

NEW SUMMARY OF SUBMISSIONS
Mundijong District Structure Plan
PA18/779

Responsible Business Unit: Strategic Planning

Advertising Date: 21 May 2020 to 31 August 2020

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
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Government Agencies

<p>Water Corporation IN20/17281</p>	<p>1.</p>	<p>The changes and additional detail to the Mundijong DSP with respect to the West Mundijong area are noted. The DCP provisions do not appear to impact directly on, or require changes to the Water Corporation's long term planning for water, sewerage and drainage for the Byford area. However, the industrial area footprint at the far northern end adjacent to Bishop Road intersects with a Water Corporation open drain (Oaklands Branch Drain 'F'). Oaklands 'F' forms part of the broader Mundijong Rural Drainage District. The open drain is located within a 10m wide reserve (Lot 1), which is owned by/vested with the Water Corporation.</p> <p>The West Mundijong DSP and the DCP should include a note that this section of drain and its hydraulic (flooding) requirements will need to be adequately accommodated in its current location and form, or provision made for the developer/s of the area to investigate the feasibility of relocating the drain to an alternative alignment acceptable to the Water Corporation.</p> <p>In this regard, the DWMS and any subsequent, more detailed Local Water Management Strategies for this area will need to determine the hydraulic levels in the drain, overland flow requirements, finished site fill levels, and any additional land required to be set aside in the area to accommodate flooding.</p>	<p>The submission has been considered and the contents noted. The portion of the submission that pertains to the Mundijong Development Contribution Plan is addressed in that Schedule of Submissions.</p> <p>The West Mundijong DSP should include a note that this section of drain and its hydraulic (flooding) requirements will need to be adequately accommodated in its current location and form, or provision made for the developer/s of the area to investigate the feasibility of relocating the drain to an alternative alignment</p>	<p>a. That text be added to the District Structure Plan that requires the District Water Management Strategy (DWMS) and any subsequent, more detailed Local Water Management Strategies for the Mundijong area, including the Oaklands Branch Drain 'F', to determine the hydraulic levels in the drain, overland flow requirements, finished site fill levels, and any additional land required to be set aside in the area to accommodate flooding.</p>
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			acceptable to the Water Corporation.	
<p>Department of Fire and Emergency Services IN20/18410</p>	2.	<p>Given the proposal seeks to rationalise a development contribution area boundary as per your correspondence, which may not be considered an intensification of land use, the application of State of Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) may not be required, in this instance.</p> <p>Please note that the application of SPP 3.7 is ultimately at the discretion of the decision maker.</p> <p>Thank you for providing us with the opportunity to make a submission, DFES has no further comments.</p>	<p>The submission has been considered and the contents noted. Bushfire hazard level assessment will be undertaken at Local Structure Planning stage (as is currently being done) to ensure that development does not result in the intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ.</p>	<p>No modifications required to the Structure plan.</p>

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Department of Transport IN20/18606	3.	<p>The Department of Transport has review the submitted documents and provide the following comments.</p> <ul style="list-style-type: none"> • The submitted TIA indicated that there are traffic issues within the DSP area. The Department recommend that the shire resolve traffic issues prior to finalisation of the DSP which include allocating sufficient safe crossing point and identifying appropriate location for these crossing. • The Department recommend the DSP refer to the endorsed Long Term Cycling Network (LTCN) plan when determining the cycling network for the area. 	<p>The submission has been considered and the contents noted.</p> <p>The traffic network provides a framework that allows for the current and future traffic and cycling networks to be safe and integrated with the surrounding areas.</p> <p>The matters raised will be assessed at Local Structure Planning stage (as is currently being done) to ensure that development does not result in traffic management issues.</p> <p>The Long Term Cycling Network (LTCN) plan will be taken into consideration when determining the cycling network.</p>	<p>No modifications required to the Structure plan.</p>

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Department of Education IN20/19632	4.	<p>Proposed Mundijong District Structure Plan and Development Contribution Plan</p> <p>Thank you for your letter dated 20 May 2020 providing the Department of Education (Department) with the opportunity to comment on the Shire of Serpentine Jarrahdale's (Shire) draft Mundijong District Structure Plan (DSP) and draft Development Contribution Plan (DCP). The Department has reviewed the relevant information in support of the draft documents and wishes to provide the following comments:</p> <p>District Structure Plan</p> <p>1. Section 1.3.2 of Part 2 identifies the relevant State and Regional Planning Frameworks that were considered as part of the preparation of the DSP. The DSP states that the provisions of Western Australian Planning Commission's (WAPC) Development Control Policy 2.4 – School Sites (DC 2.4) were considered in the preparation of the DSP map which identifies the location and number of new schools.</p> <p>Notwithstanding this, the DSP map only identifies a total of eight public primary schools and two public high schools to service approximately 20,477 dwellings. This equates to approximately 2,560 dwellings per primary school site which significantly exceeds the prescribed rate of 1500-1800 dwellings per primary school site.</p> <p>It is noted that the proposed DSP identifies the same number of public school sites as the existing adopted Mundijong/Whitby District Structure Plan despite the existing DSP projecting a significantly lower dwelling projection (11,500 to 15,300 dwellings).</p> <p>It is worth noting that the Draft Operational Policy 2.4 – Planning for school sites (OP 2.4) which will supersede the DC 2.4 is currently being advertised and therefore due consideration needs to be given to the proposed provisions contained in the draft OP 2.4 including the rate of 1500 dwellings per primary school site. Accordingly, the projected dwelling yield would generate the need for at least 13 public primary schools and two to three public secondary schools.</p>	<p>The submission has been considered and the contents noted.</p> <p>1. Officers acknowledge that the current residential densities will in all probability be substantially higher than anticipated when the original Mundijong District Structure Plan was approved in 2010. Perth & Peel @3.5 million requires a significant increase in population requiring a reassessment of the number of schools.</p> <p>2. Officers acknowledge the new State Operation Policy 3.4 and have submitted a response to the Department of Planning, Lands & Heritage in this regard.</p>	<p>a. That additional primary and secondary school locations be specifically identified within the 'Urban Expansion' areas (which are identified as DIA1 and DIA2), based on the feedback provided by the Department of Education and the Department of Planning, Lands and Heritage.</p> <p>b. That all references in this regard be changed from "Joint Use Agreements" (JUA) to "Shared Use Agreements" (SUA).</p>

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		<p>There is no commentary within the DSP to justify the number of public school sites being well below that prescribed by DC 2.4.</p> <p>It is important to note that there is a correlation between the number of residential lots and the need for public school sites. The number of public school sites proposed is unlikely to be able to accommodate for the student and dwelling yields projected for the area. Therefore, it is essential that the number and size of public schools correspond to the student enrolment demand so that it will not adversely impact on the quality of the educational outcome and the orderly and proper planning of the locality.</p> <p>The Department notes that a number of the technical appendices used to inform the preparation of the DSP may be out of date, including the Environmental Study (2009). Given the amount of time that has passed since the study was prepared, it is likely that a number of conclusions and recommendations are no longer relevant or require updating. The Department recommends that a review of each of the appendices be undertaken to determine whether or not a formal update is required. Relevant and up to date information forms an important component of due diligence assessment to determine the suitability of future public school sites. Out of date information may lead to delays and even compromise the ability for the Department to deliver a future school at an agreed location.</p> <p>Subject to the above matters being resolved, the Department must also ensure that future public school sites are not burdened by physical or environmental constraints that would prevent an identified public school site being delivered in the future. Site elements such as topography, wetlands, infrastructure and utility easements, cultural and heritage significance, flora and fauna, environmental buffers, bush fire prone areas and other impediments shall be considered as part of the due diligence assessment when selecting school sites.</p> <p>The Department acknowledges that such matters will be addressed through the future local structure planning stages. Structure plans should address the relevant design requirements of DC 2.4, Liveable Neighbourhoods and draft OP 2.4 and be accompanied by technical appendices which demonstrate the site is suitable for its intended development.</p>		

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<p>Department of Water and Environmental Protection IN20/19555</p>	<p>5.</p>	<p>The Department of Water and Environmental Regulation (Department) supports the development of the district structure plan and scheme amendment as an important overarching planning document that guides future planning and development within the subject area.</p> <p>It is noted there may be challenges securing non potable supply for irrigation within the structure plan area in the future due to reducing groundwater allocations and unfavourable conditions for abstraction.</p> <p>Attachment 1 contains the Department's comments for your consideration, and some recommendations upon addressing issues pertaining to non-potable supply.</p> <p>a) Executive Summary - State and Local planning framework publications are absent - Include the relevant publications and resources for State and Local planning like that detailed within the Byford district structure plan.</p> <p>b) State and Regional Planning Framework - Government Sewerage Policy - This policy has been finalised and is no longer in draft form. Please update reference.</p> <table border="1" data-bbox="533 1123 1494 1251"> <thead> <tr> <th>Page/Section</th> <th>Topic</th> <th>Issue</th> <th>Suggested changes</th> </tr> </thead> <tbody> <tr> <td>Pg 42, section 1.3.2</td> <td>State and Regional Planning Framework</td> <td>Government Sewerage Policy</td> <td>This policy has been finalised and is no longer in draft form. Please update references to the policy.</td> </tr> <tr> <td colspan="4" style="text-align: center;">Comments continued on next page...</td> </tr> </tbody> </table> <p>c) Natural Resources – Groundwater</p>	Page/Section	Topic	Issue	Suggested changes	Pg 42, section 1.3.2	State and Regional Planning Framework	Government Sewerage Policy	This policy has been finalised and is no longer in draft form. Please update references to the policy.	Comments continued on next page...				<p>The submission has been considered and the contents noted.</p> <p>a) Noted, the relevant publications and resources for State and Local planning will be included.</p> <p>b) Officers note the status of the "Draft" Government Sewerage Policy.</p> <p>c) Officers note the comments on the Integrated Water Management Strategy and groundwater.</p> <p>d) The Technical studies done for the District Structure Plan including the Mundijong-Whitby District Water Management Strategy (DWMS), 2010 to be</p>	<p>a. That references to the Government Sewerage Policy remove the "Draft" and reflect its current status.</p> <p>b. That the challenges of the availability of groundwater for the future irrigation of land be added to section 2.2.7.</p> <p>c. That the importance of "garden bores" be removed and replaced with the impact of "bores for irrigation of open space and playing fields", in relation to reducing groundwater levels.</p> <p>d. That the technical data omitted in the</p>
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		<p>e) Technical Appendices - Mundijong-Whitby District Water Management Strategy (DWMS), 2010 - Technical Appendices including the district water management strategy is absent from the document. - Also, please note that the existing DWMS does not include all areas of the Mundijong DSP area.</p> <p>Thank you for the opportunity to provide comment on the Shire of Serpentine-Jarrahdale Integrated Water Management Strategy (WGA, 2019). Efforts by the Shire to proactively plan for future water use requirements and supply options to service future land development and</p>										

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		<p>community assets are commendable, and we look forward to working with you further upon this project.</p> <p>This report has been reviewed by a number of internal Department branches and as such the following advice is provided for your consideration.</p> <p><i>Surface Water Supply Yields</i></p> <p>It is acknowledged this paper is a pre-feasibility high level report, for which it is intended that future qualifying studies would determine actual viability of water supply options. Notwithstanding, the Department would advise initial supply estimations for surface water harvest options may be potentially overestimated due to the following.</p> <p><i>Climate Change</i></p> <p>At this point it is not clear to what extent climate change has been factored into the analysis. It is understood some of the Departments modelling reports have been utilised and if so future dry climate scenarios should inform this work. There is risk in yield estimations not considering this issue. This should be also identified within future work required if not already done so.</p> <p><i>Ecological Water Requirements</i></p> <p>The estimates at this point assume a range of harvest volumes from a number of drains and brooks around the Shire. The paper has not identified the need determine ecological water requirements of these systems to determine a sustainable yield of take. The brooks will support ecological values for which direct impact would need to be</p>		

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		<p>considered. Though drains mostly do not support such values, it would be important to consider impact to receiving water bodies downstream, such as the Serpentine River. Ecological water requirements have potential to significantly reduce the available take from water courses, hence this issue should either be conservatively considered within this paper or identified as future work required.</p> <p><i>Groundwater</i></p> <p><i>Optimisation of Existing Resources</i></p> <p>It is recognised the long range bulk supply options being investigated as part of this Integrated Water Supply Strategy. However, the optimisation of existing groundwater resources may be an area for future work to identify current usage, and suitably modify abstraction and supply networks to achieve an optimised configuration which may yield a greater irrigation capacity.</p> <p><i>Future Resource Opportunities</i></p> <p>There is potential for broad future land use change scenarios to identify where groundwater may come available into the future. Furthermore, the IWSS (or future document) could make reference to principles of future urban form and water sensitive urban design outcomes that would balance irrigation needs.</p> <p><i>Specific Section Comments</i></p> <ul style="list-style-type: none"> • <i>Water supply Option 1:</i> <ul style="list-style-type: none"> o It is not clear whether adopted rates have utilised the results of the 		

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		<p>Lower Serpentine hydrological studies: Land development, drainage and climate scenario (DoW, 2015) report which discusses the reduction in flows which can be expected with reduced rainfall. The report indicates future medium and dry scenarios show a significant reductions in flow through all parts of the flow curve, with fewer medium and high flow events in winter. Future climate scenarios have been investigated further as part of the Department's Peel Integrated Water Initiative which may inform future work.</p> <p>o Surface water flows from Oakland/Birriga Main drain with above ground storage – At the proposed location a 6 m deep facility is likely to be at least 3 m below minimum groundwater levels and therefore accessing superficial groundwater. Evaporation from an 83 ha area will need to be considered.</p> <ul style="list-style-type: none"> • Intersection of groundwater – it should be noted that any options for which infrastructure intersects the watertable, may constitute a take of groundwater that would require licencing under the Rights in Water Irrigation Act 1914. • Section 2.3.4: refers to Managed aquifer recharge in Table 16 however MAR not suggested as part of the overview. • Surplus water not identified a risk: In Option 1, 1a, 2, 4, 6 and 8 future demand in the precincts is much lower than the options supply sizes. This should be considered as risk rather than opportunity. If sufficient demand would not be available from agriculture sector, the assets can't be used in their full capacity especially in the early years of the scheme and cost of water would be much higher than the estimated costs in this 		

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		<p>report. The report should identify this potential risk and propose demand forecasting as priority future work in Section 6.</p> <ul style="list-style-type: none"> • Option 5 and Option 9 water cost: These options are similar but the unit cost of water is appears much higher in Option 5. • Pumping costs: Pumping cost has not been considered for operational cost estimations. It is recommended this is identified. <p><i>Figure 1 – Precinct layout and future land use:</i></p> <p>It is noted in future predictions for water needs there is an area identified as future “intensive agriculture”. It is important that estimated needs have not been based upon conventional inground horticulture, as such land uses contravene Environmental Protection Peel Inlet – Harvey Estuary Policy 1992, State Planning Policy 2.1 – Peel Coastal Plain Catchment and the Shire of Serpentine-Jarrahdale’s Local Planning Policy 4.12: Horticulture.</p> <ul style="list-style-type: none"> • <i>Wastewater treatment:</i> Options 2, 5, and 9 have considered conventional treatment for the wastewater treatment. If a the necessary land is not secured for the proposed wastewater treatment infrastructure, there may be a need to consider advanced wastewater treatment facilities for these options which require a lesser footprint and reduced buffers compared with conventional processes. It is recommended this is identified in forward program of work for these options. • <i>Decentralised wastewater servicing:</i> The SWOT analyses for decentralised options could also identify the benefits beyond that of a 		

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		<p>non-potable water resource. Decentralised options could also supply wastewater services to the new developments, with the potential for revenue generated to offset the cost of non-potable water supply to the Shire of Serpentine-Jarrahdale.</p> <ul style="list-style-type: none"> • <i>Birrega and Oaklands catchments</i>: Please note MikeFlood modelling has been undertaken in 2015 on the Birrega and Oaklands catchments, which may assist this work. • <i>Water supply Option 8</i>: Part of the Peel Integrated Water Initiative hydrological modelling (DWER, in prep) was undertaken in an area including this precinct (Punrak Drain). Available water quantities were significantly less than assumptions made in Table 29 (2,500 ML/a) at 0.25 GL at 2050 with an annual reliability of 80%. • <i>Water supply Option 10</i>: It is assumed the water source being referenced is Karnet Brook, rather than Karnup Brook? • <i>Nomenclature</i>: Document uses managed aquifer recharge (MAR) in some water balance tables and aquifer storage recovery (ASR) in others however no glossary or descriptions of terms has been included. • <i>Preliminary Water Security Study – Long List of Options</i>: <ul style="list-style-type: none"> o Appendix A: future climate scenarios and impacts to groundwater and, in particular, surface water resources should have been discussed as it has implications for future water availability o It's noted that 10 % increase in water requirements are anticipated due to climate change impacts. This statement should also be balanced with principles of water sensitive urban design that would encourage a reduction in water requirements. 		

