



Mundijong-Whitby Implementation Strategy

FINAL REPORT

October 2012

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1.0 Background

The Mundijong-Whitby District Structure Plan (DSP) has been prepared to provide an overall guidance to the structure, vision and objectives identified for the planning and development of Mundijong-Whitby. To ensure that the vision and objectives are delivered on the ground, effective implementation of the District Structure Plan will need to occur.

An enquiry by design workshop was undertaken in March 2009 which grouped implementation items into five main categories:

- District Structure Planning
- Local Structure Planning
- Other Statutory Processes
- Things to be achieved through non-statutory processes
- On-going consultation and promotion

The purpose of this Implementation Strategy is to detail actions that have been undertaken in accordance with the Implementation framework set within the Enquiry by Design Process as well as identify further actions that will be required to be undertaken. The above categories have been used within this Implementation Strategy –Working Document that documents the Shire’s progress towards implementation. The District Structure Plan was adopted by Council in August 2011 following approval by the Western Australian Planning Commission. Hence it is appropriate that the Implementation Strategy should now be finalised.

A table of Implementation Projects and Actions is attached as Annexure 1. This table documents the projects and actions that will be required for implementation and roughly accords with the sections of part 2 of the Mundijong District Structure Plan document.

2.0 District Structure Planning

2.1 District Structure Plan Implementation Working Group

Regular meetings were held between Shire officers and a key landowner group during the preparation of the Mundijong District Structure Plan (DSP). The Implementation Working Group enabled Senior Shire officers and key landowners to work in a collaborative manner on the delivery of the DSP. The Implementation Working Group will need to be restarted and reconstituted when the discussions and negotiations regarding the Developers Contributions are progressed.

2.2 Staging of Development

The DSP does not contain an Infrastructure Staging Plan and Local Structure Plans will be expected to address servicing and movement network requirements. The staging of development will therefore depend on market forces and residential development, where there is fragmented landownership in particular, will remain a challenge until a Staging Plan for Mundijong Whitby can be finalised. This plan should focus on the areas with fragmented land ownership and should tie in to the staging plans of the major landowners. When there is greater certainty on the timing of future development and in particular timing of major infrastructure, consideration should be given to developing an infrastructure staging plan in liaison with landowners.

2.3 Protocols for Information Sharing

The Shire worked with key landowners in a collaborative manner and has sought to share information as appropriate. Specific protocols need to be set to enable this process to proceed within agreed parameters. This process should encourage the sharing of information where it would benefit both parties and remove duplication of work by the Shire consultants and landowner consultants.

3.0 Local Structure Planning

3.1 Preparation of Local Structure Plans

Local Structure Planning will largely be landowner driven. The Shire is actively involved through the Local Structure Planning process to ensure that Local Structure Plans (LSPs) are consistent with the vision and objectives of the District Structure Plan. It is anticipated that Local Structure Plan process will largely be undertaken by a landowner or group of landowners. The District Structure Plan area has been split into seven precincts whose boundaries are premised on specific planning, design and development requirements and include the assumption that larger lot precincts are easier to develop as opposed to those in multiple ownership. The intention is to enable efficient and coordinated development to be progressed. Section 3.6 of LPP 29 clearly states that Council will not support a LSP for any area geographically smaller than the stated precincts, unless specifically resolved otherwise by Council. Given that the Local Structure Planning process is required to deliver the vision and objectives for Mundijong/Whitby within the DSP, any LSP application that is received less than a designated precinct raises significant concerns regarding the integration of the additional LSP's within the DSP area. The onus will therefore be on the proponent to demonstrate that this integration will not be compromised by an LSP that is less than a precinct area. The Shire is however also cognisant of the fact that in areas of fragmented land ownership LSPs will be difficult to prepare due to a number of issues including:

- Different and conflicting landowner interests;
- Difficulties in identifying land to be set aside for public open space, drainage or community facilities; and
- Difficulty in funding the preparation of the LSP.

3.2 The core of the historic town (Precinct 'F')

A clear path forward needs to be established for the planning of the core of the historic town which is located in Precinct 'F' and in terms of land ownership is the most fragmented. The District Structure Plan (DSP) states that a Local Structure Plan shall be prepared for the entire precinct that is bounded by Paterson Street, in the east, Keirnan Street to the north, Adonis Street and Taylor Road to the west and Mundijong Road to the south. The DSP also states that there shall be a general presumption that no further subdivision shall proceed within the precinct unless subject to an adopted Local Structure Plan. This precinct highlights the difficulties as previously stated in the preparation of the Local Structure Plan as a requirement for further subdivision. Given the fragmented land ownership it is considered all but impossible for the affected land owners to jointly fund the preparation of a Local Structure Plan and hence no further subdivision can occur in the precinct according to the DSP requirements. An attempt was made to address the matter through the drafting of Local Planning Policy 47 (LPP 47) Mundijong Whitby Interim Development framework. The Department of Planning who has the delegated authority with regard to

subdivision did not accept LPP 47 and has not approved applications for subdivisions in accordance with LPP 47. Given the unacceptable situation the following advantage is gained by proceeding with more detailed planning for Precinct 'F':

- Existing landowners are able to make informed decisions about their landholdings, including whether to sell, renovate, subdivide, further develop or sit tight;
- Prospective purchasers are able to make informed decisions about potential property acquisitions, including whether to buy properties with the potential for future subdivision and development within certain time horizons;
- State government infrastructure agencies are able to plan with a greater degree of accuracy;
- The Shire is able to explore potential resource demands and allocations into the future, including forward 10 year financial plans – particularly if the Shire needs or desires to allocate resources for the preparation of local structure plans; and
- The Shire is able to progress with a review of LPP47 (in conjunction with the WAPC) to establish an effective framework for interim/limited subdivision and development ahead of the preparation of Local Structure Plans.

