



Shaping SJ: Local Development Strategies

Engagement Report

Mundijong Locale

Prepared for:

Shire of Serpentine Jarrahdale

Prepared by:

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Engagement Report

1. INTRODUCTION

The Shire of Serpentine Jarrahdale has undertaken the planning process 'Shaping SJ' with the aim of producing Local Development Strategies to guide the future development of activity centres within the Shire. To achieve this Local Development Strategies consider current opportunities and constraints in review of the existing Town and Local Government Planning to ensure appropriate land use, transport, infrastructure and services and environmental protection are enabled for the creation of vibrant, attractive and efficient town centres supporting a strong sense of place.

The objective of this initial engagement process has been to understand current views and perceptions within the locales of Byford, Mundijong, Serpentine and Jarrahdale, as well as communicating strategic changes in the regional planning context and current trends of influence to growth patterns within the shire.

This report distills the information provided to stakeholders and the community and feedback received during the engagement process held over the period of November 2017 to March 2018. This engagement process has underpinned strategic planning decisions captured within Draft District Structure Plan Discussion Papers for further review and refinement.

1.1. Research Method

The community engagement methodology for Shaping SJ was designed in collaboration with the Shire of Serpentine Jarrahdale. The aims of the engagement process were to provide key stakeholders and community members with opportunities to:

- Receive information regarding the Local Development Strategies
- Provide input and feedback to inform the planning of the District Structure Plans, Concept Plans and Precinct Plans
- Ask questions and clarify any information relating to the development of the Local Development Strategies
- Review and recommend the most appropriate design strategy options to Council

A five-step process was used for this initial engagement:

Project Champion Workshops: Two workshops were held with the Shire administration team of 'Project Champions' providing valuable insight to the context of current planning considerations within strategic areas, such as environmental, community, transport and infrastructure planning. These were held in November 2017 and February 2018.

Stakeholder Meetings: Within the Mundijong locale stakeholder meetings were held with the Byford Progress Association, Racing and Wagering, IGA Byford, YMCA SJ Recreation Centre, Coles, Woolworths, Consolidated UT, Byford Secondary College and Salvados Catholic College & Education Department. Additional to this, stakeholder meetings were held with key government agencies inclusive of Mainroads WA, Public Transport Authority, Metronet, Department of Planning, Lands & Heritage, Department of Education, Department of Water.

Community and Industry Workshops: Four community workshops in Byford, Mundijong, Serpentine and Jarrahdale, a Youth Workshop at Byford Secondary College, and Industry Reference Group Workshops for Byford and Mundijong and the Landowner Group for West Mundijong.

Councillor Workshops: Two four hour workshops were held with elected member to review current issues and opportunities identified and then presented with community feedback on each strategy giving the opportunity to refine strategic directions in response.

Online Survey: A total of nine online surveys were undertaken over a two month period from 15 December 2017 to 8 March 2018. Themed engagement surveys included Activities and events, Equine, Community facilities, Dogs, Transport, Sport and recreation, Environment, Employment, and Education and training with a total of 1189 responses were received.

Survey questions were tailored to gain an understanding of the community underlying use of current facilities and opinions on better provisions to enable greater activation of spaces and places. This provided insight into the full breadth of the communities' issues and values, and possible ways to move forward in a more cohesive manner.

The information gathered through the above processes was used to guide the concepts and final land use and precinct plans.

2. OVERVIEW OF FINDINGS

Focused on the Mundijong locale, engagement with the community and key stakeholders stepped through an analysis of constraint and opportunities summarised under the themes of Activity and Movement; Land Use; Environment and Heritage; Community and Recreation were presented. This process then focused in on key areas of activation, being the Byford Town Centre and Briggs Park Precinct where a number of options were reviewed outlining development assumptions and urban design impacts to be taken into consideration, such as, the METRONET extension from Armadale to Byford. This process provided the opportunity to better understand community and stakeholder aspirations to inform the final Development Strategy.

Key findings from the engagement process for Byford locale are summarised under:

1. Project Champion Workshops
2. Stakeholder Meetings
3. Community and Industry Workshops
4. Councillors' Workshops
5. Online Survey

2.1. Project Champion Workshops

Two workshops were held with the Shire administration team of 'Project Champions' providing insight to the context of current planning considerations within strategic areas, such as, environmental, community, transport and infrastructure planning. These were held in November 2017 and February 2018.

Date:	16/11/17
Stakeholder:	Shire of Serpentine Jarrahdale – Project Champions

Summary of major themes arising from workshop feedback:

Mundijong Comments

Movement and activity:

- Bus connection to the wider district
- Active transport
- Expand cycle network to Byford
- Mundijong road upgrade
- Pedestrian rail crossing
- Freight rail realignment
- East-west Rockingham connection

Land Use:

- Aging community looking for diversity housing to remain in place
- Cardup - Light industry
- Medical areas – consider need for hospital
- Markets

Environment:

- Use of landfill site for off road vehicles
- Shade trees important

- Preservation of TEC corridors

Community Facilities:

- Men’s shed desirable
- Community garden

2.2. Stakeholder Meetings

The following provides a summary of Mundijong locale stakeholder meetings held with developer representatives Golden Group, PEET and QUBE. Additional stakeholder meetings were held with key government agencies inclusive of Mainroads WA, Public Transport Authority, Metronet, Department of Planning, Lands and Heritage, Department of Education and the Department of Water and Environmental Regulation.

