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ATTACHMENT 14 – Schedule of Modifications
Mundijong District Structure Plan (WAPC Ref: SPN/0871)

The structure plan is to be modified to the satisfaction of the Western Australian Planning Commission (WAPC) on the advice of the Department of Planning, Lands and Heritage (DPLH) in accordance with the following Schedule of Modifications and the duly modified structure plan is to be resubmitted to the WAPC for consideration.

General	
No.	Modification
1	The Mundijong District Structure Plan (DSP) being updated to reflect the version dated July 2021 which incorporates all modifications recommended by the Shire of Serpentine Jarrahdale Council at its meeting of 16 November 2020.
2	A more-detailed table of contents being provided.
3	Where applicable, the outcomes of modifications set out in this schedule being incorporated in the Summary Table data and any errors corrected.
4	<p>(a) The West Mundijong industrial area being deleted from the DSP map (Figures 1 and 17) and all other applicable maps, and the modified DSP boundary being as delineated on the attached plan titled '<i>Modified DSP Area</i>' (Modifications Attachment 1), albeit that the proposed freight rail realignment and Tonkin Highway extension will need to be shown (indicatively) on relevant DSP plans. Additionally, all report text relating to West Mundijong should be deleted or modified, as appropriate, to reflect this deletion.</p> <p>(b) Both areas classified <i>Urban Expansion Area</i> in the <i>South Metropolitan Peel Sub-regional Planning Framework</i> being included in the area covered by the Mundijong District Structure Plan.</p>
5	All discussion in the DSP report relating to residential densities being changed to reflect an overall density outcome consistent with the target of 15 dwellings per gross hectare of Urban zoned land (which for the purposes of this modification includes both Urban Expansion Areas) and the updated density distributions, subject of Modifications 9 and 10, below.
6	<p>Upon completion of the review of the <i>Activity Centres Background Paper</i> subject of Modification 11 and 74, below, discussion of activity centres being modified. This should:</p> <p>(a) take into account the increased population resulting from the augmentation of residential densities and increased Urban area resulting from inclusion of Urban Expansion Areas;</p> <p>(b) include identification of net lettable floor area (retail and commercial, respectively) identification of key elements (e.g., full-line supermarkets, Retail – DDS, Retail – specialty shops) and land requirements for each activity centre; and</p>

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	(c) include discussion setting out (at the DSP level) how local structure plans should address the objectives of draft <i>State Planning Policy 4.2 – Activity Centres</i> in relation to land use mix, cohesion, movement and access and urban form. In the case of Mundijong townsite, this should also include coverage of how heritage values within the townsite should be incorporated.
7	Discussion of high schools, primary schools and related data in the DSP being modified to reflect the changes in the number and locations of proposed high schools and primary schools set out in Modifications 14 and 15, below.
8	Undertake a review of requirements for district level east-west movement across the northern sector of the DSP area to the satisfaction of the WAPC and include the outcome in the DSP maps and text accordingly.
Part 1 – Structure Plan Maps	
No.	Modification
9	The areas classified Urban Expansion Area in the <i>South Metropolitan Peel Sub-regional Planning Framework</i> , identified by a ‘DIA boundary’, being depicted in a way that corresponds with other urban land on the DSP map – with reference to DIAs deleted and proposed residential densities being indicated on the plan (such densities forming part of the overall outcome of 15 dwellings per gross hectare of urban land). DIAs should only be shown as ‘DIAs’ on Figure 18 (<i>Urban Growth Capacity</i>).
10	The DSP map being modified to provide for an overall residential density outcome consistent with the target of 15 dwellings per gross hectare of Urban zoned land. As part of this, the reconfigured densities should – <ul style="list-style-type: none"> (a) redistribute ‘Low (transitional): R10-15’ densities to increase the proportion located adjacent to, and along the eastern edge of the proposed Tonkin Highway extension; (b) ensure the residential densities within the <i>State Planning Policy 5.4 – Road and Rail Noise</i> trigger distance for the future Mundijong Road alignment and South Western Highway are capable of meeting the aims of SPP5.4. (c) increase densities along district distributor roads shown on the DSP map, focussing on key public transport routes to the district centres. (d) increase the densities within the area south of Watkins Road, except in close proximity to the future realignment of Mundijong Road adjacent to the Tonkin Highway extension where 10(a) above may apply.
11	The delineation of activity centres being replaced with – <ul style="list-style-type: none"> (a) two indicative District Centres, one to be located at the approximate centroid of the proposed Whitby Activity Centre and the other with its centroid at the existing Mundijong townsite (with indicative sizes to be determined through a review of the <i>Activity Centres Background Paper</i> submitted with the DSP (see Modification 74) completed to the satisfaction of the Commission); and (b) indicative neighbourhood centres whose number, size and location are to be determined through a review of the <i>Activity Centres Background Paper</i> submitted with the DSP, completed to the satisfaction of the Commission.

