

NEW SUMMARY OF SUBMISSIONS
West Mundijong Industrial Area – Structure Plan
PA20/1197 Close Date: 24/01/2021

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Government Agencies				
DMIRS IN20/32924	1.	The Department of Mines, Industry Regulation and Safety (DMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials.	Noted – We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.	
Department of Agriculture, Water and Environment IN20/33586 IN20/33665	2.	<p>The Department of Agriculture, Water and the Environment (the Department) received information about the Proposed Structure Plan – West Mundijong Industrial Area Structure Plan 2020 on 10 December 2020 via email. In relation to this information, the Department has the following comments:</p> <ol style="list-style-type: none"> Any action or activity likely to impact on a matter of national environmental significance under the <i>Environment Protection and Biodiversity Conservation Act (1999)</i> (EPBC Act) must be referred to the Department for assessment. Guidelines for determining whether the impact of an action is likely to be significant are available from the Department's website at http://www.environment.gov.au/epbc/policy-statements. A person or company undertaking a proposed action without a decision under the EPBC Act carries all associated legal risks. No referrals under assessment appear to have been received by the Department for the entirety of the area mapped in the structure plan. However, the area partially overlaps with that of the referral Tonkin Highway Extension Thomas Road to South Western Highway, Western Australia (EPBC 2019/8608), which is under assessment. 	Noted – We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.	

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		<p>3. The Department notes that the structure plan available on the Shire of Serpentine Jarrahdale website refers to EBPC Act listed species that may be impacted by the development of the site, informed by an environmental assessment report included at Appendix A. The Department notes that this is a desktop assessment from 2012, and recommends that an updated assessment be performed, as protected matters will have been updated since this time and new matters will be relevant to the development area. The structure plan also notes that on-site surveys will be necessary to determine the potential impacts of the development on EPBC Act listed black cockatoos. The Department notes that surveys for other types of habitat may also be necessary depending on the results of the updated environmental assessment.</p> <p>4. The area mapped in the structure plan may include or contain habitat for the following threatened species and communities that are listed under the EPBC Act but not considered in the 2012 desktop assessment:</p> <ul style="list-style-type: none"> a. critically endangered Tuart (<i>Eucalyptus gomphocephala</i>) Woodlands and Forests of the Swan Coastal Plain ecological community b. endangered Banksia Woodlands of the Swan Coastal Plain ecological community c. endangered Australasian Bittern (<i>Botaurus poiciloptilus</i>) d. critically endangered Curlew Sandpiper (<i>Calidris ferruginea</i>) e. critically endangered Eastern Curlew (<i>Numenius madagascariensis</i>) f. endangered Woylie (<i>Bettongia penicillata ogilbyi</i>) 		

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		<p>g. critically endangered Western Ringtail Possum (<i>Pseudocheirus occidentalis</i>)</p> <p>h. vulnerable Dwarf Bee-orchid (<i>Diuris micrantha</i>)</p> <p>i. endangered Beaked Lepidosperma (<i>Lepidosperma rostratum</i>)</p> <p>j. endangered Star Sun-orchid (<i>Thelymitra stellata</i>)</p> <p>The following EPBC Act listed migratory species, in addition to those considered in the 2012 assessment, may also occur or have habitat that occurs within the structure plan area:</p> <p>k. Grey Wagtail (<i>Motacilla cinerea</i>)</p> <p>l. Common Sandpiper (<i>Actitis hypoleucos</i>)</p> <p>m. Sharp-tailed Sandpiper (<i>Calidris acuminata</i>)</p> <p>n. Pectoral Sandpiper (<i>Calidris melanotos</i>)</p> <p>Please note, relevant protected matters that may be impacted by the development may not be limited to these species and ecological communities and those considered in the 2012 assessment. A protected matters search tool is available to assist in determining which protected matters may be impacted at https://www.environment.gov.au/epbc/protected-matters-search-tool.</p>		
Telstra IN21/39	3.	The purpose of this letter is to notify you that Telstra's plant records indicate that there are Telstra assets located within the area of the proposal. We note that our plant records merely indicate the approximate location of the Telstra assets and may not to be up to date. These records	Noted – We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.	

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		<p>should not be relied upon by you as they may not depict a true and accurate reflection of the exact location of the assets.</p> <p>We suggest that you contact Dial Before You Dig for a detailed site plan (if you haven't already) and engage a Telstra Accredited Plant Locator (APL) to determine the exact location of the asset. To obtain a list of Telstra Accredited Plant Locators (APL) please visit www.1100.com.au.</p> <p>Once the precise location of the Telstra assets has been established, you can either arrange for the Telstra assets to be relocated or re-align your proposal to ensure they are no longer impacted.</p> <p>Telstra's Asset Relocation team can be engaged to obtain a quote to relocate the assets from the location in question. The relocation of the assets are carried at the cost of the disturber. Please phone 1800 810 443 or email F1102490@team.telstra.com to arrange for an asset relocation.</p> <p>Alternatively, once your proposal has been re-aligned to eliminate any impact to Telstra's assets, please contact F0501488@team.telstra.com for a re-evaluation of your proposal so that Telstra can be assured that its assets will not be affected by your development.</p> <p>As these assets comprise an essential component of the Telstra network, we take this opportunity to highlight Telstra's rights and requirements to ensure that they are understood. The following is stated for your information:</p> <p>(1) As you may be aware, Telstra's existing facilities are grandfathered under the <i>Telecommunications Act 1997</i> (Cth). Schedule 3 of the</p>		

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		<p>Telecommunications Act enables such facilities to legally occupy land in perpetuity for the duration of that facilities' use.</p> <p>(2) Part 1 of Schedule 3 of the <i>Telecommunications Act 1997</i> (Cth) authorises a carrier to enter land and exercise any of the following powers</p> <ul style="list-style-type: none"> - inspect the land - install a facility - maintain a facility <p>In the case of installation and planned maintenance a notification will be afforded and such work will generally proceed during business hours. However, from time to time, certain activities need to be carried out without delay in order to protect the integrity of the network. Such activities may require access without notice and at any time of the day or night.</p> <p>(3) If you subdivide the land at any time in the future it may become necessary, in the opinion of Telstra to remove, or alter the position of a facility. In these circumstances the carrier may enter the land and do anything necessary or desirable for that purpose. Under clause 53 of Schedule 3 to the Telecommunications Act, the person who proposes to subdivide the land is liable to pay the carrier the reasonable cost of anything reasonably done by the carrier in this regard.</p> <p>(4) There is a requirement that all access to Telstra's network is facilitated by Telstra, via the normal channels available to all customers Australia wide. Tampering with, or interfering with telecommunications infrastructure or a facility owned or operated by a carrier (being Telstra) is an offence under the <i>Criminal Code Act 1995</i> (Cth). Heavy penalties may apply for breach of this prohibition, and any damages suffered, or costs incurred, by</p>		

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		<p>Telstra as a result of any such interference may be claimed against you. This means that you are not permitted to interfere with, repair or relocate Telstra's infrastructure, either personally or through a contractor without approval and authorisation from Telstra.</p> <p>(5) Individuals owe Telstra a duty of care that must be observed when working in the vicinity of Telstra's communication plant or assets. If Telstra's facilities are damaged as a result of any property development or any interference with such facilities, the person will be liable in tort (negligence) for any loss or damage (including consequential loss) suffered by Telstra and/or any member of the public. Telstra will not hesitate to take action to recover such loss or damage caused by such interference to Telstra's Network.</p> <p>Telstra would also appreciate due confirmation in the event that the applicant contemplates divesting its interest or control of this land, that the information contained here is passed on to the prospective owners.</p>		
Department of Transport IN21/1742	4.	<p>The Department acknowledge that the Structure Plan include suitable provisions for the realignment of the freight railway and establishment of a new IMT, if required in future.</p> <p>The Department recommend the proposed Structure plan take the Long Term Cycling Network (LTCN) plan, which is endorsed by the Shire (20 April 2020) into consideration.</p>	Noted – We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.	

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DFES IN21/1636	5.	<p>Hazard Assessment (BHA) (revision A), prepared by Calibre Consulting and dated 24 July 2015, and the submission of a Bushfire Management Plan (BMP) (version 1.1) prepared by Bushfire Prone Planning and dated 17 January 2017, for the above Structure Plan.</p> <p>DFES provided comment to the WAPC on 3 March 2017 on version 1.1 of the above BMP prepared by Bushfire Prone Planning in response to the (then) proposed MRS Amendment 1298/41. The BMP was supported subject to modifications that remain outstanding.</p> <p>It is acknowledged that the strategic proposal has been further refined. Specifically, the multiple use corridors alignment has changed, and the subject site now excludes the future Tonkin Highway alignment. Furthermore, the introduction of AS 3959 – 2018 has redefined the classification of Class B Woodland.</p> <p>It should be noted that this advice relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines). It is the responsibility of the proponent to ensure that the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p>	<p>Updated Bushfire Management plans are required under State Planning Policy 3.7 – Planning in Bushfire Prone Areas for all further developments which will occur within the Structure Plan Precinct. The current assessment doesn't outline any major issues in relation bushfire mitigation.</p> <p>We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.</p>	

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E20/14141		1. Policy Measure 6.3 a) (i) Preparation of a BHL Assessment																	
		<table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Currency of the BHA and BMP</td><td>Section 4.6.4 of the Guidelines states that when submitting a new application for a strategic planning proposal a proponent may use an existing BMP if it remains relevant. Circumstances where a BMP may require updating include where further details are available at subsequent stages of the planning process. The decision-maker retains the right to request the proponent update the BMP if it has a reason to believe that the site conditions have substantially changed. The BMP has not been updated to reflect the revised subject site area and structure plan layout, DFES' previous assessment, and introduction of AS 3959-2018 that redefined the classification of Class B Woodland. In addition, the BHA submitted by Calibre Consulting references both the <i>Planning for Bush Fire Protection Guidelines</i> (2010) and AS3959:2009 which have been superseded. The BHA should be removed from the Structure Plan supporting documentation.</td><td>Modification to the BMP required.</td></tr><tr><td>BAL Contour Map</td><td>As per previous advice, a BAL Contour Map is typically used for bushfire risk assessment at the subdivision or development stage of the planning process. At a strategic level, a BAL contour map cannot adequately achieve its objectives (without knowing the lot layout) as there are no calculations (lot dimensions, actual separation distances, or inputs included) to demonstrate the methodology applied to determine the BAL outputs within the Contour Map. Remove and delete all reference to Figure 5.3 relating to BAL Contour Maps as the lot layout is unknown.</td><td>Modification to the BMP required.</td></tr><tr><td>BHL Methodology</td><td>As per previous advice, the BHL incorrectly applies a moderate-BHL rating to Class B Woodland within the BMP. An extreme-BHL rating should be applied to these areas. Update and revise Table 5.2.2 and Figures 5.2 and 5.2.1.</td><td>Modification to the BMP required.</td></tr><tr><td>Vegetation Assessment</td><td>As per previous advice, vegetation plots (areas) 1 & 3 cannot be wholly substantiated as Class B Woodland with the limited information and photographic evidence available. It is noted that the photography provided to validate the vegetation classification was taken on 11 November 2016. The BMP should detail specifically how the classification was derived. The crown canopy cover appears to exceed 30%. If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959-2018.</td><td>Modification to the BMP required.</td></tr></table>	Issue	Assessment	Action	Currency of the BHA and BMP	Section 4.6.4 of the Guidelines states that when submitting a new application for a strategic planning proposal a proponent may use an existing BMP if it remains relevant. 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			Ordinary Council Meeting - 15 March 2021																

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		<p>Recommendation – supported subject to modifications</p> <p>At the structure planning stage, consideration should be given to the intensification of land use and how this relates to identified bushfire hazards. DFES is satisfied that the bushfire hazard level assessment has adequately identified the bushfire risk and considered how compliance with the bushfire protection criteria can be achieved at subsequent planning stages.</p> <p>The BMP has adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved. However, modifications to the BMP are necessary to ensure it accurately identifies the bushfire risk and necessary mitigation measures. As these modifications are unlikely to affect the development design, these modifications can be undertaken without further referral to DFES.</p>		
DWER IN21/1639	6.	<p>The Department has reviewed the <i>West Mundijong Industrial Area Local Water Management Strategy</i> (Oversby Consulting, 2020) provided within the report. At this point it is considered the report does not adequately satisfy requirements of <i>Better Urban Water Management</i> (WAPC, 2008) and <i>State Planning Policy 2.9: Water Resources</i> to demonstrate management of water quality and quantity by the structure plans configuration.</p> <p>Detailed comments are provided in Attachment 1 to this letter. It is recommended the local water management strategy (LWMS) is revised consistent with the attached, and any advice from the Shire of Serpentine-Jarrahdale.</p>	Shire officers outline changes were made in consultation with Overbys Consulting - Please see attachment IN21/4714.	<i>Update the Local Water Management Strategy as per discussions with the Department of Water and Environmental Regulations and Water Corporation submissions – see attachment</i>

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Consistent with the aforementioned policies the structure plan should not be adopted in the absence of a LWMS endorsed by the Shire of Serpentine-Jarrahdale and the Department.