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		<p>Thank you again for the opportunity to comment upon this important work. I would be happy to organise a meeting to further discuss the above, with particular reference to estimated surface water yields, and any other matters pertaining to this project.</p>		
<p>Department of Biodiversity, Conservation and Attractions IN20/19594</p>	<p>6.</p>	<p>Proposed Mundijong District Structure Plan and Scheme Amendment No 209 – Mundijong Development Contribution Plan</p> <p>The department notes that the District Structure Plan requires that Local Structure Plans prepared within the <i>Byford</i> [Mundijong] District Structure Plan area will need to be accompanied by,</p> <ul style="list-style-type: none"> • an Environmental Assessment Report. • a Local Water Management Strategy, and • a Bushfire Hazard Assessment and/or a Bushfire Management Plan. <p>It is the department's expectation that the Environmental Assessment Report will address the management of Threatened Species and Communities, Conservation Category and Resource Enhancement Category Wetlands, interface with Bushforever sites, buffers and detailed flora and fauna surveys.</p> <p>It is further noted that the following provisions will apply to all Local Structure Plans, subdivisions, and development across the <i>Byford</i> [Mundijong] District Structure Plan,</p> <ul style="list-style-type: none"> • acknowledge and allow for appropriate interface with Bushforever sites and other sites of environmental significance, 	<p>The submission has been considered and the contents noted.</p> <p>a) The Shire will continue to provide and require the information needed by the Department of Biodiversity, Conservation and Attractions from proponents for assessments to be submitted as per the planning framework.</p>	<p>No modifications required to the Structure plan.</p>

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		<ul style="list-style-type: none"> • protect and enhance significant environmental areas and their buffers, • where development is proposed near wetlands, a Wetland Management Strategy is required at Local Structure Plan stage and a Wetland Management Plan is required at subdivision stage. <p>Any proposal to upgrade Mundijong Road will require future detailed environmental assessment and approvals to ensure that the level of environmental impact is acceptable and managed. The road reserve provides a critical east west ecological corridor across the Swan Coastal Plain and supports occurrences of threatened ecological communities, populations of threatened flora species, conservation category wetlands, and regionally significant vegetation within Bush Forever sites.</p> <p>It is the department's expectation that the planning system will ensure that there is adequate separation for bushfire protection between future development and bushland reserves and areas of State Forest, Bushforever sites, wetlands, and areas supporting threatened species and communities and conservation significant vegetation, and that all bush fire protection requirements are provided within the development land and do not place reliance or impositions on the management of the natural areas.</p> <p>The department supports having a perimeter road between development and conservation reserves, State forest, and areas of conservation significance, for reasons of public safety, protection of bushland and fire safety for residents.</p> <p>It is the department's expectation that the Department of Water and Environmental Regulation and the Shire of Serpentine and Jarrahdale will</p>		

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		<p>ensure that the Local Water Management Strategies and Urban Water Management Plans will consider the ecological water requirements of wetlands and water dependent threatened species and communities, and will maintain the pre-development hydrology of these sites.</p> <p>It is also the department's expectation that fauna management issues, including the displacement of kangaroos will also be considered and addressed at the local structure planning stage.</p>		
Business				
<p>Burgess Design Group IN20/16066</p>	<p>7.</p>	<p>SUBMISSION ON DRAFT MUNDIJONG DISTRICT STRUCTURE PLAN (2018) AND DRAFT MUNDIJONG URBAN DEVELOPMENT CONTRIBUTION PLAN (2020) - LOT 30 SOLDIERS ROAD, CARDUP</p> <p>On behalf of Land Group WA – Cardup Pty Ltd, the registered landowner of Lot 30 (#496) Soldiers Road, Cardup (Image 1), we are pleased to make this submission on the draft Mundijong District Structure Plan (2018) (DSP) and draft Mundijong Urban Development Contribution Plan (2020) (DCP). This submission is supported by advice from Transcore, expert transport planning, traffic engineering and transport modelling specialists (see attached).</p>	<p>The submission has been considered and the contents noted. As the matters raised in the submission are principally around Norman Road but have implications for the DSP and DCP the response has been included in both Schedules of Submissions.</p> <p>Officers note that the submission is opposed to the extension of Norman</p>	<p>No modifications required to the Structure plan.</p>

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		 <p>Image 1: Land Ownership</p> <p>DISTRICT STRUCTURE PLAN</p> <p>The draft DSP identifies the land as ‘Development Investigation Area 2’ (DIA2), for which it specifies the following objectives:</p> <p>The purpose and intent of DIA2 is to explore the potential for urban expansion with consideration for innovative housing opportunities. A structure plan will be required which addresses the following matters:</p> <ul style="list-style-type: none"> • Investigate opportunities for innovative housing typologies that have consideration for best practice sustainability; • Exemplar resource and energy efficiency; • Water minimisation; • Alternate construct methods. 	<p>Road. Officers do not support the statements made in the submission.</p> <p>The Sub-regional Framework provides a spatial movement network emphasising the word indicative in spatially depicting the layout. It also provides for:</p> <p><i>“Byford–Cardup–Mundijong network Additional linkages will be provided between road networks proposed in the existing Byford and Mundijong district structure plans and will include extension of Doley Road and realignment of the southern portion of Malarkey Road. Some refinement of east-west connections may be</i></p>	

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		<p>Investigate current zoning and land uses; • Manage the transition of land uses most specifically to the north; • Better utilize available land; • Deliver innovative land use and housing diversity and choice; • Reduce the need for people to travel by car; • Identify infrastructure requirements; • Servicing requirements; • Visual/landscape protection; • Bushfire hazard; • Interface with Bishop Road, Soldiers Road, the future extension of Tonkin Highway and the newly identified roads (Doley and Norman road extensions) required by the sub-regional framework; and • Any other requirements that may be determined by the Shire of Serpentine Jarrahdale or State government agencies.</p> <p>Note: No subdivision proposals will be permitted pre-2050 unless they provide convincing rationale for and solutions to the above matters</p> <p>More broadly, the site forms the northern-most extent of a large urban area, proximate to a planned transit node and district centre, with a high frequency transit corridor along its southern and eastern boundary. Additionally, the site is bisected by a planned 'district distributor' linking Norman Road to a planned extension of Doley Road along its western boundary.</p> <p>DEVELOPMENT CONTRIBUTION PLAN</p> <p>The draft DCP identifies major infrastructure items and estimated costs, and provides for cost-sharing arrangements to aid in the implementation of the DSP.</p> <p>Relevantly, the DCP identifies Bishop Road (from the future Tonkin Highway extension to Soldiers Road) and Soldiers Road (from Norman Road to Watkins Road) as contribution items. Notably, the DCP omits contributions for Soldiers Road north of Norman Road, the extension of Norman Road (including a grade-separated rail crossing at Bishop Road), and Doley Road.</p>	<p><i>appropriate, including westward extension of Norman Road to connect to Bishop Road."</i></p> <p>The extension of Norman Road is the logical edge to the planning of Mundijong. It provides for an interface between the urban area and the amenity of the larger lots north of this. It also will alleviate a significant conflict of traffic on Bishop Road at the intersection with Soldiers Road where the school is located.</p> <p>It is further noted that there is no need to grade-separate the crossing of Norman Road (also in the Development contribution plan) until the Metronet passenger rail is extended to Mundijong.</p>	

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		<p>SUBMISSION 1: SUPPORT FOR INVESTIGATION AREA OBJECTIVES (DSP)</p> <ul style="list-style-type: none"> ▪ Submission 1: We generally support the criteria listed within the DSP for DIA2, with the exception of comments relating to the extension of Norman Road as outlined in the sections below. <p>SUBMISSION 2: REFERENCE OF THE EXTENSION OF NORMAN ROAD AS A 'REQUIREMENT' OF THE SUB-REGIONAL FRAMEWORK (DSP)</p> <p>The DSP makes reference to a purported 'requirement' of the Sub-regional Framework to extend Norman Road in its criteria for considering development proposals for the site and to justify the inclusion of the extension in the DSP more generally.</p> <p>Relevantly, the Sub-regional Framework (on page 46) states:</p> <p>Some refinement of east-west connections may be appropriate, including the westward extension of Norman Road to connect to Bishop Road</p> <p>It is important to consider this statement more critically, particularly to the extent that it does not amount to a requirement.</p> <p>First, it identifies 'some refinement of east-west connections may be appropriate'. This is distinct from a requirement, and places a clear burden on a proponent to justify the need and efficacy of such a proposal as it does not presuppose an outcome as being appropriate in and of itself. It needs to resolve a known issue and do so in an effective and efficient manner – it needs to serve a good purpose. Just as the identification of the subject site for future urban uses does not permit the construction of dwellings as-of-</p>	<p>The above rationale is also supported by the recently adopted Serpentine Jarrahdale Local Planning Strategy currently being assessed by the Western Australian Planning Commission.</p>	

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		<p>right without full and proper assessment under the planning framework, so to must changes to the district road network be given due consideration.</p> <p>Third, and last, the mention of Norman Road does not make the extension a foregone conclusion. Rather, it identifies it as one of the possible refinements that 'may' be considered. It does not erase the need for due consideration on its individual merits.</p> <p>As a major strategic planning instrument for which submissions were under consideration for a period of three years, the content of the Sub-regional Framework ought to be considered as deliberate. In this instance, the Sub-regional Framework does not 'require' the extension of Norman Road, nor does it conclude an additional east-west link is even necessary or desirable. It does identify such an extension 'may be appropriate', providing for the consideration of such a linkage where justifiable. This is an important position to establish because, as detailed in proceeding sections, no substantive justification has been provided for these changes.</p> <ul style="list-style-type: none"> ▪ Submission 2: Reference to the extension of Norman Road as a 'requirement' of the Sub-regional Framework should be changed because it is incorrect. <p>SUBMISSION 3: ROAD NETWORK IS INCONSISTENT WITH THE SUB-REGIONAL FRAMEWORK (DSP)</p> <p>The DSP depicts an extension of Norman Road between Soldiers Road and Doley Street as a 'district distributor' and a down-grading of Bishop Road in the same location. This conflicts with the road network depicted on the Sub-regional Framework, which shows Bishop Road as an Integrator Arterial connecting to Soldiers Road. It is noted, as discussed above, the Sub-regional Framework provides for the consideration of the refinement of east-</p>		

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		<p>west linkages. However, no specific consideration or justification regarding changes to Norman Road or Bishop Road has been provided within either the DSP or DCP, or their respective supporting documents for that matter. In the absence of any substantive justification to support these changes, we believe significant concerns need to be addressed. ▪ Materially, the extension does not appear to achieve any notable end. As it currently exists, west-bound traffic along Norman Road travels south along Soldiers Road to then access Bishop Road. Under the proposed change, traffic from the Norman Road extension could also travel south along the Doley Road extension to access Bishop Road (noting traffic could still optionally use Soldiers Road). This is, in effect, no different to the existing situation and therefore offers no improvement – in fact, it does little more than duplicate it, thus resulting in an inefficient use of infrastructure. Advice received from Transcore (attached) affirms this position. It does not appear to serve any good purpose, and it is unclear why it is shown. ▪ The DSP figure titled 'Mundijong Proposed Roads and Freight Network' depicts a grade separated crossing will ultimately be constructed over the road near the intersection of Norman Road and Soldiers Road. This will, presumably, require the intersection and connecting roads to be elevated by a number of meters. A westward extension of Norman Road through the site would therefore need to be elevated and will significantly impact residential amenity and road safety, particularly for vulnerable road users such as pedestrians and cyclists. As such, the elevation of the Norman Road extension will only serve to exacerbate its impact as a barrier, severing the site, and adding significant costs that will impact housing affordability. Retaining the existing 'T' intersection at Norman Road and Soldiers Road would alleviate this issue and minimise its impacts on future residential uses.</p> <p>▪ The removal of a portion of Bishop Road (between the Doley Road</p>		

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		<p>extension and Soldiers Road) as a 'District Distributor' on the DSP Map conflicts with the Sub-regional Framework and does not appear to reflect logical transport behaviour. Namely, downgrading a portion of Bishop Road appears to artificially dictate traffic movements, introducing additional turns and more indirect routes to major attractors with associated negative impacts on legibility, when the logical route would be to continue along Bishop Road as indicated in the Subregional Framework. It is also noted the DSP Map indicates the down-graded portion will still be a 'high frequency transit corridor'. This is further confused by inconsistencies within and between the DSP and DCP that indicate Bishop Road will in fact retain a uniform classification of 'local distributor' for its entire length, indicating its function will not actually change as shown on the DSP Map. This is compounded by the fact Bishop Road will connect directly to the Tonkin Highway extension, undermining its function as the primary east-west connector, and bringing into question the accuracy and legitimacy of the changes proposed in the DSP.</p> <p>We believe the changes proposed to the road network are illogical and ineffective, and no supporting technical information or commentary has been provided that explains the objectives behind these changes. As such, we ask that the DSP Map be modified to remove the Norman Road extension and reinstate Bishop Road as a distributor.</p> <ul style="list-style-type: none"> ▪ Submission 3: The extension of Norman Road and associated downgrading of Bishop Road should be reversed because it is illogical, ineffective and no supporting information has been provided to justify this change. <p>SUBMISSION 4: NORMAN ROAD EXTENSION PROVIDES AN INEFFICIENT DUPLICATION OF INFRASTRUCTURE (DSP)</p>		

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		<p>The extension of Norman Road indicated on the DSP Map duplicates a treatment already planned and costed for Bishop Road, which is located approximately 400m south. This is an inefficient use of infrastructure for which no need has been established and a waste of capital that would be better invested in community facilities. Rather, supporting information prepared for the DSP indicates the road network will function satisfactorily without it.</p> <p>Liveable Neighbourhoods (2009) and draft Liveable Neighbourhoods (2015) stop short of prescribing a standardised spacing of arterial/distributor streets. However, it should be noted that both depict a typical urban residential structure based on a minimum 800m x 800m cell; that is, bounding arterial roads spaced at least 800m from one another. In our experience, this structure generally provides for an effective movement network and the delivery of residential cells with an appropriate internal structure (e.g. not bisected by major roads and sufficient for the efficient delivery of urban uses).</p> <p>It is highly irregular and inefficient to duplicate high order roads within such close proximity as is proposed with the Norman Road extension. All other similarly classified roads in the DSP are spaced in excess of 800m (most in excess of 1km), as would be expected. The TIA prepared in support of the DSP also shows the Norman Road extension is not necessary to the proper function of the road network. Those roads spaced at 800m or more are similarly shown to be sufficient. This all serves to demonstrate the extension of Norman Road occupies an anomalous position, is wasteful, and does not contribute to the efficient or effective delivery of development.</p>		

