



Ellenbrook Station Precinct Improvement Scheme Report

March 2024

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Executive Summary

The *Ellenbrook Station Precinct Improvement Scheme Report* (Scheme Report) has been prepared by the Department of Planning Lands and Heritage (Department) to inform implementation of the *Ellenbrook Station Precinct Improvement Scheme No. 1* (Improvement Scheme) and guide development and subdivision of the 5.9-hectare Ellenbrook Station Precinct (Scheme Area). This Scheme Report provides the rationale for zoning and use of land under the Improvement Scheme, to guide decision making by the Western Australian Planning Commission (Commission).

The Scheme Area will be developed to include:

- A mix of residential, retail, commercial, hospitality and community uses, including a proposed aquatic and leisure facility.
- Built form that fronts the Parkway and contributes to the character of the street.
- Safe access for pedestrians, cyclists, and vehicles, connecting the Scheme Area, Ellenbrook Station and Ellenbrook Town Centre.
- Well-designed public spaces.

Part One – Implementation

1. Background

In September 2023 the *Ellenbrook Station Precinct Improvement Plan No. 59* (Improvement Plan) was declared over 5.9 hectares of land adjacent to Ellenbrook Station (**Figure 1: Ellenbrook Station Precinct location plan**). The purpose of the Improvement Plan is to:

- enable the Commission to advance planning and development of the Improvement Plan area.
- provide for the preparation of an Improvement Scheme (subject to approval of the Commission).
- set out a range of objectives to inform preparation of the Improvement Scheme.



Figure 1: Ellenbrook Station Precinct location plan

2. Ellenbrook Station Precinct Improvement Scheme No. 1

The Improvement Scheme was prepared under Part 8 of the *Planning and Development Act 2005* (Act) and establishes the statutory planning requirements to guide development and subdivision of the Scheme Area.