Date:	15/02/18
Stakeholder:	Golden Group

Summary of Development Considerations:

- Current planning for Whitby underway
 - Whitby Activity Centre
 - Release of additional residential land north limiting factor for spatial planning of new centre
 - Costings under review for grade separation over Soldiers Rd
- East-west Road linking Whitby Town Centre
 - At odds with current Department of Planning study providing for 4 lane carriageway within the town centre
 - Design intent for the proposed town centre had been for single lane each direction with street trees to slow traffic
 - Link road needed as residential development increases
 - Extensive work undertaken to preserve existing trees
 - Providing greater opportunity for frontages onto the main street
 - A need to understand viability of development going forward – requires certainty of design outcomes specifically for enabling east-west road connection where planning commenced around existing assumptions under the previous DSP
- Town centre POS
 - Concept plans to reflect proposed POS retaining existing cluster of trees
- Location of train station
 - Always planned for future station to the north
 - Extension of Metronet linking into Rockingham longer term proposal
 - Not necessarily seen as viable given current growth projections
- Question value of locating DOS at Kiernan Park
 - Valuable residential land

Date:	2/03/18
Stakeholder:	PEET

Summary of Development Considerations:

- Concerns for grade separation over Soldiers Road – given environmental corridors within this location
- Traffic modelling previously reviewed showed Bishop Road connection onto Soldiers Rd and alternate northern connection to Taylor Rd
- Need for review process to provide transparency, certainty and consistency
- Margins of importance to enable development outcomes
- Freight rail and Tonkin Highway extension an uncertainty
- Sound wall planned to mitigate noise source from current alignment of the rail
- Until the freight rail moves, degree of uncertainty what DCP will be providing for
- Grade separation concern for inclusion within DCP – never previously understood as part of the original DSP
- DCP being a 10 year plan while DSP a 5 year review – maybe it should be a 10 year SP review

Date:	21/02/18
Stakeholder:	QUBE Property

Summary of Development Considerations:

- Consideration 'who' we are providing for:
 - Affordability
 - Builder market
 - Home builders
- Mundijong
 - Cheaper land
 - Close to employment
 - Choice living
 - Rural theme
- Population growth
 - Lots of movement in south east
- Opportunities
 - West Mundijong
 - Homemakers centre
 - Landuse / value
- Freight
 - Less likely to have demand in future
 - Not seen as urgent
 - Passenger rail unlikely given Midland line still can't get funding
- Alcoa reaching its peak
 - Will go to Bunbury
 - Oldest refinery
 - Industry will move to Pinjarrah
- Status
 - Noise on major corridors
 - Treat at source
 - Amenity impacts
 - Cost decrease
 - Intermodal hub
- Mundijong Centre
 - Catchment existing provides for a critical mass
 - Supportive of location for upgrade of station

Date:	1/02/18
Stakeholder:	Department of Planning Lands and Heritage and Public Transport Authority

Summary of Development Considerations:

- Stations at Mundijong
 - Park n ride at end of line
 - Question of how many cars
 - Bus
 - Buses between old and new Byford centres makes greater sense than locating this further north of Thomas Road
- Passenger rail gradient 1:60
- level crossing review for Australind service triggered by population numbers
- Review of structure plan
 - Abernethy Road upgrades underway
 - Orton Rd will have greater role to play with proposed extension of Tonkin Hwy
 - Impacts
 - Metronet value to be understood
 - R100 density and greater to support TOD environment
 - Mixed use opportunities
 - Assumptions weigh on
 - Freight rail relocation
 - Timing of grade separation
- Bus transfer
 - Access to employment
 - Consideration for nature of employment within centres ie agricultural and industrial
- Rail upgrade considerations
 - Double tracked
 - Moving people north
 - Include rapid bus
 - Business case to Infrastructure Australia
 - Need for connections to Rockingham west
- Current location of station just north of Thomas road
 - Less grade separation
 - Keep green belt
 - Issues to consider - will pull growth north
 - Not best land use option
- Example Gold Coast Rapid bus
- Realigned freight
 - Loop to Rockingham
 - Rapid bus
 - Employment
 - Office workers
- Heavy rail
 - Public transport not on heavy rail
 - Service roads alongside
 - Rapid bus along side
- Current political constraints

- Rapid bus better
- Only works if not in traffic congestion
- Needs a dedicated route
- Potential rail to Mundijong
 - Grade separation cost and issues to be understood
- 2023-2025
 - Earliest expect delivery
 - Business case to confirm direction
 - Rapid bus medium term prospect
 - Full extension longer term outcome
- Orton Road District Open Space
 - One oval
 - Paid by DCP
 - Need to cater for space
- Freight rail
 - Fright rail realignment indicative of 10 year timeframe
 - Bus Rapid Transport easier option to be implemented now
 - Dependent on population triggers

Date:	1/02/18
Stakeholder:	Public Transport Authority & METRONET

Summary of Development Considerations:

Process of developing a business case for Infrastructure Australia

- Understanding what is the problem?
- Current growth rate SJ 8% - 100,000 by 2050
- Addressing the problem
- Requirements needed – catchment, employment, corridors, social index
- Identify what needed to fix the problem –
- Prevent problems early on
- Direction to look at solutions by the government
- Opportunity is now to build base case

Identifying challenges – Perception v actual problem

- Is the problem perceived as PT issue
- Requires cost benefit analysis
- BTR / Rail outcomes – 50 year outcome
- Change management process
- When engaged, manage expectations
- Identify where the population goes
- Impacts on traffic flow
- Future proofing – self driving vehicles

