

LOCAL STRUCTURE PLAN

for

**LOTS 22, 72, 25 & 26 COPPIN ROAD; 100 & 101 GRANCEY AVENUE & PORTIONS OF
LOTS 4 & 91 GREAT EASTERN HIGHWAY, MUNDARING.**

**Prepared by
STATEWEST PLANNING
January 2023**

Endorsement Page

This structure plan is prepared under the provisions of the Shire of Mundaring Local Planning Scheme 4.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

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

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

_____ Witness

_____ Date

_____ Date of Expiry

Table of Amendments

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC

EXECUTIVE SUMMARY

This Local Structure Plan (LSP) involves 8 privately owned lots in the locality of Mundaring. The existing lots range in size from 0.6014ha to 3.6558ha. All of the subject lots are zoned for 'Residential' (R5) under the Shire of Mundaring Local Planning Scheme No 4. Two of the properties – Lots 4 & 91 that front Great Eastern Hwy – have split zonings with the northern portions zoned 'Residential' and the southern portions zoned 'Rural Residential'. There is a 0.7272ha Public Open Space (POS) reserve located in the western portion of the site.

Topographically the site is gently inclined with gradients of between 3-7%. All lots contain houses except Lots 100 and 22 (home recently demolished). The 'Residential' zoned portion of Lot 4 is vacant. The site is a mixture of cleared land, domestic gardens and native regrowth vegetation. The POS reserve is predominantly cleared and grassed (actively managed by the Council) with some trees, mainly pines.

The LSP provides for coordinated subdivision of the subject area into lots of no less than 2,000m², consistent with the R5 coding.

In regard to Public Open Space (POS), in consultation with the Shire the required 10% provision is to be provided through a combination of land and cash-in-lieu.

CONTENTS

Part One - Statutory

1. LSP Area
2. LSP Content
3. Interpretation and Scheme Relationship
 - 3.1. Interpretation
 - 3.2. Scheme Relationship
4. Operation
5. Subdivision and Development Requirements
 - 5.1 Lot Sizes
 - 5.2 Site and Soil Evaluation
 - 5.3 Significant Trees
 - 5.4 Drainage
 - 5.5 Road Design
 - 5.6 Bushfire Management
 - 5.7 Land Uses
 - 5.8 Development Setbacks
 - 5.9 Public Open Space
6. Staging
7. Other Requirements

Plan 1 Local Structure Plan

Plan 2 Staging Plan

Part Two – Explanatory

1. Planning Background
 - 1.1. Introduction and Purpose
 - 1.2. Land Description
 - 1.2.1. Location
 - 1.2.2. Area and Land Use
 - 1.2.3. Legal Description and Ownership
 - 1.3. Planning Framework
 - 1.3.1. Zoning and Reservations
 - 1.3.2. Regional and Sub-Regional Structure Plans
 - 1.3.3. Planning Strategies
 - 1.3.3.1 Perth and Peel @ 3.5 Million
 - 1.3.3.2 LPS 4 Local Planning Strategy
 - 1.3.3.3 Shire of Mundaring POS Strategy
 - 1.3.3.4 Shire of Mundaring Local Biodiversity Strategy
 - 1.3.4. Policies
 - 1.3.4.1 WAPC DC 1.1 Subdivision of Land General Principles
 - 1.3.4.2 WAPC DC 1.7 General Road Planning
 - 1.3.4.3 WAPC DC 2.2 Residential Subdivision
 - 1.3.4.4 WAPC DC 2.3 Public Open Space in Residential Areas
 - 1.3.4.5 WAPC DC 2.6 Residential Road Planning
 - 1.3.4.6 SPP 3.1 Residential Design Codes

- 1.3.4.7 SPP 3.7 Planning in Bushfire Prone Areas
 - 1.3.4.8 SPP 2.9 Water Resources
 - 1.3.4.9 SPP 5.4 Road and Rail Noise
 - 1.3.4.10 Liveable Neighbourhoods
 - 1.3.5 Guidelines
 - 1.3.5.1 Guidelines for the Preparation of Structure Plans
 - 1.3.5.2 Better Urban Water Management Guidelines
 - 1.3.6 Other Approvals
 - 1.3.7 Pre-lodgement Consultation
- 2. Site Conditions and Constraints
 - 2.1. Biodiversity and Natural Area Assets
 - 2.2. Landform and Soils
 - 2.3. Groundwater and Surface Water
 - 2.4. Bushfire Hazard
 - 2.5. Road & Rail Noise Implementation Guidelines
 - 2.6. Heritage
 - 2.6.1. European Heritage
 - 2.6.2. Aboriginal Heritage
 - 2.7. Context and Other Land Use Constraints
 - 2.7.1. Power
 - 2.7.2. Water
 - 2.7.3. Sewer
 - 2.7.4. Telecommunications
 - 2.7.5. Roads
 - 2.7.6. Drainage
- 3. Land Use and Subdivision Requirements
 - 3.1. Land Use
 - 3.2. Open Space
 - 3.3. Lot Sizes
 - 3.4. Movement Network
 - 3.4.1. Existing Roads
 - 3.4.2. Proposed Roads
 - 3.5. Water Management
 - 3.6. Infrastructure Coordination, Servicing and Staging
 - 3.6.1. Coordination and Staging
 - 3.6.2. Services
 - 3.7. Other Requirements
 - 3.7.1. Road Upgrades
 - 3.7.2. New Roads
 - 3.7.3. Fencing
 - 3.7.4. Aboriginal Heritage
 - 3.7.5. Bushfire
 - 3.7.6. Local Natural Areas

Plan 3 Location Plan

Plan 4 Aerial Photo

Plan 5 Conceptual Subdivision Plan

APPENDICES

1. Certificates of Title and Ownership Plan
2. Flora and Vegetation Survey
3. Local Water Management Strategy
4. Bushfire Management Plan
5. Aboriginal Heritage Letter
6. Engineering Servicing Report
7. Transport Impact Assessment

PART ONE – IMPLEMENTATION

1. LSP AREA

The subject area comprises:

Lot No.	Street Address	Area ha
22	1300 Coppin Rd, Mundaring	3.4095
72	1230 Coppin Rd, Mundaring	0.6014
25	1170 Coppin Rd, Mundaring	1.1149
26	1160 Coppin Rd, Mundaring	1.0739
100	15 Grancey Av, Mundaring	1.6222
101	16 Grancey Av, Mundaring	1.7184
4	6115 Great Eastern Hwy, Mundaring	(3.6558) of which approx. 2.0760 is within LSP
91	6245 Great Eastern Hwy, Mundaring	(2.6996) of which approx. 1.8420 is within LSP
59 (R 45866)	5 Gamgee Gr, Mundaring	0.7272

The total land area is approx. 14.1855ha.

