

Mundijong DSP - What are the key road and infrastructure upgrades being planned? What justification is there for these? Why are they in the DCP?

The key road and infrastructure upgrades being planned for the Mundijong area include the following:

- Extension of Tonkin Highway southward to connect through to Mundijong Road. (as per State framework)
- Intersection connection treatments onto Tonkin Highway at Bishop Road and Mundijong Road. (as per State framework)
- New north-south local distributor to provide eventual extension and connection to Orton Road. (as per State framework)
- New and upgraded primary distributors and integrator arterial roads (as per State framework). Within the industrial zone (West Mundijong Industrial Area) these include; Mundijong Road West, Kargotich Road, Bishop Road West and a new North South Spine Road. Within the Mundijong Urban area these include; Paterson St/Soldiers Road, Bishop Road (East), Taylor Road/Adams Street, Mundijong Road (East), Town Centre Distributor Road, North-South Road, Galvin Road, Skyline Boulevard and Tinspar Avenue.
- New grade separated intersections and rail crossings.

These key road and infrastructure upgrades for the Mundijong District Structure Plan (DSP) have been identified in accordance with a number of factors. This includes population forecasts for the Mundijong area established through the Shire's forecast.id web portal, informed by a robust and detailed local contextual analysis of growth. Transportation infrastructure requirements identified by State planning documents Perth and Peel @ 3.5 Million and the South Metropolitan Peel Sub-Regional Planning Framework have also been reflected in the DSP road and infrastructure requirements.

Assessment of the impacts of development growth both within and beyond the Mundijong DSP area has been facilitated through Main Roads' ROM24 strategic model. This model relies on land use projections provided by Local and State Government agencies to generate vehicle trips across the network. Full build-out of this land area may not be achieved within the 2031 horizon, which is the only ROM24 time scale currently supplied by Main Roads WA. As such, the ROM24 outputs used as the basis of this Transport Impact Assessment (TIA) have been used to establish an anticipated development and traffic scenario at the point when build-out of the Shire's development planning has been achieved.

Further to this, a mesoscopic traffic model was developed to model the current traffic situation and provide a base to determine the likely future traffic impacts. A number of data sources were used in the formulation of the mesoscopic model which included traffic, surveys, census data and information provided by local authorities. The future-year models are based on the traffic growth scenario derived from information provided by the Shire of Serpentine-Jarrahdale (forecast.id) and Main Roads (ROM24 outputs) for the 2031 scenario years. Traffic generation based on these numbers, as well as business and jobs growth assessment, has resulted in the road hierarchy recommended by the Mundijong DSP and indicative volumes identified in the TIA.

There were constraining parameters associated with a number of road requirements, predominantly to reflect pre-existing infrastructure, environmental conditions, and structure

planning expectations. These were identified early in order to create a viable TIA which did not contemplate unachievable road widening or new road width requirements.

The capacity of a local government to provide the additional infrastructure and facilities necessary to accommodate future growth and change is limited by the available financial resources. Development Contribution Plans (DCPs) are a means by which the capital costs of infrastructure projects, which are required due to specific growth in an area, are shared across the developments driving the growth.

The provision of new or improved Infrastructure identified within the DSP which is directly attributable to the forecast growth of the area (need and nexus), is planned to be funded through development contributions in line with the principles laid out in State Planning Policy 3.6 Development contributions for infrastructure (SPP 3.6). SPP 3.6 sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established development areas.

Within the DSP area, this includes upgraded/new roads which will be required for future capacity and connectivity (as identified in the TIA), additional District Open Spaces to service the recreational needs of the expanding population, and provision of other community infrastructure to provide a range of recreational, wellbeing and social-connection spaces for our expanding community.

Where a DCP is being introduced for the first time, or where items of infrastructure are being added or amended in an existing (gazetted) DCP, those changes are required to be incorporated through Amendments to the Town Planning Scheme. When preparing such amendments, the Shire will consult with the public to seek feedback on the proposed Amendment items and accompanying DCP report.

Once all submissions have been considered and any revisions approved by Council, the final documents will be submitted to the Western Australian Planning Commission and the Minister for Planning for ultimate approval, before being passed into law (gazetted).