Business Case provides high level costing to identify – undertaken mid 2018 to be submitted to Infrastructure Australia

- Need to gather evidence

- If of national significance
- It generate income
- Increase standard of living
- Will influence where funding comes from

Australind opportunities

- To improve ticketing system
- Divert west reduce impact on Byford
- Create better efficiency – time/patronage
- Evidence needs to support options for improvement

Current review with PTA to understand the best location for Byford Train station

- Cost of elevating station – creating viaduct bridging system at a cost of \$450M
- The greater the length of grade separation – the greater the cost
- Value needs to reflect return on investment
- Gather evidence
 - Interconnectivity longer term
 - Opportunities
 - What can be committed to
 - A decision of rail or transport
- Staging
 - Bus/rail
 - Threshold needed
 - Catchment needed to trigger station at Mundijong
 - Circular route desirable
- Risk assessments
 - Test theory, idea, solution
 - Evidence supporting these
 - Solution to hold to account
- Capacity
 - Bus, Rail, self driving vehicles
 - Rather than typical engineers solution
 - Need to think outside box
 - Armadale to Mundijong
 - RAC trial bus

Date:	20/02/18
Stakeholder:	Mainroads WA

Summary of Development Considerations:

- Access to Cardup Industrial Centre
 - South West Hwy
 - Soldiers Road
 - Norman Road
 - Bishop Road
 - Tonkin Hwy
- Not consider FR realignment in short term
 - Midland priority
- Servicing greater freight volume
 - Tonkin distribution
 - Internal network to service residential area
- Pinjarra Bypass
 - Forest Hwy
 - Tonkin Hwy link
- Restricted access vehicle on Jarrahdale Road
 - Southern link considerations
 - Brookton Hwy
 - Albany Hwy
 - West Port study
 - Connected by Mundijong Road
- Interface
 - Abernethy Road
 - Need for pedestrian crossing
 - Pittman Signalled
 - Transport impact amendment guide
 - SWH
 - 4 way regional road within town centre
 - Dual carriageway to Armadale
 - Road over Thomas Road
- Review function of San Simeon
 - Treatment to connect through to George Street
 - Controlled movement
 - Consideration needed for Abernethy Rd not entering onto Tonkin Hwy

Date:	8/03/18
Stakeholder:	Dept of Water and Environmental Regulation

Summary of Development Considerations:

- Planning for water - need to understand
 - Current needs
 - Future availability
 - Where there are service gaps
 - Expected availabilities
- Trends
 - Agriculture densifies
 - 2050 food zone
 - Accelerate activity
 - Recycle water – wastewater
 - Greater focus on efficient use
- Sub-regional gaps - 'Outlook Study'
 - Current inefficiencies use of water indicative of SE region
 - Increasing population
 - Triggers green space and need to understand
 - Timing
 - Funding
 - Staging impacts
 - Demand v availability
 - Limited ground water for POS
 - Therefore need to investigate opportunities for decentralized source water
 - What is realistically available
 - Innovative approaches – service providers/suppliers to take on infrastructure
- Issues Byford and Mundijong
 - Fully allocated
 - Future development needs to consider reductions in rainfall/climate change
 - Direction setting
 - Current limits set at 50% to be reduced further 20%
 - Allocation planning is currently underway in the area
 - Exploring alternative options ie water harvesting for ovals and industry
- Shire commissioning shire wide 'Strategic Water Management Plan'
 - Water supply planning at local and district scale
 - Focused immediately on Byford and Mundijong
 - Staged process
 - Balance demand v efficiency
 - address gaps
 - Ongoing climate change will impact existing and future needs
- Guidelines for improving non-drinking water use in WA – available online
 - Addressing alternative supply sources
- Precedent studies:
 - City of Wanneroo – lessons learnt to reduce irrigation rates to POS
 - Opportunity to forecast asset management
 - Current environmental flows
 - Changes to ecosystems – how to sustain

- Downstream areas anecdotally getting soggy
- Reflective of greater volumes downstream
- Serpentine challenges
 - 40-50m boars
 - Irrigation needs for horses
 - Absence of scheme water supply
 - Emerging complications
 - Rural reserves needing to suppress dust
 - Irrigated pasture
 - Stocking rates
 - Issue of septic tanks within water table
 - ATU required
- Green Growth Plan
 - Not supportive of rural residential development
 - Urban infill a priority
 - Servicing implications
 - Rural residential land demands greater water use
 - Impacts on quality
- Jarrahdale challenges
 - Fractured rock system – discontinuous supply
 - Proclaimed for surface water
 - Reliant on water capture
- Example Shire of Murray
 - Where remote from potable water services
 - Roof area + tank capacity
 - Storage and water supply

Date:	9/03/18
Stakeholder:	Department of Education

Summary of Development Considerations:

- School size/capacity
 - Minimum school size 1200 students
 - Byford priority to increase capacity on site to 1500
 - Currently services shire wide catchment boundary
 - Keeping capacity below 1800 becoming the new norm
 - Cost to build new school \$70-80 M
- Important considerations:
 - Provide access to full curricula
 - Maintaining specialist services
 - Social interaction
- Consideration for new high school at Mundijong
 - Needs to relate to immediate catchment – therefore not suited as location to relieve Byford
 - Location most desirable within high density areas
 - Yield rate calculated per dwelling
 - .25-.3 per dwelling
 - Primary and high school similar
 - Availability of private school
- Catchment considerations
 - House counts
 - Profile ID demographic analysis
 - Where children coming from
 - Future considerations may be to change enrollment boundaries
 - First instance to maximise opportunities on site ie transportable
 - Therefore important to plan for at the beginning – where additional growth / buildings can be located
 - Important to avoid using recreation/sporting space
- Typical size of school
 - 3.5ha adjacent to POS
 - Providing opportunity for shared development and maintenance costs
 - Better to have forward planning of schools ie 5 years rather than 2
 - Agreements established upfront
 - Easier process
- Parking issue
 - Onsite parking to accommodate school quotas
 - Student parking increasing issue with reduced space
 - Becomes share use/management arrangement with schools

2.3. Community and Industry Workshops

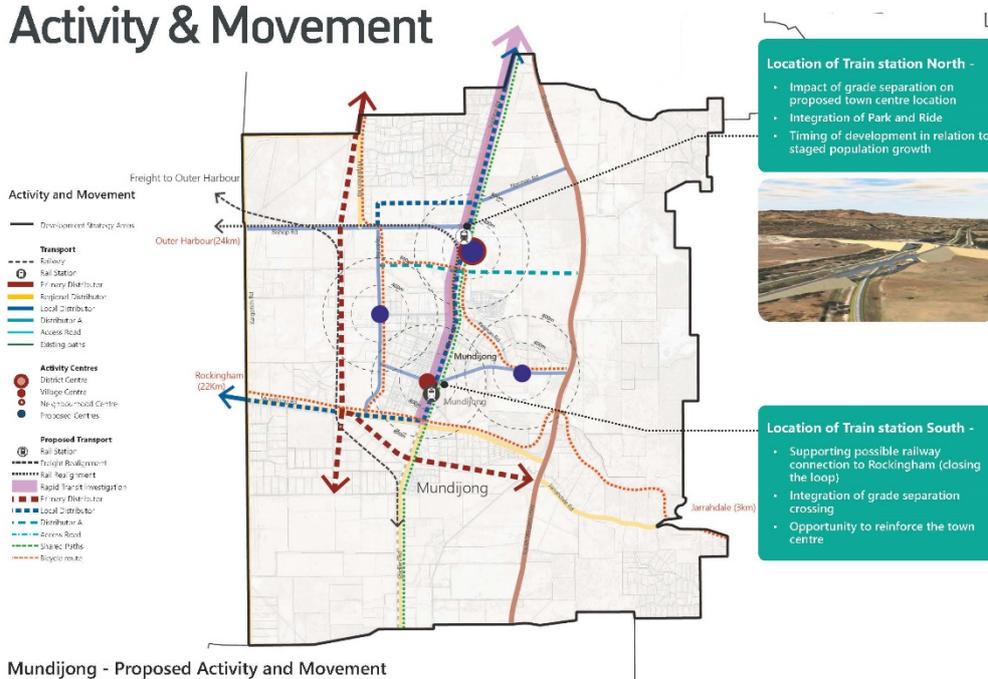
Date:	17/02/18
Stakeholder:	Mundijong Community Workshop

Prompt questions:

1. Would you support Bishop Road east-west passenger railway connection?
2. What form should the town centre east-west connection take? i.e. two lane or four lane corridor.
3. What additional environmental impacts need to be considered?
4. Do you support redevelopment of the Shire administration and library facilities within the existing location?
5. Does this option provide the opportunity to reinforce the existing town centre in the short to medium term?
6. What environmental impacts would a grade separated station have on this location?
7. Would you support the relocation of the Shire administration with a consolidated civic, health and sporting precinct?
8. Would the relocation of the railway station reinforce access to both town centres?
9. What environmental impacts would a grade separated station have at this location?

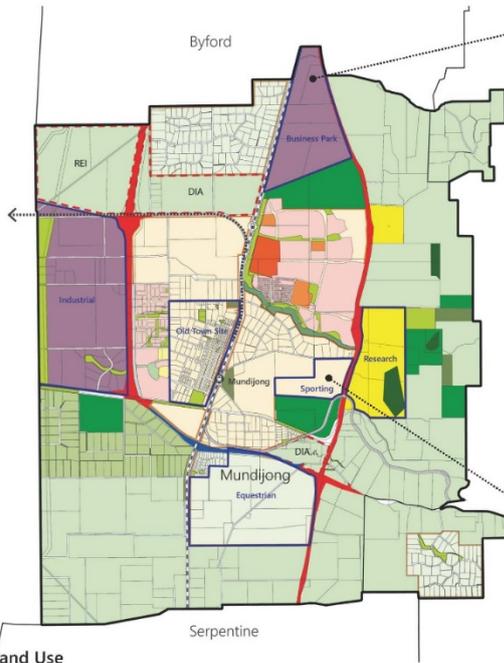
Slides:

Activity & Movement



Land Use

Land Use



Cardup Business Park

- Consolidation of industrial uses within West Mundijong Industrial Precinct
- Future Home Maker Precinct supporting light commercial uses

Aged Care

- Future need for private hospital
- Appropriate location of medical facilities, aged care, retirement village.

