STRUCTURE PLAN

Structure Plan

Robinson Grove - Phase 2

Prepared for Satterley Property Group Pty Ltd

November 2025

TBB PLANNING

Document Information

Structure Plan

Robinson Grove - Phase 2

Satterley Property Group Pty Ltd

24~063

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Revision	Status	Author	Designer	Approved by	Date Issued
1.0	Final	J Dallimore	E Denholm	R Chapman	10/11/2025

Acknowledgement of country

TBB Planning respectfully acknowledge the Whadjuk people of the Noongar nation, as the traditional custodians of the land on which we live and work, and recognise their continuing connection.

We pay our respects to the Elders past, present and emerging for they hold the memories, the traditions, the culture and hope that, through meaningful connection, we aim to apply to the design and planning of communities now and in the future.

About the painting - During NAIDOC Week we were privileged to be led by Aboriginal Artists Troy Bennell and Aurora Abraham to create our Reconciliation Action Plan artwork piece "TBB Dreaming". This is our story of TBB Dreaming, exploring what community means in our different cultures.

Endorsement

This structure plan is prepared under the provisions of the Shire of Mundaring Local Planning Scheme No.4.

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

[Date]

Date

Signed for and on behalf of the Western Australian Planning Commission

[Signature]

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:

[Signature]

Witness

[Date]

Date

[Date]

Date of Expiry

Table of Amendments

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC

Table of Density Plans

Density Plan No.	Area of Density Plan Application	Date Endorsed by WAPC

Executive Summary

This Structure Plan sets out the strategic framework for the Robinson Grove Phase 2 area, prepared on behalf of Satterley Property Group. The Robinson Grove Structure Plan (Structure Plan) has been prepared to facilitate the development of between 320 and 350 dwellings and a local centre within the suburb of Bellevue in the Shire of Mundaring. The Structure Plan covers approximately 22 hectares of land and provides the basis for future subdivision and development as a continuation of the highly successful Robinson Grove Estate to the west.

The Structure Plan supports a diverse mix of housing to improve affordability and choice, while responding to the site's natural context, particularly its proximity to the Helena River Parks and Recreation Reserve.

> The vision for this Structure Plan is to deliver a well-connected, attractive residential neighbourhood on the shores of the Helena River that builds on the success of the existing Phase 1 development and provides opportunities for existing and future residents to access convenient shops and landscaped parks and trails.

The Structure Plan responds to key state and local planning objectives, including urban consolidation, liveability, and environmental protection. The layout supports the coordinated development of land zoned 'Development' under The Shire of Mundaring's Local Planning Scheme No. 4.

The design focuses on creating a walkable, permeable neighbourhood that connects logically with its surrounds, including the initial stages of Robinson Grove Estate to the west, the Helena River to the south, and key road connections such as Roe Highway. The plan addresses constraints including bushfire risk, road and aircraft noise (ANEF) and foreshore protection through appropriate technical assessments and responsive design.

The key planning outcomes of the Structure Plan are:

- Residential Development: It provides for residential development at a density which responds to the restrictions imposed by State Planning Policy 5.1- Land Use Planning in the Vicinity of Perth Airport due to the majority of the Structure Plan area being in the ANEF 20-25 contour, whilst also having due regard to the density targets in Perth and Peel @3.5million. As a result of balancing these two requirements, the minimum 350sqm lot size for R20 will be maintained with a targeted average lot size variation to provide some diversity in housing. The overall number of lots and dwellings will be capped at 350 lots/dwellings which aligns with a balanced density outcome under SPP 5.1, and the total number of dwellings permitted under the R-Codes.
- Local Centre: A proposed Local Centre in the north of the site and central to the broader area will accommodate a mix of retail, commercial and community uses, providing a focal point for the neighbourhood.
- Infrastructure and Connectivity: A connected street network, including a new link from Wilkins Street, prioritising pedestrian and cyclist access. All lots will be serviced with reticulated water, sewer and underground power.
- Public Open Space (POS): A network of POS for local passive, active and drainage purposes in addition to regional open space. The Structure Plan provides for a high-quality interface with the Helena River Parks and Recreation Reserve through a combination of road interface and landscaped batters and is supported by a Foreshore Management Plan to guide the design, delivery and ongoing management of the foreshore and surrounds.
- Staging: Development will be delivered in stages aligned with market conditions to ensure timely provision of lots and supporting infrastructure.

The structure plan is prepared in a manner and form approved by the Western Australian Planning Commission (WAPC) and, in addition to this Executive Summary, comprises of:

- Part One – Implementation, including the Structure Plan Map
- Part Two – Explanatory Section, including the technical appendices.

To create a consistent lot interface along the shared boundary, this Structure Plan replaces the relevant portions of the previous adjoining structure plan where the two areas intersect. The partial replacement is confined to those overlapping areas to ensure an integrated street layout, coherent open space and foreshore interface, and efficient staging and servicing. The extent of the replacement is identified on the Structure Plan Map for clarity; outside these areas, the provisions of the adjoining structure plan remain unchanged.

The following **Table 1** is a summary of the key statistics and information as it applies to the structure plan area.

Table 1: Structure Plan Summary Table

Item	Data				Structure Plan reference (section no.)
Total area covered by the structure plan	22.1604	Hectares			Plan 1
Area of each land use proposed:	Hectares	Lot yield			Part 1 - Section 2.1 and Plan
Residential	12.78	350			
Commercial	1.0	1			
Total estimated lot yield	Hectares 12.78	Lot yield 350			Part 1 - Section 2.2 and Plan 1
Estimated number of dwellings	350				
Estimated residential site density	15.7	Dwellings per gross urban hectare			
Estimated population	945 people	@ 2.7 people per household			
Number of high schools	Nil				Table 8
Number of primary schools	Nil				
Estimated commercial floor space	2,500 – 3,000sqm	Net lettable area			Part 1 - Section 2.1
Estimated area and percentage of public open space given over to:					
Regional open space	Nil	Hectares	00	%	Part 1 - Section 2.1.3 and Plan 1
District open space	Nil	Hectares	00	%	
Neighbourhood parks	Nil	Hectares	00	%	
Local parks	1.50	Hectares	8.44	%	
Estimated percentage of natural area	Nil	Hectares	00	%	
Estimated percentage of public open space across Phase 1 and Phase 2	4.70	Hectares	11.30	%	

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PART 1

PART 2

TECHINCAL APPENDICES

1.0

Part 1: Implementation

1.0 Implementation

1.1 Structure plan area and operation

The Structure Plan applies to the land contained within the inner edge of the dash line denoting the structure plan boundary on the Structure Plan Map (**Plan 1**). The Structure Plan covers an area of approximately 22.2 hectares.

The plan is in effect from the date stated on the cover and for a period of 10 years (or for any other period approved by the WAPC).

This Structure Plan has been prepared consistent with the requirements of clause 16 of Schedule 2 Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations), and the WA Planning Manual – Guidance for Structure Plan (WAPC, August 2023). The plan has also been prepared pursuant to the requirements of schedule 12 of the Shire of Mundaring Local Planning Scheme No. 4.

1.2 Purpose of the structure plan

The Structure Plan provides a strategic planning framework to guide the coordinated development of the Robinson Grove Phase 2 area for predominantly residential purposes. It has been prepared in accordance with Schedule 2, Part 4 of the Regulations and supports the ongoing consolidation and growth of the area.

The Structure Plan facilitates a logical extension of residential development in the adjoining Robinson Grove Estate structure plan area (Pt Lot 799 and Lots 239 & 33 Wilkins Street, Bellevue) (Phase 1 Structure Plan area) through the delivery of a range of lot typologies and supporting infrastructure. It promotes an integrated neighbourhood design that responds to site characteristics and interfaces with surrounding development and environmental features, and aligns with the broader strategic planning objectives of the Shire of Mundaring.

The objectives for the structure plan area are as follows:

- The Structure Plan will contribute to greater housing choice in the locality, facilitating the subdivision of land to support residential development on existing urban zoned land. Variation in dwelling typologies will promote greater housing diversity and improve local housing affordability.
- Development will be sympathetically located and orientated to minimise amenity impacts on the surrounding locality, responding to site characteristics and existing population.
- Development will be sympathetic to the interface of the development site with the Helena River MRS Parks and Recreation (P&R) Reserve to promote high quality retention and protection of natural amenity. Landscaping of the interface area will prioritise the planting of locally endemic species and promotion of water sensitive urban design outcomes.
- Street design encourages slow vehicle movement, prioritising pedestrian and cyclist safety wherever possible.

1.3 Staging of implementation

The Structure Plan is anticipated to be carried out in six stages, generally from the Structure Plan's northern boundary and integrating with the Phase 1 Structure Plan to the west of the subject site.

Development within the Structure Plan area is expected to occur progressively over the short, medium, and long term, with initial stages likely to focus on areas adjoining existing development and established infrastructure. This approach will ensure orderly integration with surrounding areas and allow essential services and access to be extended efficiently.

The sequencing of subdivision will ultimately be influenced by factors such as market demand, infrastructure delivery, and servicing capacity. Major infrastructure items, including engineering services and the primary internal road network, will be coordinated to align with the timing and location of development. This staged delivery will allow each stage to operate independently while also supporting the longer-term development of the overall Structure Plan area.

2.0 Subdivision and Development Requirements

This Structure Plan has been prepared to provide an appropriate level of information to guide future subdivision and development. The following requirements will be implemented through subdivision and development within the structure plan area.

2.1 Land use zones and reserves

The Structure Plan Map designates proposed zones and reserves in the structure plan area, as follows:

- Residential (R25 & R30/R40) - zone
- Local Centre - zone
- Other Local Roads – reserve (Key Access Streets only)
- Recreation - reserve

Subdivision and development of land is to be generally in accordance with the Structure Plan Map. Refinements to the zones and reserves is permitted at subdivision stage subject to submission of a revised density code plan and appropriate supporting technical justification.

Recreation reserves and Key Access Streets are shown indicatively with the extent to be confirmed at subdivision stage. Land use within the Structure Plan area is to align with the corresponding zone or reserve under the Shire of Mundaring's Local Planning Scheme No. 4 (LPS4).

2.1.1 Zones

Land use and development within the Structure Plan area is to be consistent with prescribed zones and reservations as detailed on the Structure Plan Map. Land use permissibility is to be in accordance with the relevant zone, and land use permissibility of the Zoning Table of the Shire of Mundaring's LPS4. Subdivision and development of land will be in accordance with the relevant density coding allocation.

Residential

The Structure Plan delivers outcomes that are aligned with the objectives of the 'Residential' zone, primarily by supporting diverse and adaptable housing opportunities. It provides for a mix of lot sizes that will accommodate a variety of housing types and densities, consistent with the Residential Design Codes.

Local Centre

The Structure Plan supports the objectives of the 'Local Centre' zone by identifying a dedicated Local Centre site in the central-north of the Structure Plan area. This location is well connected to existing adjoining development and is intended to accommodate a mix of retail, commercial, and community uses that respond to the day-to-day needs of the local neighbourhood. Its positioning enhances accessibility and reinforces the role of the Local Centre as a focal point within the broader residential community.

Development of the Local Centre zone shall generally be in accordance with 5.13 – Development requirements for the Local Centre zone of the Shire of Mundaring's LPS4, except for the following:

- The maximum total retail floor space is limited to 2000sqm including one anchor tenant with a maximum NLA of 1500sqm and additional retail tenants totalling 500sqm.

2.1.2 Roads

Two Key Access Streets are included on **Plan 1** connecting the Phase 2 area to Wilkins Street. Other Key Access Streets connect the Phase 2 area to Phase 1 while also providing a road interface to the Parks and Recreation Reserve to the south. These street links are in addition to the one provided in the Phase 1 Structure Plan and contribute to a high level of permeability that will be provided through the Structure Plan area.

The Structure Plan is subject to the following key movement network considerations:

- The street network should be developed generally in accordance with the road hierarchy shown on **Plan 1** Structure Plan Map.
- Road reserves and supporting cross sections should generally be development in accordance with Liveable Neighbourhoods.
- Intersection treatments and pedestrian linkages should be generally in accordance with the Transport Impact Statement (TIA), with final designs to be determined at the subdivision stage.

2.1.3 Public open space

A public open space schedule (POS) is provided in **Table 2**. POS shall be developed in accordance with the requirements of the WAPC's operational policy Liveable Neighbourhoods and generally in accordance with the landscape concept plan (refer Appendix F).

POS shall be provided generally in accordance with the Structure Plan Map (refer to Plan 1).

The Phase 2 Structure Plan has been prepared taking into consideration the broader Robinson Grove estate and the Phase 1 area to deliver a coordinated open space network. Land ownership of the Phase 2 Structure Plan is consistent with the broader Phase 1 area with the developer aiming to achieve a consistent and cohesive POS approach through the broader estate. The Phase 2 Structure Plan provides additional POS areas to provide sufficient POS across the estate and, where necessary, rationalise the Phase 1 layout to ensure a consistent network and clear responsibilities for delivery and maintenance. Considered together, Phase 1 and Phase 2 achieve approximately 11% POS of the gross subdivisible area, satisfying the 10% benchmark on an estate-wide basis.

Table 2, below, outlines the POS to be provided, which is approximately 8.44% of the Phase 2 Structure Plan area. Together, the Phase 1 and Phase 2 areas shall achieve a minimum of 10% POS in accordance with Liveable Neighbourhoods.

Table 2: Public Open Space Schedule

ROBINSON GROVE PHASE 2 STRUCTURE PLAN		
	Hectares (ha)	**Hectares (ha)**
Total Structure Plan Area		19.3419
Less Deductions		
Local Centre Site	1.0161	
Surplus Restricted POS	0.5408	
Net Subdivisible Area		17.7850
Public open space @ 10%		1.7785
Public Open Space requirements:		
80% Unrestricted Use (Minimum)	1.4228	
20% Restricted Use (Maximum)	0.3557	
Total		1.7785
Public Open Space provision:		
Unrestricted Public Open Space		1.1453
POS A	0.1863	
POS B	0.2389	
POS C	0.2660	
POS D	0.0605	
POS E	0.1392	
POS F	0.0600	
POS G (less 8,674 sqm for powerline easement)	0.1944	
Restricted Public Open Space		0.3557
POS Drainage	0.0291	
POS Powerline Easement	0.3267	
Total Credited Public Open Space		1.5010
Percentage of Credited Public Open Space Provided		8.44%

2.2 Density and Development

2.2.1 Density and R-Codes

The Structure Plan primarily designates residential land R25 to deliver a range of affordable housing options whilst having due regard to SPP5.1 and the ANEF contours. Subdivision and development for land with a density code of R25 shall comply with the provisions of 2.2.1.1 of this Structure Plan and the Residential Design Codes (R-Codes) for all other density requirements.

A small portion of the Structure Plan area is outside of the ANEF 20-25 contour and is not subject to the modified provisions in 2.2.1.1. The land outside the ANEF contour to the north has been designated as Residential R30/40 to accommodate medium density development adjacent to the Local Centre. Land to the south adjacent to the peninsular and P&R Reserve is designated R25 and is to be assessed in accordance with the provisions of the R-Codes. No R-Code designation is applied to the Local Centre.

2.2.1.1 Modified R25 Density Code

For lots with a density coding of R25, the following modified density requirements apply:

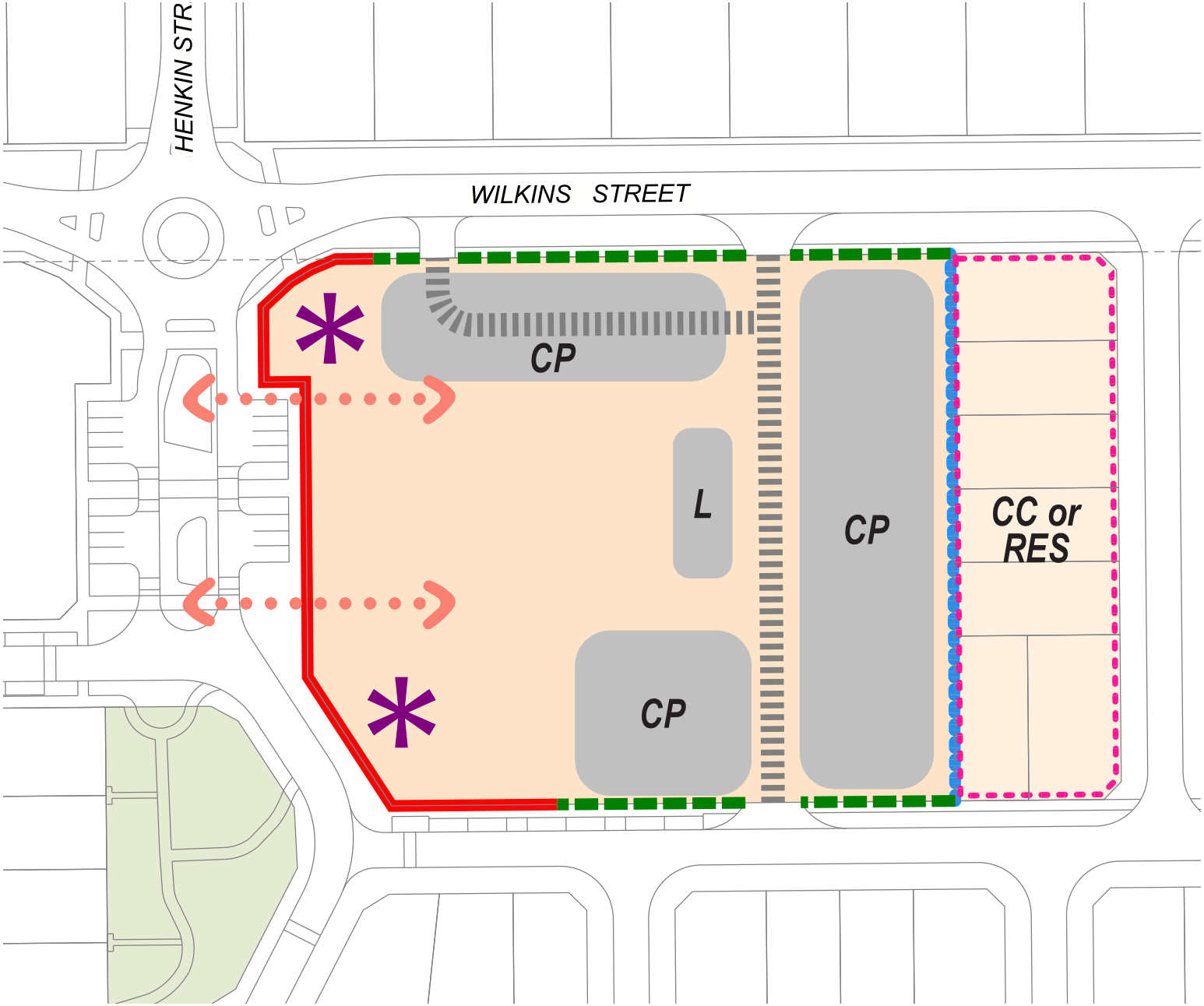
- The number of residential lots within ANEF 20-25 contour of the structure plan area and with an R-Coding of R25 shall not exceed 350;
- The minimum lot size of R25 residential lots within the structure plan area shall not be less than 350sqm;
- The average lot size of R25 residential lots within the ANEF 20-25 area of the structure plan shall not be less than 400sqm; and
- A density schedule summary shall be submitted with subdivision applications that propose residential development setting out the following:

Original parent lot no. (as shown on the Structure Plan Map)	Residential area proposed to be developed (ha)	No. of residential lots proposed	Cumulative no. of residential lots within the parent lot
#		#	#

2.2.1.2 Residential R30/40

A split density code applies as designated on the Structure Plan (**Plan 1**). The following provisions apply for development where a split R30/40 density coding applies:

- The base density code is R30.
- Single House development shall be assessed in accordance with the R30 density code.
- Grouped and Multiple Dwelling development shall be assessed in accordance with the R40 density code and the relevant provisions of Part C of Volume 1 of the R-Codes.



Plan 2: Local Centre Indicative Development Layout

Legend

- Local Centre
- Child Care or Residential Development
- Landscape Frontage
- Active Trading Frontage
- Sensitive Land Use Interface / Acoustic Buffer
- Indicative Vehicle Access
- Indicative Car Parking Location / Loading Area
- Key Pedestrian Access / Egress Points
- Building Focal Point

2.2.2 Development layout

A local centre within the Structure Plan area shall be developed with regard to the key built form and public realm principles shown spatially in the Indicative Development Layout (**Plan 2**).

The arrangement and positioning of the proposed buildings, associated parking and loading areas is provided in **Plan 2**. The plan illustrates a layout that supports pedestrian accessibility, legibility, and functional integration with the surrounding neighbourhood.

Departures from the key layout shown in **Plan 2** may be considered, subject to demonstrating that the above design principles can be achieved.

2.2.3 Interface with adjoining areas

The Phase 2 Structure Plan is a logical extension of the approved Phase 1 area and, where necessary, refines and supersedes discrete elements of the Phase 1 plan at the interface to deliver a clearer urban structure and logical connections. This refinement includes adjustments to lot configuration, local street alignments and Public Open Space interfaces to strengthen permeability, improve frontage and orientation, and integrate drainage outcomes. **Plan 1** identifies the Phase 1 areas that are modified for this purpose. Where there is overlap, the Phase 2 Structure Plan prevails, to ensure a single, coordinated outcome at the interface.

To the south, the subject site adjoins land reserved for Parks and Recreation (P&R) under the Metropolitan Region Scheme, associated with the Helena River foreshore. The default interface treatment with the P&R reserve shall comprise a public road, providing a clear and functional transition between urban development and the regional open space.

A variation to this default interface may be considered for short, localised sections of the boundary, where the road remains the predominant interface and it can be demonstrated that the following outcomes are achieved:

1. A clear delineation is maintained between public and private realms through design, landscaping, or built form treatments.
2. The interface provides a softer and more desirable edge to the reserve, integrating natural vegetation and topographic conditions where appropriate.
3. Public access and passive recreation opportunities are maintained or enhanced, ensuring the reserve remains visually and physically connected to the broader neighbourhood.
4. Bushfire management requirements are satisfied in accordance with the endorsed Bushfire Management Plan and State Planning Policy 3.7.
5. The interface is consistent with the objectives of the Structure Plan and, where relevant, any endorsed Foreshore Management Plan.

2.2.4 Heritage

The Structure Plan area lies within Aboriginal Cultural Heritage Place ACH 3758 (Helena River), reflecting the high cultural sensitivity of the river corridor. It is also adjacent to ACH 3973 (Kings Floodplain Mound) and ACH 3967 (Helena River A-C). Within the broader estate, State Register of Places entry P3836 (Belle View House and Stables) was addressed through the Phase 1 Structure Plan, and Phase 2 shall maintain those outcomes.

2.3 Other requirements

2.3.1 Bushfire protection

Applications for the approval of subdivision and/or development of lots identified as 'bushfire prone' shall be accompanied by a Bushfire Attack Level (BAL) Assessment and/or BAL Contour Plan, pursuant to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP3.7).

In respect to applications for subdivision approval, the WAPC may impose a condition requiring a notification to be placed on Certificate(s) of Title to advise future landowners that the land is within a bushfire prone area and/or subject to a Bushfire Management Plan (BMP).