In accordance with Liveable Neighbourhoods, the WAPC Structure Plan guidelines and the Shire's Local Planning Policy framework, Local Structure Plans need to establish guidance on the following:

- Transport – to ensure that road and path networks, intersection treatments, public transport linkages are effectively integrated into the urban form;
- Drainage – to ensure that both local and district level quantity and quality design objectives are achieved;
- Public Open Space – to ensure that open space is provided in a timely and equitable manner, that is conveniently located and meets the recreational needs of the community, both now and into the future;
- Landscape and Vegetation – to ensure that significant vegetation is retained and that areas of public realm (open space and road reserves) are attractive and functional;
- Servicing – to ensure that both new and existing developments are capable of being adequately provided with sufficient infrastructure to meet basic needs – including power, water, gas, sewerage etc.

There are four primary options available to the Shire for ensuring that the planning of Precinct 'F' is progressed, as follows:

Option 1 – Precinct ‘F’ is retained as one planning ‘cell’, with Shire allocating sufficient resources (both financial and staff) for the preparation of a local structure plan, incorporating stakeholder engagement and the completion of relevant technical studies/documentation. A total estimate cost may be in the order of \$750k for staff and consultants to be engaged.

Option 2 – Precinct ‘F’ is effectively split into a new number of sub-precincts, to enable local structure plans to be prepared on a progressive basis. Following existing roads and subdivision layouts, a total of say 8 sub-precincts could be created, including a sub-precinct for the ‘activity centre’ and immediate surrounds. Landowners would be provided with the opportunity to prepare local structure plans, through the engagement of suitably qualified planning consultants.

Option 3 – As per option 2, involving the creation of sub-precincts but with Shire allocating funds to prepare local structure plans on a progressive basis, e.g. one or two sub-precincts per year, and with landowners having the option to fund the preparation of local structure plans in the interim, should they wish to achieve a timeframe shorter than that identified by Council.

Option 4 – A combination of Option 2 and Option 3 is adopted with the Shire allocating funds to prepare a single sub-precinct which in terms of land use is the most fragmented and incorporates the ‘activity centre’ and immediate surrounds. Landowners would have the option in the remainder of the sub-precincts to fund the preparation of a local structure plan through the engagement of suitably qualified planning consultants.

In evaluating the different options available a number of matters need to be considered, including but not limited to the following:

- Funds have not been allocated in the Shire’s forward financial plans;
- The Shire has limited resources available each year;
- The Shire’s borrowing capacity is limited;
- There is no guarantee that the Shire would be able to recover any funds borrowed towards the cost of preparing local structure plans;
- It is a challenge for landowners to work together, including funding the cost of preparing local structure plans; and
- The preparation of a local structure plan does not establish any obligation on a landowner to sell, develop or subdivide their property.

Given the Shire’s resource constraints it is considered that Option 4 provides the right balance between the need to progress the core of precinct ‘F’ (‘activity centre’ precinct and surrounds) as well as provide the necessary opportunities for landowners to work together to fund the preparation of local structure plans for the various other sub-precincts.

Annexure 2 provides details of the 8 sub-precincts for Precinct ‘F’ with sub-precinct ‘F1’ including the proposed activity centre and immediate surrounds.

3.3 Submission of Local Structure Plans

Local Planning Policy No.29, the Mundijong / Whitby Planning Framework (LPP 29) provides a guide for the orderly and proper planning for the Mundijong-Whitby Urban Development Area, by providing guidance and outlining the matters that are to be addressed at each stage in the process.

3.4 Submission of Subdivision Plans once the LSPs have received final approval by Council.

Subdivision plans are submitted to the Western Australian Planning Commission and not with the Shire. The Shire therefore does not control whether subdivision can be accepted. The Shire will need to ensure that Local Structure Plans are progressed in a timely manner to ensure that a situation does not occur where subdivisions precede the approval of a Local Structure Plan. In the same manner, landowners and developers will need to ensure progression of their Local Structure Plans well in advance of anticipated subdivision.

4.0 Other Statutory Planning Processes

4.1 Preparation of Local Planning Policies

Local Planning Policies will apply to the Mundijong-Whitby District Structure Plan area as indicated in Local Planning Policy 1.0 Serpentine Jarrahdale Shire Planning Framework available on the Shire website. The aspects that need to be addressed are included in the Planning Framework as Schedule 2 – Local Planning Policy Suite.

Policies specific to Mundijong have also been developed. As mentioned previously Local Planning Policy No.29 Mundijong – Whitby Planning Framework (LPP 29) provides a guide for the orderly and proper planning for the Mundijong-Whitby Urban Development Area. Local Planning Policy No. 47-Mundijong-Whitby Interim Development has been prepared with the following objectives:

- To provide guidance on development and uses that may be considered within the Urban Development Zone in Mundijong-Whitby;
- To ensure that any proposed development is consistent with the Mundijong-Whitby District Structure Plan;
- To ensure that development occurs in an orderly and proper manner;
- To ensure that infrastructure and services may be provided to serve the existing community; and
- To enable Council to consider applications from landowners to excise their dwelling from a larger tract of land.