District Sport & Recreation

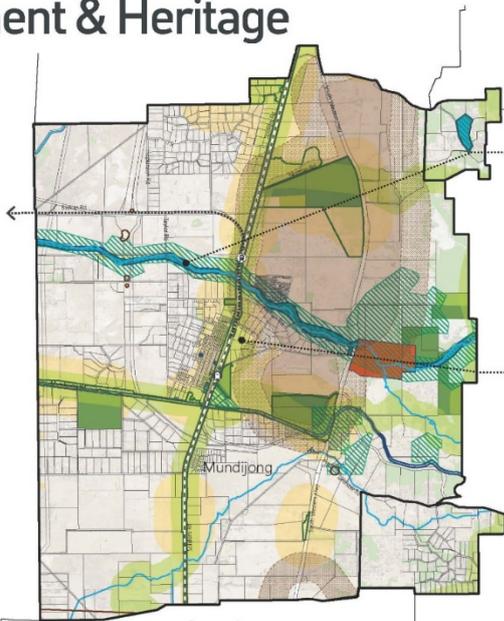
- Land area required to accommodate multiple sporting activities
- Connection to wider district



Mundijong - Proposed Land Use

Environment & Heritage

Opportunities and Constraints



Mandajal Brook Reserve

- Aboriginal heritage

Protection of Environmental Corridors

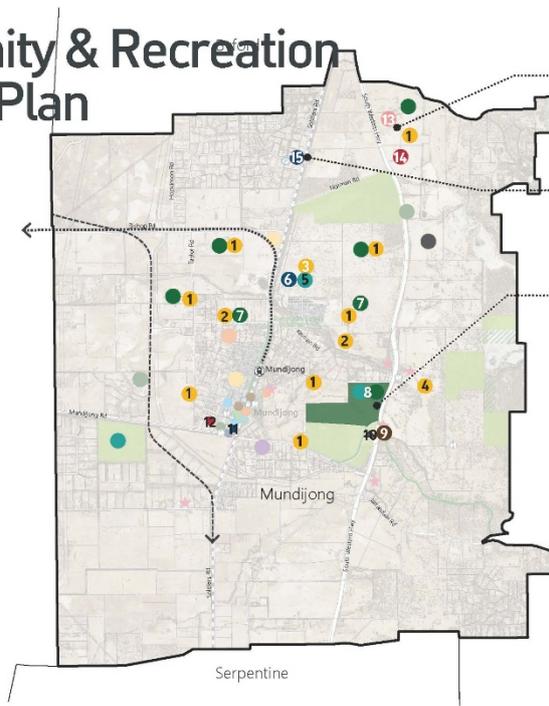
- Strengthening east-west corridors
- Potential for inter-modal green linkages
- Preservation of Bush Forever



Mundijong - Existing Environmental and Heritage Constraints

Community & Recreation Concept Plan

- Community**
- Development Strategy Areas
 - Rail Station
 - Proposed Rail Station
 - Freight Realignment
 - Rail Realignment
 - Remains
 - Parks and Recreation
 - Trails**
 - Horse
 - Walking
 - MTR
 - Off-road Vehicle
 - Community Facilities**
 - Education
 - Sport
 - Recreation
 - Multipurpose/Venues
 - Coaching
 - Cafe
 - Heritage
 - Religious
 - Market
 - Service
 - Co-operation
 - Aged care/lifestyle
 - Emergency Services
 - Boarded Attraction
 - Storage/Attractions
 - Talks
 - Parking



Health Precinct

- Synergies for accommodating medical centre / hospital, aged care lifestyle village OR
- Education / TAFE, recreational facilities

Carnup Community Shed

- Repurposing of existing community hall

Sub-regional Sporting Precinct

- Future consolidation of sporting facilities

PROPOSED COMMUNITY INFRASTRUCTURE

1. Primary School
2. High School
3. Technical School
4. University
5. Mundijong Whiby Cycle/Skate Park
6. Mundijong Whiby Subregional Community Centre
7. District Sporting Space
8. Railmill Park
9. Visitor Centre and Heritage Museum
10. Street Depot
11. District Community Centre
12. Mundijong Fire Station
13. District Aged Care
14. Carnup Emergency Services
15. Carnup Community Shed

Mundijong - Proposed Community Infrastructure



Option 1 - Existing Structure Plan

Existing Structure Plan Train station located north of Whitby Town Centre - integrating park and ride.

Assumptions

1. Whitby District Centre
2. Freight railway realigned
3. Train station north of Whitby Town Centre
4. Road above rail at Whitby - required by DCP
5. Three smaller Village Centres
6. Australind station maintained in Mundijong

- Legend**
- Bush Forever
 - School
 - Retail
 - Mixed Use
 - Community Services
 - Park 'n' Ride
 - Embankment
 - Railway Station
 - Drainage/ Open Space Corridor
 - Sports and Recreation
 - 800m Catchment
 - Entry Point



Option 2 - Whitby

Train station located south of Whitby Town Centre - integrating park and ride.