In addition, all subdivision and development within the Structure Plan area will be required to comply with the provisions of the approved BMP. To ensure an appropriate level of risk mitigation, no habitable building will be permitted within land identified as BAL-40 or Flame Zone (FZ) in the BAL Contour Map, with subdivision design to demonstrate that each lot can accommodate a suitable building envelope outside of these high-risk areas.

2.3.2 Infrastructure arrangements

Infrastructure arrangements for the structure plan area will be coordinated through a combination of local upgrades and standard servicing requirements. Road and intersection upgrades will be undertaken where necessary, as identified on the structure plan map, to support increased traffic and ensure safe access.

Utility infrastructure, including water, sewer and power, will be upgraded as required to service the development. Each lot will be required, as a condition of subdivision approval, to connect to reticulated water and sewer systems and an underground power supply, in coordination with the relevant servicing authorities.

2.3.3 Protection or management of environmental or landscape features

The Structure Plan provides a considered and coordinated interface with the adjoining P&R reserve. The interface shall be implemented in accordance with the following:

- **Interface Design**
  Development adjoining the P&R reserve shall incorporate a considered interface consistent with the principles of the WAPC's Liveable Neighbourhoods Policy and Development Control Policy 2.3 – Public Open Space in Residential Areas. The interface must provide for legibility, accessibility, passive surveillance, and high-quality integration with the residential neighbourhood.
- **Road-Based Edge**
  A public road shall be provided along the majority of the interface with the P&R reserve, ensuring a clear and functional boundary between the residential area and the reserve. This road-based treatment shall deliver connectivity, safe and permeable access, and passive surveillance of the reserve.
- **Lot-to-Reserve Interface**
  Where direct lot-to-reserve interfaces occur, these shall be limited in extent and must include an enhanced landscaped edge that provides a clear delineation between public and private realms.
- **Topographic Transition**
  Site design shall incorporate a sloping batter along the interface with gradients of approximately 1 in 4 to 1 in 6. This batter is to be landscaped and supported by vegetation, ensuring a naturalistic transition between the residential development and the P&R reserve.
- **Pedestrian Connectivity**
  A network of pedestrian paths shall be provided within the interface area to enhance walkability and enable direct access between the residential neighbourhood and the P&R reserve. Pedestrian access points are to be located to integrate with the public open space (POS) network and the broader movement system.
- **Integration with POS**
  Public open space within the structure plan area shall be arranged to support connections to the reserve, including provision for public access points and opportunities for local parking where appropriate.

3.0 Additional details

3.1 Information to be submitted with an application

The following **Table 3** lists the information to be submitted with an application, what matters the plan/study will address, and the relevant consultation requirements.

Table 3: Information to be submitted with an application

Additional Information / Purpose	Approval Stage	Responsible Agency (consultation required)
Address requirements under SPP 3.7 and Guidelines (as amended) only for land that is designated as bushfire prone on the Map of Bush Fire Prone Areas.	Subdivision Application	WAPC, Department of Fire and Emergency Services, Shire of Mundaring
Public Open Space Plan and Schedule, identifying the size and distribution of public open space in each stage.	Subdivision Application	WAPC & Shire of Mundaring
Foreshore Management Plan	Subdivision Application	Department of Biodiversity Conservation and Attractions, Shire of Mundaring
Density Schedule	Subdivision Application	WAPC
Where a road interface to the MRS P&R Reserve is not proposed, demonstrate how it satisfies the criteria in 2.3.2.	Subdivision Application	Department of Biodiversity Conservation and Attractions, WAPC. Shire of Mundaring

Density Schedule

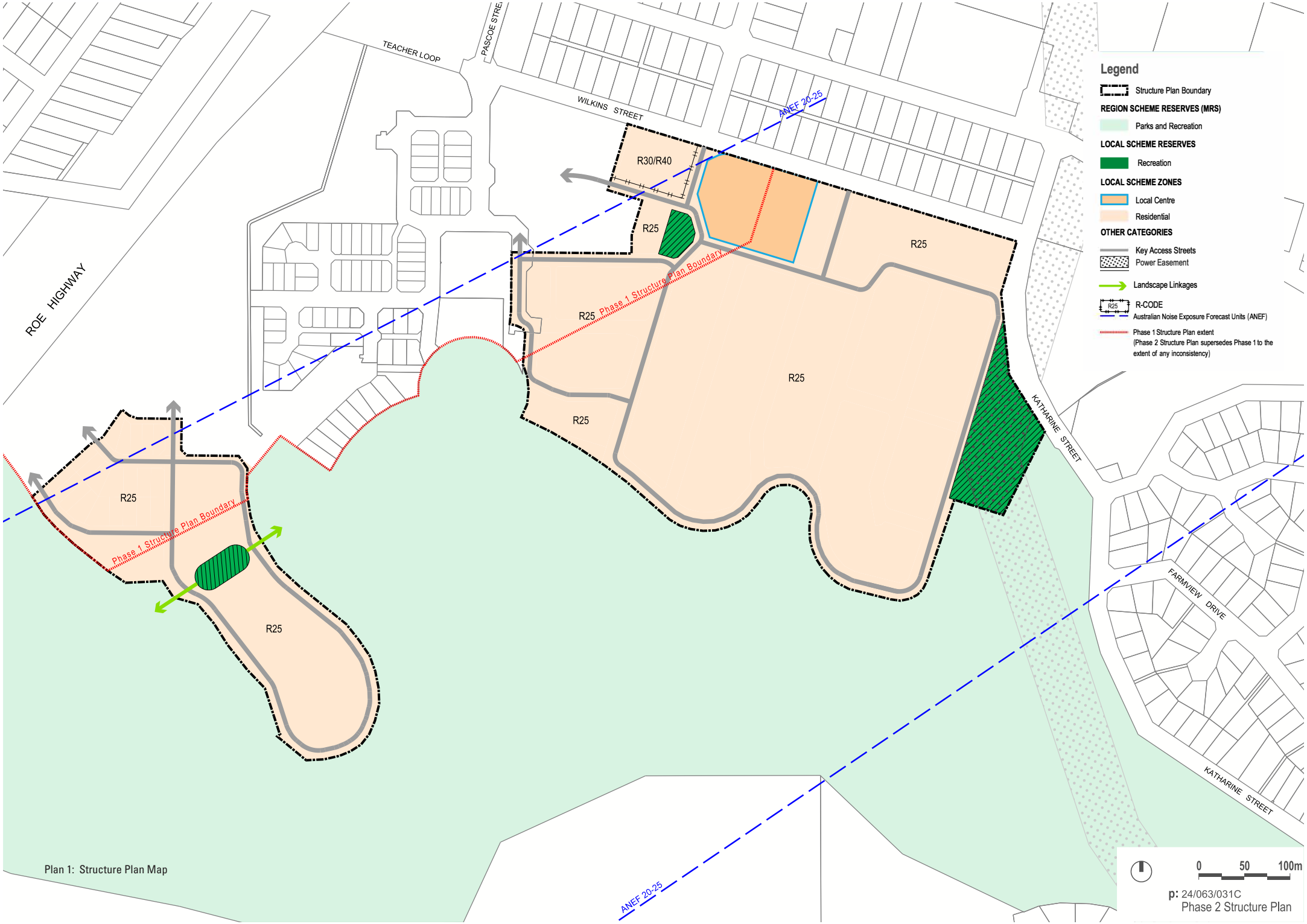
A density schedule is required at subdivision stage to demonstrate compliance with the Structure Plan's modified density provisions within the ANEF 20-25 contour area. The density schedule will provide a clear record of cumulative lot yields for each subdivision stage to ensure the total number of lots created within the ANEF 20-25 contour does not exceed the dwelling cap established under this Structure Plan. Approval of the schedule by the WAPC at subdivision stage allows for ongoing monitoring and enforcement of the dwelling cap and cumulative lot yield, and enables the WAPC to refuse approval of further subdivision where the cap would be exceeded.

3.2 Studies to be required under condition of subdivision / development approval

The following **Table 4** identifies studies/plan(s), to be required under conditions of subdivision/development approval.

Table 4: Studies to be required under condition of subdivision / development approval

Conditions of Subdivision Approval	Responsible Agency
Urban Water Management Plan – To detail the management of stormwater both on and off site in accordance with the WAPC's Better Urban Water Management Guidelines	Shire of Mundaring
Bushfire Management Plan – Demonstrates the requirements of the Bushfire Management Plan provided in support of the subdivision have been met.	Shire of Mundaring
Local Development Plan	Shire of Mundaring
Public Open Space Landscape Plan	Shire of Mundaring



Plan 1: Structure Plan Map

2.0

Part 2: Explanatory Section

1.0 Introduction and Purpose

The Robinson Grove Phase 2 Local Structure Plan has been prepared on behalf of Satterley Property Group and the landowner to guide subdivision and development of the balance of Lot 9001 Pascoe Street, Bellevue.

The proposed Structure Plan fulfils the requirement of the 'Development' zone as outlined by the Shire's Local Planning Scheme 4 by providing orderly planning of a large area for residential purposes through a comprehensive structure plan. The Structure Plan endeavours to create an attractive community that seamlessly integrates with the natural environment and ecosystems that it adjoins. The Structure Plan aims to deliver a broad range of housing options that address the housing targets of the locality.

The Structure Plan has been prepared in accordance with the WA Planning Manual – Guidance for Structure Plans and comprises two parts and technical appendices:

Part 1 - Implementation: Contains the Structure Plan map and outlines the requirements that will be applied when assessing subdivision and development applications

Part 2 - Explanatory Section: Discusses the key outcomes, planning implications of the background and technical reports and more detailed planning framework.

Technical Appendices: The following technical reports are appended:

- Bushfire Management Plan (Bushfire Prone Planning)
- Engineering Servicing Report (Cossill and Webley)
- Environmental Assessment & Foreshore Management Plan (Coterra)
- Landscape Masterplan (Plan E)
- Local Water Management Strategy (Pentium Water)
- Transport Impact Assessment (Transcore)
- Net Benefit Test (Taktics4)

1.1 Land Description

1.1.1 Location

The Robinson Grove Phase 2 Structure Plan area incorporates the land east of the existing Robinson Grove Phase 1 Structure Plan which is adjacent to Roe Highway and already subject to subdivision and development. The Structure Plan area is north of the Helena River Parks and Recreation Reserve, and south of Wilkins Street, with an established residential area to the east. The subject site is approximately 20km northeast of the Perth CBD with public transport available to the area through the Midland Train Line (3km west) and subsequent bus connections.

1.1.2 Legal Description

The legal description of the land included within the Structure Plan area is outlined in **Table 5** below.

Table 5: Land Ownership Details

Lot No.	Volume/Folio	Plan	Tenure	Lot Area	Registered Proprietor
9001	P424349	4063	280	90.816ha	Taliska Securities Pty Ltd

2.0 Site and context analysis

The Structure Plan encompasses 22.2 ha of land. The site is currently vacant and unutilised. The site will be accessed via Pascoe and Wilkins Streets with new roads servicing the structure plan area to be constructed to connect to these.

The adjoining land to the north is primarily residential at a density of R20 - 40 lots with a small pocket of general industry land to the northeast. Land to the east of the subject site (under the same ownership) has commenced development of residential lots and housing consistent with the Phase 1 Structure Plan, with road connections proposed to join the two areas. The Helena River and surrounding Parks and Recreation reserved land frames the subject site to the south.

The site sits within the Bellevue urban area, with established residential neighbourhoods to the south and west and urban services/light industry to the north and east. It enjoys convenient access to Midland's Strategic Metropolitan Centre, with connections to the wider road network via Katharine Street and Lloyd Street, and frequent public transport along nearby corridors. The Structure Plan provides for a permeable internal street layout with walking and cycling links towards local destinations, including the Midland town centre and the Railway Reserves Heritage Trail, to support travel choices beyond the private vehicle.

The surrounding area comprises established and emerging suburban development supported by schools, community facilities, employment opportunities in Midland, and regional health and retail services. The Structure Plan represents a logical consolidation of Bellevue, delivering a mix of lot sizes generally consistent with R20–R25 and targeted medium-density opportunities at key locations, complementing the existing suburban fabric while improving local connectivity and access to services.

Figure 1: Regional Location

p: 24/063/034

2.1 Physical Context

Table 6: Site Context

TOPIC	PURPOSE
Location	Robinson Grove, located in the western part of Bellevue, presents an excellent infill opportunity adjacent to established residential areas. Its strategic position offers seamless connectivity via Roe Highway, enhancing accessibility to surrounding suburbs and key regional hubs. The site benefits from high amenity due to its proximity to the Helena River and the associated reserve, providing residents with attractive natural surroundings and recreational opportunities. As Bellevue continues to evolve, Robinson Grove is well-positioned to accommodate further residential growth, offering a blend of urban convenience and high value natural amenity.
Surrounding area and land use	Robinson Grove is situated approximately 20km to the northeast of the Perth CBD, offering a prime location within the broader metropolitan area. The site is surrounded predominantly by residential land to the north and east, forming part of the expanding suburban area of Bellevue. Its proximity to the Perth CBD ensures easy access to essential services and employment opportunities, while the surrounding residential developments contribute to the area's growing community character. The Helena River to the south provides valuable natural amenity, enhancing the quality of the environment and offering residents access to recreational spaces and scenic views. This high-value amenity helps to define the site's appeal for residential development. The precinct is well-connected to surrounding areas, with Roe Highway providing a key transport link to the north and south, facilitating easy movement throughout the region. To the west and north of the site, pockets of industrial land exist, primarily across Roe Highway, reflecting the diverse land uses in the vicinity. These industrial areas are in close proximity to Robinson Grove but are separated by key transport infrastructure, allowing for clear delineation between residential and industrial zones while also providing for employment opportunities within the immediate area. The broader community context is one of growth, with Robinson Grove positioned to benefit from its proximity to both suburban development and key infrastructure while maintaining valuable natural connections to the Helena River.

TOPIC	PURPOSE
Environment	The site features a varied natural landscape shaped by its proximity to the Helena River and surrounding reserve. The topography generally consists of gentle slopes across the northern and central portions, becoming steeper towards the southern edge where the land falls more sharply towards the river. A Foreshore Management Plan has been prepared to guide how the development interfaces with the adjacent Parks and Recreation reserve, ensuring the protection and integration of this environmentally significant area. Soils are primarily sandy loams, with some areas near the river potentially subject to seasonal waterlogging. Native vegetation, particularly riparian species along the river corridor, contributes to the site's environmental value and provides an opportunity to integrate natural features into the development. The interface with the adjoining reserve is of particular importance, offering potential for landscape connectivity, passive recreation, and enhancement of the site's overall amenity. The area experiences a Mediterranean climate, with hot, dry summers and mild, wet winters. These seasonal conditions influence vegetation patterns, water management considerations, and the selection of appropriate landscaping and public open space treatments across the site.

TOPIC	PURPOSE
Physical infrastructure and services	**Physical Infrastructure and Services** Robinson Grove Phase 2 capitalises on established networks from Phase 1 and the wider Midland/Bellevue area. Access is via Wilkins Street and the internal Stage 1 road network; no vehicle access is proposed from Katharine Street. Strategic connectivity is provided to Roe Highway via the Clayton Street interchange, with Pascoe Street and Henkin Street linking through to Wilkins Street. Road design will follow Liveable Neighbourhoods and Shire standards, with kerbed pavements, street trees and a path on at least one side of every street (shared paths on boulevards). Noise mitigation is required at the Roe Highway interface in line with SPP 5.4. **Water** Existing Water Corporation mains surround the estate (100 mm Wilkins St; 200 mm Katharine St; 200–400 mm on Clayton St near Roe Hwy). A 150/200 mm connection via Pascoe St/Armstrong Approach will be extended through Stage 2, with Water Corporation confirming servicing from existing infrastructure (headworks may apply). **Wastewater** Stage 2 drains by gravity to existing sewers in Phase 1, which convey flows to the Education Road Pump Station and onward via a pressure main. A short 225 mm section at the Henkin Street entrance will act as outfall; property connections here will require boundary traps. **Electrical power** Western Power mapping indicates HV feeders available in Phase 1 and 20–25 MVA spare capacity at Midland Junction substation (2031 forecast). Estimated Stage 2 demand is ~2.0 MVA (1.5 MVA residential + 0.5 MVA local centre), able to be met; additional HV feeders can be extended from Wilkins or Clayton Streets. All supply will be underground from local transformers. **Gas** ATCO will service the estate by extending the existing network. Connections are anticipated from Phase 1 and Wilkins Street during detailed design. **Telecommunications** Stage 1 is serviced by Opticomm; the provider is expected to extend FTTP telecommunications to Phase 2 concurrent with subdivision works.

TOPIC	PURPOSE
People movement	Robinson Grove is connected to key transport infrastructure through a bus route providing direct access to Midland Station and the broader public transport network. As outlined in the Transport Impact Assessment (Appendix C), the existing road and public transport systems can support the anticipated population growth in the area. The site's proximity to Midland Town Centre ensures convenient access to the Midland Train Station, which offers a direct link to Perth's rail network. Roe Highway serves as a major distributor road, enhancing vehicle access to surrounding employment nodes and commercial centres. The nearby Helena River P&R reserve promotes walkability, providing a natural corridor for pedestrian and cycling movement. Future connectivity will be further strengthened through Main Roads WA's proposed Principal Shared Path (PSP) along Roe Highway, which will significantly improve cycling infrastructure and link Robinson Grove with Midland and adjacent areas.

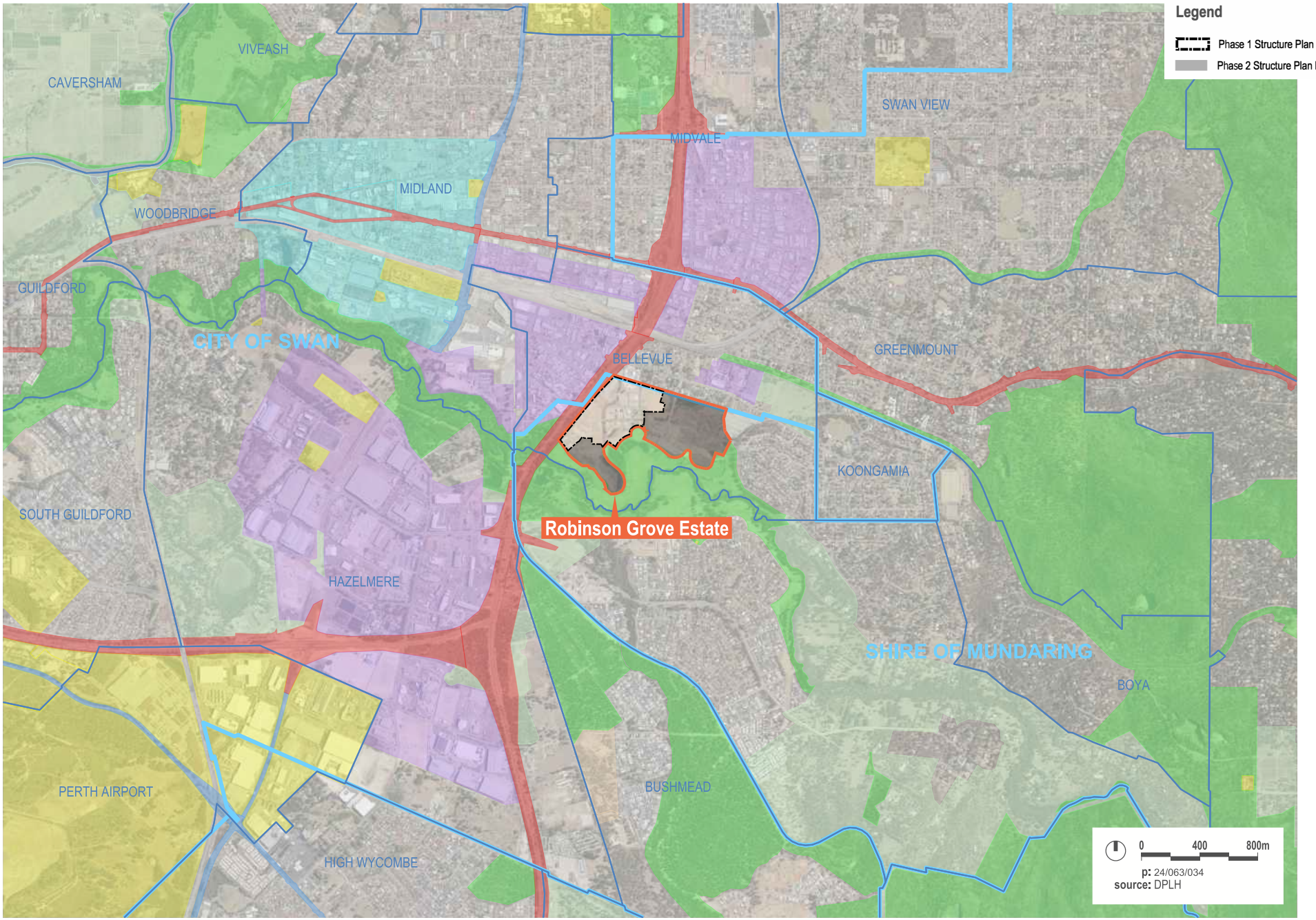


Figure 2: District Context

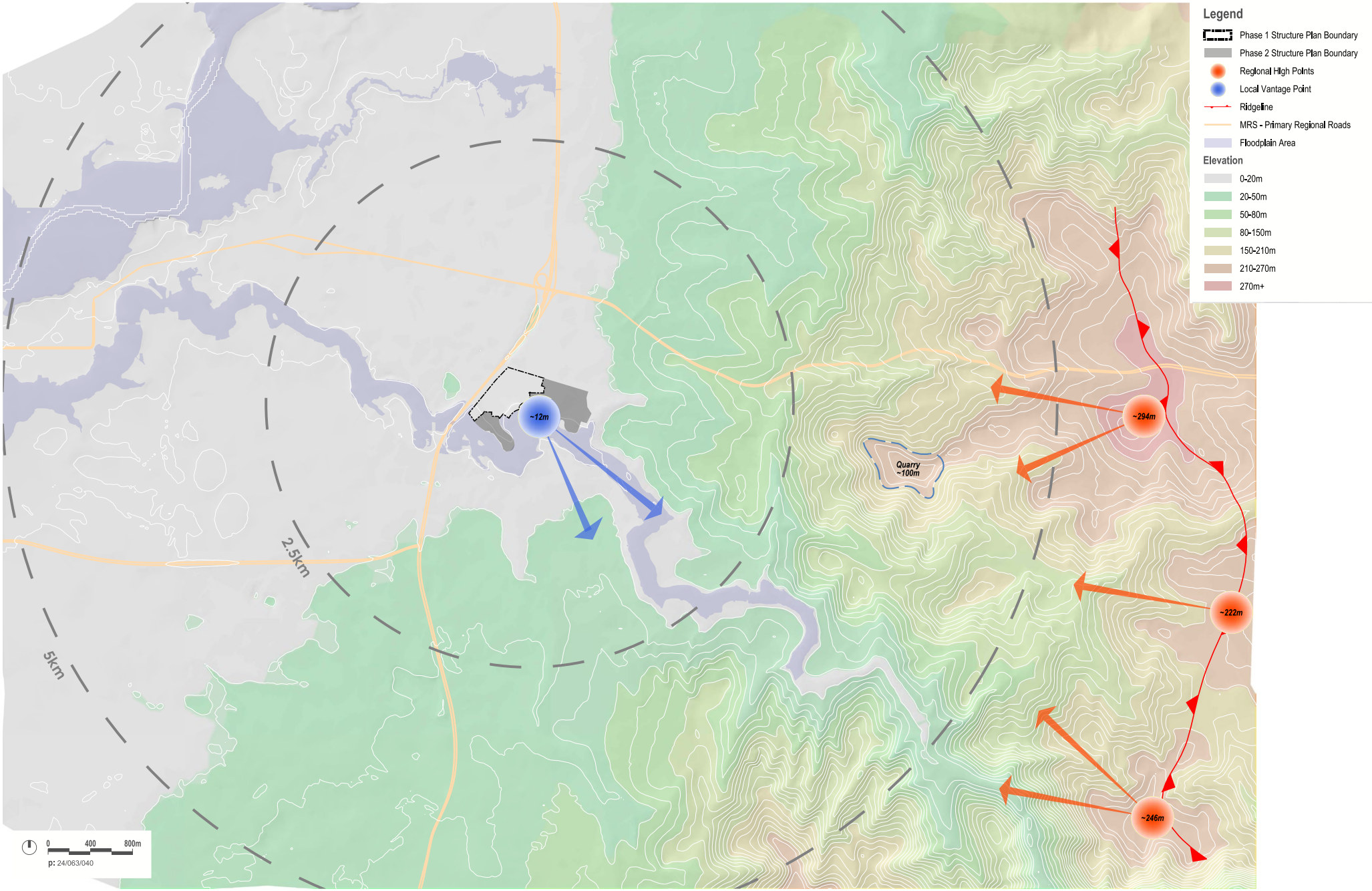


Figure 3: Topography (and view lines to high points in the Darling Scarp)

2.2 Community context

Bellevue is a developing suburb within the Shire of Mundaring, located approximately 20km east of the Perth CBD as shown in the Demongraphic Summary in **Table 7**. As of the 2021 Census, it had a population of 1,514 and a median age of 40. The area has a diverse demographic profile, with 5.3% of residents identifying as Aboriginal and/or Torres Strait Islander and 70.2% born in Australia, primarily of English, Irish and Scottish heritage. Households are typically small, with an average size of 2.2 persons, and 83.8% of dwellings are separate houses—most featuring three or more bedrooms. Families account for nearly 60% of households, and car ownership is relatively high, averaging 1.8 vehicles per dwelling.