4.2 Preparation of an Urban Growth Management Strategy

A draft Urban Growth Management Strategy (UGMS) has been prepared by planning consultants. The Strategy is intended to take an overview of the emerging and proposed urban form, the potential to accommodate anticipated urban growth, whilst realizing the Shire's vision for the delivery of sustainable urban communities. The Strategy will be in alignment with the Directions 2031 and Perth at 3.5 million State planning initiatives and the emerging Sub-Regional Structure Plan.

4.3 Integrated Water Cycle Management (IWCM)

A draft Integrated Water Cycle Management (IWCM) feasibility study has been prepared for the Mundijong Whitby area during 2010. Funding for the detailed Business case to progress the implementation of the IWCM has not been funded since then. The Shire does consider the use of alternative water sources as

critical for long term sustainability and therefore has progressed the Mundijong-Whitby Non-Drinking Water Supply Strategy. There are four key elements to be considered as follows:

- source of NDW supply;
- treatment of NDW supply;
- storage of treated NDW supply; and
- distribution network.

Consultants (Essential Environmental) have been appointed to develop a Non-Drinking Water Supply Strategy focused primarily on the Mundijong Whitby District Structure Plan area. The consultants have however been tasked to look at alternative sources outside of the Shire area of jurisdiction to attempt to find an integrated approach to the challenges in this regard.

4.4 Preparation of Developer Contribution Plans

A Developer Contribution Plan is in the course of preparation by the Shire to guide the provision of Traditional Infrastructure and Community Facilities. The role of a Developer Contribution Plan is to ensure the equitable distribution of common infrastructure costs between developers and landowners as envisaged by State Planning Policy 3.6 Developers Contribution Arrangements. Council has agreed to enter into a legal agreement with the major landowners within the District Structure Plan area for the seed funding to commence the preparation of a Development Contribution Plan. The Mundijong-Whitby Industry Reference Group consisting of major land owners, the Shire and the Department of Planning, has been formed and meets on a regular basis. The amendment to Town Planning Scheme No. 2 will be considered by Council by the end of 2012.

5.0 Issues to be achieved through non-statutory process

5.1 Identification of issues outside the Structure Plan area and draft action plans to address them

The District Structure Plan provides the development framework for land within the District Structure Plan area. Land that falls outside the District Structure Plan area will be addressed through an approved Urban Growth Management Strategy, Rural Land Strategy, Activity Centre Strategy and Local Planning Strategy.

5.2 Extension of the Passenger Rail Service

Discussions have been undertaken with the Public Transport Authority to discuss the possibility of passenger rail being extended to Mundijong-Whitby. The Public Transport Authority advised that the growth of Armadale Centre as a key attractor of employment may strengthen the need for passenger rail to be extended to Mundijong-Whitby. The Shire will need to prepare a strong business case to justify the cost of extending the passenger rail and continue to work with the Department of Transport and Public Transport Authority in this regard.

The draft 'Public Transport for Perth' document was published in July 2011 and the Shire submitted a comprehensive submission highlighting a range of concerns. The Shire drew the attention of the Department of Transport to the rate and type of growth in the south-east corridor with particular emphasis on this Shire. The Shire requested the Department of Transport to revisit the population projection assumptions and variables within the STEM model and recommended that the following public transport improvements for the Shire be included in the report's Stage 1 and 2 proposals:

- Improve the Australind train service by means of additional trains and modernized booking and information systems;
- Relocate the existing Byford train station to the town centre in accordance with the Byford Town Centre local structure plan proposals in order to establish a transit orientated, multi-modal development hub;
- Link Armadale by means of a rapid bus transport system with the Shire's strategic town centres of Byford and Mundijong;
- Extend the Armadale passenger train service to Byford and Mundijong, as the population in these centres increases, in order to establish transit orientated, multi-modal development hubs (currently shown as long term);
- Strengthen east-west linkages by means of a rapid transport system between the Shire's strategic town centres and the employment opportunities at Kwinana as well as the railway stations on the Mandurah line;
- Implement the cross link to Cockburn Central and Fremantle from Armadale (currently shown as long term); and
- The Shire's STEM modelling to be used as a basis for further discussions in connection with the Shire's public transport requirements.

5.3 The Realignment of the Freight Rail Line

The Department of Transport and the Shire have presented a Business case to the Infrastructure Coordinating Committee regarding the re-alignment of the freight rail currently running from north to south through the Mundijong Whitby DSP, to the western side of the DSP area. The Shire supports the re-alignment as indicated in the Enquiry by Design workshop and the DSP. It also links directly to feasibility studies regarding the West Mundijong Industrial area and the intermodal terminal.

5.4 Sustainability Strategy Implementation

A Sustainability Strategy has been prepared as part of the District Structure Plan which identifies a number of sustainability criteria to be addressed. The Sustainability Strategy includes the following objectives:

- Protect and enhance significant natural areas and their buffers, including those ecological linkage values along railroads, roads and scenic highways;
- Preserve the “leafy green” character of the structure plan area including its scenic values, viewscales and landscapes;
- Protect and enhance wetlands, waterways and catchments through appropriate management of water quality and maintenance of hydrology as part of land use change and development;
- Create a distinctive and responsive built form that enhances the sense of place, community identity and character of Mundijong-Whitby;
- Reduce reliance on vehicles by creating a pedestrian-oriented community and providing for alternative modes of transport;
- Reduce consumption of non-renewable resources via climate responsive design, efficient use of energy and water and increased use of renewable energy;
- Create a strong employment base which provides for locally available infrastructure and services; and
- Create a vibrant and attractive place that offers a range of lifestyle choices and liveable environment, supporting a safe, healthy and active community.

