



BYFORD STRUCTURE PLAN

Operative Part

DISCLAIMER

This is a copy of the Operative Part to the Byford Structure Plan. Whilst all care has been taken to accurately portray the current Structure Plan provisions, no responsibility shall be taken for any omissions or errors in this documentation.

Updated 10 September 2009

Prepared by the Shire of Serpentine-Jarrahdale

Trim Document Number: E09/5682

SCHEDULE OF MODIFICATIONS TO OPERATIVE PART

Modification No.	General Description	Council decision	WAPC decision
1	Creation of Operative Part	22 June 2009	14 August 2009
2	Reduction in Abernethy Road width from 40 metres to 30 metres (Clause 4.2.1)	27 July 2009	1 September 2009

Byford Structure Plan

Schedule 1 - Operative Part

As provided for under the provisions of the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2 ('the Scheme'), this part of the Byford Structure Plan has the same force and effect as a provision, standard or requirement of the Scheme. In the instance that there is an inconsistency between the Structure Plan and the Scheme, the Scheme shall prevail.

This part shall form part of the provisions of the Byford Structure Plan, pursuant to clause 5.18.2.1 and Appendix 15, section DA 3, clause (1) of the Scheme.

1.0 STRUCTURE PLAN AREA

The land subject of the Structure Plan is depicted on Figure 1 as 'The Structure Plan Area' and is bounded by Thomas Road to the north, Hopkinson Road and the future Tonkin Highway to the west, Cardup Siding Road to the south and the Byford townsite and Darling Range foothills to the east. The Structure Plan Area excludes the Byford Trotting Centre and surrounding rural residential area.

2.0 STRUCTURE PLAN

2.1 Figure No.1 - Byford Structure Plan

2.2 The Byford Structure Plan is a District Structure Plan. The Structure Plan provides the broad-district level planning framework for development of the Structure Plan area. It provides the broad disposition of land use, major roads, rail and other community infrastructure. It is intended that the Structure Plan will form the general basis for subsequent preparation of Local Structure Plans on a precinct-basis.

3.0 REQUIREMENT FOR THE PREPARATION OF LOCAL STRUCTURE PLANS

- 3.1 This Structure Plan provides indicatives zonings, residential density codings and detailed development standards and requirements. Consequently, no subdivision or development should be commenced or carried out until such time as a Local Structure Plan has been prepared, adopted by Council and approved by the Western Australian Planning Commission for the relevant precinct within the Structure Plan area.
- 3.2 In accordance with Appendix 15, Section DA 3, Clause 2 (a) of the Scheme, Local Structure Plans shall be prepared for a geographical area not smaller than those precincts depicted in Plan 15A of the Scheme, unless otherwise resolved by Council.
- 3.3 Local Structure Plans for the district (as applicable to the respective precinct) shall address the requirements set out in Clause 5.18.2.4 of the Scheme.
- 3.4 Notwithstanding Clause 3.1 above, any application for development submitted before a Structure Plan has been adopted by Council and approved by the Western Australian Planning Commission shall be considered in accordance with clause 5.18.7 of the Scheme.

4.0 RELEVANT PLANNING CONSIDERATIONS – DISTRICT STRUCTURE PLAN AREA

The planning considerations outlined in this section shall apply to the entire District Structure Plan Area. The provisions in this section shall be read in conjunction with the Zone-specific provisions outlined in Section 5, the Precinct-specific provisions outlined in Section 6 and the General notations outlined in Section 7.

4.1 *Public Open Space*

- 4.1.1 The Structure Plan provides 8.6% public open space. The balance 1.4% public open space will be required to be identified in Local Structure Plans and to be given up at the time of subdivision.

4.2 *Road Network*

- 4.2.1 Thomas Road, Abernethy Road and Orton Road are to be widening to accommodate stormwater in accordance with the Byford Urban Stormwater Management Strategy. The Structure Plan requires the final width of Abernethy Road to be 30 metres unless otherwise determined at the local structure plan stage. The general locations of Thomas Road, Abernethy Road and Orton Road is shown as number 6 on the Structure Plan.

- 4.2.2 The future construction of Abernethy Road should include measures to provide an amenity buffer to the residential land uses on the south side of Abernethy Road. Such measures could include dense landscaping, appropriate fencing or bunding. Abernethy Road/Tonkin Highway may interact by means of a grade separation. The general location of Abernethy Road is shown as number 12 on the Structure Plan.

4.3 *Pedestrian and Cycle Network*

- 4.3.1 A pedestrian and bicycle plan shall be provided as part of each Local Structure Plan, in accordance with the Shire's Bicycle and Pedestrian Master Plan.

4.4 *Land within 200 metres of the Byford Trotting Complex*

- 4.4.1 Prospective purchasers of all new residential lots created within 200 metres of any lot contained within the Byford Trotting Complex will be required to be notified that they are within proximity of the Trotting Complex and associated land uses. The 200 metres shall be measured from the dashed-line around the Trotting Complex, depicting the boundary of the Structure Plan Area.

4.5 *Equestrian Use and Bridle Trails*

- 4.5.1 Equestrian use within the rural residential buffer is limited to one horse per lot stabled at the rear of the lot adjacent to the bridle path. No connection between the bridle path and public road is to be made. This provision shall apply to those locations marked with a number 2 on the Structure Plan.

