

NORTH-EAST BALDIVIS

DISTRICT STRUCTURE PLAN

PART ONE - IMPLEMENTATION SECTION

MAY 2025



Title:	North-East Baldivis District Structure Plan Part One - Implementation Section
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TABLE OF AMENDMENTS

Amendment Number	Description	Date Endorsed by WAPC

ENDORSEMENT PAGE

The North-East Baldivis District Structure Plan is prepared under the provisions of the Planning and Development Act 2005.

IT IS CERTIFIED THAT THE NORTH-EAST BALDIVIS DISTRICT STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN
PLANNING COMMISSION ON:

30 April 2025

Signed for and on behalf of the Western Australian Planning Commission:



.....

an officer of the Commission duly authorized by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the
presence of:



..... Witness

6 May 2026

..... Date

EXECUTIVE SUMMARY

The North-East Baldy District Structure Plan (the DSP) will guide the future development and planning processes for the 'East of Kwinana Sector' Urban Expansion area identified by the Western Australian Planning Commission's (WAPC) *Perth and Peel @ 3.5 million Planning Investigation Areas Update (2022)* (the PIA Update). The DSP covers the entire 'Urban Expansion' area north of Mundijong Road and south of Telephone Lane and is the next stage of the more detailed planning for the land as part of a coordinated sequential planning process.

The DSP area is approximately 760 hectares and is estimated to deliver in the order of 6,000 dwellings, housing a population of approximately 18,000 people. It will establish a framework to ensure that State Government density targets are met, with a focus on achieving increased densities around activity centres, public transport routes and areas of high amenity. The estimated population will require provision of sub-district-level infrastructure as well as associated services and amenities. The DSP will coordinate the delivery of social and service infrastructure necessary for new communities to flourish. This will include both a Neighbourhood and Local Centre, High School, District Open Space, Primary Schools and an employment precinct intended to grow and foster local businesses and create job opportunities within the DSP.

A key feature at the core of the vision for the DSP is a network of multiple use corridors anchored by a central lakes system at the heart of the site. Whilst necessary to manage the hydrological characteristics of the land, the corridors and central lakes provide a unique opportunity to create a master planned community connected by nature and a movement network that encourages and fosters residents to embrace more sustainable transport methods and interact with their environment. The corridors have been identified as consolidated areas where a nature-positive outcome can be implemented, regenerating and improving the natural environment and creating habitat for key local fauna species, targeting black cockatoos. In addition to the intrinsic habitat value, the landscape and planting approach for the corridors will increase tree canopy and create the potential to establish a carbon offset program within the DSP.

The DSP is in immediate proximity to the regional road network, providing it with exceptional connectivity. The Kwinana Freeway abuts the western DSP boundary and Mundijong Road the southern, providing access to existing north-south and east-west arterial roads. This access opportunity enables development to proceed without the need to extend roads or construct new intersections.

The DSP is also located approximately 3km from Wellard Train Station and will encourage greater patronage of existing passenger rail infrastructure. As the proponent for the DSP and developer of the first stages, Stockland are committed to exploring opportunities to establish initial bus feeder services connecting DSP residents with the train station until such time as a public service is established.

A substantial portion of the DSP is designated as employment land abutting Mundijong Road, providing good accessibility and exposure for future businesses. The employment vision for the DSP is to deliver jobs at a rate two to three times higher than typical employment land through a 'curated business strategy'. This strategy responds to the location of the DSP in proximity to the Western Trade Coast and the 360 hectare Industrial Expansion Area south of Mundijong Road. The curated business strategy will target the growth of small trade-related businesses within a contained precinct as part of the first stage of development. The co-location of small businesses is designed to enable the shared use of business infrastructure, resource pooling and network sharing. The strategy ultimately seeks to graduate businesses from the precinct into larger spaces, also within the DSP.

The majority of the DSP area has been historically cleared, with limited areas of remnant native vegetation remaining. Preparation of the DSP involved a range of site-specific technical investigations to identify environmental values and their relative significance. The DSP proposes to retain and protect significant environmental values through a number of mechanisms, namely the identification of local reserves to be formally established through the local structure plan process. Development of the land for urban purposes in the long-term is expected to improve water quality from the site by reducing the total nitrogen and total phosphorous loads as compared to the pre-development scenario. This is a pertinent consideration for the DSP due to its location within the Peel-Harvey catchment.



ARTISTS IMPRESSION SKETCH |

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1.0 INTRODUCTION

The *South Metropolitan Peel Sub-regional Planning Framework* (March 2018) ('the Framework') provides the strategic direction for managing growth and development within Perth's southern corridors. The Framework and associated mapping spatially identify consolidated urban areas to accommodate population growth as well as locations for strategic employment land for approximately 27 years (up to 2050). Upon release of the Framework in 2018, the DSP area - as part the broader 'East of Kwinana' sector - was classified as a 'Planning Investigation' area that required further investigation as part of the strategic reconsideration of land use in the sub-region.

In September of 2022, the WAPC published the *Perth and Peel@3.5million Planning Investigation Area Update* (September 2022) ('the PIA Update'). The PIA Update provides strategic direction by the WAPC on the various PIAs identified by the Frameworks in 2018, including the East of Kwinana sector PIA. The PIA Update was the output of investigations undertaken by the Department of Planning, Lands and Heritage with the assistance of other key State Government agencies between 2018 and 2022.

