



Bennett Springs East

IMPROVEMENT SCHEME NO.1 REPORT | MAY 2026



Department of Planning,
Lands and Heritage

Bennett Springs East Improvement Scheme No.1 Report

May 2026

Prepared by

Department of Planning, Lands and Heritage

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Plans in this document are concept illustrations only. Detailed built form, site boundaries, layouts and landscaping are yet to be determined, subject to further detailed planning.

Aboriginal and Torres Strait Islander people are advised that this publication may contain images or names of people who are deceased.

Acknowledgement of Country

The Department of Planning, Lands and Heritage acknowledges Aboriginal people as the traditional custodians of Western Australia. We pay our respects to the Ancestors and Elders, both past and present, and the ongoing connection between people, land, waters and community. We acknowledge those who continue to share knowledge, their traditions and culture to support our journey for reconciliation. In particular, we recognise land and cultural heritage as places that hold great significance for Aboriginal people.

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Introduction

This Improvement Scheme Report (Report) has been prepared by the Department of Planning, Lands and Heritage (Department) on behalf of the Western Australian Planning Commission (WAPC) in support of the *Bennett Springs East Improvement Scheme No. 1* (Improvement Scheme).

This Report provides the explanatory text in relation to the Improvement Scheme, including an overview of the considerations and intent behind the content of the Improvement Scheme, rationale and justification for the statutory planning requirements within the Improvement Scheme and other matters relevant to the delivery of the objectives and intent of *Improvement Plan No. 55: Bennett Springs East* (Improvement Plan 55).

This Report does not form part of the Improvement Scheme; however, it serves the function of a local planning strategy as per Part 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

This Report is separated into three parts:

- Part 1 Improvement Scheme
- Part 2 Context Analysis & Key Features
- Part 3 Concept Plan



Part One - Improvement Scheme



1.0 Background

Improvement Plan 55 was declared in December 2020 and includes provisions for preparation of an improvement scheme. The WAPC approved initiation of an improvement scheme over the area defined by Improvement Plan 55 in April 2022.

The subject land, shown on Figure 1, is located within the City of Swan approximately six kilometres north of the Midland Strategic Metropolitan Centre and 14 kilometres north-east of the Perth Central Business District (CBD).

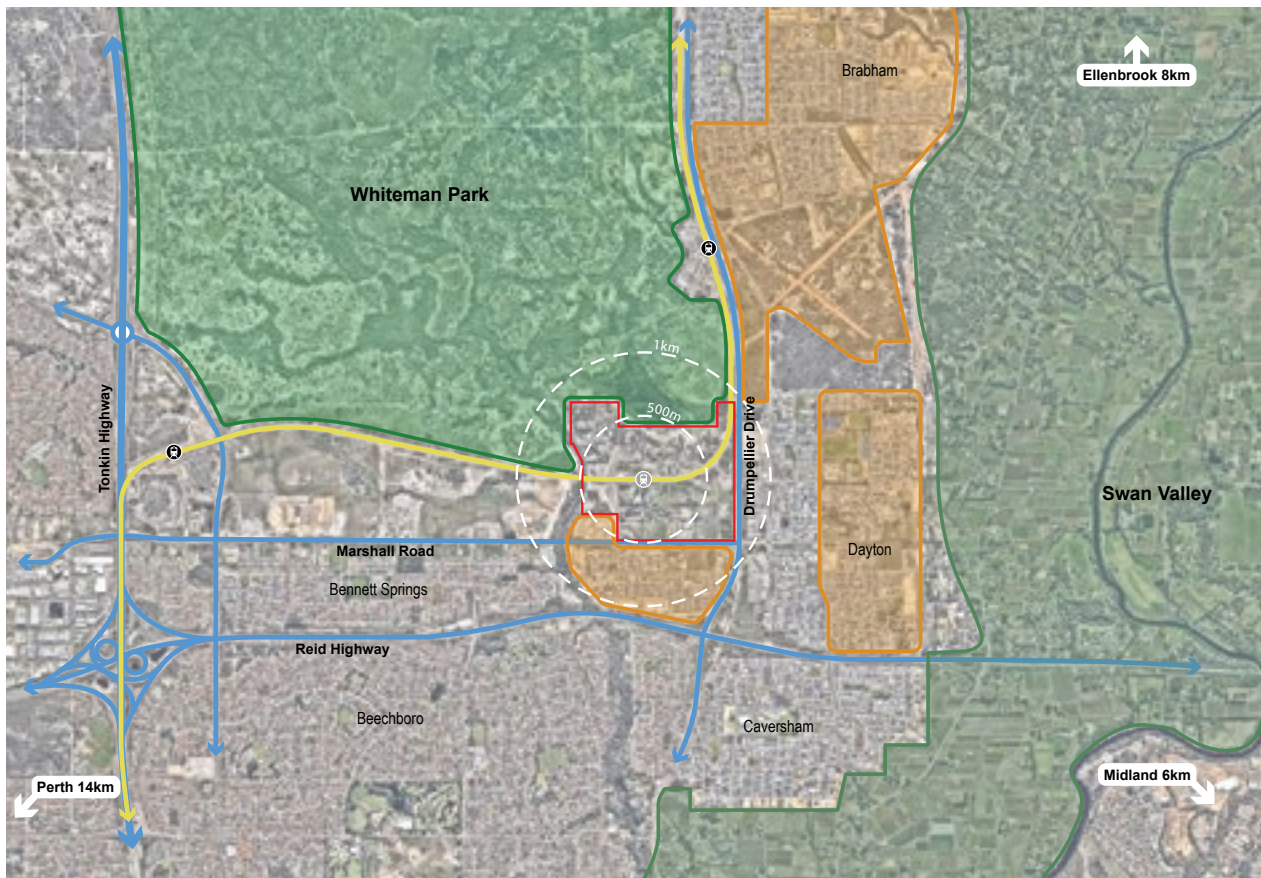
The wider Bennett Springs East area has been identified for future urban development for some 30 years and the subject land has been zoned 'Urban Deferred' in the *Metropolitan Region Scheme* (MRS) since 1994 due to "animal husbandry – intensive" uses (poultry farm) remaining operational within the area and requiring an odour buffer. The land was identified for future residential development in the *Swan Urban Growth Corridor Sub-Regional Structure Plan* in 2009 and is identified in the *Perth and Peel @3.5 Million North-East Sub-Regional Planning Framework* (2018) for urban development.

The State Government's delivery of the METRONET Morley-Ellenbrook Line (MEL) project will connect the Swan Urban Growth Corridor from Ellenbrook to the Perth CBD with high quality and frequent passenger rail services. This catalytic infrastructure will connect key centres across the urban growth corridor for the first time, providing new transport choices and increasing accessibility to residents, workers and visitors. As part of the MEL project a station has been future proofed at Bennett Springs East, providing the opportunity to deliver an integrated transport and land use planning outcome.

To deliver this, a planning framework is required that enables land use transition in accordance with established strategic planning across the corridor and delivers new housing and employment land within walking distance of the future station. The Department is responsible for the preparation of this planning framework in consultation with the City of Swan, landowners, service agencies and key stakeholders. The framework aims to deliver:

1. A contemporary station precinct with new homes and employment opportunities within walking distance to the future station;
2. A diversity of homes catering to a range of lifestyles and budgets;
3. Good quality public spaces and new connections to Whiteman Park, Horse Swamp and Bennett Brook; and
4. An attractive precinct that is set within its unique natural environment.

The Improvement Scheme provides the statutory mechanism to implement more detailed planning and to prepare and approve Structure Plans or other supporting planning mechanisms as required.



