



SUPERMARKET

CAFE

NORTH ELLENBROOK
(EAST) DISTRICT STRUCTURE PLAN

PART ONE
Implementation Section

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lendlease

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Macroplan – Economic, Retail and Employment Strategy
RPS – District Water Management Strategy
Lendlease – Community Facilities Strategy
Herring Storer – Acoustic Assessment
Research4 – Perth North-East Land Market Analysis

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EXECUTIVE SUMMARY

The North Ellenbrook (east) District Structure Plan (the DSP) will guide the future development and planning processes for the 'North Ellenbrook Urban Investigation' area identified under the Western Australian Planning Commission's (WAPC) *North-East Sub-Regional Planning Framework* (2018) (the Framework). The DSP covers the eastern half of the 'Urban Investigation' area being the portion east of Northlink WA, west of Railway Parade, north of Maralla Road and south of Warbrook Road.

The DSP covers an area of approximately 499 hectares and is estimated to deliver in the order of 5,500 dwellings, housing a population of approximately 16,500 people. To accommodate this future population, the DSP will coordinate the provision of the necessary services, amenities and infrastructure including a Neighbourhood Centre, High School, District Open Space and Primary Schools. The DSP sets a framework to ensure that State Government density targets are met, with a focus on achieving increased densities around activity centres, public transport routes and areas of high amenity.

The location of the DSP directly adjacent to Northlink WA provides a significant opportunity to achieve quick and efficient access to the regional road network. To achieve this, a full-movement interchange is proposed that will service the 'Urban Investigation' areas both east and west of Northlink. As a key Primary Regional Road, Northlink WA will be a dual carriageway national highway with four lanes providing free-flowing access to key commercial and industrial areas such as Muchea, Malaga, Kewdale, Perth Airport and the Perth CBD.

North Ellenbrook is strategically located within close proximity of a broad range of existing and planned employment nodes within the north-east sub-region. In addition to these external employment areas, the DSP is expected to generate in the order of 1,600 local jobs towards achieving employment self-sufficiency targets. The Bullsbrook Freight and Industrial Area immediately north of the DSP is estimated to support more than 50,000 jobs once developed in addition to other developing employment nodes such as the Muchea Industrial Park. In relation to these future employment nodes, a fundamental economic growth challenge for the north-east sub-region will be to ensure that there is a sufficient local workforce to meet the employment demand from businesses investing in these areas. A future residential community in North Ellenbrook as facilitated by this DSP will be well-placed to provide a residential workforce to service future growth areas.

The majority of the DSP area has been historically cleared, with limited areas of remnant native vegetation remaining. Preparation of the DSP involved a range of site specific technical investigations to identify environmental values and their relative significance. The DSP proposes to retain and protect significant environmental values through a number of mechanisms, namely the identification of state and local reserves to be formally established through subsequent planning processes, including amendments to the Metropolitan Region Scheme and preparation of local structure plans.

The DSP proposes to implement best practice drainage and nutrient management strategies to manage the quantity and quality of groundwater and surface water leaving the site. This will be achieved through a range of strategies that include maintaining or improving surface water quality and controlling groundwater levels through subsoil drainage systems. The primary drainage feature within the DSP - Sawpit Gully - will be retained on its existing alignment to convey surface water from the majority of internal and external catchments. The land has limited hydrological relationship with Western Swamp Tortoise habitat, which is confined to surface drainage from the Ellen Brook into the Ellen Brook Nature Reserve located downstream. In this regard, predevelopment flow quantity and quality will be maintained or improved before discharging into the Ellen Brook in order to avoid impacting the habitat.

The DSP comprises three sections to coordinate the future planning processes for the land:

Part One of the DSP establishes the future processes required to be progressed prior to development as well as the outcomes to be achieved as part of these subsequent processes. Part 1 also contains the DSP Map which will spatially coordinate the more detailed planning and design of the DSP area.

Part Two of the DSP provides background information and explains the various elements of the DSP. Reference to technical investigations and supporting documents is made where these considerations have guided the preparation of the DSP.