A key outcome of the PIA Update was the identification of the DSP area as 'Urban Expansion', providing clear direction regarding the intended land use outcome for the area. 'Urban Expansion' areas are described by the WAPC as *"land suitable for urban development as previously identified in planning studies, or which represents the logical expansion of an existing urban area."*

The PIA Update identified the remainder of the East of Kwinana sector, north of Mundijong Road as 'Urban Investigation' with the area south of Mundijong Road confirmed as 'Industrial Expansion'. The Framework confirm that a district structure plan is the suitable instrument to coordinate the planning of Urban Expansion areas, generally prior to region scheme rezonings. This DSP is therefore prepared to coordinate future planning processes and development outcomes consistent with the Frameworks and the PIA Update.

Part 4.5 of the PIA Update identifies six specific matters that are required to be addressed through the DSP process for North-East Baldivis. The DSP comprehensively addresses these 'key considerations' in addition to other standard matters required to progress land from a rural to an urban zoning. The DSP demonstrates that all potential constraints to development of the land can be appropriately managed through standard processes towards delivering a master planned community.

The DSP will provide the strategic planning framework to deliver approximately 6,000 dwellings over the next 10 to 15 years, as well as the necessary services, amenities and infrastructure to accommodate the estimated population of 18,000. The DSP is ideally located to accommodate this growth, based on the following attributes:

- Its location in proximity to existing and emerging employment centers. The DSP is estimated to be located within proximity of between 32,000 and 51,000 future jobs.
- Its direct, immediate access to the regional road network without a reliance on government to deliver roads and/or intersections.
- The majority of the site has been historically cleared, with only limited areas of remnant native vegetation. Development of the land does not require extensive clearing thereby reducing the potential for environmental impacts.
- The removal and cessation of historic land uses within the DSP area that currently generate offsite impacts such as the livestock holding facility and jet sprint boat racing.
- The scale of the site and associated ability to provide a critical mass of residential and employment land in a location that directly abuts the urban front, minimises the distance that service infrastructure is required to be extended.

2.0 STRUCTURE PLAN PURPOSE AND OPERATION

The District Structure Plan is prepared to guide future planning processes including amendments to the Metropolitan Region Scheme, amendments to the City of Rockingham's Town Planning Scheme No.2 and the more detailed local structure plans required to coordinate subdivision and development. It provides a strategic planning framework for the coordinated development of the land and resolves potential constraints to urban development to inform and guide rezoning requests being considered by the WAPC. This Part 1: Implementation report, including the DSP Map, will form the primary planning instrument for the preparation, assessment and determination of subsequent planning processes.

Four separate indicative local structure plan areas are identified on the DSP Map based on the anticipated staging of the DSP and the timely delivery of infrastructure, services and amenities needed to support development for urban purposes. This includes spatial distribution of land uses such as schools, activity centres, open space and future reserves for the preservation of environmental values.

The DSP will coordinate the staging approach for the land. A key factor that has informed the staging approach is the construction of drainage infrastructure necessary to manage the risks of inundation as the sequential development of the project progresses. The DSP identifies large areas of land that are required to be constructed and set aside for drainage purposes. Specifically, these areas are required to manage overland flows from the Birrega Main Drain to the Peel Main Drain in a westerly direction across the site in the 1% Annual Exceedance Probability (AEP) event. The DSP spatially identifies a proportionate allocation of land for drainage (approximately 45%) based on ownership structure to ensure that each landowner accommodates their proportionate share of flood storage to accommodate development of their land for urban purposes. The proposed staging for the construction of drainage infrastructure aims to ensure that drainage areas are constructed to manage inundation commensurate with the extent of development proposed for that stage, without impacting land that is not part of the development stage.

Implementation of the DSP will require the delivery and funding of shared infrastructure items, namely roads and intersections. Supported by a technical traffic analysis, the DSP identifies higher order roads and intersections that will require shared funding via future development contribution plans to be prepared as part of the more detailed local structure planning process.

3.0 FUTURE PROCESSES

The DSP is the next logical process to the WAPC's review and subsequent identification of the land as 'Urban Expansion.' The DSP will resolve, or provide a pathway to resolve, the potential constraints associated with the land, providing certainty and clarity regarding matters to be considered and addressed at subsequent stages of the planning processes such as rezoning, local structure plans and subdivision.

The following sets out these processes and the anticipated matters to be addressed at each stage.

3.1 Metropolitan Region Scheme Amendments

Amendments to the Metropolitan Region Scheme to rezone or reserve land should be generally consistent with the DSP Map, with exact boundaries to be refined through detailed planning. Where there are no fundamental matters that need to be addressed prior to the land being zoned 'Urban', amendments to the MRS may be considered concurrently with the DSP.

A staged approach to MRS Amendments is anticipated, informed by staging sequencing, landowner intent and the need to provide new communities with access to services, amenities and open space. Given the purpose of the DSP is to establish a strategic planning framework that resolves potential constraints to urban development, it is anticipated that MRS amendments will proceed directly to the 'Urban' zone rather than 'Urban Deferred'.

A key matter to be considered and addressed as part of a request to rezone land from 'Rural' to 'Urban' under the MRS is the potential offsite impacts and buffer implications from existing livestock holding facilities on lot 1 within the DSP area and lot 1099 Wilkinson Road, Baldivis outside of the DSP area to the south. Should it be proposed to rezone land within the buffer areas from 'Rural' to 'Urban' whilst the livestock holding facilities remain in operation, the portion of land within the buffer may be rezoned to 'Urban Deferred', pending cessation of the use or operational changes that mitigate the need for, or reduce, the buffer.