Legend

- Improvement scheme boundary
- Significant ongoing development
- Regional road connections
- Morley-Ellenbrook Line
- 🚂 Train station
- 🚂 Future train station

Figure 1 - Bennett Springs East Regional Context

1.1 Land Description

The Bennett Springs East site, shown on Figure 2, is 102 hectares located within the City of Swan and bounded by Bennett Brook to the west, Horse Swamp and Whiteman Park to the north, Drumpellier Drive to the east and Marshall Road to the south. The south-western corner of the site abuts a suburban residential subdivision that is currently under development. The MEL crosses the centre of the site, with a future station provided for between the existing Dulwich and Cheltenham Streets.

The majority of the land within the site is privately owned, as shown on Figure 3; however 17 lots totalling 24 hectares are owned by the WAPC, having been acquired as part of the MEL project.

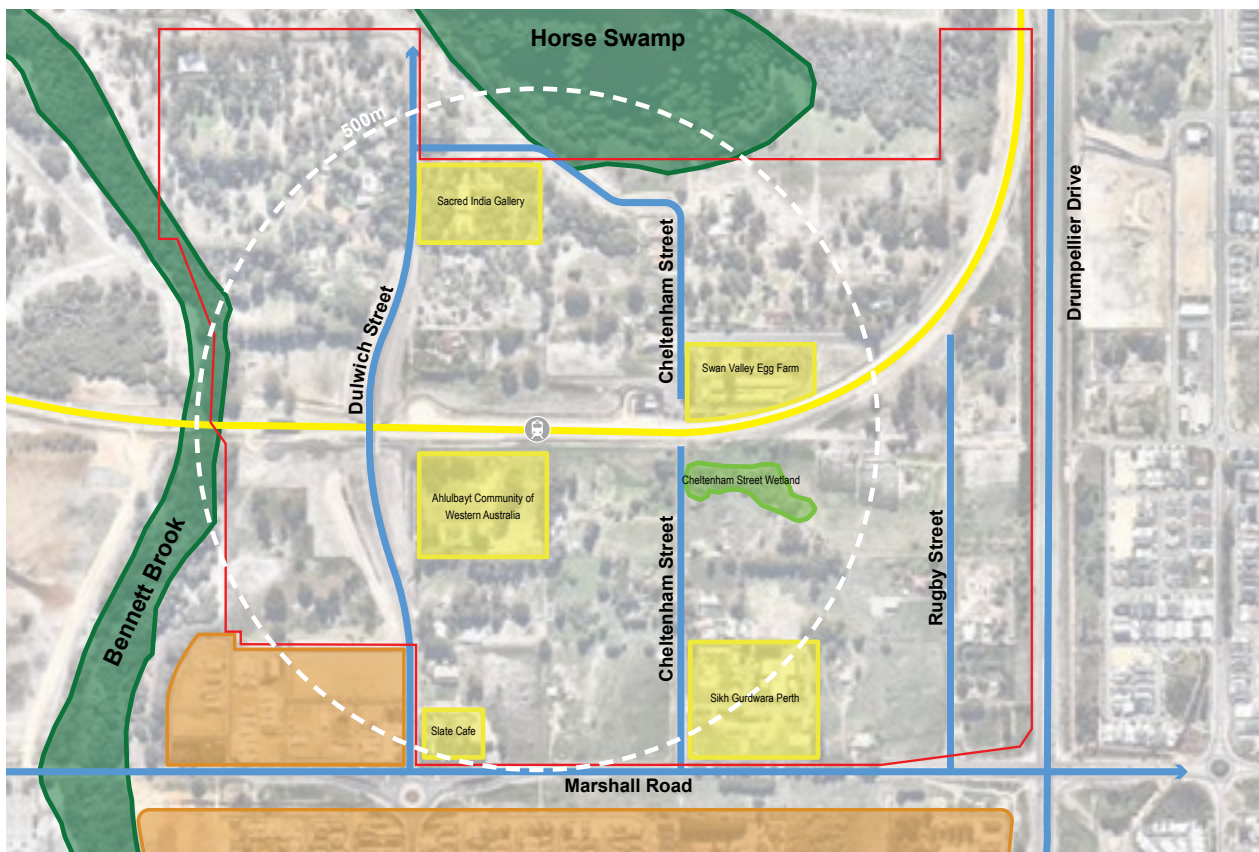


Figure 2 - Bennett Springs East Local Context

Legend

- Road connections
- Morley-Ellenbrook Line
- Future train station
- Significant ongoing development
- Existing non-residential uses