Attachment 1 - Department of Water and Environmental Regulation comments on the West Mundijong Industrial Area Local Water Management Strategy (Oversby Consulting, 2020)

Contact for further information: Brett Dunn – 9550 4202

	Date received	Comments Sent
Rev 1	10/12/2020	18/01/2021
Rev 2		

No.	Page	Section	Rev 1 - DWER Comments	Rev 1 – Author's Actions
1	10	Section 7: Groundwater Hydrology	<p>The information presented in this section is done so under the assumption that the land is located in the Serpentine-Groundwater Area – Byford 2 Sub Area.</p> <p>This site is located in the "Byford 3" sub area. Please note in this location the superficial is of a limited thickness with clay sediments in areas, making consistent viable abstraction difficult. Furthermore lower aquifers (Leederville and Cattamarra Coal Measures) are fully allocated with no water available for licensing.</p> <p>It is recommended challenges in obtaining groundwater for future non-potable supply is clearly identified in the LWMS.</p> <p>As such the LWMS should:</p> <ul style="list-style-type: none"> Identify anticipated non-potable requirements for the sites development. It is acknowledged that private use will be unknown as it will be dependent on industry types that locate in this precinct; Identify difficulties in securing viable superficial volumes; Present current licenced allocations in the precinct area that could be secured through a transfer process to be utilised in the lands future development; Identify that obtaining a licence for groundwater from lower aquifers will require the trade or transfer of an existing entitlement from the same aquifer and groundwater sub-area. 	

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		2	16	Section 9: Drainage Management Strategy	Conceptual designs for infrastructure to manage stormwater and groundwater should be provided and include, but not be limited to: <ul style="list-style-type: none"> • Critical Invert levels; • Areas of water quality treatment, including details of soil amendments (i.e. phosphorous retention index); • Batters and grades; • Area of inundation volumes and top water levels for 15mm, 10% AEP and 1% AEP events; • Integration of subsol infrastructure; • Depth to groundwater. 	
		3	16 & 23	Section 9: Drainage Management Strategy & Section 10 Water Quality Management	<p><i>Lot Scale Water Management</i></p> <p>The design appears to be reliant upon assumptions of significant on lot infrastructure to manage stormwater drainage, including detention basins and subsol infrastructure connecting to swales and multiple use corridors. The report should clarify the following:</p> <ul style="list-style-type: none"> • Through what approval mechanism will on lot design requirements be mandated to ensure drainage is managed for the estate scale system to perform as required? • Is the expectation that lot owners shall manage all infrastructure, noting intent within the LWMS that basins may likely have invert levels close to groundwater and be managed as ephemeral wetlands? • Further to the above point, multiple areas of standing water, and associated water quality and mosquito breeding risk an outcome amenable to the Shire? It is for this reason drainage areas are generally designed to be dry functioning systems with adequate clearance to groundwater. • Concepts of how lots are to be configured with regard to drainage, storage, onsite wastewater disposal, groundwater level and connection to Shire infrastructure should be provided. 	

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This information is critical to demonstrate the drainage design can function as intended, and will determine inverts of drainage infrastructure and inundation periods.</p> <p>The subsoll conceptual plan should provide inverts, grades and demonstrate a free flowing outlets with sufficient water quality treatment of outflow.</p> <p>The following commitment from the overarching West Mundijong District Water Management Strategy is also noted "At the LWMS, more detailed modelling of optimum subsoll spacing and fill levels are to be undertaken..."</p> </td><td></td></tr> <tr> <td>6</td><td>29</td><td>Section 13.2: Wastewater</td><td> <p>It is noted that there is an intent to potentially service lots via aerobic treatment units. Should this be the strategy it should be noted that this site is located within a sewerage sensitive area which will require siting of systems irrigation areas over 100m from drains and waterways, as well as a minimum 1.5m above the maximum groundwater level, in accordance with the Government Sewerage Policy 2019.</p> <p>The LWMS, and structure plan, would need to reflect a configuration that complies with this policy.</p> </td><td></td></tr> <tr> <td>7</td><td></td><td>General: Governance – Drains and Wetland</td><td>The LWMS should identify the future asset manager for drains, Mandejal Brook and the wetland. If the asset manager is to be an alternative agency to the Shire of Serpentine-Jarrahdale such an arrangement is to be confirmed within this structure plan process.</td><td></td></tr> <tr> <td>8</td><td></td><td>General: Landscape Concept</td><td>It is acknowledged the structure plan is for an industrial precinct, rather than urban development, hence there is not an intent for usable public open space. 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Main Roads WA IN21/2208	7.	Thank you for your correspondence dated 10 December inviting comment on a proposed Structure Plan for the West Mundijong Industrial Precinct. Main Roads is not in a position to support the Structure Plan because the traffic impact is uncertain for the following reason:	Noted. We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.	Modification to update the Transport Impact Assessment to meet Main Roads Western Australia (MRWA)																														

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		<p>1. Cardno's Technical Memorandum, dated 7 November 2012, included as Appendix D - Traffic Impact Statement of the Local Structure Plan is not acceptable because:</p> <ol style="list-style-type: none"> It is outdated, as it was written more than 8 years ago and is based on traffic data older than that. It does not satisfy the format or required content of a Transport Impact Assessment (TIA) for a Structure Plan as defined by the WAPC Transport Assessment Guidelines (August 2016). <p>The Shire's response, dated 17 December 2020, to Main Roads' information request advising that SIDRA Intersection (SIDRA) files were provided as supporting information for the Mundijong District Structure Plan (DSP) is acknowledged. Unfortunately, those SIDRA files and the related TIA prepared for the DSP are not acceptable because Main Roads now only accepts Version 9 SIDRA files and the DSP TIA lacks certainty, as advised in our response to the Shire regarding the Byford and Mundijong DSPs, dated 18 December 2020.</p> <p>Therefore, it is recommended that the following updated information is prepared specifically for the Structure Plan precinct and resubmitted to Main Roads for comment:</p> <ol style="list-style-type: none"> A Transport Impact Assessment in the format consistent with the WAPC Transport Assessment Guidelines (August 2016). A copy of all related SIDRA Intersection (Version 9) files and AIMSUN modelling files. A peer review of the Structure Plan transport modelling, as required by the Department of Transport Modelling Guidelines. 		Transport impact Assessment Guidelines

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		<p>The issues mentioned with Cardno's Technical Memorandum and the content of Main Roads' response regarding the Byford and Mundijong DSPs should be considered when preparing the above information. As noted in our response to the DSPs, further traffic modelling is being undertaken as part of the Tonkin Highway extension project and Main Roads is willing to share this information to assist with the planning of the Byford and Mundijong areas, which includes the proposed industrial precinct.</p> <p>Should the City disagree with this advice, Main Roads requests an opportunity to meet and discuss the Structure Plan further, prior to a final version being adopted by the Commission.</p> <p>Main Roads requests a copy of the adopted Industrial Precinct Structure Plan is sent to planninginfo@mainroads.wa.gov.au quoting the file reference above.</p>		
<p>Peel-Harvey Catchment Council (PHCC) IN21/2174</p>	8.	<p>PHCC is a community based, Natural Resource Management (NRM) regional body working across the Peel-Harvey NRM Catchment, covering over 1.1 million hectares of the Serpentine, Murray, Hotham, Williams and Harvey River catchments.</p> <p>The PHCC acknowledges the planning and zoning history of the West Mundijong site and its significance to the Region. The PHCC also acknowledges the threats and opportunities posed by the Structure Plan to the Ramsar listed Peel-Yalgorup wetland system and on the Black Cockatoo population.</p>	<p>Noted. We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.</p>	

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		<p>The PHCC notes that the Structure Plan in the Policy section states that <i>“Subdivision shall be generally consistent with the structure plan, including the following supporting documents: Environmental Assessment report ... Local Water Management Strategy”</i>.</p> <p>The PHCC position is that the following elements should be given great weight under the Structure Plan to ensure that they are implemented at the time of subdivision (each subdivision stage).</p> <p>1. <u>Water Quality</u></p> <p>The PHCC acknowledges the desire, as outlined in the Local Water Management Strategy, that flows leaving the site should be as per pre-development levels. Given the significance of the site in terms of scale, the PHCC considers that the Structure Plan should be more ambitious and require that the water quality leaving the site be an improvement upon the existing conditions, particularly in relation to phosphorous. This could be achieved via the use of high P retention soil amendments which should be used in conjunction with any imported fill for the future lots and should be incorporated into the rehabilitation of the proposed ecological linkages.</p> <p>These requirements should be more clearly defined in the Policy section of the Structure Plan and/or adopted as a Policy by the Shire under the Town Planning Scheme, to ensure that this aspiration is not lost and is included as a condition of each stage of subdivision.</p> <p>2. <u>Fill for lots</u></p> <p>Most of the area is reliant on fill to lift buildings above the flood prone areas. Buildings are areas which require attention to reduce the impact of</p>		

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		<p>nutrients applied which are associated with effluent disposal and gardens. Using a fill that has a high P retention capacity or modified to increase its P retention capacity is required to reduce the P leaching from the area of the building envelope.</p> <p>3. <u>Ecological Corridors</u> The PHCC considers that the northern Ecological corridor, the extension of the Manjedal Brook Conservation classification area, and the southern Ecological Corridor (south of Sparkman Road), should consist of the drainage swale and then a 30 metre buffer (on each side) from the top of the bank. Figure 27 in Part 2 of the Structure Plan, suggests that these buffer areas are potentially less. Greater clarity is required to ensure that area can effectively work as an ecological corridor. Any bushfire mitigation works should occur beyond the 30 metre buffer. High P retention soil amendments should be used in the ecological corridors to increase the nutrient stripping process. Vegetation planting with these corridors ought to assist with the black cockatoo foraging and habitat and should include a variety of fast growing species (to provide foraging source as soon as practical) and more traditional and slow growing species (preferred foraging and breeding trees). Artificial hollows for breeding should also be incorporated into the corridors. See below for additional comments relevant to black cockatoos.</p> <p>4. <u>Multiple Use Corridors</u> The northern most Multiple Use Corridor along Bishop Road as shown in Figure 12 (Water Dependent Ecosystem Management) in the Local Water Management Strategy should be more clearly shown on the Structure Plan.</p>		