Assumptions

1. Whitby District Centre
2. Grade separated railway crossings required
3. Freight railway realigned
4. Train station south of Whitby Town Centre
5. Road above rail at Soldiers Rd/East-West connection
6. Three smaller Village Centres
7. Australind station maintained in Mundijong

Legend	
	Bush Forever
	School
	Retail
	Mixed Use
	Community Services
	Park 'n' Ride
	Embankment
	Railway Station
	Drainage/ Open Space Corridor
	Sports and Recreation
	800m Catchment
	Entry Point



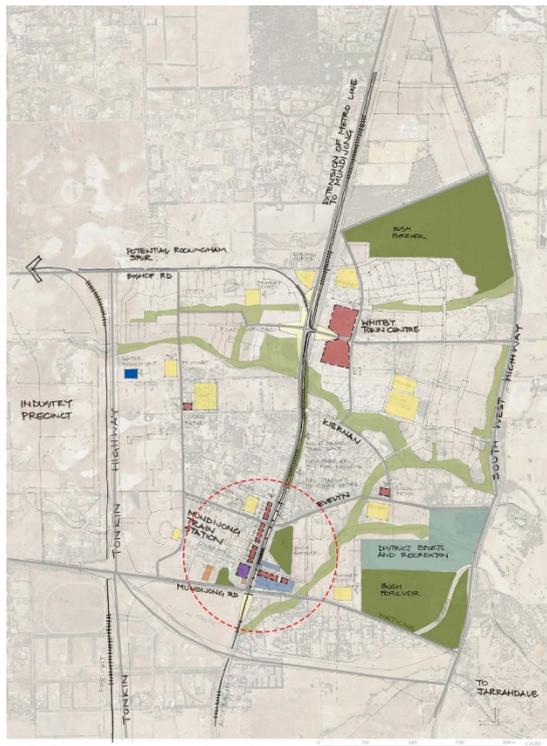
Option 3 - Mundijong

Upgrade of the existing Mundijong (Australind) Railway Station - rail over road

Assumptions

1. Whitby District Centre
2. Freight railway realigned
3. Australind Train Station increases patronage
4. Grade separated rail above road
5. Redevelopment of Shire Administration buildings - reinforcing 'Governance' / Civic Precinct

Legend	
	Bush Forever
	School
	Retail
	Mixed Use
	Community Services
	Park 'n' Ride
	Embankment
	Railway Station
	Drainage/ Open Space Corridor
	Sports and Recreation
	800m Catchment
	Entry Point



Option 4 - Mundijong

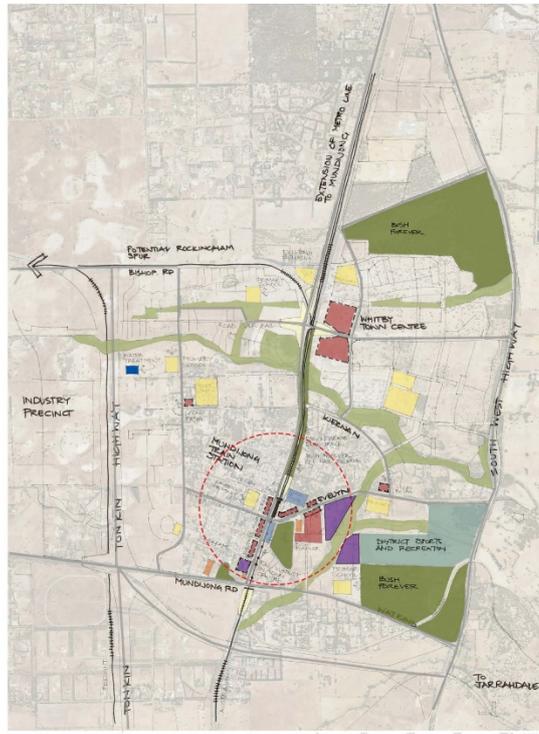
Redevelopment of the Shire Administration east - reinforcement of Mundijong centre on Evelyn Street

Assumptions

1. Whitby District Centre
2. Freight railway realigned
3. New railway station located at Evelyn and Robertson Street
4. Relocation of Shire Administration building on Evelyn Street
5. New centre within consolidated landholdings east
6. Integrated health, recreation and civic precinct



Legend	
	Bush Forever
	School
	Retail
	Mixed Use
	Community Services
	Park 'n' Ride
	Embankment
	Railway Station
	Drainage/ Open Space Corridor
	Sports and Recreation
	800m Catchment
	Entry Point



Summary of Comments:

Movement

- Unsafe pedestrian environment within eastern connections as traffic increases
- Keirnan St intersection on SW Hwy increasing conflict point
 - Road under rail
 - Pedestrian crossing
 - Keep open
- Safe and connected pedestrian / cycle network
 - Connection to schools
- 2 lane Cardup Rd
- Less support for 4 lane east-west connect – if seen to as link from Light Industrial area, recognising that trucks and rail don't mix
- Bus connection to the wider district
- Rail station located at Kiernan street
- Rail trail
- Cardup rail crossing
- Kiernan street over Evelyn street
- Bus from Mundijong to Whitby station
- End of line issues
- Viaduct is good

Activity

- To ensure distinct functions between Activity Centres
- Old present of value to the local community
- To pick up on changing retail format in future – the way we shop today v future
- Explore merit for centralised centre

Land Use

- Aging community looking for diversity housing to remain in place
- Existing shopping centre to cater for over 55's
- Question raised timing and cost of infrastructure impacting future development north and south
- Mixed use consolidated hub – enabling retail/business development
- Opportunities for live/work
- Cardup
 - Light industry
 - Fire station
 - Men's shed
- Shire depot
 - Located west Mundijong
- 3-4 stories
- Aged facilities
- Southern town centre preference
- Local centre at Whitby
- Potential for town centre at Kiernan street
- Centralised centre on both sides of rail
- Medical at Byford
- Water treatment in West Mundijong

Environment

- Maintain rural wildlife shoulders
- Increasing lane widths seen to have major impact TEC
- Sinking Soldiers Rd under seen as a better outcome
- Recognition flow on effects mining at Scarp on creek corridors down stream
- End of line perceptions – to address CPTED strategies and wider impacts such as house ownership v renting