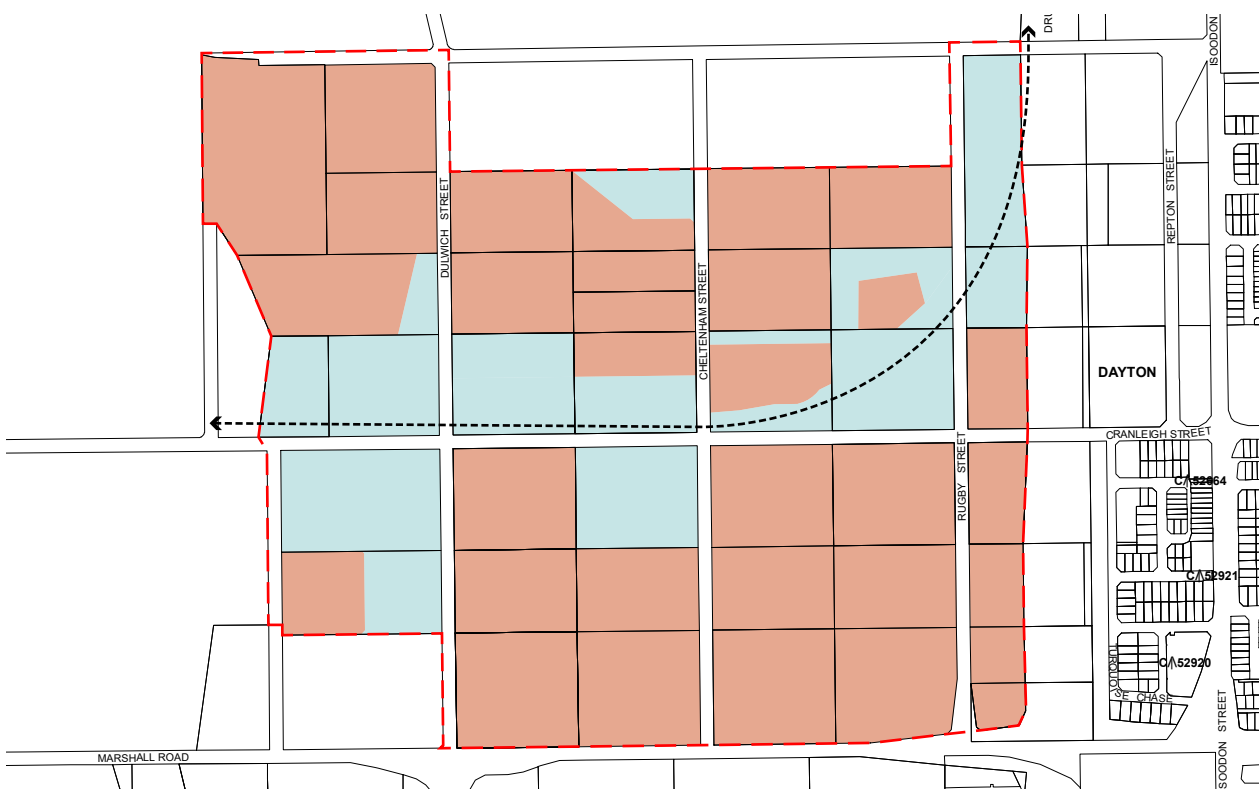


Figure 3 - Bennett Springs East Land Ownership

Legend

- State owned
- Private owned

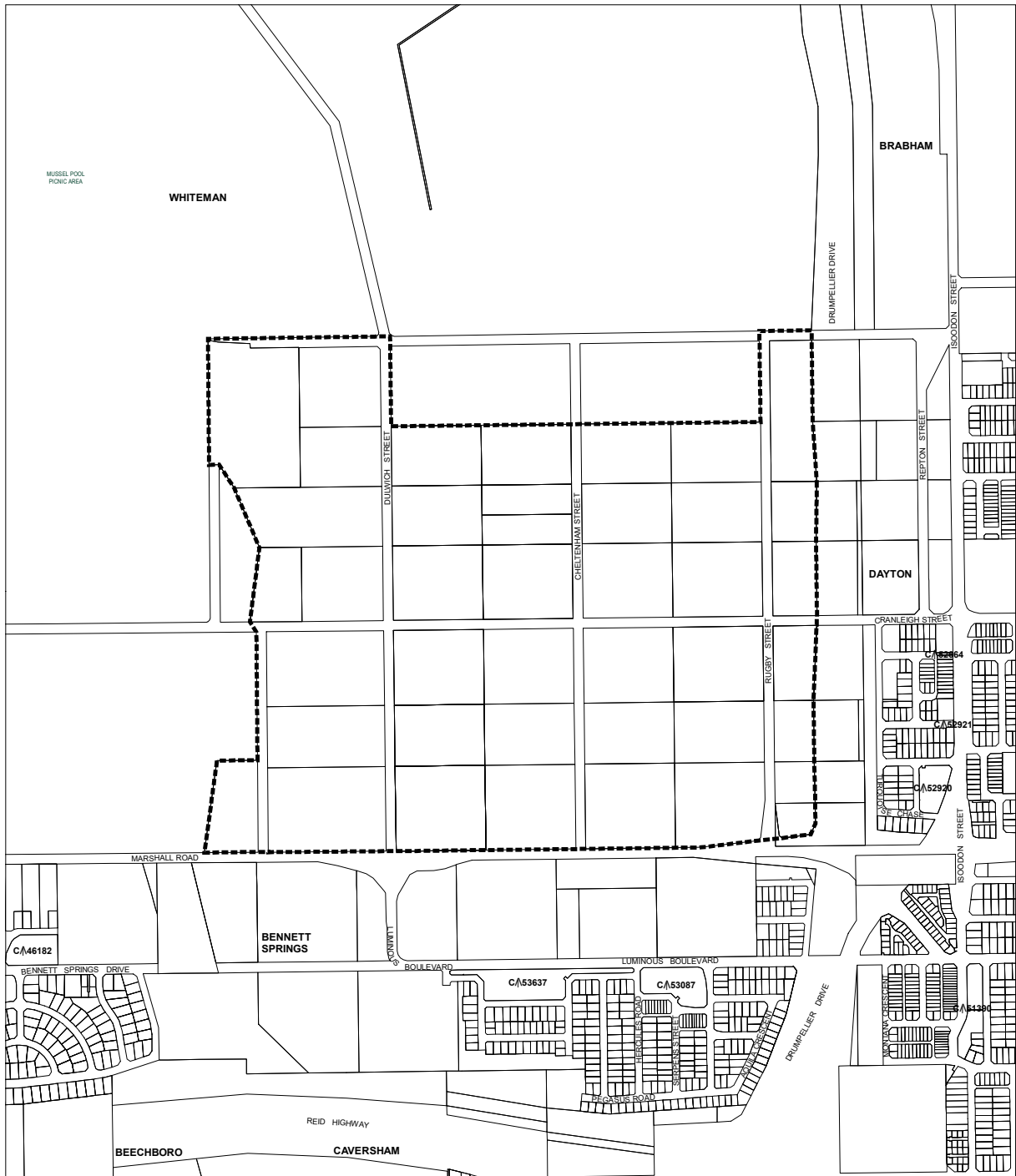
2.0 Improvement Plan 55

Improvement Plan 55 was prepared under section 119 of the *Planning and Development Act 2005* (PD Act) to advance planning for the Bennett Springs East area and confers on the WAPC the authority to undertake the necessary tasks to plan for and progress the project on behalf of the Western Australian State Government. Improvement Plan 55 was gazetted and effective on 1 December 2020 and is the head of power for the preparation of the Improvement Scheme.

The Purpose of Improvement Plan 55 is to:

1. Enable the Western Australian Planning Commission to undertake all steps to advance the planning and development of the Bennett Springs East Area as provided for under Part 8 of the *Planning and Development Act 2005*;
2. Establish the strategic planning and development intent for Bennett Springs East;
3. Provide for a strategic planning framework endorsed by the WAPC, Minister for Planning and the Governor;
4. Authorise the preparation of an Improvement Scheme for Bennett Springs East;
5. Provide the objectives of the Improvement Scheme; and
6. Provide guidance to the preparation of statutory plans, statutory referral documentation and policy instruments.

The area covered by Improvement Plan 55 is shown on Figure 4.



Legend



Improvement Plan

Figure 4 - Improvement Plan No.55 Map

3.0 Improvement Scheme No.1

The Improvement Scheme provides land use and development controls over the subject land, and provides a head of power to prepare structure plans and local development plans. While the Improvement Scheme is in effect, the MRS and the *City of Swan Local Planning Scheme No. 17* (LPS 17) will be suspended and cease to apply to land within the Improvement Scheme boundary.

The Improvement Scheme gives statutory effect to Improvement Plan 55 and comprises the following key components:

- The Improvement Scheme Map
- The aims of the Scheme
- Reserves, zones and land use permissibility
- Non-conforming uses
- Subdivision and development requirements for the WAPC to manage potential odour impacts on proposed sensitive land uses as the area transitions to urban
- Requirement for a Structure Plan to be prepared prior to subdivision and development within the Urban Development zone.

The Improvement Scheme calls in the Schedule 2 Deemed Provisions of the Regulations to provide for planning processes and controls that are consistent with the surrounding LPS 17.

The structure of the Improvement Scheme is largely based on the Model and Deemed Provisions as set out in the Regulations and varied where relevant to address the unique circumstances of the Improvement Scheme.

The Improvement Scheme addresses development approval requirements under the PD Act. These requirements do not negate requirements of other legislation including (but not limited to) the *Environmental Protection Act 1986*, *Building Act 2011* and associated regulations.

3.1 Administration of Improvement Scheme No. 1

After environmental referral, advertising and consideration by the WAPC, the Improvement Scheme will be adopted and approved by the Minister for Planning, in accordance with section 87 and 122B of the PD Act.

Upon commencement the Improvement Scheme replaces the MRS and LPS 17, consistent with section 122(d) of the PD Act.

The WAPC is the responsible authority for implementing the Improvement Scheme.

