



Your ref: PG-STU-035
Our ref: SPN/2173
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Dear Sir/Madam

**REQUEST TO MODIFY - FORRESTFIELD NORTH RESIDENTIAL PRECINCT
STRUCTURE PLAN SPN/2173 LODGEMENT ID: 2018-213503**

Pursuant to Schedule 2, Clause 22(1)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations), the Western Australian Planning Commission (WAPC), requires the City of Kalamunda to modify and resubmit Forrestfield North Residential Precinct Structure Plan in accordance with the attached Schedule of Modifications.

You are requested to undertake the required modification(s) to the Structure Plan and provide an updated copy of the Structure Plan to the WAPC. When submitting the modified document, please provide a final copy of the complete modified Structure Plan (including spatial data in the format and manner specified in the Structure Plan Framework) as well as a separate document containing the updated Volume 1 and 2, to the WAPC for endorsement and publication in accordance with Schedule 2, Clause 26 of the Regulations.

The final modified document can be lodged via the Department of Planning's online eLodgement portal by selecting the 'Modification' option and selecting the following lodgement ID: 2018-213503 from the drop down menu. The portal can be accessed at the Department's website, or at: <https://elodgement.planning.wa.gov.au/>.

Yours sincerely,

Ms Sam Fagan
Secretary
Western Australian Planning Commission

13/12/2019

Attachment 11 - Schedule of Modifications

Schedule of Recommended Modifications Combined with City of Kalamunda

Draft Forrestfield North Residential Precinct Local Structure Plan

No.	Section/Clause/Page	Modification	Reason
Local Government			
1	Cover Page	Modify date	Administrative
2	Exec Summary, p. v	Dot point 8 – include reference to ‘roads’.	Administrative
3	Exec Summary, p.vi	<ul style="list-style-type: none"> • Update structure plan key elements to reflect modified LSP and Development Plan. • Remove reference to light industrial composite lots. • Add ‘s’ after ‘development contribution’ in para 4. 	Administrative
4	Exec Summary, p. vii	Update ‘Table 1 – Structure Plan Summary’ figures to reflect modified LSP.	Administrative
Part 1- Implementation			
5	4.1,p.3	Remove all references to light industrial use and ‘Light Industry Use Area’ provisions (a)-(c).	Response to submissions. Light industrial use not required.
6	4.2,p.4	Update development cell references (number of cells) to reflect modified LSP and Development Plan.	Administrative
7	4.3,p.8	Update ‘Table 3 – Conditions of Subdivision and Development’ by adding in additional Item ‘Number 20 – Light Industrial Interface Management’, and insert provisions to ensure future subdivisions address the interface to light industrial uses on the western side of Sultana Road West.	To ensure interface considerations when development proceeds.
8	6.2,p.9	Update ‘Table 4 – Local Structure Plan Normalisation into Local Planning Scheme No. 3’ be removing ‘Light industry’ row from table.	Administrative
9	Plan 1 – Local Structure Plan Map,p.11	Replace Plan 1 with modified LSP.	Administrative
10	Plan 2 – Development Plan, p.13	Replace Plan 2 with modified Development Plan.	Administrative
Local Structure Plan Map modifications			
11	<p><i>Road Network</i> - Littlefield Road extension removed and replaced with an indicative local street connecting existing Littlefield Road to Stewart Road along the approximate alignment of pre-existing bridle trail. An indicative local street then follows a ‘U’ shape connecting south from Stewart Road to Milner Road, along pre-existing lot boundary at northern end and then north of the community purpose site and local open space area.</p>		Response to submissions. Utilising the existing road and bridle trail network where possible reduces infrastructure costs and provides landowners with greater design flexibility at future planning stages. Neighbourhood Connector road type

		not required to service this northern portion of the precinct.
12	<i>Road Network</i> - Indicative local street forming extension of Raven Street south east from Milner Road to ecological corridor to be removed.	Road network is being modified to utilise existing road connections. This indicative local street is no longer required based on the reconfigured road network.
13	<i>Road Network</i> - Roundabout at the intersection of indicative local street in the vicinity of the intersection of Milner Road and Raven Street to be removed.	Intersection no longer proposed, therefore roundabout is redundant.
14	<i>Road Network</i> -Indicative local street extending from Stewart Road south west to the Community Purpose site / Local Open Space area to be removed.	Road network is being modified to utilise existing road connections. This indicative local street is no longer required based on the reconfigured road network.
15	<i>Road Network</i> - Brae Road Neighbourhood Connector extension to be removed and then modified to reflect existing road alignment to transition into the TOD Connector District Integrator A road.	Response to submission. Road network is being modified to utilise existing road connections. This modified road link is no longer required based on the reconfigured road network.
16	<i>Road Network</i> - TOD Connector District Integrator A road reconfigured to run adjacent to property boundary on southern edge and to then reflect existing alignment of Brae Road before transitioning into new road connection through to Milner Road south of the Community Purpose site and Local Open Space area. Dog leg near Local Open Space area to be removed and replaced with T-intersection into Brae Road.	Road network is being modified to utilise existing road connections. Dog leg no longer required based on modified road alignment.
17	<i>Residential Medium/High Density</i> - Band of Residential High Density surrounding Community Purpose site and Local Open Space to be reconfigured to respond to modifications made to TOD Connector configuration and removal of dog leg.	Reconfigured 'Residential High Density' area to respond to modified alignment of TOD Connector.
18	<i>Road Network</i> - Road category for the proposed TOD Connector east of Brand Road through to Roe Highway and proposed fly-over at Roe Highway to be modified to District Integrator A (Potential Future).	Road category to be modified to reflect likely longer-term connectivity option across Roe Highway.

19	<i>Residential Medium Density, Environmental Conservation, Local Open Space</i> - Underlying land use description of the proposed TOD Connector east of Brand Road through to Roe Highway and proposed fly-over at Roe Highway to be modified to Residential Medium Density and Local Open Space where it bisects Environmental Conservation and Local Open Space areas.	Underlying land use descriptions to be modified to protect and retain long term road alignment option for Roe Highway flyover.
20	<i>Local Open Space, Environmental Conservation</i> - Local Open Space strip to western side of Environmental Conservation Area providing southern link between primary school site and future TOD Connector alignment to be converted to Environmental Conservation.	Provision of a pedestrian and cycle link to the primary school within Local Open Space area not required due to indicative local street link in this location abutting environmental Conservation area that can serve this function.
21	<i>Residential Medium / High Density, Local Open Space</i> – Residential Medium/High Density areas north and south of TOD Connector west of Brand Road to be modified to encroach east into Local Open Space forming part of ecological corridor by approximately 50m up to environmental Conservation areas and maintaining a minimum width of 50m in the ecological corridor.	Conflicts with the agreed environmental outcome and advice provided by the environmental agencies and is not supported.
22	<i>Road Network</i> - Indicative local street alignments to be modified to reflect changes to Residential Medium/High Density areas north and south of TOD Connector west of Brand Road where modified to encroach east into Local Open Space forming part of ecological corridor. Northern link of indicative local street to connect south to connect with TOD Connector. Southern link of indicative local street to extend south to connect with Sultana Road West. See comments under modification 11 for further information.	Road network to be modified to respond to adjustments made to land use arrangements.
23	<i>Environmental Conservation, Local Open Space</i> - Existing bridle trail to the east of Brae Road forming an effective extension of Stewart Road to the east of Brae Road to be modified from Environmental Conservation to Local Open Space where it abuts an Environmental Conservation area to the north east.	Inclusion of the bridle trail as Local Open Space rather than Environmental Conservation allows greater opportunities for potential use as part of the pedestrian and cycle movement network in the locality.
24	<i>Environmental Conservation, Local Open Space</i> - Centrally located Environmental Conservation area surrounded by Local Open Space north of the TOD Connector between Brand Road and Brae Road to be reconfigured to reflect the modified TOD Connector Alignment. Local Open Space surrounding the Environmental Conservation area is to be removed.	Changes required due to modified TOD Connector alignment. Local Open Space is not required to provide a buffer to the Environmental Conservation