2. LSP CONTENT

Part One of this report contains the implementation section. It contains only the LSP map, Staging Plan and statutory planning provisions and requirements.

Part Two contains the explanatory information to support the implementation component. It is to be used as a reference guide to interpret and justify the implementation of Part One.

3. INTERPRETATION AND SCHEME RELATIONSHIP

3.1 Interpretation

All terms used in this document shall have the same meaning as given to them in the Shire of Mundaring Local Planning Scheme No 4 (LPS 4).

3.2 Scheme Relationship

This LSP provides for the subdivision and development of the subject land. Its adoption fulfils the intent of Section 5.17 of LPS 4, which establishes the requirement for comprehensive planning, high design standards and cost-effective servicing, which are sensitive to the environment, prior to the subdivision of land within the municipality.

In the event of any inconsistency between LPS 4 and this LSP, LPS 4 shall prevail.

4. OPERATION

This Local Structure Plan comes into effect on the day on which it is approved by the Western Australian Planning Commission (the Commission) and is valid for a period of 10 years from that date, or another period as determined by the Commission in accordance with clause 28, Schedule 2 of the Planning and Development (Local Planning Scheme) Regulations 2015.

5. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

5.1 Lot Sizes

Subdivision of the land shall be carried out generally in accordance with this LSP, which has been developed in accordance with the Subdivision Design Requirements contained in Section 5.8 of LPS 4. Lot sizes are consistent with those provided under the R5 coding contained in the Residential Design Codes.

5.2 Site & Soil Evaluation

A Site and Soil Evaluation, consistent with the Government Sewerage Policy 2019, is to be submitted as part of any application for subdivision and/or development demonstrating the suitability of the land for onsite effluent disposal, identifying any potential contamination of waterways and providing recommendations for specific system types and locations for onsite effluent disposal.

5.3 Significant Trees

A significant tree retention / removal plan is to be submitted as part of any application for subdivision and/or development. This plan is to inform subdivision design and lot configuration so as to maximise the retention of potential habitat and other significant trees.

5.4 Drainage

All subdivisions will be conditioned to provide a detailed drainage plan, consistent with the approved Local Water Management Strategy. Individual applications for subdivision shall demonstrate that drainage will not impact on other private landholdings through the preparation of detailed drainage designs as a condition of subdivision approval.

5.5 Road Design

Detailed road designs for new roads are to demonstrate appropriate road connections to the existing road network, which has a mixture of road reservation widths and construction standards.

5.6 Bushfire Management

All applications for subdivision and/or development are to provide a Bushfire Management Plan which considers the bushfire risk from vegetation proposed to be retained and/or planted within the structure plan area.

5.7 Land Uses

Use class permissibility is contained in Table 1 of LPS 4. The requirements for the Residential zone apply for all lots. This LSP has no specific requirements in terms of land use, other than specific controls on the extent of uses that may be prescribed within this document.

5.8 Development Setbacks

Development of the lots created through this LSP shall comply with the Residential Design Codes in all respects except as follows:

- Building setbacks shall comply with the requirements of the Bushfire Management Plan that forms part of this LSP.

5.9 Public Open Space

(a) There are no Regional or Foreshore reserves required for this site.

(b) Clause 143(1)(c) of the Planning and Development Act 2005 (the Act) enables the Commission to grant approval for subdivision with conditions. Clause 153(1) enables the Commission to impose conditions requiring the setting aside of land within the subdivision for parks, recreation grounds or open spaces generally (Public Open Space – POS) or the payment of cash-in-lieu of land.

(c) The Commissions Development Control policy on Public Open Space in Residential Areas (DC 2.3) deals with the provision of Public Open Space taking the form of cash-in-lieu. Section 4.3.1 specifically identifies that a cash payment in lieu of land being given up as POS would be appropriate where public open space is planned in another location by way of a town planning scheme or local structure plan.

(d) It has been established through consultation with the Shire of Mundaring (required under cl.153(2) of the Act) that a combination of cash-in-lieu and land will be provided to satisfy the required 10% Public Open Space requirements to enable the creation of a consolidated expansion of the existing POS (R 45866). This will require the provision of cash-in-lieu payments from owners who apply for subdivision of their properties where there has been no land identified within this structure plan as POS or their POS (land) contribution is less than 10%. Pursuant to cl.154 of the Act these funds will be paid into a dedicated Public Open Space Trust Fund for this locality and used to fund improvements and/or development of the POS as provided for at cl.154(2)(c) of the Act.