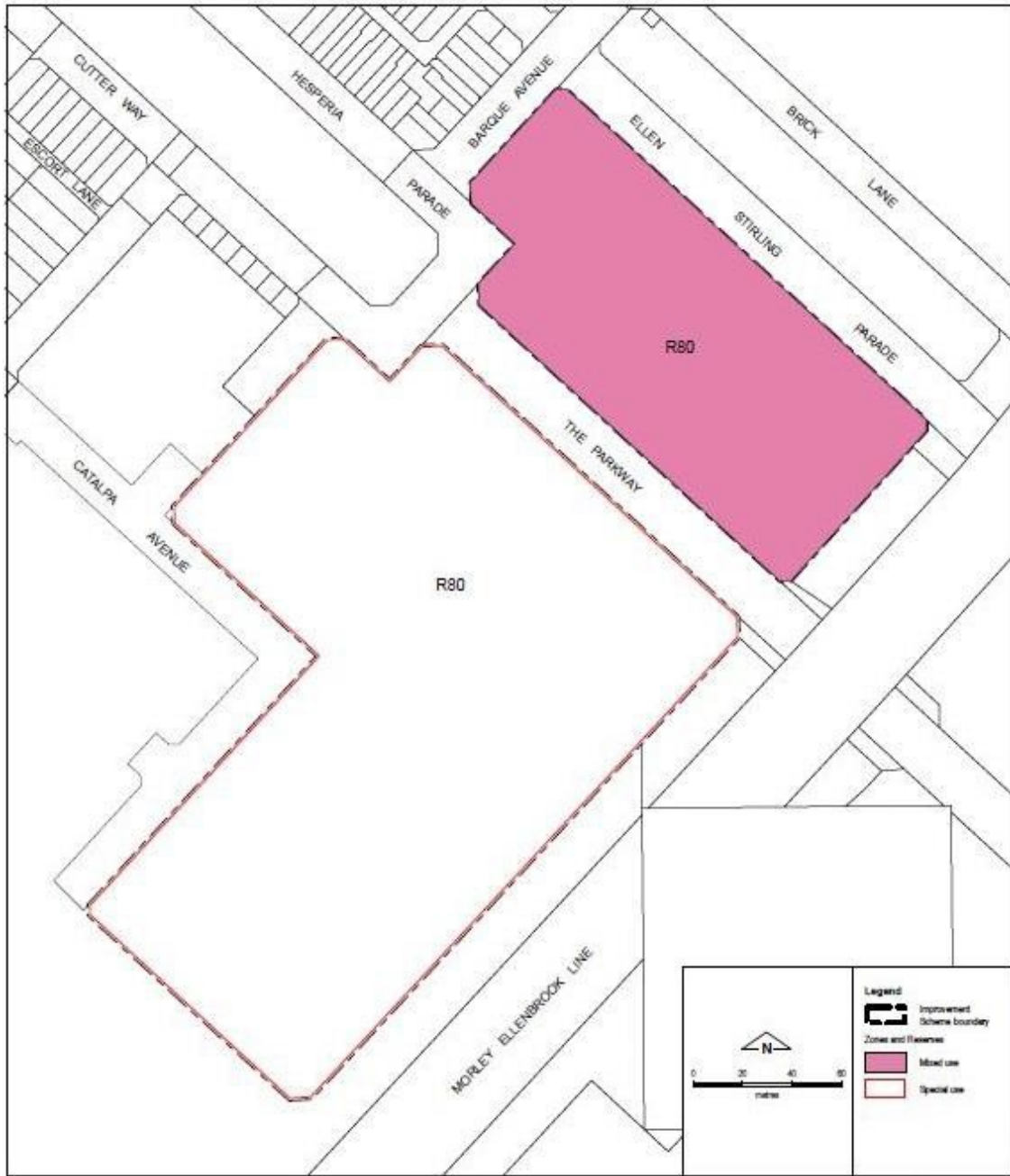


Figure 2: Ellenbrook Station Precinct Improvement Scheme Map

2.1 Improvement Scheme Objectives

The objectives of the Improvement Scheme are to:

- (a) Integrate development of the Ellenbrook train station with the Scheme Area.
- (b) Plan for delivery of a mix of housing, employment and community uses.
- (c) Maximise development opportunities associated with Ellenbrook Station.
- (d) Facilitate co-ordinated infrastructure planning and delivery.
- (e) Achieve high-quality built form and public place design across the Scheme Area.

- (f) Encourage the implementation of best practice sustainability, water sensitive urban design and energy efficiency initiatives within the Scheme Area.
- (g) Facilitate sequential land use activities that respond to the planned development of the Scheme Area over time.
- (h) Facilitate opportunities for investment by, and partnership with, the private sector.

2.2 Administration

The Improvement Scheme (when approved by the Minister for Planning and published in the Government Gazette) replaces the *Metropolitan Region Scheme* (MRS) and *City of Swan Local Planning Scheme No.17* (LPS 17), consistent with s122D of the Act. The MRS and LPS 17 cease to apply to the Scheme Area, until such time as the Improvement Scheme is repealed.

The *Planning and Development Act 2005* set out the provisions for:

- preparing, approving, and reviewing the improvement scheme (s122B)

amending the local planning scheme to conform with improvement scheme (s122J). The *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) include the deemed provisions, which provide a range of uniform processes and provisions that apply automatically to the Improvement Scheme. The Deemed provisions address a range of matters including (but not limited to):

- Local Development Plans
- Requirement for development approval
- Applications for development approval

The Commission is the determining authority for applications for development approval in the Improvement Scheme area. The Commission may delegate these powers to other bodies, including the City of Swan.

This Scheme Report provides explanatory text to support implementation of the Improvement Scheme. This Scheme Report does not form part of the Improvement Scheme; however, it satisfies the requirement for a local planning strategy in accordance with Part 3 of the Regulations.

2.3 Zones

The Improvement Scheme establishes the following zones:

Special Use Zone

The 4-hectare southern portion of the Scheme Area is zoned 'Special Use' to facilitate development of the site for a broad range of uses, including an aquatic and leisure facility (and associated uses) and urban development. Development in the Special Use zone will be designed to integrate with the Ellenbrook Town Centre and train station, as well as providing an appropriate built form interface with The Parkway and other roads. Public spaces will need to be appropriately designed to contribute to the amenity of the Town Centre.

Land that is not required for development of the aquatic and leisure facility may be suitable for a range of compatible uses, including residential, hospitality, retail, community and civic. The objectives of the Special Use zone are to:

- Provide for development of an aquatic and leisure facility (and supporting land uses).
- Provide for a range of residential development, located on land not required for the aquatic and leisure facility, that is compatible with community infrastructure.
- Provide for a range of retail and hospitality uses, located on land not required for the aquatic and leisure facility, that are compatible with community infrastructure and residential development.

Mixed Use Zone

The 2-hectare northern portion of the Scheme Area is zoned 'Mixed Use'. The objectives of the 'Mixed Use' zone are to:

- Provide for a broad range of residential development, located above active uses on street level.
- Provide for a wide variety of active uses on street level that are compatible with residential and other non-active uses on upper levels.
- Allow for the development of a mix of small-scale retail and hospitality that do not generate nuisances detrimental to the amenity of the area or to the health, welfare, and safety of surrounding residents.