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12	The High Frequency Transit Corridors coinciding with the alignments of Bishop Road and Mundijong Road on the DSP map being deleted.
13	Depict the possible future TAFE site with an indicative (spherical) representation on the applicable maps and diagram with the legend modified in relation to this, to read ' <i>TAFE/Post-Secondary Education</i> '.
14	The indicative high school site shown within Lot 30 Bishop Road being relocated to a position generally north of Watkins Road and east of the rail corridor in consultation with the Department of Education and to the satisfaction of the WAPC.
15	The DSP map being amended to provide eleven primary schools, to be located generally as indicated on the attached plan titled ' <i>Primary Schools and High Schools</i> ' (Modifications Attachment 2) to the satisfaction of the WAPC in consultation with the Department of Education and the Local Government.
16	Within Precinct A, the boundary between the area identified for residential use and the area classified 'Reserve' being consistent with the Negotiated Planning Solution for Bush Forever Site 354 which is the boundary of the Urban zone in the Metropolitan Region Scheme.
17	The depiction of open space areas being compatible with the combined area of open space areas being not less than 10 percent of the net residential area within the DSP, excluding areas within the Parks and Recreation reservation and Bush Forever sites in the Metropolitan Region Scheme.
18	The open space network being configured to the satisfaction of the Commission to increase the proportion of open space capable of being used for sport in strategic locations.
19	An (indicative) area of 'District/Neighbourhood Open Space' being shown abutting all primary school and high school sites.
20	'Multiple use corridors' being shown in an indicative manner consistent with depiction of land classified 'Parkland Link' in the East Wanneroo District Structure Plan.
21	All elements of the 'District Distributor' road system occurring outside the modified DSP boundary being deleted.
22	The DSP plan being modified to incorporate – (a) land requirements for the Tonkin Highway/Freight Rail Realignment/Mundijong Road interchange as shown on the attached plan titled ' <i>Future Tonkin Highway, Mundijong Road and Rail Alignments</i> ' (Modifications Attachment 3) as may be amended; (b) adjustment to the alignment for the abutting Water Corporation service corridor correlating with (a) above; and (c) a district distributor road connection between the future realignment of Mundijong Road (east-west section of the Tonkin Highway extension) and the Mundijong DSP district distributor road network, generally consistent with the <i>South Metropolitan Peel Sub-regional Planning Framework</i> , to the satisfaction of the WAPC.
23	The DSP plan being modified to – (a) delete the District Distributor road that passes east-west through Lot 30 Bishop Road;

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	(b) delete the District Distributor road forming an extension of Bett Road southward from Bishop Road; (c) modify the alignment for the East-West District Distributor Road that passes through the Whitby activity centre (in the area west of the railway) to be indicatively consistent with the same road in the Local Structure Plan endorsed by the WAPC (as subject to modification) for Precinct G1.	
24	The DSP plan being modified so that a five-way intersection will not occur where Galvin Road meets Keirnan Street.	
25	The proposed freight rail realignment being shown indicatively on all relevant plans in the DSP document but with the annotation stating this is “a State Government Project being provided by Main Roads” being deleted.	
26	A grade-separated crossing being indicated where the east-west district level road crosses the South Western Railway – this location being determined as part of the requirements of Modification 8, above.	
27	The DSP plan being amended to show only one ‘transit node’ symbol, to be located adjacent to the proposed Whitby activity centre and north of the adjacent rail crossing.	
28	A potential park-and-ride facility being indicated, using a suitable symbol, near the ‘transit node’ symbol subject of Modification 27.	
29	The DSP plan being annotated to indicate there is a need to allow for land requirements for potential long term grade-separated rail crossings.	
30	Delete the ‘Waste Water Pump Station and Buffer’ symbol from the location of the Whitby temporary waste water pump station.	
31	Delete “DIA boundary’, ‘Development Investigation Area’, ‘University/Innovation Hub’ and ‘Cemetery’ from the legend.	
32	The blank area within Precinct A being shown on the DSP plan as ‘Low (Suburban): R20-35.	
Part 1 – Structure Plan Text		
	Part/Section	
33	1.1.3 Vision and Objectives 1.5 General Provisions	In section 1.1.3 (A Water Sensitive Place) and section 1.5 (General Provisions), insert the words, ‘if proven to be feasible’ following the words ‘... and facilitating water reuse and fit-for-purpose use’.
34	1.6 Local Structure Plans	Figure 2 (<i>Mundijong Local Structure Plan Areas</i>) being modified to show an area for the Whitby District Centre Activity Centre Structure Plan (using indicative linework) and to annotate expiry dates for all current LSPs and the ACP.
35	1.3 Planning Framework	Figure 5 (Metropolitan Region Scheme Extract) being modified to –