The Sustainability Strategy contains the following Implementation Strategy to achieve the above objectives. It also provides an indication of where the responsibility lies and gives an indication at what stage of development the aspect needs to be addressed.

Objectives and strategies	Responsibility and timing
5.4.1 Biodiversity objective: Protect and enhance significant natural areas and their buffers, including those with ecological linkage values along railroads, roads and scenic highways.	
Strategies	Landowner - via local structure planning with rehab as condition of subdivision.
<ul style="list-style-type: none"> Retain and protect Bush Forever sites and rehabilitate nearby areas to establish fauna linkages. 	
<ul style="list-style-type: none"> Verify, retain and protect local natural areas. 	Landowner – prior to subdivision.
<ul style="list-style-type: none"> Undertake detailed floristic surveys around TECs and for protected flora and fauna where any clearing of remnant vegetation is proposed. 	Landowner – prior to subdivision.
<ul style="list-style-type: none"> Prepare fauna and vegetation management plans. 	Landowner – as condition of subdivision.
<ul style="list-style-type: none"> Landscaping should use predominantly local, native species. 	Landowner – via landscape design guidelines.
5.4.2 Landscape protection objective: Preserve the existing rural, “leafy green” character of the structure plan area including its scenic values, viewsapes and landscapes.	
Strategies:	Landowner – prior to subdivision.
<ul style="list-style-type: none"> Use larger lot sizes and identify setbacks and building envelopes. 	
<ul style="list-style-type: none"> Preserve fringing vegetation along roads, waterways and rail corridors. 	Landowner – as condition of subdivision.
<ul style="list-style-type: none"> Shield development and viewsapes using new vegetation. 	Landowner – as condition of subdivision.
5.4.3 Water resources objectives	
<ul style="list-style-type: none"> Protect and enhance wetlands, waterways and catchments through appropriate management of water quality and maintenance of hydrology as part of land use change and development. Maximise the efficient use and reuse of water by conserving water through efficiency and facilitating water reuse and fit-for-purpose use. 	
Strategies:	Landowner – to accompany local structure plan.
<ul style="list-style-type: none"> Local structure plans to be supported by a local water management strategy. 	
<ul style="list-style-type: none"> Urban water management plans to be prepared to support an application for subdivision. 	Landowner – to accompany application for subdivision where no LWMS or as a condition of subdivision is LWMS.

Objectives and strategies	Responsibility and timing
<ul style="list-style-type: none"> Implement the water resource management recommendations contained within the Environmental Study for the Mundijong-Whitby District Structure Plan. 	Council – require as part of local planning, subdivision and development.
<ul style="list-style-type: none"> Implement the Mundijong/Whitby District Water Management Strategy. 	Council – enforce compliance as part of local planning, subdivision and development.
<ul style="list-style-type: none"> Identify the preferred option for supply of non-potable water and management of wastewater and ensure implementation via incorporation into the scheme and local planning requirements. 	Council – prior to any development (but preferentially prior to any subdivision).
5.4.4 Urban form objective: Create a distinctive and responsive built form that enhances the sense of place, community identity and character of Mundijong-Whitby.	
Strategies: <ul style="list-style-type: none"> Landscapes should reflect the natural, leafy, green nature of the area and current architectural character. 	Landowner – consistent with landscape design guidelines.
<ul style="list-style-type: none"> Develop building and landscaping design guidelines for each planning precinct. 	Landowner – prior to subdivision.
<ul style="list-style-type: none"> Provide for a diversity of land uses, lot sizes and housing types. 	Landowner – as part of local structure planning and subdivision.
<ul style="list-style-type: none"> Design buildings and dwellings with a high level of adaptability to suit different lifecycle stages/changing demographic needs. 	Landowner – consistent with landscape design guidelines.
5.4.5 Movement networks objective: Reduce reliance on vehicles by creating a pedestrian-oriented community and providing for alternative modes of transport.	
Strategies: <ul style="list-style-type: none"> Maximise connectivity for vehicular, pedestrian and cycling transport networks both internally and to the surrounding street network. 	Landowner – as part of local structure planning.
<ul style="list-style-type: none"> Develop a local bus service with regional connections and an interim transit hub in the main town centre. 	Landowner together with Council and public transport authority – as part of local structure planning.
<ul style="list-style-type: none"> Develop clear and legible bicycle network and identify key areas for storage facilities. 	Landowner together with Council – as part of local structure planning.
<ul style="list-style-type: none"> Prepare a staging plan for relocation of the freight rail line to the western boundary. 	Council together with transport agencies.
<ul style="list-style-type: none"> obtain political support for the extension of the passenger rail network to Whitby. 	Council.