		area where a local street is provided as the interface as proposed. See modification 243. This email was received during mediation.
25	<i>Road Network</i> -Indicative local street configuration surrounding Environmental Conservation area to the north of the TOD Connector between Brand Road and Brae Road to be reconfigured to reflect modified Environmental Conservation area.	Modified indicative local street network required to reflect changes to Environmental Conservation area.
26	<i>Road Network</i> - The indicative local street network in the Residential Medium Density cell in the north - east section of the project area north of Brae Road and adjacent to Roe Highway is to be extended all the way round the residential block to join back to Brae Road.	By extending the indicative local street network potential access into the development cell is enhanced and the opportunity for a more appropriate interface to Roe Highway maintained.
27	<i>Residential Medium Density, Road Network, Local Open Space</i> - Residential Medium Density cell located west of the Brand Road and Brae Road intersection is to be extended to encompass the Local Open Space strip to the south west and a further portion of Local Open Space adjacent to the Parks and Recreation Reserve (Bush Forever area) located on Brae Road. The indicative local street network is to be modified accordingly around the perimeter of the cell.	Response to submissions. Extent of Residential Medium Density area to be extended to allow for greater development options for landowners, including the retention of an existing house and improvements. Conservation areas are not impacted upon.
28	Remove light industry and community purpose sites and update relevant sections in Part 1 and 2. <i>Light Industry and Residential Medium / High Density</i> - Light Industry area to the north of Sultana Road West to be removed and replaced with 'Residential Medium / High Density'. <i>Community purpose site/Residential Medium / High density housing.</i> – remove community purpose site and replace by Residential High Density. Reconfigure public open space if required for drainage. Also, remove all reference to Community Hub site in Part 2 under paragraphs 2.7.2 & 2.7.2.1 & 2.7.12 & 2.7.9.5 and in other parts of the draft LSP where the community purpose site/hub is mentioned (including community hub preliminary concepts plan at Appendix 2).	Response to submissions. Light industry area with residential use component not considered to be the most appropriate interface to residential areas. Sultana Road West is considered to be the most appropriate boundary between the land uses of light industrial and residential.

		Community purpose site - Submission from landowner at 69 Milner Road upheld. Support the removal of community purpose site and relocation at the TOD precinct close to Forrestfield station as activity generator.
29	<i>Road Network</i> - Existing southern retained component of Brae Road immediately north of Sultana Road West to be retained and extended north through to TOD Connector with indicative local street alignment to deviate west at northern end to provide appropriate intersection geometry with TOD Connector.	Enhanced accessed proposed between Sultana Road West and TOD Connector, including potential short to medium term access solution in the absence of the TOD Connector linking to Milner Road within this timeframe.
30	<i>Residential High Density</i> - Residential High Density area south of TOD Connector to be modified and confined to the area west of the Brae Road indicative local street connection.	Reconfigured 'Residential High Density' area to respond to modified alignment of TOD Connector and Brae Road indicative local street link.
31	<i>Road Network</i> -The indicative local street network in the Residential Medium Density cell in the south east section of the project area east of Brand Road, south of the future TOD Connector alignment and adjacent to Roe Highway is to be extended all the way round the residential block to join back to Sultana Road West.	By extending the indicative local street network potential access into the development cell is enhanced and the opportunity for a more appropriate interface to Roe Highway maintained.
32	<i>Road Network</i> - Indicative local street forming effective extension of Stewart Road east of Brae Road to be removed.	Removal of undesirable four-way intersection between Brae Road and Stewart Road with sufficient indicative local street access into cell maintained east of Brae Road.
33	<i>Road network</i> - Indicative local street to be provided on northern side of primary school site adjacent to Local Open Space.	Response to submission. Provide clarification of required extent of road frontage to

			primary school site.
34	<i>Road Network</i> - Brae Road east of Brand Road intersection to be modified from Neighbourhood Connector to indicative local street.		Modification to reflect more appropriate and accurate road category for this section of Brae Road.
Part Two-Explanatory Report			
35	1.3.3.7,p.35	Modify paragraph 2 to reflect removal of light industry area from LSP and insert commentary on provisions being inserted in LSP to ensure future subdivisions address the interface to light industrial uses on the western side of Sultana Road West.	To ensure interface considerations at development stage. Buffering not required.
36	1.3.3.11,p.37	Remove clause relating to DC 4.1 and renumber remaining clauses accordingly.	Administrative
37	2.1.9.3,p.57	Update 'Figure 18 – Retention of Environmental Values' to reflect modified Development Plan	Administrative
38	2.1.9.3,p.58	Updated 'Predicted environment outcome' figures listed in dot points to reflect modified LSP.	Administrative
39	2.3,p.62	Update 'Groundwater and Surface Water' section in accordance with modified LWMS.	Administrative
40	2.5.1.3,p.69	Update 'Post Development Vegetation Classification' in accordance with modified BMP (if necessary).	Administrative
41	2.5.1.3,p.70	Update 'Figure 22 – Post-development Vegetation Class and Effective Slope' to reflect modified Development Plan.	Administrative
42	2.5.1.4,p.73	Update 'Figure 23 – Post-development Bushfire Hazard Levels' to reflect modified Development Plan.	Administrative
43	2.7.1.1,p75	Modify dot point 7 to reflect removal of light industry area from the LSP and insert commentary on provisions being inserted in LSP to ensure future subdivisions address the interface to light industrial uses on the western side of Sultana Road West.	Administrative
44	2.7.1.2,p. 76	Update 'Table 7 – Population Projections (Forrestfield North Project Area)' to reflect modified LSP. See comments below.	Administrative
45	2.7.1.3,p. 76	Update 'Table 8 – Projected Development Yields' to reflect modified LSP and Development Plan.	Administrative
46	2.7.2,p. 77	Update structure plan key elements to reflect modified LSP and Development Plan, including removal of references to additional structuring roads and light industrial composite lots.	Administrative
47	2.7.2,p. 78	Update 'Figure 24 – Indicative Built Form Plan' to reflect modified LSP and Development Plan.	Administrative
48	2.7.3,p. 80	Confirm that 30ha of open space is still proposed within project area and modify reference if necessary.	Administrative. Update as a result of LWMS
49	2.7.3,p. 81	Update 'Table 9 – Public Open Space Schedule' to reflect modified LSP and Development	Administrative