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		<ul style="list-style-type: none"> (a) make correction to the boundaries of Bush Forever Site 361 where outside the DSP area; and (b) change the annotation within the area within the Public Purposes reservation east of South Western highway from 'H' to 'SU' (and include appropriate annotation in the legend).
36	1.3.2 State and Regional Planning Framework	In addition to South Western Highway and existing freight rail (which are already identified in this section), the DSP text being amended to convey the fact that <i>State Planning Policy 5.4 – Road and Rail Noise</i> applies to the MDSP area due to the presence of land within the SPP5.4 trigger distance for the proposed Tonkin Highway extension and future Mundijong Road alignment and, subject to implementation, would also apply in relation to the proposed freight rail realignment and possible intermodal transfer facility.
37	1.6 Local Structure Plans	Incorporate outcomes relating to activity centres arising from the review of the <i>Activity Centres Background Paper</i> (required under Modification 74) that apply in relation to the guidance of land use and development within the respective precincts.
38	1.6 Local Structure Plans	Incorporate outcomes relating to drainage and inundation arising from the review of the District Water Management Strategy (required under Modification 76) that apply in relation to the guidance of land use and development and to water management within the respective precincts.
39	1.6.1 LSP Area A – Whitby	<p>Include information conveying the need for the following changes to the LSP when this is considered for a fresh approval, upon its expiry –</p> <ul style="list-style-type: none"> (a) The outcomes of the review of requirements for district level east-west traffic movement across the northern sector of the DSP area (see Modification 8, above) being incorporated in the LSP. (b) Reference to a 'rail station' being modified to refer to a 'potential future rail station'. (c) Reference to the need to recognise the need for possible future park and ride facilities in association with a possible future station. (d) Identification of net lettable floor area (retail and commercial, respectively), key elements (e.g., full-line supermarkets, Retail – DDS, Retail – specialty shops) and land requirements for the Whitby activity centre; (e) Identification of the need for any future review of the Activity Centre Plan for the future Whitby activity centre to have regard for the outcomes of the review of the Activity Centres Background Paper required under Modification 74.

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		<p>(f) Insert text to the effect that any review of the Activity Centre Plan is to address the objectives of draft State Planning Policy 4.2 – Activity Centres including those relating to land use mix, cohesion, movement and access and urban form.</p> <p>(g) The need for adjustment of the location/configuration for the possible future TAFE/ Post-secondary Education site.</p> <p>(h) Insert text to the effect that the land subject of the Negotiated Planning Solution for Bush Forever area 354 is to be delineated for bush forever open space and managed in accordance with the <i>Whitby Local Structure Plan Integrated Landscape Management Strategy</i>.</p> <p>(i) Insert text stipulating that protection and rehabilitation of the east-west creek line extending between Bush Forever Area 354 and Robertson Road through Lots 23 and 26 is required.</p> <p>(j) Insert text to the effect that noise mitigation measures, as required under SPP5.4, are to be addressed in relation to adjacent to the railway reserve to the west.</p>
40	1.6.2 LSP Area B – Keirnan Street	<p>(a) Include under ‘Key matters to be addressed’ a statement conveying the need to avoid creation of a five-way intersection where Galvin Road meets Keirnan Street, by realigning the north-western offshoot of Keirnan Street.</p> <p>(b) Include reference to the need for a primary school in this precinct, to be located in accordance with Liveable Neighbourhoods Element 8 and guidance from the Department of Education.</p>
41	1.6.3 LSP Area C – Watkins Road North	<p>(a) Modify reference to integration of two primary schools to reflect relocation of one proposed primary school to Precinct D.</p> <p>(b) Delete reference to creation of a neighbourhood centre pending revision of the <i>Activity Centres Background Paper</i> with new text being placed in the appropriate sub-sections of section 1.6 (Local Structure Plans) once the relevant outcomes are established to the satisfaction of the WAPC.</p> <p>(c) Insert text to the effect that the final location for a high school is to be determined in accordance with Liveable Neighbours Element 8 in consultation with the Department of Education to the satisfaction of the WAPC.</p>
42	1.6.4 LSP Area D – Watkins Road South	<p>(a) Include the area identified as DIA 2 as part of Precinct D.</p> <p>(b) Include reference in the text to the provision of a primary school at the approximate epicentre of this precinct with its location to be determined in accordance with Liveable Neighbours Element 8 in consultation with the Department of Education to the satisfaction of the WAPC.</p>