Part Three of the DSP contains all technical appendices prepared in support of the structure plan. These include:

- District Water Management Strategy;
- Environmental Assessment Report;
- Economic, Retail and Employment Strategy;
- Traffic Impact Assessment;
- Bushfire Management Plan;
- Acoustic Assessment;
- Community Facilities Strategy;
- Engineering Servicing Report; and
- Perth North-East Land Market Analysis.

The DSP and associated technical appendices demonstrate that North Ellenbrook (east) is well-placed to accommodate future urban development as a logical extension of the urban front. All key considerations can be appropriately addressed and / or managed through the coordinated development of a new community that will provide a resident population for future employment land, offering housing diversity and choice in a sub-region that is expected to experience land supply pressure in the near future.



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1.0 INTRODUCTION

The WAPC's *North-East Sub-Regional Planning Framework* provides the strategic direction for managing growth and development within Perth's north-east sub-region. The Frameworks and associated mapping spatially identify consolidated urban areas to accommodate population growth as well as locations for strategic employment land for approximately 30 years (up to 2050). The land covered by this DSP is referred to as the 'North Ellenbrook Urban Investigation' area under the Framework and is identified for the purpose of accommodating future population growth and demand for housing in the sub-region.

Under the Frameworks, 'Urban Investigation' areas are identified as those requiring detailed planning prior to the WAPC considering rezoning requests under the MRS and before development can occur. Consistent with 'Table 7: Implementation actions' of the Frameworks, this DSP represents the 'detailed planning' process to be undertaken prior to lodgement of an MRS amendment request.

Table 2: 'Urban Investigation areas – key considerations' of the Frameworks outlines the specific matters that are required to be addressed through the DSP process for North Ellenbrook. The DSP comprehensively addresses the 'key considerations' in addition to other standard matters required to progress land from a rural to urban zoning. The DSP demonstrates that all potential constraints to development of the land can be appropriately managed through standard processes towards delivering a masterplanned community in Perth's most popular sub-region in terms of demand for land.

The DSP will provide the strategic planning framework to deliver approximately 5,500 dwellings over the medium to longer term, as well as the necessary services, amenities and infrastructure to accommodate the estimated population of 16,500. The DSP is ideally located to accommodate this growth, based on the following attributes:

- Its location immediately north of the established suburb of Ellenbrook, representing a logical and sequential extension of the urban front;
- Its proximity to the Ellenbrook METRONET station, providing residential catchment to support the planned rail infrastructure;
- Its location directly adjacent Northlink WA provides an opportunity to obtain direct and efficient access to the regional road network via a proposed full movement interchange;
- It has good access to existing and planned employment land in the sub-region and will provide a permanent resident population to service future employment centres, namely the South Bullsbrook Freight and Industrial Precinct and Muchea Industrial Park; and
- The majority of the site has been historically cleared with only limited areas of remnant native vegetation remaining. Development of the land does not require extensive clearing thereby reducing the potential for environmental impacts.

2.0 STRUCTURE PLAN PURPOSE AND OPERATION

The District Structure Plan is prepared to guide future planning processes including amendments to the Metropolitan Region Scheme, amendments to the City of Swan's Local Planning Scheme No.17 and the more detailed local structure plans required to coordinate subdivision and development. It provides a strategic planning framework for the coordinated development of the land and resolves potential constraints to urban development prior to rezoning requests being considered by the Western Australian Planning Commission. This Part 1: Implementation report, including the DSP Map, will form the primary planning instrument for the preparation, assessment and determination of subsequent planning processes.

Five separate indicative local structure plan areas are identified on the DSP Map based on the anticipated staging of the DSP and the timely delivery of infrastructure, services and amenities needed to support development for urban purposes.

The DSP also identifies district level infrastructure that will be subject to a future Development Contribution Plan in order to ensure to the equitable funding of the infrastructure. Whilst it is anticipated that local infrastructure that requires shared funding through a Development Contribution Plan will be limited, confirmation will be provided at the more detailed local structure planning stages.

3.0 FUTURE PROCESSES

The DSP is the first stage of the planning process required to progress the land from its current rural land use to an urban outcome as planned under the Frameworks. The coordinated planning of the site under the DSP will provide certainty and clarity regarding outcomes that are to be achieved at subsequent stages of the planning processes prior to zoning changes, subdivision or development occurring.

