through its doors in 2017/2018, an average of 146 visitors a day (City of Swan, 2018). Whilst many of these visitors are drawn to Guildford for the nearby Swan Valley experiences, Guildford has much to offer as a tourist destination and has the opportunity to benefit from the success of the Swan Valley.

The City endorsed a five year Tourism Development Strategy 2015-2020 which sets the strategic direction and positioning for the City and its industry partners to contribute to Tourism Western Australia’s 2020 targets. For Guildford, this strategy sets four key actions:

- Extend the annual Heritage Festival to integrate a strong wine and food component.
- Prepare and implement a site master plan for the Heritage Precinct that provides for an integrated experience including new commercial uses (such as provedore, retail).
- Improve recognition of the outstanding cultural heritage value of Guildford through implementation of actions in the Swan Heritage Strategic Plan.
- Encourage visitors to explore Guildford via the existing supply of heritage trails.

Guildford is well connected to public transport and is a popular starting point for many tours to the Swan Valley. This is an opportunity which could be further explored to help keep tourists in the area for longer periods. With the main attractions of the area in close proximity to the train line and visitor centres, more work could be done with promotion of the area, its sights, and its trails.

Over the years there have been many conversations regarding the relocation of the Swan Valley Visitors Centre out of Guildford and into a more appropriate location within the Swan Valley itself. This has been a contentious issue regarding the potential site for this facility as there are many factors affecting its location and the purpose it will serve. The City is still investigating potential locations and options, including a trial ‘pop-up’ visitor centre at key destinations within the valley, along with online versions being developed, this will be a more modern approach to visitor servicing.

The proximity of Guildford to the Swan River provides another tourism opportunity. The Community has indicated a need for better connections to the river. This could include footpaths, improved signage, improved branding, way finding and use of interpretation in public spaces, broadening the scope of visitor capture and experience.

With the establishment of the jettys at Woodbridge, Mandoon and Sandalford Estates, there is potential to investigate increased infrastructure along the Swan River creating a destination in itself including a hop-on hop-off ferry service along the river, similar to that in Perth.

<table>
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<th>Economic - Key Concerns</th>
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6.0 Natural Environment

The Guildford Hazelmere local area is characterised by the dominant water features of the Swan and Helena Rivers and its floodplains, as well as the Hazelmere Lakes. These water systems and foreshore reserves form important ecological corridors.

The City’s Sustainable Environment Strategy is the overarching strategy to provide a clear, concise and integrated blueprint for the City and its communities that will inform, guide and inspire all parties towards improved environmental performance. Importantly this document details the proposed environmental actions that the City will undertake through key focus areas:

- Biodiversity retention
- Water quality
- Water efficiency
- Water minimisation
- Carbon reduction
- Adaption for the future
- Corporate capacity building.

6.1 Biodiversity

The Local Biodiversity Strategy provides a framework for the protection of significant local natural areas across privately owned and local government managed land within the City of Swan. It proposes mechanisms that will guide the City in future decision-making and development, to achieve sustainable conservation outcomes. The strategy outlines clear actions that utilise existing City functions to ensure the City’s biodiversity values are retained, protected and managed into the future (Local Biodiversity Strategy, 2016). This document shows areas of potentially significant local natural areas which have regional and local representation, rarity, connectivity and riverine and wetland environments. The areas where remnant vegetation and biodiversity priorities coincide are mainly located along the Swan and Helena Rivers, the wetlands and bushland surrounding the Airport north site and across the bushland sites within Bushmead.

The local area has a number of bush forever sites located along the eastern parts of Hazelmere, along the river foreshore areas and within the ecological corridor from the airport site. A large number of the properties along the Helena River are in Western Australian Planning Commission (WAPC) ownership, including land south of the Helena River foreshore area and along the Swan River. Efforts by the City to manage foreshore areas are mostly undertaken on City owned land, but activities also includes biodiversity retention activities on WAPC land.

The Swan, Guildford and Southern River vegetation complexes are found within significant regional corridors along the Swan and Helena Rivers. These significant vegetation complexes are currently protected at a regional level and urban growth and management is controlled by the WAPC under the State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region.
Within Guildford and Hazelmere, the regional corridors incorporate the area around the Swan and Helena Rivers to the north and south of Guildford and to the north and east of Hazelmere. The Local Biodiversity Strategy includes actions and strategies including connectivity through regional linkages and also the creation of local wildlife corridors.

In terms of the area’s ongoing protection, these significant vegetation complexes are generally within reserve land and the City runs a number of programs for the ongoing sustainability and conservation of environmentally sensitive areas such as revegetation, and weed and erosion management programs. The City supports a number of bushcare volunteer groups and has developed a Friends Group Manual. The Lower Helena Association is the main group to service this local area.

6.2 Urban Forest

The City’s Biodiversity Strategy identifies land use planning and development as the biggest threat to biodiversity in urban areas, through clearing of land and disruption of ecological linkages. In recognition of this, the City is developing an Urban Forest Strategy to manage supply of canopy trees and other vegetation comprising the urban forest. An urban forest incorporates tree canopy which can be classified as any vegetation greater than 3m in height. Canopy vegetation provides an important environmental service in urban areas due to its ability to cool outdoor space, particularly in heat-absorbing hardstand areas.

As the Urban Forest Strategy is further developed a series of implementation plans will be prepared to maintain and enhance the urban forest, such as priority planting areas and tree renewal programs.

The City of Swan has undertaken a tree canopy coverage assessment to characterise the current state of trees in the City using aerial photography captures and other data supplied by CSIRO’s Urban Monitor (CSIRO, 2009). The rate of vegetation growth or loss can also be identified within LAPs to demonstrate how vegetation is being managed within certain local areas and encourage communities to support protection and retention efforts in the future.

Tree canopy coverage has generally increased between 2007 and 2016 across all LAP areas with the exception of Ellenbrook and the Urban Growth Corridor (due to increasing urban development) (Essential Environmental, 2016). The results of the tree canopy study for this local area has shown that it represents the best tree canopy coverage at 17.7% (in 2016). More details on these findings will be presented in the Urban Forest Strategy which at the time of publication of this document is yet to be finalised.

6.3 Water

Waterways and their fringing vegetation have important environmental, recreational and cultural values. Healthy fringing vegetation to a waterway helps filter material washed from the catchment and provides food and habitat for a range of animals including waterbirds, frogs and native fish.

The Guildford Hazelmere local area is characterised by two significant river systems; the Swan River in the north and west border, and the Helena River, originating in the East and cutting through the northern portion. Hazelmere Lakes are also located in the centre of this local area.

The Noongar people have a strong connection to this local area through their stories of the Wagyl, and how the Swan River came into being. The cultural significance of the rivers and creeks in and around this area are strongly associated with the Noongar culture as places of storytelling.
6.3.1 Swan and Helena Rivers

The Swan and Helena Rivers are iconic landscapes in Perth’s Eastern Region recognised for their natural, cultural and social values. They provide a regional resource in terms of ecosystem functions, access to the natural environment, recreation, social, historic and economic links and sustaining the Noongar people for approximately 40,000 years.

The Swan River (Derbal Yerrigan) is 72km long, connecting with the Avon River at Walyunga National Park and with the Canning River in Applecross (Department of Parks and Wildlife, 2018). The portion of the Swan River in this local area is relatively narrow and borders Guildford Grammar School, Fish Market Reserve and Kings Meadow Oval.

The Helena River’s headwaters originate in the Darling Scarp, before traversing the coastal plain and discharging into the upper Swan Estuary at Guildford. Helena River is an ephemeral river system with a largely natural catchment comprising bushland, state forest and national parks. The river’s flow regime has been altered and reduced by dams including the Helena River Reservoir (Mundaring Weir) and associated control structures.

The Swan River Trust is vested with the care, control and management of the River Reserve under the Swan and Canning Rivers Management Act 2006. The Swan River Trust is guided by the Swan Canning River Protection Strategy, which aims to ensure that the Swan River continues to be a sustainable healthy ecosystem providing clean water for fishing, boating, swimming and other activities. (Department of Parks and Wildlife, 2015).