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		<p>▪ Submission 4: The extension of Norman Road should be removed because it is an inefficient use of resources (noting it effectively duplicates Bishop Road) and is not needed for the proper function of the road network.</p> <p>SUBMISSION 5: IMPACTS OF THE EXTENSION OF NORMAN ROAD ON AMENITY AND EFFICIENT USE OF URBAN LAND (DSP)</p> <p>Consideration must be given the broader impacts of the proposed extension of Norman Road. The Shire has foreshadowed its position in this regard within its draft Local Planning Strategy (2019) that the 'extension of Norman Road through the site [could serve] as a potential boundary to the urban expansion'. Though no specific objective was identified, we infer this aims to protect the amenity of existing rural residential uses adjacently north of the site by imposing a hard boundary. We feel it is important to reiterate the following points that were set out in our submission on the Strategy dated 18 December 2019:</p> <p>Such an arrangement would effectively sterilise half of the site for urban uses on the premise that would provide the best possible outcome to maintain the character of the area. However, we believe an objectives-based approach is better suited to achieve the Shire's goals.</p> <p>Contextually, it is important to note that the site is identified for 'Urban Expansion' in the South Metropolitan Peel Sub Regional Planning Framework (2018), where it forms the northern tip of a major urban area and abuts a 'State Planning Investigation Area', being the rural residential estate located directly north. These factors, at a regional level, indicate a significant change in land use will occur in the area, being the introduction of a major urban centre into what is currently a rural area. The Shire's Strategy is laudable in its intent of safeguarding the character of its existing and planned</p>		

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		<p>future rural precincts, and the objectives set out in much of the Strategy provide a strong framework to guide the design and consideration of proposals in that regard. Furthermore, we agree that a change of this magnitude poses significant challenges for the Shire, and due consideration is warranted to protect the social capital of its existing and future communities. However, the prescription of a spatial response does not provide scope to consider truly responsive solutions.</p> <p>Additionally, we note the remainder of Development Investigation Area 2 (comprising in excess of 50% of the Area) is not impacted by any significant land use interface buffers. As such, this position appears somewhat anomalous and arbitrary in that it is being applied inconsistently and without regard to actual site conditions; instead responding to deficiencies being introduced by the DSP, when the cause of those deficiencies appears to serve no good purpose as detailed herein.</p> <p>Regard should also be given to the identification of the site as 'Urban Expansion' within the Subregional Framework, and particularly, how that is distinct from 'Urban Investigation' or 'Planning Investigation'. Investigation areas are typically subject to significant constraints and require further detailed planning to determine whether any change to current zonings is appropriate. Expansion areas, on the other hand, represent a logical expansion of existing urban centres where suitability is generally not a concern – they are, in effect, next in line for urban development. In this instance, it is also noted Development Investigation Area 2 is uniquely placed to deliver innovative housing models aimed at maximising sustainability in construction and ongoing use, and affordability in delivery and operation. It should be noted these innovations have not been imposed on the site, but rather spearheaded by our client in what will be an exemplar</p>		

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		<p>of a new housing model for Perth. Whilst regionally significant, the importance of this to the local community should not be underestimated, noting the Commonwealth Bank has reported nearby Byford as one of the top 10 post-codes in the nation for being in arrears on mortgages. The delivery of sustainable, affordable housing is an aspiration we believe should be properly considered and championed within the DSP, not undermined.</p> <p>Sterilising half of the subject site conflicts with the overarching objectives of Perth and Peel@3.5million (2018) and the Sub-regional Framework that together aim to provide for the efficient delivery of urban uses, noting the site is otherwise free of constraints and fit for purpose. Though there is no current shortage in the supply of urban land in Mundijong, a long-term view must be taken to ensure land that is suitable is used appropriately to avoid urban encroachment in the future. More specifically, it also significantly undermines the integrity and viability of delivering innovative housing on the site by introducing constraints that appear to serve no positive purpose and have been presented with no justification (rather, they appear to be presented with contradicting information as detailed elsewhere herein).</p> <ul style="list-style-type: none"> ▪ Submission 5: The extension of Norman Road should be removed because it presents barriers to the successful implementation of future urban uses and the delivery of an exemplary and innovative housing model. <p>SUBMISSION 6: INCONSISTENCIES IN DEPICTED FUNCTIONS OF THE ROAD NETWORK (DSP & DCP)</p> <p>The DSP Map depicts an extension of Norman Road between Soldiers Road and Doley Street as a 'district distributor' and a down-grading of Bishop Road in the same location. It is noted there are multiple conflicts within the</p>		

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		<p>DSP and DCP with regard to road classifications that make the framework unclear. For example:</p> <ul style="list-style-type: none"> ▪ Whilst the DSP Map does not show the relevant section of Bishop as a District Distributor, it does show it as part of a contiguous 'high frequency transit corridor'. It is unclear how the actual function of the road, in terms of traffic volumes and transport behaviours, will be controlled to divert movements away from the most logical route (i.e. continuing straight along the same road to reach the same destination, facilitating movements to and from Tonkin Highway) and instead toward the extension of Norman Road. ▪ The DSP figure titled 'Mundijong Proposed Roads and Freight Network' depicts Bishop Road as 'local distributor' along its entire length. First, the classifications used in this figure differ to those on the DSP Map, such that the Map identifies the majority of Bishop Road as a 'district distributor' where the figure lacks this classification and instead designates 'local distributor'. This confuses the actual role the roads will play in the movement hierarchy (for example, Soldiers Road shares its classification under the DSP Map, but is shown as a higher order 'regional distributor' on the figure). It is also inconsistent in that it does not change the classification of Bishop Road in the way the Map depicts. This suggests its actual function will not change and therefore undermines both the purpose and legitimacy of the extension of Norman Road. ▪ The Transport Impact Assessment (2020) prepared to support the DSP notes the 'Soldiers Road/Norman Road' 'Doley Road/Norman Road' intersections are considered sufficient to accommodate future growth. However, these are not shown in the 'Intersection Sufficiency Map' and no details of technical analysis is provided for either that would allow for any review or interrogation to inform submissions on the merit of such a claim. Conversely, modelled traffic figures appear to demonstrate that the road network will function to an 		

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		<p>acceptable standard without the extension of Norman Road. Advice received from Transcore (attached) affirms this position. This undermines the purpose of including the extension of Norman Road altogether. ▪ The DCP does not include the extension of Norman Road (nor does it include the extension of Doley Road). Similarly to the 'Mundijong Proposed Roads and Freight Network' figure, it also fails to make a distinction in the classification of Bishop Road between the Doley Street extension and Soldiers Road, instead noting Bishop Road will have a minimum width of 35.6m for its entire length (sufficient to accommodate a dual-carriageway Integrator A street under Liveable Neighbourhoods (2009)). This again suggests the actual planned function of Bishop Street undermines the inclusion of the Norman Road extension.</p> <p>The various conflicts within and between the DSP and DCP with regard to the planned road network, and the extension of Norman Road and classification of Bishop Road in particular, undermine and obfuscate the strategy that these documents intend to present. As discussed elsewhere herein, this is exacerbated by a lack of commentary as to the roles these roads are expected to take, and how or in what circumstances they might be delivered. This poses significant challenges to the implementation of these documents as it is unclear what needs to be done.</p> <p>▪ Submission 6: Inconsistencies within and between the DSP and DCP must be resolved to ensure a coherent framework is put in place to guide development, and both must clearly demonstrate the need for the Norman Road extension.</p> <p>SUBMISSION 7: NORMAN ROAD EXTENSION NOT PROPERLY ASSESSED & NOT NEEDED (DSP)</p>		

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		<p>The Transport Impact Assessment (2020) (TIA) prepared in support of the DSP appears to provide no assessment of the impacts or justification for the extension of Norman Road, nor Doley Road for that matter, bringing into question the purpose and efficacy of the changes proposed to the road network.</p> <p>None of the modelling presented in the TIA includes the Norman Road or Doley Road extensions. Both are omitted from figures and the results set out under Section 5 and modelling contained within Appendix C of the TIA, and neither is costed in the DCP. The TIA nonetheless concludes the network is expected to operate at an acceptable level of service and with sufficient capacity. This clearly indicates the extension of Norman Road is not necessary and is not warranted. Advice received from Transcore (attached) affirms this position. Conversely, and as discussed elsewhere herein, the existing arrangement of Bishop Road/Soldiers Road/Norman Road is demonstrated to be sufficient and provide a logical and legible route for traffic movements, and that can accommodate the expected level of growth.</p> <p>As such, in the absence of a deficiency that needs to be resolved, it is unclear why the extension of Norman Road has been included, particularly given the costs and negative impacts on amenity associated with it (discussed elsewhere herein). And, if some other imperative has driven the inclusion of Norman Road, that has not been communicated and it has not been properly assessed or considered in the TIA, and no opportunity has been given for that purpose to be reviewed as part of this advertising process.</p>		

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		<p>▪ Submission 7: The extension of Norman Road should be removed as the TIA prepared to support the DSP demonstrates it is not needed.</p> <p>SUBMISSION 8: DELIVERY OF NORMAN ROAD EXTENSION NOT COSTED (DCP)</p> <p>The 'Mundijong Proposed Roads and Freight Network' figure within the DSP depicts the extension of Norman Road as 'future local distributor' and shows the intersection with Soldiers Road is to be 'grade separated'. Neither the extension or grade separation is reflected in the DCP (nor is the Doley Road extension).</p> <p>Putting aside the costs of road upgrades, the cost of a grade separated crossing is highly significant. The two other grade separated crossings within the DCP total \$14 million and \$19 million each (average of \$16.5 million). Assuming similar costs for Norman Road, and given the total DCP costs of \$219 million, this additional grade separation alone could add in excess of 13% to the DCP. It is also noted the DCP includes comment that engineering constraints require the two planned grade separations to be constructed simultaneously. We assume similar constraints would exist for the Norman Road grade separation. These complexities and costs demand an appropriate level of planning and coordination.</p> <p>No comment is provided with the DCP to explain why the Norman Road extension, grade separated crossing, and Doley Road extension have been omitted. In the absence of any explanation, we can only assume this is because they are associated with a 'Development Investigation Area', and that the Shire is operating with a view to amending the framework to include these additional items once planning over these cells has progressed. However, this contradicts the purpose of a DSP and DCP to coordinate the</p>		

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		<p>delivery of such infrastructure. Either the roads/intersections are necessary and should be planned for and included in the DCP, or they are not. Including such items at some point in the future, noting there is no formal timeframe to say how long that may be, will significantly limit the capacity to fairly apportion and recover costs for such infrastructure. Notwithstanding, consideration must also be given to whether it is appropriate to include this infrastructure in a DCP at all.</p> <p>State Planning Policy 3.6 (2009) and draft State Planning Policy 3.6 (2019) provide guidance on planning for contributions for infrastructure. Need and nexus is the core tenant underpinning that policy framework. Put simply: the need for infrastructure must be clearly demonstrated (need) and the connection between the development and the demand created should be clearly established (nexus). The TIA prepared to support the DSP and inform the DCP does not include the Norman Road extension in any of its modelling. It nonetheless concludes the road network will function satisfactorily and has the capacity to accommodate the expected growth in traffic. This clearly demonstrates there is no 'need' for the Norman Road extension. And, assuming we are correct in that the Shire intends to amend the DCP in the future to include this additional item, the connection between the 'need' for this infrastructure and development then appears tenuous. They appear in [parts of] the same DSP, but if they are not needed to service the development from the outset, it is unclear what nexus exists. Again, either it is needed and should be included, or it isn't and it shouldn't. As it stands, the DSP and DCP provide a strong indication the Norman Road extension is not needed and therefore should not be included in either the DSP or the DCP.</p>		

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		<ul style="list-style-type: none"> ▪ Submission 8: The extension of Norman Road and grade separated crossing should be considered within the context of SPP3.6, noting the extension of Norman Road does not appear to meet the test for need and nexus. <p>SUBMISSION 9: POSSIBLE USE OF NORMAN ROAD EXTENSION BY INDUSTRIAL TRAFFIC (DSP)</p> <p>Although no purpose for the Norman Road extension is stated in the DSP, Officers of the Shire have previously informally advised this may seek to divert industrial traffic (trucks) away from the Bishop Road and Soldiers Road intersection and provide an alternate route to Tonkin Highway.</p> <p>The DSP should not seek to facilitate the use of urban roads as a thoroughfare for industrial traffic. Regardless of where that traffic is directed within the area, it will have an undue negative impact on amenity and road safety. Advice received from Transcore (attached) affirms this position. It should also be noted the route in which it would be directed would conflict with the logical position of a primary school to service DIA2 and any local centre uses, as guided by the principles of Liveable Neighbourhoods (2009). We also understand that Main Roads Western Australia has advised it is opposed to such an arrangement, and instead recommends that industrial traffic use South Western Highway and higher order roads to access Tonkin Highway – this appears to be a far more logical and desirable arrangement. It is inconsistent with the principles of proper and orderly planning that a district level planning framework would seek to facilitate the movement of industrial traffic/trucks through the heart of a planned urban residential area.</p> <ul style="list-style-type: none"> ▪ Submission 9: The extension of Norman Road may result in industrial traffic travelling through the middle of a planned urban residential centre, 		

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		<p>including a primary school and local centre uses. Industrial traffic should instead be routed to Tonkin Highway via South Western Highway and higher order connecting roads.</p> <p>The proposed extension of Norman Road appears to be an illogical and inefficient duplication of infrastructure that has no technical basis and for which there appears no need. Additionally, its delivery is not appropriately planned for under the DCP, and no commentary is provided to clarify its intended purpose (noting the TIA demonstrates it is not necessary for the function of the movement network). The extension will negatively impact amenity for future urban uses within the site, which it bisects, and will potentially undermine the integrity and viability of a planned exemplary innovative housing model aimed at significantly improving sustainability and affordability in the construction and ongoing operation of residential buildings.</p> <p>The anomalous status of the Norman Road extension must be resolved. The technical analysis used to inform the DSP and DCP demonstrates it is not needed; it serves no positive purpose and does not improve or substantially change the existing situation; and poses significant constraints to the efficient delivery of urban development. We believe the only reasonable action is to delete the Norman Road extension from the DSP.</p> <p>We look forward to continuing to work with the Shire on these matters in the future to help achieve its vision to create a diverse, sustainable, and distinct urban centre in Mundijong.</p>		

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		 <p>61 York Street Subiaco WA 6008 P.O.Box 42 Subiaco WA 6804 Phone: +61 (08) 9382 4199 Fax: +61 (08) 9382 4177 Email: admin@transcore.net.au</p> <p>Transport planning • Traffic engineering • Transport modelling TRANSCORE PTY LTD ACN 084 821 318 ABN 19 084 821 318</p> <p>120149-rw-01.docx</p> <p>15 July 2020</p> <p>Burgess Design Group PO Box 8779 Perth Business Centre WA 6849</p> <p>Attention: Mark Szabo</p> <p>Dear Mr Szabo,</p> <p>RE: Proposed Norman Road Extension – Mundijong District Structure Plan</p> <p>Transcore has been requested to review and provide traffic engineering advice on a new road link (westward extension of Norman Road) that is proposed in the <i>Mundijong District Structure Plan</i> (December 2018).</p> <p>The proposed Norman Road extension westward from Soldiers Road would cut right through the middle of the existing Lot 30 as shown on Figure 1.</p>  <p>Figure 1: Norman Road Extension in the Mundijong DSP</p>		

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		<p>The Mundijong DSP report refers (at Table 2) to “the newly identified roads (Doley and Norman road extensions) required by the sub-regional framework”, which is a reference to the <i>South Metropolitan Peel Sub-Regional Planning Framework</i> (WAPC, March 2018).</p> <p>The SMPSRPF (page 46) indicates, “Byford–Cardup–Mundijong network: Additional linkages will be provided between road networks proposed in the existing Byford and Mundijong district structure plans and will include extension of Doley Road and realignment of the southern portion of Malarkey Road. Some refinement of east-west connections may be appropriate, including westward extension of Norman Road to connect to Bishop Road.” The Doley Road extension is shown on the SMPSRPF plan but the Norman Road extension is not, as can be seen on Figure 2.</p>  <p>Figure 2: South Metropolitan Peel Sub-Regional Planning Framework</p> <p>The SMPSRPF discusses “westward extension of Norman Road to connect to Bishop Road” but the Mundijong DSP only proposes to extend Norman Road to Doley Road. The resultant Norman Rd – Doley Rd – Bishop Rd route is not an improvement compared to the existing Norman Rd – Soldiers Rd – Bishop Rd route.</p>		