The following sets out these processes and the anticipated matters to be addressed at each stage.

3.1 Metropolitan Region Scheme Amendments

Amendments to the Metropolitan Region Scheme to rezone or reserve land should be generally consistent with the DSP Map, with exact boundaries to be refined through detailed planning. A staged approach to MRS Amendments within the DSP area is anticipated, informed by staging sequencing and landowner intent. Given the purpose of the DSP to establish a strategic planning framework that resolves potential constraints to urban development, it is anticipated that MRS amendments will proceed directly to the 'Urban' zone rather than 'Urban Deferred'.

There is the potential that a portion of lot 15 within the north-east corner of the DSP may be impacted by an odour buffer from existing poultry farms to the north and/or existing nurseries. At the time an MRS Amendment is proposed for lot 15, investigations will be required to determine the impact (if any) of the poultry farms and nurseries. Should these investigations

confirm that a buffer is required within the DSP area, the extent of the buffer should be rezoned to 'Urban Deferred' pending cessation of the poultry farm and nursery uses or changes in the operation/s that alleviates the need for a buffer.

The DSP proposes that land be reserved under the MRS as follows:

- A potential future 'Parks and Recreation' reserve over Bush Forever Site 13 (which also coincides with a Conservation Category Wetland) and the extended vegetation complex associated with the Bush Forever site;
- A 'Primary Regional Road' reserve over the land required to accommodate the interchange with Tonkin Highway (Northlink WA); and
- A 'Public Purposes – High School' reserve over the high school site identified on the DSP.

All other land use elements within the DSP will be zoned to 'Urban' under the MRS. Individual local structure plans will be responsible for defining land use and reserves at the local level, consistent with the zones and reserves prescribed under the City of Swan's Local Planning Scheme No. 17 (LPS 17).

3.2 Local Planning Scheme Amendments

As part of the MRS Amendment process outlined in section 3.1, the WAPC may concurrently rezone land under LPS 17 to 'Residential Development' (structure plan zone) pursuant to section 126(3) of the *Planning and Development Act 2005* to facilitate the preparation of a local structure plan.

Should a concurrent local planning scheme amendment not be supported by the WAPC, then a separate local scheme amendment process will be required to rezone the land to 'Residential Development' (structure plan zone) under LPS 17. As part of the local scheme amendment process, textual amendments to the scheme may be prepared to address specific matters. This may be required where commitments to the retention, protection and management of environmental features is to be established. The scheme text can be used to prescribe specific outcomes that are to be delivered through the local structure planning process as well as additional management plans necessary to support structure plans or subdivision / development.

3.3 Local Structure Plans

Pursuant to the requirements of the 'Residential Development' zone that will be established under LPS 17 at the local scheme amendment stage, local structure plans will be required to provide a comprehensive planning framework to coordinate future subdivision and development. Subdivision and development will be required to generally accord with an approved local structure plan.

The DSP Map identifies five indicative local structure plan areas that will generally form the spatial boundaries for future local structure plans. These boundaries are informed by the anticipated staging approach, land use boundaries and the coordination of services and amenities. These local structure plan boundaries may be refined as part of the more detailed planning for the DSP Area.

The Local Structure Plan (LSP) number references (1 – 4) are not representative of the proposed staging for the DSP. They are intended as points of reference only to identify the individual LSP areas.

Whilst LSPs 1A and 1B are identified as two separate LSPs, they may be combined into one larger LSP, dependent on timing and staging.

Local structure plans would need to demonstrate implementation of any scheme text provisions intended to achieve site-specific outcomes and be accompanied by any technical reports specifically identified within LPS 17 in addition to those listed under the WAPC's '*Structure Plan Framework*' (2015).

3.4 Development Contribution Plans

3.4.1 District Infrastructure

A Development Contribution Plan will be required to fund the following district-level infrastructure items:

- The interchange with Northlink WA; and
- The District Open Space.