		Plan.	
50	2.7.4,p. 81	Update development cell references (number of cells) to reflect modified LSP and Development Plan.	Administrative
51	2.7.4.1,p. 82	Modify paragraph 6 reference from 'MIRF' to 'MRIF'.	Administrative
52	2.7.6,p. 84	Dot point 2 - confirm that 30ha of open space is still proposed within project area and modify reference if necessary.	Administrative. Update as a result of LWMS
53	2.7.7,p. 86	Update total precinct traffic generation figures in final paragraph if necessary. See comments below.	Administrative
53	2.7.7.1,p. 87	Modify dot point 2 referring to Brae Road to 'Realignment of part of Brae Road west of the TOD Connector intersection'.	As a result of a submission received to keep road reserves as far as possible.
54	2.7.7.2,p. 88	Update 'Figure 25 – Road Types Within Development' to reflect modified LSP and Development Plan.	Administrative
55	2.7.7.2,p. 89	Update 'Figure 26 – Daily Traffic – Internal Network – 2031' to reflect modified LSP and Development Plan.	Administrative
56	2.7.7.2,p. 92	Remove 'Figure 33 – Road Cross Section – Littlefield Boulevard' and renumber remaining figures and associated figure references accordingly through remainder of document.	This modification is a result of the removal of 'Littlefield Boulevard' structuring road and more emphasis on the efficient use of existing road reserves.
57	2.7.7.4,p. 94	Update 'Figure 36 – Intersection Control' to reflect modified LSP and Development Plan.	Administrative
58	2.7.7.4,p. 95	Update 'Figure 37 – Proposed Pedestrian and Cyclist Paths' to reflect modified LSP and Development Plan.	Administrative
59	2.7.7.6,p. 97	Update 'Figure 38 – Public Transport Plan' to reflect modified LSP and Development Plan.	Administrative
60	2.7.8.3,p. 100	Update 'Surface Water Management Strategy' section in accordance with modified LWMS, including references to catchment area details.	As a result of DWER submission
61	2.7.9.2,p. 111	Update 'Figure 39 – Aircraft Affected Areas' to reflect modified LSP and Development Plan.	Administrative
62	2.7.9.5,p. 112	Modify dot point 2 to reflect removal of light industry area from LSP and refer to area on opposite side of Sultana Road West.	Administrative
63	2.7.9.4,p. 113	Update 'Figure 40 – Road Traffic Affected Areas' to reflect modified LSP and Development Plan.	Administrative
64	2.7.10.4,p. 116	Paragraph 1 – remove references to 'Industrial Composite land-uses'.	Administrative
65	2.7.11,p. 118	• Update development cell references (number of cells) to reflect modified LSP and Development Plan.	Administrative

		• Remove references to 'light industrial development' and adjust staging commentary accordingly.	
66	2.7.12.3,p. 119	Confirm number of lots required for acquisition under DCP and modify commentary accordingly.	Administrative
67	2.7.11,p. 120	Update 'Figure 41 – Indicative Staging' to reflect modified LSP and Development Plan.	Administrative
68	Appendix, p. 3 125	Insert updated 'Landscaping Concept Plan' to reflect modified LSP and Development Plan.	Administrative
69	Appendix, p. 4 127	Insert updated 'Stormwater Plan' to reflect modified LSP and Development Plan.	Administrative
Volume 2 - Technical Appendices (April 2018), Appendix A - Environmental Assessment and Management Strategy (EAMS) - Strategen Environmental (April 2018)			
70	Cover page	Modify date.	Administrative
80	Second cover page	Modify date.	Administrative
81	Table of contents and beyond	Add report version.	Administrative
82	1.1,p. 1	Update footer to reflect updated version.	Administrative
83	1.1.2,p. 2	Take out reference to 'small composite business operator lots' in list of LSP elements.	Administrative
84	1.2,p. 6	Update 'Figure 2: Forrestfield North Local Structure Plan' to reflect updated LSP.	Administrative
85	3.4.3,p. 48	Update 'Table 16: Proposed Environmental Conservation Reserves (EC) for retention and conservation of key environmental matters within the Residential Precinct' to reflect updated EC areas to be retained reflected in the updated LSP.	Depends on WAPC decision if this is required.
86	3.4.3,p. 48	Update 'Table 17: Occurrence of key environmental matters within the POS areas' to reflect updated POS areas to be retained reflected in the updated LSP.	Administrative
87	3.4.5,p. 50	Update EC calculations to reflect reconfigured retention areas.	Administrative
88	3.4.6,p. 51	Update 'Figure 13: Retention of Environmental Values' to reflect correct underlying land use colours and EC/ POS areas.	Administrative
Volume 2 - Technical Appendices (April 2018), Appendix B - Bushfire Management Plan (BMP) - Strategen Environmental (April 2018)			
89	Cover Page	Change date.	Administrative
90	Second Cover page	Change date.	Administrative
91	Document Control	Change relevant dates and add report version.	Administrative
92	Contents page and beyond	Change footer date.	Administrative
93	1,p. 2	Update 'Figure 1: Draft LSP', to reflect latest version.	Administrative
94	1,p. 3	In the proposed LSP listed elements, remove reference to light industrial composite lots. Update other listed elements as necessary.	Administrative
95	Figure 4,p. 11	Update 'Figure 4: Post-development vegetation class and effective slope' to reflect updated LSP.	Administrative
96	Figure 6,p. 14	Update 'Figure 6: Post-development bushfire hazard levels' to reflect updated LSP.	Administrative
97	4.1.2,p. 17	Update reference to development cells to reflect updated LSP and Development Plan.	Administrative

98	4.1.2,p. 17	Confirm that reference to indicative revegetation link (second last paragraph) is still relevant. If not, remove reference.	Administrative
99	4.1.2,p. 16-18	Update reference to development cells and EC/POS numbers in entire section to reflect updated LSP and Development Plan.	Administrative
100	4.1.2,p. 17	Dot point 5, remove reference to Littlefield Road.	Administrative
101	4.1.2,p. 18	Refer to the last dot point. Remove any reference to the cul-de-sac.	Administrative
102	5.1,p. 19	Remove reference to a cul-de-sac in section A3.3 of 'Table 1 – Compliance Table'.	Administrative
103	Appendix 1	Update 'Appendix 1: Concept Landscape Plan (Place Laboratory)' to reflect updated LSP.	Administrative
104	Appendix 4	Update 'Appendix 4: Town Park Functional Diagram (Place Laboratory)' to reflect updated Town Park configuration.	Administrative
Volume 2 - Technical Appendices (April 2018), Appendix C Transportation Noise Assessment - Lloyd George Acoustics (April 2018)			
105	Technical Report page	Update version and modify date of Report.	Administrative
106	1,p. 2	Update 'Figure 1-2 Draft Local Structure Plan' to reflect updated LSP.	Administrative
107	2,p. 3	Update 'Figure 2-1 Aircraft Noise Exposure Forecast (ANEF) Contours' to reflect updated LSP configuration.	Administrative
108	2,p. 4	Update 'Figure 2-2 Aircraft Maximum Noise Levels, dB(A)' to reflect updated LSP configuration.	Administrative
109	3.3.2,p. 11	Update 'Figure 3-3 Indicative Building Heights for Forrestfield North' to reflect updated LSP configuration.	Administrative
110	3.3.3,p. 13	Update 'Table 3-3 Traffic Information Used in the Modelling – Future' if traffic volumes have changed due to new road configurations e.g. TOD Connector.	Administrative
111	4.2.2,p. 16	Update 'Figure 4-1 Vibration from Forrestfield Freight Rail Terminal (SLR Study)' to reflect updated LSP configuration.	Administrative
112	4.2.2,p. 17	Update 'Figure 4-2 LAeq Noise Levels from FFRT (SLR Study)' to reflect updated LSP configuration.	Administrative
113	4.2.3,p. 22	Update 'Figure 4-7 Future Road Traffic LAeq(Day) Noise Contours: Ground Level' to reflect updated LSP configuration.	Administrative
114	4.2.3,p. 23	Update 'Figure 4-8 Future Road Traffic LAeq(Day) Noise Contours: First Level' to reflect updated LSP configuration.	Administrative
115	4.2.3,p. 24	Update 'Figure 4-9 Future Road Traffic LAeq(Day) Noise Contours: Second Level' to reflect updated LSP configuration.	Administrative
116	4.2.3,p. 25	Update 'Figure 4-10 Future Rail Traffic LAeq(Day) Noise Contours: Ground Level' to reflect updated LSP configuration.	Administrative
117	4.2.3,p. 26	Update 'Figure 4-11 Future Rail Traffic LAeq(Day) Noise Contours: First Level' to reflect updated	Administrative