The suburb has a median weekly household income of $1,313 and moderate housing costs, with a median monthly mortgage of $1,500 and weekly rent of $300. Employment is largely supported by the nearby Midland commercial and industrial precinct, with key industries including mining, road freight, and retail. Technicians and trade workers make up a significant portion of the workforce. Most residents rely on private vehicles for commuting (63.8%), reflecting limited public transport options. As development progresses, Bellevue is expected to continue growing, supporting a suburban, car-reliant community with a broad mix of household types and employment connections to the broader metropolitan area.

Table 7: Demographic Summary

		Bellevue	Perth Metropolitan Area
Age	Median Age	40	37
Income	Median weekly household income	$1,313	$1,865
Household	Family	59.8%	71.5%
	Single/Group	40.2%	28.4%
	Household Size	2.2	2.6
Dwelling Type	Flat or Apartment	3.1%	7.6%
	Separate house / semi-detached	95.8%	92%
Cost Of Housing	Household (with mortgage/without mortgage)	$1,500	$1,907
	Median weekly rent	$300	$350
	Household renting	28.9%	26.6%
Language	English speaking	84.7%	74%
	Other language	12.5%	23.7%
Tertiary Education	Bachelor or higher	11.9%	26.5%
	Vocational	31.1%	26.7%

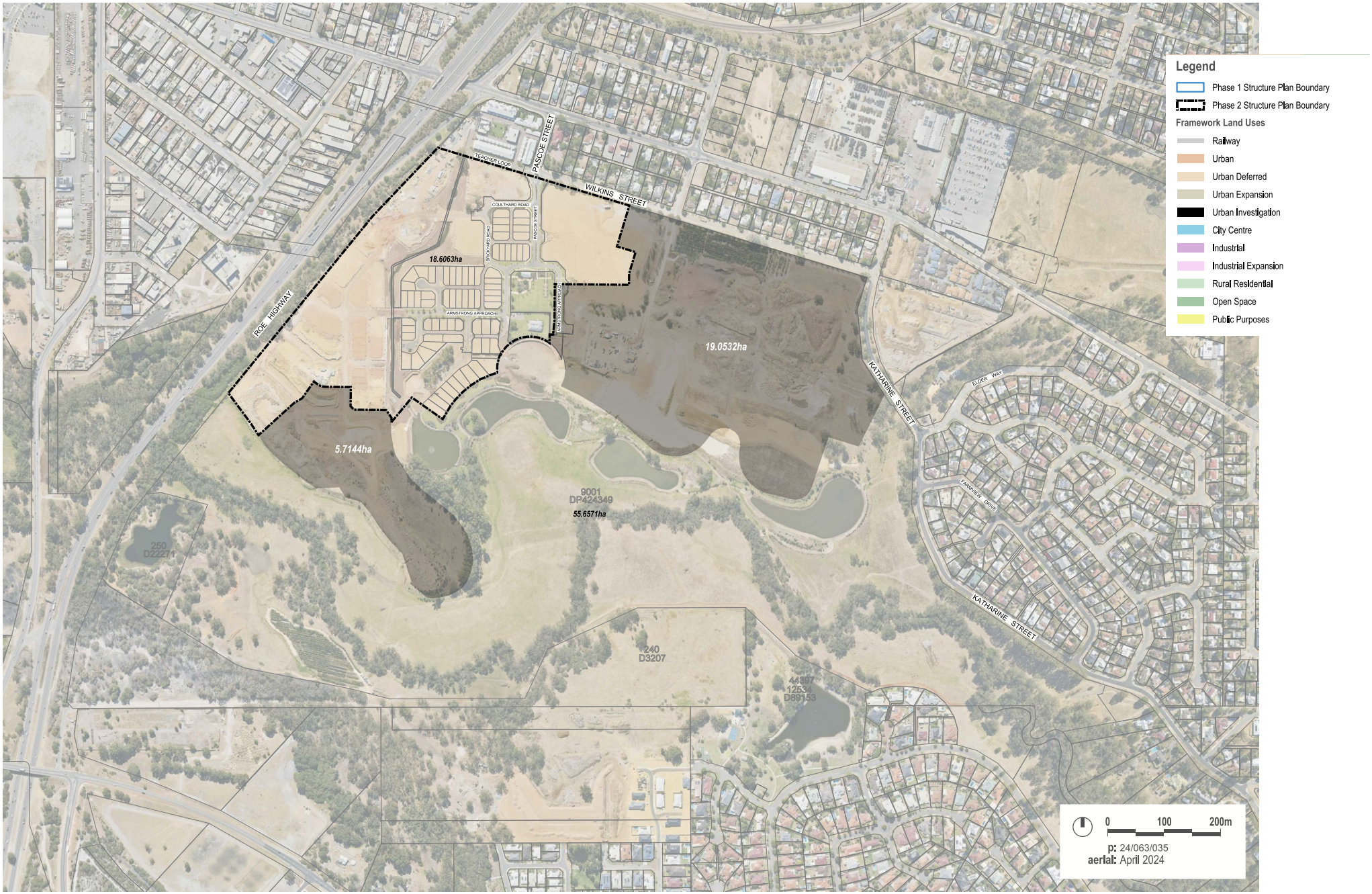


Figure 4: Local Context

2.3 Planning & Governance Context

2.3.1 State Planning Framework

2.3.1.1 State Planning Strategy 2050

The State Planning Strategy (SPS) is the lead strategic planning document within the State government, providing strategic basis for the integration and coordination of land-use planning and development across state, regional and local jurisdictions. The SPS guides, shapes and informs the hierarchy of State, regional and local planning tools, instruments and decisions within the Western Australian planning system.

The SPS proposes that diversity, liveability, connectedness and collaboration are central to achieving the vision of sustained growth and prosperity, and establishes principals, strategic goals and directions to ensure the development of the State progresses towards this vision.

In planning the Structure Plan area, the vision of the SPS, including the established principles of diversity and liveability, have been applied to the development of the concept. In particular, the development of a range of dwelling typologies which support increased choice and access for a wider section of the community. Another key component of the Structure Plan is the facilitation of redevelopment while simultaneously protecting and conserving existing significant natural assets, improving local amenity and enhancing overall liveability.

2.3.1.2 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) divides land in the metropolitan region into zones and reservations, coordinating how land may be used.

The Structure Plan area is currently zoned as 'Urban' under the MRS, consistent with the intent to develop the land for residential purposes and a local centre. Surrounding land is similarly zoned Urban to the north, east and west. To the south, freehold land under the same ownership is reserved for Parks and Recreation and includes the Helena River and adjacent foreshore.

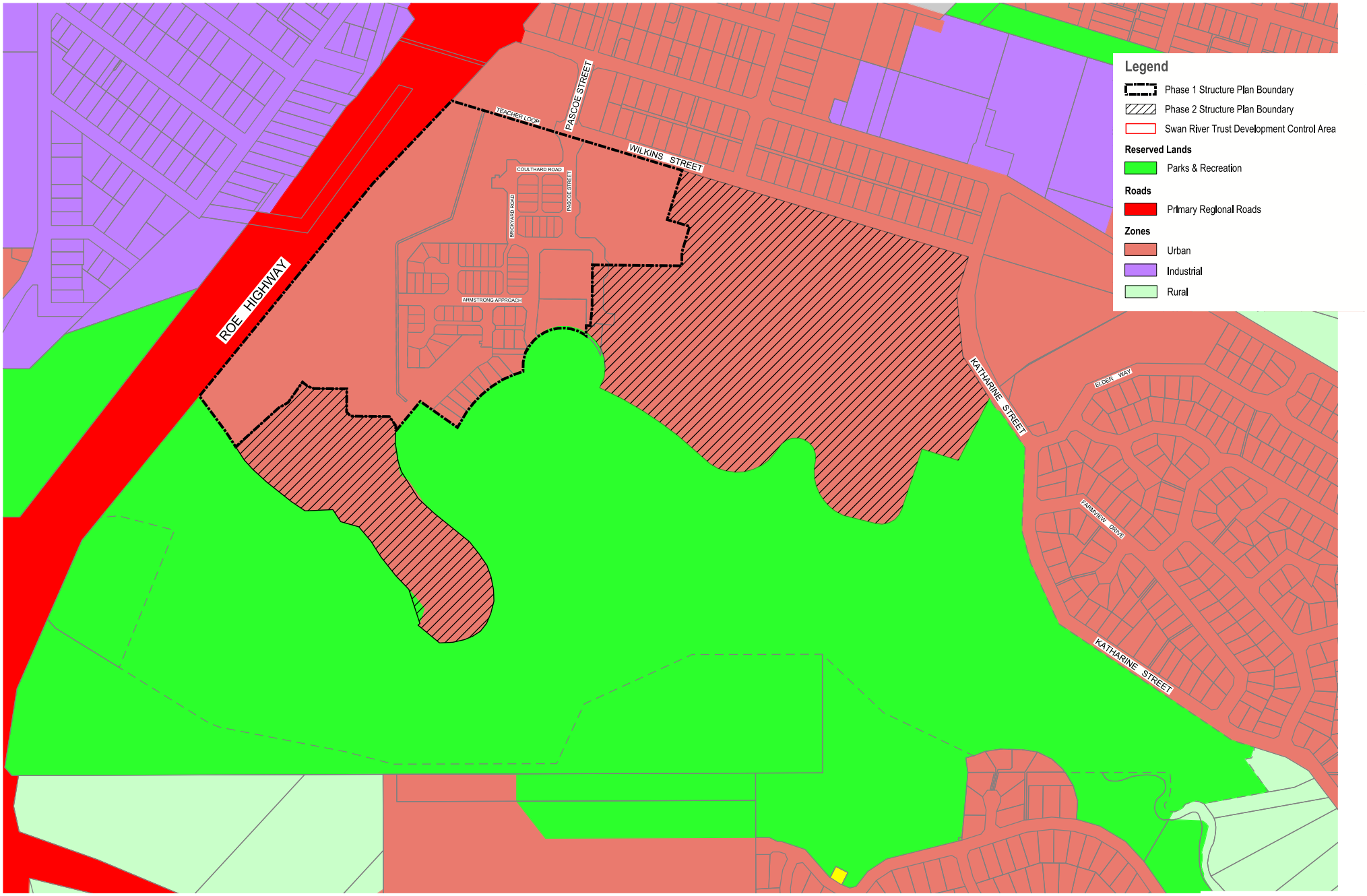


Figure 5: Metropolitan Region Scheme Map

2.3.1.3 Perth and Peel @ 3.5 million

Perth and Peel @ 3.5 million is the State Government's strategic growth framework for managing land use, housing, infrastructure and environmental outcomes to accommodate a population of 3.5 million by 2050 across the Perth and Peel regions. It builds upon earlier strategies such as Directions 2031 and Beyond and establishes a more detailed spatial plan, coordinated through four sub-regional planning frameworks. The framework sets a target residential density of 26 dwellings per hectare for new urban areas to promote more efficient use of land and infrastructure allowing for more sustainable development and growth.

The subject site is located within the North-East Sub-Regional Planning Framework, which identifies the land as 'Urban', earmarked for urban development consistent with the framework's infill and greenfield targets. The North-East sub-region is expected to grow significantly, with the population projected to more than double from 209,000 in 2011 to over 450,000 by 2050. While much of this growth is concentrated within the City of Swan, development-ready sites such as the subject site, located on the City's boundary, support the framework's objectives by facilitating compact urban expansion in areas with access to infrastructure, services and employment.

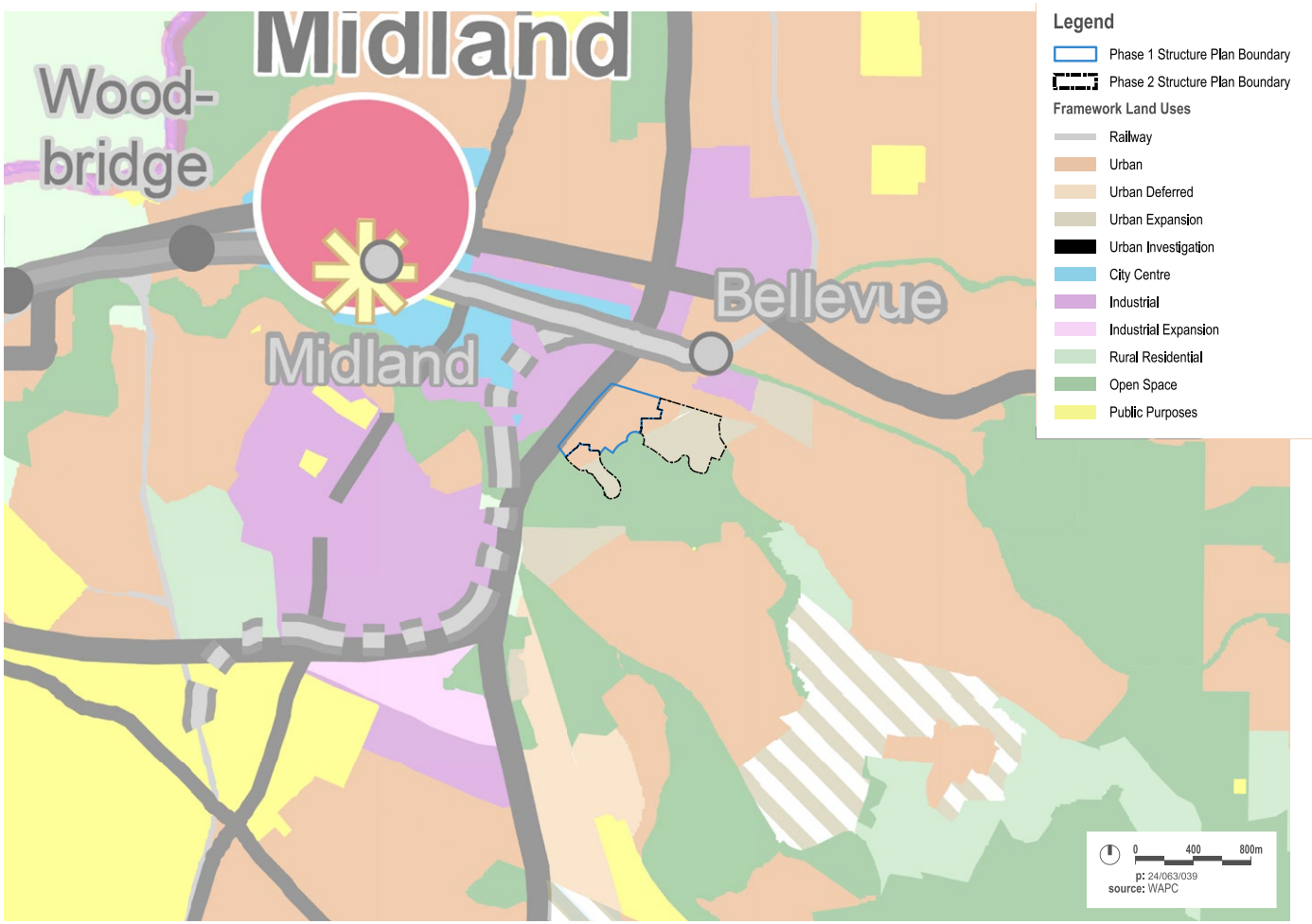
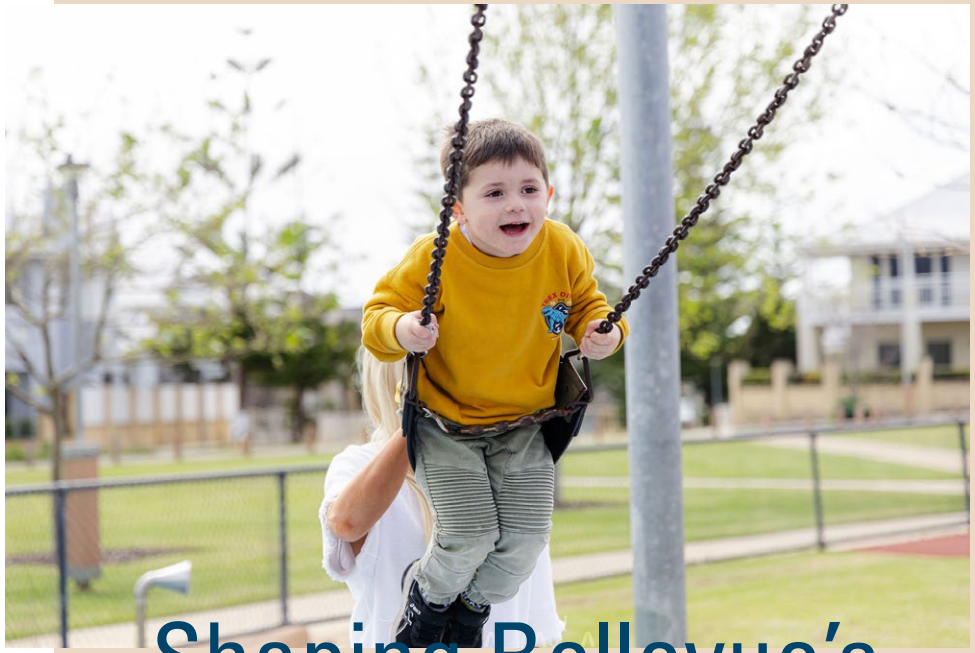


Figure 6: Sub Regional Framework Map

2.3.1.4 Liveable Neighbourhoods

Liveable Neighbourhoods, developed by the Western Australian Planning Commission (WAPC), implements the objectives of the State Planning Strategy and advances the strategies outlined in Network City. As an operational policy of the WAPC, it guides the design and assessment of structure plans at all levels, subdivisions, and developments for new urban areas. The policy aims to promote walkable neighbourhoods, foster a sense of community and place, support mixed uses and active streets, provide accessible and sustainable parks, encourage energy-efficient design, and deliver a variety of lot sizes and housing types.

The key considerations of Liveable Neighbourhoods are outlined under eight design elements. The effective implementation of these elements is critical to ensure that the proposed structure plan is prepared in a manner that will encourage thoughtful and sustainable development. The effective application of these elements to the structure plan will flow through to all subsequent levels of planning including detailed lot layouts at subdivision and final building design. **Table 8** below outlines the design elements of Liveable Neighbourhoods and how the design of the Robinson Grove Structure Plan addresses these elements.



Shaping Bellevue's next chapter through diversity, design and sustainability.

Table 8: Liveable Neighbourhoods Objectives

Objectives	Design Response	Compliance
Element 1 – Community Design	The Robinson Grove Structure Plan delivers a sustainable, integrated neighbourhood that responds to its natural context and evolving community needs. The compact and walkable urban form is underpinned by a connected street network that promotes walking, cycling and public transport use, while minimising car dependence. A proposed Local Centre provides opportunities for local employment, retail and community uses, enhancing self-containment and reducing travel demand. Residential development at R25 supports housing diversity and affordability while respecting site constraints such as aircraft noise and bushfire risk. Public open space is distributed across the site, including a sensitively managed interface with the Helena River P&R Reserve, supported by a Foreshore Management Plan and water-sensitive design measures. The plan reflects a site-responsive approach that protects environmental assets, reinforces local identity and provides a high-quality living environment that can adapt to future growth.	
Element 2 – Movement Network	The proposed Phase 2 Structure Plan design delivers a well-connected, legible and balanced street network that prioritises safety, amenity and convenience for all users. The internal road hierarchy clearly differentiates neighbourhood connectors from local streets and supports efficient vehicle movement while encouraging slower speeds through design, promoting pedestrian and cyclist safety. Streets are fronted by residential lots wherever possible and provide direct connections to public transport, activity centres and open space. Pedestrian footpaths and cyclist facilities link to the broader active transport network and nearby bus stops, ensuring accessibility for people of all abilities. The proposed intersections, including a new roundabout, improve traffic flow and reduce conflict points, enhancing safety. Streets are designed to accommodate on-street parking, waste collection, service vehicles, and stormwater management in line with Liveable Neighbourhoods principles. The layout supports walkable access to key destinations and future local facilities, encouraging a sustainable, attractive and inclusive public realm.	
Element 3 – Lot Layout	The Structure Plan delivers a variety of lot sizes to support housing diversity, efficient land use, and affordability. The layout responds to site conditions, promotes solar orientation, and ensures safe, attractive streetscapes with lots fronting roads and public open space. The plan achieves the minimum lot size of 350sqm required by SPP 5.1 with smaller lots located closer to the local centre to leverage amenity and walkability. Rear laneways are used where appropriate to reduce garage dominance, and noise and bushfire constraints are addressed through responsive design. The plan supports efficient infrastructure delivery and enables future intensification where suitable.	
Element 4 – Public Parkland	The Structure Plan provides well-distributed, accessible public open space that meets recreational and community needs while integrating with urban water management. The layout includes a high-quality interface with the Helena River, supported by a Foreshore Management Plan to protect environmental values and ensure public access. Open space is designed to be safe, well-overlooked, and delivered through the subdivision process to enhance local amenity. Opportunities for community use are embedded, and landscaping will reflect local character. The plan ensures POS supports both ecological function and long-term urban sustainability while responding to site-specific constraints and community expectations.	