6. STAGING

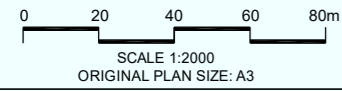
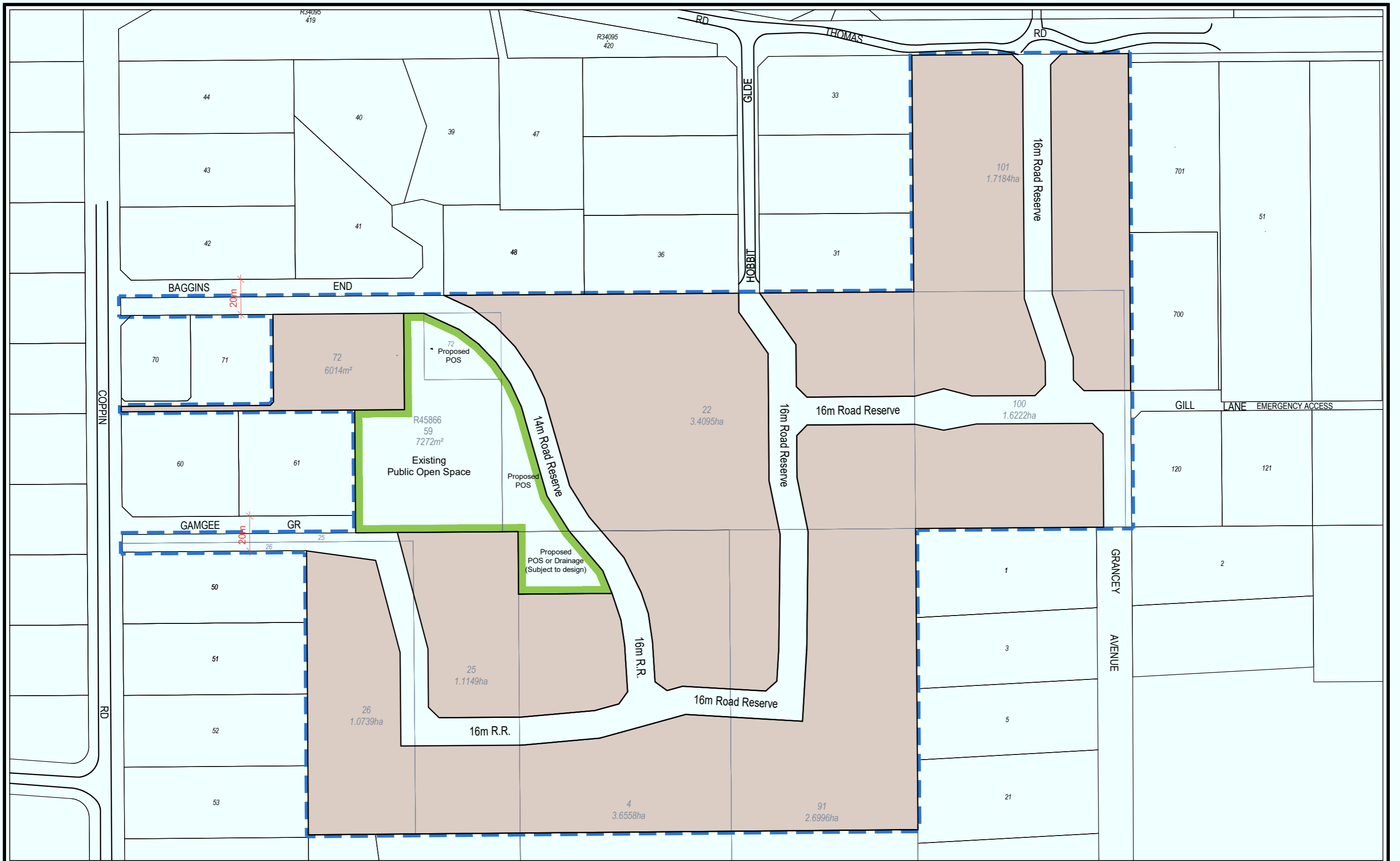
(a) Due to the fragmentation of land ownership, the staging of subdivision is predominantly dependent on the ambitions and financial capacity of individual landowners and their ability to comply with bushfire requirements. Services are generally available across the structure

plan area. Some landowners are reliant on others for road frontages to complete the new subdivision road connections. In relation to this, the impacts of bushfire also need to be taken into consideration when establishing staging.

(b) Plan 2 identifies the potential staging of subdivision based on the factors described above. It is not a conclusive or final plan and subject to variation, especially as the properties are all separately owned. It is provided to establish an indicative roll out of subdivision applications in groups. These may comprise individual landowner subdivision applications and these themselves may be in stages within the groupings identified. Each individual subdivision application will need to comply with the general subdivision requirements for any subdivision, and the specific requirements contained within this structure plan.

7. OTHER REQUIREMENTS

Copies of Certificates of Title for each lot within the LSP area are provided at Appendix 1.



Statewest Planning
 Midland House
 69 Great Northern Highway, Midland
 PO Box 1377, Midland WA 6936
 t. 9274 1363 m. 0418 932 792
 e. simon.ohara@statewestplanning.com.au

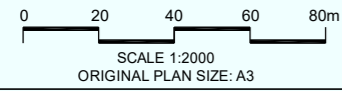
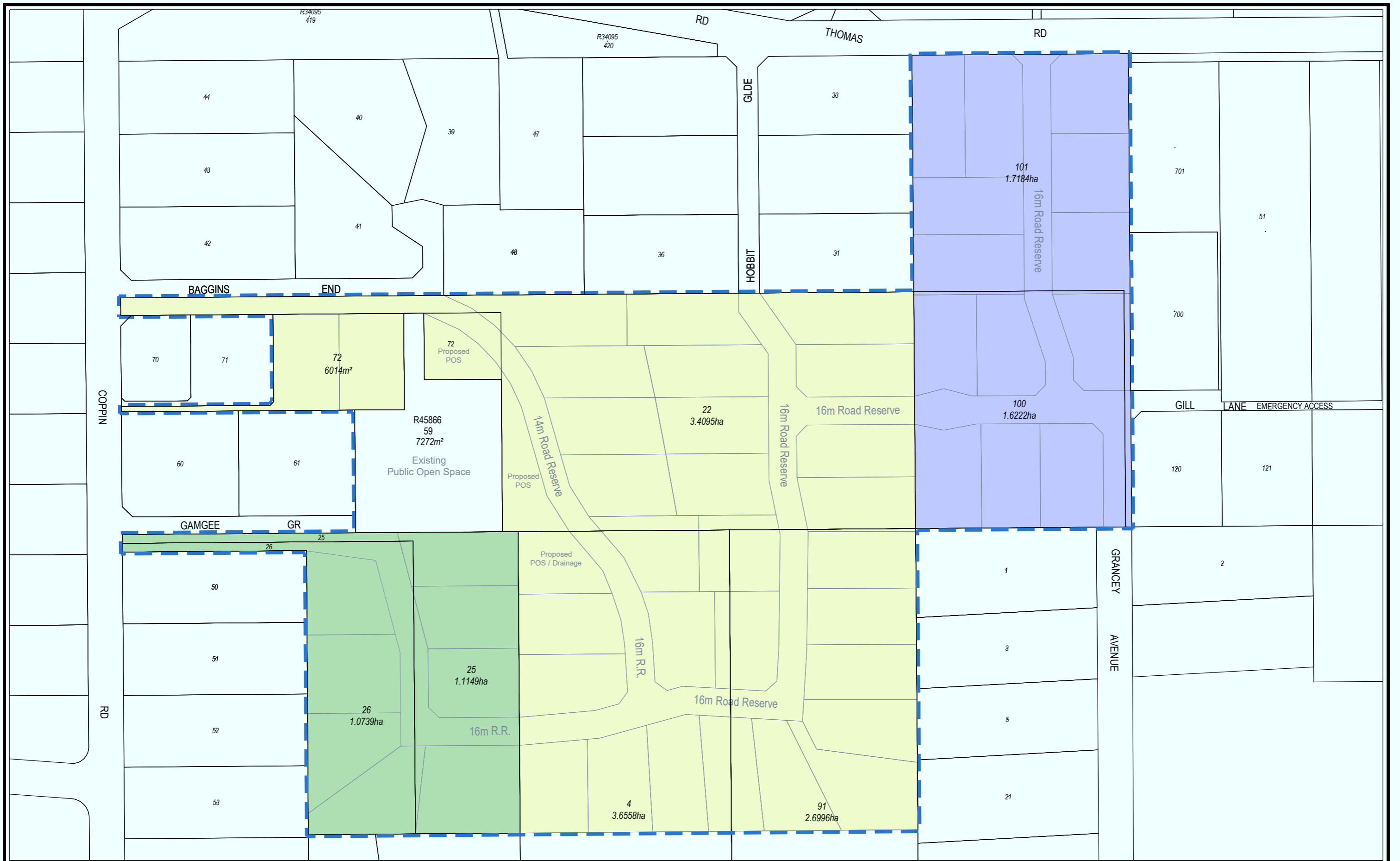
- LEGEND:
- Structure Plan Boundary
 - Residential (R5)
 - Public Open Space