The EMRC, its six member councils, Department of Biodiversity, Conservation and Attractions and the Western Australian Planning Commission have also worked together to develop the Swan and Helena Rivers Management Framework to improve environmental, economic and social values of the rivers (EMRC, 2017).

6.3.2 Hazelmere Lakes

Hazelmere Lakes consist of a southern and northern lake, which are remains of a larger wetland system which would have existed prior to clearing and land development in the area. Only a few areas of fringing vegetation exist on the northern lake with the southern encircled by swamp paperbark and flooded gum. The northern lakes holds water in the wetter months and the southern lake generally holds water year-round (InHerit, City of Swan, 2017).
These lakes were used as a source of food and water by the original inhabitants of the area and are still regarded as a significant cultural site. The HEASP has identified the lakes as having significant environmental and cultural sensitivities. Therefore it is important to protect and enhance its environmental elements and any land use change adjacent to these sensitive features cannot be confirmed without more detailed surveys and structure planning (HEASP, 2012).

6.3.3 Water efficiency

Since 1970, Perth and the southwest of Western Australia have experienced a 19% reduction in average annual rainfall (CSIRO, 2016). This has contributed to an overall decline in surface water sources over time and this trend is predicted to continue by the Commonwealth Scientific and Industrial Research Organisation (CSIRO). Declining rainfall and surface water has forced Perth to increase the use of groundwater as a means to increase its potable water sources. The City acknowledges that the availability of water resources is declining and for this reason has committed to improving its own corporate water management.

In response to the declining availability of water resources, the City’s Water Efficiency Action Plan 2016 (City of Swan, 2016), sets out the City’s water management goals including reducing community water consumption to below 125 kL per person, in alignment with the Water Corporation’s goal of reducing water per capita consumption, from 147 kL per year in 2007/2008 to 125 kL by 2030. This is undertaken by the City through education and the City’s residents have remained below 120kL per person per year water use level since 2011/12.

In terms of water management, the City of Swan is committed to:

- Preserve and protect the ecology and biodiversity of our natural ecosystems;
- Implement ‘best practice’ in the management of ground and surface water quality and quantity; and
- Prevent and/or manage contamination of developed land and other inappropriate land management practices (POL-C-084 City of Swan’s Sustainable Environmental Policy 2010) (City of Swan, 2017).

6.3.4 River Floodplains

Most of Guildford and north of Hazelmere are located within a floodplain area, due to the proximity of the Swan and Helena Rivers (see Figure 8). Most of the foreshore areas are located within regional reserves and managed through state legislation. Sensitive environments such as river foreshore and floodplains are protected by mitigating the encroachment of new developments into these areas. This is done to protect human life and property from flood damage and surcharge in flood levels.
6.3.5 Waste Minimisation

Over the next decade, as landfill space diminishes and costs of waste disposal and collection services increase significantly, the City of Swan is aware of the need to optimise the efficiency and effectiveness of its services. The City of Swan is an outer metropolitan growth Council, which comes with population growth, commercial activity and expanding urban areas, placing an even greater demand upon waste and recycling systems.

The City operates its own fleet of waste and recycling collection vehicles which service all types of waste collection. As part of the Eastern Metropolitan Regional Council (EMRC), City of Swan uses the Red Hill landfill facility to dispose of unrecyclable waste material. The City operates its Recycling Centre at Bullsbrook and contracts the sorting and processing of household recyclable material, currently with Cleanaway South Guildford.

As part of the City’s commitment to being both sustainable and environmentally conscious, the City runs a program of events each year to help the community to reduce their waste. Programs and events include waste wise workshops such as worm farming, composting and upcycling, Clean Up Australia Day and educational facility tours.

The City offers a number of waste minimisation, litter reduction and recycling options for residents including:

- The Bullsbrook Recycling Centre (BRC) was officially opened in August 2017. This facility is free for use by the City’s residents and is also used to process bulk materials both from bulk verge collections carried out by the City;
- Nine Recyclable Goods Drop-Off Days held annually in the Midland Local Area at the Jack Williamson Oval;
- The Reduce Illegal Dumping (RID) campaign launched in 2016 which encourages residents to dispose of waste responsibly or report incidents of illegal dumping;
- From July 1, 2017 year round collection of mattresses on an on-call basis commenced;
- From July 1, 2018 verge collection transitioned to an on-call service providing year-round access to collections; and
- Adopt-A-Spot, a Keep Australia Beautiful (KAB) partnership program encouraging residents to adopt a site in the local area to look after and keep litter-free.

Since the opening of the BRC the City has seen a 9% reduction in illegal dumping, a projected saving of 2,281 tonnes of carbon dioxide annually and overall a reduced amount of waste that would normally end up in landfill (City of Swan, 2018).

With the expected increase in its population and commercial and industrial activities, especially within expected growth areas, the City is continually reviewing the requirements and options for new infrastructure to provide the community and local businesses with possibilities for recycling and to minimise waste.

6.3.6 Carbon reduction

The City of Swan’s Sustainable Environment Strategy (2012) states that the City will work internally and with partners to monitor and improve efficiency in the use of natural resources and to support and implement the development of sustainable alternatives.

In recent years, the City has conducted many initiatives to improve the energy efficiency of its building facilities. This includes implementation of a Building Management System, staff professional development and the installation of energy saving devices such as motion sensors etc. (City of Swan,
The City also conducts an annual inventory of the greenhouse gases produced in operations as an important part of achieving its goals in reducing emissions.

In 2017, the City joined the Climate Councils Cities Power Partnership (Climate Council, 2018). Since joining, the City has completed a LED retrofit of the administration building, reducing lighting emissions by 61% each year, and has installed more than 70kW of rooftop solar panels.

Hazelmere also includes the Hazelmere Resource Recovery Park which allows for a sustainable disposal option of timber and mattresses for industry. This facility diverts waste from landfill and provides an opportunity to re-use materials (EMRC, 2018). This facility also sells its energy created from its processes to the Perth Airport.

6.4 Environmental Amenity

6.4.1 Air quality

The Department of Water and Environmental Regulation (DWER) is the state agency managing environmental pollution in Western Australia. The City provides advice and assistance on pollution issues to DWER.

Air pollution occurs when the air contains substances that can affect or even injure humans and animals, or damage plants or materials. Some substances come from natural sources, while others are caused by human activities such as cars, fires, industry, agriculture and business. In the Guildford Hazelmere local area, the potential for air pollution can occur as a result of the following:

- noxious industrial land uses affecting properties in proximity of industrial areas in Hazelmere and South Guildford;
- transport nodes such as the freight rail, and
- traffic associated with major road networks such as Great Eastern Highway Bypass and Roe Highway, and busy local roads such as James Street in Guildford.

The State Government is currently proposing zoning changes to the MRS to allow for the existing freight rail to be realigned out of the Midland strategic metropolitan centre and through Hazelmere. The City supports the relocation of the freight rail line away from Midland centre, and will continue to advocate the state government in finalising the realignment of the railway line.

6.4.2 Noise

The Guildford Hazelmere local area is subject to a number of noise sources, such as primary freight roads, the Midland passenger train line, the freight line and the Perth Airport (Australian Noise Exposure Forecast (ANEF) contours).
Urban consolidation is placing increasing development pressure on land near busy transport corridors. Development of noise-sensitive land uses in close proximity to major transport corridors is required to be designed in accordance with State Planning Policy 5.4 Road and Rail Noise (SPP 5.4). A key objective of SPP 5.4 is to minimise the impact of road and rail noise on noise-sensitive land uses, and protect the State’s key transport corridors. The proposed realignment of the Midland freight line to bypass the centre of Midland is currently being planned and will support the reduction of rail noise impacts on residential areas in Guildford and Hazelmere in the long term.

The ANEF contours affect a large portion of the Guildford Hazelmere local area (see Figure 7). Development of sensitive land uses such as residential development in areas within the 20 ANEF contours or above, require planning approval. The approval process allows for noise mitigating measures such as siting and design to be implemented in accordance with State Planning Policy 5.1 Land Use Planning in the Vicinity of Perth Airport, relevant building codes and Australian Standards. A notification is then placed on the land’s Certificate of Title advising subsequent landowner(s) that the property is affected by aircraft noise.