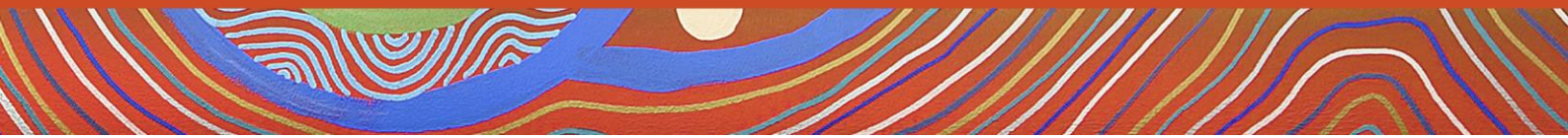
The Improvement Scheme includes a land use permissibility table for uses within each zone, consistent with the Regulations.

2.4 Development Requirements

The Commission is responsible for administering the Improvement Scheme and is the determining authority for applications for development approval in the Scheme Area. Development applications should address all relevant matters, including (but not limited to):

- Design:
 - Building envelopes
 - Building height
 - Setbacks
 - Orientation
 - Design features (including areas of public realm)
- Streetscape:
 - Street setbacks
 - Primary frontage
 - Pedestrian paths
 - Tree cover
- Movement and Access:
 - Vehicle access
 - Parking
 - Access and parking for non-car modes of transport
- Staging
- Servicing of development (including the aquatic and leisure facility)

The Commission may require submission of additional information on the proposed development prior to determination of development applications within the Scheme Area, consistent with Schedule 2 cl.24 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.



Part Two - Explanatory Section

Site and Context Analysis

Ellenbrook (including the Ellenbrook Town Centre, Ellenbrook New Town, Aveley and The Vines) is approximately 20 km north-east of the Perth Central Business District and 10 km north-west of the Midland Town Centre. Ellenbrook has a population of approximately 50,000 people, with the broader Swan Urban Growth Corridor (including Brabham, Henley Brook, Albion, West Swan and Caversham) ultimately accommodating an additional 30,000 people (**Figure 3: Ellenbrook Station Precinct regional context**).

Ellenbrook provides a range of district retail facilities and employment generating activities, providing up to 200,000m² of retail/commercial floorspace and 6,000 jobs when fully developed. It is connected to the regional road network by Tonkin Highway and Great Northern Highway. Ellenbrook Station (under construction as part of the Morley Ellenbrook Line project) is expected to commence operation in 2024 and will act as a catalyst for development of the Scheme Area and wider Ellenbrook Town Centre. The new station will provide excellent access to public transport services to residents and visitors.

Whiteman Park (to the south) and the Swan Valley (to the east) offer a range of recreational opportunities. The City of Swan has identified that an aquatic and leisure facility is required to service the population of Ellenbrook and surrounding catchment.

The following approvals apply to the Scheme Area:

- *Aboriginal Heritage Act 1972* – Section 18 Notice (Ellenbrook Estate) consent to utilise land within the Ellenbrook Estate for urbanisation – 17 January 1994
- *Environmental Protection Act 1986* – Urban rezoning, Subdivision and Development – 13 October 1992