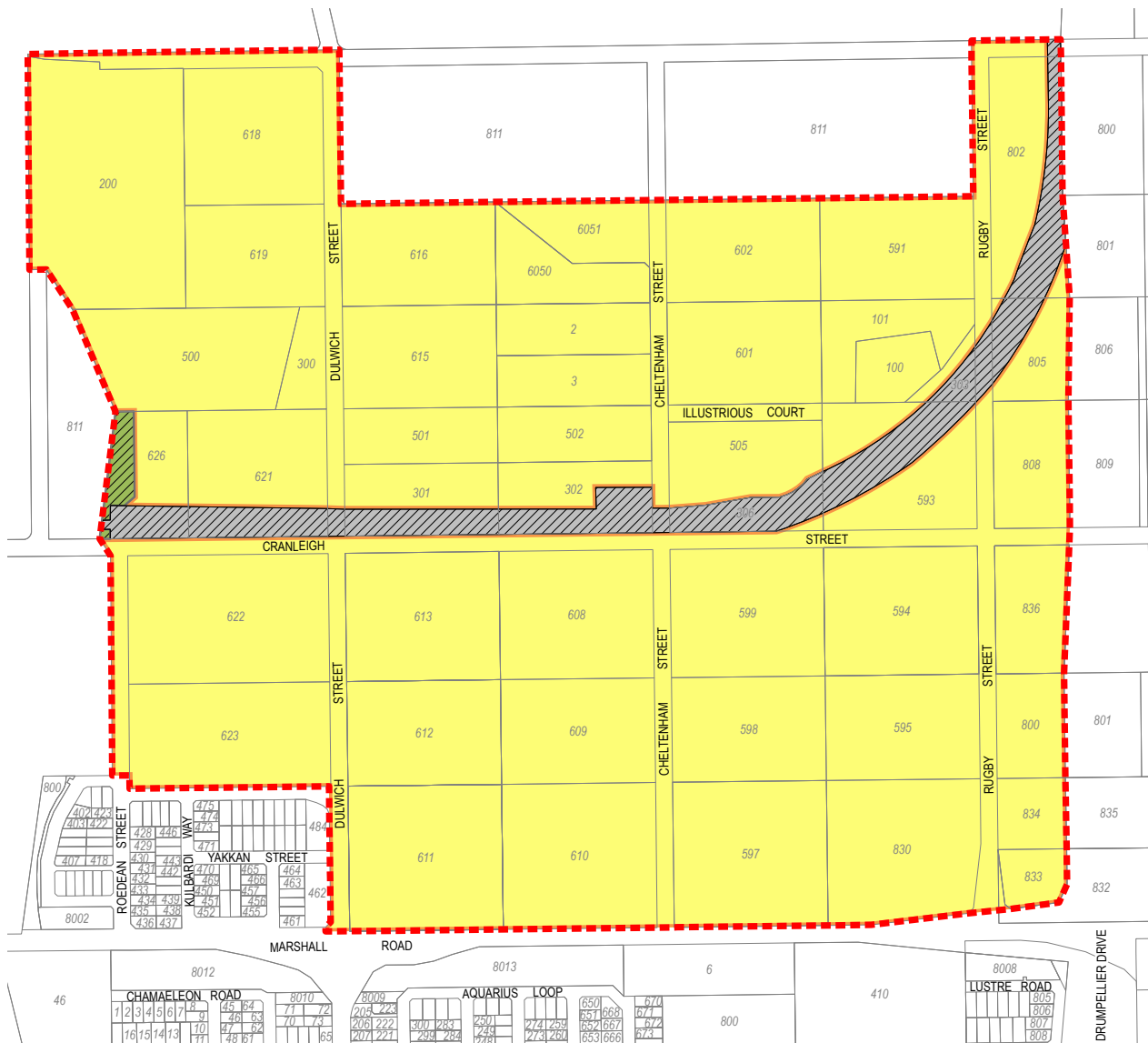
Development Applications will be submitted, assessed and determined by the WAPC, as per its delegation register as applicable.

The Improvement Scheme may be reviewed, amended or repealed, consistent with the requirements of the PD Act.

3.2 Improvement Scheme No. 1 Area

The Improvement Scheme applies to the area shown on the Scheme Map at Figure 5 (the Scheme Area).

The Scheme Area does not include the land in the south-west corner of the area covered by Improvement Plan 55, as this land was granted subdivision approval prior to commencement of the Improvement Scheme and residential development is now underway.



Legend

- Improvement scheme boundary
- Cadastre
- Environmental conservation
- Railways
- Urban development

Figure 5 - Bennett Springs East Improvement Scheme No.1 Map

3.3 Improvement Scheme No.1 Aims

The Improvement Scheme aims are to:

1. Integrate development of the future Bennett Springs train station with the Scheme Area;
2. Plan for the establishment of a contemporary transit-oriented development that includes an appropriate mix of uses including residential, commercial and retail;
3. Facilitate the provision of a safe, integrated and efficient transport network that provides for the needs of public transport users, pedestrians, cyclists and motorists;
4. Facilitate coordinated infrastructure planning and delivery;
5. Achieve high quality built form and public place design across the Scheme Area;
6. Encourage the implementation of best practice sustainability, water sensitive urban design, energy efficiency and bushfire safety initiatives within the Scheme Area.
7. Facilitate sequential land use activities that respond to the planned development of the Scheme Area over time; and
8. Facilitate opportunities for investment by, and partnership with, the private sector.

3.4 Reserves

The Improvement Scheme establishes scheme reserves for a number of purposes. The reserves are described in the Improvement Scheme text and shown on the Scheme map. Where reserves are not identified on the Scheme map it is anticipated that these reserves will be reflected within future structure planning.

Unless expressed otherwise in this Report or the Improvement Scheme, the Reserve objectives remain consistent with the Schedule 1 Model Provisions of the Regulations.

Railway

Land is reserved for the MEL, which provides passenger rail between Ellenbrook and the Perth Central Business District (CBD). A new station has been future proofed within the Scheme Area as part of the MEL project.

The 'Railway' reserve is based on the best available information at this time and the Public Transport Authority will be responsible for refining the Railway Reserve boundary once final surveys are available.

The 'Railway' reserve will be reflected in both the MRS and Local Planning Scheme at such time as the Improvement Scheme is repealed.

Environmental Conservation

Bush Forever sites border the Scheme Area to the North (Whiteman Park) and West (Bennett Brook), including a portion of land reserved for Environmental Conservation within the Western boundary of the Scheme Area. Structure planning will need to appropriately manage the interface to Bush Forever Site 304 (Whiteman Park) and Bennett Brook (Conservation Category Wetland), with detailed landscape planning anticipated to be required at subdivision stage.

Public Open Space

Structure Plans will need to provide for the minimum of ten per cent of the gross subdivisible area as public open space (POS), including a range of active and passive POS evenly distributed throughout the Scheme Area. POS should also provide a mechanism for protecting environmental assets through landscaped buffers to Bennett Brook and Horse Swamp, and integrating the Cheltenham Street Wetland.

3.5 Zones

The Improvement Scheme establishes scheme zones for a number of purposes. The zones are described in the Improvement Scheme text and shown on the Scheme map. Where zones are not identified on the Improvement Scheme map it is anticipated that these zones will be reflected within future structure planning.

Unless expressed otherwise in this Report or the Improvement Scheme, the zone objectives remain consistent with the Schedule 1 Model Provisions of the Regulations.

Outside of the Railway and Environmental Conservation reserves, the balance of the Scheme Area is intended to utilise the 'Urban' zone within the MRS and the 'Urban Development' zone within the City of Swan Local Planning Scheme at such time as the Improvement Scheme is repealed.

Urban Development

The majority of the Scheme Area is zoned Urban Development, with a requirement for structure planning in accordance with the provisions of the Improvement Scheme. Structure plans will utilise the other zones listed in the Improvement Scheme to guide development, including identifying a range of residential densities, mixed use and commercial areas.