Development Contribution Plans (DCP) are required to be established through an amendment to LPS 17 that will define a Development Contribution Area on the scheme map to which the Development Contribution Plan/s will apply. The Development Contribution Area is expected to encompass the entire DSP area.

A Development Contribution Plan that identifies infrastructure items to be funded as well as the associated cost apportionment methodology will then be prepared either concurrently with the scheme amendment that defines the DCA, or separately consistent with *State Planning Policy 3.6 – Development Contributions for Infrastructure* (as amended).

Northlink WA Interchange

The proposed interchange with Northlink WA is a key infrastructure item that will provide the DSP area with efficient access to the regional road network. The Northlink WA interchange will benefit all landowners within the DSP. Cost-sharing arrangements are therefore required to ensure the equitable funding of the infrastructure, consistent with the cost apportionment principles established under *State Planning Policy 3.6 – Development Contributions for Infrastructure* (as amended).

The Northlink WA interchange will also benefit future urban land to the west of Northlink WA identified as 'Urban Investigation' under the Frameworks. A second Development Contribution Area will therefore need to be established west of Northlink WA to ensure the equitable funding of the interchange.

District Open Space

The District Open Space (DOS) identified on the DSP Map will provide district-level sporting and recreational facilities. Whilst the DOS contributes to the minimum 10% POS requirement in accordance with *Liveable Neighbourhoods*, its location in terms of land tenure would likely result in one landowner disproportionately contributing to POS for the broader area.

Based on this likely scenario, it is expected that the DOS – both the land component and development costs – will be funded through a future DCP. In preparing future amendments to LPS 17 to define the DCA and create a DCP, consideration is to be given to the 'Urban Investigation' area to the west of Northlink WA identified under the Frameworks and the potential demand for the DOS that may be generated from a future urban precinct to the west.

[3.4.2 Local Infrastructure](#)

Through the more detailed planning to be undertaken at the local structure planning stage, it may become evident that some local infrastructure items require shared funding through a DCP. This will depend on ownership structure at the time of preparing the local structure plans as well the location of the infrastructure, which can only be confirmed at the detailed design stage.

Consistent with the principles of orderly and proper planning, a new DCP will be prepared for any local infrastructure items that require shared funding or alternatively, an existing DCP that covers district-level infrastructure may be amended to include local infrastructure items. The preparation of future DCPs that address local development and community infrastructure will need to be prepared consistent with State *Planning Policy 3.6 – Development Contributions for Infrastructure* (as amended).

3.5 Subdivision and Development

Subdivision and development is to be undertaken consistent with an approved local structure plan, pursuant to the 'Residential Development' zone provisions of clause 5A.1.3 of LPS 17.

4.0 DISTRICT STRUCTURE PLAN ELEMENTS

The DSP Map identifies five indicative local structure plan boundaries that will form the basis of the spatial areas to be covered by future local structure plans. Reference to numbers is used only to identify the individual LSP areas and is not representative of the proposed staging for the DSP. The LSP boundaries are indicative only and may be refined as part of the more detailed LSP process.

Whilst LSPs 1A and 1B are identified and discussed as two separate LSP areas, they may be combined into one larger LSP dependent on timing and staging.

Each local structure plan is to include details demonstrating an ability to achieve compliance with the following density targets:

- 15 dwellings per gross urban hectare in accordance with Table 7: 'Implementation actions' of the Frameworks. Note - this density target can also be expressed as 26 dwellings per site hectare, which is likely to be a more appropriate measure at the local structure plan stage; and
- A minimum of 15 dwellings with a target of 25 dwellings per gross urban hectare within 200m of the Neighbourhood Centre, consistent with *State Planning Policy 4.2: Activity Centres for Perth and Peel*.

The proceeding sections identify specific matters to be addressed as part of each structure plan however, the preparation and assessment of LSPs will be in accordance with the relevant provisions of LPS 17 (as amended), the WAPCs '*Structure Plan Framework*' and *Liveable Neighbourhoods*.