Objectives	Design Response	Compliance
Element 5 – Urban Water Management	The Structure Plan incorporates an integrated water-sensitive urban design (WSUD) approach consistent with Element 5 objectives. A comprehensive drainage system manages both stormwater quality and quantity through a sequence of biofiltration areas, vegetated swales, and open-water wetlands that treat runoff close to source before discharge to the Helena River. Given the site's low soil permeability, all lots drain to a kerbed, piped network capturing the first 15 mm "first-flush" into vegetated biofilters with amended soils for pollutant removal. Larger events are conveyed to a living stream and four linked wetlands, which detain flows and maintain downstream floodplain function, preserving the 1 % AEP flood storage capacity and protecting people, property, and ecological values. At the subdivision scale, biofiltration basins are located within public open space and the foreshore interface, integrating stormwater management with landscape and recreation areas. Sub-catchments discharge first-flush flows to these basins before entering the wetland chain, while the design allows selective direct discharge to maintain natural hydrology. Basin design (3 m/day infiltration, 1:4 batters, 0.3–0.5 m freeboard) accommodates the 15 mm event and avoids existing vegetation. No subsoil drainage is proposed, with groundwater managed through separation and ongoing monitoring. These measures maximise detention, local recharge and reuse opportunities, fulfilling objectives one through six by promoting conservation, flood protection and integration of water management within the urban structure.	
Element 6 – Utilities	The Structure Plan will extend all core utilities in a coordinated, staged manner from Phase 1 and Wilkins/Katharine streets, ensuring timely, efficient delivery of potable water, sewer, power, gas, telecommunications and subdivision drainage. Water will be provided via a 200 mm main in Armstrong Approach with 150–100 mm reticulation; electricity is underground from local transformers with ~2.0 MVA demand comfortably within Midland Junction substation spare capacity; gas and FTTP telecoms extend from Stage 1. Sewerage drains by gravity to the on-site network and Education Road Pump Station (with a short 225 mm outfall requiring boundary traps), protecting public health and enabling efficient disposal. Road reserves (13–20 m) and a planned rear laneway provide flexible corridors to co-locate utilities while reserving continuous space for large-canopy street trees. A WSUD treatment train (living stream, constructed open-water wetlands, and foreshore bioretention) manages stormwater quality/quantity, conserves potable water by beneficial use of stormwater, and integrates with POS and foreshore planting supporting water security and opportunities for non-potable reuse at detailed design. Public lighting will be delivered with new streets and paths to support safe night-time movement for pedestrians, cyclists and vehicles. Overall, the servicing solution is cost-effective, coordinated and aesthetically integrated with streetscape and foreshore outcomes.	
Element 7 – Activity Centres and Employment	The Structure Plan supports a residential yield of up to 350 dwellings without generating demand for a full-scale activity centre. A small Local Centre is proposed to accommodate daily neighbourhood needs, consistent with the scale of development. This centre will offer local services within walking distance while reinforcing pedestrian-friendly design and local amenity. Broader retail, commercial, and employment needs will be met by the nearby Midland Strategic Metropolitan Centre and surrounding industrial precincts, which provide significant job opportunities and access to public transport.	
Element 8 – Schools	The Structure Plan does not propose a school site, as the residential yield of up to 350 dwellings does not generate sufficient demand to warrant one. Existing schools within the broader catchment are expected to accommodate future students, and no need for additional educational land has been identified by government or non-government providers. The road network has been designed to support safe vehicle and pedestrian movement, including access to nearby schools. While no school site is proposed, the Structure Plan supports safe and connected access to community infrastructure and reflects efficient use of land in line with strategic planning for the wider area.	


"Where beautiful bushland meets modern living"

2.3.2 State planning policies (SPP)

2.3.2.1 State Planning Policy 3.7 – Bushfire

The BMP, prepared by Bushfire Prone Planning and included as Appendix D, addresses the requirements of SPP 3.7 - Bushfire (SPP3.7) and the accompanying Planning for Bushfire Guidelines. The BMP confirms that the southern portion of the Structure Plan area is within a designated bushfire prone area, largely influenced by the Helena River foreshore vegetation and proposed revegetation areas within the Parks and Recreation reserve.

In accordance with SPP 3.7 and the Guidelines, the BMP:

- Confirms compliance with all acceptable solutions for location, siting, access and water supply (Elements 1-4).
- Demonstrates that all future dwellings can achieve a Bushfire Attack Level (BAL) of BAL-29 of lower once the proposed vegetation management and perimeter road design are implemented.
- Notes that a ring road and dual-use path along the Helena River interface is included in the Structure Plan to provide a defensible edge and safe access for firefighting.
- Ensures reticulated water supply is available to support firefighting and emergency response in line with Water Corporation DS63 requirements.

The BMP therefore demonstrates that the Structure Plan achieves an acceptable level of bushfire risk, satisfying the intent of SPP 3.7 by locating and designing development to minimise exposure to bushfire hazards while maintaining environmental and foreshore objectives. The southern interface has been carefully designed to balance fire safety with environmental enhancement, supported by enforceable management of revegetated areas to maintain “low threat” condition

2.3.2.2 State Planning Policy 5.1 – Land use planning in the vicinity of Perth Airport

State Planning Policy 5.1 (SPP5.1) provides the framework for ensuring that land use and development within the influence of aircraft noise is appropriately planned and managed. The policy seeks to minimise the potential for noise-sensitive land uses to be exposed to unacceptable levels of aircraft noise and to protect the ongoing operations and future development of Perth Airport as a key piece of State infrastructure. Its objectives include promoting compatible land uses, guiding subdivision and development in accordance with Australian Noise Exposure Forecast (ANEF) contours, and ensuring that planning decisions balance community amenity with the airport’s operational and strategic functions.

The proposed structure plan seeks a variation to the average lot size requirement under SPP 5.1 for land within the ANEF 20–25 noise contour. While maintaining compliance with the minimum R20 lot size of 350m^2, the plan proposes an average lot size of 400m^2, allowing delivery of up to 350 lots at an overall density of approximately 25 dwellings per hectare, compared to 22 dwellings per hectare under full compliance. This variation enables a more efficient lot layout and supports key objectives of SPP 5.1 by ensuring that residential development remains compatible with moderate aircraft noise exposure levels and proposing a density less than what is permitted by the R-Codes through a grouped dwelling development across the subject site compliant with the R20 density provisions. The policy allows for discretion where justified, and the proposal meets the relevant criteria, including its location within a planned urban expansion area identified in Perth and Peel @ 3.5 Million, and proximity to existing services, infrastructure, and public open space.

2.3.2.3 State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 (SPP5.4) aims to increase the quality of life for residents within close proximity of significant road and rail infrastructure. The policy includes objectives, implementation strategies, and establishes a set of criteria to be used in the assessment of proposals within areas identified by the policy mapping.

The subject site is adjacent to Roe Highway and as such due regard has been given to the policy in preparation of this structure plan. It is noted that a noise assessment was completed by Lloyd George Acoustics for a subdivision of the western portion of the site that highlights the lots impacted by road noise, and the proposed mitigation measures.

Only a small portion of the structure plan area, limited to the western extremity adjacent to the southern peninsula, falls within the trigger distance. The remainder of the site lies outside this area. Given these lots are not identified as requiring quiet house treatment through the existing LDP for the adjoining land, a separate noise assessment is not required. Any detailed mitigation can be addressed at later subdivision or development stages where necessary.

2.3.3 Swan Canning Development Control Area

A significant portion of the subject site lies within the Swan Canning Development Control Area (DCA), as established under the Swan and Canning Rivers Management Act 2006. The DCA boundary in relation to the site is shown in **Figure 7** where the DCA is shown to impact the entire southern portion of the Phase 1 and Phase 2 areas. This necessitates careful planning to protect the Riverpark's environmental, recreational, and cultural values.

The interface between the Structure Plan Area and the adjacent Regional Open Space is already managed under an approved Foreshore Management Plan (FMP). This plan is being revised in conjunction with the current approved structure plan and subdivision approvals to ensure it remains consistent with the updated design outcomes and management objectives. The revised FMP will continue to address ecological protection, public access, water quality, and visual amenity.

It is also noted that any lots wholly within the DCA will be subject to a Part 5 development approval under the Swan and Canning Rivers Management Act. Early consultation with DBCA is essential for all development within or adjoining the DCA. Future development will also incorporate Water Sensitive Urban Design (WSUD) principles to minimise impacts and enhance river health, aligning with the Riverpark's strategic objectives.

Noting that portions of the Structure Plan area will introduce new residential lots within the DCA, it is highlighted that a future modification to the DCA boundary may be sought to align the statutory Riverpark interface with the ultimate urban edge. At present, the boundary of the Parks and Recreation reserve and Development control area are not aligned, resulting in a discrepancy that will require correction through a future boundary update.

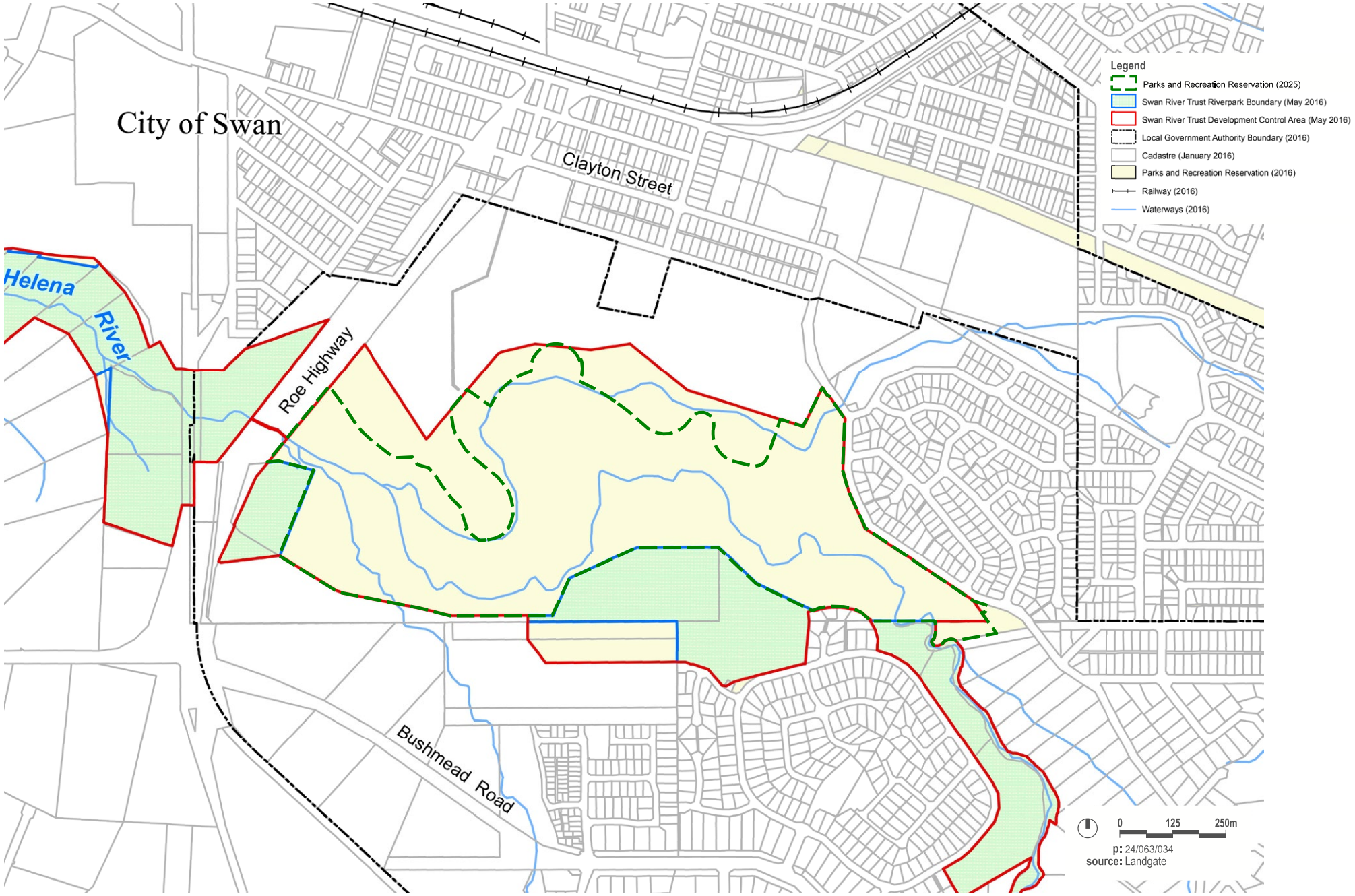


Figure 7: Swan Canning River Development Control Area

A structure plan designed for sustainable development.

2.4 Local Planning Framework

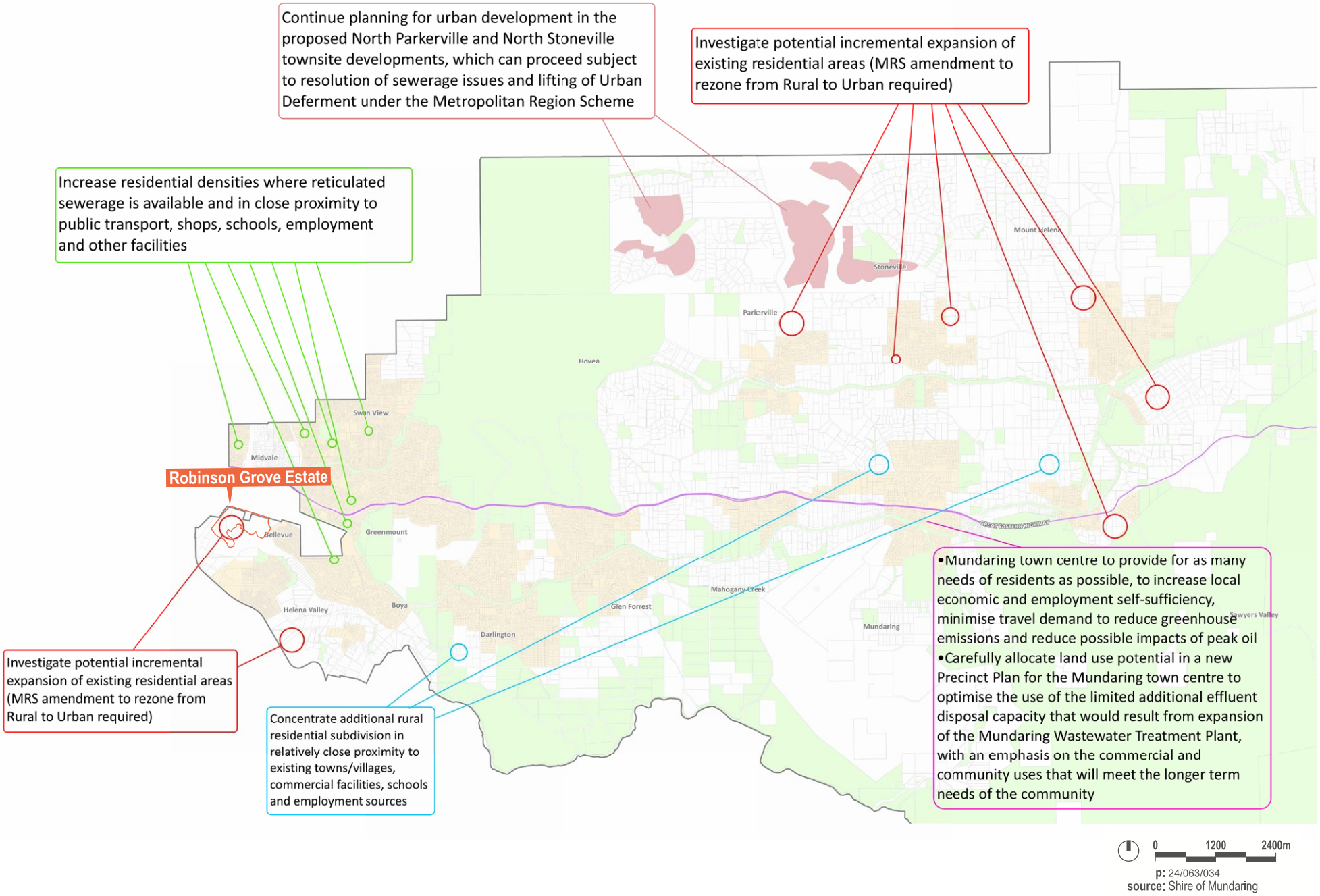
2.4.1 Shire of Mundaring Local Planning Strategy

The Shire's Local Planning Strategy (Strategy) was endorsed by the WAPC in May of 2013 and sets out the ten-to-fifteen-year planning directions for the Shire. Noting the timeframe outlined by the Strategy, the Shire has announced that they are embarking on a significant review of the Scheme and Strategy in line with the community's needs and aspirations.

The Strategy recognises the broader Bellevue area as priority areas for future residential investigation, recognising their proximity to existing urban areas and infrastructure. The Strategy supports incremental expansion of established hills communities where suitable adjacent land exists, as a means to improve the self-sufficiency and sustainability of individual towns and villages.

Specific to the subject land, the Strategy Map states: "Investigate potential incremental expansion of existing residential areas (MRS amendment to rezone from Rural to Urban required)". Urban rezonings have since occurred over the subject land consistent with progressive planning informed by the Strategy.

This Structure Plan has undertaken the necessary investigations to demonstrate the suitability of the land for additional residential development, consistent with and complementary to the established planning framework and outcomes of the Phase 1 Structure Plan.



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source: Shire of Mundaring

Figure 8: Extract of Shire of Mundaring Local Planning Strategy

2.4.2 Shire of Mundaring Local Planning Scheme No. 4

Overview

The Shire of Mundaring's Local Planning Scheme No. 4 (LPS4) was gazetted on 17 February 2014 and most recently amended in September of 2023, and provides the statutory planning framework for land use and development within the Shire of Mundaring.

2.4.2.1 Zoning and Reservations

Under LPS4 the subject site is zoned 'Development' and has the following objective:

> "To provide for the orderly planning of large areas of land for residential and other purposes through comprehensive structure planning which will provide the basis for future subdivision and development."

This structure plan is being prepared in accordance with the objectives of the development zone. The structure plan will inform future development of the Development zone as per the requirements of LPS4 which states:

> "Each Development zone is an area requiring a Structure Plan to be adopted in accordance with clause 5.17. A Structure Plan for land within a Development zone is to indicate desired residential densities by the incorporation of Residential Design Codes density coding. A Structure Plan is also to indicate the desired type and disposition of uses within the Development zone and may achieve this by reference to specific zones and reserves within this Scheme. Subdivision and development shall be generally in accordance with a Structure Plan adopted by the Shire and endorsed by the Commission."

2.4.2.2 Development Area (Zone) 5

Due to the minor modification of the Phase 1 structure plan area, the subject site is partially within Development Zone 5 identified by LPS4. LPS4 includes requirements applying to specific Development Zones under Schedule 12. The subject site falls partially within the area identified as DA5 on the scheme map which requires that:

1. All subdivision and development shall be in accordance with a Structure Plan endorsed by the Shire and adopted by the Commission.
2. The Structure Plan may, for particular areas within the Development Zone, assign a Zone/Reserve and, for residential areas, a Residential Design Code density for those areas. In such instance, all provisions of this Scheme specific to that zone, including the Zoning Table, and where applicable the requirements of the Residential Design Codes of Western Australia for that Residential Design Code density, shall apply.
3. Technical provisions contained within the Structure Plan shall, for particular areas within the Structure Plan require the implementation of Local Development Plan/s to achieve specific built form outcomes.

The proposed structure plan has been prepared as per the requirements of this development zone and will guide subdivision and other future development as per the zoning identified within the plan.

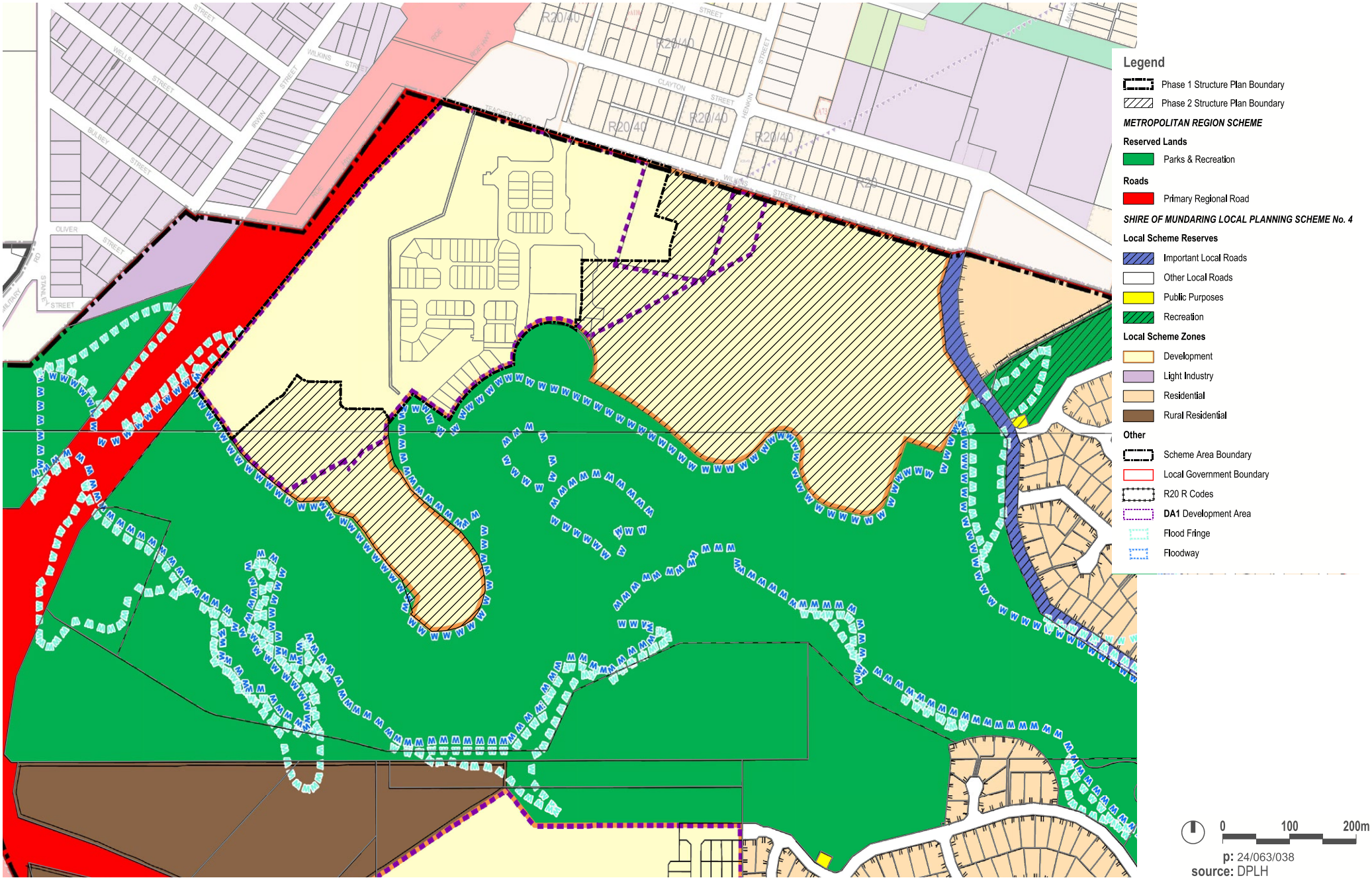


Figure 9: Shire of Mundaring Local Planning Scheme No. 4

3.0 Opportunities and constraints analysis

Opportunities

Strategic Location & Connectivity

Proximity to Midland Town Centre and Midland Train Station provides strong access to public transport, while Roe Highway supports efficient vehicle movement. Future upgrades, including the Principal Shared Path (PSP) along Roe Highway, will improve active transport options.