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		<p>The Mundijong DSP has interpreted the SMPSRPF comment that "Some refinement of east-west connections may be appropriate, including westward extension of Norman Road to connect to Bishop Road" as being "required by the sub-regional framework". Not only that, but the DSP has deleted the corresponding section of Bishop Road, which was actually shown as an arterial road in the SMPSRPF plan. Despite deletion of that section of Bishop Road as an arterial road, this deleted section of Bishop Road is still shown as a future high frequency transit corridor on the DSP plan (Figure 1). That is just one indication that the inclusion of the Norman Road extension was a late addition in the Mundijong DSP and its implications may not have not been adequately investigated.</p> <p>One of the appendices of the Mundijong DSP report is the <i>Transport Impact Assessment Mundijong Structure Plan</i> (Cardno, 5 December 2018). All of the traffic modelling in that TIA report does not include either the Doley Road extension or the Norman Road extension. Figure 5-4 (Intersection Sufficiency Map) of the TIA report summarises the results of the intersection evaluation undertaken and indicates "modified intersection sufficient" at the existing Norman Rd / Soldiers Rd T-intersection. Despite that, Figure 3-1 (Road Network Changes) of the TIA report shows those two road extensions as dashed lines with traffic lights required at the resulting Norman Rd / Soldiers Rd 4-way intersection. There is no evidence that any traffic modelling or analysis of these two road links and associated intersection requirements has been undertaken in the TIA report nor any assessments of impacts or benefits. The fact that the traffic modelling in the TIA did not include the Norman Road westward extension even suggests that the road network would operate satisfactorily without it and therefore this link is unnecessary and not warranted.</p> <p>The area north of Bishop Road between Soldiers Road and Tonkin Highway labelled DIA2 on the DSP plan (Figure 1) is identified as an Urban Expansion area on the SMPSRPF plan (Figure 2). Table 8 in section 3.2.1 of the DSP report indicates DIA2 will accommodate 2,220 dwellings and 7,311 residents out of the total 59,179 population capacity of this DSP area. The DSP report notes "It is important that precincts without existing LSPs endeavour to meet the targets identified in Table 8 to align not only with State planning expectations for infrastructure provision but also with the Mundijong Development Contribution Plan."</p> <p>It is also noted that the Shire prepared a revised <i>Mundijong Urban Development Contribution Plan</i> (DCP) dated 08/05/20 but that appears to only relate to the existing Mundijong LSP areas and does not include the Development Investigation Areas (DIA1, DIA2 and DIA3) identified in the draft Mundijong DSP. The DCP does not include the Norman Road extension or the Doley Road extension through DIA2, nor Doley Road extension south of Bishop Road. The DCP appears to show Bishop Road upgraded and extended eastwards across Soldiers Road and the railway line (see Figure 3), presumably involving another railway crossing. Therefore the DCP is not consistent with the draft DSP in this area, and cannot be interpreted as an accurate representation of the DCP requirements for this part of the DSP area. This just reinforces the conclusion that inclusion of the Norman Road extension in the draft DSP appears to be a late addition and has not been sufficiently evaluated and its impacts not understood to justify its inclusion in the DSP.</p>		

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		 <p>Figure 3: Roads to be Constructed or Upgraded in the DCP</p> <p>The extension of Norman Road westwards across Lot 30 would sever that future residential cell with significant negative impacts on residential amenity and road safety, particularly for vulnerable road users such as pedestrians and cyclists. If that is combined with a grade-separated rail crossing (a bridge over the railway line) as indicated in the DSP report, the Norman Road westward extension would also be elevated several metres above the future residential developments in this cell, increasing land take and further exacerbating the severance issues caused by this new road link. Even if the Norman Road rail crossing does need to be grade-separated in future (i.e. if passenger rail services are ultimately extended south to Mundijong as recommended in the DSP), the Soldiers Rd / Norman Rd intersection could remain as a 3-leg intersection to minimise the impacts on this future residential cell.</p> <p>It is understood that one reason behind the suggested westwards extension of Norman Road is to provide a route for traffic from the planned industrial area north of Norman Road (see Figure 2) through the DSP area and onto Tonkin Highway. It is understood that Main Roads WA has advised they don't support this, and would prefer industrial traffic to use South Western Highway and higher order roads to reach Tonkin Highway. We would strongly agree with MRWA because it is far more appropriate for industrial traffic to travel around the outside of the urban area of this DSP rather than being funnelled through the heart of this Urban Expansion area.</p>		

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		<p>Therefore, it should be concluded that the proposed westward extension of Norman Road has not been sufficiently evaluated and would have unsatisfactory negative impacts upon the Urban Expansion area north of Bishop Road that is identified in the <i>South Metropolitan Peel Sub-Regional Planning Framework</i>. Accordingly, it is recommended that the proposed westward extension of Norman Road should be deleted from the proposed <i>Mundijong District Structure Plan</i>.</p> <p>Yours sincerely,</p>  <p>Behnam Bordbar Managing Director</p>		
Harley Dykstra IN20/16815	8.	<p>The Shire of Serpentine Jarrahdale has initiated the Mundijong District Structure Plan and the associated Mundijong Urban Development Contribution Plan, which are documents that seeks to provide an overview of the land use planning and infrastructure needs for Mundijong Urban area, as identified in the Metropolitan Region Scheme.</p> <p>In response to these documents, Harley Dykstra would like to make a submission, on behalf of our clients Mr. Barry Mort and Mrs. Nina Mort who are the landowners of Lot 10 (No. 310) Keirnan Street Mundijong (the subject site), that objects to the designation of the subject site as District Open Space. Our client urges the Shire of Serpentine Jarrahdale to amend this designation to "Low (Suburban) R20-35" in accordance with the land to the east and south of the subject site. This submission also seeks the removal of the item within the Mundijong Urban Development Contribution</p>	<p>The submission has been considered and the contents noted.</p> <p>That the proposed district open space adjoining the Mundijong High School on Kiernan Street be removed, on the basis that the High School site is sufficiently large enough already. Instead, the DSP indicate the desire for the Shire to work with</p>	<p>That the proposed district open space adjoining the Mundijong High School on Kiernan Street be removed, on the basis that the High School site is sufficiently large enough already. Instead, the DSP indicate the desire for the Shire to work with</p>

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		<p>Plan (DCP) that seeks contributions for the development of a playing field at this site.</p> <p>PUBLIC OPEN SPACE DISTRIBUTION</p> <p>The Shire of Serpentine-Jarrahdale have planned the distribution of Public Open Space and recreational facilities throughout its municipality on the basis of the Community Infrastructure and Public Open Space Strategy (the Strategy) that was prepared in January 2017, attached at Appendix A. This document provides direction for the public open space and recreational needs of a growing population, beyond the year 2050, where the forecasts suggest that the population in the Shire will exceed 100,000.</p> <p>Of particular relevance to this submission are the requirements for the Mundijong & Whitby townsites. The strategy forecasts the needs for various facilities as the population grows to 50,000 persons. On the basis, the key findings of the strategy indicate that, by 2050, the Mundijong-Whitby precinct will require:</p> <ul style="list-style-type: none"> • 3 District Open Space areas, of between 5 – 20 hectares; and • 4 Neighbour Open Space areas, of between 1 – 5 hectares. <p>It is also noted that the Strategy indicates these facilities must be within 2km OR a 5 minute drive, and within 400m OR a 5 minute walk for District and Neighbourhood Open space areas, respectively.</p> <p>Therefore, on the basis of the above requirements it is apparent that the provision of a District Open Space area at Lot 10 Keirnan Street is superfluous given the abundance of other open space options within the Mundijong-Whitby area, which are all in close proximity to the subject site. In particular, we note the large 63-hectare District Open Space area that is</p>	<p>desire for the Shire to work with the Department of Education to pursue a community access agreement to their future oval, delivered as part of the future high school development. This will ensure that only land designated for the high school is identified on the DSP.</p>	<p>the Department of Education to pursue a community access agreement to their future oval, delivered as part of the future high school development. This will ensure that only land designated for the high school is identified on the DSP.</p>

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		<p>depicted on the District Structure Plan at the corner of Keirnan Street and South Western Highway. This particular site, being 63 hectares, is sufficient to cater for between 3 - 12 District Open Space areas on its own (on the basis they need to be between 5 – 20 hectares). It is within a 5 minute drive of most, if not all, of the Mundijong-Whitby locality. Furthermore, there are at 9 neighbourhood open space areas depicted within the same locality, which represents more than double the required neighbourhood spaces.</p> <p>All of this suggests that there is comfortably enough open space provided within the Mundijong-Whitby locality.</p> <p>This suggestion is supported by the Strategy. Following the setting out of the community infrastructure needs the Strategy subsequently sets out the implementation of these needs. Specifically, to the Mundijong-Whitby precinct, the Strategy indicates that District Open Space is required within Precinct A (with High School & Primary School) – 2 fields, and within Precinct C – Keirnan Street 3 fields. Given the subject site is located within Precinct G of the Mundijong-Whitby Precinct, as identified with Local Planning Policy No. 29 – Mundijong-Whitby Planning Framework, it is clear that the strategy does not identify the need for District Open Space at the location proposed by the District Structure Plan and the Mundijong Urban DCP. Therefore, it seems inconsistent that section 2.4.3 of the Mundijong Urban DCP claims that the “Community Infrastructure and Open Space Strategy identifies a District sports oval to be co-located with the planned High School in Precinct G”. This is incorrect and as such we request an urgent review of this document to determine the basis for this assertion.</p>		

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		<p>Whilst it is acknowledged that the Strategy identifies a portion of Neighbourhood Open Space within Precinct G, it is noted that the District Structure Plan identifies another site for this purpose.</p> <p>Perhaps the only counter-argument is that a portion of District Open Space is required adjacent to the proposed High School site. In response to this, we note that the WAPC's Development Control Policy 2.4 – School Sites only requires a maximum "Secondary" School site of 10 hectares or of 6 hectares to accommodate a High School site, which includes its own recreational spaces in addition to classrooms and other facilities. The site that is to accommodate the High School is already more than 10 hectares (11.76ha), so in our view, and additional space for playing fields and the need for a "Shared-use agreement" between the Shire and the Department of Education, as suggested in the Mundijong Urban DCP is simply not required or necessary.</p> <p>In summary, our Client's view that District and Neighbourhood Open Space requirements are more than adequately met without the need for a further open space site at Lot 10 Keirnan Street is firmly held on the basis that:</p> <ul style="list-style-type: none"> • The planned District Open Space Facility at the corner of Keirnan Street & South Western Highway, and other additional facilities are easily sufficient to service the needs of the Mundijong-Whitby locality; • The High School Site, adjacent to the west of Lot 10, is already between 1 and 5 hectares larger than required, so there is certainly no requirement for additional open space to facilitate the construction of that school; and • The Shire's Community Infrastructure and Public Open Space Strategy concurs with this view given it does not recommend the provision of public open space or community infrastructure at the subject site. 		

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		<p>RECOMMENDATIONS</p> <p>In response to the above, our recommendation, in respect of Lot 10 Keirnan Street, Mundijong is that the following occur:</p> <ul style="list-style-type: none"> • Amend the District Structure Plan Map from “District Open Space” to “Low (Suburban) R20 – 35”; • Remove any reference if/where it occurs within the District Structure Plan Report to playing fields or district open space occurring; and • Amend the Mundijong Urban Development Contribution Plan to remove the development of District Open Space adjacent to the High School site as a contribution item and remove section 2.4.3 from the associated DCP report. <p>These recommendations are made on the basis of the rationale provided above.</p> <p>CONCLUSION</p> <p>This submission has identified that the planned provision of District and Neighbourhood Open space is more than sufficient within the Mundijong-Whitby precinct even without the designation of Lot 10 Keirnan Street Mundijong as District Open Space. Furthermore, the Shire’s own public open space and community infrastructure strategy does not identify the need for this open space.</p> <p>We suggest that the Shire of Serpentine-Jarrahdale review this submission as a priority given the fact that no change to the proposed DSP and DCP will cause the sterilisation of the subject site and make it extremely difficult to sell or further develop.</p>		

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		<p>We do request a meeting with Shire officers to discuss this matter further and, accordingly, it would be appreciated if you could contact the undersigned on 9495 1947 to make the necessary meeting arrangements.</p> <p>Appendix A/ Community Infrastructure & Public Open Space Strategy</p> <p style="text-align: center;"> Harley Dykstra Submission - Appen</p>		
<p>Dynamic Planning IN20/18692 IN20/18767</p>	<p>9.</p>	<p>The submission in its entirety is a large document consisting of 281 pages. In the interests of simple registration of our submission, attached with this email are the relevant Shire submission forms duly executed, our cover letter and advice letter from LK Advisory.</p> <p>It is respectfully requested that our submission received is the entire 281 page document and we seek the Shire's confirmation that our submission has been received in its entirety via the above download link. Land bounded by Mundijong, King, Leipold and Kargotich Roads</p> <p>On behalf of WPG Landholdings Pty Ltd (WPG), Dynamic Planning and Developments is pleased to provide this submission on the recently advertised:</p> <p><input type="checkbox"/> Draft Mundijong District Structure Plan (DSP) (Shire Ref: PA18/779); and, <input type="checkbox"/> Draft Mundijong Urban Development Contribution Plan (DCP)</p>	<p>The submission of 281 pages provided by Dynamic Planning on behalf of WPG Landholdings Pty Ltd has been considered and the contents noted. These include:</p> <ul style="list-style-type: none"> • A covering letter; • Appendix 1 – A completed submission form to proposed Scheme Amendment 209 	<p>No modifications required to the Structure plan.</p>

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		<p>associated with Amendment No. 209 to the Shire's Town Planning Scheme No. 2 (Shire Ref: PA18/780).</p> <p>Our submission comprises of:</p> <ol style="list-style-type: none"> 1. This covering letter; 2. The Shire's completed submission form to proposed Scheme Amendment 209 (Ref: PA18/780) – Refer Appendix 1; 3. The Shire's completed submission form to proposed Mundijong District Structure Plan (Ref: PA18/779) – Refer Appendix 2; 4. Separate advice letter on the Draft DSP and DCP from Mr. Len Kosova of LK Advisory dated 20 August 2020 – Refer Appendix 3; 5. Agricultural land capability report dated 28 August 2020 prepared by Land Assessment Pty Ltd – Refer Appendix 4; 6. Mundijong West Landowners Group (MWLG) schedule of members – Refer Appendix 5; 7. A letter to the Shire dated 18 June 2020 from WPG Landholdings Pty Ltd confirming all of the land owners between Mundijong, Gangemi, Leipold and King Roads are members of the Mundijong West Landowners Group and support the previously lodged LPS 3 submission proposing the West Mundijong Urban Precinct – Refer Appendix 6; and, 8. Our previously lodged submission dated 6 December 2019 on the Shire's Draft Local Planning Strategy (LPS) and Local Planning Scheme No. 3 (LPS 3) – Refer Appendix 7; 	<p>Mundijong Development Contributions Plan;</p> <ul style="list-style-type: none"> • Appendix 2 – A completed submission form to proposed Mundijong District Structure Plan • Appendix 3 - Advice letter on the Draft DSP and DCP from Mr. Len Kosova of LK Advisory dated 20 August 2020 • Appendix 4 - Agricultural land capability report by Land Assessment Pty Ltd • Appendix 5 - Mundijong West Landowners Group schedule of members • Appendix 6 - A letter to the Shire from WPG Landholdings Pty Ltd confirming all of the land owners between 	