The DSP does not propose to reserve land in addition to that already reserved under the MRS. Land required for the Kwinana Freeway and future intersection with Mundijong Road is already reserved as 'Primary Regional Roads' under the MRS. Land required for the widening of Mundijong Road on the northern side is reserved as 'Other Regional Roads' under the MRS. The DSP Map designates a 'Potential Primary Regional Road' in association with the potential future widening of Mundijong Road. This designation is intended to preserve an approximate overall 95-metre-wide strip of land, specifically 88-metres as measured from the northern edge of the existing carriageway. The actual land required for any future widening of Mundijong Road is subject to further investigations by Main Roads WA and the WAPC. Land required for the final, ultimate widening will be determined by the WAPC as part of a future process to reserve the land under the MRS. Until such time as the road widening requirement is confirmed, the land between the 'Potential Primary Regional Road' line and the existing 'Other Regional Road' reserve will be held in the 'Urban Deferred' zone.

All land not currently reserved under the MRS is therefore proposed to be zoned 'Urban'. Individual local structure plans will be responsible for establishing zones and reserves at the local level, consistent with those prescribed under the City of Rockingham's Local Planning Scheme No. 2 (LPS 2).

3.2 Local Planning Scheme Amendments

As part of an MRS Amendment process, the WAPC may concurrently rezone land under LPS 2 to 'Development' (structure plan zone) pursuant to section 126(3) of the *Planning and Development Act 2005* to facilitate the preparation of a local structure plan. As outlined under section 4.0 below, the DSP provides a detailed framework for the future preparation and assessment of local structure plans, alleviating the need for textual amendments to LPS 2 that may otherwise be required to inform subsequent local structure plan and subdivision stages.

Should a concurrent local planning scheme amendment not be supported by the WAPC, then a separate local scheme amendment process will be required to rezone the land to 'Development' (structure plan zone) under LPS 2. This may occur should the WAPC determine that textual amendments are required to LPS 2 to address specific matters.

3.3 Local Structure Plans

Pursuant to the requirements of the 'Development' zone that will be established under LPS 2 either at the MRS Amendment or local scheme amendment stage, local structure plans will be required to provide a comprehensive planning framework to coordinate future subdivision and development. Subdivision and development will be required to generally accord with an approved local structure plan.

The DSP Map identifies four indicative local structure plan areas that will generally form the spatial boundaries for future local structure plans. These boundaries are informed by the anticipated staging approach, land use boundaries and the coordination of services and amenities. These local structure plan boundaries may be refined as part of the more detailed planning for the DSP Area.

The Local Structure Plan number references (1 – 4) reflect the anticipated staging for the DSP.

Local structure plans should demonstrate implementation of the requirements established at section 4.0 of the DSP and/or any scheme text provisions.

The DSP only specifies technical reports to be prepared and submitted at the local structure plan stage that are in addition to the standard reporting requirements listed under the WAPC's 'Structure Plan Framework' (2015).

3.3.1 Development and Management of 'Multiple Use (Flood Storage)' Areas

Local structure plans will designate local reserves over the 'Multiple Use (Flood Storage)' areas consistent with their proposed use and development outcome. The following guiding principles should inform this element of the local structure plan process:

- Land use and development within the 'Multiple Use (Flood Storage)' areas should not compromise or limit the land's ability to perform its primary drainage function in accordance with the approved District Water Management Strategy.
- Local reserves are to be designated consistent with the function and purpose of the specific elements of the MUCs in accordance with Tables 5 and 6 of the Part 2 – Explanatory Report. The ongoing management of these areas outside of the local roads and local drainage reserves is a government responsibility and should be documented within the local structure plan, consistent with the principles outlined at clause 5.2 of the Part 2 – Explanatory Report.
- The local structure plan should be accompanied by a Multiple Use Corridor Management Plan that establishes a framework for the ongoing management of the MUCs based on the government management body. Prior to preparing a Multiple Use Corridor Management Plan, a Memorandum of Understanding (or similar agreement) is to be established between the WAPC, the proponent and the government agency responsible for managing the MUCs, confirming the management body.

3.4 Development Contribution Plans

Development Contribution Plans (DCP) are required to be established by a future amendment/s to LPS 2 that will define a Development Contribution Area on the scheme map to which the Development Contribution Plan/s apply. The Development Contribution Area is expected to encompass the entire DSP.

A Development Contribution Plan that identifies infrastructure items to be funded as well as the associated cost apportionment methodology will be prepared either concurrently with the scheme amendment that defines the DCA, or separately consistent with *State Planning Policy 3.6 – Infrastructure Contributions*.

3.4.1 District Infrastructure

District Open Space

The District Open Space (DOS) identified on the DSP Map is required to provide district-level sporting and recreational facilities. As the DOS is located on land within the control of the majority landowner and proponent for the DSP, the DOS will contribute to their overall 10% public open space requirement in accordance with *Liveable Neighborhoods*.

Based on the land area being fully creditable as POS, only the development costs for the DOS will be funded through the DCP, consistent with *State Planning Policy 3.6 – Infrastructure Contributions*.

Mundijong Road

Mundijong Road is required to be upgraded to an urban standard in order to accommodate development of the DSP area as proposed. Based on the traffic forecasts undertaken as part of the Traffic Impact Assessment, DSP traffic is expected to generate the need for an 'Integrator A' standard of road for the section of Mundijong Road west of the St Albans Road intersection. An 'Integrator B' standard of road will be required for the section of Mundijong Road east of the St Albans Road intersection through to the eastern DSP boundary.

The current 20 metre road reserve plus the additional 20 metre-wide Other Regional Road reservation (40 metre overall road reserve width) is expected to be sufficient to accommodate the standard of road necessary to accommodate DSP traffic. Additional widening may be required for the Integrator A section of Mundijong Road west of the St Albans Road intersection.

As a district-level infrastructure item, all lots within the DSP area are expected to contribute to the Mundijong Road DCP costs, including:

- The land necessary for road widening; and
- Earthworks, pavement and drainage to an urban standard.

The upgrading of Mundijong Road may be staged under an interim/ultimate scenario. DCP contributions would be based on the ultimate standard road necessary to accommodate DSP traffic.