Perth Airport is progressing with the planning and approvals of a new runway to support the growth of Western Australia. At this stage of the planning process the exact flight paths are not known. The flight paths will be completed as part of the final flight path design in the years leading up to the opening of the runway (Perth Airport, 2018). The new runway will alter existing flight paths, which will result in changes to existing noise impacts both positive and negative (Perth Airport, 2018).

Development will also need to consider the potential for increased noise related issues as housing densities increase over time with more people are living in closer proximity to their neighbours or within mixed use developments.

6.5 Natural Hazards

6.5.1 Bushfire
The Guildford Hazelmere local area is affected by the Bushfire Prone Area mapping (See Figure 8) along the Swan and Helena Rivers, airport precinct, Hazelmere Lakes as well as majority of Bushmead. All planning and development within a Bushfire Prone Area must give consideration to SPP 3.7 Planning in Bushfire Prone Areas. New dwellings in bushfire prone areas are required to be built to Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas, which is enforced by the Building Code of Australia (BCA).

6.5.2 Floods
Department of Water’s 100 Year ARI flood prone mapping highlights areas along the Swan and Helena Rivers as areas exposed to flooding (see Figure 8). The affected areas are primarily within foreshore reserves such as the Swan River and the Helena River Foreshore. As some of the mapped areas have effect on residential areas, land within these floodways requires planning approval for development to occur.

As part of a wider flood study for the Swan and Helena Rivers, the Eastern Metropolitan Regional Council (EMRC) in partnership with the Department of Water, City of Swan, City of Bayswater and City of Belmont commissioned studies on flood hydrology, hydraulics and floodplain management. A web-based interactive flood intelligence site aimed at emergency management agencies, local government and the water industry has also been developed. This will guide Flood Risk Adaption Plans for each local government based on the modelling which will involve community awareness and engagement materials. The flood event of July 1983 was used to calibrate the model, as this was the largest event for which sufficient gauged data was available (Hydrology and Risk Consulting and EMRC, 2017)
Natural Environment - Key Concerns

- Loss of tree canopy and vegetation on private land.
- Increased use of groundwater due to declining rainfall and surface water
- Floodplain management and the encroachment of new development
- Illegal dumping and other forms of waste management issues
- The close proximity of freight rail corridors and flight paths has adverse noise and air quality impacts.
- A large extent of Hazelmere is categorised as bush fire prone and requires ongoing costly management of private and public land.
7.0 Built Environment

7.1 Aboriginal History
The South West Aboriginal Land and Sea Council provides important insight into the history and importance of Guildford to the local Aboriginal people. “The town of Guildford in the Whadjuk region has always been an important meeting place for Noongar people. The area contains many campsites and spiritual sites which have been used by Noongars from pre-contact to the present day.

One of these spiritual sites is a bend in the Swan River near Success Hill, where the Waugal lives. Central to Noongar culture and beliefs, the Waugal is the serpent that created the Swan and Canning Rivers. It meandered over the land of the south-west, making curves and contours of the hills and gullies.

Guildford and the surrounding areas sit on pivotally important Noongar country where the Swan meets the Helena River. To Noongar people, Guildford is known as Yellagonga’s country (west of the Swan River) and Weeip’ country (east of the Swan). The Helena River was a moort bidi – a main run for Noongar people going to and from Guildford where corroborees were performed”.

7.2 European History
Guildford Historic Town is one of three towns established in 1829 in the Swan River Colony, including the seaport of Fremantle and the administrative centre of Perth. Guildford was central to the agricultural and horticultural development of the Colony, as the first and only inland port in Western Australia (State Heritage Office, 2018).
Early agricultural uses in Guildford included stock yards as well as the first winery in the area. During the convict era, convict labour was provided to the settlers and was used to construct roads and bridges in the district which contributed to the growth and prosperity of the area. With the extension of the railway from Fremantle to Guildford in 1881, Guildford became a desirable place to settle due to its access to the City and this lead to major growth and the construction of elaborate houses along the river and the establishment of James Street as a new commercial centre (State Heritage Office, 2018).

Some of the state’s most significant heritage buildings are found within Guildford, such as the Guildford Hotel, Guildford Primary School, Padbury Stores, Guildford Cemetery, St Charles Seminary as well as several residential properties. The town itself is listed by the National Trust as a ‘Historic Town’. This is due in part of the largely unchanged town layout from settlement in 1829 as a market town and inland port.

Considering the richness of Guildford’s history, there are many properties of high significance including some civic buildings integral to the development of the townsite. These buildings have been subject to a Master Plan (adopted by Council 6 July 2016) which focuses on adaptive reuse and conservation works in order to:

- activate the Meadow Street Heritage Precinct as an outstanding community asset and visitor attraction;
- help preserve the City’s heritage assets;
- maintain and enhance the existing social fabric of the area. (City of Swan, 2017).

An implementation plan to this Master Plan has been adopted by Council and is part of business planning of the City’s Asset Management business unit. Actions from this plan will be implemented over several years to help achieve its outcomes, including upgrades to buildings, improvements to interpretation, conservation works and activation of existing sites.

South Guildford is also important to Western Australian history, as the location of the first vineyard in the State at Water’s Edge Winery, which resulted in the commencement of wine making in the Swan Valley. Aside from private residential properties, the Guildford Cemetery and Waters Edge Winery (Olive Farm Cellars and Homestead) are worth noting with respect to their role in the settlement of the local area.

7.2.1 Planning for Heritage

The City of Swan is required to prepare and regularly review a Local Government Inventory under the provisions of the Heritage Bill 2017. The purpose of the document is to identify local heritage assets and provide basic information needed for local heritage planning, decision making and strategic direction (Heritage Council, 2014).

The City’s Local Government Inventory was last updated in 2017 and identified 420 places of local significance. 234 of these places are located in Guildford and divided into four management categories depending on several values such as aesthetic, scientific, historic or social value (Figure 9).
Within Guildford:
- 34 places are category one (including 28 state heritage listed);
- 17 places are category two;
- 157 places are category three; and
- 26 places are category four.

In 2018, the Department of Planning, Lands and Heritage, conducted community consultation on behalf of the Heritage Council to determine if Guildford Historic Town should be placed on the State Register of Heritage Places. Having Guildford Historic Town entered into the State Register will ensure it is recognised and celebrated as one of Western Australia's premier heritage precincts (State Heritage Office, 2018). At the time of writing this document, the community consultation on the assessment document has been completed and submissions were being assessed. The City is still waiting on a decision to be made on the outcome from the State Heritage Office in the following months.

Guildford heritage is also protected under the City’s Local Planning Policy – Guildford Conservation Precinct. This policy is intended to provide detailed guidance to property owners and the City to achieve good development outcomes with respect to the town’s important heritage context. The City, upon a decision by the Heritage Council on the listing, commence a process to review this policy in order to create an improved mechanism to strengthen the policy position and contribute towards the desired heritage outcomes for Guildford as an important heritage precinct.

7.2.2 Heritage Strategic Plan

The City’s Heritage Strategic Plan (HSP) focuses on historic heritage, in line with State Planning Policy 3.5 Historic Heritage Conservation, however it also encourages opportunities to develop partnerships with Aboriginal and natural heritage stakeholders to share knowledge and coordinate promotional activities. This approach seeks to ensure a far reaching and inclusive approach to understanding the district’s heritage.

The City of Swan’s HSP endorsed by Council in July 2013 identified a number of issues that need to be addressed through the planning system such as finding a balance between heritage conservation with redevelopment and commercial realities (Draft Local Planning Strategy, Nov 2017).