DATE: 20.01.2023

PLAN 1 LOCAL STRUCTURE PLAN

THOMAS ROAD, COPPIN ROAD &
 GREAT EASTERN HIGHWAY, MUNDARING
 Shire of Mundaring





Statewest Planning
Midland House
69 Great Northern Highway, Midland
PO Box 1377, Midland WA 6936
t. 9274 1363 m. 0418 932 792
e. simon.ohara@statewestplanning.com.au

POTENTIAL STAGES:

- 1
- 2
- 3

DATE: 12.01.2023

PLAN 2 INDICATIVE STAGING PLAN

THOMAS ROAD, COPPIN ROAD &
GREAT EASTERN HIGHWAY, MUNDARING
Shire of Mundaring

PART TWO – EXPLANATORY

1. PLANNING BACKGROUND

1.1 Introduction & Purpose

This LSP has been prepared to coordinate subdivision of the subject properties as much as possible as and when the respective owners choose to proceed. It has been prepared to address the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 and the Shire of Mundaring Local Planning Scheme N^o. 4.

1.2 Land Description

1.2.1 Location

The subject site is located on the western side of the Mundaring townsite (refer Plan 3).

1.2.2 Area and Land Use

The subject site is 14.1855ha in area and comprises 8 privately owned lots and one existing reserve for recreation.

Examination of historical aerial photography since 1961 shows that much of the land was cleared for orchard use. Over the last 60 years the remnant native vegetation has expanded as the orchards disappeared although there still remain some cleared areas. A portion of the lots have been replanted with exotic species, such as pine. Dwellings exist on 6 of the eight private lots and the land is used for residential and rural residential purposes. The POS is actively managed by the Council and used for passive recreation purposes. It is a designated dog exercise area.

1.2.3 Legal Description and Ownership

Copies of the Certificates of Title for each of the lots within the LSP area are attached at Appendix 1. The subject lots are described below:

Lot number and Street Address	Volume	Folio	Registered Proprietor
Lot 22 (No 1300) Coppin Rd*	1171	693	Maximum Sky Pty Ltd
Lot 72 (No 1230) Coppin Rd*	2892	498	L & J Siebermaier
Lot 25 (No 1170) Coppin Rd	1653	611	P & R Stuart
Lot 26 (No 1160) Coppin Rd	1163	612	C & T Boyes
Lot 100 (No 15) Grancey Ave	1643	838	L & T Christie
Lot 101 (No 16) Grancey Ave	1643	839	Just Compass Consulting Pty Ltd
Lot 4 (No 6115) Great Eastern Hwy*	2206	284	Maximum Sky Pty Ltd
Lot 91 (No 6245) Great Eastern Hwy	2883	277	G, K & S Ursich

*At the time of preparation of this Table boundary realignment applications (WAPC references 162434 & 162677) have been approved but new Titles have not been issued. The details in this Table will be modified to reflect the changes prior to adoption of this Structure Plan.

1.3 Planning Framework

1.3.1 Zoning and Reservations

The site is zoned 'Urban' under the MRS.

The site is currently predominantly zoned 'Residential' under the Shire of Mundaring LPS 4 with an applicable R coding of R5. It contains no regional reserves. There is a local recreation reserve (R 45866) at the western edge of the LSP area with frontage to Gamgee Grove.

1.3.2 Regional and Sub-Regional Structure Plans

There are no regional or sub-regional structure plans applicable to this site.

1.3.3 Planning Strategies

1.3.3.1 Perth and Peel @ 3.5 Million

In 2018 the State Government released a Planning strategy to guide the growth of the Perth and Peel regions up to a population of 3.5million. It broke the regions into 4 geographical areas. The subject site is located in the North-East Sub-Regional Planning Framework. It recognized the subject area as being within the Urban area of Mundaring. This proposal is consistent with the objectives of this document in that it:

- Achieves a more consolidated urban form;
- Contributes towards long term housing requirements;
- Strengthens the Mundaring activity centre; and
- Guides the staging and sequencing of urban development.

1.3.3.2 LPS 4 Local Planning Strategy

The Shire of Mundaring has a Local Planning Strategy that supports LPS 4. In terms of the locality of Mundaring it proposes that the land the subject of this Structure Plan have its density increased from R2.5 to R5. This occurred with the adoption of LPS 4.

1.3.3.3 Shire of Mundaring POS Strategy

(a) The Council also has a Public Open Space (POS) Strategy that dates back to 2001. That Strategy proposes an extension of the adjoining POS reserve (created as a result of subdivision in accordance with a previously approved 'Structure Plan' [LSIP] prepared under the previous R2.5 coding and only partially completed) eastwards into the LSP area. This LSP provides for this to occur.

(b) This POS Strategy has recently undergone a comprehensive review, which has been adopted by the Shire of Mundaring and is currently being considered by the WAPC. The review recognized that the Shire has management of extensive areas of reserves well in excess of the equivalent of the standard 10% requirement. It seeks to minimise increases in management loads by accepting the principle of cash-in-lieu payments for POS in many cases rather than

accepting more land it needs to manage. However, the review also recognizes that there are numerous parcels of POS that are ‘incomplete’ as a result of historical subdivision, and in these cases consideration should be given to consolidating these POS areas, which will actually assist in the economics of their management and potentially make them more accessible to the communities they were designed to provide for.

(c) Consultation with the Shire has revealed that an eastward expansion of the adjoining POS would provide significantly improved access for the community and ‘round off’ the POS. It is proposed to do this with the remaining contribution to be cash-in-lieu. This LSP outlines how this will work in accordance with Section 153 of the Planning and Development Act 2005.