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		<p>An indicative diagram showing the potential treatment of the northern and middle east-west multiple use corridor should to be included in the Structure Plan to guide future decision makers.</p> <p>The north-south multiple use corridor should incorporate fast and slow growing species for the three black cockatoo species. This requirement should be incorporated into the Structure Plan.</p> <p>5. <u>Black Cockatoo Species</u></p> <p>All forage trees should be retained. Not only are native forage species (marri, jarrah, banksia, hakea, sheoak, grevillea) important to retain but also are non-native species (such as pines, ornamental eucalypts, cape lilac) as the birds may have become reliant on in the area as a food source. If forage trees can't be retained they should be replaced on at least a one:one basis.</p> <p>Trees greater than 500mm DBH should be retained as this is the size at which hollows form, however it is also important to retain trees of mixed age, that demonstrate natural regeneration and recruitment and therefore capacity for natural hollow replacement over time.</p> <p>All trees over 500mm DBH (dead and alive) should be assessed for potential breeding hollows and retained if hollows exist. If a tree with a confirmed nesting hollow needs to be removed, an artificial nesting tube should be installed close-by as a replacement, before the existing hollow is removed.</p> <p>6. <u>Ongoing Maintenance and Management</u></p> <p>All corridors, drainage areas and open spaces need maintenance and management plans to retain their intent and objectives over time.</p>		

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Dampier Bunbury Pipeline IN21/2663	9.	<p>Thank you for your letter dated 10 December 2020 seeking comment on the above proposal. DBP as the owners and operators of the Dampier to Bunbury Natural Gas Pipeline (DBNGP) has no objection to the proposed Structure Plan.</p> <p>Thank you for the opportunity to provide comments and should you have any further inquiries, please do not hesitate to contact me on the number above.</p>	Noted. We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan	
Department of Planning Lands and Heritage – Aboriginal Heritage IN21/2388	10.	<p>Thank you for your letter dated 10 December 2020 seeking comment from the Department of Planning, Lands and Heritage (DPLH) regarding proposed modifications to the Local Structure Plan (LSP), which cover various areas located within the West Mundijong Industrial Area Precinct.</p> <p>A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database and the information provided by the Shire of Serpentine Jarrandale concludes that the proposed LSP does intersect with Aboriginal site ID 450 (South-East Corridor 03).</p> <p>I understand the LSP pertains to a planning framework for future development of the area and does not propose any ground disturbance activities at this stage. As such, no approvals under the <i>Aboriginal Heritage Act 1972</i> are required.</p>	Noted. We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan	
Water Corporation 25/01/2021 IN21/2320	11.	<p>Thank you for your letter dated 10 December 2020 requesting comment on the West Mundijong Industrial Area Structure Plan 2020. We offer the following comments regarding this proposal.</p>	Noted. We appreciated your response and time to review the West	

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		<p>Water supply planning As outlined in the West Mundijong LSP, it will be necessary for development proponents to explore temporary options for water provision to the first stages of industrial development, subject to the proximity and capacity of the existing water mains in the Byford and Mundijong systems to the east. Any works required to extend water supply to the initial stages will be funded by and shared between the developers.</p> <p>However, a longer term, more sustainable water supply to the proposed industrial area will need to be investigated and adapted into the Corporation's long-term plans for the ultimate, gravity-based Mundijong and/or Byford water schemes, which will eventually be served from large storage tanks on the scarp to the south-east of the Mundijong townsite.</p> <p>Byford Main Wastewater Pump Station – Lot 181 Scott Road, Mundijong The Water Corporations Lot 181 Scott Rd, Mundijong is the designated site for the future Byford Main Wastewater Pump Station (WWPS).</p> <p>The Byford Main WWPS has a planned ultimate pump rate of greater than 1000 Litres per second. In accordance with the Environmental Protection Authorities Guidance Statement No. 3 'Separation Distances between Industrial and Sensitive Land Uses', the WWPS is classified as 'major' and therefor qualifies for an odour buffer of 150 metre radius from the lot boundary.</p> <p>Due to the criticality of the Byford Main WWPS, the corporation requests that the structure plan is amended to indicate the WWPS site and the 150m odour buffer.</p>	Mundijong Industrial Area Structure Plan	

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		<p>It is also noted that Lot 181 sits between the proposed Tonkin Hwy and the proposed rail link, which then requires consideration at the Development Application stages for future access to the WWPS site.</p> <p>Wastewater In accordance with the West Mundijong LSP, the delivery of the Byford Main WWPS will be required for the ultimate development of the Byford and Mundijong urban areas.</p> <p>In order for the West Mundijong Industrial area to be provided with wastewater services, a Type 90 WWPS will be required in the Kargotich Rd, Scott Rd intersection vicinity which will collect the gravity flows and pump to the Byford Main WWPS.</p> <p>The works required will need to be reviewed, timed and resourced through the Corporation's planning program and once more detailed wastewater flow and staging information is made available.</p> <p>Drainage Planning Several rural drains traverse and extend downstream from West Mundijong. These rural drains form part of the extensive Mundijong Rural Drainage District, which is managed by the Water Corporation under licence from the Economic Regulation Authority. The rural drains were installed in the 1960's by the then Public Works Authority in order to drain waterlogged farmland. The drains have a limited hydraulic capacity and were not designed to provide the level of flood protection service required by urban or industrial developments. The appearance of some of the rural drains may also not be in keeping with the aesthetic expectations for urban</p>		

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		<p>development and public safety can be a concern with the potential for increased public exposure to the hazards of steep-sided drains and drainage structures.</p> <p>The Water Corporation is required to ensure that existing rural drainage customers upstream and downstream receive the level of service stipulated in the Operating Licence. Where urbanisation, including industrial development, occurs within a rural drainage district, the Corporation's role is to ensure that this development does not compromise the service provided to remaining rural customers.</p> <p>Post-development flows to the rural drains cannot be increased beyond pre-development discharge and no new connections can be made to the rural drains.</p> <p>The Water Corporation will provide further comment regarding the LWMS provided with the Structure Plan.</p>		
<p>Water Corporation – Additional submission LWMS 09/02/2021 IN21/3731</p>	12.	<p>Further to the letter provided on the 25th of January 2021, the Water Corporation provides the below comments in regards Appendix C: Local Water Management Strategy of the West Mundijong Industrial Area Structure Plan 2020.</p> <p>Section 5 – Environment</p> <ul style="list-style-type: none"> - No Water Corporation rural drains pass through this proposed development. 	<p>Shire officers outline changes were made in consultation with Overbys Consulting - Please see attachment IN21/4714</p>	<p><i>Update the Local Water Management Strategy as per discussions with the Department of Water and Environmental Regulations and Water Corporation submissions – see attachment</i></p>

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		<p>Section 7 – Groundwater Hydrology</p> <ul style="list-style-type: none"> - Regional ponding of winter groundwater east of Kargotich Road is extensive and should be shown on Figure 5. <p>Section 8 – Surface Water</p> <ul style="list-style-type: none"> - Flows shown in Figures 6 and 7 appear high and may have been over estimated. Refer to DWER for the latest flood modelling and parameters detailed in the Birrega-Oaklands Flood Study 2015. - Post development the current regional pre-development floodplain storage needs to be retained on site. - Proposed development fill levels need to be higher than the existing top of the western levee bank of the Oaklands MD. <p>Section 9.1 – Drainage Management Strategy 1EY</p> <ul style="list-style-type: none"> - The effectiveness of infiltration areas and soakwells will be limited by high winter groundwater levels and regional ponding within the floodplain. <p>Section 9.3 – Drainage Management Strategy 1% AEP</p> <ul style="list-style-type: none"> - The Rational Method is considered out of date now for the design of new drainage systems. - The results of the floodplain modelling done by DWER as part of the Birrega-Oaklands Flood Study 2015 is considered to be more appropriate for development of this greenfield site. 		

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		<ul style="list-style-type: none"> - The existing culverts under Kargotich Road should be retained and not upgraded to control discharge to pre-development levels out of the proposed North-South MUC into the Oaklands MD. <p>Section 12 – Groundwater Management</p> <ul style="list-style-type: none"> - The setting of Control Groundwater Levels for this site need to be discussed and agreed with DWER. 		
Consultants				
Harley Dykstra IN21/1481 On behalf of C. Atwell	13.	<p>Harley Dykstra has been requested to prepare a submission on behalf of Clive Atwell owner of Lot 14 Scott Road and Lot 15 (#1149) Kargotich Road, Mundijong, (the nearest intersection being Scott Road/Kargotich Road).</p> <p>Our client, who is proceeding to purchase the above mentioned allotment, would like to raise the following comments and concerns regarding the Draft Structure Plan as it has been advertised.</p> <p>NON PREFERRERD LAND USES</p> <p>The Structure Plan clearly outlines preferred and non-preferred land uses. It is our clients concern that such prescriptive land uses could stagnate development within the structure plan area. It would be more preferable that land uses and infrastructure requirements be guided (upon application) by relevant health and consultant studies rather than a blanket list of non-preferred land uses.</p> <p>An example of what appears to be a contradiction in land use policy is the non-preferred land uses of 'Service Station' and 'Fast Food Outlet' during the initial dry lot phase. The basis for the exclusion of these uses during the</p>	<p><u>NOT PREFERRED</u></p> <p>Shire officers have updated the preferred land uses for the specific zones of General Industry, Light Industry and Service Commercial, see schedule of modifications for changes to preferred land uses.</p> <p><u>RAV NETWORK</u></p> <p>Given the delivery of Tonkin Highway as a freight highway, it is important that the main north south spine road has appropriate intersection treatments</p>	<p>Update preferred land uses for the different precincts as follows:</p> <p>General Industry:</p> <ul style="list-style-type: none"> - Meat processing - Fuel depot - Industry - Trade Supplies - Transport Depot - Warehouse/ Storage - Resource Recovery - Centre

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		<p>Dry Lot Phase, is their high water and wastewater requirements. However, whilst 'Service Station' and 'Fast Food Outlet' land uses are not permitted during the initial dry lot phase, the land use of 'Abattoir' is permitted, which, it could be argued, has higher water and wastewater requirements.</p> <p>There are examples of fast food and service station land uses being able to effectively manage their water and wastewater requirements without the need to connect to mains water or sewer. Water Quality Protection Note 49. (September 2013), permits that effectively treated and tested wastewater from service stations may be discharged to on-site soak wells or on-site leach drains.</p> <p>We acknowledge that the nature of the structure plan area requires careful planning of land uses and drainage requirements given the current ground water levels. In saying this, adopting a blanket exclusion over certain uses could prevent business entering the West Mundijong Business Area, which could demonstrate adequate water and wastewater management practices. Land uses permitted through the structure plan area should be guided by their ability to demonstrate water and wastewater management practices which adhere to relevant health and consultant studies.</p> <p>RAV4/RAV 7 NETWORK The Structure Plan indicates that the largest vehicle able to access the West Mundijong area would be a RAV 4 vehicle.</p> <p>The Perth Freight Transport Network Plan identifies Perth's principal road freight network development priorities over the next two decades and beyond. The extension of the Tonkin Hwy from its current termination at Thomas Road, through to the South Western Hwy, is intended to couple</p>	<p>with Mundijong Road and Bishop Road to handle anticipated freight traffic sizes and configurations.</p> <p>This may include upgrading certain intersections and routes to accommodate RAV7 size and configuration needs.</p> <p>LOT SIZES Shire officers outlined that under the Shire's Draft Local Planning Scheme No.3 which was approved by Council in June, Schedule 4 – Additional Site and Development Requirements outlines the following provision for both Industry – Light/General. <i>'Subdivision of land in the Light Industry zone shall be supported by local government to a</i></p>	<ul style="list-style-type: none"> - General Industry - Renewable energy facility - Telecommunication infrastructure <p>Light Industry:</p> <ul style="list-style-type: none"> - Industry – light - Industry service - Motor Vehicle, boat or caravan sales - Motor Vehicle Repair - Trade Display - Trade Supplies - Warehouse/Storage - Educational Establishment - Garden Centre - Motor vehicle wash