The HSP establishes a framework for the identification, protection, management and promotion of the district’s historic tangible and intangible heritage assets. A series of strategies and actions have been developed under four themes to guide the City in achieving clear and effective heritage management. This Plan is reviewed annually with many actions completed, in progress, been addressed by changes to administration procedures, whilst others will require further funding and resourcing.
7.3 Housing

7.3.1 Dwellings – Built Form

In 2016, there were a total of 2,542 private dwellings in the Guildford Hazelmere local area, made up of 2,240 separate houses, 227 medium density dwellings, and 51 caravans/cabins/houseboats. When compared to Greater Perth, Guildford-Hazelmere has a higher proportion of separate houses (88.1% and 74.6%), a lower proportion of medium density (8.9% to 19.6%) and of caravan/cabin (2.0% and 0.3%) dwellings.

The local area has a population density of 2.54 persons per hectare, which is higher than the City of Swan average of 1.27 persons, but is significantly lower than local areas such as Altone (17.96), Ballajura (12.37), Ellenbrook (10.26) and Midland (9.76 persons per hectare) (profile.id, 2017). This is reflective of the large industrial area in Hazelmere, the large proportion of reserve land such as bushland and foreshore reserves, and the relatively small residential area.

While Hazelmere and South Guildford have undergone many changes over time with further subdivision, Guildford has remained largely reminiscent of its original town plan from 1829 and consequently contains some of the City’s oldest built heritage (Draft Local Planning Strategy, 2018).

With the proximity of Guildford to the Perth CBD, its unique character and lack of vacant land – Guildford has seen many high quality renovations, conservation works and refurbishments to bring older/heritage housing stock to modern standards, as well as some new primarily single dwellings of a high architectural standard.

South Guildford is primarily characterised by a mix of residential and industrial development, with the pattern of residential development generally reflective of the constraints imposed on development by the impact of aircraft noise contours, given the proximity to the Perth Airport. The residential pockets of South Guildford comprise a mix of both character homes, primarily along the Swan and Helena River foreshores and newer contemporary homes. Recent residential growth in this area has been in the new greenfield subdivisions of Waterhall Estate (approximately 216 dwellings) and Rosehill Waters (approximately 616 dwellings). These new lots are smaller than traditional lots in the area and are representative of contemporary urban design principles, which has resulted in a more modern character for the area.

Historically, Hazelmere was a prime area for stocking paddocks and other land uses associated with its proximity to the Midland (Junction) Abattoir. This has resulted in a rural feel with respect to the built form. This is expected to change dramatically as the Hazelmere Enterprise Area further develops and industrial uses of a higher intensity relocate in the vicinity.

The residential suburb of Hazelmere is characterised by a small pocket of low density development, primarily single dwellings on larger lots adjacent to the Helena River foreshore. To the south, the precinct is characterised by rural residential landholdings surrounding the Hazelmere Lakes – two larger privately owned water bodies.

The new suburb of Bushmead was subject to a scheme amendment and a local structure plan to allow and guide development in this area. Cedar Woods submitted a local structure plan with over 600 residential lots for this area. Although much of this land will be reserved for conservation purposes, it will significantly alter this area and most likely become an extension of the existing Helena Valley residential area. As this area has high local and regional environmental significance, only 31% of the site will be developed for urban uses and the remaining 69% will be ceded to the state free of cost with management vested with the Department of Environment (Bushmead Local Structure Plan, 2016).
7.3.2 Residential Growth and Redevelopment

The North East Sub-regional Framework sets an urban infill dwelling target of 25,690 for the City of Swan to 2050. The number of dwellings is expected to increase from 2,584 in 2016 to 4,525 by 2036 in the Guildford Hazelmere local area (Forecast id., 2018).

Residential areas in Hazelmere have recently undergone zoning changes in the Local Planning Scheme No. 17, to provide for increased subdivision potential and infill development as identified in the City of Swan’s Urban Housing Strategy (Refer to Scheme Amendment Number 79 and 92). There is a high level of local community support for these density changes and it is anticipated that many will take up these development opportunities and the built form of the suburb will change over time with smaller blocks, and additional grouped dwelling developments. Since the scheme amendments impacting these areas were gazetted in October 2015, there have been over 10 subdivision applications in this area.

Based on Guildford’s heritage significance and geological barriers, no significant growth potential is envisaged for Guildford. There are a number of exemptions including the addition of an 84 bed aged care building at the St Vincent’s Aged Care Facility, 110 Terrace Road apartments and a few infill sites based on existing allowances of the Residential Design Codes.

As a result of the residential developments of Waterhall and Rosehill Waters, it has enabled the opportunity to upgrade connections to the river, facilitated a new local centre at Waterhall including a community facility as well as general upgrades to the road network and amenity of the area.

Since the previous local area plan, the Bushmead Estate in Hazelmere has been subject to a scheme amendment and local structure plan, establishing approximately 522 residential lots. This has created another opportunity to provide new housing in proximity to established communities which allows these new residents access to schools, shops, health care, and road networks.

The City trusts that the community consultation process for this local area plan will help us engage with these new and expanding communities to allow us to gain a better understanding of the needs and identity of these areas.

7.4 Industrial/Commercial

The Guildford Hazelmere local area has a significant amount of industrial land, particularly in South Guildford, Hazelmere and the Airport North Precinct. South Guildford is located in close proximity to the City, in an easily accessible location adjacent to Great Eastern Highway and Great Eastern Highway Bypass. South Guildford includes businesses which have large employee counts and are predominately in manufacturing and wholesale trade. Significantly, a number of transport and heavy haulage companies have been operating in South Guildford for many decades.

The land in South Guildford which is zoned Industrial and Industrial Development accounts for approximately 66 hectares. This area forms part of the larger industrial corridor based around Great Eastern Highway.

Hazelmere Industrial Area is comprised of 1,241 hectares located immediately north east of the Perth international and domestic airports and south of the Midland town centre. Its location provides access to air and rail freight transport as well as ready access to major road transport routes including the Tonkin, Roe, Reid, Great Northern and Great Eastern Highways.

In recent years, the area has seen significant growth with a number of high profile companies of national and international standing choosing Hazelmere as the ideal location to invest and establish their businesses. There are 161 active and registered businesses in Hazelmere, with the construction industry accounting for 22.4% of businesses, the rental, hiring and real estate services for 18% and the transport, postal and warehousing industry division accounting for another 18% of businesses.
The Hazelmere Enterprise Area Structure Plan (HEASP) was endorsed by the WA Planning Commission in October 2011. It provides a structural framework to guide future planning and decision making that optimises Hazelmere in a sustainable way so it responds to the sensitive environmental features and surrounding residential areas. Zoning for those areas identified in the HEASP are subject to the WAPC initiating amendments to the Metropolitan Region Scheme (Figure 10).

The Airport North Precinct is partially developed, particularly on the eastern portion around Adelaide Street and Abernethy Road. The Perth Airport Master Plan of 2014 has stated that this area will predominately be developed for an integrated mix of commercial, industrial, warehouse, showroom, storage and logistics land uses, representing an opportunity for a major metropolitan logistics centre servicing both airport and other needs.

This precinct comprises approximately 328 hectares of land, of which 105 hectares has already been developed. The remaining portion of undeveloped land is located south of Kalamunda Road. The area is expected to be developed via new access roads from Kalamunda Road. The City is currently in joint discussions with all stakeholders regarding this project which is led by Main Roads.

### 7.5 Service Infrastructure

The provision of services is key to supporting the City as it grows. The lack of essential infrastructure can be a major constraint to future urban and industrial development, therefore it is important that strategic planning is undertaken to support the anticipated growth. This is particularly important for the Hazelmere Enterprise Area due to the strong growth forecasted for this area.

#### 7.5.1 Electricity

The Guildford Hazelmere Local Area is serviced by Western Power’s South West Interconnected System. The area is connected via 132 KV high voltage transmissions lines which radiate from the Midland Junction and Hazelmere substations. Properties are serviced via a combination of above ground and below ground high voltage distribution lines, via transformers, which distribute low voltage to properties. Western Power’s forecasted remaining capacity indicates the network in Guildford and the southern portion of South Guildford will have capacity beyond 2042 but the remaining portion of South Guildford, Hazelmere and Bushmead only has capacity for 5 to 10 years. (Western Power, 2018).