Objectives and strategies	Responsibility and timing
<ul style="list-style-type: none"> provide for the proposed rail station in the longer term. 	Landowner – as part of local structure planning for precinct A.
5.4.6 Climate responsive design and energy objective: Reduce consumption of non-renewable resources via climate responsive design, efficient use of energy and water and increased use of renewable energy.	
Strategies: <ul style="list-style-type: none"> Develop building and landscaping design guidelines for each planning precinct. 	Landowner – prior to subdivision.
<ul style="list-style-type: none"> Commercial, industrial and public buildings to meet 5 Star Green Star design or above. 	Landowner – as part of development.
<ul style="list-style-type: none"> Encourage industry and the public to sign up for “green energy” from Synergy. 	Council – ongoing.
<ul style="list-style-type: none"> Use solar panels within public open spaces. 	Landowner and Council – as part of development.
<ul style="list-style-type: none"> Street lights to be energy efficient and solar powered. 	Council.
<ul style="list-style-type: none"> Investigate opportunities for renewable energy sources for urban and commercial/industrial development. 	Landowner – as part of local structure planning and commercial development.
5.4.7 Economic prosperity objective: Create a strong local employment base which provides for locally available infrastructure and services.	
Strategies: <ul style="list-style-type: none"> Provide a range of commercial and mixed use spaces for a variety of businesses. 	Landowner – as part of local structure planning and subdivision.
<ul style="list-style-type: none"> Provide flexibility in housing design to facilitate work from home opportunities. 	Landowner – as part of development.
<ul style="list-style-type: none"> Provide advanced communications technology and infrastructure throughout the district structure plan area. 	Landowner – as condition of subdivision.
5.4.8 Community wellbeing objective: Create a vibrant and attractive place that offers a range of lifestyle choices and a liveable environment, supporting a safe, healthy and active community.	
Strategies: <ul style="list-style-type: none"> Work with the local community to foster support and ensure engagement in the development of the area and resultant community. 	Council – as part of future planning and development.

Objectives and strategies	Responsibility and timing
<ul style="list-style-type: none"> Provide public spaces, community facilities and meeting points to create an active, vibrant and engaging place to live and work. 	Landowner – as part of local structure planning, subdivision and development.
<ul style="list-style-type: none"> Ensure that site layout maximises access opportunities as well as safety and security for residents. 	Landowner – as part of local structure planning, subdivision and development.

5.5 West Mundijong Industrial Area and Intermodal Terminal

The Department of Planning in accordance with the ‘Economic and Employment Lands Strategy: Non-Heavy Industrial’ (April 2012) have identified a portion of land west of the Mundijong townsite as possible future industrial land. The Shire supports the use of this area for employment creation as indicated in the Enquiry by Design workshop and the DSP. The draft ‘West Mundijong Industrial Area Feasibility Study’ (March 2012) further investigates the potential for industrial development west of the Mundijong townsite. In addition the Department of Transport (DoT), using best practice guidelines, has suggested a site for an intermodal terminal in an area adjacent to the railway re-alignment within the industrial estate. It should be noted that the preferred terminal site option will be included in the Department of Transport’s Perth and Peel Regions Freight and Intermodal Network Plan, currently in the course of preparation.

The Shire has resolved to compile and support an MRS amendment from Rural to Industrial plus a supportive District Structure Plan, following on from the West Mundijong Industrial Area Feasibility Study. Support and funding has been received from the Department of Agriculture and Food (DAFWA) and the Department of Planning (DoP) and this work is currently progressing. The Department of Transport has committed funding for the conceptual design of the intermodal facility which will feed into the MRS Amendment process and inform the DSP.

6.0 On-going consultation and promotion

6.1 Provide regular feedback to the media on progress and new initiatives

Updates on the District Structure Plan process have been provided in the Examiner and SJ Updates. Continual updated to the public on progress will be required to be undertaken by the Shire.

6.2 Establish joint development initiatives

Key landowners have formed a group which are working together in a collaborative manner towards the development of the Mundijong-Whitby Area and joint development initiatives should be discussed with them.

6.3 Continued discussion with government agencies

The Shire has involved various government agencies throughout the Enquiry by Design Process and the District Structure Planning process. Ongoing liaison with Government Agencies will need to occur, particularly in regard to the potential relocation of the freight rail and the extension of the passenger rail service

7.0 Risk Assessment and mitigation

A number of risks were identified as part of the Implementation section of the Enquiry by Design Process. The below table identifies the relevant risks which are generally consistent with those identified through the Enquiry by Design Process. The table details measures that have been undertaken and may need to be undertaken to reduce the risks from occurring. It should be noted that the Level of Probability and the Level of Consequence rating is based on no risk mitigation being undertaken. Through risk mitigation the probability and/or the level of consequence should be relatively low.

Risk	Level of Probability	Level of Consequence	Risk Mitigation methods undertaken	Further Risk Mitigation methods that may need to be undertaken
The WAPC approval process and changes to the State Government policy framework.	High	Medium	The District Structure Plan provides a broad framework. The DSP has been reviewed by the Department of Planning during advertising and the Department of Planning advised that the document generally provides high level guidance on a wide variety of relevant issues with flexibility to meet changing circumstances such as an evolving Shire,	Local Structure Plans should also be robust enough to accommodate changing circumstances, in particular changes to State Government policy framework.