		LSP configuration.	
118	4.2.3,p. 27	Update 'Figure 4-12 Future Rail Traffic LAeq(Day) Noise Contours: Second Level' to reflect updated LSP configuration.	Administrative
119	5.2,p. 29	Update 'Figure 5-1 Aircraft Affected Areas' to reflect updated LSP configuration.	Administrative
120	5.4,p. 30	Add commentary after 'Light Industry' to reference the location of this land use being on the western side of Sultana Road West e.g. Light Industry (located on the western side of Sultana Road West).	Administrative
121	5.4,p. 31	Update 'Figure 5-2 Road Traffic Affected Areas' to reflect updated LSP configuration.	Administrative
122	5.4,p. 32	Update 'Figure 5-3 LAeq(Day) Road Traffic Future Noise Level Contours: Ground Level with 4m High Wall alongside Road Highway' to reflected updated LSP configuration.	Administrative
Volume 2 - Technical Appendices (April 2018), Appendix D - Local Water Management Strategy (LWMS) - Strategen Environmental (April 2018)			
Note: yellow highlighted sections will only need to be actioned if population densities/ projections are modified. Otherwise, ignore.			
123	Cover page	Modify date.	Administrative
124	Second cover page	Modify date.	Administrative
125	Document control page	Add report version.	Administrative
126	1.1,p. 1	Update estimated yield to reflect updated dwelling calculations.	Administrative
127	1.1,p. 1	Update listed open space figure.	Administrative
128	1.3,p. 4	Replace 'Figure 2: Local Structure Plan' with updated LSP.	Administrative
129	5.1.1,p. 35	Point 3, take out reference to 'Littlefield Road' in listed major streets.	Administrative
130	5.1.1,p. 37	Update 'Figure 11: Stormwater plan' to reflect updated LSP.	Administrative
131	5.1.1,p. 39	Update 'Table 7: Detention storage volumes' to reflect accurate calculations and catchment numbers.	Administrative
132	5.1.1,p. 39	Update 'Table 8: Event Inundation' to reflect accurate calculations and catchment numbers.	Administrative
133	5.1.2,p. 40	Update 'Section 5.1.2 Major drainage system' to reflect accurate calculations and catchment numbers consistent with the updated drainage system as a result of the updated LSP.	Administrative
134	5.1.4,p. 43	Last paragraph of the section, update reference to POS numbers to ensure it is consistent with the updated Stormwater Plan/ relevant figures.	Administrative
135	5.2,p. 43	Update 'Table 9: Pre-and post-development land use' to reflect the updated catchment areas and calculations reflective of the updated LSP.	Administrative
136	5.2.1,p. 44	Update 'Table 11: Pre-development flows for critical elements' to reflect updated catchment	Administrative

		zones reflective of the updated LSP.	
137	5.2.2,p. 44	Update 'Table 12: Post-development flows' to reflect updated catchment zones reflective of the updated LSP.	Administrative
138	7.1,p. 48	Update '7.1: Potable water consumption' section to reflect updated estimated population figures.	Administrative
139	7.2.2,p. 49	Update '7.2.2: Water use requirements' section to reflect estimate irrigation rates associated with updated POS areas.	Administrative
140	7.2.3,p. 51	Update 'Figure 12: Landscaping Plan' to reflect updated LSP.	Administrative
141	Appendix 6 – Water Balance, 1. Residential	Recalculate total residential area and subsequent water use.	Administrative
142	Appendix 6 – Water Balance, 3. Commercial and Industrial	Recalculate total commercial and industrial area and subsequent water use.	Administrative
143	Appendix 6 – Water Balance, 4. POS, Roads and Verges	Recalculate total POS, roads and verges area and subsequent water use.	Administrative
144	Appendix 6 – Water Balance, 5. Other	Recalculate total other area and subsequent water use.	Administrative
145	Appendix 7 – Irrigation Schedule, Structure Plan Streets	Update Structure Plan Streets – DCS irrigation calculations to reflect updated stormwater plan/ water use.	Administrative
146	Appendix 7 – Irrigation Schedule, Open Space	Update Open Space calculations to reflect updated POS and Environmental Conservation areas and irrigation calculations.	Administrative
Volume 2 - Technical Appendices (April 2018), - Appendix E Community Infrastructure Strategy (CIS) - CCS Strategic (April 2018)			
Note: yellow highlighted sections will only need to be actioned if population densities/ projections are modified. Otherwise, ignore.			
147	Cover page	Modify date.	Administrative
148	Executive summary,p.4	Modify 'Schedule of Amenities (specifically year to develop)', to reflect accurate data based on recalculated population projections.	Administrative
149	Executive summary,p.5	Update 'Cost of Implementation table' to reflect accurate data based on recalculated population projections.	Administrative
150	Executive summary,p.6	Update 'Methodology Table' to reflect accurate data based on recalculated population projections.	Administrative
151	2.1,p. 7	In first paragraph, modify the date of the study.	Administrative
152	3.1,p. 9	Update 'District Structure Plan Summary Table – Table 2': <ul style="list-style-type: none"> • Row 3 to reflect recalculated total land use areas. Remove reference to Industrial land use completely. • Row 6 to reflect updated estimated number of dwellings. • Row 7 to reflect updated residential site density. 	Administrative