1.3.3.4 Shire of Mundaring Local Biodiversity Strategy

(a) Produced in 2009, this Strategy was utilised as a key component in the Councils LPS 4, which was gazetted in 2014. The two documents work together in trying to balance the need for growth in order to create a sustainable community whilst retaining valuable natural resources where practicable.

(b) The Strategy incorporates two sets of mapping:

- Conservation value; and
- Protection level

These are discussed in the Site Conditions and Constraints section below.

(c) At the time of writing, the Council was advertising its draft Local Biodiversity Strategy, which is effectively a consolidation of a range of environmental policies, including the 2009 LBS and sets out actions to protect natural heritage within the Shire. It covers a very wide range of environmental matters from recognizing residential townsite consolidation to supporting “Friends of...” groups, environmental data collection and retaining trees in road reserves. This LSP acknowledges the subdivision and development aspects of this draft document and addresses the relevant aspects.

1.3.4 Policies

There are several policies that may have the potential to affect the proposed LSP. These are listed below, with comments on how the LSP complies.

1.3.4.1 WAPC OP 1.1 – Subdivision of Land General Principles

This policy sets out the process of land subdivision, including the need (in some cases) for Structure Plans to coordinate subdivision, developer contributions, and the provision of infrastructure.

1.3.4.2 WAPC DC 1.7 – General Road Planning

This policy provides for road construction and/or upgrading contributions for subdivisions that utilize existing roads. This is addressed within this LSP.

1.3.4.3 WAPC DC 2.2 – Residential Subdivision

DC 2.2 provides broad guidance on residential subdivision, including lot sizes, lot configuration, and connections to infrastructure. The LSP complies with these.

1.3.4.4 WAPC DC 2.3 – Public Open Space in Residential Areas

In consultation with the Shire and as outlined in the Shire’s POS Strategy the LSP area has historically been identified as a location for the provision of POS, some of which has already been provided through previous subdivision. Notwithstanding, the standard residential subdivision requirements, ie, 10%, will apply and take the form of a combination of land and cash-in-lieu for POS. This outcome enables expansion of an existing ‘pocket park’ in the structure plan area. The fragmented land ownership within the LSP area supports this approach. The Shire will follow the Development Control Policy 2.3 regarding the upgrade or acquisition of land as per the POS strategy and/or provisions of this policy.

1.3.4.5 WAPC DC 2.6 – Residential Road Planning

This is a follow up policy to DC 1.7. It focuses on residential road hierarchy and road design, critically permeability, variety, legibility and accessibility. It accommodates motor vehicle, cycle and pedestrian traffic movement. These aspects are incorporated into the design.

1.3.4.6 SPP 3.1 Residential Design Codes

The prepared LSP incorporates the Residential Design codes insofar as they relate to the R5 density coding that applies to the subject site as shown on Plan 1.

1.3.4.7 SPP 3.7 Planning in Bushfire Prone Areas

This Structure Plan is located within a bushfire prone area and is therefore subject to the provisions of SPP 3.7. A Bushfire Management Plan has been prepared which identifies how the risk arising from bushfires is to be mitigated and is discussed within the Site Conditions and Constraints section.

1.3.4.8 SPP 2.9 Water Resources

A Local Water Management Strategy (LWMS) has been prepared addressing the key principles and general objectives of the policy. The outcomes of this Strategy are discussed in the Site Conditions and Constraints and Land Use and Subdivision Requirements sections.

1.3.4.9 SPP 5.4 Road and Rail Noise

Portions of the LSP are within 200m of Great Eastern Hwy and therefore the requirements of this policy apply. This is discussed in the Site Conditions and Constraints section below.

1.3.4.10 Liveable Neighbourhoods

The WAPC’s Liveable Neighbourhoods is an operational policy that provides guidance for residential subdivision design in greenfield and large urban infill sites. The subject site may be considered an infill site with the design constraints that come with such situations, eg, existing homes, fragmented land ownership, etc. This often results in design compromises. In this instance these are further complicated by historic cul-de-sac roads and extensive vegetation. Liveable Neighbourhoods design principles have nonetheless been adopted.

1.3.5 Guidelines

1.3.5.1 Guidelines for the Preparation of Structure Plans

This LSP has been prepared in accordance with these guidelines.

1.3.5.2 Better Urban Water Management Guidelines

Related to SPP 2.9 (above), this sets out a framework for the preparation of reports to ensure an appropriate level of consideration is given to the total water cycle at various stages of land development. The appropriate level of assessment at the LSP stage is a Local Water Management Strategy, which has been prepared for this site and forms part of this LSP.

1.3.6 Other Approvals

Historically there was a Local Subdivision and Infrastructure Plan (LSIP) approved for this site under the former Local Planning Scheme No 3. Some limited subdivision occurred consistent with that LSIP. It was discontinued, however, upon the adoption of LPS 4 because the R Coding was changed from R2.5 to R5 so the LSIP was no longer applicable. There are no other approvals relating to this site.

1.3.7 Pre-lodgement Consultation

Upon purchasing Lot 22 in early 2021, we commenced discussions with the Shire of Mundaring and the Dept of Planning, Lands & Heritage regarding the opportunities and constraints, issues and processes relating to the preparation of a LSP for the site. These discussions also established the extent of the LSP.

Once the extent was established all landowners were contacted in writing (July 2021) and advised of the what the owner of Lot 22 was proposing to do, requesting permission for various specialist consultants to enter their property, and offered the opportunity to contact Statewest Planning. All landowners have subsequently been engaged in discussions.

2. SITE CONDITIONS AND CONSTRAINTS

2.1 Biodiversity and Natural Area Assets

(a) The LSP contains a mixture of cleared and vegetated areas (refer Aerial Photo attached). Some of the areas that were historically cleared to accommodate orchards have now been revegetated / regenerated with natural vegetation and, in some cases, introduced plants and weed species.

(b) As discussed above, the site is mapped as having some Local Natural Areas. This rates the vegetation as Priority 2 (out of 3) conservation value and Limited Protection / Already Committed by Zoning protection level. This acknowledges that the protection of the vegetation is limited due to its zoning, but requires assessment of the vegetation to inform design and subdivision and development options for the land. The sites development potential, whilst acknowledging its natural values, is reinforced by the fact that the residential density was increased from R2.5 to R5 as part of LPS 4.

(c) A site-specific botanical assessment of this site has been carried out and is appended to this LSP (Appendix 2). It found no Threatened Ecological Communities on the land accessed.

were any Threatened or Priority flora found. The vegetation condition was assessed using the *Technical Guidance – Flora and Vegetation Surveys for Environmental Impact Assessment (2016)* and ranged from Completely Degraded to Very Good. There were no areas of Excellent or Pristine vegetation.