			Western Australian Planning Commission (WAPC), and State Government policy and practice framework, developer and landowner intentions and the changing residential development market. Appropriate and more detailed integration of policy and practice can occur in the preparation of the Local Structure Plans.	
The inability to agree and finalise a Developers Contribution Plan.	High	High	The process for the preparation of the Developer Contribution Plans sets out steps to engage with the community, developers and the elected members from the onset to ensure that areas of disagreement are identified at the early stages so that they can be dealt with upfront and not once the Plans are close to finalisation.	Adequate consultation with various parties should occur in accordance with the process set out for the Developer Contribution Plans. Guidance from the Western Australian Planning Commission should be sought during the initial stages of the process to determine what items should be considered within Developer Contribution Plans where the Statement of Planning Policy does not provide guidance.
Inability to secure funding or State Government support for major infrastructure items.	High	High	The Shire has raised concern with key landowners that development may occur ahead of the provision of major infrastructure items. This has been a key problem in Byford and the Shire is committed to ensuring that the same issues do not occur in Mundijong. Key landowners have advised that due to the size of their development areas they will be involved in the long term and are therefore committed to ensuring adequate infrastructure.	Grant funding should be sought by the Shire and in conjunction with developers. Continuous and ongoing liaison should occur between the Shire, developers and State Government agencies to ensure that relevant government agencies are aware of future development and infrastructure demand.
Freight rail is unable to be realigned.	Medium	Very High	Until detailed feasibility investigations are undertaken to determine the suitability of realigning the Freight Rail, there is uncertainty as to whether the freight rail is able to occur. The District Structure	If the freight railway is not able to be realigned, consideration will need to be given at Local Structure Plan stage to mitigate the issues.

			Plan is proposed to identify the priority of level crossings and possible removal of lower priority crossings to ensure that if the freight railway line cannot be relocated appropriately located crossings are able to be achieved. In particular a key level crossing that is proposed west of the proposed future District Centre. Given the substantial number of traffic movements likely to occur to the District Centre, access over the freight rail is critical.	
Passenger rail extension is unable to be achieved due to existing level crossings (in particular Abernethy Road).	Medium	Medium	The proposed location of the station within the Byford Town Centre Local Structure Plan has been purposefully located in close proximity to Abernethy Road to increase likelihood of support for the extension of passenger rail over Abernethy Road through to Mundijong. The need for the ability for passenger rail to extend to Mundijong was one of the key criteria considered in the risk assessment undertaken to determine the appropriate location of the train station within Byford Town Centre.	Any upgrade to Abernethy Road and the future detailed design of the station in Byford needs to consider the future extension of the passenger rail to Mundijong.
Industrial development within Mundijong West is unable to progress.	Medium	Medium	N/A	Should investigations into Mundijong West as future Industrial determine that Industrial Development is not suitable, funding should be sought to enable feasibility investigations for other land parcels in proximity to the Mundijong-Whitby Area.
The Shire will not have sufficient resources to deal with incoming Local Structure Plans.	High	High	The District Structure Plan provides a clear framework detailing the requirements for Local Structure Plans to be progressed. This should ensure that landowners are aware of what is expected within their Local Structure Plans and will provide	If required, agreements with landowners may be entered into to enable them to support funding of additional staff or consultants to assist with the assessment of Local Structure Plans.

			assessing officers with a tool in which to assess Local Structure Plans against.	
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8.0 Annexure 1: Implementation Projects and Actions for Mundijong/Whitby District Structure Plan

The following table presents a list of Projects and/or actions that are required for the timely implementation of the Mundijong Whitby District Structure Plan. They are listed under Strategic Objectives that are numbered to accord notionally with the Sections under **Part 2 Explanatory report of the Mundijong Whitby District Structure Plan**. The Lead agency for the action is identified and the internal department/s within the Shire is also identified. In addition some aspirational target dates are set and an estimated cost is identified – it needs to be noted that these dates and costs are indicative only and could / will change dramatically at times depending on availability of resources and the economic situation.

Strategic objective	Project / Action	Lead agency	Internal	Target date	Estimated cost
3. Environmental (3.0 Site Analysis)	a. Draft and implement a Public Open Space Transfer and Maintenance schedule for Mundijong Whitby.	Landowners	Engineering	-	-
	b. Draft and implement a Tree retention “leafy green” policy.	Landowners / SJ Shire	Environment	-	-
	c. Draft and implement Fauna management plans.	Landowners / SJ Shire	Environment	-	-
	d. Ensure that Local species to be used in landscaping.	Landowners / SJ Shire	Environment / Statutory planning	-	-
	e. Complete Floristic surveys for the Local structure planning areas.	Landowners / SJ Shire	Environment	-	-
	f. Protect wetlands and waterways through statutory processes.	Landowners / SJ Shire	Environment	-	-
	g. Retain and protect Bush forever through all statutory processes.	Environmental Protection Agency / Landowner / SJ Shire	Environment / Statutory planning	-	-
	h. Retention of natural environment through all statutory processes.	Landowners / SJ Shire	Environment / Statutory planning	-	-
	i. Draft and implement Landscape design guidelines for each precinct.	Landowner	Environment / Strategic planning	-	-