Any further upgrades to Mundijong Road triggered by external traffic in association with the broader role and function of Mundijong Road as determined by MRWA and the WAPC will be the responsibility of others and will not be funded by the DSP.

Telephone Lane (east-west alignment)

The section of Telephone Lane west of St Albans Road up to the Kwinana Freeway underpass will require upgrading to an urban standard, likely an ‘Integrator Arterial B’ classification under *Liveable Neighbourhoods*. It is expected to accommodate traffic from the entire DSP area due to its role providing a connection into Wellard and as such, will be funded by all lots within the DSP.

The section of Telephone Lane east of St Albans Road will serve a local function and as such, only lots that require this section of Telephone Lane will be responsible for its upgrading and/or widening.

Potential Rail Line Crossing

Should a crossing of the rail freight line to the north of the DSP be identified as feasible and necessary, the rail crossing shall be included as a district infrastructure item in the DCP. The portion of this road to be funded by the DCP shall be commensurate with the DSP traffic that will utilise the road in acknowledgement of the fact that it will benefit other users outside the DSP area, such as traffic from the north moving south into the DSP.

3.4.2 Local Infrastructure

Roads and Intersections

Local roads and intersections that require shared funding through a future DCP will be confirmed by future traffic modelling at the more detailed local structure plan stage. This is expected to include the higher-order roads depicted on the DSP and the associated intersections. Whether infrastructure requires shared funding will depend on ownership structure at the time of preparing the local structure plans.

Key traffic infrastructure items that are likely to require shared funding through a DCP that are capable of being identified at this high-level DSP stage include Integrator Arterial and Neighborhood Connector roads and associated intersection treatments. Not all infrastructure items will be funded by all owners within the DSP and the traffic modelling prepared at the local structure planning stage will need to establish the ‘need and nexus’ between shared infrastructure items and the future users that will be responsible for funding their proportionate share.

Community Infrastructure

Consistent with the principles of orderly and proper planning, a new DCP will be prepared for any local infrastructure items that require shared funding. The preparation of future DCPs that address local development and community infrastructure will need to be prepared consistent with *State Planning Policy 3.6 – Infrastructure Contributions*.

3.5 Subdivision and Development

Subdivision and development is to be undertaken consistent with an approved local structure plan in accordance with the purpose of the ‘Development’ zone stated at clause 4.2.2 of LPS 2.

4.0 DISTRICT STRUCTURE PLAN ELEMENTS

The DSP Map identifies four indicative local structure plan (LSP) boundaries that will form the basis of the spatial areas to be covered by future local structure plans. The LSP boundaries are indicative and may be refined as part of the more detailed LSP process.

Each local structure plan is to include details demonstrating an ability to achieve compliance with the following density targets:

- 15 dwellings per gross urban hectare in accordance with Table 8: 'Implementation actions' of the Frameworks. Note - this density target can also be expressed as 26 dwellings per site hectare, which is likely to be a more appropriate measure at the local structure plan stage; and
- A minimum of 15 dwellings with a target of 25 dwellings per gross urban hectare within 200m of the Neighbourhood Centre, consistent with *State Planning Policy 4.2: Activity Centres for Perth and Peel*.

The proceeding sections identify specific matters to be addressed as part of each structure plan however, the preparation and assessment of LSPs will be in accordance with the relevant provisions of LPS 2, the WAPCs 'Structure Plan Framework' and *Liveable Neighbourhoods*.

4.1 Local Structure Plan 1

Local Structure Plan 1 (LSP1) is approximately 132 hectares in area and comprises eight lots. As the proponent for the DSP, Stockland owns six lots within LSP 1 at a total of 75 hectares or 57%. LSP1 is identified as the first stage of development within the DSP based on the following factors:

- LSP1 directly abuts the Kwinana Freeway and Mundijong Road intersection, providing good access to the regional road network with minimal upgrades to infrastructure.
- Its relatively consolidated ownership, enabling Stockland to deliver a critical mass of urban land and pre-fund the early stages of infrastructure needed to unlock their land holdings.
- LSP1 can be developed without the need to construct significant drainage infrastructure to manage the risks of inundation and without significantly impacting the existing drainage characteristics of the site. LSP1 is located furthest downstream of the east to west surface water flows across the site, meaning that its development will have the least impact on surface hydrology characteristics.
- The location of the employment land on the western side of the entrance to LSP1 in a prime location in terms of access and exposure. The early establishment of the curated business strategy as detailed in the 'Land Economics Report' (refer Part Two Explanatory Report, Appendix 6) is a key objective for Stockland and will provide early opportunities for local businesses to establish and grow.

Key matters to be addressed as part of the preparation and assessment of LSP1 are:

- A Local Water Management Strategy that outlines strategies to manage the potential risk of inundation including the potential upstream impacts of development in accordance with the principles established under the District Water Management Strategy.
- Confirm the spatial areas required to manage the potential risk of inundation, generally consistent with the DSP. Departures from the 'Multiple Use (Flood Storage)' boundaries depicted on the DSP Map are to be supported by the Local Water Management Strategy.