4.1 Local Structure Plan 1A

Local Structure Plan 1A is approximately 102 ha in area and comprises four lots (lots 11 – 13 and lot 33), all of which are under the control of the DSP proponent, Lendlease. The location of LSP 1A directly abutting Maralla Road and central to the DSP area as well as its consolidated ownership make it a logical and likely first stage.

Key matters to be addressed as part of LSP 1A are:

- Confirm the requirement for a local centre;
- Accommodate Sawpit Gully (shown as a Local Reserve – Drainage on the DSP Map) on its existing alignment and management of the interface between the drainage corridor and residential land. Should LSP 1A proceed ahead of LSP 2, the southern end of Sawpit Gully adjacent Maralla Road may need to be included within the LSP 1A boundary;
- Coordinate road crossings over Sawpit Gully connecting to LSP 2;
- Confirm the location and structure of the Neighbourhood Centre, as well as access to and around the Centre;
- Confirm the location and size of the Primary School site as well as the proposed access;
- Consider and address the necessary widening and/or upgrading of Maralla Road and Sawpit Road;
- Confirm any local development and community infrastructure that may require funding via a DCP.

4.2 Local Structure Plan 1B

Local Structure Plan 1B is approximately 70 ha in area and comprises two lots (14 & 15), both of which are under the control of Lendlease. As stated previously, LSP 1B may be combined with LSP 1A to form a single LSP (LSP 1) depending on the staging approach to the project which may evolve over time, as well as project delivery priorities and any efficiencies that may be identified at the more detailed LSP stage.

Key matters to be addressed as part of LSP 1B are:

- Accommodate Sawpit Gully on its existing alignment and management of the interface between the drainage corridor and residential land;
- Coordinate road crossings over Sawpit Gully;
- Consider and address the necessary widening and upgrading of Sawpit Road;
- The realignment of an existing drainage channel within lot 15 to achieve a more efficient urban form whilst retaining existing inflow and outflow points as shown on the DSP Map;
- Identify and respond to potential noise and odour impacts from adjoining land uses specifically, the poultry farms and nursery to the north. Strategies to manage potential noise and odour impacts may be required as part of the local structure plan;
- Confirm any local development and community infrastructure that may require funding via a DCP.

4.3 Local Structure Plan 2

Local Structure Plan 2 is approximately 85 ha in area and located in the south-east corner of the DSP, abutting Maralla Road. The ownership structure of LSP 2 is relatively consolidated, comprising four lots (lots 29 – 32) with two lots in single ownership. Given its location abutting Maralla Road and directly opposite the Annie's Landing estate in Ellenbrook, LSP 2 may be the first or second LSP prepared for the DSP.

Key matters to be addressed as part of LSP 2 are:

- Retention and protection of Resource Enhancement Wetlands within local reserves and confirmation of appropriate buffers and measures to manage the wetland interface with residential land;
- Retention and protection of State and Commonwealth listed threatened flora species *Grevillea curviloba* subsp. *curviloba* (Narrow curved-leaf Grevillea) within local reserves and confirmation of appropriate buffers and measures to manage the interface of the reserve with residential land;
- Accommodate Sawpit Gully on its existing alignment and management of the interface between the drainage corridor and residential land;
- Coordinate a road crossing over Sawpit Gully connecting to LSP 1A;
- Delivery of a Primary School site with the final location to be confirmed as part of the LSP;
- Coordinate consolidated access to/from Maralla Road to promote safety and efficient vehicular access to and from the land;

- Confirm whether additional land is required in the south-east corner of lot 29 to accommodate a roundabout at the intersection of Maralla Road and Railway Parade;
- Confirm any local development and community infrastructure that may require funding via a DCP;
- Noise mitigation strategies to address noise emissions from the Perth to Geraldton Rail Freight Line and Ellenbrook Speedway.

4.4 Local Structure Plan 3

LSP 3 is located in the south-western precinct of the DSP and will likely follow LSPs 1A and 2 based on the anticipated staging. The timing for LSP 3 may be influenced by a range of factors related to the delivery of LSP 1A and LSP 2 such as the capacity of schools, the need for the high school site, the demand for the district open space and the timing for the interchange with Northlink WA.