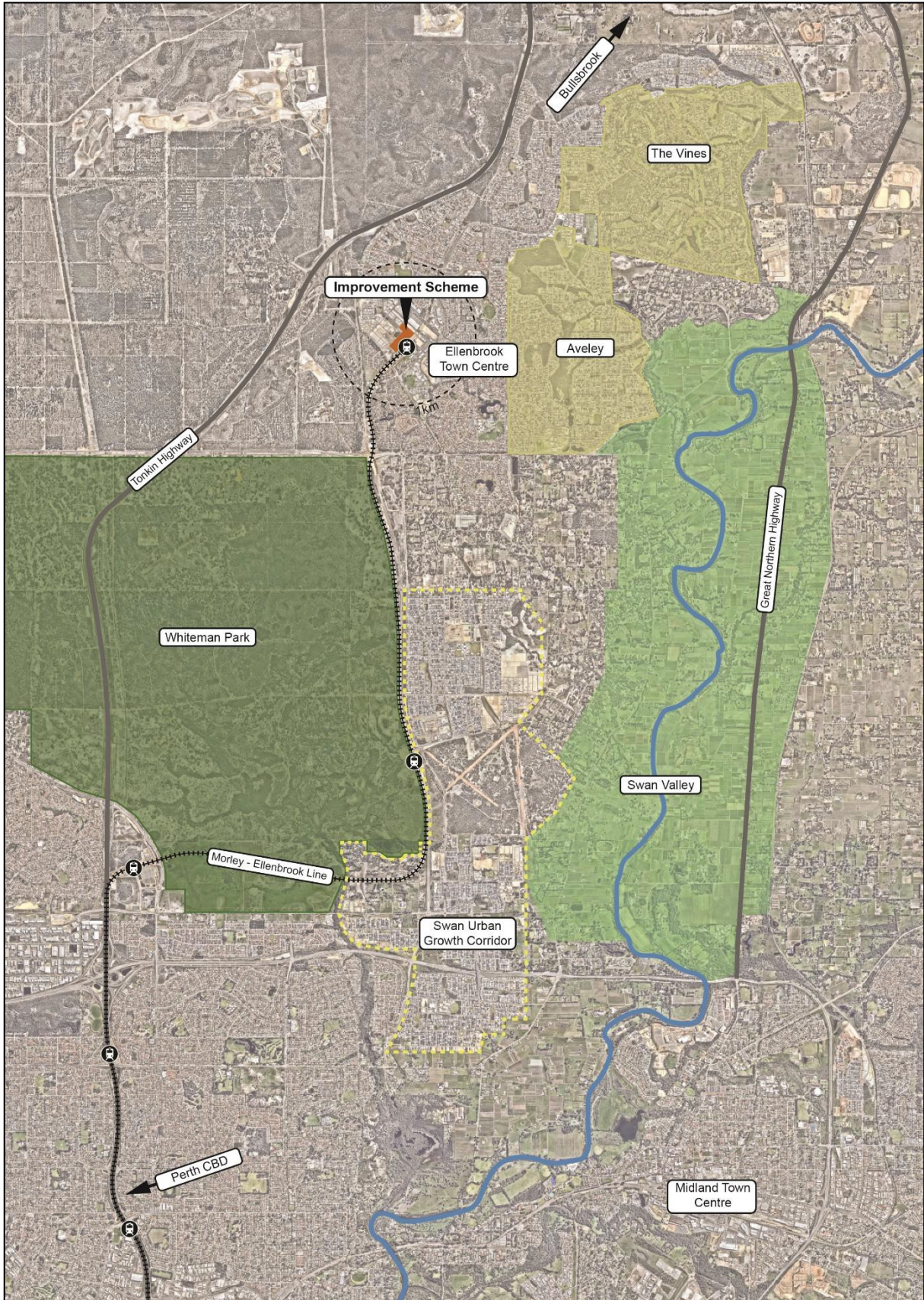


Figure 3: Ellenbrook Station Precinct regional context

Environmental Context

In 1992 the Minister for the Environment (following a Public Environmental Review undertaken by the Environmental Protection Authority) provided approval for urban rezoning, subdivision, and development of Ellenbrook. Development of Ellenbrook, including subdivision (and associated vegetation clearance) has been progressed based on this approval.

Topography

The Scheme Area is generally flat at an elevation of approximately 45m AHD. The Scheme Area has been cleared, filled, stabilized, and drained, consistent with previous subdivision approvals.

Acid sulphate soils

The Scheme Area has a 'moderate to low' risk of acid sulfate soil (ASS) occurring within 3m of the natural soil surface.

Contaminated sites

Detailed site investigations undertaken to inform preparation of the Ellenbrook Town Centre Development Plan demonstrate that no contamination from historical land uses is present within the Scheme Area.

Flora and Fauna

The Scheme Area has been cleared of all vegetation in accordance with previous subdivision approvals and does not contain any Threatened Ecological Communities (TEC) or habitat for fauna.

Public Drinking Water Source Area

The Scheme Area is in a priority 3 public drinking water source area. Development of the Scheme Area will need to manage water quality contamination risks, by utilising deep sewerage and implementing best management practices.

Geology

The Scheme Area generally consists of sands derived from Tamala limestone.

Geomorphic wetlands

The Scheme Area does not include any Geomorphic wetlands.

Governance Context

Ellenbrook Station Precinct Improvement Scheme No. 1

The *Ellenbrook Station Precinct Improvement Scheme No.1* was gazetted on 24 May 2024 and is the operative planning scheme for the Scheme Area. The *Metropolitan Region Scheme (MRS)* and *City of Swan Local Planning Scheme No. 17* do not apply to land within the Scheme Area.

Perth and Peel@3.5million and North East Sub-Regional Planning Framework

Perth and Peel@3.5million provides a high-level spatial framework and strategic plan for Perth and establishes a blueprint for supporting a population of 3.5 million by 2050. *The NorthEast Peel Sub-Regional Planning Framework (Framework)* builds upon the principles of *Perth*

and Peel@3.5million and provides a long-term, integrated planning framework for land use and infrastructure provision across the sub-region.