- Confirm the development, use and management of the land identified as 'Multiple Use (Flood Storage)' in accordance with the guiding principles established at clause 3.3.1 of this Part 1 – Implementation Section and outlined in further detail at clause 5.2 of the Part 2 – Explanatory Report.
- Include landscape concepts detailing the proposed development of the 'Multiple Use (Flood Storage)' areas and address the interface with adjoining land.
- Confirm the size and dimension of the 'Employment' land shown on lot 1261 and establish a suitable zoning under LPS2. The LSP should also provide further details regarding the targeted land uses and tenure arrangements for the 'Employment' land and address any potential interface considerations with the adjoining urban land.
- Confirm interim access from the existing St Albans Road intersection with Mundijong Road and identify intersection thresholds and timing to upgrade and realign the intersection.
- Investigate and confirm opportunities for a privately operated bus feeder service to accommodate residents until public services are provided.
- Confirm the location and size of the Primary School site and identify the hierarchy of adjoining roads.
- Consider and address the necessary widening and/or upgrading of Mundijong Road.
- Consider and address the necessary widening and/or upgrading of St Albans Road.
- Confirm whether the management responsibilities for the existing east-west Water Corporation drain need to be transferred to the local government.
- Identify and respond to potential noise from existing land uses, specifically the jet sprint boat racing and the water ski park. Strategies to manage potential noise impacts may be required as part of the local structure plan.

- Noise mitigation strategies to address transport noise from the Kwinana Freeway and Mundijong Road.
- Confirm any local development and community infrastructure that may require funding via a DCP.

4.2 Local Structure Plan 2

Local Structure Plan 2 (LSP2) is approximately 307 hectares in area and comprises fourteen lots. As the proponent for the DSP, Stockland own or control six lots within LSP2 at a total of 191 hectares or 62%.

LSP2 is the logical second stage of development after LSP1 based on the following factors:

- Its frontage and access to Mundijong Road.
- Its consolidated ownership, enabling Stockland as the DSP proponent to deliver development at-scale.
- The location of the Neighbourhood Centre, District Open Space and High School within LSP2, enabling them to be delivered as needed to service the growing community.
- Its location upstream and directly abutting the eastern boundary of LSP1, allowing the drainage infrastructure to be seamlessly integrated in line with the overarching drainage strategy established by the DWMS.
- The ability to extend service infrastructure which will have previously been delivered to LSP1.

Key matters to be addressed as part of the preparation and assessment of LSP2 are:

- A Local Water Management Strategy that outlines strategies to manage the potential risk of inundation including the potential upstream impacts of development in accordance with the principles established under the District Water Management Strategy. The LWMS for LSP2 should be an extension of the LWMS prepared for LSP1.
- Confirm the spatial areas required to manage the potential risk of inundation, generally consistent with the DSP. Departures from the 'Multiple Use (Flood Storage)' boundaries depicted on the DSP Map are to be supported by the Local Water Management Strategy.
- Confirm the development, use and management of the land identified as 'Multiple Use (Flood Storage)' in accordance with the guiding principles established at clause 3.3.1 of this Part 1 – Implementation Section and outlined in further detail at clause 5.2 of the Part 2 – Explanatory Report.
- Include landscape concepts detailing the proposed development of the 'Multiple Use (Flood Storage)' areas and address the interface with adjoining land.
- Retention and protection of the Resource Enhancement Wetland within the local reserve on lots 2 and 451 and confirmation of appropriate buffers and measures to manage the wetland interface with residential land.
- Confirm the structure and composition of the Neighbourhood Centre, as well as access to and around the Centre. The LSP is to assign a suitable zoning to the Neighbourhood Centre in accordance with LPS 2.
- Confirm the structure and composition of the Local Centre, including any community facilities and services. The LSP is to assign a suitable zoning for the Local Centre in accordance with LPS 2.
- Confirm the proposed access scenario and movement network around the Local Centre in conjunction with the DSP objective for the Centre to integrate with the abutting public open space and the central lakes.
- Confirm the location, size and configuration of the District Open Space and High School.
- Consider and respond to the presence of a telecommunications tower in the north-east corner of lot 101.
- Confirm the ultimate alignment of the St Albans Road intersection with Mundijong Road and any associated road widening.
- Confirm the interim/ultimate alignment of the Telephone Lane intersection with Mundijong Road and outline the intended staging of access i.e. first stage of development within LSP2 to utilise the current Telephone Lane road reserve.
- Confirm the location and size of the Primary School site and identify the hierarchy of adjoining roads.
- Consider and address the necessary widening and/or upgrading of Mundijong Road.
- Consider and address the necessary widening and upgrading of St Albans Road (northern section) and Telephone Lane.
- The Traffic Impact Assessment for LSP2 shall confirm the timing to construct Telephone Lane in order to provide a second north-south road through the DSP that provides an additional connection between the northern boundary and Mundijong Road to the south. The capacity of St Albans Road as development traffic increases will be a determining factor in the timing to construct the north-south alignment of Telephone Lane.

- Confirm whether the management responsibilities for the existing east-west Water Corporation drain need to be transferred to the local government, consistent with the outcome established by LSP1.
- Identify and respond to potential noise from existing land uses specifically, the jet sprint boat racing and the water ski park. Strategies to manage potential noise impacts may be required as part of the local structure plan.
- Confirm whether the land uses occurring on lot 470 have the potential to generate offsite impacts that may need to be responded to and/or managed by the local structure plan.
- Noise mitigation strategies to address noise emissions from Mundijong Road to the south and the rail freight line to the north.
- Identify and confirm the interface response to the powerline easement as well as use of the easement for drainage and revegetation.
- Confirm any local development and community infrastructure that may require funding via a DCP.
- Confirm the quality and extent of environmental and/or wetland attributes through site survey work for land identified as 'Local Reserve (Conservation)'.
- Investigate whether a crossing of the rail freight line from the DSP into the land to the north in the location identified on the DSP Map is feasible and necessary. Should it be determined that a crossing is required, the local structure plan should also consider infrastructure funding and cost apportionment.

4.3 Local Structure Plan 3

Local Structure Plan 3 (LSP3) is approximately 253 hectares in area and comprises three lots. As the proponent for the DSP, Stockland own or control two lots within LSP2 at a total of 212 hectares or 84%.