Private Community Purposes

Existing cultural facilities within the Scheme Area are expected to be zoned Private Community Purposes within a future structure plan. This zone enables these sites to develop over time in keeping with their cultural function.

Residential

The Residential zone provides for a range of residential densities and a choice of housing to meet the needs of the community. The Residential zone also aims to encourage high quality design, built form and streetscapes throughout residential areas, and to provide for a range of non-residential uses that are compatible with and complementary to residential development.

Neighbourhood Centre

The Improvement Scheme concept identifies a Neighbourhood Centre surrounding the future Bennett Springs East station. The Neighbourhood Centre is intended to provide the higher density, employment and activity for the local and visiting population of the area, maximising the connection to the future station and MEL. Delivery of the station is subject to an investment decision by Government and as such the neighbourhood centre is anticipated to develop over time.

The Neighbourhood Centre zone will enable the creation of a compact centre with an active street and varied but compatible uses providing for residential, retail and other commercial uses directly adjacent to the future station.

Local Centre

The Improvement Scheme concept identifies a Local Centre in the southwest of the Scheme area at Dulwich Street leveraging off the existing Slate Café and the shorter-term commercial opportunities this location may provide.

The Local Centre zone enables the delivery of services to support the Scheme Area in the short to medium term, providing for a range of retail, shop and café uses. However future development within the local centre should not compete with the neighbourhood centre to ensure that future activation of the station Scheme Area core and associated station patronage is maximised.

Development within the Local Centre should maintain compatibility with the general streetscape for all new buildings in terms of scale, height, style, materials, street alignment and design of facades. The zone also aims to ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

3.6 Land use

Land use classifications and definitions have been primarily based on the Schedule 1 Model Provisions of the Regulations. This ensures consistency with current classifications for the land uses in the Improvement Scheme. This will also ensure a streamlined process for future conformance when the Improvement Scheme is repealed and planning control reverts to the City of Swan LPS 17.

3.7 Subdivision and Development

Approvals

Subdivision of land will follow the conventional application process and require approval of the WAPC pursuant to Part 10 of the PD Act.

The Improvement Scheme provides the WAPC with discretion to approve or refuse subdivision and/or development applications for proposed sensitive uses within 500m of the animal husbandry-intensive use (poultry farm) to manage potential odour impacts while land uses transition in the Scheme Area.

The WAPC also has, via subdivision, the ability to create roads in the Scheme Area. The WAPC can also close roads in Improvement Scheme areas as if they were the local government.

Development applications will be lodged with the WAPC as the responsible authority for administering the Improvement Scheme. The WAPC will be the relevant decision-maker. Some development approval within the Scheme Area may be delegated to the City of Swan.

3.8 Model and Deemed Provisions Included

It is not a requirement for Improvement Schemes to comply with the Regulations. However, for consistency of planning controls across the City of Swan, the Improvement Scheme has elected to “call in” the Schedule 2 Deemed Provisions and utilise the Schedule 1 Model Provisions for the manner and form of the Improvement Scheme, the reserve and zone names and objectives, and land use terms.

3.9 Environmental Conditions

The Improvement Scheme has been referred to the Environmental Protection Authority (EPA) for consideration under s. 81 of the PD Act prior to public advertising. The EPA determined not to assess the scheme.



Part Two - Context Analysis



1.0 Planning Context

This section provides an overview of the strategic and statutory planning context that formed the basis for preparing an Improvement Plan and Improvement Scheme as the primary enabling framework for the Scheme Area.

1.1 Strategic

The Scheme Area has been identified for land use transition to urban since the 1990s, with a number of strategic planning documents reflecting this intent. *Perth and Peel @3.5 Million* identifies the Scheme Area as 'Urban – undeveloped' while the *North East Sub-Regional Planning Framework* (Framework) identifies that:

- A significant amount of future development will occur in the surrounding suburbs of Caversham, Brabham and Bennett Springs.
- Development should focus on METRONET station precincts and promote them as attractive places to live and work.
- Development of Bennett Springs East will need to address a range of matters, including:
 - Integration of development with the MEL
 - Protection of Bush Forever Site No. 304 (Whiteman Park) and the Bennett Brook Conservation Category Wetland
 - Removal of the existing poultry farm odour buffer
 - A site for regional sporting activities is identified to the west of the Scheme Area.

In response to *Perth and Peel @3.5 Million* and the Framework, the Improvement Scheme:

- Secures Bush forever Site 304 within an Environmental Conservation reserve.
- Establishes the planning controls to enable land use transition and provide discretion to the WAPC to manage any potential odour impacts through this transition period.

Concept planning for the Scheme Area has been undertaken in consultation with the Public Transport Authority (PTA) to integrate development with the MEL and future station.

The *City of Swan Local Planning Strategy* (2020) identifies the Scheme Area as a Future Urban Area with a Neighbourhood Centre. The suburb of Bennett Springs is identified in the Local Planning Strategy as a key area for accommodating population growth and providing future public transport. The Improvement Scheme is consistent with the objectives of the Local Planning Strategy.

1.2 Statutory

The majority of the Scheme Area is zoned 'Urban Deferred' within the MRS in response to the animal husbandry – intensive use (poultry farm) in operation and the associated odour impacts. Outside of the Urban Deferred area, there is Urban zone in the southwestern corner of the Scheme Area.

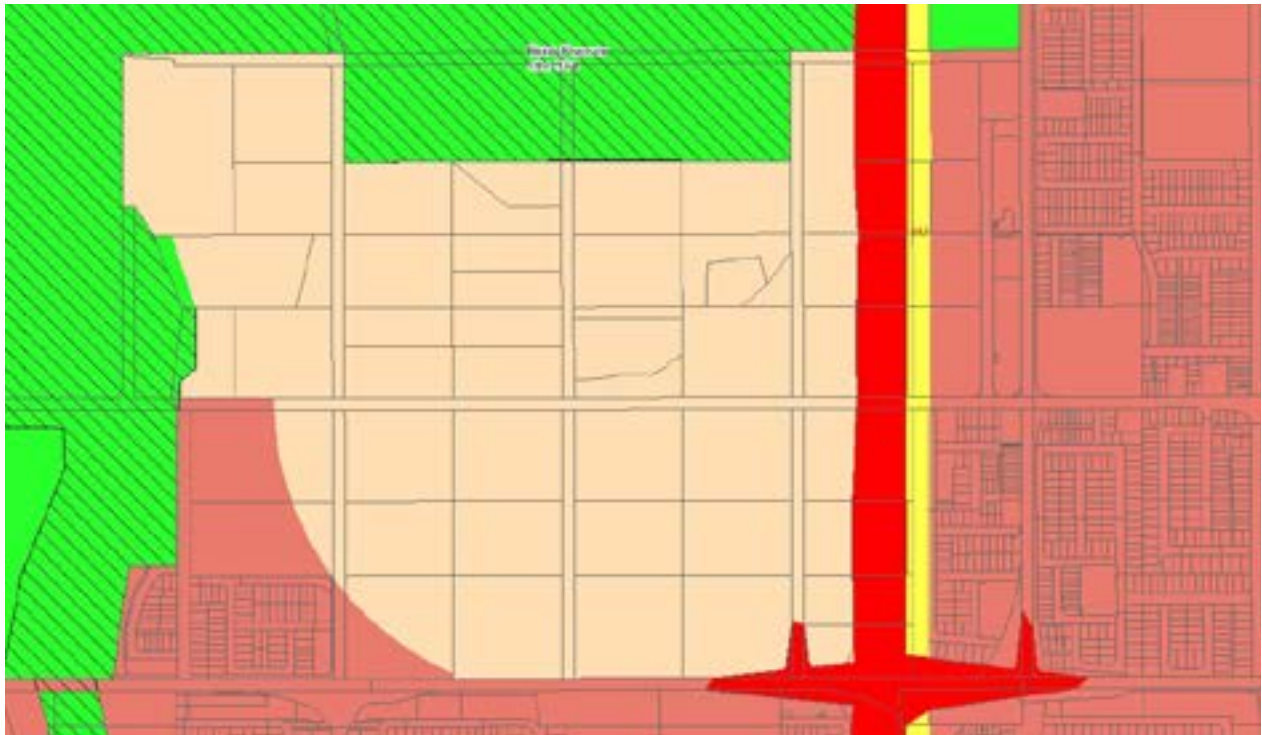
The City of Swan LPS 17 identifies the southwestern corner of the Scheme Area as 'Residential Development' and the balance of the Scheme Area as 'General Rural', reflecting the MRS Urban Deferred zone.