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		<p>with main roads extension of the Tonkin to the North (which will like up with the new Perth Darwin National Hwy). The intent of these projects is to ultimately create an outer bypass for Heavy Vehicles. The Tonkin Hwy will be upgraded to RAV 7 status to ensure consistent access from Reid Hwy to the north to Mundijong Rd in the south. In addition, Mundijong Road will be upgraded between 'Fremantle Rockingham Controlled Access Highway' and the future extension of Tonkin Hwy. This upgrade will be to accommodate RAV 7 vehicles.</p> <p>Given the two main roads which will provide the main transport link to the West Mundijong area (Tonkin Hwy and Mundijong Road) will be of a RAV 7 standard, it then follows that the main industrial precinct in this vicinity should also be planned to accommodate RAV 7 vehicles. Whilst only currently RAV 4 vehicles can enter this precinct, it would show good foresight to anticipate RAV 7 vehicles accessing this area.</p> <p>Further, to ensure that adequate road construction occurs and to plan for the location of relevant land uses, the structure plan should adequately prescribe a road network plan for the roads within and adjoining the structure plan area. The network plan should outline how to provide for RAV 7 vehicles within the development and include: identification of RAV 7 roads within the structure plan area, outline the required upgrades to relevant intersections, likely entry and exit routes into the industrial estate for RAV 7 vehicles and likely upgrades required to the surrounding road network.</p> <p>LOT SIZES Phase 1 lot sizes are considered to be adequate given the initial proposed uses for the structure plan area and the onsite water and sewerage requirements. Once water and sewer become available to the West</p>	<p><i>minimum lot size of 2,000m²' and 'Subdivision of land in the General Industry zone shall be supported by local government to a minimum lot size of 2,000m²'</i></p> <p><u>SCOTT ROAD CLOSURE</u> Scott Road has been designated for transition over time. However, upon review of submissions received, the lower intensity of phase 1 subdivision and development reveals it is safe to remain open.</p> <p><u>MUC</u> The swale size within each MUC is pretty much what is needed for flood storage. There is some scope for widening a portion of a swale and narrowing a portion a</p>	<ul style="list-style-type: none"> - Telecommunications infrastructure <p>Service Commercial:</p> <ul style="list-style-type: none"> - Bulky Goods Showroom - Industry – Light - Industry Service - Motor Vehicle, boat or caravan sales - Service Station - Educational Establishment - Garden Centre - Motor vehicle wash <p>Modify the minimum lot size from 4000m² to 2000m² to be consistent with the Shire's Draft Local Planning Scheme No.3.</p>

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		<p>Mundijong Industrial Precinct, the development will move to phase 2 which will accommodate smaller lot sizes down to 4000m² as per the draft structure plan.</p> <p>Industrial developments in Pinjarra and Forrestdale permit light industrial development down to 2,000m². The Mundaring industrial estate indicates lots down to 1000m². These developments are similar to the West Mundijong Industrial Precinct due to their outlying nature. Whilst we agree lot sizes down to 1000m² may not be appropriate for this industrial precinct, we would advocate that future landholders may not require the full 4000m² minimum currently proposed. The purchase price and development requirements of a 4000m² allotment may deter some business from investing in this precinct. Minimum lot sizes of 2000m² provides flexibility to future landholders during phase 2.</p> <p>SCOTT ROAD CLOSURE The Draft Structure Plan indicates that the Scott Road intersection with Kargotich Road will be terminated with Scott Road being diverted to an internal Spine Road which will run east-west, south of Scott Road and north of Sparkman Road. This is a variation from the West Mundijong District Structure Plan completed in 2017.</p> <p>It is understood that there is a desire to limit the number of entries onto Kargotich Road, however our concern is that by having this dictated by the Structure Plan, it would restrict development during phase 1 of development which is estimated to last 20 years.</p> <p>We consider that the Scott Road intersection with Kargotich Road could be shown as potential 'left-in-left out' and be highlighted as an intersection</p>	<p>little bit further along, but the overall size is pretty much fixed (subject to detailed design of each relevant catchment).</p> <p>Given these large areas of land need to be set aside, the idea has consistently been to enhance them through revegetation, so that they also form an ecological function. This would assist with long-term ecological improvement of the local industrial area, as well as the overall region.</p> <p>The MUC along Kargotich Road is for the back flooding of the Oakland Drain. It is therefore not available for flood storage of water generated on the development.</p>	<p>Update Structure Plan map to open up Scott Road and have a staged closure for the lower intensity of phase one subdivision proposed road (located to the north of Scott Road).</p> <p>Shire officers to add a notation to the Structure Plan Map and Modify Part 1 of the Structure Plan document as follows:</p> <p><i>The local government will require all development proposals to be accompanied by detailed reports prepared by suitably qualified consultants, demonstrating that proposed industrial development will not</i></p>

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		<p>which may require further investigation during Phase 2, at which point there would be an expected increase in the volume of traffic entering and exiting the West Mundijong Industrial Area.</p> <p>Additionally, we note that Appendix D, the Traffic Impact Statement, was conducted on the basis that Scott Road would extend from Kargotich Road through the central spine road. The traffic assessment did not take into consideration the termination of Scott Road prior to the intersection with Kargotich Road. Further explanation as to the reasoning for this modification would be appreciated. As previously stated, maintaining this intersection during phase 1 would, in our view, provide greater flexibility to facilitate evolving development within this precinct, with further specific traffic investigations required during phase 2.</p> <p>MULTIPLE USE CORRIDORS The Local Water Management Strategy identifies the requirement to provide three major Multiple Use Corridors (MUC's) in an east-west direction, this is in addition to the MUC provided along Kargotich Road in a north-south direction.</p> <p>The MUC's along with providing flood storage, restricting flow rates and stripping nutrients are to be designed to create a 'living stream' to provide rehabilitation for some flora and fauna species. Whilst this approach would be considered appropriate for added amenity in a residential or rural residential locality, a 'living stream' drainage solution is unlikely to be considered relevant or beneficial within a structure plan area zoned for industrial uses.</p>	<p>It is worth noting that the Structure Plan area and the downstream areas of the Oakland Drain are highly constrained from a flood risk, which has led to the need for such large volumes and areas being needed for flood management.</p>	<p><i>result in unacceptable levels of amenity impact on pre-existing sensitive development within the area.</i></p> <p>1. <i>an existing sensitive premise will not be subject to unacceptable amenity impacts, or</i> 2. <i>that all potential amenity impacts can be mitigated against through design and operation of the development.</i></p>

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		<p>The MUC for the 'Manjedal Brook – Mid Northern Ecological Linkage' is considered to be suitable due to the existing associated wetland. It is also noted that a significant portion of land east of Kargotich Road and west of the high voltage power lines is also allocated as a 68m – 215m wide Multiple Use Corridor which includes a drainage function. The relevance of the two drainage corridors identified as 'Southern and Middle Ecological Linkages' are in our view questionable.</p> <p>The structure plan references the vegetation as generally 'Completely Degraded' and that it was unlikely that any declared rare flora would be found in this precinct. Further, the fauna species of the: Forest Red-tailed Black- Cockatoo, Baundin's Cockatoo and Carnaby's Black Cockatoo may be located within the structure plan area however their habitat is limited to a few Proteaceous shrubs and only scattered marri trees. The conclusion of the environmental consultant is that 'the site contains very little suitable habitat for Black Cockatoos' and the 'development of the site is not likely to significantly impact on black cockatoo species'.</p> <p>The environmental report goes on to suggest that the rehabilitation of the drainage channels 'has the potential to increase the ecological value'. Whilst this endeavour is often highly valued in residential and rural residential communities, the question remains: would such ecological rehabilitation have any such value within an industrial precinct, and further would the industrial activities prevent these MUC's being occupied by the target fauna? It is our view that the MUC indicated along Kargotich Road would be sufficient to not only retain the existing ecological value but also offer rehabilitation within a structure plan area broadly labelled as 'Completely Degraded'.</p>		

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		<p>The MUC's have been identified as useful for slowing down the water flow to ensure flooding downstream does not occur and allowing the nutrients to settle during peak flood events. Would the MUC along Kargotich Road not be considered adequate for this function? Additionally, there are other drainage solutions available which could provide adequate storage, ensure flooding downstream does not occur and strip the stormwater of nutrients.</p> <p>The concern with the current drainage design is the land area which it occupies, being significant portions of high value industrial land. The requirement for additional ecological value within an industrial precinct is considered to be negligible particularly in an area which a large majority of the vegetation is identified as 'completely degraded'. More land efficient drainage solutions are available to this structure plan area. High capacity, open swale or piped drains could be installed adjacent to proposed roads. Such a drainage design could be outlined generically on the structure plan, the added benefit being that landowners/developers adjoining the proposed drainage areas will be provided certainty and clarity with regards to the development potential of their lot(s).</p>		
Harley Dykstra M. Dunsmore IN21/1481	14.	<p>Harley Dykstra has been requested to prepare a submission on behalf of Mike Dunsmore, purchaser of Lot 394 Bishop Road, Cardup, (the nearest intersection being Bishop Road/Kargotich Road).</p> <p>Our client, who is proceeding to purchase the above mentioned allotment, would like to raise the following comments and concerns regarding the Draft Structure Plan as it has been advertised.</p> <p>SERVICE COMMERCIAL</p>	<p><u>SERVICE COMMERCIAL</u> Shire officers confirm that the identification of the 'Service Commercial zone' is shown as the blue coloured land precincts on the Structure Plan Map. Shire officers identify the lack of detail</p>	<p>Update Structure Plan map to provide 'Service Commercial' to be labelled as blue within the legend.</p> <p>Update preferred land uses for the different precincts as follows:</p>