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		<p>(c) Insert provision in the text conveying the need for close attention to drainage and water management considerations in relation to the creek that passes through the DIA component of the enlarged precinct, including assessment of potential for inundation and establishment of a foreshore management plan.</p> <p>(d) Include the following under the heading key matters to be addressed –</p> <ul style="list-style-type: none"> ○ Verify, retain and protect natural areas; and ○ Bush fire hazard management.
43	1.6.5 LSP Area E – Mundijong West	<p>(a) Insert reference to the need for the detailed position of the Mundijong South Entry/Exit road from the Primary Regional Road reservation to be established and included in the LSP.</p> <p>(b) Modify reference to two primary schools to refer only to one primary school.</p>
44	1.6.6 LSP Area F – Mundijong Town Centre	<p>(a) Insert a replacement provision identifying the need for an Activity Centre Plan for the District Centre having regard for the outcomes of the review of the Activity Centres Background Paper required under Modification 74.</p> <p>(b) Insert a provision requiring identification of net lettable floor area (retail and commercial, respectively), key elements (e.g., full-line supermarkets, Retail – DDS, Retail – specialty shops) and land requirements for the Mundijong activity centre.</p> <p>(c) Insert a provision requiring discussion in the LSP stipulating the need for the Activity Centre Plan to address the objectives of draft State Planning Policy 4.2 – Activity Centres including those relating to land use mix, cohesion, movement and access and urban form. This should also include coverage of how heritage values within the townsite should be incorporated.</p> <p>(d) Insert reference to the need to include a second primary school in the precinct to be located in accordance with Liveable Neighbourhoods Element 8 and guidance from the Department of Education.</p> <p>(e) Delete reference to a rail station for the precinct.</p>
45	1.6.7 LSP Area G – Mundijong North	<p>(a) Delete reference to creation of a neighbourhood centre pending revision of the Activity Centres Background Paper with new text being placed in the appropriate sub-sections of section 1.6 (Local Structure Plans) once the relevant outcomes are established to the satisfaction of the WAPC.</p> <p>(b) Delete the provision stating, ‘Create a north-south road connection linking to Bishop Road’.</p>
46	1.6.8, 1.6.9, 1.6.10, 1.6.11, 1.6.12	Delete these five sub-sections

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	(five LSP Areas covering West Mundijong industrial area)	
47	1.7.1 Development Investigation Areas	<p>(a) The land identified on the DSP Map as 'DIA1' becoming a separate Local Structure Plan precinct and 'DIA 2' being incorporated with Local Structure Plan Precinct D.</p> <p>(b) Delete section 1.7.1.</p> <p>(c) Create a new subsection titled 1.6.8 – LSP Area H – Cardup South. This should encompass the land identified as DIA1.</p> <p>(d) Under the heading 'key matters to be addressed, include reference in the text to the provision of a centrally-located primary school in this precinct with its location to be determined in accordance with Liveable Neighbours Element 8 in consultation with the Department of Education to the satisfaction of the WAPC.</p> <p>(e) Include further provisions under the heading 'key matters to be addressed' as follow –</p> <ul style="list-style-type: none"> ▪ Allowance for any land requirements associated with a rail crossing / interchange ▪ Possible road widening requirements associated with Soldiers Road, Bishop Road and Bett Road. ▪ Noise mitigation. ▪ Bushfire hazard management. ▪ Verify, retain and protect local natural areas. ▪ Protect wetlands, watercourses and catchments. ▪ Preserve fringing vegetation along roads and waterways. ▪ Consideration of third pipe system.
Part 2 – Explanatory Section		
48	2.2.2 Economy and Employment (Employment Self Sufficiency and Self Containment) 3.3.2 Employment	<p>Discussion of employment self-sufficiency being modified to:</p> <p>(a) update coverage of this subject to use 2021 census data;</p> <p>(b) incorporate the outcomes of the review of the <i>Activity Centres Background Paper</i> subject of Modification 74 below; and</p> <p>take into account the increased number of schools, the proposed major district recreation facility and the emergence of working from home.</p>
49	2.2.4 Movement and Access (Active Transport)	<p>The passage stating “there is an opportunity to utilise the central spine for a cycle and pedestrian network, connecting Mundijong and Byford” being amended to avoid any inference of rail closure. Use of the term “incorporate as part of” could be considered.</p>