Key matters to be addressed as part of LSP 3 are:

- Management of the interface with Northlink WA and the associated interchange;
- Road access to the district open space and the combined high school / primary school site;
- Confirm the configuration and conceptual layout of the combined high school / primary school site in association with the Department of Education;
- Management of the interface with the 'Parks and Recreation Reserve' in the north-west corner of the LSP area to ensure its retention, protection and integration with residential land;
- Identification of opportunities for useable open space adjacent the future Parks and Recreation Reserve;
- Consider and address the necessary widening and upgrading of Maralla Road and Sawpit Road;
- Confirm any local development and community infrastructure that may require funding via a DCP;
- Assess and confirm the potential to retain the 'Barnard Springs Trough and Wetland' non-indigenous heritage site located within lot 8247. Should retention of the site be confirmed, the LSP should seek to accommodate the site within local reserves and investigate opportunities for community benefit;
- Assess and confirm the potential to retain the Resource Enhancement Wetland that traverses lots 10 and 8247 adjacent Sawpit Road. Should retention of the wetland be confirmed, the LSP should accommodate the wetland and associated buffer within a local reserve;
- Noise mitigation strategies to address noise emissions from Northlink WA.

4.5 Local Structure Plan 4

LSP 4 is located at the northern extent of the DSP area and furthest from the anticipated development front. LSP 4 is therefore expected to be the final LSP prepared and implemented for the DSP. At the time LSP 4 is prepared, it is expected that the 'Parks and Recreation' area will have been reserved, leaving only the residential land to be planned.

The DSP Map identifies a potential primary school site within LSP 4. Whether or not the primary school site is needed will depend on the population within this LSP and the preceding stages of development as well as the capacity of the existing educational facilities. The Department of Education will need to be consulted in the preparation of LSP 4 to confirm the requirement for a primary school.

Key matters to be addressed as part of LSP 4 are:

- Management of the interface with potential light industrial land to the north on the opposite side of Warbrook Road;
- The connection of Sawpit Road with the land to the north of Warbrook Road to ensure that the design and intersection treatment do not prejudice future industrial outcomes north of Warbrook Road;
- Specific road and intersection design measures to discourage heavy vehicles associated with the future light industrial land to the north from accessing LSP 4 and the broader DSP area;
- Consider and address the necessary widening and upgrading of Sawpit Road;

- Confirm the requirement for a primary school with the Department of Education. If a primary school is required, identify the location and access arrangements;
- Confirm any local development and community infrastructure that may require funding via a DCP;
- Noise mitigation strategies to address noise emissions from Northlink WA.