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		<p>All components of this submission must therefore be considered in the Shire's assessment of the Draft Mundijong DSP, Amendment No. 209 and the associated Draft Urban DCP.</p> <p>Fundamentally, our position is that there are material shortcomings and potentially fatal flaws in the recently advertised proposals, which can and should be resolved (partly or wholly) by expanding the Draft DSP and DCP areas to include the land bounded by Mundijong, King, Leipold and Kargotich Roads, Oldbury, which we refer to as the proposed West Mundijong Urban Precinct (WMUP). Our comprehensive justification for this position is set out in the documents attached to this submission letter.</p> <p>As mentioned above, our previously lodged submission dated 6 December 2019 on the Shire's Draft LPS and LPS 3 is attached and contained as Appendix 7. As part of the proceedings in the Shire's consideration of this submission relating to the draft LPS and LPS 3, some pertinent and additional information elements arose post the aforementioned LPS and LPS 3 submission. In the interests of completeness of the various planning mechanisms being considered, these are listed below and are also attached for review as part of this submission to the DSP and DCP:</p> <ul style="list-style-type: none"> • Appendix 4 - Agricultural land capability report dated 28 August 2020 prepared by Land Assessment Pty Ltd. This report was undertaken in response to claims from the Shire that the proposed WMUP held highly productive values for agricultural land. The detailed examination undertaken by Land Assessment Pty Ltd confirms that the proposed WMUP is neither a key agricultural asset nor highly productive agricultural land; 	<p>Mundijong, Gangemi, Leipold and King Roads are members of the Mundijong West Landowners Group and support the previously lodged LPS 3 submission proposing the West Mundijong Urban Precinct</p> <ul style="list-style-type: none"> • Appendix 7 – A previously lodged submission on the Shire's Draft Local Planning Strategy and Local Planning Scheme No. 3. <p>Officers have maintained a consistent position with the submitter, who similarly submitted for development potential to be identified for the landholding as part of Council's recent consideration of the Draft</p>	

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		<ul style="list-style-type: none"> • Appendix 5 - A Mundijong West Landowners Group (MWLG) has been formed. Appendix 5 contains a schedule confirming all members of this group. • Appendix 6 - A letter to the Shire dated 18 June 2020 from WPG Landholdings Pty Ltd confirming all of the land owners between Mundijong, Gangemi, Leipold and King Roads are members of the MWLG group and support the previously lodged LPS 3 submission proposing the WMUP. <p>We look forward to the Shire's consideration of this submission in respect of the Draft Mundijong DSP, Amendment No. 209 and associated Draft Mundijong Urban DCP.</p> <p><u>LK Advisory Letter</u></p> <p>LK Advisory has been engaged by WPG Landholdings Pty Ltd (WPG) to independently review the:</p> <ul style="list-style-type: none"> • Draft Mundijong District Structure Plan (DSP) (Shire of Serpentine Jarrahdale Ref: PA18/779); and • Draft Mundijong Urban Development Contribution Plan (DCP) associated with Amendment No. 209 to the Shire's Town Planning Scheme No. 2 (Shire Ref: PA18/780). <p>The purpose of our review has been to determine the value and impact of extending the Draft DSP and DCP to incorporate the land bounded by Mundijong, King, Leipold and Kargotich Roads, Oldbury, which was the subject of your submission (dated 6 December 2019) on the Shire's Draft Local Planning Strategy (LPS) and Local Planning Scheme No. 3 (LPS 3).</p>	<p>Local Planning Strategy and Draft Local Planning Scheme No. 3. Council did not support this request of the submitter, noting the proposal was inconsistent with the prevailing local and regional strategic planning frameworks.</p> <p>Officers note that, like all planning proposals, there are merit based assessments that need to look afresh at a proposal. In this regard, a merits based assessment of this proposal does indeed identify that a number of significant State Government infrastructure and project decisions have been made in recent months, which not only influence the amendments to the District Structure Plan,</p>	

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		<p>For ease of reference, this area is later described in this advice as the proposed West Mundijong Urban Precinct (WMUP).</p> <p>We acknowledge and accept that this advice will inform or accompany a submission to the Shire on the Draft Mundijong DSP and DCP, on behalf of WPG.</p> <p>Our opinions and advice on the Draft Mundijong DSP and DCP are set out below for your and the Shire's consideration:</p> <p><u>1. Draft Mundijong DSP</u></p> <p>1.1 The Draft Mundijong DSP has a lengthy and complicated history, which can best be illustrated by the following timeline of events:</p> <p>2011 – WAPC approval of the Mundijong Whitby DSP, comprising the urban portion of the new Draft Mundijong DSP (i.e. east of the West Mundijong Industrial Area).</p> <p>2013 – Draft West Mundijong Industrial Area DSP adopted for advertising by Council (March). This structure plan has remained in draft form and has never been finally adopted.</p> <p>2017 – MRS Amendment gazetted to rezone the West Mundijong Industrial Area.</p> <p>2018 – Town Planning Scheme Amendment and DCP gazetted for the West Mundijong Industrial Area ('DCA 2') (February).</p> <p>2018 – Council (in May) endorsed for advertising the Draft Mundijong Local Development Strategy for the entire Mundijong locality. The Local Development Strategy comprised a Draft Mundijong DSP incorporating the</p>	<p>but the proposal submitted by these landowners on the western side of West Mundijong. These project and infrastructure decisions include:</p> <ul style="list-style-type: none"> - commitment to fund the extension of Tonkin Highway from Thomas Road to South West Highway; - commitment to investigate the possibility of the freight rail deviation; - commitment to the final decision of Westport (located in Cockburn Sound at the northern end of the Kwinana Industrial Area) - the primary east west freight corridor linking 	

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		<p>2011 Mundijong Whitby DSP and the 2013 Draft West Mundijong Industrial Area DSP, together with more detailed Concept and Precinct Plans.</p> <p>2018 – Council (on 17 December) adopted for advertising a revised Draft Mundijong DSP, Amendment No. 209 to Town Planning Scheme No. 2 (TPS 2) and the associated Draft Mundijong Urban and West Mundijong Industrial Area Development Contribution Plans. This is the Council decision which has been acted upon to initiate the recent advertising of the Draft Mundijong DSP, Scheme Amendment No. 209, and the related Urban and Industrial DCPs.</p> <p>1.2 In its recent advertising material regarding the Draft Mundijong DSP, the Shire states that:</p> <p>a. Provision 1 of Development Area 1 and Provision 1 of Development Area 2 of the Shire’s TPS 2 require a single DSP to be adopted to guide subdivision and development for the whole of Development Areas 1 and 2.</p> <p>bThe Draft DSP is not being prepared or determined under the ‘deemed provisions’ of the Scheme. Rather, it is being considered in accordance with the specific Development Area provisions of TPS 2.</p> <p>c. The Draft DSP is an informing, relevant and strategic document to guide the exercise of discretion for Structure Plans and Local Development Plans which fall under the auspices of the ‘deemed provisions’ of the Scheme.</p> <p>On the first point above, while it is true that Provision 1 of Development Areas 1 and 2 requires a single DSP to be prepared covering both areas, Provision 4 of Development Area 1 (Mundijong) also requires a structure plan for the area to comply with Part 4, Regulation 16 of the ‘deemed provisions’.</p>	<p>Westport to Tonkin Highway identified as Anketell Road and Thomas Road;</p> <ul style="list-style-type: none"> - commitment to deliver the Byford Metronet project; - commitment to an intermodal terminal at West Mundijong; - commitment to review of the Perth and Peel Southern Metropolitan and Peel Subregional Frameworks document (which is the current basis that shows the land as staying Rural). <p>Officers have relayed through meetings with the applicant for this land, that the Shire’s prevailing local planning framework, which is based upon the</p>	

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		<p>Regarding point b. above, it is unclear why the Shire would state the Draft DSP is not being prepared or determined under the 'deemed provisions' because – firstly, the Draft DSP was instigated by and is now being advertised in accordance with Council's December 2018 resolution (OCM148/12/18), which explicitly refers to:</p> <ul style="list-style-type: none"> • Schedule 2, Part 4, Clause 17 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the 'deemed provisions'); • The Draft DSP's compliance with clause 16(1) of the 'deemed provisions'; and • Advertising of the Draft DSP in accordance with clause 18 of the 'deemed provisions'. <p>It is clear from Council's enabling resolution that the Draft DSP was indeed intended to be prepared and determined under the 'deemed provisions'. Therefore, if the Shire is relying on that 17 December 2018 resolution as the basis for advertising the Draft DSP then it can only do so in accordance with the 'deemed provisions', because that is precisely what Council's resolution required.</p> <p>If the Shire no longer intends to prepare or determine the Draft DSP in accordance with the 'deemed provisions' then it could only do so under a new Council resolution that does not reference or require compliance with the 'deemed provisions'. From a governance and compliance viewpoint, doing so may void the current DSP advertising process, thus requiring the DSP to be advertised de novo.</p>	<p>prevailing State planning framework, has consistently shown the land remaining Rural. It would appear prudent however, for Council to seek formal advice from the responsible Hon Minister and Chair of the WAPC, to either reaffirm or update the Council on what may be the prevailing State Government position on the future of this land.</p> <p>Officers note and appreciate that an extensive array of research has underpinned the submission made by the applicant, which points (in their opinion) to a number of planning advantages that would come with considering an urban outcome on this land.</p>	

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		<p>In relation to point c. above, the Draft DSP will itself need to fall under the auspices of the 'deemed provisions' if it is being advertised and determined in accordance with Council's resolution from 17 December 2018.</p> <p>1.3 Section 3.2.1 of the Draft Mundijong DSP identifies an estimated yield of 17,592 dwellings for Residential Precincts A – G. By contrast, the Draft Mundijong 'Traditional Infrastructure' DCP (incorporated in Amendment No. 209 to TPS 2) forecasts a lesser yield of (only) 16,746 dwellings for Precincts A – G; while the Draft 'Community Infrastructure' DCP (incorporated in Amendment No. 207 to TPS 2) forecasts an even lower yield again of 16,382 dwellings for those precincts.</p> <p>The estimated residential population resulting from these three different forecast dwelling yields is 50,840; 48,395; and 47,343, respectively, based on the Draft DSP's residential occupancy rate of 2.89 persons per household.</p> <p>Estimated dwelling yield and population forecasts for the areas designated in the Draft DSP as Rural Small Holdings and Development Investigation Areas (DIAs) 2 and 3 have deliberately not been included in the above figures, as the dwelling and population yields for both are either nominal (for the Rural Small Holdings) or premature to reliably calculate (in the case of DIAs 2 and 3) in the absence of any detailed planning.</p> <p>1.4 The dwelling yield inconsistencies described in 1.3 above are magnified when compared against the detailed constraints assessment contained in your submission on the Shire's Draft LPS and LPS 3. That assessment concluded that Precincts A – G would (only) yield around 13,056 dwellings</p>	<p>These notably include representation that density targets may be more achievable with further urban land added to the mix for Mundijong.</p> <p>Officers however equally point out that:</p> <ul style="list-style-type: none"> - Mundijong will strategically develop over an extended time period; - development is based upon two designated district centres (Whitby and Mundijong), and there is every expectation that future development will include a variety and mix of dwelling types, in order to deliver planned density targets; - the civic and governance district centre at Mundijong, will 	

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		<p>with a resultant population of 37,731 persons – approximately 4,536 fewer lots and 13,109 fewer residents than stated in the Draft DSP.</p> <p>1.5 It is critical that the Shire reconciles the variance in estimated dwelling yields described in 1.3 and 1.4 above, as inconsistent or inaccurate dwelling yield estimates between the Draft Mundijong DSP, Draft 'Traditional Infrastructure' DCP and Draft 'Community Infrastructure' DCP will distort the district population forecasts, DCP contribution amounts, DCP cost apportionment and DCP income calculations.</p> <p>1.6 If the proposed WMUP were incorporated in the Draft DSP as Precinct M, in accordance with your submission on the Shire's Draft LPS and LPS 3, then it would add capacity for up to 6,500 additional dwellings and 18,784 residents.</p> <p>1.7 The planning arguments in support of Precinct M were comprehensively addressed in your LPS/LPS 3 submission and therefore do not need to be repeated in this advice. However, in the context of the Draft DSP and the related 'Traditional Infrastructure' and 'Community Infrastructure' DCPs, it is worth noting the following benefits of including Precinct M as a residential expansion area in the Draft DSP: a. The addition of Precinct M would assist in resolving the identified dwelling yield inconsistencies; b. The addition of Precinct M would address any anticipated dwelling or population shortfalls inherent in the current Draft DSP and DCPs; c. Based on the comprehensive assessment included in your previous submission to the Shire, Precinct M is more developable, serviceable, accessible, coordinated, commercially viable, and less constrained than other DSP areas proposed for urbanisation. d. Precinct M would provide a much-needed contingency to achieve urbanisation of the greater Mundijong area if development within Precincts A – G does not</p>	<p>be underpinned by an ultimate Mundijong station precinct, with long term planning to deliver at some point extension of the passenger rail system to Mundijong. This will further drive density and dwelling diversification, to achieve projected growth;</p> <p>Given the range of issues that are relevant to this submission, officers recommend seeking an updated position of the Minister and Chair of the WAPC be requested.</p> <p>Until such clarity is obtained, it would not be appropriate for the Shire (at this stage) to contemplate the addition of this land as a further Development Investigation Area or similar.</p>	

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		<p>proceed or does not proceed at the rate or density envisaged by the DSP or DCPs. In our opinion and experience, this is a very real possibility, given the:</p> <ul style="list-style-type: none"> • Multiple, disparate land ownership throughout the Precincts where most of the urban development is proposed. • The absence of any Local Structure Planning for Precincts B, C, D, part E, F and G, which comprise approximately 60% of the total land area of Precincts A – G and approximately 70% of the anticipated dwelling yield. • The immense challenges, costs, time delays and complications associated with preparing and adopting Local Structure Plans for most of the DSP's proposed urban area. The only way this could practically be achieved is through pre-funding by the Shire and recovery of costs via local, Precinct-level DCPs, in addition to the district and Shire-wide DCPs. This added cost burden would impose a further barrier to development of that land, which in turn could jeopardise the urban structure upon which the entire DSP is premised; and • Substantial environmental, servicing and infrastructure constraints affecting much of the existing DSP area. <p>1.8 We note the WMUP shares the same Rural zoning under the Metropolitan Region Scheme and the Shire's TPS 2 as DIAs 2 and 3. On this basis, as an interim and alternative approach to including the WMUP in the Draft DSP as a new residential Precinct M, the land could instead be designated as a new DIA 4 under the Draft DSP. This would provide WPG with an opportunity and incentive to carry out more detailed planning to prove-up the development potential of that area, without prejudicing the zoning or land use outcomes that could arise from that work. In our view, this represents an appropriate and balanced way forward for the Draft DSP.</p>	<p>Officers do not agree that the Deemed Provisions are the most appropriate framework in which to progress a District Structure Plan amendment, in light of the head of power listed specifically for a District Structure Plan under Provision 1 of DA1 and 2 of the Scheme. Officers also note that the Deemed Provisions do not reference District Structure Plans.</p>	

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		<p>2 Draft Mundijong Urban DCP & Amendment No 209 to TPS 2 (Shire Ref: PA18/780)</p> <p><i>{Text placed in Schedule of Submission on the Development Contributions Plan}</i></p>		
<p>Taylor Burrell Barnett IN20/18565</p>	<p>10.</p>	<p>Taylor Burrell Barnett (TBB), on behalf of our client Peet Mundijong Syndicate Limited (Peet), is pleased to lodge the following submission with the Shire of Serpentine Jarrahdale regarding the proposed Mundijong District Structure Plan (DSP).</p> <p>Our client has an interest in this matter as the landowner within Sub-Precinct G of the Mundijong-Whitby DSP area, a 100 hectare parcel of land to the east of the Tonkin Highway Reservation and south of Bishop Road. The LSP for this Sub-Precinct was lodged with the Shire in February 2016 and supported by Council 27 September 2016. The LSP is currently with the Western Australian Planning Commission (WAPC) for assessment with a recommendation for approval. Development of Peet's land within the proposed LSP area is currently programmed for end 2021.</p> <p>Submission</p> <p>In the interests of Peet Limited and future residents of Mundijong, it is recommended that the Shire amend the Draft DSP in regard to the following matters:</p> <p>a) Confirmation of support for the realignment of freight rail as a short-term action.</p>	<p>The submission has been considered and the contents noted. The portion of the submission that pertains to the Mundijong Development Contribution Plan is addressed in that Schedule of Submissions.</p> <p>a) The Shire has and is continuing to advocate for the rail re-alignment as soon as possible.</p> <p>b) Officers are not able to provide land management detail to the effect that the rail reservation be utilised for future road upgrade</p>	<p>a. That the updated road design configurations consistent with the Cardno study are reflected in the amendments to the DSP. This ensures the DSP accurately depicts the Cardno informing study.</p> <p>b. That grade separated interchanges be accurately identified as only being driven by future decisions, should they occur, to extend the metropolitan</p>