Regional Reserve

The Helena River Parks and Recreation (P&R) reserve provides opportunities for integrating high-quality public open space, supporting biodiversity and recreation. The Regional Reserve creates a destination that frames the future community to the south. Access to the Reserve also enhances district recreational opportunities and the overall amenity of the precinct, particularly to the west along Helena River out to East Guildford and east toward the old Eastern Railway Heritage Trail.

History, Existing Amenities & Open Space

An important part of the locality's history, the Edward Robinson's Belle View homestead has been restored as part of works associated with the Phase 1 Structure Plan. Investigations for its long term use are ongoing. In any case, it forms a focal point of the estate with the existing public open space delivered to the north containing place story telling elements connecting the future community with the locality's history of farming. The linear Public Open Space to the west of the estate (within the Phase 1 Structure Plan area) contains a living stream which significantly improves the existing drainage and amenity of existing infrastructure.

Urban Renewal Potential

The area is well-positioned for infill development, aligning with broader State and local planning strategies encouraging urban consolidation near key transport corridors (subject to aircraft noise limitations on density).

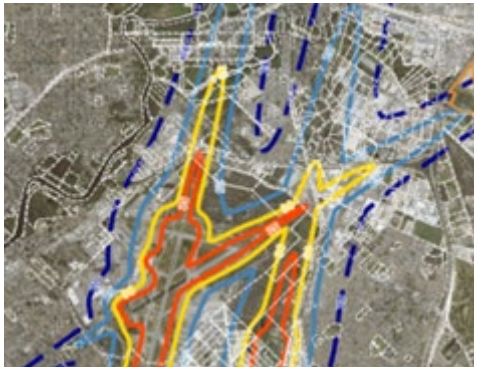
Employment & Economic Activity

Proximity to the Midland Strategic Metropolitan Centre provides an opportunity to accommodate essential workforce accommodation for the health and service sectors prominent in the area. There is an opportunity to provide a small local centre within the estate to service the broader locality with essential daily needs.

Constraints

Environmental Constraints

The Helena River foreshore has floodplain and conservation considerations, requiring careful planning to balance development with environmental protection. Investigations confirm that a lot level of 11.3m AHD is the minimum necessary to be outside of long term flood risk.



Aircraft Noise

The ANEF 20–25 noise contour acts as a key constraint on the site by limiting residential density in order to minimise population exposure to aircraft noise and protect the operational integrity of Perth Airport. Under State Planning Policy 5.1, residential development within this contour is restricted to a default R20 coding, requiring a minimum lot size of 350m² and an average of 450m². While residential use is not precluded, proposals within this contour are subject to greater scrutiny, and variations to standard density controls are generally discouraged. This constraint directly influences the form, yield, and layout of development, restricting the ability to fully achieve State density targets

High Voltage Power Lines

A 330kv power line runs to the east of the subject land and is contained within an easement that is approximately 60m wide. It will be important to ensure that streets are not orientated toward the pylons as to avoid unsightly views.

Bushfire

Much of the southern and western interfaces are bushfire prone. In the long term, the hazard within the Roe Highway Reserve to the west will be removed as the Highway is upgraded. The southern interface to the Regional Parks and Recreation Reserve should plan for long-term revegetation plans by Others and should provide separation and a permitter public road where possible as the preferred interface treatment.

All relevant spatial elements of the opportunities and constraints analysis are illustrated in Figure 10.

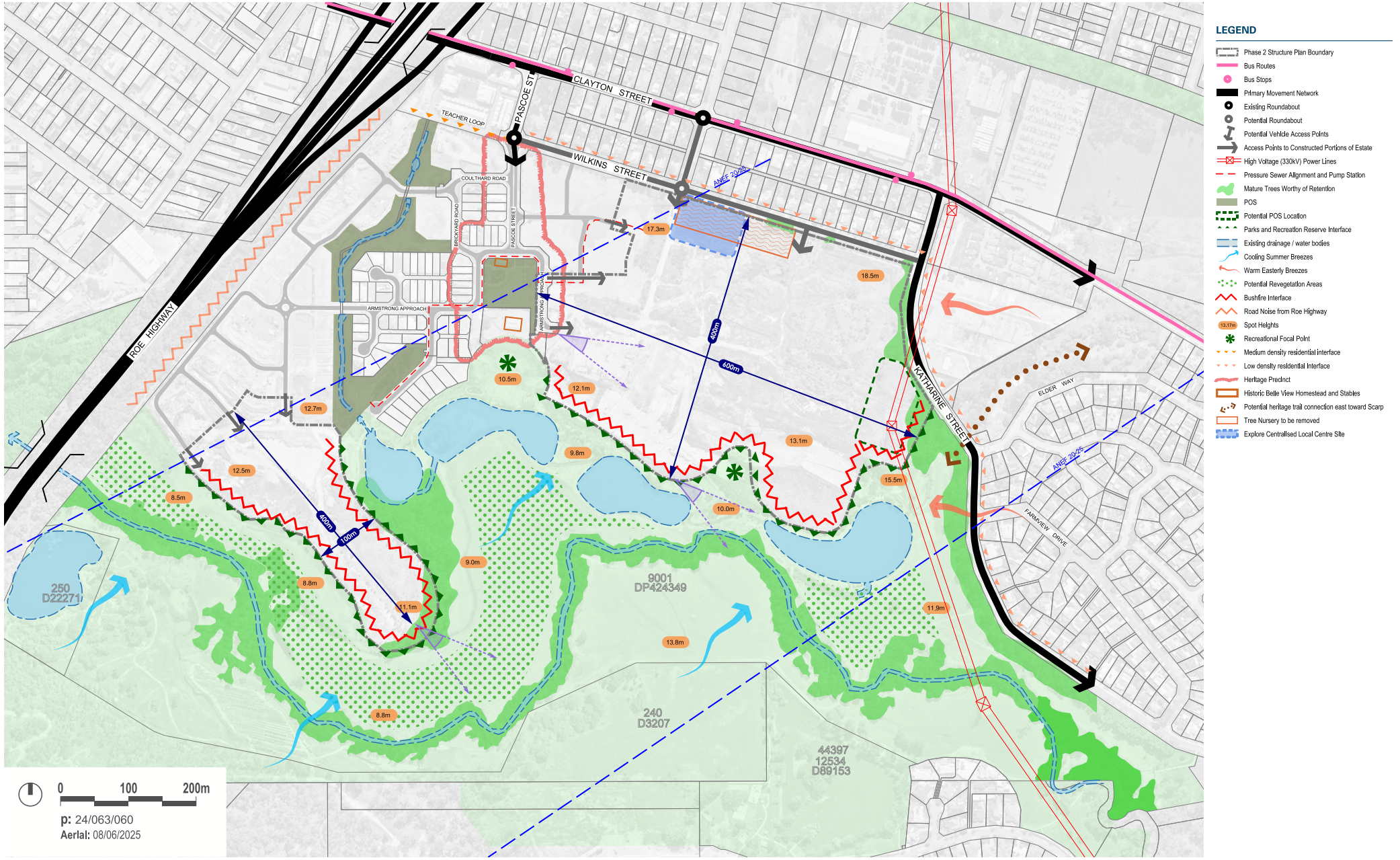


Figure 10: Opportunities and Constraints

4.0 Stakeholder and community engagement

4.1 Pre-lodgement consultation

The proponent has been in ongoing discussions with the local government and the Department of Planning, Lands and Heritage regarding the preparation, delivery and planning of the structure plan area. The following consultation outlined in **Table 9** below was undertaken prior to lodging the structure plan.

Table 9: Pre-lodgement consultation

Stakeholder	Purpose and Outcome	Date
Phase 2 Structure Plan Workshop DPLH, DBCA, Satterley, Plan E, Bushfire Prone Planning, Cossill & Webley	A workshop was convened to establish the key requirements for preparation of the Phase 2 Structure Plan. Attendees included the Department of Planning, Lands and Heritage, the Department of Biodiversity, Conservation and Attractions, Satterley, Plan E, Bushfire Prone Planning, TBB Planning, Cossill & Webley, and the landowner. The draft concept plan was discussed, with guidance provided on the interface with the MRS Parks and Recreation reserve (including foreshore road, access and POS treatments), servicing and drainage requirements, bushfire risk and management, neighbourhood connectivity and staging. The outcomes of the workshop have informed the refinement of the Structure Plan and the supporting technical documentation.	26 November 2024
Department of Biodiversity, Conservation and Attractions	A meeting was held with DPLH and DBCA to discuss the requirements for modifying the MRS boundary through the Structure Plan process, specifically in relation to the interface between the Structure Plan area and the adjacent Regional Open Space. DBCA advised they were supportive of the approach in principle, subject to appropriate interface management and development setbacks to the revised boundary. However, following further consideration, it was determined that this approach was ultimately not feasible.	30 June 2025
Department of Planning, Lands and Heritage	Pre-lodgement consultation was undertaken with officers from the Department of Planning, Lands and Heritage (DPLH) to discuss key elements of the proposed structure plan. The purpose of the meeting was to seek preliminary feedback on the proposed variation to residential density within the ANEF 20–25 noise contour under State Planning Policy 5.1, to clarify whether a new structure plan would be required or if an amendment to the existing Phase 1 structure plan would be appropriate, and to understand the Department's position on the inclusion of a local centre within the structure plan area. The outcome of the meeting confirmed that while the WAPC retains discretion, the only guaranteed pathway to approval of residential density within the ANEF contour is to align with the provisions of SPP 5.1. It was also confirmed that the lodgement of a new structure plan would be accepted for assessment in lieu of amending the existing Phase 1 structure plan (justification below). In relation to the local centre, DPLH advised that it would be guided by the position of the Shire in determining the appropriateness of its inclusion.	30 June 2025

Stakeholder	Purpose and Outcome	Date
Local Government	A meeting was held with the Shire to discuss the preparation of the Structure Plan prior to formal lodgement. The discussion focused on residential density, the proposed Local Centre, and public open space (POS) provision across the estate. The Shire's feedback and indicative position are summarised below. **Residential Density** The Shire confirmed it is satisfied with the proposed density strategy and the accompanying justification, noting that final acceptance is subject to consideration by the Department of Planning, Lands and Heritage (DPLH). The Shire indicated general support for increasing density where it can be demonstrated to be contextually appropriate and supported by infrastructure and amenity. **Local Centre** The Shire advised that its current local commercial strategy is silent on this locality. Notwithstanding this, preliminary assessment indicates a shortfall of small-scale shopping options in the broader catchment, resulting in a high dependence on Midland for day-to-day needs. To inform the planning and sizing of the proposed Local Centre, the Shire requested a Retail Needs Assessment; this has been prepared by Taktics4 and will be used to demonstrate need and guide an appropriate centre scale. **Public Open Space** While acknowledging that the Phase 2 area is the subject of a new Structure Plan, the Shire agreed that POS should be assessed holistically in the context of the broader estate. On this basis, the Shire indicated support for a POS shortfall within Phase 2, provided the overall estate achieves a minimum 10 per cent POS contribution. The Shire also recognised that proximity to the Helena River Regional Open Space affords additional recreational amenity for future residents and contributes to the open space network serving the community.	23 September 2025
Perth Airport	Pre-lodgement consultation was undertaken with Perth Airport Pty Ltd (PAPL) regarding the proposed variation to SPP 5.1 within the ANEF 20–25 contour for Robinson Grove Phase 2. A density coding of R25 to achieve an average lot size of approximately 400 m^2 while retaining the R20 minimum of 350 m^2, together with an explicit cap of 350 dwellings was discussed. PAPL emphasised its objective of limiting the exposure of future residents to frequent, high-level aircraft noise, noted that the proposal varies the R20 average, and sought quantification of yield implications. TBB has confirmed the variation equates to approximately 38 additional lots compared with a basic R20 subdivision; however, the fixed dwelling cap would limit overall exposure and is likely to result in fewer dwellings than might otherwise occur under deemed-to-comply grouped or aged/dependent persons' provisions. The statutory context (MRS Urban; LPS 'Development') and the relationship to Phase 1 (largely unchanged aside from minor boundary adjustments) were also clarified, and the Structure Plan will be formally referred to PAPL at lodgement.	July 2025

5.0 Design response

The design response for the Robinson Grove Phase 2 Structure Plan has been prepared through a systematic Masterplanning process that brings together contextual analysis, preliminary design review, and targeted consultation. It is guided by clear structuring principles that maximise site opportunities and manage constraints, including a legible urban form, a walkable movement network, high quality public open space, and a considered interface with the Helena River and areas subject to bushfire risk.

The Structure Plan establishes a practical framework for a sustainable residential neighbourhood that reads as a logical extension of Phase 1 and the historic Bellevue urban grid formation immediately north. The plan has been designed to provide for a range of lot sizes catering to all areas of the market while taking into consideration the constraints of SPP 5.1. A Concept Master Plan, referenced as Figure 11, illustrates how development can be delivered in line with SPP 7.2 and Liveable Neighbourhoods, showing indicative lots, public open space distribution, staging and infrastructure, alongside Part One provisions that secure the intended outcomes.

Planned for people, place and the environment.

Figure 11: Concept Masterplan

5.1 Vision and Objectives

Both Phase 1 and Phase 2 Structure Plans are being developed as a connected masterplanned community, capable of balancing growth with environmental responsibility, enhancing residents' quality of life, and preserving the area's unique natural character. The overall estate has been named 'Robinson Grove', after a local historic figure in dairy farming Edward Robinson, who built the original Belle View Homestead.

Vision:

Uniting the rich tales of yesteryear with the possibilities of tomorrow, Robinson Grove estate is a beautiful boutique community straddling the line between history and modernity.

Objectives:

Sustainable Land Use and Development:

- Encourage diverse housing options to meet the needs of various demographics, ensuring affordability and inclusivity.
- Reducing the need for extensive travel by facilitating a centralised location to accommodate local retail and conveniences to service the immediate locality.

Environmental Conservation and Enhancement:

- Protect and enhance the estate's adjoining natural landscapes, including parks and waterways, through sustainable management practices.
- Maximise public benefit and opportunities for access to the Helena River Parks and Recreation reserve.

Community Well-being and Connectivity:

- Develop an efficient and legible street network that accommodates walking and cycling to key destinations within the estate and beyond Bellevue, that is primarily orientated toward views of the Helena River and Darling Scarp.
- Ensure that community facilities, parks and essential services are easily accessible to all, promoting social inclusion and well-being.

5.2 Design response and outcomes

5.2.1 Community design

Key principles of the Structure Plan are set out below and have been informed by the project vision and objectives:

- Provide a balanced mix of lot sizes and diverse housing options to support affordability and inclusivity for a range of households.
- Prioritise environmental outcomes through water-sensitive urban design, retention of mature trees where practicable, and careful management of the interface with the Helena River Parks and Recreation reserve, including appropriate buffers and foreshore access improvements.
- Strengthen local connectivity with a permeable and legible street network, primarily focused on a north-south orientation to maximise walking and cycling opportunities to the Regional Reserve to the south and local conveniences planned in the north.
- Connect with regional the regional park network to provide walking and cycling links to nearby public transport, the Midland Strategic Metropolitan Centre, and the Railway Reserves Heritage Trail to reduce car dependency.
- Ensure community facilities, parks and everyday services are easily accessible within a walkable catchment, with public open spaces designed for both active and passive recreation and integrated drainage.
- Support local economic activity through an appropriately scaled local centre in a convenient location and enable home-based business opportunities consistent with amenity objectives.
- Manage interfaces to adjoining urban services and light-industry areas through road-based edges, built-form controls and landscaping to safeguard residential amenity.
- Coordinate the logical extension and staging of essential services and infrastructure in step with development, aligning with service provider requirements.

5.2.2 Movement network

A description of the transport networks internal to the structure plan area is summarised in **Table 10** below.

Table 10: TIA matters to be addressed

Transport Matter	Proposal
Proposed subdivision	Phase 2 of the Robinson Grove Estate proposes 336 residential freehold lots, a 3,940m² medium density (R40) site, and a 1.016 ha local centre site. The subdivision will extend east from Phase 1 and integrate with surrounding road and pedestrian networks. The proposed layout maintains consistency with the existing urban structure and local planning framework, supporting residential growth while enhancing accessibility and community infrastructure through a coherent, staged expansion.
Vehicle Access and Parking	Vehicle access to Phase 2 is primarily via Wilkins Street, with two new intersections, including a roundabout at Henkin Street. The internal road network includes Neighbourhood Connectors and Access Streets, designed to accommodate residential traffic volumes and parking. Laneways serve rear-loaded lots, and road reserves are generally 15m, and 20m where they abut Regional Reservations. This ensures functional access for residents and sufficient on-street and off-street parking availability. The wider road reserves abutting the Regional Reservation is to allow additional space for gentle battering, to avoid a walls being used to deal with a level difference.
Provision for service vehicles	The internal road layout accommodates service vehicle requirements, including waste collection and emergency access. Waste management will follow standard local practice, with bins placed at kerbsides for collection. Neighbourhood Connector roads and Access Streets are designed to permit safe manoeuvring of service vehicles, ensuring reliable and efficient services throughout the estate in accordance with the Shire of Mundaring's operational standards.
Daily traffic volumes and vehicle types	Phase 2 is expected to generate approximately 4,571 daily vehicle trips, with 333 AM and 448 PM peak hour movements. Traffic includes private vehicles, service vehicles, and local centre patrons. These volumes remain within the capacity of the surrounding road network. The mix of vehicles will predominantly consist of residential cars, occasional light commercial vehicles, and local service traffic, such as waste and delivery vehicles.
Traffic management on frontage streets	Traffic management includes upgrading intersections on Wilkins Street and a new roundabout at Henkin Street to improve flow and safety. SIDRA modelling confirms intersections will operate at acceptable Levels of Service post-development. Traffic volumes on Clayton Street and adjacent roads remain below capacity, and road modifications are designed to mitigate congestion, ensuring safe and efficient access for all users.
Public transport access	The site benefits from proximity to Transperth Bus Route 322, with a stop approximately 150 metres from the development on Clayton Street. This route connects to Midland Station, providing access to the wider public transport network. Internal footpath connections are proposed to facilitate convenient access to the bus stop, supporting public transport use by future residents and promoting alternative travel modes.

Transport Matter	Proposal
Pedestrian access	Pedestrian connectivity is supported through footpaths on existing and proposed internal roads. The estate does not have any major neighbourhood connector roads dissecting the estate, meaning many of the local access streets are low traffic and safe for people of all ages to navigate. Paths connect to existing external networks and key intersections, promoting walkability and linking residents with nearby public transport, open space, and local facilities, including the planned local centre.
Cycle access	The local area is supported by a comprehensive cycling network, including designated bike lanes on Clayton Street, shared paths, and signed routes. Proposed roads within Phase 2 will tie into this network, promoting safe cycling access throughout the estate and to surrounding destinations. These facilities align with Liveable Neighbourhoods principles and support active transport options for recreation and commuting. The Helena River Regional Reservation provides opportunities to connect with the Eastern Railway Heritage Trail.
Site specific issues	No critical site-specific traffic or access issues were identified. Existing roads can accommodate projected traffic growth. A new internal road connection to Helena Valley Drive via “Park Road” is proposed for longer-term connectivity, though not essential for current traffic operations. The integration of Phase 2 with Phase 1 and existing infrastructure has been carefully planned to address local context and constraints effectively.
Safety issues	Safety is addressed through road design, including a new roundabout to manage traffic flow and reduce conflict points. Crash data indicates no major safety concerns on Wilkins Street and only minor incidents on nearby Clayton Street. SIDRA modelling shows all intersections will perform within acceptable limits post-development. Overall, the subdivision is expected to operate safely without introducing new traffic hazards.