LSP3 is the logical third stage of development however, it is possible and likely that LSP3 will develop concurrently with LSP2. Staging on multiple development fronts is common for sites of this scale and is possible due to the direct access from Mundijong Road to LSP3. Other factors that are likely to trigger development of LSP3 in conjunction with LSP2 is the delivery of the 'Employment' land fronting Mundijong Road and the motivation of other landowners within LSP3 to commence development.

Key matters to be addressed as part of LSP3 are:

- A Local Water Management Strategy that outlines strategies to manage the potential risk of inundation including the potential upstream impacts of development in accordance with the principles established under the District Water Management Strategy. The LWMS for LSP3 should be an extension of the LWMSs prepared for LSP1 and LSP2.
- Confirm the spatial areas required to manage the potential risk of inundation, generally consistent with the DSP. Departures from the 'Multiple Use (Flood Storage)' boundaries depicted on the DSP Map are to be supported by the Local Water Management Strategy.
- Confirm the development, use and management of the land identified as 'Multiple Use (Flood Storage)' in accordance with the guiding principles established at clause 3.3.1 of this Part 1 – Implementation Section and outlined in further detail at clause 5.2 of the Part 2 – Explanatory Report.

- Include landscape concepts detailing the proposed development of the 'Multiple Use (Flood Storage)' areas and address the interface with adjoining land.
- Retention and protection of the Resource Enhancement Wetland within the local reserve on lot 2 and confirmation of appropriate buffers and measures to manage the wetland interface with residential land.
- Confirm the size and dimension of the 'Employment' land shown on lots 2, 201 and 806 and establish a suitable zoning under LPS 2. The structure plan should also provide further details regarding the targeted land uses and tenure arrangements for the 'Employment' land and address any potential interface considerations with the adjoining urban land.
- Confirm the location and size of the two Primary School sites and identify the hierarchy of adjoining roads.
- On the advice of the WAPC, consider and respond to further planning that may have been undertaken over the 'Urban Investigation' area to the east. Additional or revised connections between the DSP and the 'Urban Investigation' area may be required to be demonstrated as part of the local structure plan.
- Consider and address the necessary widening and/or upgrading of Mundijong Road.
- Consider and address the interim and ultimate design scenario for the intersection of the eastern DSP road and Mundijong Road (near Duckpond Road), including the ultimate alignment and planning for Mundijong Road.
- Identify and respond to potential noise from existing land uses specifically, the jet sprint boat racing and the water ski park. Strategies to manage potential noise impacts may be required as part of the local structure plan.
- Noise mitigation strategies to address noise emissions from Mundijong Road to the south and the rail freight line to the north.

- Identify and confirm the interface response to the powerline easement as well as use of the easement for drainage and the potential for revegetation.
- Confirm any local development and community infrastructure that may require funding via a DCP.
- Development, including the proposed intersection of the eastern DSP road and Mundijong Road (near Duckpond Road), addresses the environmental values, buffer and interface considerations for adjacent Reserve 23793 (Duckpond Reserve / Bush Forever Site 360).
- Confirm the quality and extent of environmental and/or wetland attributes through site survey work for land identified as 'Local Reserve (Conservation)'.

4.4 Local Structure Plan 4

Local Structure Plan 4 (LSP4) is approximately 67 hectares in area and comprises ten lots, all in separate ownership. Given the fragmented ownership structure and the established pattern of development as special rural lots, LSP4 is expected to be the final stage of development and is not expected to develop in the short to medium term. Development of LSP1, LSP2 and LSP3 is therefore planned to occur ahead of LSP4.

Key matters to be addressed as part of LSP4 are:

- A Local Water Management Strategy that outlines strategies to manage the potential risk of inundation including the potential upstream impacts of development in accordance with the principles established under the District Water Management Strategy. The LWMS for LSP4 should be premised upon the preceding LWMSs prepared for LSP1, LSP2 and LSP3.

- Confirm the spatial areas required to manage the potential risk of inundation, generally consistent with the DSP. Departures from the 'Multiple Use (Flood Storage)' boundaries depicted on the DSP Map are to be supported by the Local Water Management Strategy.
- Confirm the development, use and management of the land identified as 'Multiple Use (Flood Storage)' in accordance with the guiding principles established at clause 3.3.1 of this Part 1 – Implementation Section and outlined in further detail at clause 5.2 of the Part 2 – Explanatory Report.
- Include landscape concepts detailing the proposed development of the 'Multiple Use (Flood Storage)' areas and address the interface with adjoining land.
- Retention and protection of the Resource Enhancement Wetland within the local reserve across lots 1, 2, 3, 20, 21 and 22 and confirmation of appropriate buffers and measures to manage the wetland interface with adjoining land uses.
- Consider and address any road widening requirements for St Albans Road (northern section) and Telephone Lane abutting the northern boundary.
- Identify and respond to potential noise from existing land uses specifically, the jet sprint boat racing and the water ski park, should the land uses still be operating. Strategies to manage potential noise impacts may be required as part of the local structure plan.
- Noise mitigation strategies to address noise emissions from the Kwinana Freeway to the west and the rail freight line to the north.
- Confirm any local development and community infrastructure that may require funding via a DCP.
- Confirm the quality and extent of environmental and/or wetland attributes through site survey work for land identified as 'Local Reserve (Conservation)'.