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50	<p>2.2.5 Service Infrastructure Water Supply Wastewater Integrated Water Management</p> <p>2.2.7 Natural Resources (Water Resources)</p> <p>3.7 Service Infrastructure</p>	<p>(a) In section 2.2.5, discussion relating to the supply of water pursuant to the provisions of State Planning Policy 2.5 – Rural Planning being deleted.</p> <p>(b) In sections 2.2.5, 2.2.7 and 3.7, text relating to water supply, drainage and wastewater being modified in consultation with the Water Corporation to the satisfaction of the WAPC.</p> <p>(c) In sections 2.2.5 (primarily Integrated Water Management together with some references in Water Supply and Wastewater) and 2.2.7 (Natural Resources – Water Resources), replace text relating to the Waste Water and Drinking Water Strategy with information about work being undertaken on the development of alternative sources of non-drinking water with the aim of utilising this technology, if found to be feasible in a timely manner (while clarifying that, at the time of writing, the feasibility of the technology is not sufficiently proven for implementation), such text being to the satisfaction of the WAPC.</p> <p>(d) In section 2.2.7 incorporate any outcomes relating to drainage and inundation arising from the review of the District Water Management Strategy (required under Modification 76).</p>
51	<p>2.2.6 Environment and Landscape (Bush Forever)</p>	<p>Incorporate text in section 2.2.6 under the heading ‘Bush Forever’ (where reference is made to Bush Forever site 354), stating that the parts of this site zoned Urban Deferred in the Metropolitan Region Scheme are to be ceded free of cost to the Crown at the time of subdivision and managed in accordance with the <i>Whitby Local Structure Plan Integrated Landscape Management Strategy</i>.</p>
52	<p>2.2.6 Environment and Landscape (Bushfire)</p>	<p>Incorporate appropriate information from the Bushfire Hazard Level Assessment required by Modification 75.</p>
53	<p>2.2.7 Natural Resources 2.3 Constraints and Opportunities</p>	<p>Figure 14 (<i>Existing Landform, Soils and Flood Risk</i>) and Figure 16 (<i>Mundijong Opportunities and Constraints</i>) being updated to show any areas subject to flood risk, as identified in an updated District Water Management Strategy, as required by Modification 76.</p>
54	<p>2.3 Opportunities and Challenges</p>	<p><i>Opportunities –</i> <u>Consolidated Urban Form</u></p> <p>In Table 7, delete text referring to consolidating Mundijong, focussed around a train station and replace this with text describing –</p> <p>(a) the opportunity to establish Whitby as a consolidated town centre focussed on key town centre functions and, if future decisions result in the extension of passenger rail south</p>

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		<p>of Byford, the opportunity for this to become an exemplar of TOD development with improved access and integrated transportation and development outcomes.</p> <p>and</p> <p>(b) the opportunity to consolidate Mundijong as a traditional town centre focussed around civic functions and town centre activities enhanced by heritage values.</p> <p><u>Community and Social Infrastructure</u></p> <p>(a) Insert “the potential to create a model town centre to embody the principles and objectives of SPP4.2 in conjunction with civic functions and heritage values that will contribute ambience and character to the DSP area while meeting community needs.”</p> <p>(b) Following the words “employment opportunities ... improved via the Perth-Armadale rail line extending”, replace the words “ to Mundijong and extension of public transport opportunities to the west” with the words, “... to Byford. Also, further investigations of a rapid transit linkage to Whitby and Mundijong activity centres may be progressed in the future.”</p> <p><u>Movement and Access</u></p> <p>Delete “Increased Australind service at Mundijong providing commuter access to Perth and Bunbury in the short-term, with the vision to eventually extend metropolitan rail service by influencing the outcomes of METRONET” and replace this with “The potential for future extension of passenger rail south of Byford to be considered in the longer term.”</p> <p><i>Challenges –</i></p> <p><u>Community and Social Infrastructure</u></p> <p>Replace the word “poor” from the passage “Poor frequency of TransWA Australind train service.” With the word “The”.</p> <p><u>Movement and Access</u></p> <p>Delete “Long term planning and delivery of METRONET largely unknown’ and replace this with “At this time, extension of passenger rail south of Byford is not under consideration.”</p>
55	3.1 Strategic Intent	<p>Making the following changes in section 3.1 –</p> <p>(a) In Item 2 (Mundijong town centre), delete the words ‘and railway station’.</p> <p>(b) In Item 5, replace the present text with ‘Identification of a transit node at the proposed Whitby activity centre for further investigation.’</p>