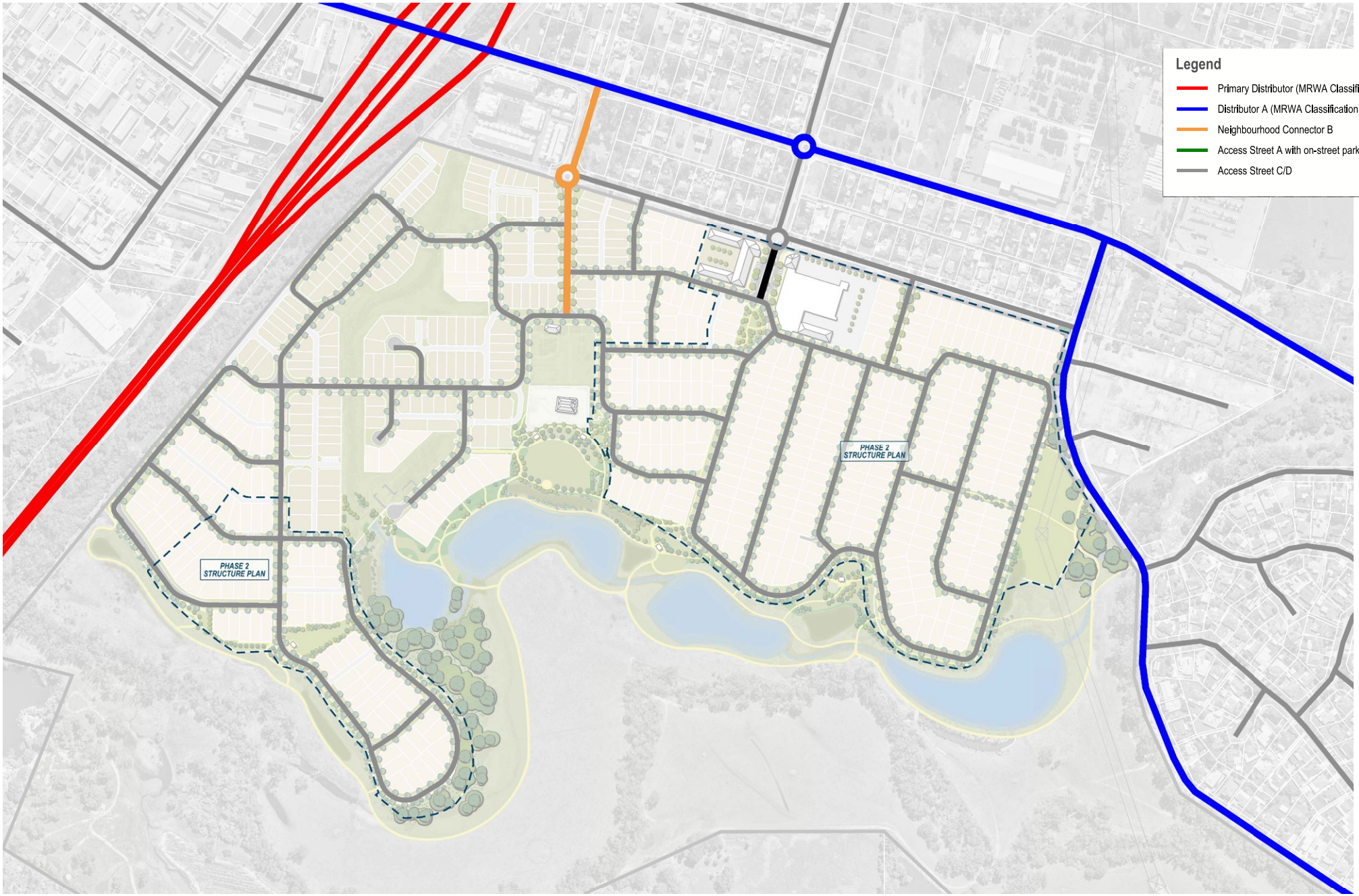
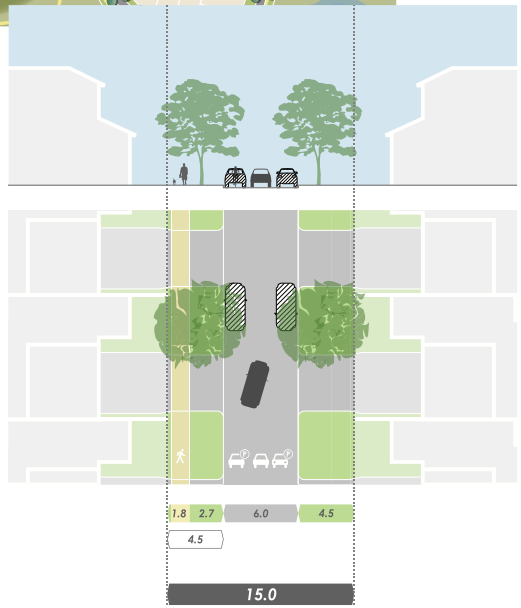
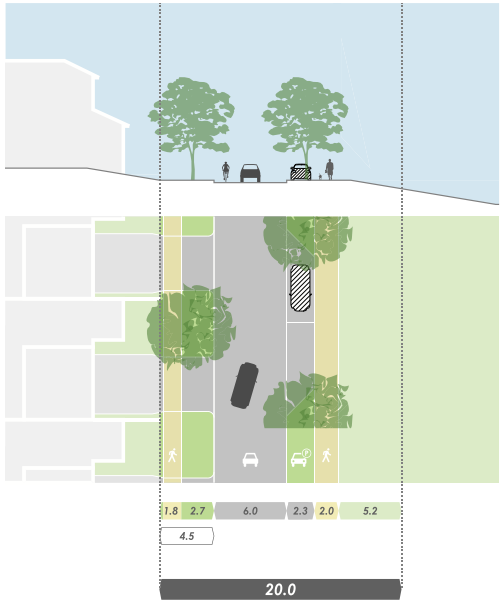


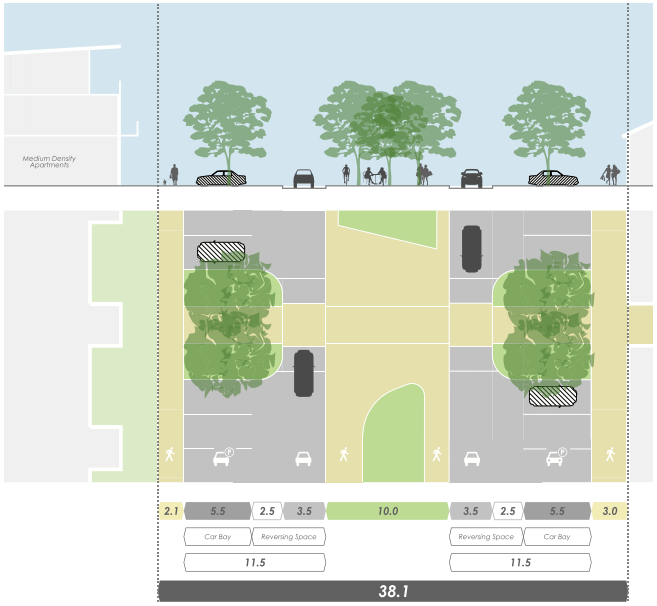
Figure 12: Road Hierarchy



STANDARD ACCESS STREET



STANDARD ACCESS STREET
ADJACENT PARKS AND RECREATION RESERVE



LOCAL CENTRE ENTRY ROAD

Figure 13: Street Cross Sections

5.2.3 Lot layout

The Structure Plan provides a clear framework for the delivery of housing at a modified R25 base code, consistent with Liveable Neighbourhoods and Perth and Peel @ 3.5 Million. The lot layout has been configured to reinforce a legible street network, maximise passive surveillance, and support high-quality public open space outcomes. A north-south street grid is favoured optimise solar orientation for east-west facing lots. The proposed modified R25 coding enables a mix of traditional lots typically ranging between 350sqm and 450sqm, allowing single and two storey dwellings that contribute to an attractive, coherent streetscape. The overall layout aims to achieve the 26 dwellings per residential site hectare strategic target while addressing density constraints due to the ANEF contours.

Lot arrangement is guided by the following principles:.

- Apply the modified R25 density across the neighbourhood, focusing smaller lot sizes around higher amenity areas including neighbourhood parks and feature streets to support walkable catchments.
- Optimise solar orientation by maximising the number of east-west orientated lots.
- General preference for larger primary street frontages on corner sites to improve presentation on highly visual locations, with Local Development Plans used to set controls for setbacks, fencing, and articulation.
- Limit the use of rear laneways to locations where they demonstrably improve streetscape quality or reduce crossover conflicts near parks and primary pedestrian routes.
- Preference for perimeter roads to the Helena River interface to manage bushfire risk and maximise public access, with adjoining lot depths that are large enough to cater for necessary Asset Protection Zones, in combination with wider road reserves.
- Coordinate lot widths with on-street tree planting, utilities, and crossover placement so that garages do not dominate the public realm and continuous footpaths are maintained.
- Stage subdivision so that each stage delivers two-way access, compliant hydrant spacing, and a coherent pattern of lots around completed sections of the open space network.

5.2.4 Public open space

The Structure Plan establishes a coherent network of public open space that aligns with Liveable Neighbourhoods and supports everyday recreation, shade, biodiversity and neighbourhood character. The layout has been deliberately configured to promote convenient access to the Helena River Regional Open Space, with additional parks within the site to complete local walkable catchments and provide a high-quality public realm as demonstrated in Figure 14 below. Drainage is accommodated by existing basins within the Parks and Recreation reserve, so public open space provided within the Structure Plan area is unrestricted and usable.

The Structure Plan area directly adjoins the Helena River Regional Open Space along its entire southern boundary. This Regional Open Space is reserved for P&R in the MRS, but under private ownership and proposed to be transferred to the WAPC as part of the Phase 1 Structure Plan and existing subdivision approvals. Its proximity delivers significant amenity, landscape character and local recreation opportunities to future residents without requiring additional on-site reserves. All future dwellings within the Structure Plan area are located within an approximate 400 m walkable catchment of the Regional Open Space, consistent with Liveable Neighbourhoods walkability principles. The Structure Plan capitalises on this asset by providing a local street and path network orientated north-south, that delivers convenient access to the Regional Open Space, passive surveillance from adjoining development, and clear view lines towards the Helena River corridor.

The network is distributed to ensure convenient access for residents and strong connections to paths along the Helena River. Parks are fronted by streets to maximise visibility and safety, lots are oriented to address open spaces, and shared paths connect parks to the neighbourhood connector and to external trails. The design targets that the majority of dwellings are well connected to the Regional Open Space to the south. Landscape design will prioritise tree canopy, inclusive space and universal access so that space's function year-round and support community life.

Key aspects of the public open space network include

- Unrestricted public open space within the Structure Plan area, with drainage managed in existing basins located in the Parks and Recreation reserve.
- A clear emphasis on access to the Helena River Regional Open Space through continuous shared paths and legible street connections.
- Road frontage to the majority of park edges to enhance surveillance, accessibility and amenity.
- Park locations and linear links arranged to deliver convenient walkable catchments for residents across all stages.
- A pocket park located near the entry of the estate, which creates a focal point and meeting space paired with the proposed local centre.
- Utilisation of land within the power line easement to the east of the estate as Restricted POS.
- Landscape treatments that prioritise shade trees, seating, inclusive play and accessible paths, with water sensitive design principles applied without constraining park usability.
- Delivery through subdivision to coordinate landscaping, lighting, paths and furniture with utilities and street trees.

Table 11: Estate Wide POS Contribution

Estate Wide Pos Contribution		
	Hectares (ha)	**Hectares (ha)**
Gross Site Area		99.0182
Less Deductions		57.4237
MRS Parks and Recreation Reserve	55.6751	
Local Centre site	1.0161	
Phase 1 POS Drainage	0.2615	
Phase 1 Pump Station Easement	0.0699	
Lot 304 Belle Vue House R5 Lot	0.3365	
Surplus Restricted POS	0.0646	
Net Subdivisible Area		41.5946
Public open space @ 10%		4.1595
Public Open Space requirements:		
80% Unrestricted Use (Minimum)	3.3276	
20% Restricted Use (Maximum)	0.8319	
Total		4.1595
Public Open Space provision:		
Unrestricted Public Open Space		3.8693
Phase 1 SP Lot 300 POS	0.4178	
Phase 1 SP Lot 301 POS	0.8659	
Phase 1 SP Lot 302 POS	0.7937	
Existing Lot 303 POS (excluding 135sqm of MRS P&R Reserve)	0.6466	
POS A	0.1863	
POS B	0.2389	
POS C	0.2660	
POS D	0.0605	
POS E	0.1392	
POS F	0.0600	
POS G (less 8,674sqm for powerline easement)	0.1944	
Restricted Public Open Space		0.8319
POS 1	0.0291	
POS 2	0.8028	
Total Credited Public Open Space		4.7012
Percentage of Credited Public Open Space Provided		11.3%

Table 11 demonstrates that public open space for the wider estate has been comprehensively planned and largely delivered through the Phase 1 Structure Plan area. The total credited POS contribution across the estate equates to 4.70 hectares (11.3 per cent of the net subdivisible area), exceeding the 10 per cent requirement of Liveable Neighbourhoods. Within this overall provision, the Phase 2 area contributes approximately 1.5 hectares of POS (8.4%) of its net subdivisible area, complementing the POS already established in Phase 1 and the adjacent Parks and Recreation Reserve. This distribution ensures that the combined estate maintains compliance with policy targets while Phase 2 provides local parks that complete walkable catchments, connect to the Helena River Regional Open Space, and deliver a balanced and accessible open space network across the development.

This approach has been negotiated with the Shire of Mundaring, who were supportive of consolidating the public open space provision across both Structure Plan areas rather than requiring each stage to independently achieve a full 10% contribution. The Shire acknowledged that an oversupply of local parks would be unnecessary and impractical in this context, given the extensive accessibility and amenity provided by the adjoining Helena River Regional Open Space. By distributing open space strategically between the two stages, the overall estate achieves a well-balanced and functional network that meets community needs without duplicating facilities or fragmenting usable parkland.

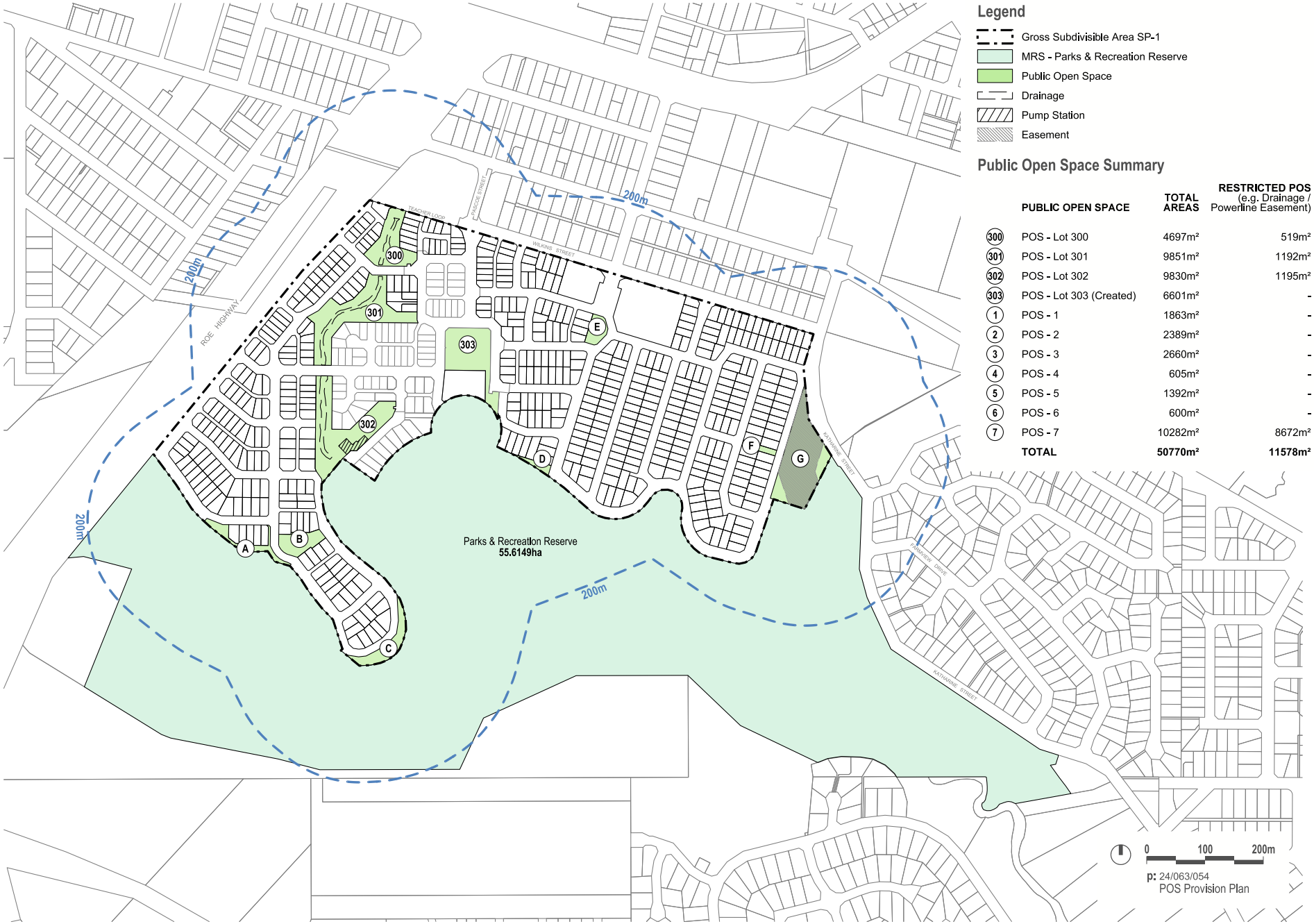


Figure 14: Estate Wide POS Contribution

5.2.5 Urban water management

Stormwater management

The stormwater management strategy was prepared in coordination with the engineering concepts and foreshore management plan and will manage runoff close to source and polish flows before any discharge to the Helena River. Catchments draining south and west are directed to the Bellevue Drain, which has been remodelled as a living stream, then through four constructed open-water wetlands (OW3➔OW4➔OW2➔OW1) prior to entering the river; the system is configured to maximise residence time and water-quality treatment. Wetlands are not embanked so the Helena River floodplain remains fully functional in high flows.

Where sub-catchments do not naturally drain to the living stream, runoff is conveyed to shallow seasonal wetlands/bioretention basins in the foreshore revegetation zone, planted with local wetland species for nutrient stripping. Detailed design of these assets will be set out in subsequent Urban Water Management Plan(s).

Subdivision drainage connects lot runoff to the minor system to avoid surcharge in low-permeability soils. For up to the 20% AEP event, flows are piped to wetlands at the Helena River interface; roads and POS provide overland flow paths for rarer events. First-flush (≈15 mm) runoff is treated in bioretention prior to overflow to the ROS lake bodies and, ultimately, the river. Building pads will be at least 300 mm above the 1% AEP storage level.

Groundwater management

Regional mapping indicates groundwater generally flows from the north-east toward the Helena River, with maximum groundwater levels around 16–20 m AHD across the LSP area. The site overlies the Superficial Swan, Leederville and Yarragadee North aquifers.

Local monitoring (2012–2014) recorded MGLs of ~7.72–10.84 m AHD (one outlier 14.75 m AHD) and shallow depths to groundwater near the floodplain, indicating possible perched conditions. Fill has been (and will be) used to maintain separation and freeboard, with subsoil drainage where necessary to direct subsurface flows to appropriate drainage areas.

Constructed open-water wetlands sit below MGL and are lined to prevent groundwater interaction; the first cell (OW3) functions as a sedimentation pond.

Implementation and monitoring

The Structure Plan is supported by a Local Water Management Strategy and an engineering servicing strategy adopting WSUD best practice (detention, biofiltration, source controls). Detailed hydrology, sizing, and construction/maintenance requirements will be resolved in Urban Water Management Plan(s) at subdivision stage. This will consolidate the recommendations of the LWMS and guide the construction of drainage infrastructure. Monitoring of the LWMS will be as per the monitoring program outlined in the LWMS.

5.2.6 Parks and Recreation Reserve Interface

The provisions ensure the development delivers a coordinated, functional, and high-quality interface with the adjoining P&R reserve. The road-based edge treatment represents best practice, creating a safe and legible boundary while enabling passive surveillance and easy access, consistent with the expectations of the WAPC. Limiting direct lot-to-reserve interfaces strengthens the public-private distinction and provides improved amenity compared with the existing condition.

The site's natural topography informs a refined interface that employs landscaped batters to achieve a sensitive transition between built form and the reserve. This treatment reduces the need for extensive fill, softens the urban edge, and enhances visual amenity through vegetation and landscape integration.

A small run of direct frontage lots are proposed in limited locations, as illustrated in **Figure 15** and 15B, for the following reasons:

- Western interface – a small run of 4-5 lots totalling 65m, creates improved east-west sight-lines as part of completing a small local open space green link, encouraging walkability and a high level of visual surveillance.
- Eastern interface – A small run of 5-6 lots over 100m, mirrors the design already delivered west of the central amphitheatre POS, albeit with improvements to the interface by avoiding a wall through the use of a landscaped batter.
- In both instances, the bushfire hazard is managed as demonstrated in both the BMP and FMP, through the placement of a dual use path to delineate between the managed area and naturalistic areas within the Regional Reservation.

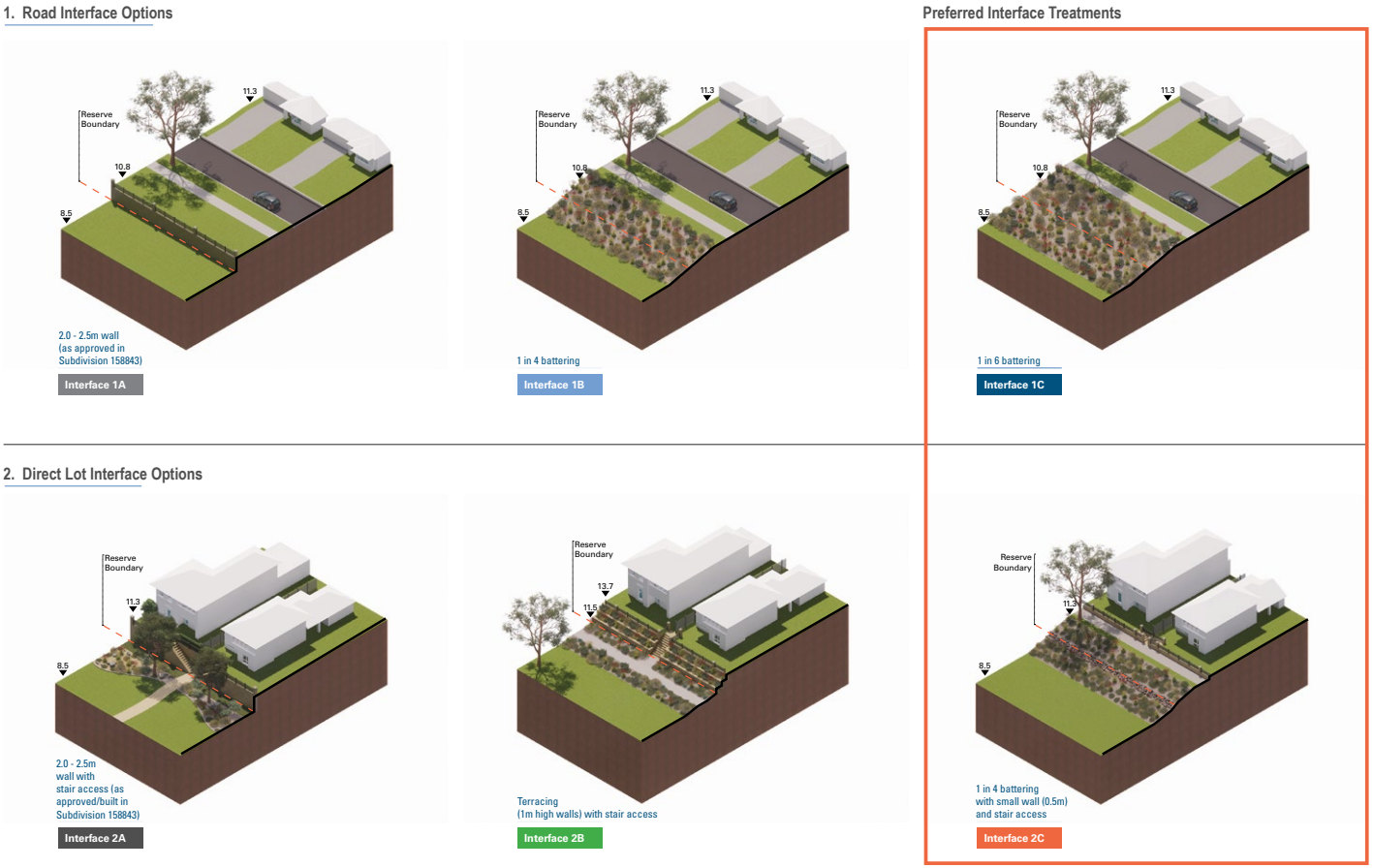
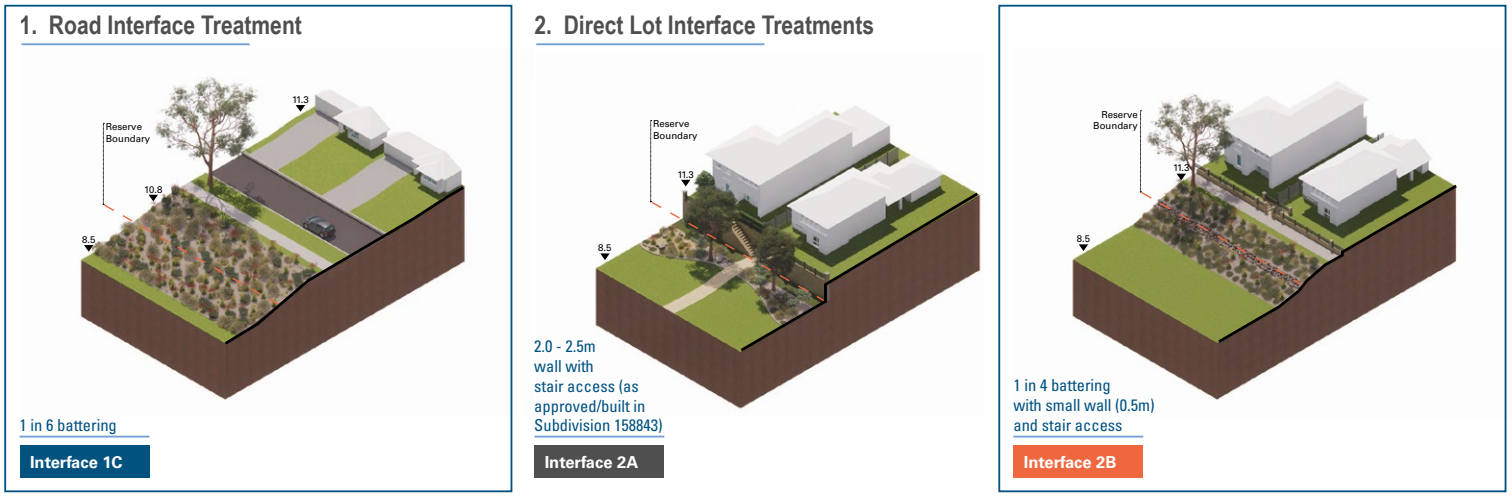