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		<p>The draft structure plan as it stands makes limited reference to a 'Service Commercial' zoning. The plan itself appears to indicate blue coloured land precincts along the northern and southern boundaries of the structure plan area, however the legend does not provide the appropriate clarification as to what this blue colouring indicates. We have assumed that the intention was for these precincts to be zoned 'Service Commercial' however confirmation of this would be appreciated.</p> <p>Further, the report makes limited reference to a 'Service Commercial' zoning apart from Figure 21 which highlights the total land area to be dedicated to the 'Service Commercial' zone and the lot yield. A 'Service Industry' precinct is mentioned under heading 9, Preferred and Non-Preferred Land Use, however clarification within the report as to the existence of a 'Service Commercial' zone and specific/separate identification of preferred land uses within this zone would be considered appropriate.</p> <p>Specifically, with regards to Lot 394 Bishop Rd, the 'Concept Subdivision Plan' does not break down the lot into smaller lot sizes. Figure 21 states that the estimated development yield for the Service Commercial Precinct is 20 lots and appears to be on the basis that Lot 394 Bishop Rd remains as one (1) lot. Our client would like to ensure that more intensive development is possible over Lot 394 Bishop Road under the structure plan.</p> <p>NON PREFERRERD LAND USES</p> <p>A 'Service Commercial' zoning is considered to be suitable at either end of the structure plan area, being a key component of a West Mundijong Industrial hub, encouraging development within the locality and strong relationships between interdependent business types.</p>	<p>on this section and recommend changes to the Structure Plan Report.</p> <p>The Concept Subdivision Plan is a concept only and subdivision of land within the Structure Plan can be subdivide up to 2000m2 if they are connected to sewer and water and not within the first stages of development.</p> <p>In the initial dry lot phase, the Shire is seeking uses of Industrial type Development.</p> <p><u>NON PREFERRED LAND USES</u></p> <p>Shire officers have updated the preferred land uses for the specific zones of General Industry, Light Industry and Service Commercial,</p>	<p>General Industry:</p> <ul style="list-style-type: none"> - Meat processing - Fuel depot - Industry - Trade Supplies - Transport Depot - Warehouse/ Storage - Resource Recovery - Centre - General Industry - Renewable energy facility - Telecommunication infrastructure <p>Light Industry:</p> <ul style="list-style-type: none"> - Industry – light - Industry service - Motor Vehicle, boat or caravan sales

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		<p>The Structure Plan states that non-preferred land uses within the Initial Dry Lot Phase of development includes 'Service Station' and 'Fast Food Outlet' on the basis that these land uses are not appropriate given the lack of water and waste services available. Land use of 'abattoir' is a permitted land use under the current draft structure plan, and it could be sufficiently argued that an abattoir would have higher water and wastewater requirements. Water Quality Protection Note 49. (September 2013), permits that effectively treated and tested wastewater from service stations may be discharged to on-site soak wells or on-site leach drains.</p> <p>'Service Station' and 'Fast Food Outlet' land uses assist in creating strong interdependent industrial hubs and will encourage further development within an emerging precinct. The industrial precinct, being transport oriented, will require a service station, possibly even early on in the development of the estate and potentially one at both the northern and southern end of the spine road.</p> <p>The issues of water use and wastewater disposal are able to be adequately managed and this is evidenced in fuel stations and fast-food outlets located along the Forrest Hwy (602 Forrest Hwy, West Pinjarra). Preferably, the land use and its infrastructure requirements should be guided by the relevant health and consultant studies, rather than a blanket Non-Preferred Land Use. The land use, as per all development activity, would be subject to appropriate geotechnical reports and detailed ground water management plans to ensure that the development has a limited impact on the existing ground water. With suitable consultation, appropriate solutions are considered to be available, especially given land area in phase 1 of development would be limited to 1.5ha – 2ha (allowing adequate space for water and sewer solutions). If required, approvals of above mentioned land</p>	<p>see schedule of modifications for changes to preferred land uses.</p> <p><u>DRAINAGE</u> The updated LWMS shows the area to the west of the power easement being set aside for floodplain storage. There may be some ability to modify the exact area of required storage as part of detailed design, noting that this area is needed to assist with floodplain storage of the entire region, not just this localised area.</p> <p>Inundated areas with the development area can be removed, as long as the swales and floodplain storage areas are available to hold this water (that is part of why there is large swales and</p>	<ul style="list-style-type: none"> - Motor Vehicle Repair - Trade Display - Trade Supplies - Warehouse/Storage - Educational Establishment - Garden Centre - Motor vehicle wash - Telecommunications infrastructure <p>Service Commercial:</p> <ul style="list-style-type: none"> - Bulky Goods Showroom - Industry – Light - Industry Service - Motor Vehicle, boat or caravan sales - Service Station

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		<p>uses could be conditional on the connection to Water Corporation infrastructure should it become available (i.e., during phase 2 of development).</p> <p>It is therefore respectfully recommended, that a separate table outlining preferred land uses for a 'Service Commercial' zoning be included within the structure plan under heading 9, Preferred and Non-Preferred Land Use. 'Fast food outlet' and 'service station' land uses would, in our view, be required within the service commercial precincts.</p> <p>PART LOT 99 KARGOTICH ROAD AND LOT 394 BISHOP ROAD DRAINAGE</p> <p>Our client, who is looking to purchase Lot 394 Bishop Road, has enquired as to the size of the land area allocated, over Lot 394 Bishop Road, as 'Potential Drainage and Landscape Enhancement'.</p> <p>The structure plan makes it clear that there is a desire to retain some remnant vegetation located over Lot 99 Kargotich Road and this appears to partially extend into Lot 394 Bishop Road. There is also a desire to maintain and upgrade the existing open drainage channel which extends diagonally through Lot 394 from Bishop Road to the railway. High voltage powerlines and the associated easement is located over the existing open drainage channel.</p> <p>Whilst the open drainage channel and the powerline easement, superficially split Lot 394 into two portions, we do not consider that this should preclude the smaller western portion of Lot 394 from development under a 'Service Commercial' zone.</p>	<p>MUC set aside for floodplain storage).</p> <p>Shire officers have outlined to add a hatching for the northwest corner of the Structure Plan to be both Service Commercial and Drainage zoning, subject to detailed urban water management studies.</p> <p><u>RAV NETWORK</u></p> <p>Given the delivery of Tonkin Highway as a freight highway, it is important that the main north south spine road has appropriate intersection treatments with Mundijong Road and Bishop Road to handle anticipated freight traffic sizes and configurations.</p> <p>This may include upgrading certain intersections and routes</p>	<ul style="list-style-type: none"> - Educational Establishment - Garden Centre - Motor vehicle wash <p>Add hatching of Service Commercial & Drainage to the northwest corner of the Structure Plan map (where it corresponds with the MUC), to indicate that "the final layout of the MUC at this point is subject to detailed design to determine width and extent."</p> <p>Modify the minimum lot size from 4000m² to 2000m² to be consistent with the Shire's Draft Local Planning Scheme No.3</p>

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		<p>It is noted that on Figure 5 of the Local Water Management Strategy, there is some above or at surface ground water at this location. It is considered however, that as per large portions of the whole Industrial Area, this can be effectively managed.</p> <p>A small Multiple Use Palusplain wetland is located mostly within Lot 99 Kargotich Road. Figure 11 and Page 21 of the Local Water Management Strategy suggests that this western portion of Lot 394 Bishop Road requires a further detailed design of the potential drainage catchment area required. The LWMS indicates that the UWMP should determine the final area of development to the east of the existing open drain. Prescribing the area as 'drainage' on the structure plan will restrict development with modifications required to the structure plan at a later date. It is proposed that the structure plan earmark the area for commercial development subject to a UWMP. The UWMP will then be utilised to inform the Development Application over this portion of land.</p> <p>RAV4/RAV 7 NETWORK The Structure Plan indicates that the largest vehicle able to access the West Mundijong area would be a RAV 4 vehicle.</p> <p>The Perth Freight Transport Network Plan identifies Perth's principal road freight network development priorities over the next two decades and beyond. The extension of the Tonkin Hwy from its current termination at Thomas Road, through to the South Western Hwy, is intended to couple with main roads extension of the Tonkin to the North (which will like up with the new Perth Darwin National Hwy). The intent of these projects is to ultimately create an outer bypass for Heavy Vehicles. The Tonkin Hwy will be upgraded to RAV 7 status to ensure consistent access from Reid Hwy to</p>	<p>to accommodate RAV7 size and configuration needs.</p> <p>LOT SIZES Shire officers outlined that under the Shire's Draft Local Planning Scheme No.3 which was approved by Council in June, Schedule 4 – Additional Site and Development Requirements outlines the following provision for both Industry – Light/General. '<i>Subdivision of land in the Light Industry zone shall be supported by local government to a minimum lot size of 2,000m²</i>' and '<i>Subdivision of land in the General Industry zone shall be supported by local government to a minimum lot size of 2,000m²</i>'</p>	<p>Shire officers to add a notation to the Structure Plan Map and Modify Part 1 of the Structure Plan document as follows:</p> <p><i>The local government will require all development proposals to be accompanied by detailed reports prepared by suitably qualified consultants, demonstrating that proposed industrial development will not result in unacceptable levels of amenity impact on pre-existing sensitive development within the area.</i></p> <p>1. <i>an existing sensitive premise will not be subject to</i></p>

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		<p>the north to Mundijong Rd in the south. In addition, Mundijong Road will be upgraded between 'Fremantle Rockingham Controlled Access Highway' and the future extension of Tonkin Hwy. This upgrade will be to Accommodate RAV 7 vehicles.</p> <p>Given the two main roads which will provide the main transport link to the West Mundijong area (Tonkin Hwy and Mundijong Road) will be of a RAV 7 standard, it then follows that the main industrial precinct in this vicinity should also be planned to accommodate RAV 7 vehicles. Whilst only currently RAV 4 vehicles can enter this precinct, it would show good foresight to anticipate RAV 7 vehicles accessing this area.</p> <p>Further, to ensure that adequate road construction occurs and to plan for the location of relevant land uses, the structure plan should adequately prescribe a road network plan for the roads within and adjoining the structure plan area. The network plan should outline how to provide for RAV 7 vehicles within the development and include: identification of RAV 7 roads within the structure plan area, outline the required upgrades to relevant intersections, likely entry and exit routes into the industrial estate for RAV 7 vehicles and likely upgrades required to the surrounding road network.</p> <p>LOT SIZES Phase 1 lot sizes are considered to be adequate given the initial proposed uses for the structure plan area and the onsite water and sewerage requirements. Once water and sewer become available to the West Mundijong Industrial Precinct, the development will move to phase 2 which will accommodate smaller lot sizes down to 4000m² as per the draft structure plan.</p>		<p><i>unacceptable amenity impacts, or</i> 2. <i>that all potential amenity impacts can be mitigated against through design and operation of the development.</i></p>

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		Industrial developments in Pinjarra and Forrestdale permit light industrial development down to 2,000m². The Mundaring industrial estate indicates lots down to 1000m². These developments are similar to the West Mundijong Industrial Precinct due to their outlying nature. Whilst we agree lot sizes down to 1000m² may not be appropriate for this industrial precinct, we would advocate that future landholders may not require the full 4000m² minimum currently proposed. The purchase price and development requirements of a 4000m² allotment may deter some business from investing in this precinct. Minimum lot sizes of 2000m² provides flexibility to future landholders during phase 2.								
Peet IN21/1865	15.	<p>Address of Property Affected by Proposal: Lot 5 Bishop Road, Mundijong (Lot 5 on Plan 401591)</p> <p>Submission:</p> <ol style="list-style-type: none">1. Peet is concerned that the LSP Land Ownership Table fails to acknowledge Lot 5 as being within the LSP area, and that as a result Peet Mundijong has not been consulted with in regard to the progression of this LSP.2. The LSP identifies road reservation widths that are inconsistent with the road reservation widths being funded by the DCP: <table><tr><th>Road</th><th>LSP road reserve width</th><th>DCP road reserve width</th></tr><tr><td>Kargotich Road</td><td>29.7m</td><td>30m</td></tr></table>	Road	LSP road reserve width	DCP road reserve width	Kargotich Road	29.7m	30m	<p>The Shire officers will update the Land Ownership table to include Lot 5 Bishop Road, Mundijong</p> <p>Update Structure Plan road widths to all be outlined as 30m, this includes Kargotich Road, Bishop Road and Mundijong Roads. As per the advertised and council approved DCP Transport Impact Assessment completed by Cardno for the District</p>	<p>Modify road widths for the Structure Plan Area to be consistent with that of the DCP for the West Mundijong Industrial Area approved by council on the 16 November 2020.</p> <p>Modify the minimum lot size from 4000m2 to 2000m2 to be consistent with the Shire's Draft Local Planning Scheme No.3</p>
Road	LSP road reserve width	DCP road reserve width								
Kargotich Road	29.7m	30m								

