

Draft Mundijong District Structure Plan – Schedule of Modifications			
<i>No.</i>	<i>Section</i>	<i>Modification</i>	<i>Justification</i>
1	Various	That the boundary of the Mundijong Whitby District Structure Plan be modified to reflect the designated 'Urban' and 'Industrial' zoned portions under the Metropolitan Region Scheme, and the 'Urban Expansion' areas as designated under the South Metropolitan Perth and Peel Sub-regional Planning Frameworks document.	To confine the Mundijong District Structure Plan to land identified as Urban and Industrial. This is required to ensure that the new District Structure Plan can replace the previous District Structure Plan without breaching the provisions of the Deemed Provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
2	Various	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.	To ensure an adequate provision of schools to service the population.
3	Various	That all references be changed from "Joint Use Agreements" (JUA) to "Shared Use Agreements" (SUA).	To ensure the use of the correct terminology.
4	Various	That a neighbourhood centre be indicated as per the current Precinct G LSP at the intersection of Taylor Road and the southern LSP boundary.	To ensure consistency with the Precinct G LSP.
5	Various	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.	To identify the Water Corporation service corridor and its intended purpose.
6	Various	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 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.	The High School site is sufficiently large enough already.

7	Part 1 – Section 1.6 and Figure 2	That the West Mundijong area be identified as a single precinct within the Mundijong Whitby District Structure Plan, in order to reflect Council's decision of 19 August 2019 to progress with a Local Structure Plan for the precinct.	To reflect the Council decision to allow a single Local Structure Plan to be prepared for the precinct.
8	Part 1 – Section 1.6	Update the status of the local structure plans to be current.	To reflect the current status of the local structure plans.
9	Part 2 – Sections 1.3.2	That all references to the Government Sewerage Policy remove the “Draft” and reflect its current status.	To reflect the current approved status of the Government Sewerage Policy.
10	Part 2 – Section 1.3.3	Update the local planning policies to be current.	To reflect the current status of the local planning policies.
11	Part 2 – Section 2.2.7	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	The Water Corporation Oaklands Branch Drain ‘F’ forms part of the broader Mundijong Rural Drainage District.
12	Part 2 – Section 2.2.7	That the challenges of the availability of groundwater for the future irrigation of land be added to section 2.2.8.	To discuss the challenges with the availability of groundwater.
13	Part 2 – Section 2.2.7	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.	Bores for the irrigation of open space and playing fields yield a higher impact.
14	Part 2 – Section 3.4	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.	To ensure consistency.
15	Part 2 – Section 3.4	That grade separated interchanges be accurately identified as only being driven by future decisions, should they occur, to extend the metropolitan passenger rail service south of Byford.	To clarify that the grade separation of roads across the rail will be determined by future decisions.
16	Figure 1 and Figure 17	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.	To clearly depict that the densification of residential land is appropriate within an 800 metre walkable catchment of stations.

17	Figure 1, Figure 17 and Figure 21	That the District Structure Plan is modified to be consistent with regard to infrastructure requirements specific to the Skyline Boulevard and Tinspar Avenue connections.	To ensure the infrastructure requirements of Skyline Boulevard and Tinspar Avenue are reflected in the District Structure Plan.
18	Figure 1, Figure 17 and Figure 21	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.	To ensure consistency and clearly depict two connections from the Whitby Estate to South Western Highway.
19	Figure 1, Figure 17 and Figure 21	That a connection is shown between Skyline Boulevard and Norman Road as contemplated in the Whitby Local Structure Plan.	To ensure consistency with the Whitby Local Structure Plan.
20	Figure 1, Figure 17 and Figure 21	That the freight rail realignment be accurately identified as a State Government project, and that a notation be added to the District Structure Plan map that refers to the project detail as provided by Main Roads WA.	To clearly specify that the freight rail realignment is a State Government project.
21	Other	That the Mundijong Whitby District Water Management Strategy (DWMS), 2010 be attached to the final document.	To ensure that important technical information is included.