

**Schedule of Modifications**  
**Amendment to Local Planning Scheme No. 3 – Scheme Amendment No 7**  
**Responsible Business Unit: Strategic Planning**                      **Advertising Date: 23 Jan 2025 to 25 Mar 2025**

**Table of Recommended Modifications**

<b>Ref #</b>	<b>DCA</b>	<b>Item</b>	<b>Submissions/issues</b>	<b>Proposed Modifications</b>
1	DCA3 (Administrational)	Adams St/Cockram St NOS and G1 North PS NOS	Remove references to SUA as this is not yet in place.	<ul style="list-style-type: none"> <li>Replace <i>“Improvements for a single playing field with a minimum dimension of 205m x 175m with costs shared with the Department of Education.”</i> with <i>“Improvements for a single playing field with a minimum dimension of 205m x 175m.”</i></li> </ul>
2	DCA4 (Administrational)	The Glades Community Centre	Reference to building size to be included consistent with other infrastructure items.	<ul style="list-style-type: none"> <li>Replace <i>“The Glades District Community Facility – Building Including.”</i> with <i>“The Glades District Community Facility – Building: A Community Centre being a single storey building with an estimated total floor area of 920m<sup>2</sup>. Including.”</i></li> </ul>
3	DCA4 (Administrational)	Keirnan Park DSS	Report and report costs include parking, however is not listed in the Amendment.	<ul style="list-style-type: none"> <li>Insert bullet point for <i>“Parking”</i> into Keirnan Park DSS scope.</li> </ul>
4	DCA All (Administrational)	Item naming conventions	Item names are inconsistent between the DCP Report and the Amendment, and reflect latest advice/how they are typically referred to and reported on within the system.	<p><b>DCA1:</b></p> <ul style="list-style-type: none"> <li>Replace “Byford Central District Open Space Improvements” with “Byford Central DOS”</li> <li>Replace “West Byford Primary School/Kalimna District Open Space Improvements” with “Kalimna DOS”</li> <li>Replace “The Glades District Open Space Improvements” with “The Glades DOS”</li> <li>Replace “Orton Road District Open Space Improvements and REW” with “Orton Road DOS &amp; REW”.</li> </ul> <p><b>DCA3:</b></p> <ul style="list-style-type: none"> <li>Replace “Kiernan Park Stage 1A District Sporting Space” with “Keirnan Park DSS”</li> </ul>

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				<ul style="list-style-type: none"> <li>• Replace “Adams St / Cockram St Primary School Neighbourhood Open Space” with “Adams/Cockram St NOS”</li> <li>• Replace “G1 North Primary School Neighbourhood Open Space” with “G1 North NOS”</li> <li>• Replace “Town Centre Distributor Road (Whitby New Road)” with “Goodwood Boulevard”.</li> </ul> <p><b>DCA4:</b></p> <ul style="list-style-type: none"> <li>• Replace “Byford Library &amp; Multi-Agency Service Centre” with “Byford Library”</li> <li>• Replace “Orton Road District Sport Space” with “Orton Road DOS”</li> <li>• Replace “Cardup Brook Themed Playground” with “Cardup Brook Playground”</li> <li>• Replace “Lindt Street Themed Playground” with “Lindt Street Playground”</li> <li>• Replace “The Glades District Community Facility” with “The Glades Community Centre”</li> <li>• Replace “Themed Playground – Dog Park.” With Mundijong Dog Park</li> <li>• Replace “Whitby Themed Playground” with “Whitby Playground”</li> <li>• Replace “Keirnan Park District Sporting Space” with “Keirnan Park DSS”</li> <li>• Replace “Keirnan Park BMX Regional facility” with Keirnan Park BMX Facility”.</li> </ul>
5	DCA All (Administrational)	Road construction scope line items	Streetscaping elements such as trees, landscaping and decorative verge treatments are specifically excluded from the DCP scope, as their inclusion cannot be directly linked to demand from new population growth. While	<p>For each road infrastructure item, replace:</p> <ul style="list-style-type: none"> <li>• Complete road construction to a (eg) Liveable Neighbourhoods Neighbourhood Connector A standard, including intersection treatments and traffic control devices as required.”</li> <li>• Land required that is in excess of a standard 20m reserve, to achieve a 30-metre-wide road reserve</li> </ul>