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		<p>b) Modification to the DSP to utilise the redundant rail reservation along Bishop Road for future road upgrade purposes.</p> <p>c) Acknowledgement that the district road planning proposed under the draft DSP is premature given the technical investigations being undertaken by the DPLH. Identification of alignments and classification within the draft DSP at this point in time is premature and may lead to inconsistencies.</p> <p>d) Modification of the required provision of medium-high density residential within the walkable catchment of the Whitby District Centre and proposed high frequency transit corridor given physical constraints such as the proposed grade-separated crossing. The DSP should provide flexibility in achieving density targets to account for such constraints.</p> <p>e) Consideration of, and consistency with, the Shire recommended approval of Sub-Precinct G LSP currently under assessment by the WAPC.</p> <p>f) Reconsideration of operational requirements for the existing approved DSP and proposed DSP and consistency with the Deemed Provisions of the Planning Regulations.</p> <p>a) Realignment of Freight Rail</p> <p>Consistent with the approved DSP, the draft DSP promotes the relocation of the existing freight rail line traversing the DSP area to its perimeter in conjunction with the construction of the Tonkin Highway extension. The proposed freight rail realignment is consistent with Perth and Peel @3.5million (and Framework documents) which identifies investigation of the realignment as post-2031 investigation.</p> <p>It was advised by the Department of Planning, Lands and Heritage (DPLH) and the Shire at a recent meeting held on 26 June 2020 with respect to</p>	<p>purposes at the District structure planning stage.</p> <p>c) The Shire has been consistent in striving to find resolutions with regard to the district road planning. Officers are of the opinion that the planning of district roads have progressed enough to be able to not only include them in the District Structure Plan but also in the Development Contribution Plan. It would be remiss of the Shire not to plan for future development with the knowledge gained in the past ten years.</p> <p>c)i) Officers do not agree that Bishop Road should be elevated as a district level road to facilitate lowering the status of the east-west roads in</p>	<p>passenger rail service south of Byford.</p> <p>c. That a neighbourhood centre be indicated as per the current Precinct G LSP at the intersection of Taylor Road and the southern LSP boundary.</p> <p>d. That a 'service corridor', be indicated immediately to the east of the Tonkin Highway extension and identify it as "Public Purpose - Utilities" consistent with the intended use of the land for sewer and other key infrastructure provision.</p>

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		<p>progression of the Sub-Precinct G LSP that Main Roads WA (MRWA) has completed investigative work to facilitate the realignment of the freight rail in conjunction with Tonkin Highway extension works. It is understood that recommendations have been made to the State Government and that a Business Case will be presented to Cabinet in the final quarter of 2020.</p> <p>Realignment of the freight rail is critical for the development of this urban Precinct, Mundijong-Whitby area, Cardup Industrial Area, Byford and the viability of the future Whitby District Centre and should be identified within the Plan consistent with other strategic planning documents. Given the freight rail infrastructure along Bishop Road will become redundant, the Shire should modify the draft DSP to allow for utilisation of this reserve for any future road widening requirements for Bishop Road.</p> <p>Previous uncertainties regarding investigation into, and commitment to, the realignment of the freight rail has caused significant delays in the structure planning process for Sub-Precinct G and places a major constraint on development of the land. It is for these reasons that we support MRWA's current position and the advocacy of DPLH and the Shire for the delivery of the realignment to occur as a short-term action (i.e. within the next four years). We request that commentary be included in the Draft DSP (and technical reports) and associated Development Contribution Plan (DCP) are updated accordingly to reflect more recent discussions with the State Government in this regard.</p> <p>c) District Road Planning</p>	<p>Precinct G. Bishop Road has a school located at the intersection with Soldiers Road and Norman road. It also does not connect any specific activity centres as is the case with the Town Centre Distributor Road (Whitby New Street). Bett Road has an important function carrying traffic north and south. To ensure that traffic is evenly distributed and not focused on only one or two roads, the elevation of the street is appropriate.</p> <p>c)ii) Grade separation over rail is not required until the provision of Metronet passenger rail station at Mundijong and will be removed from the Development</p>	<p>e. That the District Structure Plan be modified to ensure densification of residential land uses surrounding the stations and remove it outside of the 800 metre walkable catchment of possible stations.</p>

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		<p>The draft DSP proposes a number of changes to the district and local movement network that have a significant bearing on the progression of planning for the Sub-Precinct G LSP and the Mundijong-Whitby locality generally. It is important that the status of the current investigations that are being completed by DPLH are identified within the DSP. Due to the lack of uncertainty surrounding these investigations, it is premature for the DSP to identify changes to the district and regional road network that may be inconsistent with the outcomes of this studies.</p> <p>The below is a summary of the proposed road upgrade and reserve requirements as they relate to the SubPrecinct G LSP and as identified in Scheme Amendment No. 209.</p> <ul style="list-style-type: none"> • Paterson Street/Soldiers Road upgrade between Bishop Road and Mundijong Road: 30m road reserve; • Bishop Road (East) upgrade between Kargotich Road and Soldiers Road: 35.6m road reserve; • Taylor Road/Adams Street upgrade between Bishop Road and Mundijong Road: 30m and 35m road reserve; • Town Centre Distributor Road (Whitby New Street) construction between Taylor Road and South Western Highway: 30m and 35m road reserve; • Grade Separation - Soldiers Road & Town Centre Distributor Road. <p>Given resolution has not been reached on road and rail planning requirements affecting the DSP area generally it would be premature for the DSP (and proposed Scheme Amendment 209) to identify the alignments of key distributor roads and road reservation widths under the DCP. It is requested the Shire modify the DSP to acknowledge that district and</p>	<p>Contribution Plan. The Shire will continue to advocate for the re-alignment of the freight rail as presented to the State government.</p> <p>d) Removal of the requirement to provide medium-high density residential within the walkable catchment of the Whitby District Centre and proposed high frequency transit corridor is NOT supported. The District Structure Plan provides district level principles that proponents need to consider as part of further planning. The proposals are appropriate for this level of planning and to ensure that density is achieved in the appropriate locations.</p>	

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		<p>regional road planning is subject to investigations being undertaken by others and that it is premature for the DSP to identify any changes to the movement network until such time as the outcomes of the various studies being progressed by other agencies is known.</p> <p>c)i) Changes to east-west road (Town Centre Distributor Road (Whitby New Street) and north-south road (proposed District Distributor – Bett Street) hierarchy and priority</p> <p>Peet does not support the alignment and elevated road hierarchy for the east-west road (Town Centre Distributor Road (Whitby New Street) as proposed under the draft DSP. The traffic volumes in the Shire's modelling do not support this higher level classification. This classification is only appropriate for roads accommodating up to 15,000vpd, which has not been demonstrated in this case. We contend that Bishop Road should be promoted as the higher order road and traffic should be encouraged to use this road rather than channelling district traffic through a residential area. Furthermore, defining a specific alignment of the east-west road that deviates from that shown on the lodged Sub-Precinct G LSP, when road studies are yet to be finalised and the outcomes known, compromises any planning of the LSP area.</p> <p>Elevating the status of the north-south road (Bett Street) to a 'district distributor' is not supported as this encourages the movement of district traffic via the primary school. In accordance with Liveable Neighbourhoods Policy, primary schools should not be located adjacent higher order roads (roads carrying more than 7,000vpd). Furthermore, the traffic volumes for</p>	<p>e)i) The activity centre is classified as a neighbourhood centre of 0.75ha, comprising 2,500 square metres (sqm) of retail floorspace (1,500sqm small supermarket and 1,000sqm speciality retail) as per the Precinct G LSP at the intersection of Taylor Road and the southern LSP boundary due to fragmentation of landownership in the previously identified location compromising the ability to deliver the centre.</p> <p>e)ii) The 'Multiple Use Corridor/Local Open Space' to the east of Taylor Road is the service corridor located along the western boundary of the LSP area</p>	

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		<p>this road, as forecast in the modelling underpinning the DSP, do not support the proposed road reservation width and associated classification.</p> <p>c)ii) Grade-separated crossings</p> <p>The draft DSP proposes grade-separated crossings at Soldiers Road and the Town Centre Distributor Road, and Bishop Road and Bett Street adjacent to the Sub-Precinct G LSP area. Whilst it is acknowledged that it is PTA's position that no future at-grade crossings of rail infrastructure should be supported, the cost and land-take requirements associated with these crossings is substantial and has not been contemplated by the LSP. The precise location and land-take required for the proposed grade separated crossings has not been identified in the draft DSP and has the potential to result in reduced developable area and additional cost to the region, in-turn affecting land affordability.</p> <p>Furthermore, the inclusion of significant infrastructure items such as grade separated crossings within the DCP is of significant concern, particularly where the intent is for the land acquisition and construction costs to be fully funded by landowners in the DCP area. These costs present a significant burden to development in the area and would be inconsistent with the principles of State Planning Policy 3.6 (SPP 3.6). Sufficient justification has not been provided for the inclusion of these items in the context of SPP 3.6, including establishment of the need and nexus.</p> <p>Transport infrastructure proposed under the DSP should be informed by traffic volumes forecast over a reasonable planning timeframe as opposed to full build-out at 2050. It is not appropriate to burden the development of</p>	<p>that will contain a Water Corporation pressure main. This service corridor will not be landscaped or be a public open space or be used for drainage function.</p> <p>e)iii) The neighbourhood open space co-located with the southern-most primary school site is required to accommodate the expected population of Mundijong to address the concerns of the Department of Education in their submission. Until confirmation is received that the site is NOT required it should NOT be removed from the DSP.</p> <p>e)iv) Densification of residential land uses surrounding the stations is considered appropriate but can be removed</p>	

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		<p>the region in its early establishment by major infrastructure where the demand is generated well beyond what is considered to be an appropriate planning timeframe.</p> <p>District Road Planning – Recommendation</p> <p>District road planning is a key matter that is holding-up assessment and determination of the Sub-Precinct G LSP by the WAPC. Resolution of district and regional road planning is reliant on separate studies being progressed by the Shire and DPLH that confirm the alignment, design and land requirements. Whilst we understand the final stage of the study by DPLH is now underway, the traffic volumes, alignments and road cross-sections have not been made available and there is still much uncertainty relating to the progression of planning for the Sub-Precinct G LSP. Until such time as these studies are complete and the outcomes known by the Shire and affected landowners, it is considered premature for the draft DSP (and associated DCP) to identify proposed alignments for key district roads and propose a form/composition that cannot be substantiated at this point in time.</p> <p>e) Consistency with Sub-Precinct G LSP</p> <p>e)i) Neighbourhood / Local Centre</p> <p>The draft DSP identifies a ‘neighbourhood centre’ at the intersection of Taylor Road and the Town Centre Distributor Road (Whitby New Street). The table listed under Section 3.3.1 of the draft DSP Report states that the centre is classified as a ‘local’ centre with a total retail size of 2,500 square</p>	<p>outside of the 800 metre walkable catchment of possible stations.</p> <p>f) Officers are confident that the process that is being followed is appropriate and will pursue it within the designated “Urban Development” area as per the Town Planning Scheme No.2. Council will be presented with the opportunity to decide how to progress the District Structure Plan.</p>	

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		<p>metres (sqm) comprising a 1,500sqm small supermarket and 1,000sqm speciality retail.</p> <p>The existing Mundijong-Whitby DSP identifies a local neighbourhood centre across Precincts E & G, which will provide for the convenience needs of the local community. The location of this neighbourhood centre is within Sub-Precinct E1 and proposed Sub-Precinct G2, outside the area of Sub-Precinct G LSP. However, at the time of lodgement of the Sub-Precinct G LSP, the Shire indicated a preference for this local centre to be accommodated within proposed Sub-Precinct G at the intersection of Taylor Road and the southern LSP boundary due to fragmentation of landownership in the previously identified location compromising the ability to deliver the centre in that location. In line with the requirements of the existing DSP, the LSP proposes a neighbourhood centre of 0.75ha, comprising 2,500 square metres (sqm) of retail floorspace (1,500sqm small supermarket and 1,000sqm speciality retail).</p> <p>It is requested that the classification of the centre is clarified (neighbourhood or local centre) and the location be consistent with the Shire supported Sub-Precinct G LSP.</p> <p>e)ii) Multiple Use Corridor/Local Open Space</p> <p>The draft DSP identifies a strip of land depicted as 'Multiple Use Corridor/Local Open Space' to the east of Taylor Road. It would appear that this is a mapping error at the configuration depicts the service corridor located along the western boundary of the LSP area. The service corridor will contain a Water Corporation pressure main that will discharge from the</p>		

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		<p>Byford Main Pump Station to the proposed East Rockingham Waste Water Treatment Plant (WWTP).</p> <p>It is not the intent that this service corridor is landscaped or performs a public open space/drainage function. It is requested that the 'service corridor', as mapping incorrectly on the draft DSP, is relocated to the correct location immediately to the east of the Tonkin Highway extension and is identified appropriately consistent with the intent for the land (e.g. Public Purpose – Utilities).</p> <p>A Conservation Category Wetland (CCW) is identified in the south-eastern portion of the LSP area. The LSP provides for the retention of natural features including the wetland core and appropriate buffer. In addition, the LSP provides for additional public open space (POS) in this area to complement the CCW and provide for active/passive use and the potential to accommodate a community purpose site. The draft DSP incorrectly maps the CCW and associated open space by significantly increasing the extent of the 'Multiple Use Corridor/Local Open Space' designation. The DSP map must accurately define the extent of the CCW and associated open space consistent with the Sub-Precinct G LSP as lodged.</p> <p>e)iii) Neighbourhood Open Space</p> <p>The draft DSP identifies two areas of neighbourhood open space co-located with two primary schools within the north-eastern and southern-western corners of the Sub-Precinct G LSP area. The northern-most neighbourhood open space co-located with the primary school is supported and generally consistent with the LSP. The primary school site is 3.5ha in area and</p>		

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		<p>provides for a shared sized oval south of the school site itself. The draft DSP locates the neighbourhood open space immediately to the west of the school site which is inconsistent with the LSP. The design of proposed school site and shared oval has been discussed with, and supported by, the Department of Education during the LSP preparation and assessment phase. The indicative design positions the oval south of the school site to protect a mapped aboriginal heritage site and ensures that no encumbered cultural heritage land within the primary school site and demonstrates all facilities can be built in the presence of artefacts.</p> <p>The neighbourhood open space co-located with the southern-most primary school to the west of Taylor Road is not supported. The Sub-Precinct G LSP proposes a 4 ha primary school site in accordance with the location as shown on the approved DSP. There is no requirement to provide for a shared use oval in this location and has not been a matter raised by the Department of Education during the LSP preparation and assessment phase. It should be noted that the LSP area is providing considerably in excess of the minimum POS contribution. As there are no matters of local environmental significance in this location and the area does not support a drainage function, the LSP does not propose the co-location of POS with the school.</p> <p>It is requested that the northern neighbourhood open space is located south of the primary school site and that the neighbourhood open space co-located with the southern-most primary school site is removed from the DSP consistent with the Sub-Precinct G LSP as lodged.</p> <p>e)iv) Passenger Rail & High Frequency Transit Corridor</p>		