1.3 Relationship of Improvement Scheme No. 1 to Other Planning Schemes

While the Improvement Scheme is in effect, the MRS and local planning scheme do not apply to land within the Scheme Area and to any development of that land commenced on or after the start day of the Improvement Scheme.

Should land be normalised in the future and removed from the Improvement Scheme area, the MRS and local planning scheme will again apply to that removed land. Prior to this occurring, it is possible to undertake amendments to the MRS and/or local planning scheme to ensure that appropriate zones/reserves will apply to the land upon normalisation. The process under Part 8 of the PD Act would be followed in respect of conformance of regional and local schemes with the Improvement Scheme.

This allows for further adjustments to zones and reserves to be subject to detailed design and future amendments. Anomalies or inconsistencies between the Improvement Scheme and the MRS and local planning scheme would be resolved through future conformance.



Legend

- | | |
|--|---|
|  Urban deferred |  Primary Regional Road |
|  Urban |  Public Purposes - Special Use |
|  Bush forever | |

Figure 6 - Metropolitan Region Scheme zones



Legend

- | | |
|---|---|
|  General rural |  Special use |
|  Residential development |  Primary regional road |
|  Parks and recreation |  Special Use - Public Purposes |

Figure 7 - City of Swan Local Planning Scheme No. 17 zones

1.4 State Planning Policies and Planning Codes

State Planning Policies (SPPs) provide the highest level of planning policy control and guidance and are prepared under Part 3 of the PD Act. SPPs that have been given due regard in preparing the Improvement Scheme, include but are not limited to the following:

- SPP 1 Planning Framework
- SPP 2.8 Bushland Policy for the Perth Metropolitan Region
- SPP 2.9 Water Resources
- SPP 3 Urban Growth and Settlement
- SPP 3.7 Planning in Bushfire Prone Areas
- SPP 4.2 Activity Centres
- SPP 5.4 Road and Rail Noise
- SPP 7 Design of the Built Environment
- SPP 7.2 Precinct Design

The Residential Design Codes (R-Codes) are to be read as part of the Improvement Scheme and there are no modifications to the R-Codes set out in the Improvement Scheme.

The WAPC will be guided by relevant State Planning Policies, planning codes and local planning policies in administering the Improvement Scheme. However, if any inconsistency exists the Improvement Scheme will prevail.

2.0 Environmental Context

The Scheme Area is bordered by two Conservation Category Wetlands (CCWs) – Horse Swamp to the north and Bennett Brook (a registered Aboriginal heritage site) to the west. The Cheltenham Street Multiple Use Wetland is located to the south-east of the future station site.

2.1 Topography

The Scheme Area is relatively flat with a ridge running east/west through the northern portion at approximately 24m Australian Height Datum (AHD) and falling to approximately 17m AHD at the southern end of the Scheme Area near Marshall Road. Fill will be required to achieve separation to groundwater; however, this will not fundamentally alter the topography of the Scheme Area.

2.2 Acid Sulphate Soils

Most of the Scheme Area has a 'moderate to low' risk of Acid Sulphate Soils (ASS) occurring within 3m of the natural soil surface. The remainder of the Scheme Area, including portions in the west and north, are classified as having a 'high to moderate' risk of ASS occurring within 3m of the natural soil surface.

Any development that may disturb the ASS should be appropriately managed to avoid environmental impacts. ASS investigations (including management plans) may be required as a condition of subdivision, particularly for the installation of sewer.

2.3 Contaminated Sites

The DWER Contaminated Sites Database indicates that the Scheme Area does not contain any registered contaminated sites pursuant to the *Contaminated Sites Act 2003*. There are no known contamination issues that would preclude the Scheme Area from being developed for urban uses.

2.4 Flora and Fauna

The dominant plant community across the Scheme Area consists of predominantly non-native vegetation, which covers 90% of the Scheme Area and is classified as being in 'Completely Degraded' condition. Two native vegetation communities (Jarrah/Marri forest and Flooded Gum/Paperbark forest), comprising approximately 10% of the Scheme Area, were determined as being in 'Degraded' condition.

The Scheme Area does not contain any vegetation communities representing a State or Commonwealth Threatened Ecological Community (TEC) or a State Priority Ecological Community (PEC). Furthermore, no locally or regionally significant flora or fauna species of conservation significance were recorded within the Scheme Area. However, the Scheme Area provides limited habitat for conservation significant species including Forest red-tailed black cockatoo, Carnaby's black cockatoo, Baudin's black cockatoo and Quenda.

2.5 Geomorphic Wetlands

The Scheme Area is located within the Bennett Brook catchment, which originates in Whiteman Park and discharges into the Swan River. Inflows to Bennett Brook include groundwater from the Gnangara Mound and surface water run-off from surrounding areas. Bennett Brook and Horse Swamp (located to the north of the Scheme Area) are classified as Conservation Category Wetlands (CCW) and the Cheltenham Street wetland in the southern half of the Scheme Area is classified as Multiple Use (MUW).

Maximum ground water levels vary throughout the Scheme Area from ground level to 3m below the existing surface.

3.0 Community Context

The Scheme Area forms part of the Swan Urban Growth Corridor, which currently accommodates over 24,000 residents and is projected to include 38,000 people and 12,000 dwellings by 2036.

The broader area is home to a relatively young population with a high proportion of residents born overseas, predominantly India, England, Vietnam, the Philippines, New Zealand, Malaysia and China.

The median house price in the area is below the Greater Perth average and the proportion of detached housing stock is 4.6% higher than the Greater Perth average.

The top five locations of work for residents of the suburbs surrounding the Scheme Area (Bennett Springs, Beechboro, Dayton and West Swan) include Perth City, Beechboro, Malaga, Morley and Midland-Guildford.

Analysis of existing provision and potential future needs for social infrastructure within the three kilometre catchment of the Scheme Area identified an existing and potential future need for aged care, child care, health, and community amenities and services.

Table 1 - Bennett Springs East Demographic Profile

	Year	Beechboro Statistical Area Level 2 (Beechboro, Bennett Springs, Dayton, West Swan)	Greater Perth
Estimated resident population	2023	24,301 people	2,309,338 people
Working age population (aged 15-64 years)	2022	68.1%	65.4%
Couple families with children under 15 and/or dependent students	2021	2,464	217,671
One parent families with children under 15 and/or dependent students	2021	578	56,004
Estimated resident Aboriginal and Torres Strait Islander population	2021	979 people	56,628 people
Persons born overseas	2021	9,069 people	759,641 people
Speaks a language other than English at home	2021	39.4%	20.9%
Median price of established house transfers	2023	\$497,500	\$580,000
Median monthly household mortgage payment	2021	\$1,765	\$1,907
Median weekly household rental payment	2021	\$350	\$350
Median equivalised total household income	2021	\$1,013 per week	\$1,144 per week
Total dwellings	2022	7,761 dwellings	887,543 dwellings
Total houses	2022	7,253 houses	676,005 houses
Employee income earners	2020	10,537 people	1,120,003 people
Number of jobs	2020	16,043 jobs	1,713,130 jobs
Source: Australian Bureau of Statistics, https://dbr.abs.gov.au/ , 2024.			

