

NORTH ELLENBROOK
(EAST) DISTRICT STRUCTURE PLAN

PART ONE
Implementation Section

October 2022

lendlease

CLE Town Planning + Design
www.cleplan.com.au

Table of Amendments

AMENDMENT NUMBER	DESCRIPTION	DATE ENDORSED BY WAPC

Endorsement Page

The North Ellenbrook (East) District Structure Plan is prepared under the provisions of the Planning and Development Act 2005.

IT IS CERTIFIED THAT THE NORTH ELLENBROOK (EAST) DISTRICT STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

30 August 2022

Signed for and on behalf of the Western Australian Planning Commission:

..... 

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

.....  Witness

.....10 November 2022..... Date

Title: North Ellenbrook (East) District Structure Plan
Part One - Implementation Section

Prepared for: Lendlease

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Prepared by: CLE Town Planning + Design

Project team: Emerge Associates - Environmental Assessment Report
Emerge Associates - Bushfire Management Plan
GHD – Traffic Impact Assessment
Cossill & Webley – Engineering and Servicing Report
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 Tonkin Highway, 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 Tonkin Highway 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, Tonkin Highway is 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.



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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 Tonkin Highway 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 an area of district open space as a community infrastructure item that will be subject to a future Development Contribution Plan in order to ensure its equitable funding. Whilst it is anticipated that other local infrastructure items that require 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. Until such time as the following matters are addressed, future amendments to the MRS will be to rezone the land to ‘Urban Deferred’:

1. A mesoscopic transport model and subsequent transport assessment to be prepared and undertaken by Main Roads WA in collaboration with the Department of Planning, Lands and Heritage and the City of Swan. Once completed, the Traffic Impact Assessment that accompanies the DSP is to be updated to reflect the outcomes of the State Government transport assessment. The updated DSP TIA will then inform subsequent stages of planning specifically, Transport Impact Assessments prepared to accompany local structure plans; and

2. Agreement with the Water Corporation in relation to the funding of water and wastewater headworks necessary to service the DSP with sewer and water.

Should the abovementioned matters (State-led transport assessment and funding of water / wastewater headworks) be resolved prior to an MRS amendment being initiated, then rezoning to 'Urban' may be considered. Based on current timeframes, it is expected that the rezoning to 'Urban Deferred' will be progressed ahead of the outstanding matters being fully resolved, allowing for a 'lifting of Urban Deferment' to take place once the outstanding matters are addressed.

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 a 'lifting of Urban Deferment' 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 retained within the 'Urban Deferred' zone 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; 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 Deferred' and then '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) reflect the anticipated staging for the DSP.

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

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 – Infrastructure Contributions*.

[3.4.1 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 may result in two landowners disproportionately contributing to POS for the broader area.

Based on this potential scenario, it is expected that the DOS – both the land component and development costs – will be funded through a future DCP.

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. The preparation of future DCPs that address local development and community infrastructure will need to be prepared consistent with *State Planning Policy 3.6 – Infrastructure Contributions*.

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. The LSP boundaries are indicative 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 184 ha in area and comprises six lots (lots 12 - 15 and lots 106 and 110). With the exception of lot 106, all lots are under the control of the DSP proponent, Lendlease. The location of LSP 1A directly abutting the Tonkin Highway interchange and central to the DSP area as well as its consolidated ownership make it a logical and likely first stage. It is planned that the interchange will provide regional road access to Tonkin Highway for resident traffic and will be open to service the first stage residents. LSP1A also provides for the delivery of key services and amenities such as the district open space, high school and primary schools, Neighbourhood Centre and Bus Transit Node.

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

- Management of the interface with Tonkin Highway and the associated interchange;
- Confirm the specific location, configuration and conceptual layout of the co-located district open space and high school site in liaison with the Department of Education and City of Swan;
- Road access to the district open space and the high school;
- 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;
- Undertake further hydrological studies in relation to the creek line traversing the north-east corner of lot 15 to support its potential realignment as part of the Local Water Management Strategy for this area;
- 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.
- Coordinate road crossings over Sawpit Gully;
- Confirm the location and structure of the Neighbourhood Centre, as well as access to and around the Centre. Impact Testing may be required in accordance with *State Planning Policy 4.2 – Activity Centres for Perth and Peel*;
- Confirm the location, size and form of the Bus Transit Node and whether it is co-located within, or separate to, the Neighbourhood Centre.
- Confirm the location and size of the two Primary School sites as well as the proposed access;
- Consider and address the necessary widening and/or upgrading of Sawpit Road;
- 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;
- Determine whether any specific fauna management measures are required and if so, establish a framework and timing to prepare and implement a Fauna Management Plan;
- Noise mitigation strategies to address noise emissions from Tonkin Highway;

- The Local Water Management Strategy to demonstrate availability and access to non-potable water for irrigation in accordance with the volumes established in the District Water Management Strategy; and
- 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 47 ha in area and comprises lots 11, 33 and a portion of lot 12, all 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:

- Confirm the requirement for a local centre;
- 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 into LSP 3;
- Consider and address the necessary widening and upgrading of Sawpit Road and Maralla Road;
- Determine whether any specific fauna management measures are required and if so, establish a framework and timing to prepare and implement a Fauna Management Plan;

- The Local Water Management Strategy to demonstrate availability and access to non-potable water for irrigation in accordance with the volumes established in the District Water Management Strategy; and
- Confirm any local development and community infrastructure that may require funding via a DCP.