(d) Seventy one potential black cockatoo habitat trees were identified. These have been plotted and the subdivision concept and road layout have taken their positions into account.

2.2 Landform and Soils

(a) The land is gently undulating with the highest point being 307m AHD on a north-south ridge that generally runs along the eastern side of Lots 22 and 91 and the western edge of Lot 101. From there it slopes west towards Coppin Rd (299m AHD) and east towards Gill Lane (296m AHD).

(b) Soils have been mapped previously by the Department of Agriculture and Food (DAFWA). This mapping shows that there are three different soil types on the site – Dwellingup (D1), Dwellingup (D2) and Murray (My3). These are generally described as lateritic (gravelly) Dwellingup and gravelly sandy loam My3. This is consistent with soil types east of the Darling escarpment and has been confirmed in the Local Water Management Strategy (LWMS) appended to this LSP (Appendix 3).

(c) In terms of land use, which is proposed to be residential, there are few limitations across the site. The predominant Dwellingup land unit has long proven capacity to sustain houses, roads and on-site effluent disposal through standard septic tank / leach drain systems.

(d) Subdivision in accordance with this LSP will not require any substantial excavation or dewatering as groundwater is well below the ground surface. The site is located high in the landscape and has a low risk of Acid Sulfate Soils.

2.3 Groundwater and Surface Water

(a) As expected due to the elevation of the site, the LWMS test bores demonstrated the site has no groundwater issues with only 2 of the 10 test holes finding groundwater, and those at 4m and 4.5m depth. The tests, which were done in September 2021, did provide evidence of potential groundwater at depths of approximately 1.5m. This still means that it easily satisfies the requirements for on-site effluent disposal.

(b) There are no watercourses on the site.

(c) In terms of stormwater drainage, soil conditions are appropriate for infiltration across the site as subdivision progresses. The LWMS states that the post development stormwater flows off-site will not exceed pre-development flows.

2.4 Bushfire Hazard

The land has been mapped as bushfire prone and a Bushfire Management Plan (BMP) has been prepared for the structure plan site. The BMP has been prepared in accordance with SPP3.7 and Guidelines for Planning in Bushfire Prone Areas version 1.3 and is included in Appendix 4.

The BMP demonstrates that future buildings on new lots will be located within areas of BAL-29 or lower.

2.5 Road and Rail Noise Implementation Guidelines

(a) Under SPP 5.4 this LSP is partially within the trigger distance of a freight / traffic route. As such, an assessment of the potential noise impact needs to be considered. The Implementation Guidelines associated with SPP 5.4 provide guidance on how this is to occur and the level of assessment.

(b) Main Roads traffic counts identify the total number of traffic movements (in both directions) along Great Eastern Hwy in the vicinity of the LSP site to be 24,723 per day just west of the site (east side of Seaborne St) and 18,723 per day east of the site (west of Mundaring Weir Rd). This places it under the 25,000 vpd threshold for the lower level of freight / traffic routes under SPP 5.4. Regardless, it is a listed road and needs to be considered. Table 2 of the Implementation Guidelines establishes that, as the Highway is 4 lanes total in both directions, properties within 130m may be affected by noise. The closest part of the LSP area is just over 150m from the Highway. Accordingly, it is exempt from requiring a specific noise assessment.

2.6 Heritage

2.6.1 European Heritage

A review of Councils Heritage List revealed no sites of significance.

2.6.2 Aboriginal Heritage

A review of the site by the Department of Planning Lands & Heritage Aboriginal Heritage Operations revealed that there are no Aboriginal heritage matters requiring assessment. A copy of that correspondence is provided at Appendix 5.

2.7 Context and Other Land Use Constraints

An Engineering Servicing report has been prepared by McDowall Affleck Consulting Engineers and is provided at Appendix 6. It identifies the capacity of the Structure Plan area to be serviced.

2.7.1 Power

Overhead power is available to the site. It will be reticulated underground through the future subdivision.

2.7.2 Water

Reticulated water is available to the site. The Water Corporation advise that there is sufficient capacity and pressure to support the development (refer Engineering Servicing report).

2.7.3 Sewer

The site is remote from reticulated sewer. Effluent will need to be disposed of on site. The LWMS (Appendix 3) concludes that the subject site is suitable for on-site effluent disposal.

2.7.4 Telecommunications

Telecommunications are available to the site.

2.7.5 Roads

The LSP has frontages to numerous existing roads:

- Coppin Rd is a 20m wide road reserve with a 6m sealed pavement. It's located on the western side of the LSP. It intersects with Great Eastern Hwy to the south and extends to the north where it connects to numerous other roads.
- Gamgee Grove is a 10m wide reserve intersecting with Coppin Rd that was created under the now discontinued LSIP for the area. It contains a 3m wide sealed road and is a short cul-de-sac servicing one residential lot and the existing POS.
- Baggins End was also created under the discontinued LSIP as a 10m wide road reserve with a 3m seal. It's a short cul-de-sac off Coppin Rd servicing 4 residential lots.
- Thomas Rd is a 20m wide reserve along the northern side of the LSP with a 5m seal for the most part. The final 100m remains unsealed but is constructed to a gravel standard. It is approximately 750m long and comes off Coppin Rd. At its eastern end it has a dedicated and constructed Fire Services Access Route heading north through to Gill St created in 2020.
- Hobbit Glade is sealed to 5m within a 12m wide road reserve. It's approximately 150m long accessing Thomas Rd and terminating at the northern edge of the LSP.
- Gill Lane is a narrow 330m (approx.) laneway that varies in width from 5m to 15m. It is accessed from Gill St to the east of the LSP and terminates at the eastern side of the LSP. There are 13 properties that have access from it. Seven of these have been created through recent subdivision which has resulted in its partial widening.
- Grancey Ave is a 350m long, 20m wide cul-de-sac accessed from Great Eastern Hwy to the south. It terminates at the south-east corner of the LSP area. It contains a 6m wide seal.

The proposed Structure Plan will see each of the five no through roads connected to create a completely through road system. This will include widenings to Baggins End and Gamgee Grove. Gill Lane is outside of the LSP but will be provided with a road connection at its western end. Its realistic use will be as an emergency access and/or pedestrian connection. Hobbit Glade, whilst only 12m wide, cannot be widened via this LSP as the lots currently fronting it have no subdivision potential.