		<ul style="list-style-type: none"> • Row 8 to reflect updated estimated population. • Row 11 to reflect updated estimate commercial floor space. • Row 12 to reflect updated estimated area and percentage of public open space given to regional open space. • Row 13 to reflect updated estimated percentage of natural area. 	
153	11.2,p. 35	Update 'Figure 10: Community Hub and Town Park Precinct Preliminary Concept Plan' to reflect updated LSP configuration.	Administrative
154	11.2.1,p. 36	Update 'Figure 11: Town Park Preliminary Concept Plan' to reflect updated LSP configuration.	Administrative
155	12,p. 38	Update 'Implementation Timeline' text to reflect updated population projections.	Administrative
156	12,p. 38	Update 'Figure 13: Community Infrastructure Development Precincts' to reflect updated LSP configuration.	Administrative
157	12,p. 39	Update 'Table 8: Staged Implementation Schedule' to reflect updated years to implement or develop based on updated population projections.	Administrative
158	12,p. 29	Update the Strategy Table to reflect updated years to develop based on updated population projections.	Administrative
159	13.4,p. 48	Update 'Table 15: Summary of Community Infrastructure Costs' to reflect updated years to develop based on updated population projections.	Administrative
160	13.4,p. 49	Update 'Table 16: Escalation of Community Infrastructure Costs to Build-Out' to reflect updated years to develop based on updated population projections.	Administrative
161	14,p. 50	Update 'Table 17: Assessment of developer contributions for community infrastructure' to reflect updated development start dates and forecast population figures.	Administrative
Volume 2 - Technical Appendices (April 2018), Appendix F - Transport Impact Assessment (TIA) - KCTT (April 2018)			
Note: yellow highlighted sections will only need to be actioned if population densities/ projections are modified. Otherwise, ignore.			
162	Cover page	Modify date and Rev number.	Administrative
163	Second cover page	Add revision number and date.	Administrative
164	1,p. 4	Dot point 3, update total dwellings to reflect updated LSP.	Administrative
165	1,p. 5	Second last dot point, change generated traffic to reflect updated data relevant to updated LSP.	Administrative
166	2.3,p. 7	Update the Table to reflect accurate residential dwelling figures relevant to the updated LSP.	Administrative
167	2.10,p. 19	Update the Table to reflect accurate vehicle parking requirements based on updated yield calculations.	Administrative

168	2.16,p. 24	<ul style="list-style-type: none"> • Update the Table to remove reference to 'Composite lots'. • Update the Table to account for the removal of the above. • Update the Table to reflect updated yields and traffic generation. 	Administrative
169	2.21,p. 28	Update Road01a (TOD Connector) table to reflect updated traffic projections and information.	Administrative
170	2.21,p. 29	Update Road01a' (TOD Connector) table to reflect updated traffic projections and information.	Administrative
171	2.21,p. 30	Update Road01b (TOD Connector) table to reflect updated traffic projections and information.	Administrative
172	2.21,p. 31	Update Road01b' (TOD Connector) table to reflect updated traffic projections and information.	Administrative
173	2.21,p. 35	Remove reference to Road 03 (Little Boulevard).	Administrative
174	2.21,p. 38	Update Road06 (Sultana Road West) table to reflect updated traffic projections and information given the removal of composite lots.	Administrative
175	2.21,p. 39	Updated Road07 (Brae Road) table to reflect updated traffic projections and information.	Administrative
176	2.21,p. 48	Renumber '2.21 Proposed Intersection Controls' to '2.22' and renumber following subheadings accordingly. This is due to a double up of 2.21 which was used in the previous section '2.21 Proposed Road Network'. Note - reference to the heading numbers as existing for this Schedule.	Administrative
177	2.21,p. 48	Update 'Proposed Intersection Controls' section to reflect updated LSP intersection locations as outlined on the updated LSP.	Administrative
178	2.22,p. 48	Update 'Proposed internal Transport Networks' section to reflect updated internal network and relevant information reflective of the updated LSP.	Administrative
179	2.23,p. 49	Update 'Changes to External Transport Networks' section to reflect updated external network pressures and relevant information reflective of the updated LSP.	Administrative
180	2.25,p. 51	Update 'Analysis of Transport Network' section to reflect updated road traffic volumes relevant to the updated road network reflective of the updated LSP.	Administrative
181	Appendix 1 – The Layout of the Proposed Development, Draft LSP	Replace 'Draft Local Structure Plan' with updated LSP.	Administrative
182	Appendix 2 – Transport Planning and Traffic Plans, Proposed Public Transport Plan	Update 'Public Transport Plan – Proposed' with updated plan reflective of updated LSP.	Administrative
183	Appendix 2 – Transport Planning and Traffic Plans,	Update 'Proposed Pedestrian and Cyclist Paths' plan with updated plan reflective of updated LSP.	Administrative

	Proposed Pedestrian and Cyclist Paths		
184	Appendix 2 – Transport Planning and Traffic Plans, Daily Traffic – Internal Network - 2031	Update ‘Daily Traffic – Internal Network – 2031’ plan with updated plan reflective of updated LSP.	Administrative
185	Appendix 2 – Transport Planning and Traffic Plans, Daily Traffic – Internal Network - 2050	Update ‘Daily Traffic – Internal Network – 2050’ plan with updated plan reflective of updated LSP.	Administrative
186	Appendix 2 – Transport Planning and Traffic Plans, Road Types within Development	Update ‘Road Types within Development’ plan with updated plan reflective of updated LSP.	Administrative
187	Appendix 2 – Transport Planning and Traffic Plans, Intersection Control	Update ‘Intersection Control’ plan with updated plan reflective of updated LSP.	Administrative
188	Appendix 2 – Transport Planning and Traffic Plans, Developer Contribution Plan	Update ‘Developer Contribution Plan (DCP) Items – Road and Road Reserve Upgrades’ plan with updated plan reflective of updated LSP.	Administrative
189	Appendix 3 – SIDRA Intersection Analysis, 2,p. 5	KCTT to provide drawings of all 7 external zones.	Administrative
190	Appendix 3 – SIDRA Intersection Analysis, 4,p. 8	Roe Highway/ Berkshire Road intersection to be included and modelled.	Administrative
191	Appendix 3 – SIDRA Intersection Analysis, 5,p. (entire section) 10	All SIDRA modelling to be updated in accordance with the Main Roads Modelling Guidelines.	Administrative
192	Appendix 3 – SIDRA Intersection Analysis, 5,p. 10	Insert the Bus movement class defined for the two Maida Vale roundabouts (currently zero bus volume in all scenarios).	Administrative
193	Appendix 3 – SIDRA Intersection Analysis, 5,p. (entire section) 10	Revise the ‘Heavy Vehicle’ movement class at relevant intersections to be in accordance with MRWA’s modelling requirements.	Administrative
194	Appendix 3 – SIDRA Intersection Analysis, 5.4,p. 25-27	Update all figures (23-27) to reflect updated intersection in accordance with updated LSP.	Administrative
195	Appendix 4 – Traffic Modelling Report, 2.2,p. 8	<ul style="list-style-type: none"> • Update the Table to remove reference to ‘Composite lots’. • Update the Table to account for the removal of the above. • Update the Table to reflect updated yields and traffic generation. 	Administrative
196	Appendix 4 – Traffic Modelling Report, 3.1,p. 12-13	Update ‘Trip Distribution’ section to reflect updated internal zones and traffic generation. Remove all reference to composite lots.	Administrative