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			<p><i>Liveable Neighbourhoods</i> includes street trees in standard road designs, the DCP funds only the base road infrastructure necessary for traffic function, drainage and access.</p> <p>The DCP report highlights this and it has been the practice to date, however the current standard scope item relating to road construction standard is misleading.</p> <p>Specific intersections and their treatments are only detailed in the DCP report (to maintain flexibility as planning progresses) and the DCP Report notes that subdivisional level intersections are not included in the DCP. The current scope item should be clearer about the <i>type</i> of intersections included.</p> <p>Further to the above, and as noted in the summary of submissions #11, the inclusion of road widths in the Amendment can be problematic, as there is the potential for existing LSPs and Subdivision Approvals, and other (yet unknown) site constraints, to require variance to the width in certain sections. It's therefore requested that the specifics of the width be contained in the DCP report but not specified in the Amendment.</p> <p>Recommend standardization of all standard road scope. For comparison, see below:</p>	<p>and where necessary to accommodate channelization and/or roundabout construction at intersections.</p> <ul style="list-style-type: none"> <li>• Earthworks for the whole road reserve.</li> <li>• Associated drainage works including water sensitive urban design measures.</li> <li>• Shared paths.</li> <li>• Utility removal, relocation, and insertion.</li> <li>• Associated costs including design, management, and Shire internal costs.</li> </ul> <p>With:</p> <ul style="list-style-type: none"> <li>• Construction to the base-level Liveable Neighbourhoods standard for the road category identified in the project title, excluding streetscaping and decorative treatments.</li> <li>• Intersection treatments, traffic control devices and land required to accommodate such, excluding those required solely as part of subdivisional development.</li> <li>• Land required over and above a standard 20m road reserve, based on road alignments and reserve requirements identified in the approved District Structure Plan, Local Structure Plans, subdivision approvals, and advice from Main Roads WA.</li> <li>• Earthworks and associated drainage work, including water sensitive urban design measures.</li> <li>• Shared paths.</li> <li>• Utility relocation, removal, and installation.</li> <li>• Associated project costs, including design, project management, and Shire internal costs.</li> </ul> <p><b>If the above wholesale changes are not supported, instead for DCA3:</b></p>
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			<p><b><u>EG. Project Title (Liveable Neighbourhoods road category) between Road A and Road B.</u></b></p> <table border="1" data-bbox="840 424 1317 1393"> <thead> <tr> <th data-bbox="840 424 1086 526">Current (alternations highlighted)</th> <th data-bbox="1086 424 1317 526">Proposed Replacement</th> </tr> </thead> <tbody> <tr> <td data-bbox="840 526 1086 1249"> <p>Complete road construction to a Liveable Neighbourhoods <del>Neighbourhood Connector A</del> standard, including intersection treatments and traffic control devices as required.</p> </td> <td data-bbox="1086 526 1317 919"> <p>Construction to the <b>base-level Liveable Neighbourhoods</b> standard for the road category identified in the project title, <b>excluding streetscaping and decorative treatments.</b></p> </td> </tr> <tr> <td data-bbox="840 919 1086 1249"></td> <td data-bbox="1086 919 1317 1249"> <p>Intersection treatments, traffic control devices <b>and land required to accommodate such, excluding those required solely as part of subdivisional development.</b></p> </td> </tr> <tr> <td data-bbox="840 1249 1086 1393"> <p>Land required that is in excess of a standard 20m reserve, <del>to</del></p> </td> <td data-bbox="1086 1249 1317 1393"> <p>Land required over and above a standard 20m road reserve,</p> </td> </tr> </tbody> </table>	Current (alternations highlighted)	Proposed Replacement	<p>Complete road construction to a Liveable Neighbourhoods <del>Neighbourhood Connector A</del> standard, including intersection treatments and traffic control devices as required.</p>	<p>Construction to the <b>base-level Liveable Neighbourhoods</b> standard for the road category identified in the project title, <b>excluding streetscaping and decorative treatments.</b></p>		<p>Intersection treatments, traffic control devices <b>and land required to accommodate such, excluding those required solely as part of subdivisional development.</b></p>	<p>Land required that is in excess of a standard 20m reserve, <del>to</del></p>	<p>Land required over and above a standard 20m road reserve,</p>	<p>Taylor Road/Adams Street: remove bullet point “Traffic control devices including one set of traffic lights and one roundabout.” and replace with “Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required.”</p> <p>Bishop Road East: remove bullet point “Traffic control devices including one set of traffic lights and one roundabout.” and replace with “Complete road construction to a Liveable Neighbourhoods Integrator B standard, including intersection treatments and traffic control devices as required.”</p>
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			<p>achieve a 30-metre-wide road reserve and where necessary to accommodate channelization and/or roundabout construction at intersections.</p>	<p>based on road alignments and reserve requirements identified in the approved District Structure Plan, Local Structure Plans, subdivision approvals, and advice from Main Roads WA.</p>	
			<p>Earthworks for the whole road reserve.</p>	<p>Earthworks and associated drainage work, including water sensitive urban design measures.</p>	
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			<p>Shared paths.</p>	<p>Shared paths.</p>	
			<p>Utility removal, relocation, and insertion.</p>	<p>Utility relocation, removal, and installation.</p>	
			<p>Associated costs including design, management, and Shire internal costs.</p>	<p>Associated project costs, including design, project management, and Shire internal costs.</p>	