4.3 Local Structure Plan 2

LSP 2 is approximately 62 ha in area and will likely follow LSPs 1A and 1B based on the anticipated staging.

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

- Retention and protection of the Conservation Category Wetland within the local reserve on lot 8247 and confirmation of appropriate buffers and measures to manage the wetland interface with residential land;
- 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 within lot 10 adjacent Sawpit Road via detailed hydrological studies as part of the Local Water Management Strategy for this area. Should retention of the wetland be confirmed, the LSP should accommodate the wetland and associated buffer within a local reserve;
- Determine whether any specific fauna management measures are required and if so, establish a framework and timing to prepare and implement a Fauna Management Plan;
- Delivery of a Primary School site with the final location to be confirmed as part of the LSP;
- The Local Water Management Strategy to demonstrate availability and access to non-potable water for irrigation in accordance with the volumes established in the District Water Management Strategy; and
- Noise mitigation strategies to address noise emissions from Tonkin Highway.

4.4 Local Structure Plan 3

Local Structure Plan 3 is approximately 85 ha in area and located in the south-east corner of the DSP, abutting Maralla Road. The ownership structure of LSP 3 is relatively consolidated, comprising four lots (lots 29 – 32) with two lots in single ownership.

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 1B;
- 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 intersection treatment and/or modifications to the existing Maralla Road/Dunnett Drive intersection necessary to discourage through-movements;
- Determine whether any specific fauna management measures are required and if so, establish a framework and timing to prepare and implement a Fauna Management Plan;
- The Local Water Management Strategy to demonstrate availability and access to non-potable water for irrigation in accordance with the volumes established in the District Water Management Strategy;

- Confirm any local development and community infrastructure that may require funding via a DCP; and
- Noise mitigation strategies to address noise emissions from the Perth to Geraldton Rail Freight Line and Ellenbrook Speedway.

4.5 Local Structure Plan 4

LSP 4 is approximately 112 ha in area and 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.

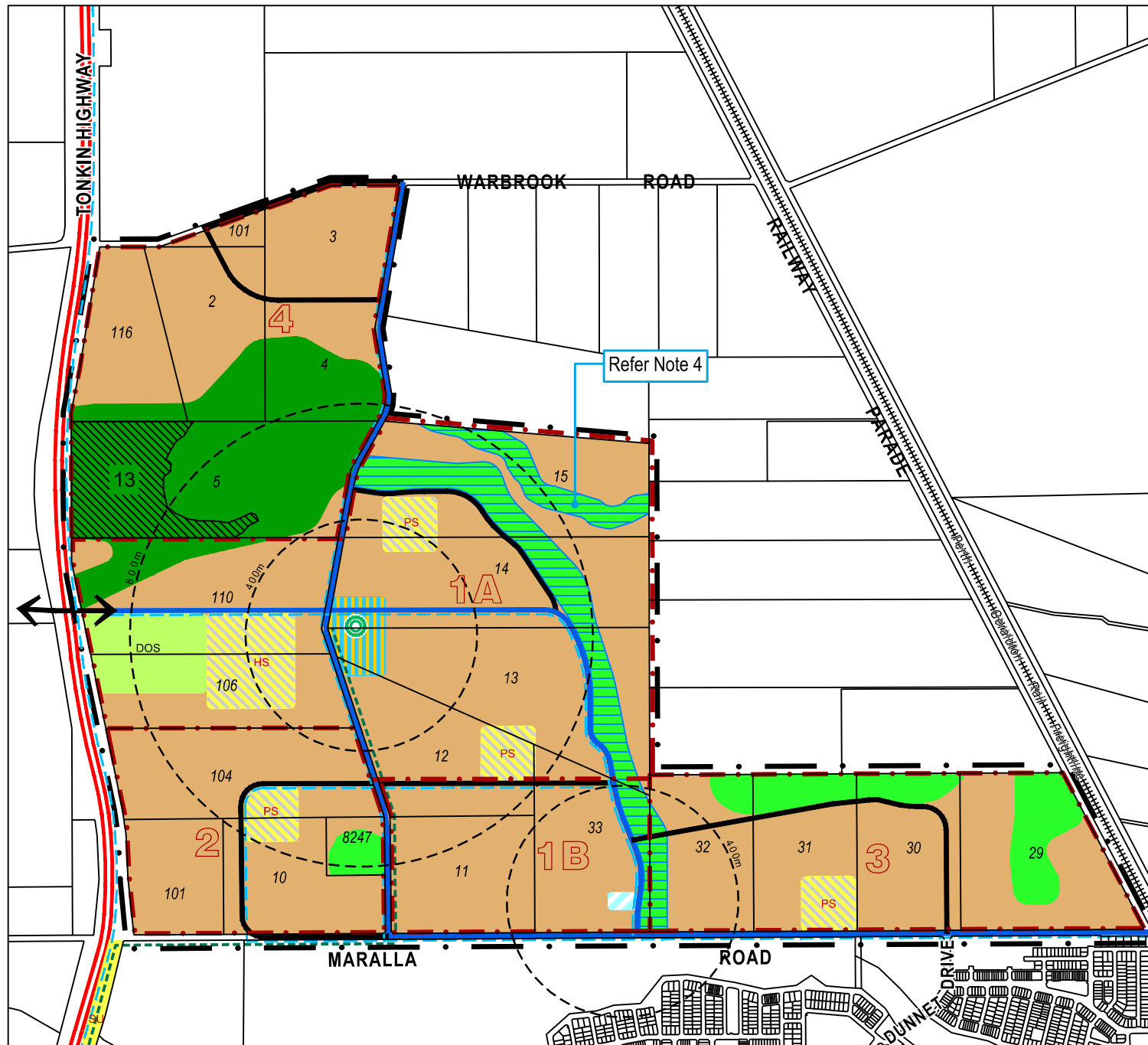
Key matters to be addressed as part of LSP 4 are:

- 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 any local development and community infrastructure that may require funding via a DCP;
- Determine whether any specific fauna management measures are required and if so, establish a framework and timing to prepare and implement a Fauna Management Plan;
- The Local Water Management Strategy to demonstrate availability and access to non-potable water for irrigation in accordance with the volumes established in the District Water Management Strategy; and
- Noise mitigation strategies to address noise emissions from Tonkin Highway.

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 in Precinct 1A, closest to the interchange and the associated road connection. This is due to the expectation that the interchange and associated access to Tonkin Highway will be available to service first stage residential traffic. No traffic-generating land uses within the DSP area are to occur prior to the opening of the interchange. Development staging will progress sequentially, underpinned by the integrator roads that provide connectivity to Tonkin Highway. The early stages of services, amenities and community infrastructure will be coordinated by LSP1A which includes the DOS, high school, Neighbourhood Centre and two primary schools – key components for establishing a new community.



LEGEND

	Residential		District Structure Plan Boundary
	Neighbourhood Centre		Indicative Local Structure Plan Boundary
	Potential Local Centre		Walkable Catchment - 400m / 800m
	Indicative Primary School		Special Use Reserve (MRS)
	Indicative High School		Indicative Full Movement Interchange Location
	Potential Future MRS Parks & Recreation Reserve		Integrator Arterial Road
	District Open Space		Neighbourhood Connector Road
	Local Reserve - Drainage		District Level Pedestrian / Cycle Network
	Local Reserve		Potential Bus Route to Ellenbrook Station
	Bushforever		Bus Transit Node

Notes

- The location of the full movement interchange with Tonkin Highway is indicative only and is subject to confirmation as part of the Metropolitan Region Scheme amendment process.
- High school and primary school locations are indicative only and subject to confirmation at local structure plan stage.
- Primary schools are shown at 3.5 hectares and are intended to be co-located with public open space.
- The alignment of the north-eastern local drainage reserve within lot 15 is subject to review at local structure plan stage. A proposal to realign the local drainage reserve should be supported by a Local Water Management Strategy.
- Public Open Space areas encompass vegetation retention, heritage and hydrology land requirements of District Structure Plan level significance. The refinement, reservation or reclassification of these and localised areas of open space as restricted open space, unrestricted open space or otherwise will be determined following environmental reporting at the local structure plan stage.
- An area of District Open Space (DOS) is identified for co-location with the High School site and will accommodate the future active district recreation needs of the community. The acquisition and development of the DOS is to be provided for within the relevant Development Contribution Scheme(s) for the North Ellenbrook East District Structure Plan area to ensure the equitable provision of open space.
- Road hierarchies are subject to review and refinement at local structure plan stage based on the outcomes of subsequent traffic modelling incorporated into revisions to the DSP Traffic Impact Assessment or subsequent Traffic Impact Assessments prepared in support of local structure plans.
- The specific location of the Bus Transit Node at the northern terminus of the bus connection into Ellenbrook is to be confirmed at the local structure plan stage. The location shown on the DSP is indicative only and the Node may be located outside of, or adjacent to, the Neighbourhood Centre and is subject to further investigations.

0 200 400 600 800 1km