#### 7.5.2 Water Supply and Wastewater

The Water Corporation is responsible for the infrastructure and supply of water and sewerage infrastructure. The City has little influence in the location and servicing of these networks. The timing of the provision of infrastructure is essentially between landowners, developers and the Water Corporation with the City’s main role being to facilitate the process. The Water Corporation has previously considered water and wastewater servicing for all land currently zoned Urban and Urban Deferred under the Metropolitan Regional Scheme, the areas outside of this, such as the rural residential and industrial areas in Hazelmere and South Guildford are not currently connected to sewer mains. (Western Australian Planning Commission, 2018).

The City is responsible for providing storm water drainage infrastructure to ensure the removal of damaging effects of storm water from rain events of a specified design severity. Drainage infrastructure protects residents’ property from damage, and surrounding services from damage or deterioration, which allows infrastructure such as roads, footpaths, car parks and even sporting facilities being subject to water inundation, to function as originally intended. The City is committed to prioritising the renewal of existing assets over the construction of new assets.

Environmentally sustainable design principles are being promoted by the City for more efficient use of water within new and existing community buildings owned by the City. The residential development of Rosehill Waters is an award winning community that has been recognised for its water management, including the conversion of open drains into living streams and its integrated water cycle management through its community bore and waterwise plants. This has enabled a great example for other subdivisions to achieve sustainable water management in its developments.
In September 2018, works by the Water Corporation were completed to refurbish the wastewater pipes in Guildford, extending the life of this infrastructure by another 50 years. This $1.3m project formed part of an ongoing program to reline and refurbish wastewater pipes across the state. This included 1.6 kilometres of pipes along Meadow, Victoria, Fauntleroy, East and Swan Streets (Water Corporation, 2018).

**Hazelmere Enterprise Area**

Surface and groundwater monitoring was conducted as part of the preparation of the HEASP. The HEASP report highlighted several major issues relating to the groundwater levels and potential inundation, nutrient and heavy metal levels and drainage (ENV Australia, 2009). Groundwater within this area was also found to be quite shallow, which results in a need for fill to support building pads, issues with drainage and limited ability to infiltrate effluent on site (HEASP, 2011).

A District Stormwater Management Strategy (DSWS) was also developed in order to demonstrate that Hazelmere Enterprise Area (HEA) is capable of supporting the proposed zoning changes identified in the HEASP on a larger scale (AECOM, 2013). This Strategy recommends several Water Sensitive Urban Design principles based on several key categories such as water conservation, stormwater, groundwater levels, water quality, protection of surface water bodies, public health and social values.

In order to minimise the potential for groundwater contamination, the areas identified in the HEASP as having clay soils and/or a high water table have generally been identified as zones which require structure plans and development requirements. These include the requirement for any subdivision or development of the land to be conditional upon connection to reticulated sewer. Proposals in other areas that do not require connection to reticulated sewer must demonstrate compliance with the definition of Dry Industry which has been incorporated within LPS 17 by application of a Restricted Use and conditions of development approval (OCM, 28.09.2011).

**Dry industry** means any industrial use permitted by the City of Swan Local Planning Scheme No. 17, where:

- it can be demonstrated that the quality and volume of effluent to be disposed of on-site can be successfully disposed of, without adverse environmental or health effects, utilising effluent disposal systems approved by the relevant government agency; and
- the development is of a type which is predicted to generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m² of site area (LPS 17).

The Hazelmere Industrial Area is also subject to a Specified Area Rate (SAR) for the purpose of infrastructure construction, which combines ratepayers’ contributions in the existing industrial area and the future industrial area to ensure that costs associated with the delivery of infrastructure are collected and distributed equitably across the structure plan area. These funds are to contribute towards road infrastructure, drainage and enabling appropriate growth in the area. The City’s Capital Works program includes ongoing improvements to the drainage network with a total estimated cost of $15 million.

The City’s 2018/2019 financial year budget included $735,000 for projects based on the recommendations of the Hazelmere, Guildford and South Guildford Drainage Studies.
7.5.3 Gas
The area is serviced by ATCO Gas Australia by medium pressure distribution mains, with high pressure gas reticulation running through the Hazelmere industrial area (ATCO Gas, 2018). The existing gas services through Guildford and Hazelmere, are sufficient to cater for future development within the area.

7.5.4 Telecommunications
The NBN rollout maps indicate that the NBN Network is already available to the majority of this area. Rosehill Waters and Bushmead residential estates are currently under construction as part of the residential subdivision works (NBN Co Ltd, 2018). Telstra has indicated that there is also existing distribution copper and fibre within the street verges throughout the HEASP area to provide network services to the residential, industrial and commercial premises (HEASP, 2011).

7.6 Social Infrastructure
The Guildford Hazelmere local area has access to a variety of community facilities, including state and regional facilities. This includes community facilities, sport and recreation facilities and public open space, along with health and education facilities mostly provided privately and by the State Government.

7.6.1 Community Facilities and Public Open Space
The City has developed it’s Standards of Provision: Open Space and Community Buildings (Standards) to ensure a planned approach to the way the City’s communities are provided with adequate and fit-for-purpose open space and community buildings. The Standards provide the City with a basis of comparison to identify where potential gaps or overprovision of open space and community buildings exist within the City, as well as ensuring an equitable distribution ratio of community infrastructure is established (City of Swan, 2017). The Standards act as an overarching document which informs a number of other open space and community buildings focussed policies, strategies, design guidelines and specifications.

The City has also prepared a Midland Community Infrastructure Plan (MCIP) to guide the City on future planning, location, development and funding priorities for public open space and community facilities within the Guildford Hazelmere Local Area (City of Swan, 2016). During this investigation a range of issues and opportunities were identified that will guide the community and the City of Swan in the allocation of resources to the various recommendations.
Generally, facility and public open space provisions and ratios for this MCIP area are adequate for the current population and are well used, with some capacity in most cases for increased use. Investigation and analysis of current demand and provision indicate that there is no significant need for new facility development. The intention is where possible, to maximise current infrastructure and promote the multi-functional use of community facilities which have potential to bring a range of compatible services to existing activity centres.

A number of key findings and recommendations are made in the Midland CIP for this local area such as:

- The City should continue to implement the Guildford Heritage Master Plan, as it guides planning and rationalisation of heritage listed buildings to cater for community space needs;
- The need for a community room in South Guildford. The Waterhall Shopping Centre has since been completed and operational and includes the South Guildford Community Room;
- Hazelmere Hall required upgrading, which has been completed since the previous Local Area Plan;
- Investigation of walking and cycling route security lighting and activity fixtures placed in and around select lineage networks and POS; and
- The need to evaluate existing community facilities (the previous LAP recommendations resulted in the upgrade of the Hazelmere Hall).

### 7.6.2 Education Facilities

The Guildford Hazelmere local area is generally well serviced by existing schools. Further infill residential development and any potential future greenfield development may however place further demand on existing school sites and trigger the need for a new school and public sporting facility. Within this local area boundary, there are two schools, Guildford Primary School and Guildford Grammar, and this is reflective of the area’s relatively small residential population.

Guildford Primary School is a local state school for the Guildford and South Guildford residents and has a current intake of over 290 students and 37 staff (Dept of Education, 2018). This primary school is the oldest continuously operating state school in Western Australia and the third oldest in Australia (Guildford Primary School, 2018).

Guildford Grammar is a large co-educational private Anglican school which caters from 3 year olds to year 12 students. The school has been operational for over 120 years at Guildford and contains many historic buildings. It is also popular as a boarding school and attracts pupils from Perth metro, regional Western Australia and overseas. It has recently opened its doors to female students expanding its student numbers, and it is also
currently in the process of developing a new expanded boarding facility for its pupils.

Although not within this local area, Midland in particular does have several educational facilities ranging from daycare, primary and secondary schools as well as tertiary institutions. Of note is the existing North Metropolitan TAFE located in Midland and the proposed Curtin University within the Midland Redevelopment Authority’s Master Plan area.