A Transport Impact Assessment (TIA) has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines (Appendix 7). That document addresses the functionality and safety of the proposed road system and its impact on the existing road system. Key intersections have been determined as Great Eastern Hwy / Coppin Rd and Great Eastern Hwy / Grancey Ave.

The TIA found that the proposed Structure Plan can be implemented with very little impact on the road network in terms of performance and safety.

2.7.6 Drainage

The LWMS provides guidance on stormwater drainage design that, when applied to the site conditions, demonstrates that it can be managed with no off-site impacts.

3. LAND USE AND SUBDIVISION REQUIREMENTS

3.1 Land Use

Land use will be residential and Public Open Space (POS).

3.2 Open Space

(a) An existing POS is located in the north-western portion of the Structure Plan area. This POS, which is a designated dog exercise area, has limited public access via Gamgee Grove. It will be consolidated with the provision of additional POS on its eastern side, which will also provide significantly improved road frontage and access. It is not proposed to develop the POS for any organized sporting activity. It is currently and will continue to be a Council managed community space to provide for passive community enjoyment. POS will be given up as a condition of individual subdivision approvals in the normal manner either as land or as cash-in-lieu.

(b) Due to the fragmentation of lots within this Structure Plan the provision of a consolidated POS totalling less than the standard 10%, cash-in-lieu payments will be the main form of contribution. The table at the end of this section identifies the POS obligations of each property within the Structure Plan.

(c) All newly created lots adjoining the POS shall have visually permeable fencing installed to provide passive surveillance.

Public Open Space Schedule

Site Area	14.1776ha
Deductions	
- Less existing POS	0.7272 ha
- Less area of Lot 72*	0.6014ha
Net Site Area	12.8490ha
Public Open Space @ 10%	1.2849ha
Public Open Space contribution	
- Minimum 80% unrestricted	N/A
- Potential 20% restricted (drainage)	N/A
Restricted POS proposed	N/A
Public Open Space provision	0.4361ha land + 0.8488ha cash in lieu

*Lot 72 was created under previous (now deleted) Structure Plan (LSIP) and POS was given up when subdivision was done under that LSIP.

POS Obligations

Property	Land Area	10% Requirement	Provision as Land	Cash-in-lieu
Lot 22 (1300) Coppin Rd	3.4095ha	0.3410ha	0.1712ha*''	0.0592ha'
Lot 72 (1230) Coppin Rd	0.6014ha	Nil^	0.1106ha *'	Nil
Lot 25 (1170) Coppin Rd	1.1149ha	0.1115ha	0ha	0.1115ha
Lot 26 (1160) Coppin Rd	1.0739ha	0.1074ha	0ha	0.1074ha
Lot 100 (15) Grancey Ave	1.6222ha	0.1622ha	0ha	0.1622ha
Lot 101 (16) Grancey Ave	1.7184ha	0.1718ha	0ha	0.1718ha
Lot 4 (6115) Great Eastern Hwy	2.0760ha*#	0.2076ha	0.1543ha*	0.0533ha
Lot 91 (6245) Great Eastern Hwy	1.8335ha*#	0.1834ha	0ha	0.1834ha
Totals		1.2849ha	0.4361ha*	0.8488ha

*Subject to Survey

''When boundary realignment between Lots 22 & 72 occurs 1,106m² to be credited to Lot 22 land contribution

^POS contribution previously made when lot created

'Portion of Lot 72 to be amalgamated with Lot 22 under WAPC 162434 & credited to Lot 22 POS contribution

#Residential zoned portion of property

3.3 Lot Sizes

Lots are proposed to be R5 density resulting in a minimum lot size of 2,000m² in accordance with the R-Coding. (Refer Plan 5)

3.4 Movement Network**3.4.1 Existing Roads**

As mentioned at 2.6.5 above, the site is serviced by multiple roads – Coppin Rd, Thomas Rd, Baggins End, Gamgee Grove, Hobbit Glade and Grancey Ave. Of these, Baggins End and Gamgee Grove will be widened.

3.4.2 Proposed Roads

All of the abovementioned roads, apart from Coppin Rd, are no through roads. The Structure Plan provides for all of these roads to be connected. As a general rule 16m wide road reserves are proposed as traffic volumes would have them classified as Access Street D under Liveable Neighbourhoods. This is based on the forecasted 408 trips per day (refer TIA s.9.1). Liveable Neighbourhoods provides for 14.2m wide road reserves for such roads. Notwithstanding, it would be more appropriate to incorporate the 16m wide road reserves to provide for some

flexibility in road design, especially when trying to retain trees and accommodate drainage. The road reserve alongside the proposed POS, however, is proposed to be 14m wide as it will only have services on one side and will enable trees to be retained within the POS.

3.5 Water Management

The LWMS provided at Appendix 3 details water management across the site. It establishes the surface drainage concept and groundwater movement pattern. It demonstrates that the site can be developed to incorporate water localised site drainage that will have no off-site impacts. Details drainage design will be carried out at subdivision. The LSP notates an area within the POS where additional drainage infrastructure can be accommodated should that be necessary, as a safeguard.

The LWMS also demonstrates that the site is capable of supporting on-site effluent disposal systems.

3.6 Infrastructure Coordination, Servicing and Staging

3.6.1 Coordination and Staging

Due to the fragmentation of land ownership, it is likely that the subdivision of land within the LSP will take place in stages. These are indicatively shown on Plan 2 but will be dependent on owners' ambitions and capacity, ability for individual subdivisions to be able to comply with policies, especially bushfire policy SPP 3.7, and the property market. Subdivision conditions and the resulting supporting documentation and works will respond to the individual stages.

3.6.2 Services

The Structure Plan area has infrastructure available but will require these to be extended to service proposed lots. The Engineering Servicing report shows that these services are all in proximity of the site. This LSP is small in scale and no major infrastructure requirements have arisen out of the investigations that form part of this LSP. There is, therefore, no need for a developer contribution scheme.

3.7 Other Requirements

3.7.1 Road Upgrades

Upgrade requirements for existing roads within the LSP area (Baggins End and Gamgee Grove) shall be determined by the Local Government at the time of subdivision. All lots shall ultimately be provided with sealed and drained road frontage to Local Government specifications.

3.7.2 New Roads

The proposed new subdivision roads shall be created and constructed by the owners whose proposed lots front that road when those lots are proposed to be created. Where shared roads are proposed the owners of the adjoining lots will be required to share the road requirements in terms of land and cost of development unless alternative arrangements are made, and approved by the Local Government, to ensure that all proposed lots have adequate road frontage.

3.7.3 Fencing

Fencing adjoining POS shall be constructed by the subdivider and shall be visually permeable.