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		<p>The draft DSP identifies the extension of passenger rail from Byford to the Mundijong-Whitby area with a 'transit node' identified east of the Whitby District Centre. The draft DSP states that medium-high density housing is to be provided within a walkable catchment of centres and public transport and that medium/high density will be based on density codes which range from R40-R100.</p> <p>Whilst the proposed high-frequency transit corridor and extension of passenger rail between the Mundijong and Whitby centres is generally supported, it is not clear whether there is an expectation that the SubPrecinct G LSP accommodates medium-high density development in the order of R40-R100. Any increase in residential density of this degree would be a significant increase from that contemplated by the lodged LSP and would result in a significant financial burden for the project and impact housing affordability for the community. The DSP must provide sufficient flexibility to account for constraints such as the proposed gradeseparated crossing as they significantly impact the ability to achieve such density targets.</p> <p>f) Operation of the DSP</p> <p>The draft DSP states that the Mundijong DSP will come into operation on the day it is approved by the WAPC and will replace the 2011 Mundijong-Whitby DSP and draft West Mundijong DSP.</p> <p>However, we note that the Shire contends that the provisions of Town Planning Scheme No. 2 (TPS 2) provide for a single DSP to be adopted to</p>		

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		<p>guide subdivision and development that covers Development Areas No. 1 and 2 and if Council adopts the draft DSP following advertising, it will become the latest version of the single DSP, in accordance with Provisions 1 of Development Areas No. 1 and 2. The Shire fails to acknowledge that the Deemed Provisions of the LPS Regulations are applicable to all local planning scheme, whether or not they are incorporated into the local planning scheme text and where there is any inconsistency, the deemed provision prevails.</p> <p>It is a requirement of the Planning and Development (Local Planning Schemes) Regulations 2015 (Deemed Provisions) that a decision is required by the Commission with respect to any structure plan received by the Local Government. A decision of the Commission on a proposed structure plan may involve approval of the structure plan; modifications to the structure plan in the manner specified by the Commission; or refusal of the structure plan.</p> <p>Furthermore, the existing Mundijong-Whitby DSP was approved by the WAPC in 2011. Given there is a WAPC-endorsed DSP in place for the Mundijong-Whitby DSP area, this DSP will need to be revoked should the WAPC make a decision under the Deemed Provisions to approve the proposed draft DSP. The Deemed Provisions provide for the Commission to revoke its approval of a structure plan if the Commission considers that the structure plan cannot be effectively implemented because of a legislative change or a change in a State planning policy.</p> <p>The position of the Shire that the provisions of TPS 2 allow the Shire to adopt a DSP and replace the existing WAPC-endorsed DSP is inconsistent with</p>		

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		<p>the statement under Part 1.2 of the draft DSP which states that the WAPC's approval of the draft DSP will be required.</p> <p>Whilst we do not dispute the need to review and update the existing DSP to more closely align with the change to state and local land use and infrastructure planning, we request that the Shire adopts due and proper process as required by the Deemed Provisions of the LPS Regulations with respect to consideration of the DSP by the appropriate decision making agency, being the WAPC.</p> <p>Conclusion</p> <p>We trust that the information presented above be taken into consideration by the Shire in consideration of the draft DSP following public advertising.</p>		
<p>Peter Webb and Associates IN20/18800</p>	<p>11.</p>	<p>This is to advise that we act for DJM Mundijong Pty Ltd (DJMM), the Company which owns Lots 11 to 14 Keirnan Street, Mundijong.</p> <p>These landholdings are situated at the north western corner of the intersection of Keirnan Street and Soldiers Road, Mundijong.</p> <p>The subject landholdings are located within the boundaries defined as being subject to the draft District Structure Plan: Mundijong Urban (DSP) and proposed Amendment No. 209 to Town Planning Scheme No. 2 (TPS 2) and the accompanying Development Contribution Plan (DCP). The DSP, Amendment No. 209 and the DCP are currently the subject of an extended advertising period, which is scheduled to close on 31 August 2020.</p>	<p>The submission has been considered and the contents noted.</p> <p>Officers acknowledge the submission of a local structure plan for Precinct G2 (LSP). Discussions regarding the LSP are continuing with the proponent and Department of Education with regard to the school</p>	<p>a. That the District Structure Plan is modified to be consistent with regard to infrastructure requirements specific to the Skyline Boulevard and Tinspar Avenue connections.</p>

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		<p>This submission is lodged on behalf of DJMM as part of this formal advertising process.</p> <p>The Council of the Shire would be aware that DJMM had submitted a Local Structure Plan (LSP) on 12 July 2019 for Sub-Precinct G, following an extensive pre-consultation process with Shire's Technical Officers on 12 June 2019. Following that lodgement and receipt of further written advice from the Shire, the Council resolved to approve a modified boundary for the land required to be included in the LSP. Following that resolution, DJMM has invested considerably in revising all of the technical documentation to respond to the approved boundary for the LSP and in accordance with the endorsed Mundijong-Whitby DSP and the draft DSP. The revised LSP has now been resubmitted to the Shire and has recently been formally accepted, with the advertising process now underway. We extend our appreciation to the Shire's Planning Department for its efficient response and action in regard to progressing the LSP to the formal advertising process.</p> <p>In lodging this submission, we provide a general comment on the draft DSP as well as highlighting our concern over some of the infrastructure items listed in the Development Contribution Area 10C – Mundijong Urban in Amendment 209 and the accompanying DCP for DCA3, which is considered in many ways to not satisfactorily meet the fundamental principles of the WAPC SPP 3.6 – Development Contributions for Infrastructure and the seriously entertained draft revised SPP 3.6 (SPP 3.6).</p> <p>1. Draft District Structure Plan: Mundijong Urban The land forms part of the area defined in the draft DSP as 'LSP Area G – Mundijong North'.</p>	<p>site as indicated in the LSP.</p> <p>1. Draft District Structure Plan: Mundijong Urban - Officers do not agree that an inconsistency between the DSP and DCP will result in the Western Australian Planning Commission not endorsing either. The Shire will continue to work with the Department of Planning, Lands and Heritage to achieve the required level of consistency and equity.</p> <p>2. Amendment 209 to the currently operative Town Planning Scheme No. 2 and the Development Contribution Plan – Mundijong Urban: Whilst it is acknowledged that the District Structure Plan and Development</p>	

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		<p>The recently submitted LSP for Sub-Precinct G2 is consistent with the broader strategic framework identified in the draft DSP.</p> <p>It is however noted that the DSP Map at Figure 1 illustrates a road network layout which is inconsistent with the road upgrade map included in the DCP for DCA3. This includes inconsistencies with the District Distributor road network, noting that the DSP Map does not include the Skyline Boulevard and Tinspar Avenue connection. These inconsistencies will presumably result in the WAPC being unable to grant endorsement of the revised DSP, which casts doubt on the ability for Amendment 209 in its current form to be able to reach a successful conclusion.</p> <p>2. Amendment 209 to the currently operative Town Planning Scheme No. 2 and the Development Contribution Plan – Mundijong Urban</p>	<p>Contribution Plan are related, the portion of the submission that pertains to the Mundijong Development Contribution Plan is addressed in that Schedule of Submissions.</p>	
Roberts Day IN20/18834	12.	<p>Roberts Day represents Gold Fusion Pty Ltd, landowners of the Whitby estate in the north eastern quadrant of the Mundijong-Whitby district cell ("cell"), in providing the following submission.</p> <p>We provide the following submission on behalf of our client and Whitby estate, in response to the Shire of Serpentine Jarrahdale advertising for comment the draft Mundijong District Structure Plan (DSP).</p> <p>We are thankful to Council for this opportunity to review the draft DSP and provide feedback. This period of public review enables feedback from stakeholders to improve planning for the cell.</p>	<p>The submission has been considered and the contents noted.</p> <p>a) Access from South Western Highway - Officers confirm that the Shire is committed to two access points onto South Western Highway.</p>	<p>a. That all maps be modified to consistently indicate two connections from the Whitby estate to South West Highway as negotiated between the Shire, WAPC and Main Roads.</p>

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		<p>At present, Whitby estate is the largest developable landholding in the south-east corridor of the Perth Metropolitan Region. Whitby is the most progressed of the landholdings within the DSP area, having an approved Local Structure Plan (LSP) for approximately 3,750 lots, subdivision approval for over 500 lots, and around 300 houses constructed or under construction.</p> <p>It is pertinent to highlight at this is not the first district planning exercise undertaken by the Shire since the approval of the prevailing Mundijong-Whitby DSP in 2011. In particular, we note that the Shire previously advertised a Local Development Strategy (LDS) in 2018. We understand the currently advertised draft DSP is a revised version of the earlier LDS. This submission reviews the issues previously raised against the advertised DSP and correlates comments where they are still relevant to the DSP.</p> <p>Our primary concern as articulated in this submission is connection to South West Highway. Subsequent matters raised are also considered significant, however the need to update documents to reflect the Shire's position on South West Highway – and latest data relating to these connections - is critical.</p> <p>a) Access from South West Highway</p> <p>This matter is the most important to clarify and potentially the most substantial concern of the proposed DSP.</p> <p>The maintenance of two connections to South West Highway is extremely important for the Whitby estate and the district cell generally. These</p>	<p>b) TIA dated 2018 - It is noted that significant work has been done and potentially will be done regarding the detailed planning of roads identified in the District Structure Plan.</p> <p>c) Population and Retail Projections - The population projections based on a household size of 2.89 are arguably too low. The current average rate for the Shire is closer to 3.0 as determined by the id.group that the Shire uses for its demographics information. Furthermore the increased densities and numbers of lots that have been developed in Byford will continue in Mundijong. Officers are satisfied that the</p>	<p>b. That a connection is shown between Skyline Boulevard and Norman Road as contemplated in the Whitby Local Structure Plan.</p>

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		<p>connections have been negotiated between the Shire, WAPC and Main Roads over several years. The treatment of these connections in the DSP is concerning for two reasons.</p> <p>The first is the consistency of transport planning. The Traffic Impact Assessment supporting the DSP is extremely confusing, especially in regard to the treatment of the Reilly Road/Tinspar Road connection to South West Highway.</p> <p>Specifically, in mapping and modelling the network, this connection • is not shown on page 9 and 17 • is shown on pages 15, 27 and 28 • on page 16 it is shown on one plan but not on the other</p> <p>We assume the Shire's commitment to two connections from Whitby estate to South West Highway, as expressed as recently as August 2019 when the Whitby Activity Centre Plan was endorsed by Council (with this position explicitly stated), remains steadfast. Accordingly, it is our firm expectation that the comprehensive planning previously undertaken for the cell at a DSP, LSP and subdivision level will be maintained. Documentation should be updated to ensure this is consistently reflected.</p> <p>b) The second is that the TIA appears to have been prepared in 2018.</p> <p>This is a particular problem for transport modelling given the announcement of the fully funded Tonkin Highway extension in 2019.</p> <p>This confirmed extension (to be completed in 2024) will have a major impact on the district cell. This substantial change to the regional transport network</p>	<p>population projections in the structure plan area will be achieved. We also appreciate that the retail sector is currently going through significant changes that may impact it. However we are confident that the information we have is as good a projection as we are able to get and we will continue with this data until it is proven inaccurate.</p> <p>d) Hierarchy of Activity Centres - We are confident that the two centres will not be in conflict and that there is a large enough population for both to thrive at full build-out. This is borne out by the Shire's Activity Centres Strategy that indicates the need for at least a 4,500 sqm retail</p>	

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		<p>renders the modelling undertaken obsolete, both for general traffic and heavy haulage.</p> <p>In respect of access to South West Highway, the following impacts would be reasonably expected: • Reduced general and heavy traffic on South West Highway north of its intersection with Tonkin Highway • Less need or demand for heavy traffic to run through urban and suburban areas • Less traffic running through suburban areas • Lower speed limits on major roads within the Whitby estate • Reduced status (and therefore road reserve widths) for major roads within the Whitby estate • More justification to reduce speed limits on South West Highway</p> <p>Recommendations: • Update the TIA for the DSP to consistently show two connections from Whitby estate to South West Highway • Update modelling for the TIA to reflect the confirmed, funded extension of Tonkin Highway, and subsequent downstream impacts on transport planning for the district cell</p> <p>c) Population and Retail Projections</p> <p>Section 3.3.1 of the DSP highlights a correlation between population projections and retail floor space: an increased population projection from the existing 2011 District Structure Plan (DSP) (30,000 to 50,000 people) has precipitated an increase in retail and commercial floorspace (32,000m² to more than 42,000m²).</p> <p>In keeping with concerns expressed in our 2018 submission on the LDS, we have reservations about both the population and (by consequence) retail</p>	<p>centre at Mundijong in addition to the Whitby town centre. SPP 4.2 also indicates that capping retail space may be counterproductive.</p> <p>e) Rail Planning in Mundijong</p> <p>The Shire will continue to strongly advocate for moving the freight rail alignment to the west of the district cell as is evident from the workshops and negotiation in this regard during the Local Planning Strategy process.</p> <p>• Any planning for future passenger rail extensions beyond Byford will be determined by the requirements of the Public Transport Authority and Metronet.</p>	

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		<p>projections provided in the DSP. Firstly, whether the population projections are accurate given projections of other major documents and broad demographic trends, and secondly, whether the assumed correlation with retail floorspace remains valid.</p> <p>Regarding population, a range of household for example a figure of 2.21 persons per dwelling was employed in the WAPC's 'Outer Metropolitan Perth and Peel Sub-Regional Strategy' (South-East region). To critically assess the DSP population projections, it is important to understand the assumptions and modelling underpinning the Shire's stated figure of 2.89 persons per dwelling. It is also unclear how this figure will be maintained over the length of the development of the cell, given the continued long-term decline in household sizes experienced across Australia.</p> <p>Any slight adjustment in the assumed household size will have an impact on the overall population for the cell, and by virtue of the Shire's correlation, knock-on impacts on retail floorspace.</p> <p>The below table demonstrates the potential variance in the overall population estimate when calculated with a range of household sizes. The dwelling total has been taken from Table 8 of the DSP.</p>	<p>Initial indications are that the station at Whitby may not be a viable option due to operational reasons. The District Structure Plan therefore advocates for both the stations.</p> <ul style="list-style-type: none"> • The Shire will continue advocating for convenient, high frequency bus connection from the cell north, south and west to address the inability of residents to access work, retail and social facilities and services. <p>f) Other Street and Connectivity Issues - Officers support the connection Skyline Boulevard and Norman Road as contemplated in the approved Whitby Local Structure Plan if the matter of access through</p>	

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		<table border="1" data-bbox="533 475 1377 695"> <thead> <tr> <th>Source</th> <th>Household Size</th> <th>Calculation (based on 17702 dwellings)</th> <th>Estimated Population</th> <th>Population and Notional Retail Demand Variation</th> </tr> </thead> <tbody> <tr> <td>Outer Metropolitan Perth and Peel Sub-Regional Strategy</td> <td>2.21</td> <td>2.21 x 17702</td> <td>39,121</td> <td>Down 31%</td> </tr> <tr> <td>Median household size between 2.21 and 2.89</td> <td>2.58</td> <td>2.55 x 17702</td> <td>45,140</td> <td>Down 15%</td> </tr> <tr> <td>Mundijong District Structure Plan</td> <td>2.89</td> <td>2.89 x 17702</td> <td>51,158</td> <td>0%</td> </tr> </tbody> </table> <p data-bbox="519 711 1496 810">It will be appreciated that these changes in just one assumption would have significant impact on the size and retail demand – and dwelling mix, employment, urban structure, traffic, and community infrastructure planning.</p> <p data-bbox="519 847 1496 1182">Secondly, the assumed correlation of population size with retail space must be challenged given the well documented struggles of department stores (such as Myer and David Jones) and discount department stores (such as Big W, Kmart, and, particularly, Target), and the rising preference among consumers for online and delivery services (from major distribution centres, rather than localised activity centres). These trends are occurring now and create long term uncertainty for retail space requirements and planning in activity centres. The assumed direct relationship between retail and population projections in modelling would indicate that these declining “brick and mortar” retail trends have not been accounted for in the DSP.</p> <p data-bbox="519 1219 1496 1385">As outlined in the above table, any change in the assumed household size underpinning population estimates in the DSP would impact the ability of the Mundijong district area to support the two proposed district activity centres. The household size of 2.89 persons per dwelling used in the DSP is arguably too high, and any reduction in the household size will reduce the</p>	Source	Household Size	Calculation (based on 17702 dwellings)	Estimated Population	Population and Notional Retail Demand Variation	Outer Metropolitan Perth and Peel Sub-Regional Strategy	2.21	2.21 x 17702	39,121	Down 31%	Median household size between 2.21 and 2.89	2.58	2.55 x 17702	45,140	Down 15%	Mundijong District Structure Plan	2.89	2.89 x 17702	51,158	0%	<p data-bbox="1518 472 1865 536">the small Bush forever area can be negotiated.</p> <p data-bbox="1518 572 1865 1142">g. Relationship with Approved Local Structure Plans – Officers acknowledge the Whitby Local Structure Plan and would support the notion that it be seen as the most detailed structure plan for the specific area. The District Structure Plan should however provide guidance for further due regard decisions and negotiations regarding some of the district level infrastructure.</p>	
Source	Household Size	Calculation (based on 17702 dwellings)	Estimated Population	Population and Notional Retail Demand Variation																				
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		<p>overall population, thereby shrinking the catchment sizes and viability of the centres.</p> <p>This is an important reason to revisit technical reports underpinning planning for the Mundijong district area. At the very least, the Shire should build robustness into the DSP to reflect the uncertainty of both household size and retail trends. It will be noted that this approach was adopted for the endorsed Whitby Activity Centre Plan.</p> <p>Furthermore, the veracity of both population and retail projections will have implications for traffic modelling and street networks, which are discussed later in this submission.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Utilise the household size of 2.21 persons per dwelling in population projections and planning • Update infrastructure demand and structure planning based on updated population projections • Demonstrably build in robustness should household size vary (with consequent impacts on infrastructure demand, land use mix, employment targets, and other elements) <p>d) Hierarchy of Activity Centres</p> <p>It appears based on the advertised draft Mundijong District Structure Plan that the Mundijong town centre is still classified as a district level centre, as well as the Whitby activity centre. As such our comments from our 2018</p>		