4. Statutory planning initiatives (4.0 Planning Context)	a. Implement the Local Structure Plans policy (LPP61).	Landowner / SJ Shire	Statutory planning / Strategic Planning	-	-
	b. Draft and implement guidelines to evaluate Sub-precinct Local Structure plans in the Mundijong Whitby area.	SJ Shire	Strategic planning	-	-
	c. Draft and implement Business cases for Local Structure Plans in fragmented ownership.	SJ Shire	Strategic planning	-	-
	d. Ensure timely Subdivision approval.	Department of Planning	Statutory planning	-	-
	e. Process scheme amendments to the Metropolitan Regional Scheme.	SJ Shire	Strategic planning	-	-
	f. Process scheme amendments by Landowners.	SJ Shire	Statutory planning	-	-
	g. Progress Council initiated scheme amendments.	SJ Shire	Strategic planning	-	-
	h. Implement Sustainability strategy for Mundijong Whitby area.	SJ Shire	Strategic planning	-	-
	i. Draft and implement the Local Planning Strategy.	SJ Shire	Strategic planning	July 2013	
	j. Draft and implement the Rural Land Strategy.	SJ Shire	Strategic planning	July 2013	-
	k. Draft and implement the Urban Growth Management Strategy.	SJ Shire	Strategic planning	September 2012	\$30 000
	l. Implement the Housing Diversity Policy (LPP57).	Landowner	Statutory planning	Ongoing	-
	m. Implement the Local Structure Plans Policy (LPP61).	Landowner	Statutory planning	Ongoing	-
	n. Draft and implement the Urban Rural Interface strategy (through the UGMS).	SJ Shire / Landowner	Strategic planning	-	-

	o. Implement the Public Open Space policy (LPP60).	Landowner	Statutory planning	Ongoing	-
	p. Implement the Bicycle facilities policy (LPP58).	Landowner	Statutory planning	Ongoing	-
	q. Revisit the Mundijong Whitby Interim Development Policy (LPP47).	SJ Shire	Strategic planning	-	-
	r. Implement Mundijong Planning Framework (LPP29).	Landowner	Strategic planning	Ongoing	-
	s. Draft a policy regarding Integrating Sustainability Principles into Land Use Planning Processes.	SJ Shire	Strategic planning	-	-
5. Sustainability (5.0 Vision, Guiding Principles and Objectives)	a. Implement the Sustainability Assessment policy (LPP68).	Landowner	Statutory planning / Environment	-	-
	<i>b. Ensure a sense of place, specific character and community identity.</i>	Landowner / SJ Shire	Community Development	-	-
	<i>c. Reduce consumption of non-renewable resources through renewable energy, climate change responses.</i>	Landowner / SJ Shire	Environment	-	-
	<i>d. Ensure locally available facilities and services.</i>	Landowner / SJ Shire	Community Development	-	-
	<i>e. Provide a liveable environment and healthy community.</i>	Landowner / SJ Shire	Community Development	-	-
6. Community Wellbeing (6.0 Community Design)	a. Draft and implement Community engagement projects and programmes.	SJ Shire	Community Development	-	-
	b. Revisit and implement resulting Paterson street guidelines (LPP 16).	SJ Shire	Strategic planning	-	-
	c. Draft a Place making strategy for Mundijong.	SJ Shire	Strategic planning	-	-
	<i>d. Public buildings to meet 5 star ratings.</i>	Responsible department / agency	Environment / Building	Building plan	
	<i>e. Ensure the provision of Solar panels in public places.</i>	SJ Shire	Environment	-	-

	<i>f. Provide public spaces, community facilities and meeting points that are engaging places.</i>	Landowner	Community development / Statutory planning	-	-
	<i>g. Ensure access opportunities.</i>	Landowner	Community development / Building	-	-
7. Integrated transportation (7.0 Access & Movement Network)	a. Draft and implement a Business Case for the Freight rail re-alignment to the west of Mundijong.	Department of Transport / Public Transport Authority / Brookfields rail	Strategic planning	2020	\$20 million
	b. Draft and implement a Business Case for the required Rail crossings.	Department of Transport / Public Transport Authority / Brookfields rail	Strategic planning	2020	\$10 million per crossing
	c. Draft and implement a Business case to ensure the extension of the Armadale line passenger rail to Mundijong (Precinct A).	Public Transport Authority / SJ Shire	Strategic planning	2031	-
	d. Draft and implement a Business case for a passenger rail station in Precinct A.	Landowner precinct A / Public Transport Authority	Strategic planning	2031	-
	e. Draft and implement an Access Strategy for Southwestern highway.	MainRoadsWA	Strategic planning	2016	-
	f. Complete traffic modelling for the Mundijong area.	MainRoadsWA	Engineering	Completed	Completed
	g. Draft and implement a Business Case for provision of a Rapid bus transport system to Mundijong (Precinct F).	SJ Shire	Engineering / Strategic planning	2020	-
	h. Draft and implement a Business Case for provision of Bus transport hub in town centre and bus routes to allow access to this hub.	Public Transport Authority / SJ Shire	Engineering	-	-
	i. Design and construct Tonkin highway.	MainRoadsWA	Engineering	-	\$50 million
	j. Design and widen Mundijong Road.	MainRoadsWA	Engineering	-	\$15 million

	k. Draft and implement a Business Case for the improvement of Australind service.	Public Transport Authority	Engineering	-	-
	<i>l. Make a commitment to Southern link road or not.</i>	MainRoadsWA	Strategic planning	-	-
	m. Finalise and Implement the Integrated Land Use and Transportation policy (LPP 63).	Landowner	Engineering / Statutory planning	-	-
	n. Plan for Pedestrian, vehicular and cycling networks during local structure plans.	Landowner	Engineering / Strategic planning	-	-
	o. Draft an Integrated Transportation Strategy for Serpentine Jarrahdale (using Public Transport for Perth in 2031).	SJ Shire	Strategic planning / Engineering	-	-
8. Activity Centres (8.0 Activity centres)	a. Draft and implement the Activity Centres Strategy.	SJ Shire / Landowner	Strategic planning	September 2012	\$30 000
	b. Draft and implement Activity Centres Local Structure Plans / Centre plans for Precincts A,C,E & F.	Landowner	Strategic planning	-	-
9. Economic development and Employment (9.0 Economic development and Employment)	a. Draft and implement the West Mundijong industrial area feasibility study.	SJ Shire	Strategic planning	October 2012	\$30 000
	b. Draft and implement the Economic development strategy.	SJ Shire	Strategic planning	June 2013	\$25 000
	c. Draft and implement the Demand Analysis for Employment Generating Land.	SJ Shire	Strategic planning	June 2012	Completed
	<i>d. Ensure a range of commercial and business enterprises.</i>	Landowner	Statutory planning / Strategic Planning	-	-
	e. Draft and implement a policy for home based businesses.	Landowner	Statutory planning / Strategic Planning	Ongoing	-