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		<p>(c) In Item 6, replace the current text with ‘Incorporating the up-to-date configuration for the proposed freight rail realignment and Tonkin Highway/Mundijong Road intersection.’</p> <p>(d) Change Item 8 to read, ‘Inclusion of two Urban Expansion’ areas identified in the <i>South Metropolitan Peel Sub-regional Planning Framework</i>.’</p> <p>(e) Insert a new Item (following Item 8) stating, ‘Increased provision for education facilities.’</p> <p>(f) Item 11 being amended, as necessary, in accordance with the rewording of text relating to service infrastructure, subject of Modification 50.</p> <p>(g) Item 13 (neighbourhood centre) being modified following completion of the revision of the Activity Centres Background Paper to the satisfaction of the WAPC.</p> <p>(h) In Item 14, replace the words ‘proposed TAFE site’ with ‘possible future TAFE/Post-secondary Education site’.</p>
56	3.2.1 Population and Density 3.2.2 Development Investigation Areas	<p>(a) Replace ‘(DIA2 and ‘DIA3)’ with ‘(DIA1 and DIA2)’.</p> <p>(b) Delete text relating to Development Investigation Areas.</p>
57	3.2.2 Land Use (Low Density Transitional)	Delete the existing text from section 3.2.2 (Low Density Transitional) and insert “Lower densities of R2-R10 may be considered in locations affected by transportation noise in the vicinity of primary regional roads and adjacent to the northern boundary of Lots 30 and the northern and western boundaries of 103 Bishop Road, and to allow for a transition to rural residential areas subject to the provision of 15 dwellings per hectare across these two lots.”
58	3.3.1 Economy (Activity Centres)	Figure 19 (<i>Proposed Employment Generators</i>) being modified to reflect the increased number of schools, proposed major district recreation facility and the emergence of working from home and to replace the term in the legend “inter-modal facility’ with ‘possible intermodal facility’.
59	3.4.1 Public Transport (Rail)	<p>(a) Delete the statement –</p> <p>“... the Mundijong Structure Plan proposes the following:</p> <ul style="list-style-type: none"> ○ Passenger rail extension from Byford to Mundijong with a further train station in the Mundijong Town Centre to improve north-south links” <p>and replace this with –</p> <p>“... the Mundijong Structure Plan proposes the following:</p> <ul style="list-style-type: none"> ○ Future-proofing the Mundijong-Whitby area by ensuring the capability to accommodate potential long term passenger rail extension from Byford to

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		<p>Whitby activity centre linking with efficient bus transport systems throughout the DSP area”</p> <p>(b) Delete the statement –</p> <p>“All future rail crossings are proposed to be grade separated interchanges, however this will depend on the surrounding context at the time and will only be driven by future decisions, should they occur, to extend the metropolitan passenger rail service south of Byford.”</p> <p>and replace this with –</p> <p>“In the intermediate term, the number of level crossings is proposed to remain unchanged in keeping with the Office of the National Rail Safety Regulator Policy – Level Crossings which does not support new level crossings. In this respect –</p> <ul style="list-style-type: none"> ○ The Mundijong Road-Watkins Street crossing will remain in its present location and the Keirnan Street and Norman Road level crossings will be relocated to the proposed East-West road (serving the proposed Whitby activity centre) and Evelyn-Richardson Street crossings, respectively; and ○ A long term grade-separated crossing is proposed to form part of the East-West road link serving the northern sector of the DSP area when funding considerations allow. This will provide the capability to adapt to the potential extension of passenger rail to Whitby, subject to future funding and other considerations making this possible. <p>Grade separation of the above level crossings will need to be considered if the freight rail realignment does not proceed, or if traffic volumes from urban development bring the level of conflict above the applicable threshold prior to realignment of the freight rail. If passenger rail were to be extended south of Whitby activity centre at any time in the future, all crossings will need to be grade-separated.</p> <p>Without specific, detailed investigations, it is not possible to ascertain whether grade-separated crossings should be road-under-rail, or rail-under-road. It will be necessary to take this into account in the preparation and consideration of the applicable local structure plans.”</p>
60	3.4 Movement and Access	<p>Figure 20 (<i>Proposed Movement Network – Public and Active Transport</i>) being modified by:</p> <p>(a) deleting the Rapid Transit Investigation Areas that coincide with the alignments of Bishop Road and Mundijong Road; and</p>