Figure 15A: Parks and Recreation Reserve Conceptual Interface Options



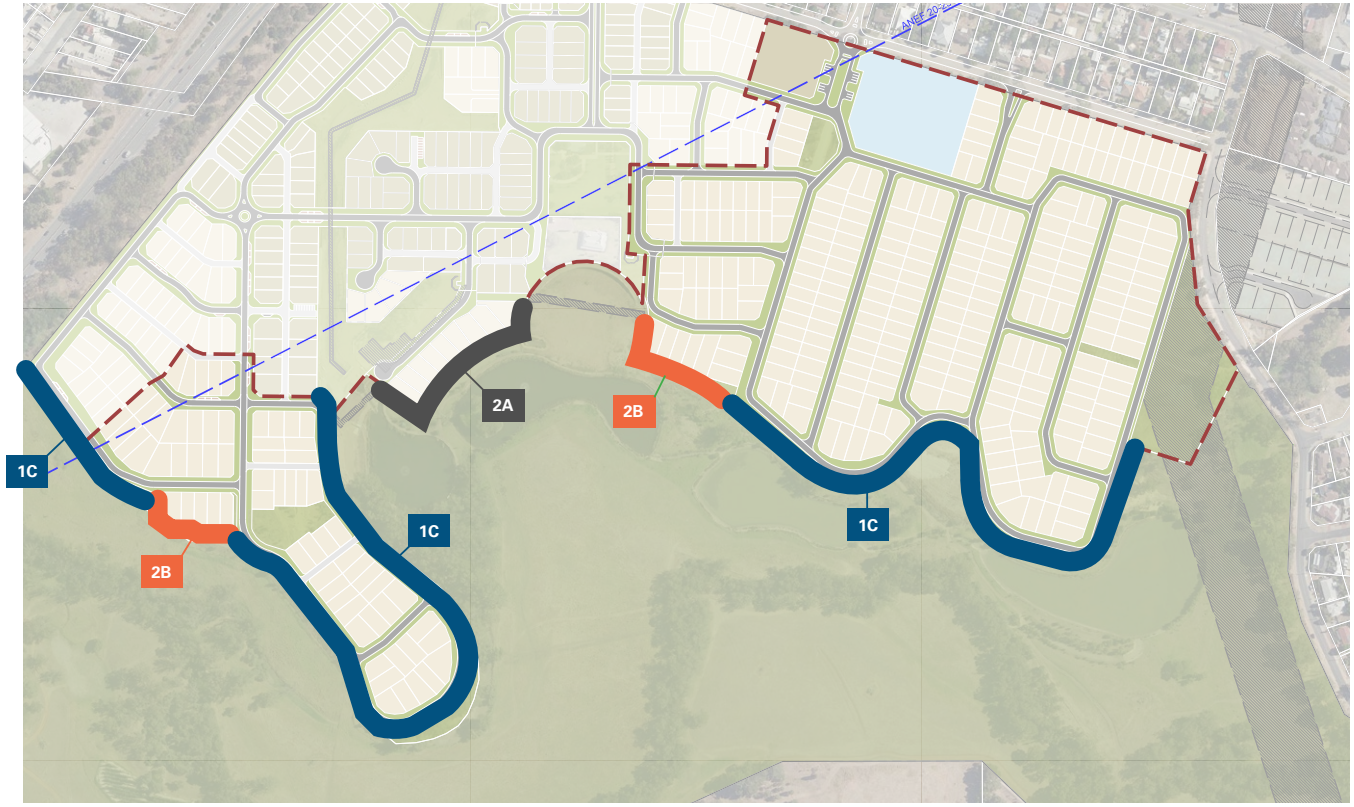


Figure 15B: Parks and Recreation Reserve Conceptual Interface Options and Selected Interface Treatment

Pedestrian connections are central to promoting accessibility and walkability. The proposed path network and associated access points ensure that the reserve is well-connected to surrounding housing and linked into the broader POS distribution and movement network. Collectively, these measures provide an outcome that is consistent with strategic policy intent, ensures a context-responsive interface, and delivers enhanced community access and amenity.

5.2.7 Utilities

Robinson Grove Phase 2 leverages a well-established local network and extends services in a coordinated, staged manner from Phase 1 and Wilkins Street, with strategic regional connectivity via Roe Highway (Clayton Street interchange). Access to the south-western lots is via the completed Phase 1 roads, with eastern lots taking access from Phase 1 and Wilkins Street, with no vehicle access from Katharine Street. Road design will comply with Liveable Neighbourhoods and Shire of Mundaring standards, providing kerbed pavements, space for utilities and large-canopy street trees, on-street cycling where appropriate, and at least one footpath per street (shared paths on boulevards). Noise mitigation is required at the Roe Highway interface consistent with SPP 5.4 and is being coordinated with Main Roads WA.

Water supply

Existing Water Corporation infrastructure encircles the estate: 100 mm in Wilkins Street, 200 mm in Katharine Street, 200 mm on Clayton Street (eastern section) and a 400 mm trunk near the Roe Highway interchange. Supply to Phase 2 will primarily extend the 200 mm main along Armstrong Approach, with 150 mm and 100 mm reticulation in the internal network. Water Corporation has indicated servicing can be provided from existing assets (headworks may apply).

Wastewater

Both the south-western and eastern portions of Phase 2 drain by gravity to existing sewers in Phase 1, which convey flows to the Education Road Pump Station and then via a pressure main through Phase 1. A short 225 mm length at the Henkin Street entrance forms the outfall from the pump station/pressure main; property connections along this segment require boundary traps.

Electrical power

Western Power mapping shows available HV feeders in Phase 1, with Midland Junction Substation having ~20–25 MVA spare capacity on the 2031 forecast, sufficient for Phase 2's estimated ~2.0 MVA demand (≈1.5 MVA residential + 0.5 MVA local centre). If required, additional HV feeders can extend from Wilkins or Clayton Streets via Pascoe/Henkin Streets. All supply will be underground from local transformers.

Gas

ATCO will service the estate by extending the existing network. Connections are anticipated from Stage 1 and Wilkins Street; final sourcing points will be confirmed at detailed design.

Telecommunications

Phase 1 is serviced by Opticomm; FTTP services are expected to be extended into Phase 2 concurrent with subdivision works.

Earthworks and servicing coordination

Preliminary geotechnical and groundwater considerations are addressed via managed earthworks, localised fill and setbacks to modelled flood levels, enabling delivery of roads, drainage and utilities without engineering impediment. Overall, services are available or can be extended, with implementation to be coordinated with the relevant authorities through subdivision engineering approval.

5.2.8 Activity centres and employment

The Structure Plan designates land for a Local Centre to meet day-to-day needs within a short walk or cycle of new housing, consistent with State Planning Policy 4.2: Activity Centres for Perth and Peel. The centre is conceived as a small main-street environment on the neighbourhood connector, co-located with public open space to maximise amenity and passive surveillance, and to support longer dwell times. An accompanying retail needs and net benefit assessment supports up to approximately 2,000 sqm NLA of shop floorspace, anchored by a supermarket of about 1,500 sqm with the balance in supporting speciality shops. This scale complements, rather than competes with, the established hierarchy including the Midland Strategic Centre and nearby neighbourhood and local centres, and aligns with the Structure Plan's modified R25 residential base code by placing services within convenient walking catchments.

The Structure Plan provides for the creation of the Local Centre with regard to the following:

- Central siting and interface that integrates with the community and creates a focal point in concert with a small pocket park for amenity and activation nearest the estate entrance.
- A walkable catchment that reduces private-vehicle travel, with the assessment indicating an estimated saving in the order of 700,000 trip-kilometres per annum across the trade area, improving mode choice and local convenience.
- A centre role that remains firmly local in the activity centre hierarchy, providing a supermarket-anchored convenience offer without elevating the centre's status or undermining planned investment in surrounding centres.
- Employment generation in the order of 50 ongoing full-time equivalent roles within the centre, in addition to construction employment and indirect local supply-chain benefits.
- Built-form and access arrangements that deliver active frontages, at-grade parking located behind or beside buildings where practicable, safe pedestrian crossings, and convenient on-street parking to maximise trade viability.

Implementation via provisions that ensure high-quality edges to walkable streets and adjoining residential areas, and controls for preferred access, parking and loading locations.

Implementation of the Local Centre will be guided by the retail need and performance parameters established in the Retail Net Benefit Test (Appendix E). These benchmarks will inform the scale and composition of retail development within the Structure Plan area, ensuring it maintains an appropriate local function. The actual amount of retail floorspace will ultimately respond to market conditions over time; however, through the assessment of future Development Applications, any proposal will be managed to ensure the centre does not compete with or function as a neighbourhood centre within the local activity centre hierarchy.

Together, these measures deliver a modest, well-integrated employment node that brings everyday services closer to residents, supports the viability of the wider centres network, and contributes to a complete, walkable neighbourhood.

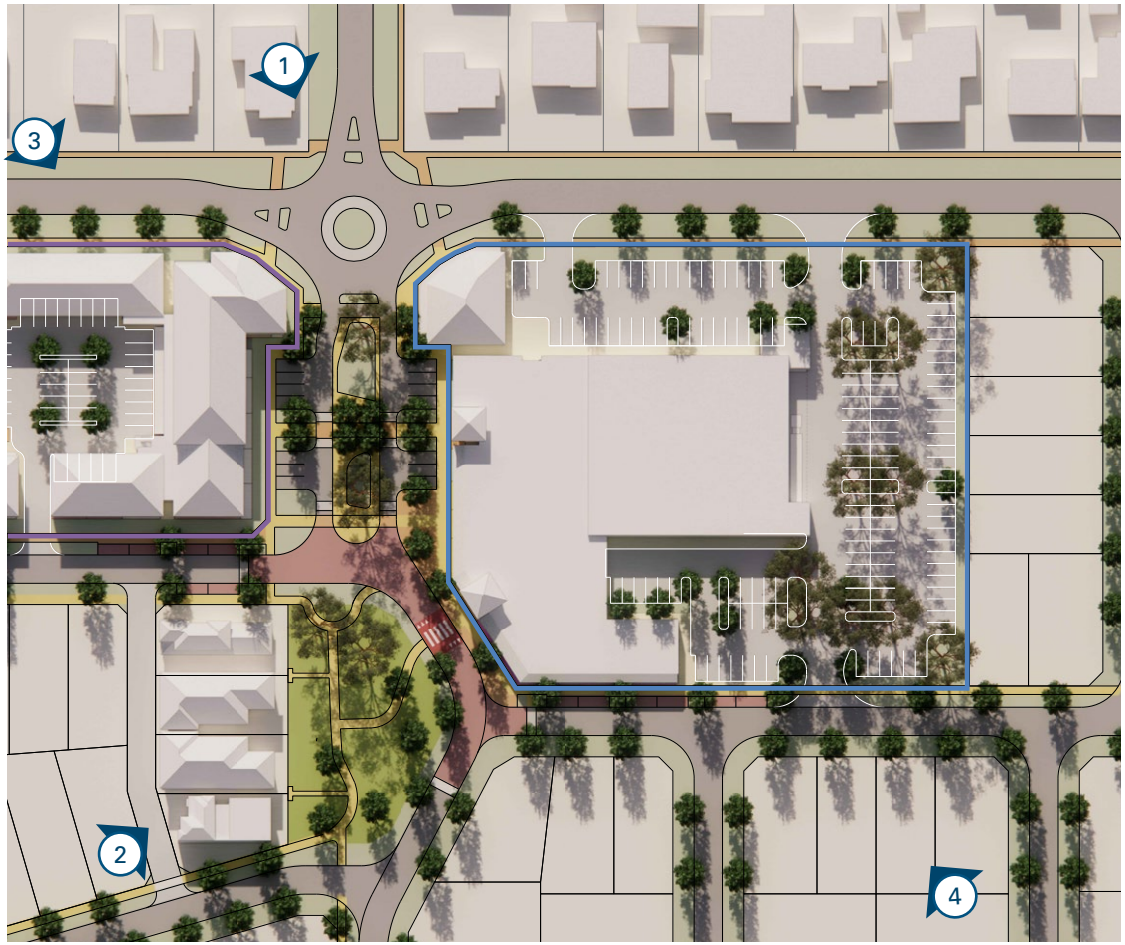


Figure 16A: Local Centre Concept and Precendent Imagery (Lathlain Place, Town of Victoria Park)

Figure 16B: Local Centre Conceptual Model Views

5.2.9 Bushfire risk / other hazards

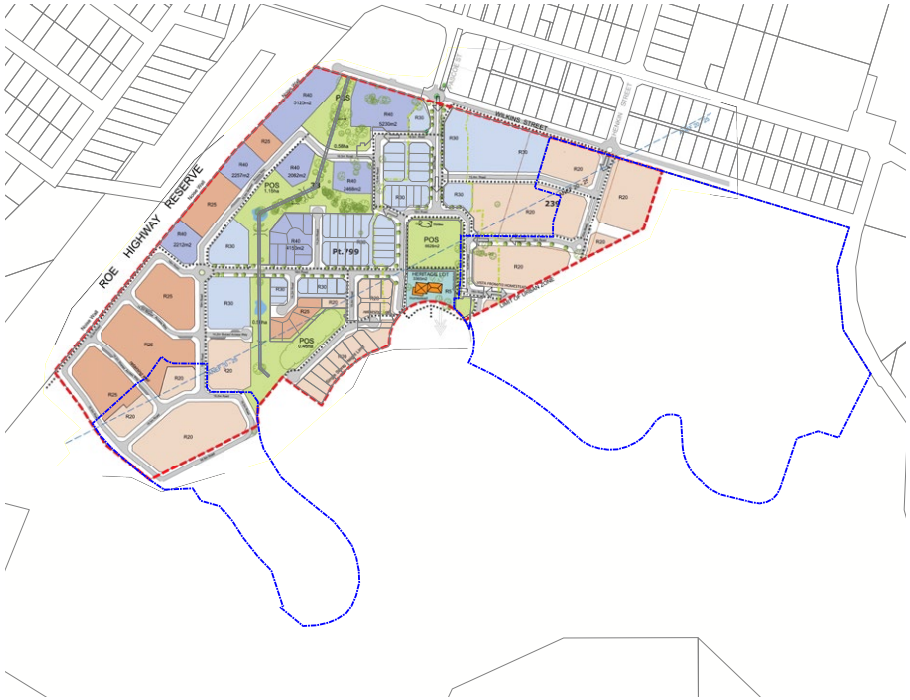
The primary risk to bushfire relates to the riparian corridor along the Helena River as it is required to be retained as forest and riparian vegetation, while POS edges, earth worked batters and streetscapes are specified as managed landscape with low fuel groundcovers. The southwest peninsula requires a targeted interface response. Its proximity to retained riparian and forest vegetation would otherwise elevate BAL if unmanaged. Selective thinning and canopy lifting at the immediate interface, combined with a continuous APZ formed by road reserve, verge and POS planted to the specified low fuel groundcovers, provides the most balanced outcome. This is necessary and preferable because it materially reduces radiant heat at the lot edge, confines higher order fuels to public land with defined custodianship, and achieves the policy objective of safe, defendable development while retaining riparian function and habitat values. This approach will maintain sensitive habitat rather than broad clearing of the P&R reserve, reducing the overall risk while maintaining valuable habitat.

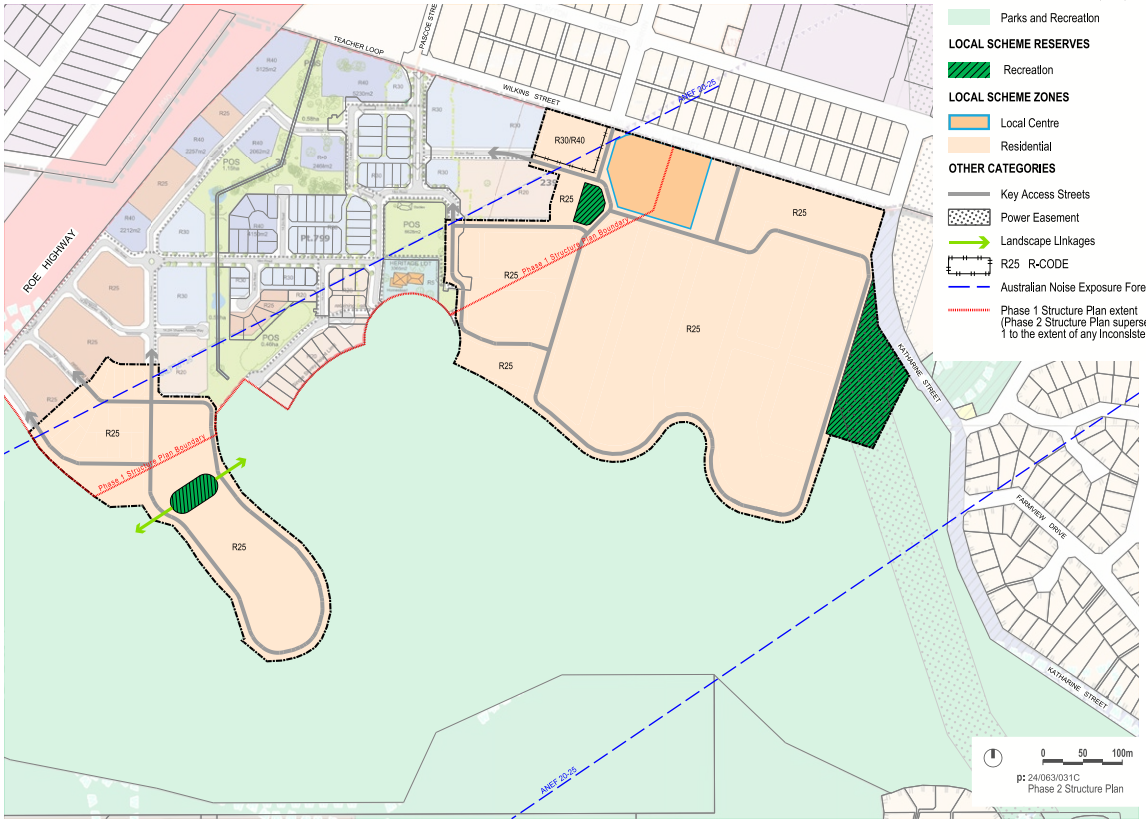
5.2.10 Modifications to Phase 1 Structure Plan

The decision to prepare a new structure plan, rather than pursue an amendment to the existing Phase 1 structure plan, was informed by both practical and strategic considerations. Development within the Phase 1 area has substantially commenced, with lots already created, sold to various individual landowners and developed with houses in some cases. If a new structure plan was prepared to replace the entire existing structure plan it would likely cause confusion and concern among landowners who have only recently bought lots. For this reason, we considered it more appropriate to prepare a new Structure Plan for the Phase 2 area with only portions of Phase 1 replaced at the interface of the two. This results in no change to the statutory framework for the majority of the Phase 1 area, including lots and land already sold and/or developed.

Given the developer's intention to deliver the project in stages, it is also necessary for this plan to proceed independently to facilitate the continued progression of development in Phase 1 while the Phase 2 Structure Plan is assessed and approved. This approach ensures the orderly rollout of infrastructure and development within the initial area, without delay from the broader planning of Phase 2. Once the Phase 2 Structure Plan is approved, a subsequent amendment can be prepared for the Structure Plan, which will incorporate the Phase 1 area, if necessary. This will ultimately enable a consolidated planning framework for the entire development while accommodating the immediate staging needs.

To the extent that the Phase 2 Structure Plan spatially overlaps with the endorsed Phase 1 Structure Plan, the Phase 2 plan will supersede the Phase 1 provisions within those overlapping areas. The redesign refines the internal street network, access arrangements, POS configuration and interface treatments to improve legibility, permeability and servicing efficiency across both stages, creating a more coherent, well-connected estate. These changes apply only to the overlapping portions and do not affect already created and titled lots outside those areas. The extent of the overlap and the area of Phase 1 Structure Plan that is superseded is illustrated in **Figure 17** below.





Legend

- Structure Plan Boundary

REGION SCHEME RESERVES (MRS)

- Parks and Recreation

LOCAL SCHEME RESERVES

- Recreation

LOCAL SCHEME ZONES

- Local Centre
- Residential

OTHER CATEGORIES

- Key Access Streets
- Power Easement
- Landscape Linkages
- R25 R-CODE
- Australian Noise Exposure Forecast Units
- Phase 1 Structure Plan extent (Phase 2 Structure Plan supersedes Phase 1 to the extent of any Inconsistency)

Figure 17: Phase 2 Structure Plan Boundary Overlay on Phase 1 Structure Plan

5.3 Rationale for R-Code designation

The proposed R25 density has been carefully selected to balance the requirements of State Planning Policy 5.1 (SPP 5.1) with broader strategic planning objectives, including those set out in Perth and Peel @ 3.5 Million and State Planning Policy 3. While SPP 5.1 establishes a default density limitation of R20 within the ANEF 20–25 noise contour, the policy allows for discretion where higher densities can be justified. The structure plan maintains compliance with the 350m² minimum lot size, but seeks a variation to the average lot size to enable a more efficient and diverse residential outcome.