4.0 Aboriginal and Non-Aboriginal Heritage

The Scheme Area sits within Whadjuk Country, part of the Noongar nation, and includes Bennett Brook (Korndiny Karla Boodjar) and associated wetlands, which ultimately connect to the Swan River (Derbal Yerrigan). Noongar people believe these waterways were formed by the creative activities of the Waugal and the area has ongoing mythological significance.

Prior to colonisation, the area provided significant resources to Noongar people who camped and travelled throughout the region, including food, water and materials for shelter. The rivers and wetlands provided an important food source, including freshwater mussels (Ketinup), during the colder months when Noongar people would move inland to avoid the cold. Noongar people have an ongoing association with the area and maintain connection to Korndiny Karla Boodjar. They continue to hunt, gather bush food, pass on knowledge to the younger generations, visit certain areas for spiritual refreshment and look after the land.

A search of the Register of Aboriginal Sites (via the Aboriginal Heritage Inquiry System) confirmed that the following registered Aboriginal Site is located within the Precinct:

DPLH Site 3692 Bennett Brook: in toto: Bennett Brook (DPLH 3692) is a registered Aboriginal site and is protected under the Aboriginal Heritage Act 1972. Bennett Brook is in the west of the Precinct and affects the waterway (including the area 30 m from the banks of the waterway). Due to the significance of the site only basic site information is available.

If Aboriginal Heritage values are identified or potentially impacted during works within the Scheme Area, then consent under Section 18 of the *Aboriginal Heritage Act 1972* may be required.

The middle and upper Swan River area from Ellen Brook in the north to Guildford and the Helena River in the south were among the earliest to be settled by European immigrants. The Scheme Area has been used for a variety of agricultural purposes, including farming and small-scale vineyards. The Scheme Area includes a poultry farm on Cheltenham Street, which was established circa 1977, and a range of rural residential and cultural land uses including religious establishments, a cafe and an art gallery.

Roads within the Scheme Area were constructed from the early 1970s (presently Dulwich Street, Cheltenham Street and Rugby Street) with the first development occurring in 1974.

A desktop search of the Australian Heritage Database (Department of the Environment 2019) and the State Heritage Office database (Heritage Council 2019) indicated there are no registered European heritage sites located within the Scheme Area.

5.0 Services and Utilities

Upgrades and extensions to water, sewer, drainage, power, gas and telecommunications will be required to facilitate urban development. Structure Planning will need to address servicing and infrastructure requirements and proponents will need to consult with service agencies as part of future subdivision and development of the Scheme Area.

5.1 Earthworks

Most of the Scheme Area will require filling to ensure adequate separation between groundwater and future development (including services). Where possible, roads should be designed to match the existing topography and tie-in with the adjoining infrastructure (including Marshall Road and MEL).

5.2 Water and Sewer

The Scheme Area will be provided with reticulated water through extensions to the water distribution network located to the east and south. Distribution mains from the south and west are expected to supplement water supply to the future Scheme Area. Once these mains and upgrades are completed, the remainder of the Scheme Area is to be serviced by normal 100mm, 150mm and 250mm water mains, which are to be funded by the developer as part of subdivision.

A gravity wastewater system will service the Scheme Area and will need to grade from north to south to connect to existing sewer south of Marshall Road.

Water Corporation are progressing works to future proof water connections across the MEL corridor.

5.3 Drainage

The majority of the Scheme Area will require fill to ensure adequate separation between groundwater levels, infrastructure and development.

Stormwater run-off should be detained and treated through bioretention basins for the first 15mm of rainfall and flood storage areas for larger rainfall events. These basins should be landscaped with waterwise planting and co-located with areas of POS.

5.4 Power

Overhead transmission lines (330kv and 132kv) run along the south side of Marshall Road and a feeder line (22kv) also runs along Marshall Road. High voltage power lines (mostly overhead) run along most existing streets within the Scheme Area. Upgrades will be required to the high voltage feeder line and electrical distribution infrastructure within the Scheme Area to service development.

High Voltage ducts have been future proofed across the MEL corridor as part of the MEL works.

5.5 Gas

Gas reticulation mains are located within existing road reserves in the Scheme Area and there is a high pressure gas main located in the Marshall Road reserve, with a buffer area extending into the south of the Scheme Area. Existing gas reticulation mains have adequate capacity to service future development; however, modification (including extension) may be required to service anticipated levels of development under the Improvement Scheme.

5.6 Telecommunications

The design and installation of a standard pit and pipe network will be undertaken by the developer as development of the Scheme Area progresses, with the installation of wholesale fibre to the residents to be provided by the National Broadband Network Company (NBN Co).

Telecommunications ducts have been future proofed across the MEL corridor as part of the MEL works.

6.0 Community and Stakeholder Engagement

Concept planning was undertaken to inform the Improvement Scheme and Improvement Scheme concept. A precinct structure plan is currently being prepared by the Department to inform and guide future subdivision and development of the area.

The Improvement Scheme concept has been informed by consultation and engagement with a landowner survey, Landowner Reference Group, the City of Swan, the Office of Major Transport and Infrastructure Delivery (OMTID) and Public Transport Authority, the Department of Education, service providers and other key stakeholders.

Public advertising of the Improvement Scheme will provide an opportunity for the community, referral agencies and key stakeholders to provide submissions to inform the final planning controls and considerations of the WAPC and Minister.

Future structure planning will also be publicly advertised and engagement undertaken prior to consideration for final approval by the WAPC.



Part Three - Concept Plan



1.0 Concept Plan

The Improvement Scheme is guided by the Bennett Springs East concept plan (Figure 8), which has been developed in consultation with key stakeholders. The concept plan is provided to demonstrate the future land use intent of the Scheme Area, with a more detailed plan to be prepared for consultation and refinement through the structure planning process. A precinct structure plan will include details relating to land use, local road networks, intersection controls, local open space and drainage.

The Scheme Area aims to achieve the following key outcomes:

1. A future train station at Bennett Springs East, providing an opportunity for a transit-oriented development (TOD) to support rail patronage with a range of housing, public open spaces and retail facilities within walking distance of the new station.
2. A mixed-use neighbourhood centre adjacent to the future train station, providing a mix of retail, commercial and residential land uses.
3. A range of residential housing types and densities, providing for some 1,200 dwellings.
4. A commercial based local centre providing for day to day needs of surrounding residents.
5. High quality public spaces, including connections to Whiteman Park.
6. A permeable movement network providing safe access for people walking, riding, using public transport and driving.
7. Biodiversity and conservation outcomes by establishing appropriate buffers and landscape enhancements for Conservation Category Wetlands at Bennett Brook and Horse Swamp, and Multiple Use Wetland at Cheltenham Street.

