


West Mundijong Industrial Area – Structure Plan (LSP) – PA20/1197

Schedule of Modifications

| No. | Section | Modification | Justification |
|------------|---|--|---|
| 1 | Various | <i>Update the Local Water Management Strategy as per discussions with the Department of Water and Environmental Regulations and Water Corporation, and their submissions</i> | Modify the Local Water Management Strategy to include all changes and requests from DWER and Water Corporation. |
| 2 | Various | <i>Update the Transport Impact Assessment to meet Main Roads Western Australia (MRWA) Transport impact Assessment Guidelines</i> | Modify the Transport Impact Assessment provided to Main Roads to meet the guidelines set out by Main Roads. |
| 3 | Subdivision Concept Plan – Figure 29 Structure Plan Document Part 2 & Local Water Management Strategy – Appendix C | <i>Update the Subdivision Concept Plan to ensure adequate separation between drainage infrastructure and onsite effluent disposal in accordance with the Government Sewerage Policy</i> | Modify the subdivision concept plan as per the ‘Government Sewerage Policy 2019’ - Section 5.2.2 Separation from water Resources . The LWMS outlines the significant waterways and or wetlands within the West Mundijong Industrial Area Structure Plan. |
| 4 | Scott Road | <i>Identify that Scott Road can remain open, and its future intersection with Kargotich Road to be reviewed as part of transition to more intensive industrial subdivision and land use.</i> | 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. |
| 5 | North south spine road | <i>To provide for appropriate freight traffic intersection design for the north south spine road and Bishop Road, and north south spine road and Mundijong Road.</i> | 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. |
| 6 | Legend for Service Commercial | <i>Update the legend on the Structure Plan Map to label Service Commercial</i> | This was omitted in error. |
| 7 | Preferred land uses for the different | <i>Update preferred land uses for the different precincts as follows: General Industry:</i> | This responds to helping encourage preferred land use outcomes, that will be guided for the different |

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| | precinct | <p><i>Meat processing</i> <i>Fuel depot</i> <i>Industry</i> <i>Trade Supplies</i> <i>Transport Depot</i> <i>Warehouse/ Storage</i> <i>Resource Recovery</i> <i>Centre</i> <i>General Industry</i> <i>Renewable energy facility</i> <i>Telecommunications infrastructure</i></p> <p><i>Light Industry:</i> <i>Industry – Light</i> <i>Industry Service</i> <i>Motor Vehicle, boat or caravan sales</i> <i>Motor Vehicle Repair</i> <i>Trade Display</i> <i>Trade Supplies</i> <i>Warehouse/Storage</i> <i>Educational Establishment</i> <i>Garden Centre</i> <i>Motor vehicle wash</i> <i>Telecommunications infrastructure</i></p> <p><i>Service Commercial:</i> <i>Bulky Goods Showroom</i> <i>Industry – Light</i> <i>Industry Service</i> <i>Motor Vehicle, boat or caravan sales</i> <i>Service Station</i></p> | precincts of the Structure Plan. |

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| | | <p><i>Educational Establishment</i> <i>Garden Centre</i> <i>Motor vehicle wash</i></p> | |
| 8 | Hatching for the northwest corner of Structure Plan area | <p>Add hatching 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>To ensure the Structure Plan map reflects that the northwest corner should be subject to further drainage design to determine the final width of the MUC</p> |
| 9 | Stage 2 intensive subdivision | <p>A minimum lot size of 2000sqm to reflect the new Local Planning Scheme</p> | <p>This will ensure that Phase 2 intensive industrial subdivision, among specified requirements, also has a lot size of a minimum 2000sqm</p> |
| 10 | MUC | <p>Final width and configuration layout of MUCs to be informed by precinct based Urban Water Management Plans</p> | <p>This ensures detailed design occurs at the most detailed phase of subdivision and development</p> |
| 11 | Transition | <p>Add a notation to the Structure Plan Map and modify Part 1 of the Structure Plan document as follows:</p> <p>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. The detailed reports must demonstrate either that:</p> <ol style="list-style-type: none"> 1. an existing sensitive premise will not be subject to unacceptable amenity impacts, or <p>that all potential amenity impacts can be mitigated against through design and operation of the development.</p> | <p>While there remain sensitive premises within the precinct, it is important to ensure these have levels of amenity protected and that such matters of amenity are addressed by industrial proposals. This is particularly relevant to noise, dust, traffic and odour.</p> |