7.7 Transport and Access

Projected population growth in Perth metropolitan area will place additional pressure on all levels of transport infrastructure, in particular the existing road and rail transport network within the City and the wider sub-region. It is recognised that to accommodate population growth and to ensure that movement networks are not compromised, there is a need to integrate urban and employment nodes with transport infrastructure and services.

The City has prepared a Transport Strategy to provide an integrated approach to transport and land use planning, which means all the relevant transport modes, opportunities and relationships between transport and land use, are considered at each stage of the planning process. The strategy accommodates the existing and future transport requirements of the locality across all transport modes (Cardno, 2014).

The Guildford Hazelmere local area is serviced by a number of key regional roads, primarily providing transport links to Perth City and to the urban growth areas. Freight and passenger rail exists within the area, as well as public transport opportunities by bus, foot and bicycle. Key gateway roads into this local area include West Swan Road, Great Eastern Highway, Roe Highway, and James Street (See Figure 11).

Transport planning in the City of Swan is undertaken by three state government agencies being the Department of Planning, Lands and Heritage (DPLH), Department of Transport (DoT) and Main Roads WA (MRWA), with City input when required. In recent times, the City has lobbied Federal and State Government for funding to upgrade key road and rail infrastructure strategically important to the development of Swan and this local area.

7.7.1 Freight Network

The freight network is critically important to the Western Australian economy. Where practicable, these transport corridors should be protected from the encroachment of sensitive and incompatible land uses and is an important consideration when identifying locations for infill housing development. Similarly, the design, construction, upgrade and operation of the infrastructure within these corridors should seek to minimise impacts on surrounding land uses (Western Australian Planning Commission, 2018).

The volume of freight movement on the regional road and rail networks will increase substantially by 2050. This increase will be centred on interstate road and rail routes, particularly those servicing port facilities and connecting with intermodal terminals located at Kewdale, Hope Valley/Wattleup (Latitude 32), Bullsbrook and Mundijong. Overall, the proportion of freight on rail is expected to increase (Western Australian Planning Commission, 2018). Priorities for future development within the City are highlighted in the City’s Transport Strategy (2014).

The City of Swan’s Transport Strategy (2014) identifies a number of road freight upgrades. An extract from this Strategy is:

“Access to the Hazelmere Enterprise Area (HEA) is currently supported only via Great Eastern Highway Bypass, although alternative connections exist along West Parade/Bushmead Road, Kalamunda Road and ultimately, the Lloyd Street extension.”
West Parade connects freight vehicles from Great Eastern Highway/Johnson Street in Guildford directly into the northern HEA precinct, but with a detrimental impact on local residents, as well as traffic operation at the Bridge Street crossing (for freight originating in Bassendean, Malaga and Morley).

Similarly, the lack of access to the HEA south precinct from Roe Highway promotes the use of Kalamunda Road as a preferred access link.

Modifications to strategic connections in this area are proposed in the Hazelmere Enterprise Area Structure Plan (HEASP), but this is not expected to greatly improve freight links into the HEA, apart from presenting an alternative access into the northern precinct via Clayton Street and the Lloyd Street extension. Some concern remains that Lloyd Street will become a primary freight link, reducing the operation of this road for access to the Midland City Centre and the Midland Health Campus.

The truncation of Stirling Crescent to the north and south of the Great Eastern Highway Bypass is expected to be mitigated by the continuation of Lloyd Street to Abernethy Road, resulting in approximately equivalent access to the GEH Bypass.”

Since the adoption of the Transport Strategy and previous LAP, several projects have commenced or are in progress, a direct outcome of the recommendations of the Transport Strategy and the HEASP. The most significant road projects in the area are:
Lloyd Street

Lloyd Street will ultimately be connected from Great Eastern Highway in Midland to Great Eastern Highway Bypass (GEHB) and onto Abernethy Road. This road upgrade and extension will serve as the primary north-south road within the HEA. The City’s vision for an interconnected road network between Midland and Hazelmere hinges on the completion of the Lloyd Street Bridge over the Helena River and a new intersection onto GEHB.

Once this extension is complete, and along with upgrades to the GEHB and Roe Highway intersection, it is proposed to close Stirling Crescent in Hazelmere to encourage use of the upgraded Lloyd Street, particularly as the intersection would be in very close proximity to the Roe Highway on ramp and be conducive to effective traffic management. A full grade separated interchange is proposed for the Lloyd Street/Abernethy Road interchange at the Great Eastern Highway Bypass.

Funding from both state and federal government has been announced for the May 2019 budget which includes the Lloyd Street extension from Great Eastern Highway Bypass to Clayton Street in Midland.

Roe Highway

Roe Highway is a key road corridor linking Kwinana Freeway to Great Eastern Highway, enabling access to Kewdale, Hazelmere and Canning Vale industrial areas (Main Roads, 2018). An advocacy priority for the City has been the interchange of Roe Highway and Great Eastern Highway Bypass as it is one of the most congested and dangerous in the metropolitan area. This intersection acts as the main access points to the Airport, Hazelmere and Forrestfield industrial areas, and are used by many heavy haulage transport trucks and commuters. The project will construct a grade separated interchange with feeder lanes and removing traffic lights, leading to a safer, unimpeded flow between the two major highways (Department of Infrastructure, 2018). As of May 2019, funding has been announced to complete this project and will create 1,050 jobs.

Just outside of the boundary of this LAP, $86 million has been committed to build an interchange at one of the last remaining signalised intersections on Roe Highway at Kalamunda Road (Main Roads WA, 2018). This will improve the flow of traffic through this vital road connection (see Figure 11).

Bushmead Road

As part of the Lloyd Street upgrades, Bushmead Road was also upgraded from a rural standard to industrial standard road. This has improved safety and drainage in this area with funding being sourced by the Hazelmere Specified Area Rate. This road is not included in the MRWA Restricted Access Vehicle network and primarily serves as an access to the residential areas in the western parts of Hazelmere (City of Swan, 2014). Generation of heavy vehicle traffic through the residential area along Bushmead Road has been an issue in the past.

Abernethy Road

Importantly, the Lloyd Street extension will link up via GEHB to Abernethy Road creating a vital north-south link through Hazelmere to surrounding hubs. In order to connect other major roads as part of the HEASP, Stirling Crescent closure will be required.

The planned closure of Stirling Crescent at both ends of the GEHB intersection means that an alternative access south of GEHB will need to be established. A few years ago, Adelaide Street was closed between Abernethy Road and Stirling Crescent, with the new road networks, this is required to be re-opened to recreate a 4-way intersection. MRWA traffic modelling indicates that widening to 4-lanes will be required in the medium term to cater for forecast traffic volumes attracted from the extension of Lloyd Street and the growth of the road freight traffic servicing the Primary Freight Hub in Kewdale (HEASP, 2011).
Rail Freight (Re-alignment)

The Midland Freight Rail Realignment is the re-routing of the heavy freight railway out of the Midland CBD, South Guildford and Woodbridge to create a new southern alignment generally parallel with Military Road, Bellevue and the Great Eastern Highway Bypass in Hazelmere. The project will be significant in the reduction of noise, improvements in traffic at the level crossings in Midland and improvement of the amenity along its route. There will be an improvement in the efficiency of freight movement as trains will not have to slow as much while negotiating the tight turn in the line at Woodbridge.

Trains will avoid 5 existing level crossings on this new alignment (City of Swan, OCM 06.08.2018). This will reduce associated rail freight noise impacts for adjacent residential areas, potentially providing urban consolidation opportunities along the existing freight rail line (especially for the Midland Strategic Metropolitan Centre) and improve north-south access across the Midland central business district.

The Metropolitan Region Scheme Amendment (1313/41) which enables this realignment was released in March 2018. This process is still in progress and the state government, the City, landowners and other affected stakeholders are still in discussions to work through the planning of the realignment. This is a particularly big issue in Hazelmere as it impacts on many landowners as well as the design of the whole HEA area and its surrounding suburbs, including the growth of Midland.