197	Appendix 4 – Traffic Modelling Report, 3.3,p. 14	Update ‘Traffic Flow Distribution and External Road Networks’ to remove reference to composite lots.	Administrative
198	Appendix 4 – Traffic Modelling Report, 4,p. 15	Update ‘Figure 1: Links Traffic Volumes – Daily Traffic – External Networks 2031’ to reflect updated LSP configuration.	Administrative
199	Appendix 4 – Traffic Modelling Report, 4,p. 16	Update ‘Figure 2: Links Traffic Volumes – Daily Traffic – External Network 2050’ to reflect updated LSP configuration.	Administrative
200	Appendix 4 – Traffic Modelling Report, 4,p. 17	Update ‘Figure 3: Links Traffic Volumes – Daily Traffic – Internal Network 2031’ to reflect updated LSP configuration.	Administrative
201	Appendix 4 – Traffic Modelling Report, 4,p. 18	Update ‘Figure 4 Links Traffic Volumes – Daily Traffic – Internal Network 2050’ to reflect updated LSP configuration.	Administrative
Volume 2 - Technical Appendices (April 2018), Appendix G - Infrastructure Servicing Report (ISR) - KCTT (April 2018)			
202	Cover page	Modify date and version.	Administrative
203	Document control page,p2	Modify date and version.	Administrative
204	Executive Summary,p6	Wastewater Infrastructure section, remove reference to ‘Industrial Composite land uses’.	Administrative
205	2.1,p. 9	Update ‘Figure 1: Local Structure Plan (Draft) by TPG + Place Match’ to reflect updated LSP and reference element as the author.	Administrative
206	2.1,p. 10	Update ‘Table 2: Forrestfield North DSP and Residential LSP Indicative Yields’ to remove any reference to Industrial Development Type and update other development figures according to the updated LSP.	Administrative
207	2.4,p. 13	Paragraph at the top of the page, delete extra ‘e’ in word ‘thee’ to read ‘the’.	Administrative
208	2.7,p. 13	Update ‘Table 7: Proposed Road Network’ to reflect updated LSP road configurations.	Administrative
209	2.4, p.14	Update ‘Table 8: Key Intersections’ to reflect key intersections identified in updated LSP.	Administrative
210	2.6,p. 18	Remove reference to ‘Littlefield Road’ in the list of key locations for the detention and storage of stormwater runoff.	Administrative
DPLH/WAPC Additional modifications			
211	Bushfire Management Plan	Ensure “hazard separation” (in form of public roads, public open space etc) is annotated on the structure plan as per DFES submission to ensure that no residential zoned land is affected by BAL40 or BAL-FZ at subsequent planning stages.	As a result of submission 31 (DFES)
212	In the Executive Summary, Page vi, Paragraph 1 as an additional bullet point.	Include reference to the interface between the residential/TOD precinct along the following: "The delivery of an appropriate interface to the Forrestfield Station Transit Oriented Development to the west of the residential precinct"	As a result of submission 32 (Metronet)
213	Part 2, Page 75	Include new dot points: <ul style="list-style-type: none"> Please include reference to the interface between the residential/TOD 	As a result of submission 32 (Metronet)

		<p>precinct. Specifically, the proposed activity centre which connects across Milner road into the TOD precinct.</p> <ul style="list-style-type: none"> Please include reference to the new train station which provides public transport access to residents of the residential precinct. 	
214	Part 2, Page 84	Include new dot point to reference the new train station which provides public transport access to residents of the residential precinct.	As a result of submission 32 (Metronet)
215	Part 2, Page 93. 2.7.7.4	Include new text noting the importance of providing pedestrian links to Forrestfield station.	As a result of submission 32 (Metronet)
216	Part 2, Page 96, 2.7.7.5	Include new text noting the importance of providing cycling links to Forrestfield station. Note should also be made regarding provision of bicycle parking at station for use by residents.	As a result of submission 32 (Metronet)
217	Part 2, Page 96, 2.7.7.7	Text to be amended to refer in general terms to a public transport authority park and ride facility being provided, with final parking bay numbers and location to be determined through further detailed planning and design.	As a result of submission 32 (Metronet)
218	Part 2, Page 97	Plan should be amended to remove 'proposed'. Station and associated facilities are now under construction.	As a result of submission 32 (Metronet)
219	Transport Impact Assessment	Correct stated trip generated rates of (0.15 and 0.45 vph) which is a typographical error - see trip generation calculation table.	As a result of submission 34 (Main Roads)
220	Transport Impact Assessment	<p>SIDRA intersection analysis – section 2 – Traffic Generation and Distribution Analysis. The 7 external zones defined for traffic distribution are unclear. They should be conveyed visually with respect to the LSP area.</p> <p><u>Modification</u> - KCTT advised that the figure for the 7 external zones has been prepared. It will be included in the final revision of the report.</p>	As a result of submission 34 (Main Roads)
221	Transport Impact Assessment	<p>SIDRA Intersection Analysis – Section 4 – Summary of Results. The Roe Hwy/Berkshire Road interchange has not been modelled. This is a critical omission that this interchange will be the closest and therefore the primary full-movement point of access into Roe Hwy and the wider metropolitan state road network for the LSP area. Provide update.</p> <p><u>Modification</u> - KCTT advised that the model will be adjusted to reflect the yields for the Residential Precinct ultimate scenario and will be included in the final revision of the report.</p>	As a result of submission 34 (Main Roads)
222	Transport Impact Assessment	Sidra modelling - Update in the context of any modifications to the road network.	As a result of submission 34 (Main

			Roads) (Main Roads)
223	Transport Impact Assessment	SIDRA Model. Movement Definitions. It is unclear on the underlying reasoning for a separate 'Development Light Vehicle' movement class to be defined. Further explanatory comment is required.	As a result of submission 34 (Main Roads)
224	Transport Impact Assessment	The 'Bus' movement class defined for two Maida Vale roundabouts seems redundant, with zero bus volumes in all scenarios. KCTT advised that it was unintentionally omitted between two revisions. <u>Modification</u> – to be addressed in the final revision of the report.	As a result of submission 34 (Main Roads)
225	Transport Impact Assessment	The default 'Heavy Vehicles' movement class used does not adequately reflect the heavy vehicle traffic at this interchange. The smallest Austroads HV class, Class 3, has a vehicle length of 12.5m long, so the 10m vehicle length adopted for the SIDRA default 'Heavy Vehicles' is an underestimation. As the Class 3 Heavy Vehicle is the predominant Heavy Vehicle type (9.2% of Roe Hwy North bound off-ramp and 14.2% for Roe Hwy South bound on-ramp, based on MRWA Traffic Map data), the Heavy Vehicle movement class used should at least reflect that type of vehicle. KCTT advised that heavy vehicle modelling will be set up as per the current version of MRWA's modelling guidelines (which were published after the completion of the report). <u>Modification</u> - This modification will be addressed in the final revision of the report.	As a result of submission 34 (Main Roads)
226	Transport Impact Assessment	SIDRA Model. Volumes. It is unclear how the projected background/base peak period volumes have been derived from the ROM24 2031 daily volumes. The derivation process needs to be outlined. It is also unclear how the percentages for the 'Development Light Vehicle' movement class have been derived. There are considerable midblock traffic volumes gains and losses between the three sites comprising the network model. These midblock in/outflows are unrealistic given that there cannot possibly be any traffic sinks/sources occurring within the interchange, and thus must be resolved in further detail.	As a result of submission 34 (Main Roads)