The Framework identifies that:

- The Ellenbrook secondary centre will be progressively developed to accommodate a range of residential, community, retail, and commercial uses to support population growth in the northern part of the sub-region.
- Provision of community and social infrastructure will be required within the sub-region to provide for a growing and ageing population. Co-location of community and social infrastructure with the Ellenbrook Town Centre will promote better use of existing infrastructure and facilities, reduce traffic movements, and create a focal point for activity.

Metropolitan Region Scheme

The MRS applies to land outside the Scheme Area. Land immediately outside the Scheme Area is zoned 'Urban' and reserved 'Public Purposes – special use (Morley Ellenbrook Line rail alignment)'.

City of Swan Local Planning Scheme No.17

The *City of Swan Local Planning Scheme No.17* applies to land outside the Scheme Area. Land immediately outside the Scheme Area is zoned 'Special Use', which requires the preparation and approval of a precinct structure plan prior to subdivision and development.

Ellenbrook Town Centre Development Plan

The *Ellenbrook Town Centre Development Plan* (Development Plan) was endorsed by the COMMISSION in January 2023 to guide development of the 150-hectare Ellenbrook Town Centre into a vibrant mixed-use centre. The Development Plan identifies the Scheme Area as suitable for mixed use development, with a residential density of R80. The Development Plan notes that:

The Public Environmental Review, assessed by the Environmental Protection Authority in 1992, establishes that the Town Centre land can be developed for urban use in an environmentally acceptable manner. This Ellenbrook Station Precinct Development Plan provides the framework that allows the Ellenbrook station precinct to be developed and managed in a way that is mindful of long-term sustainability objectives and respectful of the natural environment.

State Planning Policies

The following State Planning Policies are to be read as part of the Improvement Scheme:

- State Planning Policy 7.3 – Residential Design Codes (R-Codes)

The Commission will be guided by relevant State and local planning policies; however, if any inconsistency exists, the Improvement Scheme will prevail.

Stakeholder Engagement

The Improvement Scheme and Improvement Scheme Report were prepared in consultation with the City of Swan. The Improvement Scheme will be advertised for public comment

consistent with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The City of Swan will undertake community engagement to inform detailed planning and design of the aquatic and leisure facility.

Design

The following section provides high-level guiding principles to inform development of the Scheme Area and should be considered during the preparation of development proposals within the Scheme Area.

Urban Ecology

- Implement water sensitive urban design principles in the design of the aquatic and leisure facility (and broader scheme area).
- Reduce the environmental and climate change impacts of precinct development.
- Implement Aboriginal cultural recognition in the built environment, including public art.

Urban Structure

- Create a well-designed main street that:
 - connects the Scheme Area, train station and Ellenbrook Town Centre;
 - provides a mix of retail, commercial and hospitality uses at ground level, with medium density residential above; and
 - provides legible safe access for pedestrians, cyclists, and vehicles.
- Orient street blocks and active land uses to maximize opportunities for passive surveillance and pedestrian activation.

Public Realm

- Create well-designed public spaces, including connections from the Scheme Area to Ellenbrook Station and surrounding town centre.
- Implement crime prevention through environmental design principles in the design of the public realm.
- Design public realm areas to be inclusive and provide universal access.

Movement

- Design for legible, convenient, and safe movement of pedestrians, cyclists, and vehicles to destinations in the Scheme Area (including along The Parkway) and broader Ellenbrook Town Centre.
- Provide legible, safe, and convenient access to public transport.
- Locate parking areas to minimise negative impacts on the Scheme Area.

Land Use

- Provide a complimentary range of residential, retail, hospitality, commercial, community and civic land uses.
- Land uses to be designed to integrate with the surrounding area, including Ellenbrook Station.

- Land uses should be located to activate the public realm and adjoining streets, including The Parkway.

Built Form

- Built form should be designed to positively contribute to the character of the Scheme Area.
- Vehicle entries should be located and designed to minimise negative impacts on the streetscape.
- Building façades should be designed to make a positive contribution to the streetscape, enable passive surveillance of the public realm and be designed as an integral part of the building.

Major development applications within the Scheme Area may be subject to design review by the State Design Review panel.

Infrastructure and Servicing

The lots comprising the Scheme Area have been provided with services (sewer, water, power) as part of subdivision approval. The City will be required to identify any additional infrastructure required to service the proposed aquatic and leisure facility through preparation of an *Infrastructure Servicing Plan*, as part of the development approval process.

An APA high-pressure gas transmission pipeline is located approximately 150m south-west of the Scheme Area, within the Dampier-Bunbury Gas pipeline corridor. An easement for this pipeline intersects with the south-eastern corner of the Scheme Area. The southern portion of the Scheme Area is within the 300m referral buffer for the pipeline.