7.7.2 Road Networks

Great Eastern Highway, Great Eastern Highway Bypass, Roe Highway, James Street and Lloyd Street are major roads that link Guildford Hazelmere with the greater metropolitan area, regional Western Australia, and the eastern states. However, the regional transport routes that give particularly Hazelmere, its excellent accessibility also divide it, making efforts to create an urban setting consistent with the community’s vision for this local area problematic. It is therefore highly desirable to achieve a better balance between regional movement and local access.

The James and Johnson Street intersection in Guildford funnels traffic through the town centre and has created excessive pedestrian waiting times at signalised intersections, reduced vehicle circulation throughout the town centre, poor vehicular access and limited on-street parking opportunities for local businesses relying on pedestrian activity.

Future regional roads network upgrades as discussed in section 7.7.1 including the Perth-Darwin Highway (Northlink) will further improve access into and around this area.

Congestion is increasing on the regional road network, particularly during peak periods, and mainly affects the roads that connect the outer areas of the North East-sub-region to the Central sub-region including Great Eastern Highway, Reid Highway and Roe Highway. A challenge for the sub-region is to ensure that key roads are appropriately managed and upgraded over time to facilitate future efficiency. It is also necessary to ensure that public transport services are improved to assist with alleviating future road congestion and to support urban consolidation (Western Australian Planning Commission, 2018).

The GEHB/Roe Highway interchange, Lloyd Street extension and GEHB/Abernethy Road are the most significant road projects which will help combat congestion and improve ease of access for heavy haulage vehicles in and around this local area and therefore reduce pressure on the local road network.

The City’s Economic Development Strategy also recommends that the City lobby for funding to complete the Lloyd St Bridge Project (Geografia Pty Ltd, 2017) and as a result is an advocacy priority for the City. The project would directly link Midland with the industrial areas of Hazelmere, Forrestfield,
Kewdale and Perth Airport, and would be expected to reduce congestion and boost local employment opportunities. The City of Swan’s advocacy efforts have come to fruition with the April 2019 announcement that the Labour Government has launched a major roads package as part of the 2019-20 State Budget, to transform Perth’s eastern suburbs and therefore enabling the completion of the Lloyd Street extension, Roe Highway upgrades, Tonkin Highway improvements and Abernethy Road upgrades.

### 7.7.3 Guildford Access and Parking Strategy

As parking and traffic congestion has become an increasing problem in the Guildford precinct, the City of Swan was required to develop its Parking and Access Strategy for Guildford (2016) to enable the current perceived parking issues in the area to be investigated. The aim of the Strategy is to ensure people can get to destinations in Guildford by managing vehicle parking and considering associated services such as pedestrian and bike paths. For many reasons, Guildford has a restricted amount of land available for parking, so one component of this strategy is to encourage people to use alternative transport to cars. This is also supported by the proximity of the train line and cycle paths (City of Swan, OCM 17.08.2016). The other component of the strategy that responds to the limited availability of land for new parking provision, is the focus on improved parking management to optimise the use of existing parking. The recommendations from this Strategy relate to safety, parking management, cash-in-lieu, alternative transport modes and compliance. The Strategy not only outlines these recommendations in detail but also stipulates timelines for when they should be implemented.

This strategy has a strong focus on community consultation as well as using the many studies which had already been done in the area. Now that the strategy has been adopted, the City is focusing on the implementation of the Strategy and determination of the most effective way to do so. The City continues to work with stakeholders on this plan such as the April 2019 community consultation to refine parking management in this precinct.

### 7.7.4 Public Transport

An effective and adaptable public transport network will be a key mechanism for achieving greater sustainability. Improved public transport will be required to meet the transportation needs arising from population growth and to meet the need to connect people to key employment nodes. Additionally, good public transport will be necessary to reduce congestion in the shorter term and increase road capacity for other transport functions.
reliant on the regional road system, especially freight movement (Western Australian Planning Commission, 2018).

The proposed public transport network for the sub-region includes an integrated network of passenger rail lines and transit corridors. Public transport infrastructure has been prioritised through METRONET to support activity centres and deliver sensitive, sustainable and vibrant communities (Western Australian Planning Commission, 2018).

As part of stage one of METRONET, investigations are currently in progress into the proposed Midland rail line being extended to a new station at Bellevue and the Midland rail and bus integrated station be relocated eastwards (Cale Street) to be in proximity to the Midland Public Hospital and main retail precinct. It is noted in the North-East sub-Regional Framework that the staging for this infrastructure is medium-term (2022-2031). The 2018 federal budget included an $83 million commitment for this project.

Also in the sub-region, the METRONET project is completing a new rail line connecting the Midland rail line to the Airport and Forrestfield, and a new rail line proposed to extend from the Midland rail line to the Ellenbrook town centre, both lines with additional stations. METRONET also proposes to remove some level crossings to improve traffic movements, safety and amenity.

As part of the Public Transport Authority’s Route Utilisation Strategy, the Authority is undertaking Station Access Improvement Programs across its train stations. The program aims to work with the local and state governments to define future actions needed to facilitate increased rail patronage and improve access to each station. The Station Access Strategy for Guildford, East Guildford and Woodbridge was produced in 2018 and will help inform planning and asset management on City land and infrastructure, such as the City’s Cycle Plan, Transport Strategy, Disability Access Strategy, etc.

7.7.5 Active Transport

The provision of a network of on-road and off-road paths for cyclists and pedestrians provides commuters with an alternative to private car trips as well as providing recreational opportunities and health benefits (Western Australian Planning Commission, 2018). Guildford is currently ‘disconnected’ from Swan and Helena Rivers, its prime environmental assets, by its lack of paths, way finding networks, and visual connection. Improving walkability, cycle access and way finding to capitalise on the town centre’s proximity to the two rivers are important transformational projects for the City to embrace. Pedestrian and cycling activity primarily occurs within activity centres, educational precincts, transport nodes and recreational facilities.

The expansion of the Principal Shared Path (PSP) network is a key action of the Western Australian Bicycle Network Plan (Department of Transport, 2017) which includes already completed projects along the Midland train line through Guildford. To build on this, the City has recently completed a (yet to be endorsed) Cycle Plan which identifies several key priority projects included within this local area. This plan was initiated as a review of the City’s current cycle strategies due to the amount of cycling infrastructure that is currently being added to the network alongside rail corridors and major road projects in the City of Swan. This plan aligns with neighbouring local government’s and the state government’s cycle plans as well as the Public Transport Authority’s Station Access Strategies to ensure a consistent and connected approach to coordinated implementation of these strategies and plans. Alignment with the Department of Transport is particularly important if the City is to maximise it’s opportunity to attract matched funding to develop it’s cycling network.

**Built Environment - Key Concerns**

- Awaiting outcome of state heritage listing of Guildford Historic Town
- Ensuring that appropriate infrastructure is in place to improve liveability standards of the new residential estates
- Long timeframes and other constraints to enable the implementation of the Hazelmere Enterprise Area Structure Plan
- There is no reticulated sewer in the Hazelmere industrial area, which is restricting land use options
- Need to upgrade infrastructure within the Hazelmere industrial area
- The need to acquire land for the realignment of the freight rail through Hazelmere, will impact some business/land owners
- Traffic issues through built up areas, especially through Guildford town centre
- Parking management concerns within Guildford town centre
- New development not being compatible with the heritage values of Guildford
- Low levels of active transport use as a means of sustainable transportation
- The current road network in the airport north precinct will not be able to accommodate further growth

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8.0 Social

8.1 Population and Social Services

At the time of the 2016 Census it was reported that Guildford and Hazelmere had a population of 6,192 people, with a population density of 2.54 people per hectare. Of this, 93 persons (1.5%) were identified as being Aboriginal or Torres Strait Islander background. By comparison, the City of Swan Aboriginal and Torres Strait Islander population of 3,802 represents 2.9% of the overall population.

The highest population groups were; 45 to 49 years with 462 individuals (7.4%), 40 to 44 years with 449 individuals (7.2%), 35 to 39 years with 447 individuals (7.2%), and 30 to 34 years with 447 individuals (7.2%).