Community Facilities

- Mens shed desirable
- Facilities for elderly needed now

Recreation

- Meaningful open space network
- Providing for multi-modal corridors
- Events hosted on Mundijong Oval – strengthening focus as 'Civic Heart'

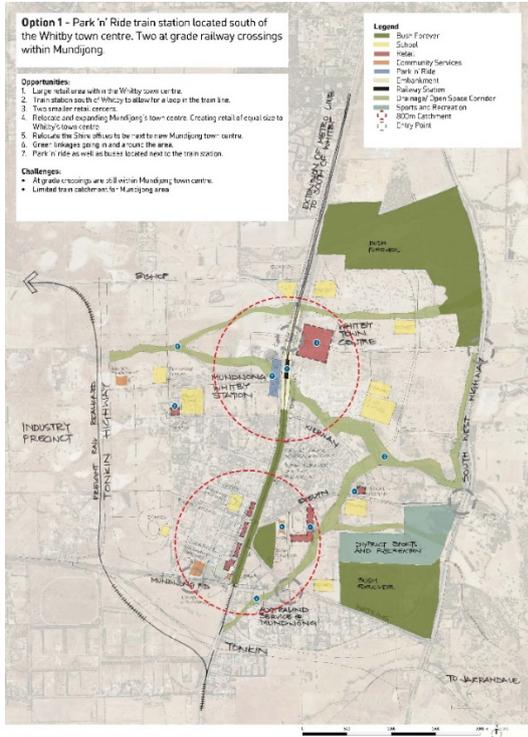
Benchmark Projects Identified

Joondalup Hub / Railway Station – integrating retail and car parking

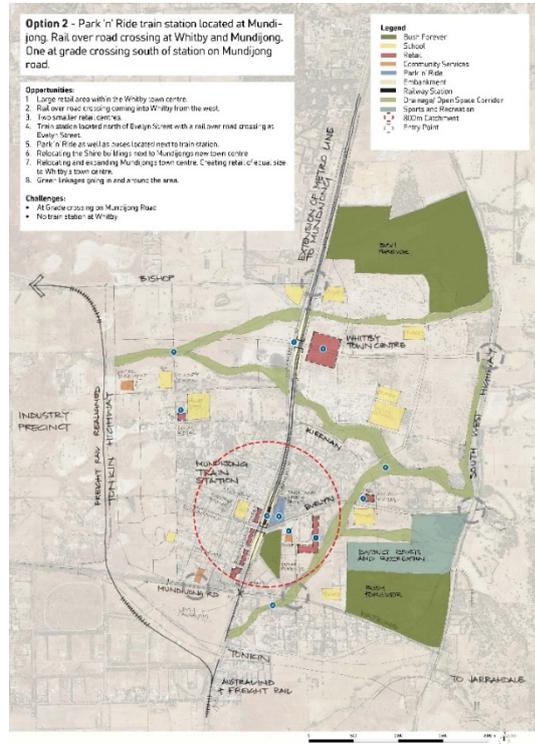
Date:	7/02/18
Stakeholder:	Mundijong Industrial Reference Group

Slides

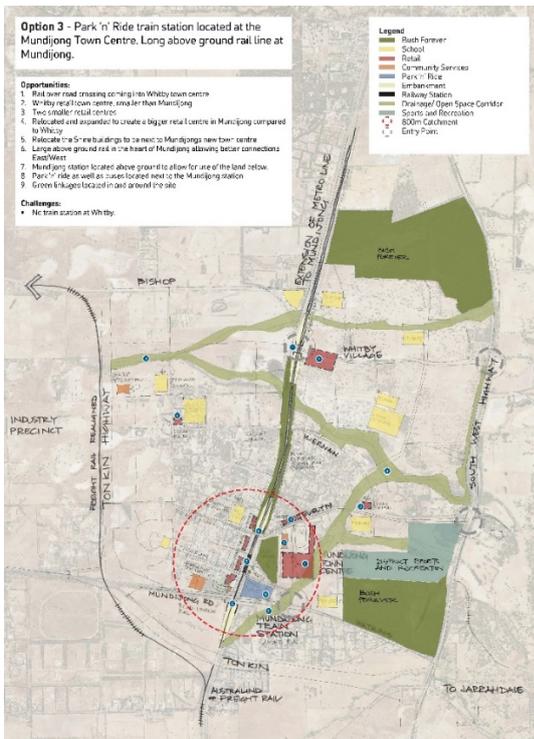
Option 1:



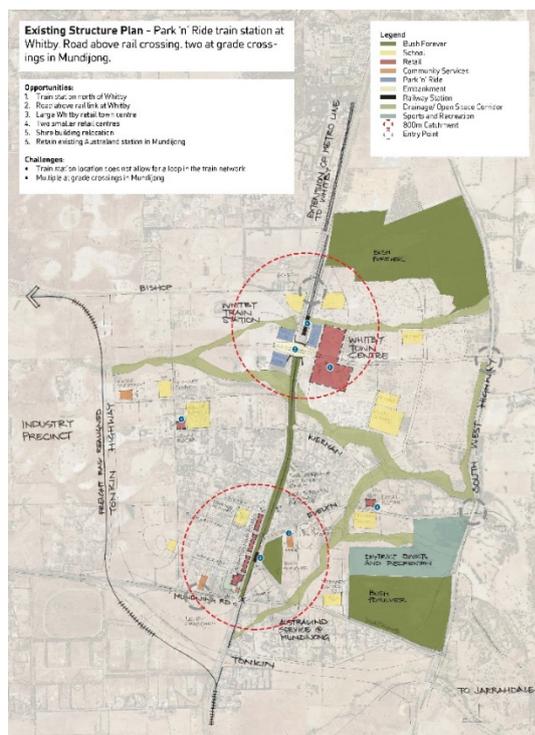
Option 2:



Option 3:



Option 4:



Summary of Development Considerations:

- Hollywood Hospital
 - Different level care
 - Need within Mundijong
 - Could be TAFE site
 - Logical location medical centre
- Environmental corridors TCP's
 - Cannot be botched
- WAPC
 - Norman Road connection
 - Study underway
- DOS location
 - Too many cars already
- Community implementation plan
 - Proposed CIP
- DDP
 - Per Ha
 - Not per lot
- Rail
 - Need for grade separation
 - Consideration required of environmental impacts
 - Safety
 - Main roads new crossing needs to be grade separated

Date:	7/02/18
Stakeholder:	West Mundijong Industrial Reference Group

Slides (as per Options 1-4 above)

Summary of Development Considerations:

- Future employment sectors
 - Perth and Peel 2050
- Metro improvement funds
 - Land acquisitions
 - Construct
- Agreement realignment
 - Structure plan approvals
 - Identified on SP
 - Intermodal hub
- Width Mundijong Road
 - Main roads will take ownership
 - Shire manage trucks and intersection
- Drainage
 - State/ local government responsibility
 - Developers required to do
- Water corporation
 - Services
 - How incorporated?
 - Sewer critical

2.4. Councillor Workshops

Two 4 hour workshops were held with elected member to review current issues and opportunities identified and then presented with community feedback on each strategy giving the opportunity to refine strategic directions in response.

Summary of Development Considerations:

Byford

- Supportive of train station within Byford town centre
- Need to integrate park and ride so not to compromise quality of town centre environment
- Concern for closure of Abernethy Road at the future Tonkin Highway extension

Mundijong

- Location of new train station to balance environmental concerns
- Value in reassessing development of existing and new Whitby centre
- Need to address future connection north-south, east-west in some form ie Rapid bus or rail

Serpentine

- Strong drive to maintain rural lifestyle
- Opportunity for tourism links to Serpentine Falls/heritage trails to be investigated

Jarrahdale

- Strong community momentum to implement the Jarrahdale Heritage Precinct
- Need to manage surrounding activities i.e. off road vehicles
- Ongoing discussion required with other agencies

2.5. Online Surveys

A total of nine online surveys were undertaken over a two month period from 15 December 2017 to 8 March 2018. Themed engagement surveys included Activities and events, Equine, Community facilities, Dogs, Transport, Sport and recreation, Environment, Employment, and Education and training with a total of 1189 responses were received.

Survey questions were tailored to gain an understanding of the community underlying use of current facilities and opinions on better provisions to enable greater activation of spaces and places. This provided insight into the full breadth of the communities' issues and values, and possible ways to move forward in a more cohesive manner.

3. CONCLUSION

This report provides a review of feedback provided by key stakeholders and the community on development considerations relating to the Mundijong locale. A number of themes have emerged which can be grouped into opportunities and challenges, representative of the recurring views and ideas participants shared.

OPPORTUNITIES:

Relaxed Country Lifestyle and Community - Due to the concerns of the community, future planning should be sensitive to the perceived identity of the new Whitby town centres and the existing Mundijong centre. Aspects of the 'country lifestyle' and 'neighbourly-ness' should be strategically retained and enhanced to allow growth to occur and for the community to maintain its unique way of life.

Natural Environment and Trails Hub – Environmental corridors and waterbodies within the Mundijong area make the natural environment a unique asset to this district. Residents highly value the beauty of the landscape. The natural environment should be properly integrated with any future residential development and proper conservation efforts should be made. There is also an opportunity to promote the area as a trails hub (walking, cycling and equestrian) adding amenity for local residents as well as promoting local tourism.

Historic Centre – Mundijong has a rich agricultural history which many of the existing community readily identify with. This provides the opportunity to build on the existing Mundijong Centre and link governance facilities and tourism opportunities as economic drivers for the area.

Closing 'The Loop' – Location of the train station needs to address environmentally sensitive corridors (TEC's) along the existing railway line. This also needs to consider removal of at-grade railway crossings. Development considerations need to address existing catchment areas and efficient access to the station both north-south and east-west.

CHALLENGES:

Diversity of Residential Development – As the demographic profile of the areas changes, future residential development should address greater diversity of product, such as higher densities within town centres and in close proximity to public transport.

Aged care facilities – with an aging population and limited aged care facilities or accommodation in the area, people are faced with leaving their community. There will be an increasing need to provide for facilities and services ideally located within the heart of the community.

Transport Infrastructure/ Public Transport – Mundijong is poorly connected via public transport and traffic is increasing on existing road local routes adding to safety concerns. Poor connection has an effect on access to employment and education opportunities for the community. Extension of the train line connection from Byford would alleviate some of this pressure, however, due to associated costs bus services should be improved to and from the Mundijong centres.

Youth Infrastructure - There is a growing gap in services for youth and teens within the Mundijong area. The new community is predominantly comprised of young families but there is little infrastructure for families throughout their lifecycle. This may lead to antisocial behavior as young children grow within the area. There will be a need for more district open space, entertainment, shopping and sporting options to occupy the time of children and the youth.