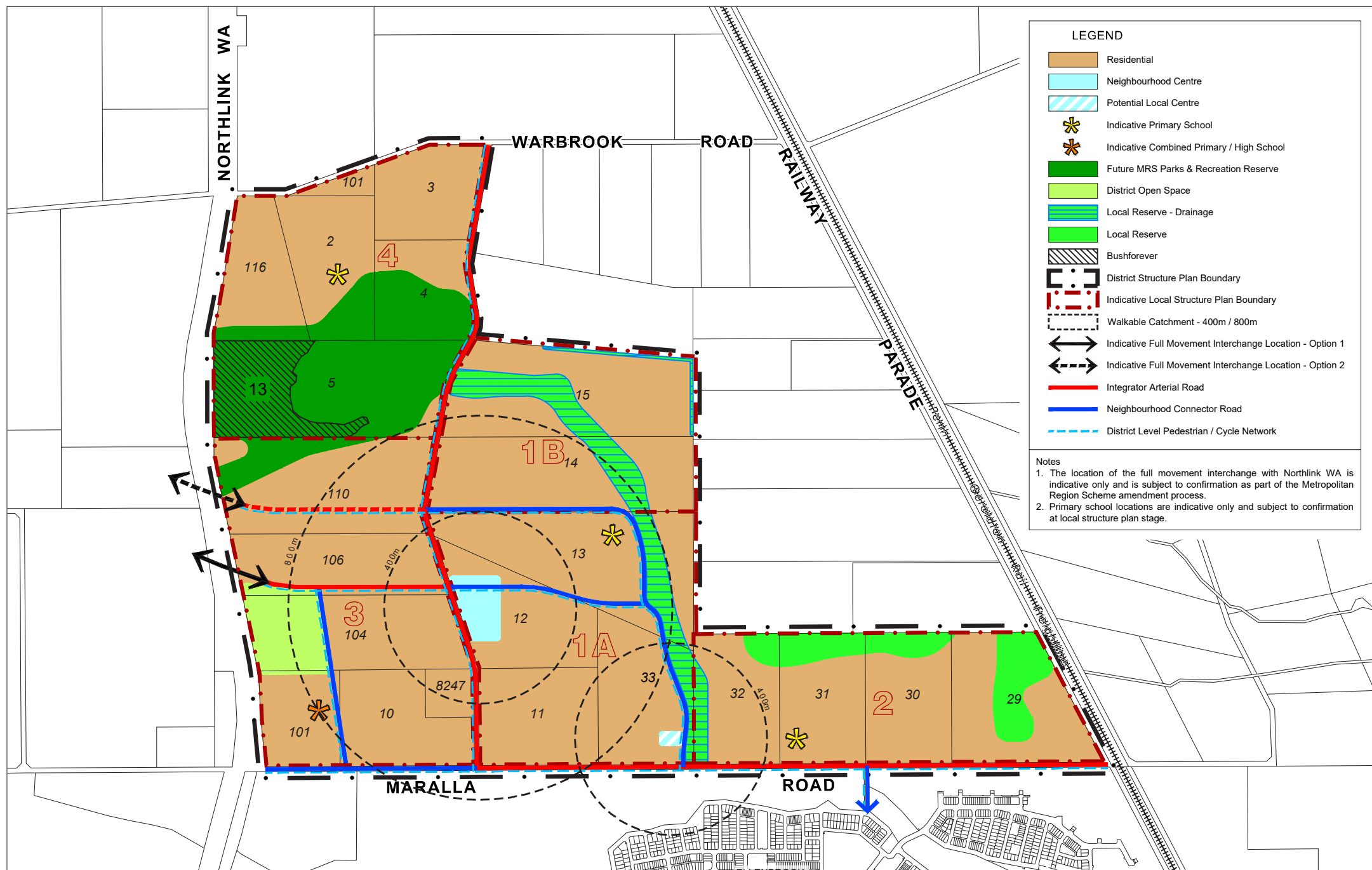
5.0 STAGING

Development of the DSP will occur sequentially, coordinated by the individual local structure plans.

The first stages of development are anticipated to occur adjacent Maralla Road and within the southern extent of the DSP area. This is due to the extension of service infrastructure from the south as well as the residual capacity within Maralla Road and Railway Parade to accommodate traffic volumes generated by initial stages of development. Where possible and demonstrated as part of local structure plans, any existing capacity within the road and utility service network will be used to accommodate initial stages of development.

A small local centre may be required to support the shopping and amenity needs of first stage residents. Provision of sufficient public open space and educational facilities will also need to be demonstrated. Thresholds for any existing community, service and development infrastructure that are proposed to service the first stages of development will be required to be demonstrated as part of the local structure plan process.

Once the interchange with Northlink WA has been completed, a secondary development front may be established due to the direct vehicle access to the regional road network, dependant on the availability of service infrastructure.



LEGEND

- Residential
- Neighbourhood Centre
- Potential Local Centre
- Indicative Primary School
- Indicative Combined Primary / High School
- Future MRS Parks & Recreation Reserve
- District Open Space
- Local Reserve - Drainage
- Local Reserve
- Bushforever
- District Structure Plan Boundary
- Indicative Local Structure Plan Boundary
- Walkable Catchment - 400m / 800m
- Indicative Full Movement Interchange Location - Option 1
- Indicative Full Movement Interchange Location - Option 2
- Integrator Arterial Road
- Neighbourhood Connector Road
- District Level Pedestrian / Cycle Network

Notes

1. The location of the full movement interchange with Northlink WA is indicative only and is subject to confirmation as part of the Metropolitan Region Scheme amendment process.
2. Primary school locations are indicative only and subject to confirmation at local structure plan stage.