5.0 STAGING

Development will occur sequentially, coordinated by the DSP and subsequent local structure plans. As outlined above, the first stages of development are planned to occur within LSP1 given its proximity to the urban front and access to utility services and regional transport infrastructure. An upgraded St Albans Road and associated access onto Mundijong Road will provide access from the external road network to LSP1 and vice versa. Upgrading the northern sections of St Albans Road will provide access to the next stage of development within LSP2 which is likely to commence prior to the completion of LSP1. The LSP2 Traffic Impact Assessment will determine the timing to construct a second intersection onto Mundijong Road at the southern end of Telephone Lane. Development of LSP3 is expected to commence after LSP2 but prior to LSP2 being completed. The planned intersection from LSP3 onto Mundijong Road enables this to occur. LSP4 is expected to be the final stage to commence development due to its fragmented ownership and established pattern of development. The preceding development of LSP1 and LSP2 will have created the roads and servicing connection points to enable development of LSP4.

Development staging will progress sequentially, underpinned by the integrator arterial and neighbourhood connector roads that provide connectivity to the external road network. The early stages of services and community infrastructure will be coordinated by LSP1 which includes the Employment Precinct and a Primary School.

5.1 Drainage Infrastructure

The coordination of drainage infrastructure, specifically the delivery of the ‘Multiple Use (Flood Storage)’ areas as staged development progresses, is an important consideration for the DSP and subsequent LSPs. Accordingly, the key elements of the DWMS that are to be demonstrated as part of future local structure plans and associated LWMSs are incorporated into this Part 1 – Implementation Report.

The proceeding sections set out matters to be addressed as part of future LSPs and LWMSs to coordinate the staged delivery of drainage infrastructure.

LSP1

The following matters are to be addressed as part of the LSP1 process:

- Potential to construct a bund along the Peel Main Drain in order to increase the flood storage volume. Timing to construct the bund is to be confirmed by the LWMS.
- At the time the bund is constructed along the Peel Main Drain, the LWMS is to determine the potential to increase flood depths offsite within LSP4. If necessary, interim bunds are required to be constructed to manage flood depths within LSP4 to pre-development levels.
- Consider the existing outflow points in the south-west corner in association with any planned upgrades to Mundijong Road which may necessitate upgrades to drainage infrastructure i.e. culverts under the road in lieu of water flowing over Mundijong Road as per the pre-development scenario.
- LWMS modelling to confirm whether development of LSP1 causes a significant change in floodplain behavior to the extent it will affect adjoining landholdings. The modelling is to confirm flow paths and inform the design and location of interim bunding or diversion drains as required.

LSP2

The following matters are to be addressed as part of the LSP2 process:

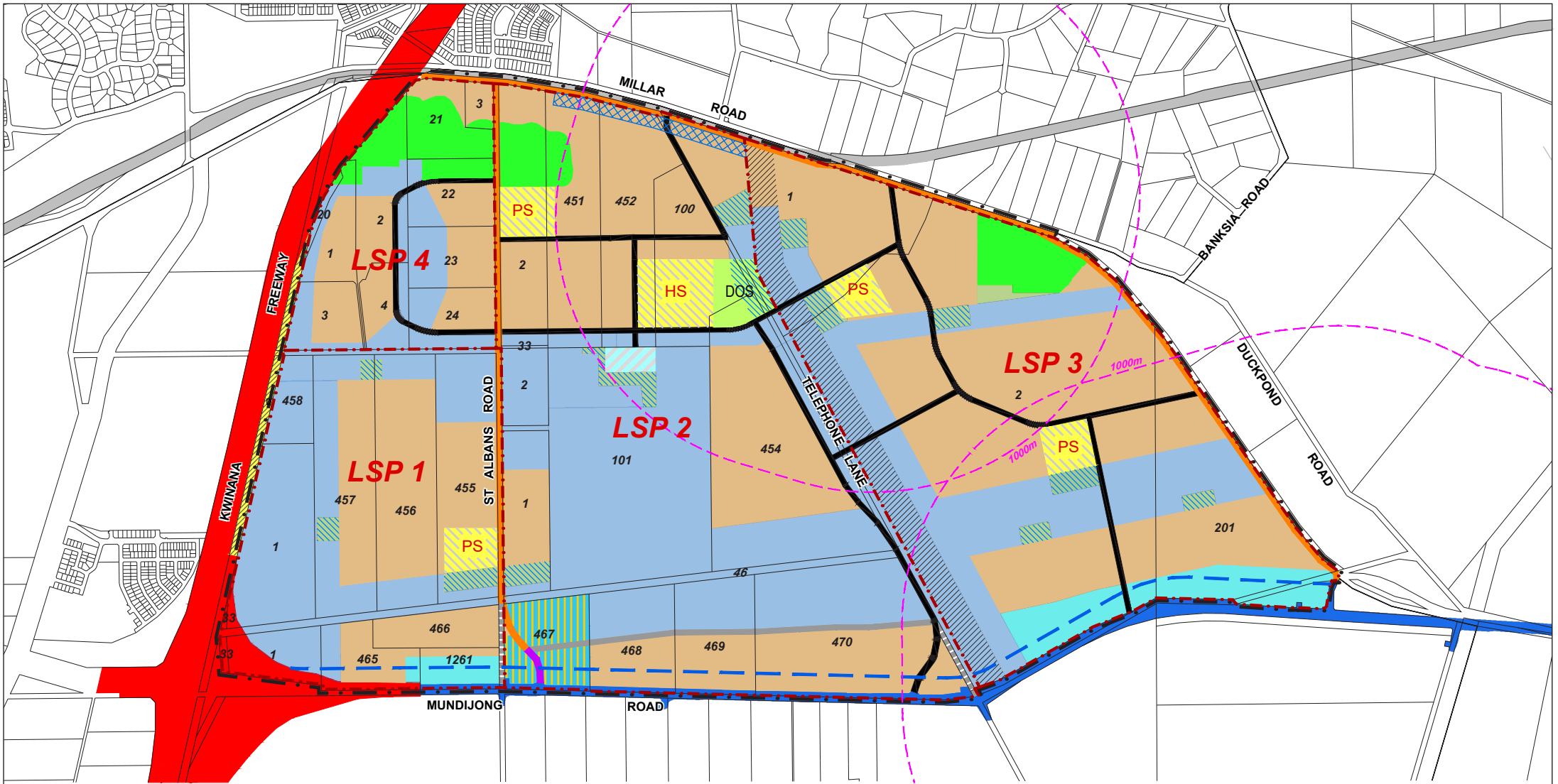
- The LWMS is to identify the extent of the flood storage areas depicted on the DSP that are required to be developed to facilitate development of LSP2. Depending on the ownership structure and participation of non-Stockland controlled landholdings, temporary areas may need to be set aside to compensate for DSP-identified flood storage areas that cannot be delivered in a timeframe to match development, due to landowners intent and participation. These temporary areas are to be identified as such by the LSP and associated LWMS and should only be developed for urban purposes once other landowners develop and construct their proportionate share of drainage infrastructure.
- The LWMS is to consider potential impacts to upstream flow paths post-development. Interim bunding and compensation areas within the development footprint may be required until such time as non-participating landowners develop and provide their proportionate share of the flood storage areas coordinated by the DSP and DWMS.