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6	DCA All (Administrational)	Infrastructure timing and priority	<p>To be updated to reflect latest planning advice and the date of the latest Amendment.</p> <p>Noting that due to the requirement to report on infrastructure progress as compared to the Amendment timeline, and that the majority of road projects are staged throughout the life of the DCP, the timeline reflects completion dates for the full scope of each item.</p> <p>For example, whilst most of Orton Road is a priority, completion is reliant on the at grade crossing to South Western Highway, which will likely occur in 2045.</p>	<p>Update the timeline/priority tables as follows:</p> <p><b>DCA1:</b></p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Item Name</th> <th style="text-align: left;">Timeline</th> </tr> </thead> <tbody> <tr> <td>Kalimna DOS</td> <td>Completed</td> </tr> <tr> <td>Thomas Road</td> <td>Completed</td> </tr> <tr> <td>Sansimeon Boulevard</td> <td>Completed</td> </tr> <tr> <td>Kardan Boulevard</td> <td>Completed</td> </tr> <tr> <td>Byford Central DOS</td> <td>Completed</td> </tr> <tr> <td>Abernethy Road</td> <td>Completed</td> </tr> <tr> <td>Indigo Parkway</td> <td rowspan="4" style="text-align: center;">Short Term 2025-2030</td> </tr> <tr> <td>The Glades DOS</td> </tr> <tr> <td>Orton Road DOS &amp; REW</td> </tr> <tr> <td>Doley Road</td> </tr> <tr> <td>Warrington Road</td> <td rowspan="2" style="text-align: center;">Medium Term 2031-2034</td> </tr> <tr> <td>Orton Road</td> </tr> </tbody> </table> <p><b>DCA2:</b></p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Item Name</th> <th style="text-align: left;">Timeline</th> </tr> </thead> <tbody> <tr> <td>Kargotich Road</td> <td>Short Term 2025-2030</td> </tr> <tr> <td>North South Spine Road</td> <td>Medium Term 2031-2035</td> </tr> <tr> <td>Bishop Road West</td> <td rowspan="2" style="text-align: center;">Long Term 2036-2038</td> </tr> <tr> <td>Mundijong Road West</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li>• Replace priority item “1. Bishop Road (West)” with “1. Kargotich Road”.</li> </ul>	Item Name	Timeline	Kalimna DOS	Completed	Thomas Road	Completed	Sansimeon Boulevard	Completed	Kardan Boulevard	Completed	Byford Central DOS	Completed	Abernethy Road	Completed	Indigo Parkway	Short Term 2025-2030	The Glades DOS	Orton Road DOS & REW	Doley Road	Warrington Road	Medium Term 2031-2034	Orton Road	Item Name	Timeline	Kargotich Road	Short Term 2025-2030	North South Spine Road	Medium Term 2031-2035	Bishop Road West	Long Term 2036-2038	Mundijong Road West
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				<ul style="list-style-type: none"> <li>Replace priority item “2. Kiernan Park BMX relocation with “2. Keirnan Park BMX Facility”.</li> </ul>
7	DCA3 (Scope)	Goodwood Boulevard and Skyline Boulevard items	<p><u>Goodwood Boulevard and Skyline Boulevard (Mundijong-Whitby Urban DCP)</u></p> <p>Goodwood Boulevard (formerly “Whitby New Road”) is currently identified in the DCP between Taylor Road and South Western Highway. The western connection is reliant on an at-grade crossing of the rail infrastructure running parallel to Soldiers Road (eastern side), for which delivery timing remains uncertain and may extend beyond the lifespan of the DCP. Specifically, the DCP currently states in respect of the at grade crossing of the rail by the Whitby new road that:</p> <p><i>“Note: The construction of the at-grade crossing is subject to agreement between the Road Manager and Rail Infrastructure Manager. The Local Government is responsible to manage communications between all stakeholders, obtain the required approvals and arrange for an Australian Level Crossing Assessment Model (ALCAM) Report and a Rail Safety Report to be undertaken.”</i></p>	<ul style="list-style-type: none"> <li>Replace “<b>Town Centre Distributor Road (Whitby New Road) (Integrator B)</b> construction between Taylor Road and South Western Highway:” with “<b>Goodwood Boulevard: Integrator B</b> between Taylor Road and Boranup Road”.</li> <li>Replace “<b>Skyline Boulevard (Neighbourhood Connector A)</b> construction between Town Centre Distributor Road (Whitby New Road) and Tinspar Avenue:” with “<b>Skyline Boulevard: Neighbourhood Connector A</b> between Norman Road and Tinspar Avenue</li> </ul>