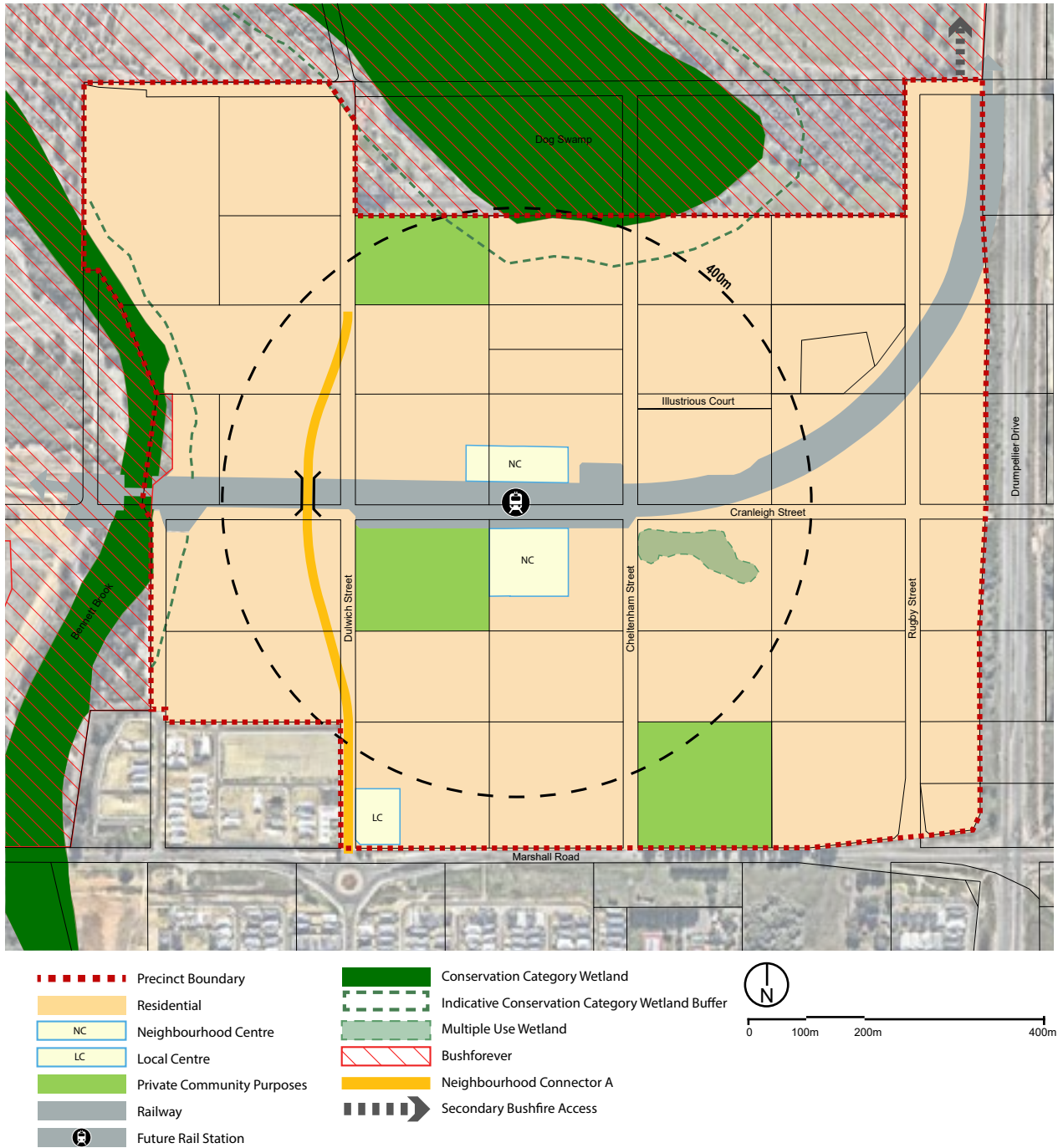


Figure 8 - Bennett Springs East Precinct Concept Plan

2.0 Principles for the Next Stages of Planning and Design

The following high-level guiding principles should be considered during the preparation of proposals within the Scheme Area. It is anticipated that these will be refined through future structure planning, subdivision and development proposals.

2.1 Urban Ecology

The Scheme Area is set in a unique natural environment with connections to Whiteman Park, Bennett Brook and wetlands. This context is highly valued by the community and provides opportunities for development to protect and enhance natural features, including:

1. Appropriate landscaped buffers to Bennett Brook and Horse Swamp.
2. Retention of the Cheltenham Street Wetland within the Scheme Area, with opportunities for landscape treatments to enhance the natural features of the wetland and provide open space amenity.
3. Water Sensitive Urban Design (WSUD) in the treatment of drainage, streetscapes and open spaces.
4. Retention of trees where possible, particularly within the wetland and associated buffer areas.

2.2 Urban Structure

The urban structure of the Scheme Area should respond to natural features including Bennett Brook, Horse Swamp and the Cheltenham Street Wetland to ensure that the movement network, public realm and built form integrates successfully with the ecological systems of the area. Key elements include:

1. A Neighbourhood Centre (including retail and medium density residential) located next to the future Bennett Springs East Station.
2. A Local Centre providing for day to day needs of surrounding residents, located at the intersection of Dulwich Street and Marshall Road.
3. Medium and lower-density residential zoning across the majority of the Scheme Area.
4. A permeable, legible and walkable street network based on a grid pattern that supports safe connections to key destinations and public spaces, including the future Bennett Springs East Station.
5. Orientation of street blocks and active land uses to maximise opportunities for solar

access, passive surveillance and pedestrian activation.

2.3 Public Realm

The public realm, including areas of public open space, should be designed to be accessible, responsive to existing environmental conditions and integrated with development to support community wellbeing. Key elements of the public realm include:

1. A range of active and passive public open spaces distributed throughout the Scheme Area.
2. Public open space designed to value and protect environmental assets (including Bennett Brook, Horse Swamp and the Cheltenham Street Wetland), retain significant trees, revegetate wetland buffers and appropriately landscape areas of POS used for drainage.
3. Street trees to provide shade and support pedestrian comfort.
4. Areas of public realm designed in accordance with WSUD principles.
5. Future provision of a station forecourt to connect both sides of the Scheme Area across the rail line and consolidate the station as the centre of the Scheme Area.

2.4 Movement

The movement network should prioritise walking, cycling and public transport to provide safe and convenient access for residents, station patrons and visitors. Key elements include:

1. A permeable street network.
2. A future station on the MEL at the centre of the Scheme Area.
3. A Principal Shared Path beside the rail line.

2.5 Land Use

The Improvement Scheme allows for a range of land uses and dwelling sizes and types. Key land use zones include:

1. A Neighbourhood Centre to facilitate a mixed-use transit-oriented development focussed on the site of the future Bennett Springs East train station.
2. A Local Centre to facilitate retail and commercial development at the intersection of Marshall Road and Dulwich Street.
3. A Residential zone providing a range of density codes to facilitate diverse housing types that respond to community need.
4. A Private Community Purposes zone to enable existing cultural facilities to continue to function .
5. A range of public open spaces throughout the Scheme Area.

2.6 Built Form

Built form outcomes should reflect the Scheme Area's intended functions and character, including:

1. The 'mixed use' zone around the train station (neighbourhood centre) should include medium density residential buildings with small scale retail uses on the ground floor. Built form will reinforce the area's function as a focus for activity, services and employment close to the station.
2. Areas adjacent to the 'mixed use' zone should include medium density residential buildings, creating a vibrant neighbourhood and providing a transition to surrounding residential areas.
3. The remainder of the Scheme Area should comprise of largely residential development and POS to build on the natural amenity of the area.

Significant development applications within the Scheme Area may be subject to design review.