All Local Structure Plans

The following table extracted from the DWMS establishes the key principles and considerations for the staged implementation of the DSP from a flood management perspective.

Table 1: Considerations for staged implementation of flood management (Source: Pentium)

Flood Management Principle	Consideration and Actions
Floodplain storage volume	How does the interim development footprint affect the overall floodplain storage volume? Volumetric analysis and hydraulic modelling to confirm storage volumes and heights for the 1% AEP (spoil bank failure) event.
	Implement earthworking and construction of hydraulic controls within the flood corridors as required to maintain storage volume requirement.
Flood discharges from site	What is the peak discharge rate (and hydrograph shape) from the site? Does it match that of pre-development conditions?
	Hydraulic modelling to determine if the interim development footprint and flood corridors maintain the pre-development floodplain dynamics.
	Implement hydraulic structures such as bunds and culverts (either ultimate or temporary) to manage the flow of water through the site and maintain the pre-development discharge characteristics.
Flood heights and risk to properties	Where hydraulic controls (either ultimate or temporary) are required to increase flood storage depth, what are the impacts to adjacent (third party-owned) properties in terms of increased flood heights or risk? DWER (2021a) stated acceptable flood level increase is 0.03 m on the Peel Main Drain floodplain (0.01 m where the impact is to an existing house or structure). However, it is noted that this applies to permanent impacts and considers a total acceptable flood level increase from catchment-wide development of 0.15m. Therefore, alternative (ie.less restrictive) criteria may be appropriate for temporary flood level increase however this would need to be agreed in consultation with DWER and supported by appropriate assessment / modelling.
	Hydraulic modelling to define post-development flood heights relative to pre-development conditions.
	Where required to protect existing property and infrastructure from design (post-development) flood heights, implement temporary measures such as bunds.
Flow paths and safe conveyance of floods	What are the flow paths around and through the interim development footprint?
	Hydraulic modelling to define flow paths and how the flood regime interacts with the development footprint.
	Assessment of: <ul style="list-style-type: none"> • risk relating to increased flow into adjacent properties. • upgrades required for existing infrastructure (eg. culverts). • risk to the environment through scour / changes to hydrologic regime etc.
	Design and implement temporary diversion structures / bunding to control flow of water through the site.



LEGEND

District Structure Plan Boundary	Multiple Use (Flood Storage)	Local Reserve (Public Open Space - within Multiple Use)	Primary Regional Road Reserve
Indicative Local Structure Plan Boundary	Indicative Primary School	Public Purpose : Drain	Other Regional Road Reserve
Residential	Indicative High School	Powerline Easement	Integrator Arterial A Road
Employment	District Open Space	Railways Reserve	Integrator Arterial B Road
Neighbourhood Centre	District Open Space (within Multiple Use)	Indicative Land Use Buffer	Neighbourhood Connector Road
Local Centre	District Open Space (within Multiple Use)	Potential Primary Regional Road	Local Road
Local Reserve (Conservation)	District Open Space (within Multiple Use)	Investigation Area - Potential Rail Line Crossing	Interim Road
Local Reserve (Public Open Space)			

NOTES

1. The ultimate location and size of public school sites will be reviewed at the local structure plan stage.
2. Local Reserve (Conservation) areas encompass environmental features of District Structure Plan-level significance. The refinement and reservation of these areas, as well as other localised areas of open space, as restricted open space, unrestricted open space or other will be determined following environmental reporting at the local structure plan stage.
3. The High School is indicatively shown at 8 hectares and is intended to be co-located with the District Open Space.
4. Road hierarchies are subject to review and refinement at local structure plan stage based on the outcomes of subsequent traffic modelling incorporated into revisions to the DSP Traffic Impact Statement or subsequent Traffic Impact Assessments prepared in support of local structure plans.
5. Primary Regional Road and Other Regional Road reserves are shown as per the Metropolitan Region Scheme.
6. Buffers are indicative and subject to further investigation.
7. The 'Potential Primary Regional Road' depicted on the DSP Map is subject to further investigations by Main Roads WA and the Department of Planning, Lands and Heritage. The land required for any future widening of Mundijong Road will be confirmed via a future reservation under the Metropolitan Region Scheme.
8. The potential to accommodate a future crossing of the rail freight line to the north will be investigated as part of LSP2.
9. Lot 470 Mundijong Road was omitted from the flood storage corridor identified by the District Water Management Strategy. This will require further investigation at the local structure plan stage.