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		<p>submission remain relevant and are reiterated below for the Shire's consideration.</p> <p>Related to the above questions on the future of retail is the overall distribution and classification of activity centres within the Mundijong District Structure Plan cell. The current proposed "twin district centres" approach, which identifies Whitby and the existing Mundijong town site as district centres, will foreseeably mean the development cell will lack the primacy and focus of one major centre. This would appear to be contrary to the South Metropolitan Peel Sub Regional Planning Framework published by the WAPC in 2018.</p> <p>The current approach of having two identified district centres with different primary functions (i.e. the civic focussed existing Mundijong townsite being complemented by a new retail-based activity centre at Whitby) will be challenging to achieve, specifically maintaining defined roles, and avoiding centres "cannibalising" each other. The risk of compromising the viability of both centres due to the "twin district centres" is increased by outstanding questions relating to retail modelling and overprovision of retail space based upon population estimates outlined in the above section. Based on these considerations, the concept of "twin district centres" should not be pursued.</p> <p>The recent investment in civic buildings in the Mundijong centre is noted and would indicate moving civic functions would not be viable given the economic life of, for example, the police station building. But equally there is little realistic prospect of organic and robust growth around the existing Mundijong townsite when the land is substantially fragmented.</p>		

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		<p>Importantly, under fragmented ownership it will be very difficult for Mundijong to retain its unique character if inundated by disparate development proposals. It is difficult to see how this would be beneficial to the Mundijong townsite.</p> <p>Accordingly, we would recommend that one district centre (Whitby) be depicted in the district cell, and provide for a “specialised neighbourhood” centre or similar for Mundijong, to enable a civic focus and prudent management of its cherished character.</p> <p>Recommendation: depict one district centre (Whitby) in the district cell, and designate Mundijong townsite as a “specialised neighbourhood” centre or similar, to enable a civic focus and prudent management of its cherished character.</p> <p>e) Rail Planning in Mundijong When reviewing rail planning for the Mundijong District Structure Plan cell, assuming no substantial changes to the Australind service, there are two components that must be considered: freight rail and passenger rail. Both these rail components will have critical impacts on the overall outcome of the urban development of the cell and must be properly planned for. Our comments on both freight and passenger rail proposals outlined in the draft Mundijong District Structure Plan re below.</p> <p>e)i) Freight Rail</p> <p>Certainty over freight rail planning is vital for the future of the district cell. Both the physical freight rail line infrastructure and the frequency of freight</p>		

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		<p>rail services operating on the line are a major constraint to delivering a cohesive and connected urban cell.</p> <p>Relocation of the freight rail line has long been identified as part of the development of Mundijong. The relocation of the freight rail line to the west, as identified in Figure 19 of the Draft DSP, will have multiple benefits, including but not limited to:</p> <ul style="list-style-type: none"> • Complementing the relocation of freight traffic along the Tonkin Highway extension; • Supporting the development of the West Mundijong Industrial Area, through the co-location with freight road and rail with an inter-modal facility; • Supporting the creation of a more diverse employment base for Mundijong; • Working towards aspirations for greater employment self-sufficiency for Mundijong; and • Allowing the development of Mundijong urban cell to realise the vision for a connected community. <p>For the important reasons outlined above, the freight rail relocation to the west of the Urban cell should be aggressively pursued as a priority, as per the proposal outlined in the DSP.</p> <p>e)ii) Passenger Rail</p> <p>The relocation of the freight rail line to the west would leave the existing rail line carrying only the Australind passenger service, only running twice daily in each direction. This reduction in the frequency of rail activity on the existing line in turn delays (or alleviates entirely) the need to remove level crossings from the Urban cell, and, potentially, the need for new grade separated crossings.</p>		

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		<p>For passenger rail, several proposals have been outlined in the DSP that are at best aspirational. These include the extension of metropolitan passenger rail from Byford to Mundijong as part of Metronet and connecting Mundijong directly to Rockingham by rail. As desirable as this extension may be, there are no plans to undertake this extension until at least 2051.</p> <p>Each of these aspirational aims would be beneficial if planning for them did not also generate flow-on issues that create additional infrastructure costs and inhibit the achievement of other good planning outcomes.</p> <p>Our responses to address the further extension of passenger rail are outlined below:</p> <ul style="list-style-type: none"> • As discussed, at present, there are no plans in the Metronet programme or any other State government planning (up to 2051) to extend the Armadale line beyond Byford. • Should an additional passenger rail station be planned for the Armadale line beyond Byford, it should be located at the Whitby activity centre. Supporting infrastructure should be focussed on providing strong connections between the Whitby and Mundijong centres (as these are needed anyway), rather than being predicated on a station being established at Mundijong. For example, we consider that the Evelyn St-Richardson St rail crossing should not be constructed, and instead the Keirnan Street crossing should be retained, for reasons including: <ul style="list-style-type: none"> o Disturbing an existing quiet rural-residential area east of the rail line (which will likely remain rural-residential for at least the medium term given the fragmentation of land) 		

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		<p>o Potential impact on the fabric of the existing Mundijong town centre, accommodating a bridge and batters for grade separation</p> <p>o Less direct connection between Mundijong and future Whitby town sites (particularly given the east-west road may not connect to Soldiers Road), to the detriment of both centres: far better connection would be offered by Keirnan Street and Skyline Boulevard</p> <ul style="list-style-type: none"> • In meetings with Shire staff, we have previously requested a business case to support the selection of Mundijong as a more viable station location over Whitby, as planned in the DSP. To our knowledge, these requests have not been met and as such there is a lack of evidence to support Mundijong as a viable station location. • In lieu of evidence to the contrary, Whitby presents the most compelling case for a future station location, especially when seeking funding from State and/or Federal sources, as it has the land and framework to provide an effective transit oriented development and economic growth to support the station. Whereas Mundijong is inhibited from achieving the same outcomes by existing surrounding development and fragmented land ownership. • Any planning predicated on extension of passenger rail can be at the expense of other, more pragmatic opportunities to improve connectivity at a local level (i.e. a bus rapid transit route linking Whitby to Byford and the future Metronet rail station planned there). <p>Recommendations:</p> <ul style="list-style-type: none"> • Maintain strong advocacy for moving the freight rail alignment to the west of the district cell 		

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		<ul style="list-style-type: none"> • Any planning for future passenger rail extensions beyond Byford should be predicated on a station at Whitby, rather than Mundijong • Until at least 2051, a strong focus should be on providing convenient, high frequency bus connection from the cell to Byford, rather than other destinations <p>f) Other Street and Connectivity Issues We have expressed concern about connectivity issues relating to Whitby in a range of forums and correspondence in the past. The comments provided in this section focus on matters relating specifically to the draft DSP.</p> <p><u>Connection from Whitby to the North-West</u></p> <p>Previous planning for Mundijong depicted two connections across the rail line, one at the activity centre and another at Bishop Road to the north. The Bishop Road connection is lost in the currently advertised version of the DSP, reducing permeability, and funnelling additional traffic through the activity centre or to South West Highway, to the potential detriment of the street environment in the estate.</p> <p>The DSP identifies Development Investigation Areas to the north west of Whitby. It is also understood that the intent for the Cardup area (north of Whitby) is to become a bulky goods and service industrial estate (attracting some large format retail uses and associated traffic). The proposed connection of Skyline Boulevard (provided for in the approved Whitby LSP) through to Norman Road, providing a crossing over the rail line addresses several issues:</p>		

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		<p>• It will enable better connection to Cardup, without directing additional local traffic on to South Western Highway; • It will provide an additional connection through the cell, thereby reducing the risk that the Whitby activity centre main street will become a major (and hostile) thoroughfare and providing greater certainty of a low traffic environment conducive to a successful main street; • It will provide a direct connection from the Development Investigation Areas to Whitby (the district centre, potential future TAFE site, and • It will maintain connection to proposed rail crossings and boost connectivity across the cell without requiring an additional grade separated crossing.</p> <p>The connection of Skyline Boulevard and Norman Road is already contemplated in the approved Whitby Local Structure Plan. This connection should be seriously pursued to boost the permeability of the DSP and strengthen economic connections to adjacent areas.</p> <p>Recommendation: maintain and actively pursue the option of extending Skyline Boulevard north to Norma Road to improve connectivity from the district cell to the north, and alleviate pressure on South West Highway</p> <p>g. Relationship with Approved Local Structure Plans</p> <p>Whitby is the most progressed greenfield development estate in the Mundijong Urban cell. With a local structure plan approved in 2012, three stages with subdivision approval and approximately 300 constructed homes. On the basis that the approval of the Whitby LSP pre-dates the DSP, and in instances where elements of the two documents do not align, the relationship of the DSP with LSPs should be clear.</p>		

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		<p>The extensive work undertaken to develop and secure approval of the existing Whitby Local Structure Plan must be reflected in the draft DSP – not least because it adds value to the DSP itself.</p> <p>In light of the significant technical knowledge underpinning the Whitby LSP, and the fact it has been implemented over the past 8 years, the LSP should be afforded substantial weight in decision-making. The LSP should not be required to be amended to be in accordance with the DSP.</p> <p>Recommendation: extensively draw on local structure planning undertaken – and the rationale behind local structure planning – to ensure the DSP is consistent, pragmatic, and represents best practice.</p> <p>Conclusion In keeping with the deliberative approach to this stage of stakeholder engagement, we would welcome an opportunity to further discuss the matters raised prior to the formal advertising process for the DSP.</p>		
Roberts Day	13.	<p>We appreciate the opportunity to submit a brief submission on the recently advertised plan District Structure Plan (DSP) and provide the following justification based of the proposed change illustrated in the modified version of the DSP attached.</p> <p>a) Lot 499 Mundijong Road, Mundijong The proposed modification retains the Medium – High residential classification adjacent to the existing Mundijong Townsite, which provides</p>	<p>Officers thank the submitter for the time taken to respond to the request for comment. The submission has been considered and the contents noted.</p>	<p>No modifications required to the Structure plan.</p>

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		<p>potential for a retirement village. We propose to reclassify the balance of land to Rural Smallholdings (4000m²) in order to recognise:</p> <ul style="list-style-type: none"> o Significant edge affects around the site including: <ul style="list-style-type: none"> - Bushfire Hazard control from the Mundijong Road vegetation reserve; - Noise and amenity impact from the Tonkin Highway extension; and - Noise and amenity impact of the Perth – Bunbury Freight and Passenger Rail line; o Environmental and aesthetic values of the existing east – west watercourse through the site; and o Building on the landscape character and context of Mundijong as a rural hamlet by providing a transect of lot types from general Rural, Rural Small Holdings (4ha – south of Tonkin), Rural Small Holdings (4000m² – as proposed for subject site) to the Medium – High residential around the core Townsite area. <p>b) 'Mundella Farm' - Lots 51, 52, 115 and 123 Randell Road, Mundijong Mundella Farm is proposed to be severed east-west by the potential new freight rail line. The proposed modification seeks to include the area north of the new line into the "Rural Small Holdings" consistent with the surrounding land. The area south of the line remains as Rural consistent with its existing use and context.</p>	<p>a) Officers are of the opinion that due to the proximity of the land to the Mundijong townsite the highest and best use of the site is appropriate and therefore the current land use designation Medium – High residential should be retained.</p> <p>Officers would therefore support the potential for a retirement village but a "Rural Smallholdings (4000sqm)" designation is not considered appropriate.</p> <p>b) The new boundary of the District Structure Plan required to align with the Town Planning Scheme No.2 does not include these lots. Council has already made a</p>	

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			determination and recommendation in this regard to the Western Australian Planning Commission through the Local Planning Strategy.	
Landowners/Residents				
K Warnock IN20/16339	14.	We support the Mundijong DSP as we are keen to subdivide the property above demolish the existing structure and rebuild.	Officers thank the submitter for the time taken to respond to the request for comment. The submission has been considered and the contents noted.	No modifications required to the Structure plan.
A Khan IN20/17477	15.	<p>Thank you for the opportunity to comment on the draft district structure plan and associated development contribution plan for Mundijong.</p> <p><u>Mundijong district structure plan</u></p> <p>My land interests relate to 10 Butcher Road. We have held a long term objective to affect a development outcome which sees the continuation of Wallace Street, to finish off the R5 precinct of 2000sqm lots.</p>	<p>Officers thank the submitter for the time taken to respond to the request for comment. The submission has been considered and the contents noted.</p> <p>The previous District Structure Plan shows this area for low/medium density residential</p>	No modifications required to the Structure plan.

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		<p>Importantly, part of the character for Mundijong is a sympathetic graduation of land use and development that reinforces landscape character of the town. For Mundijong, the townsite has enjoyed a rural feel, in part by the availability of large lots that in combination with retention of trees and gardens, creates the perception of rural living on a town locale. It is important that opportunities for this form of development are maintained so as to reinforce a distinct series of neighbourhoods that can still be enjoyed throughout. That is, not everywhere should be suburban development of 300sqm lots.</p> <p>Whereas the peripheral parts of the Mundijong district will characterise suburban forms of development, there is the opportunity to create a sense of unique urbanity within the governance and civic precinct, that is surrounded with a landscape that functions as a quasi low density green belt to help maintain a distinctively rural and landscape town character. Whereas people often push for higher densities, in this case we seek to respond to character and complete what is a critical element for the town's future that has different neighbours on offer.</p> <p>To affect this outcome, I would like to recommend an R5 precinct be allocated to enable completion of the Wallace Street precinct. Akin to the Byford by the Brook fronting the 2000sqm Cardup Siding Rd, this will be critical to enabling character that is respectful and different to the suburban estates that will otherwise develop.</p>	<p>development. The current DSP shows the area for Medium-High density (R40-R100) development due to its proximity to the town centre of Mundijong which will require a significant increase in densities to be viable and to comply with the population targets set in the State planning framework and more specifically Perth & Peel @3.5 million.</p>	

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		<p>Attached is the image I seek to promote for this outcome. This can be achieved without reticulate sewer, and this in itself can help ensure character is respected through scaled density.</p>  <p><u>Development contributions</u></p> <p>Development contributions based on ensuring a flexible spectrum of infrastructure provision should ensure that shared infrastructure responds respectively to character. Through the town centre, and surrounding peripheral landscape set town character, should be flexible to respond to these different transects as they exist.</p>		

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