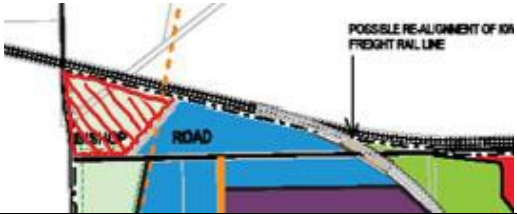


Schedule of Modifications

West Mundijong Industrial Area Structure Plan (WAPC Ref: SPN/2288)

The Structure Plan (SP) 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 SP is to be resubmitted to the WAPC for consideration.

General		
No.	Modification	
1.	Part 2 and Technical Appendices being updated to reflect any amendments to Part 1.	
2.	Include Lot 5 Bishop Road Mundijong in the land ownership table.	
Part 1 – Structure Plan Map		
2.	Legend	Blue Area to be classified as “Highway Commercial”
3.	Map	Rail to be annotated subject to further investigation.
4.	Map	Add hatching to the northwest corner of the Structure Plan map (where it corresponds with the MUC), to indicate that “the final layout of the MUC at this point is subject to detailed design to determine width and extent.”
		
5.	Map	100m buffers from the Multiple Use Corridors being identified.
6.	Map	Remove 1km buffer
7.	Map	30m buffer from Conservation Category Wetland being modified to 50m.
Part 1 – Structure Plan Text		
8.	Section 1	Modify “Policy” to “Implementation”

9.	Section 4 and 9	<p>Incorporate Section 9 into Section 4 with the following changes:</p> <ul style="list-style-type: none"> a) Insert "Land use permissibility will be in accordance with the respective zone listed in the zoning table of the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 4. b) "Service Industry" modified to "Highway Commercial"
10.	Sections 7 and 8	<p>Deleted and replaced with the following:</p> <p><u>7. Utilities Services</u></p> <ul style="list-style-type: none"> a) Subdivision and development within the structure plan area to make suitable arrangements for the provision of reticulated water and sewer. b) Temporary or interim measures for the provision of water and waste water services may be considered, provided that any measure does not prejudice the long-term provision of reticulated water and sewer. c) Any subdivision or development within the structure plan area must include an engineering servicing report detailing the provision of essential services to the subject site.
11.	Section 5	<p>Modify Section 5 title to "Subdivision and Development Requirements"</p> <p>The following additional provisions being included:</p> <ul style="list-style-type: none"> a) Subdivision and development within areas containing remnant native vegetation are to be accompanied by a vegetation and fauna assessment. b) Subdivision and development of land containing multiple use corridors is to address the width and construction requirements for the multiple use corridor through the subdivisional area.

		<p>c) Subdivision and development containing conservation category wetlands may provide a wetland buffer assessment in accordance with WAPC's Draft <i>Guidelines for the Determination of Wetland Buffer Requirements</i> and the Environmental Protection Authority's Guidance Statement 33 to determine detailed wetland buffer requirements.</p> <p>d) Subdivision involving intersections with Mundijong Road and Bishop Road are to provide information to demonstrate the provision of appropriate intersection treatments in accordance with the Traffic Impact Assessment.</p> <p>e) Minimum lot sizes shall not be below 2000m²</p>
12.	Section 9	<p>Including the following provision:</p> <p>Land use and development must consider the long term role of the West Mundijong Industrial Area as part of the freight distribution network for the south metropolitan subregion. Land use and development which may prejudice the ability for the West Mundijong Industrial Area to realise the strategic objectives of the area should be considered in this context.</p>
13.	Section 10	<p>Include the following provision:</p> <p>The local government will require all development proposals to be accompanied by detailed reports prepared by suitably qualified consultants, demonstrating that proposed industrial development will not result in unacceptable levels of amenity impact on pre-existing sensitive development within or external to the structure plan boundary. The detailed reports must demonstrate either that:</p> <ol style="list-style-type: none"> 1. an existing sensitive use will not be subject to unacceptable amenity impacts, or 2. that all potential amenity impacts can be mitigated against through design and operation of the development. <p>The report is to address the requirements of WAPC State Planning Policy 4.1 - State Industrial Buffer.</p>
Part 2 – Explanatory Section		
14.	Section 2 – Wetland Buffers	Update Wetland buffers to explain the 100m buffer requirements from Peel Harvey Catchment drains as set out in the LWMS