		<p>KCTT have utilised the ROM24 2031 daily volumes to create the demand matrix and distribute the traffic between the 7 external zones. The traffic demands between any two zones were estimated and calibrated using Paramics modelling software, until the traffic flows reflected the ROM24 data as closely as possible. FFN generated traffic was processed separately in the Paramics model, and the turn counts were derived from this model through the analyser component of Paramics and used for the SIDRA models.</p> <p><u>Modification</u> - Clarify any uncertainty in report</p>	
227	Transport Impact Assessment	<p>Trip Generation - Section 2.16 of the TIA report prepared by KCTT (April 2018) has applied a reciprocity rate of 80% for the proposed school site. As such it is anticipated that only 20% of school trips will be generated from outside of the LSP area. Justification is required for this as the LSP area is intended to accommodate higher density housing which generally attracts less families and a significant number of students may be attending the school from outside the LSP area.</p> <p>KCTT advised that there is an estimated yield of 3,576 dwellings within the LSP area. The LSP report indicates an estimated population of 8,582 in the FFN Residential Precinct. This was based on an estimated household size of 2.7 persons per dwelling for houses and 2.2 persons per dwelling for apartments. According to the City of Kalamunda's household summary on profile.id.com.au 9% of the City's residents are of primary school age.</p> <p>80% of the assumed 450 children is 360 which is approximately 4.2% of the expected number of future FFN residents, less than half of the City of Kalamunda average. This more than accounts for the likely reduction in school age children within higher density housing forms.</p> <p>Even if the ratio is changed in favour of trips outside of the LSP area, this will not have a significant impact on traffic distribution and the surrounding road network. The school is expected to generate only up to 580 VPD which is less than 3% of the total Residential Precinct traffic generation.</p> <p>Based on the above KCTT believe that the</p>	DPLH transport planners' comments. Further clarification required.

		<p>original distribution (80% local / 20% outside LSP area) should be maintained.</p> <p><u>Modification</u> - Include justification in report to clarify</p>	
228	Transport Impact Assessment	<p><u>SIDRA Analysis - Maida Vale Road and Milner Road intersection</u></p> <p>The above intersection is proposed to be a roundabout in the ultimate scenario (2050) and SIDRA analysis for the above intersection during PM peak shows a Level of Service (LOS) E with significant queue distance of 541.6m on eastern leg of Maida Vale Road. This is unacceptable and requires further investigation. The TIA should say this is unacceptable and requires investigation.</p> <p>KCTT advised that this intersection should be reviewed in further detail as part of the structure planning process for the TOD Precinct.</p> <p>As a consequence of responding to submissions and through the evolution of the planning for FFN, the internal movement networks for both the Residential and TOD Precincts are being modified. KCTT believe rearranging the road network within these precincts could alleviate the pressure and demand on this and other key intersections within the subject area.</p> <p>It would be greatly beneficial if MRWA could provide their updated ROM model to assess projected growth of passing traffic in current economic and population growth conditions.</p> <p>It should also be noted that traffic projections for this area are exceptionally high. Short of creating three lane roundabouts and grade separated intersections, delays are inevitable.</p> <p>Most comments also pertain to the 2050 model. For the purposes of the modelling it has been assumed that FFN will be fully built by 2031 (this may be highly optimistic – see comments below), therefore delays are also associated with passing traffic. MRWA projections for passing traffic (derived from ROM models) in this area are exceptionally high – in some locations 4-5% annual growth, even without taking into account all planned development within the City of Kalamunda in this area. We do believe this should be revisited as it is quite obvious that economic, population and traffic growth is not occurring at the speed envisaged in 2016.</p>	DPLH transport planners' comments

		<p><u>Modification</u> – Update as per KCTT advice i.e recognise issue raised in report.</p>	
229	Transport Impact Assessment	<p>SIDRA Analysis - <u>Milner Road and TOD Connector intersection</u></p> <p>SIDRA analysis for the above intersection during the 2031 PM peak hour shows LOS E with a queue distance of 257.9m for north-west leg of the TOD Connector which has been resolved for the 2050 scenario by proposing a short-turning lane at the above intersection. It is recommended to provide this layout treatment by 2031 and TIA to reflect.</p> <p>KCTT have pointed out in the reports that the key will be monitoring the key intersections' performance and acting accordingly.</p> <p>This was pointed out given the surrounding area is not developing at the speed predicted in the previous decade. Development speed is significantly lower due to the slow-down in real estate market and general economic conditions in the WA economy.</p> <p>Furthermore, the actual means and efficiency of transportation and associated traffic flow itself are expected to change significantly in the next 2-3 decades (autonomous vehicles, 'smart' infrastructure etc). These are the factors to be considered when committing land for intersection upgrades long before the upgrade is due. Considering these factors will reduce the risk of oversizing the intersection and inefficiently using land and resources.</p> <p><u>Modification not required</u> – Premature to require modification. Make clear matter is subject to monitoring for 2050 scenario.</p>	DPLH transport planners' comments
230	Transport Impact Assessment	<p><u>Milner Road, Berkshire Road and Dundas Road intersection</u></p> <p>SIDRA Analysis - SIDRA analysis to 2050 (both AM and PM) for the above intersection shows LOS F (unacceptable performance). The above intersection forms part of Main Roads WA RAV 7 network, with up to 36.5m heavy vehicles having access to these roads. It is expected that Milner Road will become part of the RAV network in future due to industrial land uses north-east of Berkshire Road. TIA to say that a detailed analysis of this major intersection be undertaken</p>	DPLH transport planners' comments

		<p>to provide an acceptable solution.</p> <p>KCTT advised that, as stated above, the SIDRA analysis for 2050 is to be considered with caution. We are at the beginning of an era of ‘smart’ cities, ‘smart’ infrastructure and expected traffic flows with high percentage of autonomous vehicles. This is why it is not appropriate to use conservative annual growth rates for assessing traffic demands 30 years in advance. Conversely, SIDRA analysis at 2031 may provide an insightful look into the operation of key intersections 12 years from now.</p> <p>A detailed SIDRA analysis for 2050 may only show what will happen if traffic keeps the assumed traffic growth across three decades using current technologies. As could be expected, using these analysis assumptions, most key intersections will reach or surpass their capacity at some point in the future.</p> <p>With all the above in mind, KCTT are of the opinion that key intersections should be modelled to cater the estimated traffic demand in the 2031 models. For the 2050 models, they should be looked at as the worst-case scenario. To mitigate future risk, the performance of key intersections should be monitored, and the infrastructure upgraded in a timely manner, only if necessary.</p> <p><u>Modification</u> – indicate that SIDRA analysis for 2050 is to be considered with caution.</p>	
231	Draft Structure Plan Map and section 2.77 of Part 2	<p>Road reserve widths are not complying with Liveable Neighbourhood Policy. District Integrator A - 35.6m required instead of 30.2m; District Integrator B - 29.2m required instead of 25m). Review document and maps to align road hierarchy with policy.</p> <p>KCTT advised that the brief for the project was to design a bespoke urban environment and level of amenity where future road designs may deviate from strict adherence to Liveable Neighbourhoods requirements. Road reservations are designed to cater for a variety of requirements (ecological requirements, storm water management, generous pedestrian spaces, constraining operating vehicular speed etc) to create a distinct character and identity for the area. Strict adherence to Liveable Neighbourhoods requirements is not considered to deliver higher order project objectives for the future development of FFN.</p>	DPLH transport planners’ comments