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		<table><tr><td>Bishop Road</td><td>26.2m</td><td>30m</td></tr><tr><td>Mundijong Road</td><td>36.7m</td><td>40m</td></tr></table> <p>3. The LSP Report incorrectly states that a 30m setback is applied to the Brook similar to the portion of the Brook east of the proposed Tonkin Highway extension.</p> <ul style="list-style-type: none">As part of the structure planning for Sub-Precinct G LSP, the landowners has been required to provide a 50m buffer to the Manjedal Brook and Conservation Category Wetland (CCW) until such time as a biophysical assessment is undertaken to determine the suitability of a reduced buffer (i.e. 30m). The wetland management plan (WMP) prepared in support of the LSP, including other relevant technical reports such as the Environmental Assessment and BMP assume a 50m buffer to the CCW within the LSP area. <p>4. The LSP Map identifies three east-west Multiple Use Corridors (MUC) and two north-south MUCs, however the LSP Report and relevant technical reports fail to acknowledge the centrally located east-west MUC and the easternmost MUC. It is not apparent whether these additional MUCs have been supported by detailed flood modelling or assessed from an environmental and bushfire perspective.</p>	Bishop Road	26.2m	30m	Mundijong Road	36.7m	40m	<p>Structure Plan for Mundijong Whitby.</p> <p>The Wetland Management Report has used a 50m buffer to the wetland. Industrial area setbacks are generally 200m by default.</p> <p>A 50m is considered reasonable, provided water is not discharged directly off the lots into the wetland and the other management strategies are adopted.</p> <p>Not sure exactly which MUC they may be referring to. All of the vegetated east west swales are required. The eastern MUC is not needed from a drainage point of view.</p>	<p>Shire officers to add a notation to the Structure Plan Map and Modify Part 1 of the Structure Plan document as follows:</p> <p><i>The local government will require all development proposals to be accompanied by detailed reports prepared by suitably qualified consultants, demonstrating that proposed industrial development will not result in unacceptable levels of amenity impact on pre-existing sensitive development within the area.</i></p> <p><i>1. an existing sensitive premise will not be subject to unacceptable amenity impacts, or</i></p>
Bishop Road	26.2m	30m								
Mundijong Road	36.7m	40m								

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		<p>5. The preferred and non preferred land uses outlined in Part 1, Clause 9 of the LSP Report for the general industry and light and service industry precincts should be generally consistent with the permitted and discretionary uses as outlined in the existing TPS 2 and Draft LPS 3 for the respective zones.</p> <p>6. Part 1, Clause 8 of the LSP Report states that lot sizes, beyond the dry lot phase, shall not be below 4,000m². This requirement is inconsistent with the development requirements for the Light Industry and General Industry zones as outlined in Schedule 4 of the Draft LPS 3 which states a minimum lot size of 2,000m² applies.</p> <p>7. Consistent with previous submissions made by TBB (on behalf of Peet) on MRS Amendment 1298/41 to rezone the LSP area to 'Industrial', TPS Amendment No. 187 to rezone the LSP area to 'Urban Development' and Draft West Mundijong DSP (2017), the appropriateness of the strip of land between the realigned freight rail and Tonkin Highway extension is questioned.</p>	<p>The exact width of the MUC from a drainage aspect would be the swale plus at least 5m if it adjoins a road (to allow for a small treatment swale).</p> <p>Shire officers outlined that under the Shire's Draft Local Planning Scheme No.3 which was approved by Council in June, Schedule 4 – Additional Site and Development Requirements outlines the following provision for both Industry – Light/General.</p> <p><i>'Subdivision of land in the Light Industry zone shall be supported by local government to a minimum lot size of 2,000m²' and</i></p> <p><i>'Subdivision of land in the General Industry zone</i></p>	<p>2. <i>that all potential amenity impacts can be mitigated against through design and operation of the development.</i></p>

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			<p><i>shall be supported by local government to a minimum lot size of 2,000m²</i></p> <p>We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan</p> <p>The strip of land identified between the proposed extension to Tonkin Highway and the proposed freight rail realignment is considered a buffer and is subject to further planning investigation by Public Transport Authority (PTA) and Main Roads Western Australia (MRWA).</p>	
Harley Dykstra J & K Crossley IN21/2000	16.	<p>Harley Dykstra has been requested to prepare a submission on behalf of Joe and Katherine Crossley owners of Lot 13 Scott Road, Mundijong.</p> <p>Whilst our client is pleased with the advertising of the Draft West Mundijong Structure Plan, they would like to raise the following comments and</p>	<p><u>Scott Road</u></p> <p>Scott Road has been designated for transition over time. However, upon review of</p>	Update Structure Plan map to open up Scott Road and have a staged closure for the lower intensity of phase one subdivision

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		<p>concerns regarding the implications of the Draft Structure Plan as it has been advertised.</p> <p>SCOTT ROAD CLOSURE The Draft Structure Plan indicates that the Scott Road intersection with Kargotich Road will be terminated with Scott Road being diverted to an internal Spine Road that will run east-west south of Scott Road and north of Sparkman Road. This represents a variation from the West Mundijong District Structure Plan completed in 2017.</p> <p>APPENDIX D of the West Mundijong Industrial Area Structure Plan is a Traffic Impact Statement prepared by Cardno. On review of the traffic impact statement, we found no evidence of a recommendation to close the Scott Road intersection with Kargotich Road. Option 1, as considered by the traffic consultant, specifically mentions that under that scenario Scott Road would connect with Kargotich Road. The current design, however, appears to represent a variation not recommended by the traffic consultant on the grounds of safety.</p> <p>Therefore, it appears that there is a desire to reduce the access points onto Kargotich Road and potentially a concern around the distance between the Scott Road intersection with Kargotich Road and with the road proposed to intersect with Kargotich Road approximately 315m to the north of Scott Road. We note, however, that there are examples of 'close' intersections to major roads within other industrial estates without concern. The Forrestdale Business Park, for example, is bounded by Armadale Road to the south and Ranford Road to the east. Armadale Road and Ranford Road both carry higher traffic volumes than Kargotich Road and are likely to continue to do so for the foreseeable future. In this example, Hensbrook Loop and Alex</p>	<p>submissions received, the lower intensity of phase 1 subdivision and development reveals it is safe to remain open.</p> <p><u>RAV Network</u></p> <p>Given the delivery of Tonkin Highway as a freight highway, it is important that the main north south spine road has appropriate intersection treatments with Mundijong Road and Bishop Road to handle anticipated freight traffic sizes and configurations.</p> <p>This may include upgrading certain intersections and routes to accommodate RAV7 size and configuration needs.</p>	<p>proposed road (located to the north of Scott Road).</p>

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		<p>Wood Drive intersect with Armadale Road, with approximately 315m between the two intersections and Alex Wood Drive and Cartwright Drive intersect with Ranford Road with approximately 385m between the two intersections. Given there does not appear to be any safety issues with these busier intersections, it stands to reason that, intersections which provide access to an industrial precinct can be positioned within 400m of each other if appropriately managed.</p> <p>In addition to the above, on the 14th of October 2019, our clients received an approval from the Shire of Serpentine Jarrahdale for the proposed development of the subject site as a 'Logistics Facility' (Application No: PA18/1127). The conditions of this approval required the construction of Scott Road from the 'eastern most cadastral boundary of the subject lot to the intersection of Kargotich Road' (condition F) and the upgrading of the Scott Road/Kargotich Road intersection (condition G). The construction of Scott Road is required prior to the occupation of the development.</p> <p>There appears to be a conflict between the two positions held by the Shire. It is considered impractical for the owners of Lot 13 to construct Scott Road, as per the conditions of their Development Approval, only for this road to be closed by the requirements of the structure plan. The following solutions are considered to be available to the Shire and have been listed in order of client preference:</p> <p>OPTION 1 Scott Road and its existing intersection with Kargotich Road shown on the structure plan in its current position with no termination or diversion required. The existing Development Approval condition requirements including the requirement to construct Scott Road and upgrade the Scott Road/Kargotich</p>		

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		<p>Road intersection, are maintained. This option would ensure that, once developed, the subject lot (Lot 13 Scott Road), would continue to have good access to the surrounding road network. There appears to be no safety concerns from a traffic management point of view for Scott Road to intersect with Kargotich Road as noted above.</p> <p>OPTION 2 Amend the current development approval over the subject lot, to permit direct access from Kargotich Road. This would not require our client to construct Scott Road or upgrade its intersection with Kargotich Road.</p> <p>RAV4 The Structure Plan indicates that the largest vehicle able to access the West Mundijong area would be a RAV 4 vehicle.</p> <p>The Perth Freight Transport Network Plan identifies Perth's principal road freight network development priorities over the next two decades and beyond. The extension of the Tonkin Hwy, from its current termination at Thomas Road through to the South Western Hwy, is intended to couple with main roads' extension of the Tonkin to the North (which will connect with the new Perth-Darwin National Hwy). The intent of these projects is to ultimately create an outer bypass for Heavy Vehicles. Tonkin Hwy will be upgraded to RAV 7 status to ensure consistent access from Reid Hwy, to the north, to Mundijong Rd in the south. In addition, Mundijong Road will be upgraded between the 'Fremantle Rockingham Controlled Access Highway' and the future extension of Tonkin Hwy. This upgrade will be to Accommodate RAV 7 vehicles.</p>		

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		<p>Given that both Mundijong Road and Tonkin Highway, being the key transport links to the West Mundijong area will be of a RAV 7 standard, it then follows that the main industrial precinct in this vicinity should also be planned to accommodate RAV 7 vehicles. Whilst only RAV 4 vehicles can currently enter this precinct, it would seem appropriate to anticipate RAV 7 vehicles accessing this area, and then plan for that through this Structure Plan.</p> <p>Accordingly, to ensure that adequate road construction occurs and in order that the relevant vehicles can access Lot 13 Scott Road, the structure plan should adequately prescribe a road network plan for the roads within and adjoining the structure plan area. The network plan should outline how to provide for RAV 7 vehicles within the development and include:</p> <ul style="list-style-type: none"> • identification of RAV 7 roads within the structure plan area; • outline the required upgrades to relevant intersections; • specify entry and exit routes into the industrial estate for RAV 7 vehicles; and • stipulate upgrades required to the surrounding road network. <p>This submission has been prepared on behalf of our client Joe and Katherine Crossley. Please feel free to contact myself either by phone or email to discuss the matter further. Given the structure plan has a direct impact on our clients' development application, we propose a meeting be held with ourselves and the Shire to adequately resolve the above-mentioned concerns.</p>		
Planning Solutions on behalf of Nino Gangemi	17.	Planning Solutions acts on behalf of Nino Gangemi, the owner of Lot 51 (1164) and Lot 56 Kargotich Road and Lots 53 and 54 Gangemi Road, Oldbury (subject site).	All future development within the West Mundijong Industrial	