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		(b) increasing the connectivity of the Principal Shared Paths in relation to key land uses.
61	3.4 Movement and Access	<p>Figure 21 (<i>Proposed Movement Network – Roads and Freight</i>) being modified to –</p> <ul style="list-style-type: none"> (a) incorporate changes to the road network set out in, or as a result of all other modifications; (b) change the diagram according to the outcomes of the Transport Impact Assessment to be carried out as part of these modifications; (c) delete the inferred rail crossing at Keirnan Street; (d) indicate road classifications, grade-separation and signalised intersections according to the outcomes of the required TIA; (e) indicate that grade separation for rail crossings will be necessary for the East-West (Whitby Centre), Evelyn-Richardson and Mundijong-Watkins links if the freight rail realignment does not proceed or high-volume/high speed passenger rail services eventuate in the future; (f) indicate retention of the existing Restricted Access Vehicle (RAV) route that follows the alignment of Norman Road and Robertson Road (northward), or as may be amended through Modification 21; (g) include the alignment for the proposed freight rail realignment (indicatively) as shown on the attached plan titled '<i>Future Tonkin Highway, Mundijong Road and Rail Alignments</i>' as may be amended. (h) insert the word 'possible' before the words 'intermodal facility' in the legend; (i) replace the words 'rail station' in the legend with the words 'transit node'; and (j) relocate the symbol for 'transit node' from Mundijong to a position adjacent to Whitby activity centre, just north of the east-west district distributor road passing through that location.
62	3.4 Movement and Access	Figure 22 (<i>Intersection Sufficiency</i>) being modified to incorporate changes to the road network set out in, or as a result of all other modifications (including an updated Transport Impact Assessment that incorporates these modifications).
63	3.4.1 Public Transport (Bus)	Delete the words "These corridors are likely to include Bus Rapid Transit with the view to include rail long-term" and insert the words, "Subject to the outcome of an associated business case, this may be a suitable staging option".
64	3.4.3 Road Network	Make changes to the text and table in this section consistent with Modifications 8 and 21-24.
65	3.4.3 Traffic Impact Assessment	Revise the content of this section following completion of the Transport Impact Assessment subject of Modification 78, below, in accordance with the TIA itself and its outcomes.

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66	3.4.4 Freight	<p>(a) Insert the word 'possible' before the words 'intermodal facility' and 'intermodal freight terminal' where these occur in this section.</p> <p>(b) Delete the words 'to provide logistical support for the Westport project'.</p> <p>(c) Replace the passage 'the rail freight realignment, Thomas Road widening and Westport will' with the passage 'the freight rail realignment and Thomas Road widening will'.</p>
67	3.5.1 Education Facilities (mapping)	The requirements set out in Modifications 13 to 20, above, being incorporated into Figure 23 (<i>Proposed Community Infrastructure and Open Space Network</i>).
68	3.5.1 Education Facilities (text)	<p>Modify the text in this section to –</p> <p>(a) reflect the requirements of Modifications 13, 14 and 15.</p> <p>(b) have regard for the proposed Byford TAFE and convey the principle that the site is retained in the DSP to provide flexibility to accommodate potential long term education needs, including the site's potential to accommodate future post-secondary education needs.</p>
69	3.5.2 Public Open Space (mapping)	Make adjustments to the text consistent with additional neighbourhood open space areas adjacent to the updated number of primary and secondary schools in the DSP area and increased number of areas suitable for active recreation subject of Modification 18.
70	3.5.2 Public Open Space (text)	Delete all text commencing from (and including) the sub-section heading <i>Variations to 10 per cent public open space contribution</i> through to the end of section 3.5.2.
71	3.5.2 Public Open Space Size and Distribution of Public Open Space	<p>(a) Modify text in this section to reflect the open space requirements set out in Modifications 16 to 20, above, to the satisfaction of the WAPC.</p> <p>(b) The combined area of open space areas being not less than 10 percent of the net residential area within the DSP – excluding areas within the Parks and Recreation reservation and Bush Forever sites in the Metropolitan Region Scheme.</p> <p>(c) The statement that public open space is to be calculated on the basis of 'purely' residential designated land uses being changed to be consistent with WAPC policy.</p> <p>(d) Include text, stating that the potential for shared use of open space (with school sites) will depend on agreement from the Department of Education, and include consideration of whether –</p> <ul style="list-style-type: none"> ○ more-detailed planning for a school site identifies constraints that affect the amount of useable land available, and/or ○ additional education requirements must be accommodated on the site.