A density coding of R25, capped at 350 lots within the ANEF contour, allows for delivery of a well-planned, moderate increase in yield while still managing potential noise exposure. The cap provides a clear upper limit on the number of dwellings and associated population within the noise-affected area, ensuring the impact remains within acceptable limits. This approach delivers measurable public benefits, including improved housing diversity, affordability, and infrastructure efficiency, while still aligning with the intent of SPP 5.1. As such, the proposed R25 coding, supported by a defined lot cap, represents a reasonable and balanced planning response that addresses both local constraints and regional planning priorities.

State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport (SPP 5.1) establishes a default residential density limitation of R20 within the ANEF 20–25 noise contour, requiring a minimum lot size of 350m² and an average lot size of 450m². While the proposed structure plan maintains compliance with the 350m² minimum lot size requirement, it seeks a variation to the average lot size provision, proposing an average of 400m². This enables delivery of up to 350 lots at an overall density of approximately 25 dwellings per hectare, compared to 285 lots (approximately 22 dwellings per hectare) under full compliance.

In preparing the structure plan, due regard has been given to the purpose and objectives of SPP 5.1, which is primarily concerned with safeguarding the ongoing operations of the airport by discouraging incompatible land uses and limiting residential development in areas subject to high levels of aircraft noise. The subject site is located within the ANEF 20–25 contour, where residential development is not precluded but is subject to additional scrutiny. Given the policy's intent to prioritise airport operational integrity, it is acknowledged that Perth Airport is unlikely to support a variation that enables increased residential density. However, while SPP 5.1 is a WAPC policy that is given due regard, it allows for flexibility in its application by the WAPC where justified. It is important to note that Perth Airport's comments on the structure plan are advisory in nature and should not be determinative in the WAPC's assessment. In preparing the Structure Plan the position of Perth Airport is understood and its advice considered in limiting the number of dwellings exposed to aircraft noise.

The structure plan has been prepared with careful regard to both SPP 5.1 and the broader strategic intent of Perth and Peel @ 3.5 million. The design satisfies the principles and objectives of SPP 5.1, which seek to limit the overall number of residents exposed to higher levels of aircraft noise, by maintaining the R20 minimum lot size and implementing a maximum lot cap within the ANEF 20–25 contour. At the same time, it recognises the State Government's strategic objective to achieve a more compact and efficient urban form through an average density target of 26 dwellings per hectare in new urban areas. The 2023 Urban Growth Monitor identifies that greenfield development in the outer metropolitan area is currently achieving an average of 23.4 dwellings per hectare. While the structure plan does not fully reach the 26 dwellings per hectare target due to site-specific constraints, it represents a balanced outcome that narrows the gap between policy intent and practical delivery. This approach ensures that the structure plan upholds the intent of SPP 5.1 while contributing meaningfully to the dwelling yield and efficiency objectives of Perth and Peel @ 3.5 million.

The proposal aligns with the intent of Perth and Peel @ 3.5 million, which seeks increased housing diversity and supply in appropriate locations, including logical urban extensions such as this site. Approximately 85% of proposed lots fall between 350m² and 449m², supporting the delivery of a diverse range of housing products and price points suited to first-home buyers and downsizers. This variation improves affordability and market access while maintaining residential amenity and liveability.

Further, the proposal supports State Planning Policy 3 – Urban Growth and Settlement, which promotes affordable, adaptable, and efficient housing in both greenfield and infill contexts. The proposed density supports efficient infrastructure delivery and community service provision, and the site's proximity to the Midland Strategic Metropolitan Centre, public open space, and local amenities makes it suitable for increased residential intensity. The varied lot sizes will also enable long-term adaptability in response to evolving needs for affordable housing.

In addition to the above, SPP 5.1 outlines specific circumstances under which residential densities greater than R20 may be supported. The proposal has been assessed against these criteria as outlined below:

1. Land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan

The subject land is identified for urban development under the State Government's highest-level strategic planning document, Perth and Peel @ 3.5 million, and forms part of a logical urban extension of the metropolitan area. The structure plan responds to regional growth priorities by facilitating residential development in a location zoned for urban expansion. The proposed density supports the objective of accommodating population growth in identified urban growth fronts, consistent with the intent of both regional frameworks and sub-regional planning instruments that promote infill and greenfield development in strategically identified areas. As such, the subject site is situated within a context where more intensive development is both planned and appropriate.

2. A higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area

While the proposal relates to a greenfield site rather than infill development, the principle of facilitating more efficient use of urban zoned land remains applicable. The site is located within proximity to existing urban infrastructure, including the Midland Strategic Metropolitan Centre, which is approximately 4 km away, and established public open space networks. The proposed variation enables a residential density that supports cost-effective extension of services and infrastructure. An increase in density to R25 is therefore desirable in this context to ensure the delivery of a compact, sustainable urban form as envisaged by Perth and Peel @ 3.5 million.

3. It can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise

The proposed variation maintains compliance with the minimum lot size requirements of the R20 coding as specified in SPP 5.1, ensuring that dwellings are not located on lots smaller than what the policy deems acceptable for managing aircraft noise exposure. The variation relates solely to the average lot size across the subdivision, enabling a more efficient lot layout and a higher overall yield. In doing so, the proposal delivers a range of public benefits, including:

A more diverse and affordable housing mix, supporting first-home buyers and downsizers;

- Increased residential density closer to key activity centres and transport corridors, reducing the need for further urban expansion;
- More efficient use of existing and planned infrastructure; and
- A significant improvement over the regional greenfield average of 23.4 dwellings per hectare, contributing toward State density targets.

These public benefits are considered to outweigh the relatively limited and managed increase in exposure to aircraft noise, particularly as the ANEF 20–25 contour represents a moderate noise exposure level where residential development is not precluded, and the WAPC retains discretion to support well-justified variations.

It is also important to note that under the provisions of the R-Codes further variations to lot size are permissible under 1.1 Site Area. The R-Codes allows for a reduction of up to one-third of the minimum and average site area requirements for aged or dependent persons' dwellings in areas coded R25 and below. Therefore, at an R20 density this would permit an average lot size of approximately 300m^2, substantially smaller than the 400m^2 average proposed by this structure plan. While the current proposal does not seek to apply the aged or dependent persons' variation, this provision illustrates the flexibility already embedded within the R20 coding and

underscores that residential development at lower average lot sizes can still be considered compatible within the ANEF 20–25 noise contour under the R-Codes framework. The proposed variation to an average of 400m² remains well above this threshold and accordingly represents a modest and reasonable departure from the default SPP 5.1 average lot size requirement.

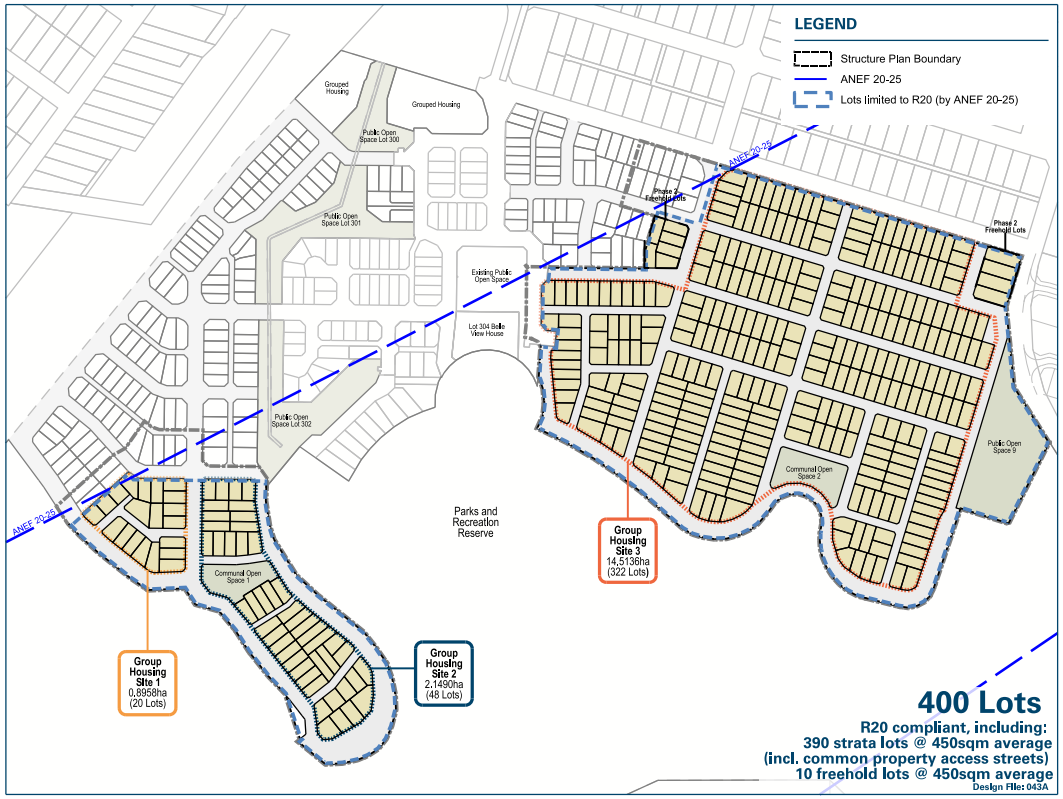
In addition, if grouped dwelling development were proposed throughout the ANEF 20-25 portion of the structure plan area, the development could accommodate approximately 390 dwellings, based on an average site area of 450m², remaining compliant with the R20 density requirements. Therefore, the proposed cap of 350 lots finds a balanced outcome by limiting the overall number of dwellings exposed to aircraft noise while still delivering a mix of lot sizes that supports housing affordability and market diversity.

By approving an R25 density with a maximum cap of 350 new lots within the structure plan area, the structure plan more effectively limits the new population exposed to noise in the ANEF contour than what a blanket R20 density code would. Based on the 2021 Census average household size of 2.2 persons, the current proposal would result in approximately 710 people being introduced to the area. In contrast, if the site were developed entirely as aged or dependent persons' dwellings, the R-Codes would permit up to 427 lots, which at an average of 1.75 people per household equates to a population of around 747 people. Even a partial application of this provision, developing only half the site as a deemed-to-comply aged or dependent persons' dwellings, would allow for 374 lots and a population of approximately 728 people. These comparisons demonstrate that the proposed R25 coding with a defined cap provides a more controlled and strategic approach to managing population exposure within the noise-affected area.

To further mitigate the potential effects of aircraft noise, the structure plan can include provisions that require specific acoustic design measures to be incorporated into dwellings located within the ANEF 20–25 contour. These requirements can be implemented through Local Development Plan provisions or as conditions of subdivision to ensure consistency and enforceability. The following construction measures will be applied to reduce internal noise levels and maintain acceptable amenity within dwellings:

- Glazing to habitable rooms to be 6 mm thick glass (where BAL-affected) or 6.38 mm laminated glass in awning-style frames with acoustic seals, and the same standard applied to sliding doors with acoustic seals;
- Metal deck roofs to incorporate Anticon insulation and tiled roofs to incorporate sarking;
- A minimum R4-rated (190 mm thick) fibrous insulation above ceilings;
- Double-brick external walls;
- (Optional) Installation of air-conditioning with attenuated fresh-air intake to allow windows to remain closed while maintaining ventilation;
- (Optional) Upgrading ceilings to 13 mm sound-rated plasterboard; and
- (Optional) Installing ceilings on furring channels rather than directly fixed to joists to further enhance acoustic separation.

Collectively, these measures ensure that dwellings within the ANEF 20–25 contour are constructed to an appropriate acoustic standard, effectively mitigating aircraft noise intrusion and maintaining the long-term liveability of residential development while safeguarding the operational integrity of Perth Airport.



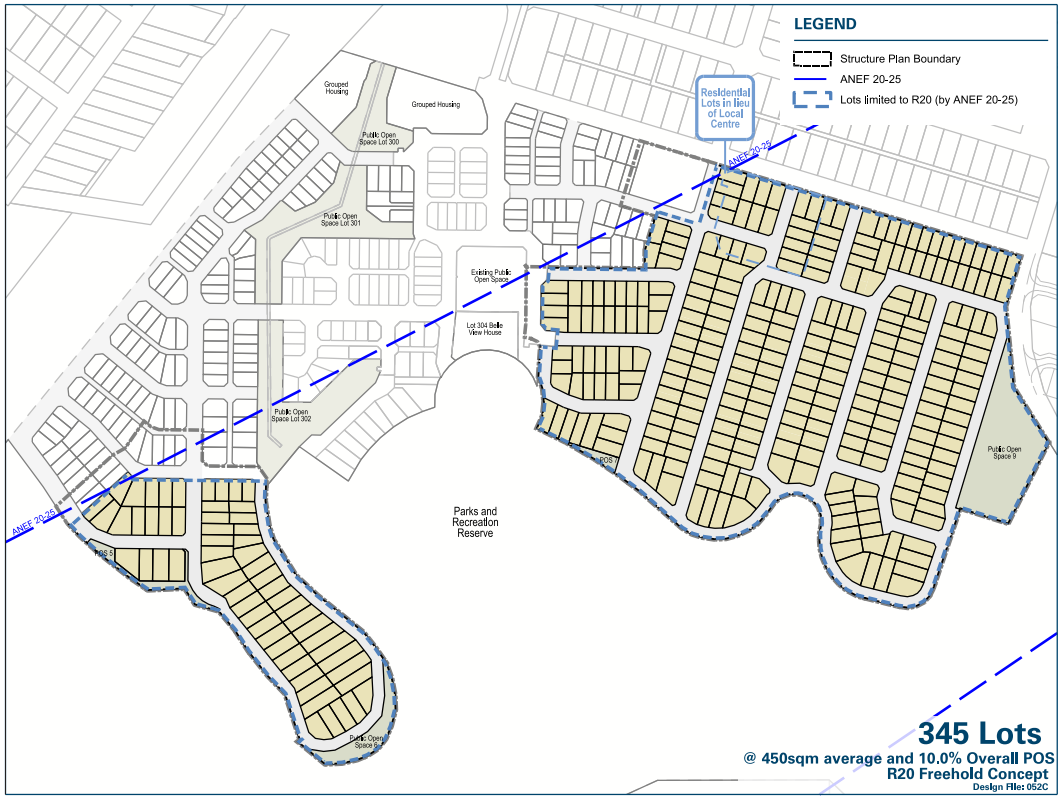


Figure 18: Phase 2 Structure Plan Area R20 Density Study

5.4 Concept Master Plan

The Concept Master Plan establishes a legible neighbourhood that extends Phase 1 and responds to the Helena River, with a neighbourhood connector linking primary entries, and local convenience node within a modified grid that promotes walkability, permeability and shared path connections to regional open space. The modified R25 coding provides a mix of lot types with interface controls at the Helena River and other hazard edges to secure appropriate setbacks, asset protection and streetscape quality, while drainage in existing Parks and Recreation basins keeps on- site public open space fully usable. Staging maintains continuous two-way access, coordinates utilities and street trees, and aligns the delivery of open space and path connections with each development phase.

5.4.1 Fundamental design matters

The Concept Master Plan has been developed to deliver a legible and walkable neighbourhood structure that responds to its setting along the Helena River and the established Bellevue locality. The design is founded on a permeable movement network and compact urban form that encourages walking and cycling, with strong connections to the Regional Parks and Recreation Reserve to the south. Street blocks are oriented to maintain visual and physical links between the Helena River and Bellevue, provide frequent access to parks and paths, and ensure direct sightlines that promote safety and passive surveillance. North–south street formations create predominantly east–west lot orientations, optimising solar access for the Perth climate zone. Corner lots are proportioned with wider frontages to strengthen the streetscape at prominent intersections.

The Helena River interface has been planned as a defining edge to the neighbourhood, primarily consisting of perimeter roads and coordinated landscape treatments that establish a high-quality, safe and accessible transition to the river corridor. Limited sections of direct lot interface are provided where appropriate to accommodate asset protection zones and maintain a continuous, attractive edge condition. The neighbourhood connector forms the main place-making spine, linking the river and local centre with the open space network through an active and well-landscaped streetscape. Street cross sections have been tested to balance canopy trees, pedestrian paths, drainage functions and underground services, ensuring a coherent and comfortable public realm.

Public open space is distributed to place most dwellings within a short and appealing walk of a local park. This arrangement supports walkability, community activity and equitable access to recreation opportunities. With stormwater managed in existing off-site basins, open spaces within the plan area are freed from drainage constraints, allowing for year-round recreation, shade and habitat functions. Utilities are coordinated with trees and footpaths to maintain continuous pedestrian networks and avoid service conflicts.

Environmental and risk considerations have been embedded from the outset. Bushfire design is addressed through lot orientation, perimeter roads, and construction standards that achieve acceptable BAL outcomes. The staging of development has been planned to ensure each stage is functional and connected, avoiding isolated pockets and incomplete access. The local centre is co-located with a key open space and positioned on the neighbourhood connector to concentrate activity, promote longer dwell times and reinforce a main-street character.

To secure these outcomes, the plan establishes appropriate residential codings and interface standards, supports increased road frontage to parks for surveillance and amenity, and identifies where Local Development Plans will apply to manage sensitive interfaces such as public open space, corners and bushfire-affected areas. Provisions for the local centre limit shop floor area to an appropriate convenience scale, prioritise built form that fronts the street and park, and locate servicing to protect the amenity of nearby residents. These measures collectively ensure that subdivision, servicing and landscaping progress in alignment with the intended neighbourhood character.

Figure 19: POS and View Corridors

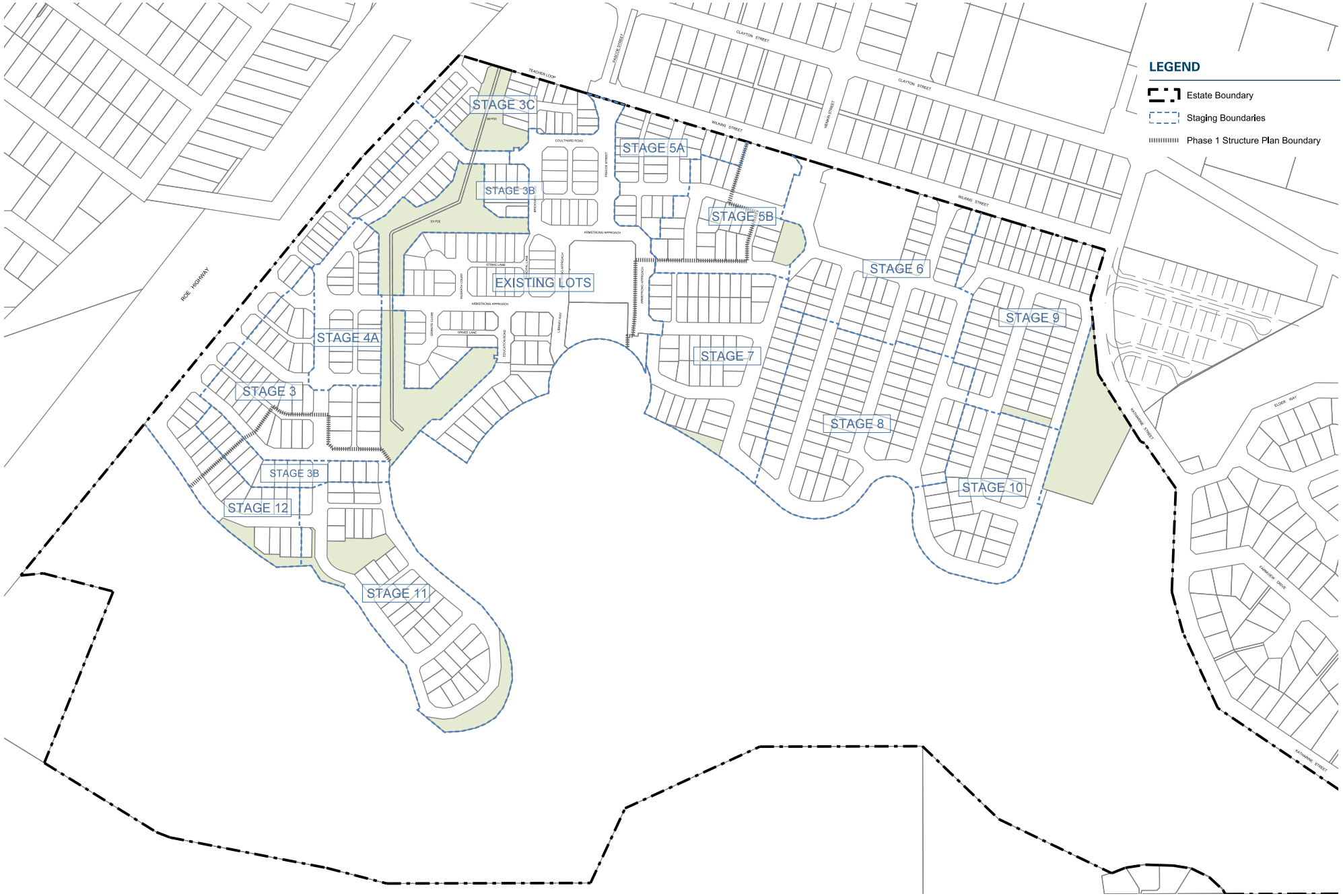


Figure 20: Staging Plan

6.0 Conclusion

The Robinson Grove Phase 2 Structure Plan has been prepared in accordance with State Government requirements and the Shire of Mundaring's strategic direction for Bellevue. It reflects advice obtained through pre-lodgement engagement with the Department of Planning, Lands and Heritage, the Shire of Mundaring and relevant agencies, and is informed by the Estate-Wide Subdivision Concept Plan which identifies the Phase 1 boundary, a designated Local Centre lot, local public open space and the Australian Noise Exposure Forecast band that limits exposure of residents to aircraft noise.

The Structure Plan provides for an appropriate urban form supported by a comprehensive suite of technical inputs, including town planning and urban design, environmental and heritage due diligence, a local water management approach that leverages existing drainage basins within the Parks and Recreation reserve, a Bushfire Management Plan and interface strategy, civil engineering and infrastructure servicing, traffic impact and movement network assessment, landscape framework, and an activity centre needs and net benefit assessment. The activity centre analysis confirms Midland as the strategic anchor within three kilometres of Bellevue and indicates that a small, local-scale centre at Robinson Grove would primarily serve convenience needs without materially impacting Midland's role in the hierarchy.

Accordingly, the Structure Plan offers a robust and well-considered framework to guide subdivision and development consistent with SPP 7.2 and Liveable Neighbourhoods. It represents a logical extension of the emerging community established under Phase 1, aligns density and lot yield with site opportunities and constraints including the ANEF interface, and secures everyday services through the nominated Local Centre lot in a manner that complements the wider centres network. Together, these measures will deliver a high-amenity residential neighbourhood that connects to the Helena River, supports walkable access to open space and local services, and contributes positively to the long-term evolution of Bellevue.

Defined by its connection to nature and community, Robinson Grove stands as a model for integrated, sustainable living in Bellevue.

3.0

Technical Appendices

Appendix A

ENGINEERING SERVICING REPORT

Appendix B

ENVIRONMENTAL SUMMARY REPORT

Appendix C

TRANSPORT IMPACT ASSESSMENT

Appendix D

BUSHFIRE MANAGEMENT PLAN

Appendix E

NET BENEFIT TEST

Appendix F

LANDSCAPE MASTERPLAN

Appendix G

LOCAL WATER MANAGEMENT STRATEGY

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