	f. Draft and implement the West Mundijong Industrial Area feasibility study.	SJ Shire	Strategic Planning	Completed	\$30 000
	g. Complete the West Mundijong Industrial Area statutory processes.	SJ Shire	Strategic Planning	-	\$ 150 000
10. Urban Form (10.0 Residential Development / Lot Layout)	a. <i>Ensure that the current architectural form to be maintained.</i>	Landowner	Statutory planning / Building	Building plan	-
	b. Draft Building design guidelines for each precinct.	Landowner	Statutory planning / Strategic planning	-	-
	c. Draft a Housing precinct design schedule to ensure diverse Housing types.	Landowner	Statutory planning / Strategic planning	Subdivision	-
	d. <i>Ensure Commercial, industrial buildings to meet 5 star requirements.</i>	Landowner	Statutory planning / Building	Building plan	-
	e. <i>Opportunities to be investigated for use of renewable energy resources.</i>	Landowner	Environment / Building / Strategic planning / Engineering	-	-
11. Public Parklands	a. Draft and implement a Road verges and Streetscape policy.	SJ Shire	Strategic Planning	-	-
	b. Draft and Implement a Public Open Space / Multi use Corridor Strategy.	SJ Shire	Strategic Planning / Engineering	-	-
	c. Draft and implement a Public Open Space policy.	SJ Shire	Statutory Planning	Completed LPP 60	-

	d. Draft and update a schedule of parkland to be handed over to the Shire for maintenance.	Landowner / SJ Shire	Engineering	-	-
12. Educational facilities (12.0 Education)	a. Draft and implement Business cases for a TAFE in Precinct A.	SJ Shire	Community Development	-	-
	b. Draft and implement Legal Agreements / memorandums of Understanding for Joint Use Agreements.	SJ Shire	Community Development	-	-
13. Water management (13.0 Integrated Water Cycle Management)	a. Draft and implement a Local Water Management Strategy.	Landowner	Statutory planning / Engineering	With LSP	-
	b. Draft and implement Urban Water Management Plans.	Landowner	Statutory planning / Engineering	At subdivision	-
	c. Implement the Water Resource Management Plan.	SJ Shire	Engineering	At subdivision	-
	d. Implement the Water Management Strategy.	SJ Shire	Engineering / Statutory planning	At subdivision	-
14. Infrastructure services (14.0 Utilities)	a. Draft and implement a non-drinking water supply study for the Mundijong Whitby area.	SJ Shire	Engineering / Strategic planning	June 2012	-
	b. Draft a Memorandum of Understanding regarding Entry statement signage.	Landowner / SJ Shire	Statutory planning	Ongoing	-
	c. Draft and implement a Staging plan for development in Mundijong / Whitby.	Landowners / SJ Shire	Strategic planning / Engineering	-	-
	d. Complete and implement the required Drainage Strategies.	Landowner / Department of Water	Engineering	-	-
	e. Draft a Utilities and Infrastructure Strategy.	SJ Shire	Strategic planning	December 2012	-

	f. Draft a Waste water strategy for the Mundijong Whitby area.	Watercorp	Strategic planning / Engineering	-	-
	g. Ensure that advanced Communications technology and infrastructure is provided.	Telstra / NBN Co	Strategic planning / Engineering	-	-
	h. Ensure that Street lights in the area are solar powered.	Landowner	Engineering / Environment	-	-
16. Development Contributions (16.0 Implementation)	a. Draft and implement Traditional Arrangements.	SJ Shire	Statutory planning / Strategic Planning / Engineering	-	-
	b. Draft and implement Community Arrangements.	SJ Shire	Statutory planning / Community Development	-	-

Although not specifically mentioned in the Mundijong Whitby District Structure Plan document one of the features throughout the drafting of the document was the engagement with stakeholders that included everyone from the general public to developers and agencies. A guide for this continued consultation during implementation is given in the table below.

Strategic objective	Project / Action	Lead agency	Internal	Target date	Estimated cost (2011)
Stakeholder engagement	a. Draft and implement protocols for information sharing.	SJ Shire	Various	December 2012	\$5 000
	b. Continued Liaison with Large landowners through an Implementation Working group.	SJ Shire	Various	Ongoing	\$5 000
	c. Continued liaison with the District Structure Plan Community Reference Group.	SJ Shire	Strategic Planning	Ongoing	\$5 000

	d. Continued liaison with the General public.	SJ Shire	Various	Ongoing	\$10 000
	e. Continued liaison with Agencies (including a “Road show”).	SJ Shire	Various	Ongoing	\$5 000
	f. Continued liaison with the broader Media.	SJ Shire	Various	Ongoing	\$5 000

9.0 Annexure 2: The Core of the Historic Town (Precinct F)