3.7.4 Aboriginal Heritage

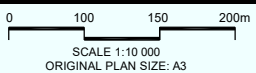
All subdividers are to ensure that development of their site conforms with the requirements of the Aboriginal Heritage Act 1972 (as amended).

3.7.5 Bushfire

The structure plan area is located within a bushfire prone area. A BMP was submitted as part of the application (Appendix 4) to demonstrate lots within the concept plan are capable of development. To ensure bushfire risk is appropriately mitigated, any subdivision application within the structure plan area will be required to be accompanied by an updated BAL assessment and BMP specific to their site.

3.7.6 Local Natural Areas

Portions of the structure plan area contain Local Natural Areas. Efforts to ensure the appropriate protection of trees have been taken in the conceptual subdivision design (Plan 5). The requirement for retaining vegetation will need to be balanced with the requirements for clearing for subdivision works and bushfire risk management.



Statewest Planning
Midland House
69 Great Northern Highway, Midland
PO Box 1377, Midland WA 6936
t. 9274 1363 m. 0418 932 792
e. simon.chara@statewestplanning.com.au

LEGEND:
Subject Land.....

DATE: 12.01.2023



PLAN 3 LOCATION PLAN

THOMAS ROAD, COPPIN ROAD &
GREAT EASTERN HIGHWAY, MUNDARING
Shire of Mundaring



0 20 40 60 80m
 SCALE 1:2000
 ORIGINAL PLAN SIZE: A3



NORTH

Statewest Planning
 Midland House
 69 Great Northern Highway, Midland
 PO Box 1377, Midland WA 6938
 t. 9274 1383 m. 0416 932 792
 e. simon.ohara@statewestplanning.com.au

LEGEND:

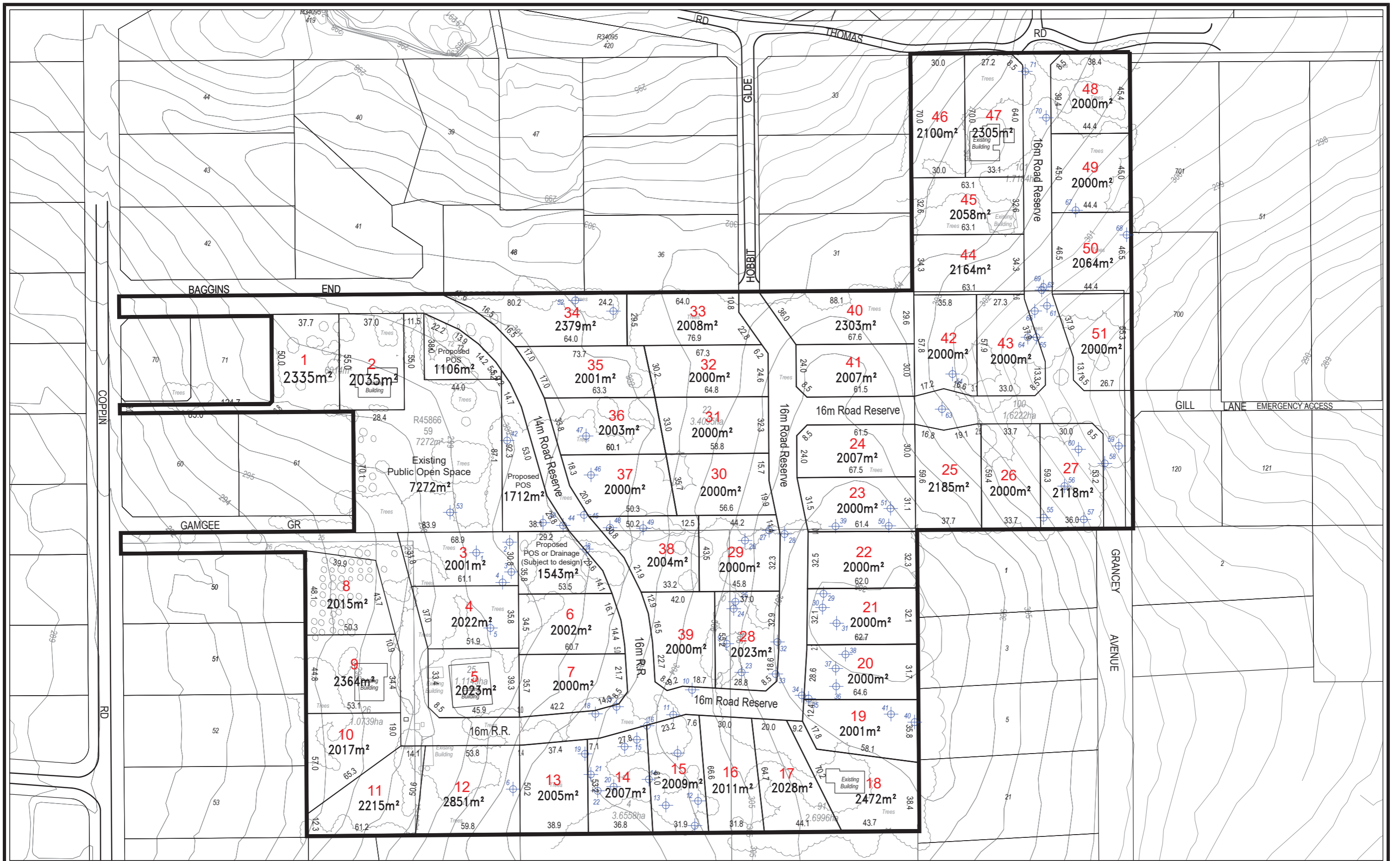
Subject Land..... 

DATE: 12.01.2023

PLAN 4 AERIAL PHOTO

THOMAS ROAD, COPPIN ROAD &
 GREAT EASTERN HIGHWAY, MUNDARING
 Shire of Mundaring





0 20 40 60 80m
 SCALE 1:2000
 ORIGINAL PLAN SIZE: A3



Statewest Planning
 Midland House
 69 Great Northern Highway, Midland
 PO Box 1377, Midland WA 6936
 t. 9274 1363 m. 0418 932 792
 e. simon.ohara@statewestplanning.com.au

LEGEND:
 Subject Land.....
 Potential Habitat Trees.

NOTE:
 1. Areas and dimensions are subject to survey.

DATE: 20.01.2023

PLAN 5 CONCEPTUAL SUBDIVISION DESIGN

THOMAS ROAD, COPPIN ROAD &
 GREAT EASTERN HIGHWAY, MUNDARING
 Shire of Mundaring