15.	Section 2 – Sate Industrial Buffers Policy	Remove paragraph 2 regarding 1km buffer and Rural Enterprise Zone.
16.	Section 4 – Transport	Update to reflect outcomes of updated Traffic Impact Assessment
17.	Section 4 – Transport	Identify key road closures at Scott Road and Pure Steel Lane and explain the timing and closure process.
18.	Section 5 – Servicing	Being updated to reflect the requirement for reticulated water and sewer services.
19.	Figure 23	Update to reflect Main Roads requirements and outcomes of updated Traffic Impact Assessment.
20.	Figure 26	Review Kargotich Road Spine Road intersection. Include cross section for Spine Road.
21.	Figure 29 – Subdivision Concept Plan	Remove the subdivision concept plan
Appendices		
22.	Local Water Management Strategy	Update the Local Water Management Strategy consistent with version 2B dated March 2021 subject to the following additional modifications:
	General	Being updated to reflect the provision of reticulated water and sewer throughout the structure plan.
	Executive Summary	Heading states “ <i>purpose of a district water management strategy</i> ”. Modify to read “ <i>purpose of a local water management strategy</i> ”.
	Section 5 Environment	<i>Wetlands and waterways</i> amend references to <i>Department of Environment and Conservation</i> to <i>Department of Biodiversity, Conservation and Attractions</i> .
	Section 8	Insert: “the design of the Oaklands MD western levee bank promotes flooding along Kargotich Road, the effects of which can be seen in the photos shown in Figure 3-4 of the Birrega Oaklands Flood Management and Drainage Study”
	Section 9.2: Drainage Management Strategy - 10% AEP	<i>Road Reserve Management</i> Fifth paragraph references a <i>110% AEP event</i> . Modify to <i>10%</i> .
	Section 10: Water Quality Management	<i>Monitoring</i> It is noted water quality targets are proposed as 1.0mg/L TN and 0.1 mg/L TP, consistent with the Peel-Harvey Water Quality Improvement Plan (EPA, 2008). Future monitoring programs should adopt a downgradient vs upgradient comparative analysis, or triggers derived from suitable predevelopment monitoring.
	Section 12: Groundwater Management	<i>Monitoring</i> States <i>one</i> peak at minimum is required for groundwater monitoring prior to development/subdivision. Section 15.1 states <i>two</i> peaks are required unless proponent can

		adequately demonstrate alternative data is sufficient. It is recommended the definition in Section 15.1 is adopted across the LWMS. <i>Figure 23</i> It is acknowledged this figure is indicative, however please amend subsoil flow direction from C12 and C101 so as not to be directed to the conservation category wetland (CCW). This is to ensure no misinterpretation at future design stages as piped flow to CCW's is generally not supported.
	Figure 24	Subsoil drainage network appears to traverse the road reserves. Please clarify intent as the LWMS identifies these lot boundary subsoils discharging to swales in the road reserve.
	Figure 25	Include landscape plan including the asset manager (Shire of Serpentine-Jarrahdale) for the Mandejal Brook and wetland.
23.	Traffic Impact Assessment	Update the Transport Impact Assessment consistent with the version dated June 2021 subject to the following additional modifications:
	Section 4	Update traffic data for Kargotich and Mundijong Roads.
	Section 4	Update ROM data to incorporate latest data from Main Roads modelling branch.
	Section 4	Update SIDRA analysis from SIDRA version 5 to SIDRA version 9
	Section 4	Incorporate a longer-term assessment year later than 2031 in accordance with the WAPC transport assessment guidelines.
	Section 4	Identify intersection treatment (signals or roundabout) at Mundijong Road and Bishop Road intersections.
24.	Bushfire Management Plan	Being updated to reflect the final layout of the structure plan map, particularly with regard to the alignment of multiple use corridors.