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		<p>Thank you for the opportunity to review and comment on the Shire of Serpentine Jarrahdale's draft West Mundijong Industrial Area Structure Plan (Structure Plan). On behalf of our client, we support the proposed Structure Plan subject to the following minor modifications being incorporated:</p> <ol style="list-style-type: none"> 1. Section 10 in Part 1 of the draft Structure Plan text to include a reference to the presence of sensitive land uses located outside the Structure Plan area, including the existing houses located on the western side of Kargotich Road (which will be directly impacted by new industrial development within the Structure Plan area), and how any new development in the Structure Plan area must respond to the sensitive land uses on land surrounding the Structure Plan area. 2. Draft Structure Plan Map annotation on land to the north and west of the Structure Plan area to be changed from 'Rural' to 'Rural Future Investigation', in accordance with the City's Local Planning Strategy designation and Structure Plan text. We refer section 1.6 in Part 2 of the draft Structure Plan, point 11 in the list Strategies, which <i>identifies the land in a 1km buffer north and west of the West Mundijong Industrial Area as 'Rural Enterprise Investigation'</i>. <p>The proposed modifications to the draft Structure plan are considered appropriate for the following reasons:</p> <ul style="list-style-type: none"> - It would be inconsistent with orderly and proper planning to introduce industrial land uses to an area that will have a direct impact on the existing sensitive land uses in the locality, without these matters being suitably addressed in the applicable Structure Plan. 	<p>Structure Plan will go through case by case assessment from the Shire. If the future potential site is in the presence of a sensitive land use located outside of the area a noise, dust, odour (not limited too and depending on what the impacts are) assessments will be undertaken and required management measures will be implemented to ensure amenity is not lost for the specific sensitive land use.</p> <p>The council resolution on the for the Special Council Meeting on the 22nd June 2020 outlined the following modification for the Local Planning Strategy <i>'which identifies the land in a 1km buffer north and west of the</i></p>	

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		<p>- Modifying the annotations on the draft Structure Plan Map will ensure the proposed Structure Plan is consistent with the Shire's current and future planning framework.</p> <p>In conclusion, including a reference to the presence of sensitive land uses in proximity to the Structure Plan area will ensure the Structure Plan is consistent with orderly and proper planning. In addition, amending the annotation on the Structure Plan Map from 'Rural' to 'Rural Future Investigation' will ensure the Structure Plan is consistent with the Shire's current planning framework.</p> <p>We consider the draft Structure Plan should be approved subject to the above proposed modifications.</p>	<p><i>West Mundijong Industrial Area as 'Rural Enterprise Investigation'</i></p> <p>Shire officers confirm that this is outside of the West Mundijong Structure Plan area and should not be annotated on the map.</p> <p>We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.</p>	
Land Owners				
Margaret Cala IN21/1273	18.	<p>My comments are as follows:</p> <p>1. The Draft Structure Plan shows the 1000m Boundary from the Industrial Core – to the North, West and South. Why does this boundary not extend to the East of the Tonkin Hwy – particularly as it would appear to take in properties to the East of Taylor Road which may be affected.</p>	<p>1. The Tonkin Highway will provide a large buffer to the Mundijong Urban area, and the reason to why the boundary has not been identified on the Draft Structure Plan.</p> <p>2. The maps only refer to the Structure Plan area</p>	<p>5. The following comments were taken from the Workshop with Main Roads WA for the Tonkin Highway and the Freight Rail Re-alignment for the West Mundijong</p>

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		<p>2. Most of the maps contained within the Report stop at Mundijong Road. Why, when the proposed Freight Rail realignment directly impacts on residences in Mardell North of Randell Road & South of Mundijong Road.</p> <p>3. Given the Shire's most recent revelation regarding its plans for the Webb Reserve, why is this not included in the Structure Plan; and the Buffer zone extended. In fact, why was this not placed within the West Mundijong Industrial Area which would have been more appropriate.</p> <p>4. Section 1.10 (Planning Background) Bullet Point No. 3 – available Industrial land (and surrounding land for associated Industrial uses) – does this refer to land within the West Mundijong site, or outside it on other land?</p> <p>5. Section: 3.0 Infrastructure Proposals – identifies the Freight Rail diversion following the Tonkin Hwy. Why is this so, when residents in Mardella have been informed that this route is not preferred and that two other routes are to be investigated – through private properties South of Mundijong Road.</p> <p>6. Section 4. Transport: Figure 23 indicates traffic lights & slip road to be installed at the Kargotich Road/ Mundijong Rd intersection. Does this still apply given the recent installation of a roundabout.</p> <p>7. Section 4. Multipurpose Corridor: suggests possible bridle paths and dual use paths. How will these be accessed by horses, given the area is surrounded by Tonkin Hwy, Bishop Rd, Mundijong, Kargotich Rd and the</p>	<p>for the West Mundijong Industrial Area. Anything further is identified in the Draft District Structure Plan for the entire Mundijong Precinct & Council endorsed Local Planning Strategy.</p> <p>3. The Webb Reserve is not located within the Structure Plan area for the West Mundijong Industrial Area.</p> <p>4. Refers to the Mundijong District Structure Plan, this considers the West Mundijong Industrial Area. Only refers to the West Mundijong site and land zoned industrial under the Shire Scheme maps.</p> <p>5. The Shire will update this map/ text as per the</p>	<p>Industrial Area – Local Structure Plan:</p> <p>The Rail re-alignment project has been separated from the Tonkin due to the more complicated nature of the project and the longer timeframe for acquisitions etc. The differences in the situation between the residents north and south of Mundijong road was noted in discussions.</p> <p>The Public Transport Authority (PTA) is the lead agency when it comes to decision making about the alignment and Arc Infrastructure is the user.</p>

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		<p>proposed Freight Rail line? Where will the horses / riders/ walkers come from?? Will these paths connect with any other such paths?</p>	<p>recent comments from Main Roads WA in relation to the Freight Rail & Tonkin Highway Project.</p> <p>6. Yes, although the detail of this is subject to further investigation and traffic assessment studies. Likely be located at the entrance of the West Mundijong Industrial Area (outlined on the Structure Plan map).</p> <p>7. Subject to further detailed design of the MUC, likely to occur at subdivisions stages of the project.</p>	<p>Concerns were expressed about the length of time since the ideas were first spoken about. The rail re-alignment process was a complicated one that also included decommissioning of the current rail. The acquisitions usually take up to two years.</p> <p>It was agreed that continued communication was critical. All residents to please note the Main Roads WA e-mails and website information for updates on Tonkin highway and continue to engage whenever possible.</p> <p>The plan is to put in a “Planning Control Area” the land</p>

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				<p>required for the rail re-alignment by the end of 2021 although no commitment to this date was possible as officers were not the decision makers.</p> <p>It was acknowledged that the landowners had different situations and this was why continued engagement was important.</p> <p>It was noted that landowners could contact the minister and elected members to make their voices heard.</p> <p>Residents should please remain active and engage with the process.</p>
Ricky Ruiji, Su	19.	Agree with the development structure plan.	Noted - We appreciated your response and time	

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IN21/2322			to review the West Mundijong Industrial Area Structure Plan.	
Lincoln Rowe E20/14097	20.	<ol style="list-style-type: none"> 1. Reference to the 1000mt Boundary from the Industrial core – Why is it not indicated to the east of the Proposed Tonkin Highway extension to highlight impact on the existing town allotments? 2. The Industrial Area while defined has an immediate impact on properties south of Mundijong road associated with the Tonkin highway extension and the proposed rail realignment. What consideration has been planned / proposed for changes to these properties by the council? 3. The Shire of Serpentine Jarrahdale is fortunate to have many competitive advantages and a sound base of existing enterprises that will support future economic growth. Key existing Industries provide current and future opportunity. The Equine Industry and the Agricultural sectors which contribute jobs, approximately 18% of the gross regional product. Their impact not only in employment and associated business and revenue contribution provide a major unique asset to the Shire. These sectors have enabled the Shire to progress by offering a unique and significant point of differentiation. Attracting families, direct and associated business enabling development and a complimentary lifestyle in our environment. 	<p>1. The Tonkin Highway will provide a large buffer to the Mundijong Urban area, and the reason to why the boundary has not been identified on the Draft Structure Plan.</p> <p>2. The following comments were taken from the Workshop with Main Roads WA for the Tonkin Highway and the Freight Rail Re-alignment for the West Mundijong Industrial Area – Local Structure Plan:</p> <p>The Rail re-alignment project has been separated from the Tonkin due to the more complicated nature of the project and the longer</p>	

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		<p>However in the recent years the future for these sectors are being ignored and only “lip service” offered to the residents and business within the shire who wish to further develop and contribute to the growth.</p> <p>With the key focus in the Industrial development being the cornerstone to the future, and with little clear discussion or reference to other existing key growth sectors, confusion and frustration is developing within the residents of the shire.</p>	<p>timeframe for acquisitions etc. The differences in the situation between the residents north and south of Mundijong road was noted in discussions.</p> <p>The Public Transport Authority (PTA) is the lead agency when it comes to decision making about the alignment and Arc Infrastructure is the user.</p> <p>Concerns were expressed about the length of time since the ideas were first spoken about. The rail re-alignment process was a complicated one that also included decommissioning of the current rail. The acquisitions usually take up to two years.</p>	

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			<p>It was agreed that continued communication was critical. All residents to please note the Main Roads WA e-mails and website information for updates on Tonkin highway and continue to engage whenever possible.</p> <p>The plan is to put in a “Planning Control Area” the land required for the rail re-alignment by the end of 2021 although no commitment to this date was possible as officers were not the decision makers.</p> <p>It was acknowledged that the landowners had different situations and this was why continued engagement was important.</p>	

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			<p>It was noted that landowners could contact the minister and elected members to make their voices heard.</p> <p>Residents should please remain active and engage with the process.</p> <p>3. Noted - We appreciated your response and time to review the West Mundijong Industrial Area Structure Plan.</p>	
<p>Leanne Edwards & Ian Snell IN21/3560</p>	<p>21.</p>	<p>We write to express our strong opposition to the proposed future realignment of the Kwinana South Western Freight Rail Line through Mundijong and Mardella.</p> <p>In 2011, the residents of Pure Steel Lane, Mundijong, were invited to attend an information session at the SJ Shire, the purpose of which was inform us of a proposal to rezone our properties from Farmlet to Industrial. Assurances were given by the Shire to the Attendees that we could to continue to use our properties for lifestyle purposes, even if zoned Industrial. We made submissions opposing the rezoning but our voice was not heard and the rezoning to Industrial has been completed.</p>	<p>The following comments were taken from the Workshop with Main Roads WA for the Tonkin Highway and the Freight Rail Re-alignment for the West Mundijong Industrial Area – Local Structure Plan:</p>	

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		<p>In 2012, the residents of Pure Steel Lane, Mundijong, were once again invited to attend an information session at the SJ Shire. During the information session we were informed that a proposal was being made for the realignment of the Kwinana South Western Freight Rail Line through Mundijong and Mardella. We were shown a map of the proposed realignment, where the freight line was located outside the property boundaries on the Eastern side of Pure Steel Lane. We were told that the realignment would not impact our properties. Whilst this was not an ideal situation and we have concerns about noise from the freight line, we were led to believe that we would not be greatly affected by the realignment.</p> <p>We have attended a number of information sessions since 2012. At each one we have been shown revised maps of the proposed Kwinana South Western Freight Rail Line, with the freight line reserve now being located inside four of the properties on the Eastern side of Pure Steel Lane, of which ours is one. We were also advised that the affected properties would be compulsorily acquired in full by the State to accommodate the realignment. This has resulted in our property now having three zonings - Industrial, Rural and Reserve.</p> <p>Our Opposition to the Kwinana South Western Freight Rail Line through Mundijong and Mardella is based on, but not limited to the following:</p> <ul style="list-style-type: none"> - The current proposal will result in the loss of our property, which we purchased for lifestyle purposes. Due to changes in the property market, we are unlikely to be able to afford purchase a similar property moving forward. We have also stopped improving our properties, as such improvements would not add value to our properties. 	<p>The Rail re-alignment project has been separated from the Tonkin due to the more complicated nature of the project and the longer timeframe for acquisitions etc. The differences in the situation between the residents north and south of Mundijong road was noted in discussions.</p> <p>The Public Transport Authority (PTA) is the lead agency when it comes to decision making about the alignment and Arc Infrastructure is the user.</p> <p>Concerns were expressed about the length of time since the ideas were first spoken about. The rail re-alignment process was a</p>	