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			<p><i>Construction of the at-grade crossing should not be considered <u>prior to the freight rail being realigned away from the Mundijong Urban area</u>. In the event that an at-grade rail crossing is not approved, the local government is to apply any funds already collected to an approved alternate crossing or if no crossing is approved any collected funds shall be applied to the Town Centre Distributor Road item generally or other items in the DCP.</i></p> <p>With the timing of the freight rail deviation being unknown, there is no specific timeframe possible as to the Whitby new road delivered at grade.</p> <p>Further to this, recent advice from Main Roads WA indicates that the proposed eastern connection to South Western Highway will require longer-than-anticipated acceleration and deceleration lanes due to the design speed. These requirements, combined with the need for further detailed planning and interagency consultation, present significant uncertainty in terms of cost, timing, and feasibility within the current DCP timeframe, with the intersection treatment also in question which would place it at a significantly larger cost. The anticipated changes to the intersection design, road geometry, and associated land acquisition will</p>	
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			<p>increase the overall DCP costs beyond those currently included.</p> <p>As a result of the planning constraints, the connection is unlikely to be delivered within the DCP horizon and cannot reliably function as a strategic east-west link or emergency escape route for the Whitby Estate in the short to medium term. In response, the developer has shifted focus to a north-south movement strategy within the estate. This prioritises the extension of Skyline Boulevard to Norman Road, as reflected in the Mundijong District Structure Plan (2023). The extension will provide improved connectivity and emergency access for the Whitby community and is considered the more deliverable and effective strategic route.</p> <p>Following consultation with the developer and a preliminary (high level) cost impact assessment, it is recommended that the eastern extent of Goodwood Boulevard be reduced by approximately 700 metres (the extent of the currently approved subdivision in that area), omitting the intersection with South Western Highway and associated upgrades at this time. The funds associated with this section are proposed to be reallocated to support the delivery of the Skyline Boulevard</p>	
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			<p>extension. This adjustment is expected to be cost-neutral to the DCP and will enable critical infrastructure to proceed without increasing per-lot contribution rates.</p> <p>Although this modification was not explicitly included in the advertised version of Amendment 7, both infrastructure items are already included in the existing DCP, and the proposed changes relate to scope adjustments rather than new inclusions. In accordance with Regulation 46(1) of the Planning and Development (Local Planning Schemes) Regulations 2015, the Minister may direct that modifications to a complex amendment be advertised only where they are considered significant and warrant further public consultation. In the absence of such a direction, the Minister may proceed to approve the amendment with modifications not previously advertised. The Shire submits that:</p> <ul style="list-style-type: none"> <li>• The proposed modifications do not materially alter the intent of Amendment 7.</li> <li>• Stakeholder engagement has demonstrated broad support for the amendment objectives.</li> <li>• Further advertising would unnecessarily delay the delivery</li> </ul>	
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			<p>of essential infrastructure without offering meaningful additional benefit to the community or decision-making process.</p> <p>Please see the below map highlighting the modified scope areas in red.</p>	
<p>8</p>	<p>DCA3 (Administrational)</p>		<p>To align road categories with the latest Mundijong DSP</p>	<p>Replace “Taylor Road/Adams Street (Integrator B) upgrade between Bishop Road and Mundijong Road” with “Taylor Road/Adams Street: Integrator A between Bishop Road and Goodwood Boulevard and Integrator B between Goodwood Boulevard and Mundijong Road.”</p> <p>Replace “North South Road (Integrator B) construction</p>

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				between Watkins Road and Galvin Road:" with "North South Road (Neighbourhood Connector A) construction between Watkins Road and Galvin Road."
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