		<p>Variation to road reserve widths not supported. <u>Modification required</u> as per Liveable Neighbourhoods (LN) road reserve requirements. In addition to this, include a section in the structure plan that provides for flexibility and variations with LN road reserve width requirements where it can be demonstrated at subdivision stage that:</p> <ul style="list-style-type: none"> - traffic modelling supports variation; - it is necessary to achieve environmental outcomes; and - LN road design principles are not compromised. 	
232	Draft Structure Plan Map	<p>A concern has been raised with the local government's recommendation to create a T-junction of the TOD connector with Brae Road as this could create significant traffic delays when the structure plan area is connected with Maida Vale over Roe Highway. Realign TOD Connector to provide a direct connection towards the TOD precinct or alternatively consider roundabout. A roundabout is the preferred option to slow down traffic towards the TOD precinct.</p> <p>KCTT is of the opinion the potential delays should be checked first in SIDRA before a roundabout is proposed. The concept road design indicates that the TOD Connector will have clear priority at this intersection, and this can be further refined in the detailed design phase. Channelizing the left-turn from TOD connector towards the TOD Precinct will enable for an uninterrupted traffic flow of the dominant movement. Detailed modelling, to be conducted for the final revision of the report, will provide the insight into the performance of different configuration options for this intersection.</p> <p><u>Modification</u> – Include section in the explanatory section of the LSP which requires SIDRA analysis to determine whether a roundabout or T-junction is required or conduct detailed modelling for final revision of report to confirm uninterrupted traffic flow.</p>	DPLH transport planners' comments
233	Part 1- Implementation, Part 2 under point 2.7.9	The structure plan is to state that noise assessments are to occur and implemented at development and subdivision stages recognising noise impacts from the new Forrestfield Station.	As a result of submission 35 (PTA, WA)
234	Part 1- Implementation, Part 2	Provide explanation on cell density plans how they fit into the planning framework.	As a result of DPLH submission (32)
235	Part 1, Clause 4.3	The set of conditions that are proposed in the draft LSP for subdivision and development should	To align with WAPC practice

		indicate that its purpose is only to guide and do not fetter decision-making or model conditions of the WAPC.	
236	Part 1 and 2	Obtain the Department of Water and Environmental Regulation's support to finalise the draft Local Water Management Strategy and attach to Volume 2.	As a result of DWER submission and final draft LWMS completed.
237	Part 1 and 2 (table 9)	Finalise the public open space areas and related public open space schedule requirements in accordance with the WAPC's <i>Liveable Neighbourhoods</i> policy. The ultimate land use for the public open space is to be provided clearly.	As a result of DWER submission and final draft LWMS completed
238	Part 1 under a new heading 6.2 Public Open Space	Include the following paragraph: A minimum of 10% public open space of the gross subdivisible area is to be provided subject to the requirements of <i>Liveable Neighbourhoods</i> being met to the satisfaction of the local government and the WAPC. Public open space is generally to be provided in accordance with the Structure Plan Map and the Public Open Space Schedule included in Part 2, with an updated Public Open Space Schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the local government"	To ensure that public open space schedules are updated as development progresses.
239	Part 1, under section 4	Add the following heading: 4.4 Management of Environmental Conservation Areas and Local Open Space Under this new section outlines that: <ul style="list-style-type: none"> • proposed environmental conservation areas are to be protected initially under a Planning Control Area and ultimately under the Metropolitan Region Scheme as Parks and Recreation Reserves; • proposed local open space areas are to be managed under the City of Kalamunda Local Planning Scheme No. 3, which requires development to be generally in accordance with the <i>Forrestfield North Residential Precinct Local Structure Plan</i>; • environmental conservation areas and local open space are to be managed and protected as described by the approved Strategic Conservation Management Plan and Management Agreement (Appendix 5 and 6). 	As a result of the environmental peer review and mediation outcomes.
240	Part 1, after Appendix 4	Insert the following documents as appendixes and number appropriately:	Administrative update as a result of the environmental peer

		<ul style="list-style-type: none"> • Strategic Conservation Management Plan duly signed by the City of Kalamunda and the Western Australian Planning Commission (WAPC) on advice of the Department of Water and Environmental Regulation (DWER) and the Department of Biodiversity, Conservation and Attractions (DBCA) • Management agreement between the WAPC and the City of Kalamunda duly signed, which provides specific detail on how conservation and biodiversity values will be maintained and enhanced over time. 	review and mediation outcomes.
241	Part 2, section 2.1.9.4	<p>Add the following heading under section 2.1.9.4:</p> <p><u>Management of environmental conservation areas and local open space areas</u></p> <p>Under this new section explain/outline the following principles and update any paragraphs under section 2.1.9.4 that may be in conflict with the paragraphs below:</p> <ul style="list-style-type: none"> • proposed environmental conservation areas are to be protected initially under a Planning Control Area and ultimately under the Metropolitan Region Scheme (MRS) as Parks and Recreation Reserves. It is intended that land identified for Environmental Conservation will be formally reserved as Parks and Recreation under the Metropolitan Region Scheme. Landowners who have property affected by the reservation can find more information about their options at: https://www.dplh.wa.gov.au/your-property-and-region-schemes • proposed local open space areas are to be managed under the City of Kalamunda Local Planning Scheme No. 3, which requires development to be generally in accordance with the <i>Forrestfield North Residential Precinct Local Structure Plan</i>; • environmental conservation areas and local open space are to be managed and protected as described by the approved Strategic Conservation Management Plan and Management Agreement (Appendix 5 and 6). 	Update as a result of the environmental peer review and mediation outcomes.
242	Part 2	Update all paragraphs in relation to the Strategic Conservation Management Plan where it is proposed that such plan be done at the individual subdivision stages of the development.	The advertised document proposed that a Strategic Conservation

		Make clear that the Strategic Conservation Management Plan is provided as part of the structure plan process and not at the individual subdivision stages of the development.	Management Plan is proposed at the individual subdivision stages of the development. Part 2 requires updating as a result of the mediation outcome.
243	Part 2 section 2.77 'Movement Network'	Include appropriate wording in this section that requires traffic assessment in stage context when subdivision occurs.	To ensure that traffic assessment occurs when stages are developed.
244	Structure Plan Map	Primary school site to have access from 3 roads	As a result of DPLH submission (32)
245	Structure Plan Map	Remove note in the legend - "Finalised POS size.....WAPC"	Note not necessary. Administrative nature.
246	Structure plan map – local open space areas	Public open space refinements (areas 1-4) as reflected in email correspondence 21 August 2019 from Element (Graeme Wallace).	As a result of the environmental peer review. Refinements do not affect conservation areas.
247	LSP Report (Volume 1 – 2.7.10.4 Wastewater, 2.7.11 Staging and Volume 2 2.8 Wastewater)	Update the LSP Report (Volume 1 – 2.7.10.4 Wastewater, 2.7.11 Staging and Volume 2 2.8 Wastewater) to state that Water Corporations preferred strategy is that all connections in Forrestfield North drain to the southwest in accordance with the Water Corporation Planning. Note in the LSP Report (Volume 1 – 2.7.10.4 Wastewater, 2.7.11 Staging and Volume 2 2.8 Wastewater) that Water Corporation may consider alternative sewer connections to the north where an engineer can demonstrate this is possible and that capacity is available. Update the Staging Plan to more accurately reflect the above information.	To provide clarity. As per City email dated 12/11/2019. WC confirmed on 13/11/2019 that modification is in order.