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		<ul style="list-style-type: none"> - We are being financially disadvantaged in comparison to residents of Pure Steel Lane that are not impacted by the realignment, as the zoning on their properties is solely Industrial, where as we have three different zonings on our property. - The uncertainty as to the timing of the realignment and subsequent compulsorily acquisition of our property is causing us significant stress and anxiety. We have been stuck in limbo since 2012 are unable to make decisions regarding our future because we have not been given any answers. - Members of the two other properties that are impacted by the realignment are in their 70's and they have to keep working, as they have to continue to service mortgages. Their retirement plans to sell and downsize have been put on hold due to the proposed realignment and there is no end in sight. - The costs associated with flyovers and other such infrastructure were the freight line realigned after the Tonkin Highway extension has been completed would be excessive. <p>The proposed realignment of the Kwinana South Western Freight Rail Line through Mundijong and Mardella that was presented to us in 2012, whilst not ideal, at least was outside our property boundary, as it was located closer to the Tonkin Highway extension. We suggest that if the realignment proceeds, you return to that original realignment plan and you leave our property alone.</p> <p>In the event that the proposed Kwinana South Western Freight Rail line through Mundijong and Mardella is finalised in its current position, we request that the relevant Government department approach us and the other affect landowners as soon as possible regarding the acquisition of</p>	<p>complicated one that also included decommissioning of the current rail. The acquisitions usually take up to two years.</p> <p>It was agreed that continued communication was critical. All residents to please note the Main Roads WA e-mails and website information for updates on Tonkin highway and continue to engage whenever possible.</p> <p>The plan is to put in a "Planning Control Area" the land required for the rail re-alignment by the end of 2021 although no commitment to this date was possible as officers were not the decision makers.</p>	

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		<p>our properties. We have been in limbo since 2012 and we need to be allowed to move on.</p> <p>Thank you for your consideration.</p>	<p>It was acknowledged that the landowners had different situations and this was why continued engagement was important.</p> <p>It was noted that landowners could contact the minister and elected members to make their voices heard.</p> <p>Residents should please remain active and engage with the process.</p>	
<p>Terrence & Jillian Atkins</p> <p>IN21/3561</p>	22.	<p>We write to express our strong opposition to the proposed future realignment of the Kwinana South Western Freight Rail Line through Mundijong and Mardella.</p> <p>In 2010 the Serpentine Jarrahdale seeks a meeting with state government over a possible relocation of the freight line to accommodate future intermodal terminal.</p> <p>In 2011 Department of transport engage Worley Parsons to investigate the Feasibility of relocating the rail line immediately west of the proposed Tonkin highway extension as you can see by these dates we have been</p>	<p>The following comments were taken from the Workshop with Main Roads WA for the Tonkin Highway and the Freight Rail Re-alignment for the West Mundijong Industrial Area – Local Structure Plan:</p> <p>The Rail re-alignment project has been</p>	

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		<p>left in limbo for at least 10 years and it is time we should be able to get on with our lives.</p> <p>In 2011, the residents of Pure Steel Lane, Mundijong, were invited to attend an information session at the SJ Shire, the purpose of which was inform us of a proposal to rezone our properties from Farmlet to Industrial. Assurances were given by the Shire to the Attendees that we could continue to use our properties for lifestyle purposes, even if zoned Industrial. We made submissions opposing the rezoning but our voice was not heard and the rezoning to Industrial has been completed.</p> <p>In 2012, the residents of Pure Steel Lane, Mundijong, were once again invited to attend an information session at the SJ Shire. During the information session we were informed that a proposal was being made for the realignment of the Kwinana South Western Freight Rail Line through Mundijong and Mardella. We were shown a map of the proposed realignment, where the freight line was located outside the property boundaries on the Eastern side of Pure Steel Lane. We were told that the realignment would not impact our properties. Whilst this was not an ideal situation and we have concerns about noise from the freight line, we were led to believe that we would not be greatly affected by the realignment.</p> <p>We have attended a number of information sessions since 2012. At each one we have been shown revised maps of the proposed Kwinana South Western Freight Rail Line, with the freight line reserve now being located inside four of the properties on the Eastern side of Pure Steel Lane, of which ours is one. We were also advised that the affected properties</p>	<p>separated from the Tonkin due to the more complicated nature of the project and the longer timeframe for acquisitions etc. The differences in the situation between the residents north and south of Mundijong road was noted in discussions.</p> <p>The Public Transport Authority (PTA) is the lead agency when it comes to decision making about the alignment and Arc Infrastructure is the user.</p> <p>Concerns were expressed about the length of time since the ideas were first spoken about. The rail re-alignment process was a complicated one that also included</p>	

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		<p>would be compulsorily acquired in full by the State to accommodate the realignment. This has resulted in our property now having three zonings - industrial, rural and reserve.</p> <p>Our opposition to the Kwinana South Western Freight Rail Line through Mundijong and Mardella is based on but not limited to the following:</p> <ul style="list-style-type: none"> - The current proposal will result in the loss of our property, which we purchased for lifestyle purposes. Due to changes in the property market, we are unlikely to be able to afford purchase a similar property moving forward. We have also stopped improving our properties, as such improvements would not add value to our properties. - We are being financially disadvantaged in comparison to residents of Pure Steel Lane that are not impacted by the realignment, as the zoning on their properties is solely Industrial, where as we have three different zonings on our property. - The uncertainty as to the timing of the realignment and subsequent compulsorily acquisition of our property is causing us significant stress and anxiety. We have been stuck in limbo since 2011 are unable to make decisions regarding our future because we have not been given any answers. - I am 74 years old and still have to work to pay my mortgage my health is not good. My retirement plans to sell and downsize have been put on hold due to the very slow action being taken towards the proposed realignment and there is no end in sight. - The costs associated with flyovers and other such infrastructure were the freight line realigned after the Tonkin Highway extension has been completed would be excessive 	<p>decommissioning of the current rail. The acquisitions usually take up to two years.</p> <p>It was agreed that continued communication was critical. All residents to please note the Main Roads WA e-mails and website information for updates on Tonkin highway and continue to engage whenever possible.</p> <p>The plan is to put in a "Planning Control Area" the land required for the rail re-alignment by the end of 2021 although no commitment to this date was possible as officers were not the decision makers.</p> <p>It was acknowledged that the landowners had</p>	

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		<p>The proposed realignment of the Kwinana South Western Freight Rail Line through Mundijong and Mardella that was presented to us in 2012, whilst not ideal, at least was outside our property boundary as it was located closer to the Tonkin Highway extension. We suggest that if the realignment proceeds, you return to that original realignment plan that had the freight line and reserve outside our property perimeter and you leave our property alone.</p> <p>In the event that the proposed Kwinana South Western Freight Rail Line through Mundijong and Mardella is finalised in its current format, we request that the relevant Government department approach us and the other affect landowners as soon as possible regarding the acquisition of our properties. We have been in limbo since 2011 and we need to be allowed to move on.</p>	<p>different situations and this was why continued engagement was important.</p> <p>It was noted that landowners could contact the minister and elected members to make their voices heard.</p> <p>Residents should please remain active and engage with the process.</p>	
<p>Susan Downs & Francis Trichet IN21/3376</p>	<p>23.</p>	<p>Our property is fully affected by the planned rail realignment. We would like to ask, are you, as our Shire council, pushing that the State Government & Main Roads to go ahead with the freight rail realignment alongside the Tonkin.</p> <p>The decision to postpone/separate the Freight Rail Realignment has once again left us in limbo indefinitely. We have been waiting for 9 years for a decision on whether this will ever go through, We have attended all meetings to keep up with the progress on the DSP and are pleased that you have finally delivered a workable start to the newly zoned industrial estate. But, having been left off this zoning by WAPC and Main Roads wanting to leave a reserve for the future realignment, we would like to lodge our objection to the postponement/separation of this project. For the past year we have had hope that this nightmare might actually end and</p>	<p>The following comments were taken from the Workshop with Main Roads WA for the Tonkin Highway and the Freight Rail Re-alignment for the West Mundijong Industrial Area – Local Structure Plan:</p> <p>The Rail re-alignment project has been separated from the Tonkin due to the more</p>	

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		<p>now once again we feel we are being left to rot on land we cannot sell, and we have tried. My fiancé will be 70 next month and would dearly love to retire but we have a mortgage to service and cannot do this and survive on one wage and if anything should happen to either of us we cannot even access help from Centrelink as we live on 10 acres and will be told to sell before we can even apply for an aged pension. We have stressed these problems a number of times over the past 9 years both verbally and in submissions to yourselves and the WAPC and we have even written to Minister Safiotti asking for a PCA to be set up on the strip of land set aside for the rail line. Obviously no help from that source.</p> <p>It is getting harder to stay positive and this last setback has been very hard to overcome. Anyone can see that the town would be well serviced by moving the freight rail into an industrial setting and doing it alongside the Tonkin Highway would be the ideal solution. We would like to lodge our Approval of this move if you can actually make it happen and to please give us some hope it might happen before we die.</p>	<p>complicated nature of the project and the longer timeframe for acquisitions etc. The differences in the situation between the residents north and south of Mundijong road was noted in discussions.</p> <p>The Public Transport Authority (PTA) is the lead agency when it comes to decision making about the alignment and Arc Infrastructure is the user.</p> <p>Concerns were expressed about the length of time since the ideas were first spoken about. The rail re-alignment process was a complicated one that also included decommissioning of the current rail. The</p>	

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			<p>acquisitions usually take up to two years.</p> <p>It was agreed that continued communication was critical. All residents to please note the Main Roads WA e-mails and website information for updates on Tonkin highway and continue to engage whenever possible.</p> <p>The plan is to put in a “Planning Control Area” the land required for the rail re-alignment by the end of 2021 although no commitment to this date was possible as officers were not the decision makers.</p> <p>It was acknowledged that the landowners had different situations and this was why continued</p>	


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			<p>engagement was important.</p> <p>It was noted that landowners could contact the minister and elected members to make their voices heard.</p> <p>Residents should please remain active and engage with the process.</p>	
Other				
P. Martin E21/306	24.	Will it be possible/likely that the shire may end up with a piece of reserve land for public purpose in the West Mundijong industrial area? Are there options for how this could be achieved? Or is it not possible at all.	<p>It is a good question re: West Mundijong</p> <p>One of the options we have kept in mind in progressing the current draft structure plan is to explore the possibility of refining the land requirement identified for drainage.</p> <p>Under the current development contribution</p>	

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			<p>plan for the estate, all land for drainage is a shared infrastructure cost, to be given up at the time of future subdivision.</p> <p>at the top end of the estate, we have flared out the multi-use corridor (drainage land) such that there may be some excess residual bound by Bishop Rd, Kargotich Rd and the powerlines.</p> <p>This wouldn't be available in the short or medium term, and arguably would require a degree of support from State Government to being a little flexible with re-purposing the land.</p> <p>Usually we would need to wait some extended time to pass before</p>	

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			<p>exploring this kind of adjustment.</p>  <p><i>[Comments supplied by A. Trosic, 29 December 2020, email]</i></p>	