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72	2.2.6 Environment and Landscape (Bushfire Hazard)	Modify discussion of matters relating to bushfire hazard to reflect the outcome of the bushfire hazard assessment required by Modification 75 to the satisfaction of the WAPC.
73	3.8.2 Aboriginal Heritage	Insert the following text as a second paragraph – 'Consideration should be given to compliance with the <i>Aboriginal Heritage Act 1972</i> (as may be amended).
Appendices		
74	Activity Centres Background Paper	The Activity Centre Background Paper being revised to address the requirements of the increased population to be accommodated by the DSP as modified by the above requirements. Among other things, this should – <ul style="list-style-type: none"> ○ identify locations for all activity centres and their type; ○ include examination of the possible need for additional neighbourhood centres consistent with <i>Liveable Neighbourhoods</i> and draft SPP4.2, including appropriate accessibility, walkable catchments and feasibility considerations; and ○ identify net lettable floor area (retail and commercial, respectively), key elements (such as full-line supermarkets, Retail – DDS, Retail – specialty shops) and land requirements for each activity centre.
75	Bushfire Hazard Level Assessment	A Bushfire Hazard Level Assessment is to be prepared for land within the Urban zone of the Metropolitan Region Scheme where located within the MDSP Area and not covered by local structure plans endorsed by the WAPC (or endorsed by the WAPC subject to modifications), to inform future local structure plans and/or structure plan amendments.
76	District Water Management Strategy	Modify the strategy to – <ul style="list-style-type: none"> ○ incorporate and address the inclusion of Urban Expansion Areas within the DSP area; ○ make the strategy consistent with advice provided in the Department of Water and Environmental Regulation submission, with particular attention to the availability of groundwater for irrigation and in relation to inundation management. ○ reflect gazettal of Government Sewerage Policy (September 2019).
77	Wastewater and Non-Drinking Water Strategy	Delete Appendix 7 – Wastewater and Non-Drinking Water Strategy.

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78	Transport Impact Assessment	<p>A fresh transport Impact Assessment being prepared, based on the DSP as modified by the requirements set out in this schedule of modifications. This should –</p> <ul style="list-style-type: none"> ○ be consistent with the modified land use proposals and road network; ○ incorporate updated dwelling, population and employment forecasts; ○ be based on updated traffic modelling and accurate land use/development yield; ○ incorporate legible mapping; and ○ Include AIMSUN modelling that has been peer reviewed, <p>to the satisfaction of the WAPC.</p> <p>Noting that there is no commitment by Government to extend passenger rail south of Byford, the TIA should also incorporate methodology to assess transport impacts both with, and without a rail station at Whitby (having regard for this as an origin/destination in the DSP and including its trip share) in order to 'future-proof' the DSP.</p>
79	Infrastructure and Services	<p>Make adjustments to the strategy to –</p> <ul style="list-style-type: none"> ○ address the requirements of the increased population accommodated by the proposed DSP, as modified by the above requirements; ○ address matters raised by the Water Corporation and ATCO Gas.
80	Engagement Report	Delete
81	Railway Crossing Study	Delete
82	Railway Crossing Review	Delete
83	Paterson Street/Soldiers Road and South West Railway Reserve	<p>Undertake a review of the capacity of Paterson Street / Soldiers Road and the abutting railway reserve (where these occur within the DSP area) to accommodate all functions envisaged by the DSP, including the protection of environmental values and, in turn, include guidance in the DSP in relation to these purposes and related spatial requirements, to inform local structure planning and decision-making in relation to this corridor and adjacent land, to the satisfaction of the WAPC.</p>