The population of Guildford and Hazelmere is forecast to increase from 6,192 in 2016 to 11,098 by 2036, which represents an increase of 79% or 4,906 individuals. This growth will mostly be accommodated in the new residential estates of Rosehill and Bushmead. The largest growth of population will be 0 to 4 years from 386 (6.1%) in 2016 to 752 (6.8%) in 2036, showing an increase of 366 individuals. The second highest will be 35-39 year olds from 448 (7.1%) in 2016 to 807 (7.3%) in 2036, representing an increase of 359 individuals. The third highest will be 40 to 44 year olds from 444 (7%) in 2016 to 791 (7.1%) in 2036, representing an increase of 347 individuals.

An ageing population is a concern for the future of Guildford Hazelmere, supporting the City’s commitment to strategies for communities to ‘age in place’ as there is limited supply of appropriate housing within the local area. It is also important to recognise barriers in access to services and the need to increase local service provision. The City will need to plan and prioritise the Guildford Hazelmere community to ensure that current and future needs, strengths, and expectation of the community are addressed.

The City’s Service Gap Analysis for Guildford Hazelmere and further investigations, social issues and concerns for the community include:

- Limited services available for early years and middle years;
- Ageing population and social isolation due to accessibility of services;
- Young people social isolation with lack of programs and services available locally;

8.1.1 Early Years

From 2011 to 2016 there was a slight decrease in early years and an increase for middle years population within Guildford/Hazelmere. Currently, early years services are predominately available in the neighbouring City centre of Midland, however Guildford Library provides a variety of early years programs including Rhymetime, Storytime, Futures Lab and Go Crafty.

8.1.2 Young People

In Guildford/Hazelmere there was an overall increase in young people aged from 12-24 years between the 2011 and 2016 Censuses. Currently services available for young people in Guildford Hazelmere include a variety of outreach services which are located in Midland. The 360 Health Centre in Guildford are a private organisation providing services for young people including; mind care, healthy living, condition support, and GP services (360 Health and Community, 2018).
Youth unemployment also showed a significant increase from 26 (6.5%) in 2011 to 70 (17.1%) in 2016. Notably, youth unemployment throughout the City increased across other Local Areas. Guildford Hazelmere increased by 10.6% during this time, with an additional 44 individuals considered to be unemployed. This may be indicative of low employment opportunities as a result of the job market or of the lack of access to employment and education.

The City of Swan Youth Strategy was adopted by Council in 2017 and highlights issues related to young people throughout Swan. Identified issues impacting young people in Guildford Hazelmere include; accessibility of services for recreation, health and wellbeing and education and employment. With most services based in neighbouring Midland, other issues such as accessibility and transport links could be impacting young people in the Guildford Hazelmere area.

8.1.3 Seniors

From 2011 to 2016, seniors from the age of 60 years old and above showed a growth of 149 individuals with percentages reflecting a stabilisation at 20.8% in 2011 and 2016. Between 2016 and 2036, an increase in population of retirement age of 60 years old and above of 1,301 individuals is forecasted. This trend is common throughout the City and across other local areas, and addressed through the City of Swan Strategy for the Ageing Population.

An identified issue is that of limited housing diversity and service provision to accommodate the ageing population which may impact on residents’ choices to ‘age in place’ and force them to move to locations such as Midland seeking suitable accommodation and services.

Currently, City of Swan Community Care Services is one of several Federally funded organisations that provide a range of basic maintenance, support, social and transport services for frail aged people, people living with dementia or disability and their carers. The City offers Housebound Services which is available from libraries such as the Guildford Library. The Service includes direct delivery of large print books, magazines, audiobooks, music CDs, etc.. Other library group services which create engagement opportunities and networking are nearby at the City’s Midland Library.

8.1.4 Culturally and Linguistically Diverse Communities

The 2016 Census reported 64.7% of residents in this local area were born in Australia, with 13.7% of residents arriving in Australia within five years prior to 2016 (ABS, 2018). The most common countries of birth after Australia were United Kingdom 9.9%, New Zealand 3.7%, and India 1.2%. Comparatively this local area has a higher percentage of residents from the United Kingdom to the City. In addition, 81.4% of residents only speak English at home, with the next most commonly spoken languages at home (other than English) being Italian 1% and Mandarin 0.7%.

8.1.5 Disability Access and Inclusion

Between 2011 and 2016 there was a decrease in the number of individuals in Guildford/Hazelmere requiring assistance in their day to day lives due to disability increasing from 374 individuals in 2011 to 254 individuals in 2016. Of these people, 40.9% were aged 65 years and above, which was a decrease from 53.5% in 2011.

The City continues to strive for excellence in providing equitable access to services, information, facilities, events and employment. One way to do this is through our Disability Access and Inclusion Plan (DAIP). The DAIP is reviewed every five years, with progress reports submitted to the Disability Services Commission annually.
The 2011-2016 DAIP has been reviewed and a new plan has been developed, with input from the community and other stakeholders. The DAIP (2017-2022) sets out the City’s priorities for the next five years, and will be implemented with regular monitoring and annual reporting. The DAIP is applicable across Swan, including the Guildford Hazelmere local area.

8.2 Community Safety

Community Safety is a responsibility across all three tiers of government. The City of Swan provides direct service delivery that both influences perceptions and addresses actual community safety concerns. Some of these actions are obvious and visible such as activities undertaken by the Community Safety team related to animal management, vehicle management and fire hazard inspections. Other services such as graffiti removal services, parks and reserves management, strategic planning, youth and community development all contribute to a sense of community safety and wellbeing. These City services provide positive community safety outcomes through community planning and design, maintenance of quality community assets and facilities, community programs and education.

From 2016-17 to 2017-18 there was a reduction in the number of offences reported across Hazelmere (-10) and Guildford (-1), however there was an increase in offences reported in South Guildford (+21). The top three offences reported for the Guildford/Hazelmere Local Area for 2017-18 were; stealing (54), dwelling burglary (14), and drug offences (12).

To ensure levels of crime are low, the City offers a variety of safety measures alongside the Police and other State Government agencies, including working with the community to address concerns about perceived crime and safety. In addition the City implements elements of ‘Crime Prevention through Environmental Design Principles’ in urban design.

The City of Swan’s Community Safety Plan 2014-2018 was developed to prioritise actions and reporting on community safety matters across the City. The following key priority areas were identified as the focus for improving community safety across the City:

- Measures to detect and deter crime;
- Measures to address the underlying causes of crime;
- Addressing safety issues related to personal and community responsibility in local neighbourhoods; and
- Increased coordination and responsiveness of agencies to address community safety.

Under each of the four priority areas a series of objectives are identified (24 in total) which are monitored by the City’s Community Safety team. In particular the following objectives have relevance to the Guildford Hazelmere Local Area.
Social - Key Concerns

- Limited local aboriginal storytelling opportunities and recognition of the area’s presettlement history
- Lack of connectivity to existing social and commercial infrastructure for the new residential areas
- Limited housing diversity and service provision to accommodate the ageing population
- Services available for young people are located outside this local area

As noted throughout the City’s Local Planning Strategy, the creation of safe public spaces such as streets, car-parks and parks is a priority for the community. It is not feasible to have law enforcement agencies present at all times in the public realm. Through good design of public spaces and buildings abutting public spaces, passive surveillance of the public domain can increase and lead to a greater sense of security for the community.

8.3 Emergency Management

As a regional centre, Midland is a hub for the emergency services for City of Swan. A number of services are located near the local area including the Midland Police Station, Midland Fire Station, Midland Public Hospital, Kiara Fire Station, etc.

The City of Swan is also a key player in the State’s emergency management arrangements and provides expert knowledge about their communities and environments. The City’s Local Emergency Management Committee (LEMC), chaired by the City with representation from key organisations and agencies ensures that local emergency management arrangements are prepared and maintained, and to manage recovery after an emergency.

In the Guildford Hazelmere Local Area for example, this includes being prepared for a wide variety of possible risks such as flooding from the Swan and Helena Rivers, transport accidents involving the freight or transit rail line and hazardous spills due to the freight line, primary road corridors and large industrial areas.

*Photo: Emergency Services*
9.0 References

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