4.6 Land Abutting Rural Residential Areas

- 4.6.1 Notwithstanding land having a classification of Residential (R20) where such land abuts land classified Rural Residential an appropriate (lower) interface density of development may be required to be implemented.

4.6 Noise Attenuation to Tonkin Highway

- 4.6.1 A further review of noise attention requirements and options for land adjacent to Tonkin Highway is required in Local Structure Plans. The general locations for these requirements is shown as number 25 on the Structure Plan.

5.0 RELEVANT PLANNING CONSIDERATIONS – SPECIFIC ZONES

The planning considerations outlined in this section shall only apply to those zones depicted on the Structure Plan. The provisions in this section be read in conjunction with the Structure Plan-wide provisions outlined in Section 4, the precinct-specific provisions in Section 6 and the General notations outlined in Section 7.

5.1 Town Centre

- 5.1.1 Town Centre requires the preparation and completion of a Local Structure Plan, complete with detailed area plans and design guidelines. The Local Structure Plan is to include an investigation into increased residential densities within the 800 metre walkable catchment and its relationship with transit oriented urban design; the location, nature, role, relationship and distribution of different activities within the town centre. Any change to residential densities or uses within the 800 metre walkable catchment of the town centre will be subject to a separate modification to the District Structure Plan and associated community consultation. The general location of the Town Centre zone is shown as number 17 on the Structure Plan.

6.0 RELEVANT PLANNING CONSIDERATIONS – SPECIFIC PRECINCTS

Plan 15A of the Scheme defines precincts for the preparation of Local Structure Plans. The following provisions are intended to be apply to the specific precinct. These provisions shall be read in conjunction with the Structure Plan-wide provisions outlined in Section 4, the Zone-specific provisions outlined in Section 5 and the General notations outlined in Section 7.

6.1 Precinct 1

- 6.1.1 The final location of the intersection with Thomas Road will be determined through further detailed planning. The indicative location is shown as number 24 on the Structure Plan map.

6.2 Precinct 2

- 6.2.1 Further consideration for the retention of the homestead building within Lot 7 Briggs Road will be required during Local Structure Planning including consultation with DET (if required) and further detail as to the proposed function and suitability of the building for community purposes. The general location of the homestead building is shown as number 15 on the Structure Plan.

- 6.2.2 The exact location of the primary school within Lot 7 Briggs Road is to be determined at the Local Structure Plan Stage. The indicative location for the primary school is shown as number 16 on the Structure Plan.

6.3 Precinct 4

- 6.3 Intersection treatment of new Town Centre District Distributor Integrator 'B' Road and Larsen Road is to be reviewed as part of the Local Structure Plan. The indicative location of the District Distributor Road is shown as number 3 on the Structure Plan.

6.4 Precinct 5

6.4.1 The final location of the primary school and the corresponding location of the Rural Residential Zone shall be determined through the Local Structure Plan, in consultation with the Department of Education and Training. The indicative location of the primary school is shown as number 23 on the Structure Plan.

6.5 Precinct 6

6.5.1 The existing waterway in the Town Centre will be subject to water sensitive urban design principles at the detailed engineering design stage. The specific width of the water way will be determined through the Local Structure Plan. The general location of the existing waterway is shown as number 18 on the Structure Plan.

6.5.2 Additional area may be required for drainage purposes and shall be determined through detailed structure planning, including the preparation and finalisation of a drainage and nutrient management plan.

6.5.3 In the Rural Residential zone, in close proximity to waterway, no horses are permitted. The indicative location of this zone is illustrated as number 27 on the Structure Plan.

6.5.4 The final alignment of the Town Centre Distributor Road through Lot 1 will be determined through detailed structure planning. The indicative location of the road is illustrated as number 28 on the Structure Plan.

6.6 Precinct 7

6.6.1 Any Local Structure Plans for the land abutting the south side of Abernethy Road should include measures to provide for an additional buffer between Abernethy Road and the Rural land on the north side of Abernethy Road. Such measures could include, but are not limited to, the orientation of lots, location of local public open space and attention to the local road system. The general location of Abernethy Road is shown as number 11 on the Structure Plan.

6.6.2 The High School site will be a prominent landmark. Further investigations are required at the Local Structure Plan stage to determine the possibility of co-locating the school site with other community facilities. The facilities should be located in the north east corner of the school site along Abernethy Road. Design guidelines are to be prepared for the Community Purposes site as part of the Local Structure Plan for the Town Centre. The general location of the prominent landmark site is shown as number 19 on the Structure Plan.

6.6.3 Local structure plans for portions of the Doley Road/Warrington Road precinct, are to be prepared as determined by the Shire. The Local Structure Plan submitted for the area adjacent to the western edge of the Brickwood Reserve is to show a road reserve adjacent to Brickwood Reserve separating it from the residential area. The Local Structure Plan shall also include a public open space link between Brickwood Reserve and the multiple use corridor on Turner Road. The location of drainage within Doley Road/Warrington Road precinct is indicative only and will be refined at the Local Structure Plan stage. The general location of the Doley Road/Warrington Road precinct is shown as number 20 on the Structure Plan.

6.6.4 The final location of the primary school north of Orton Road and West of Doley Road is to be determined through the preparation and finalisation of the Local Structure Plan. The indicative location of the primary school is shown as number 29 on the Structure Plan.

6.7 Precinct 8

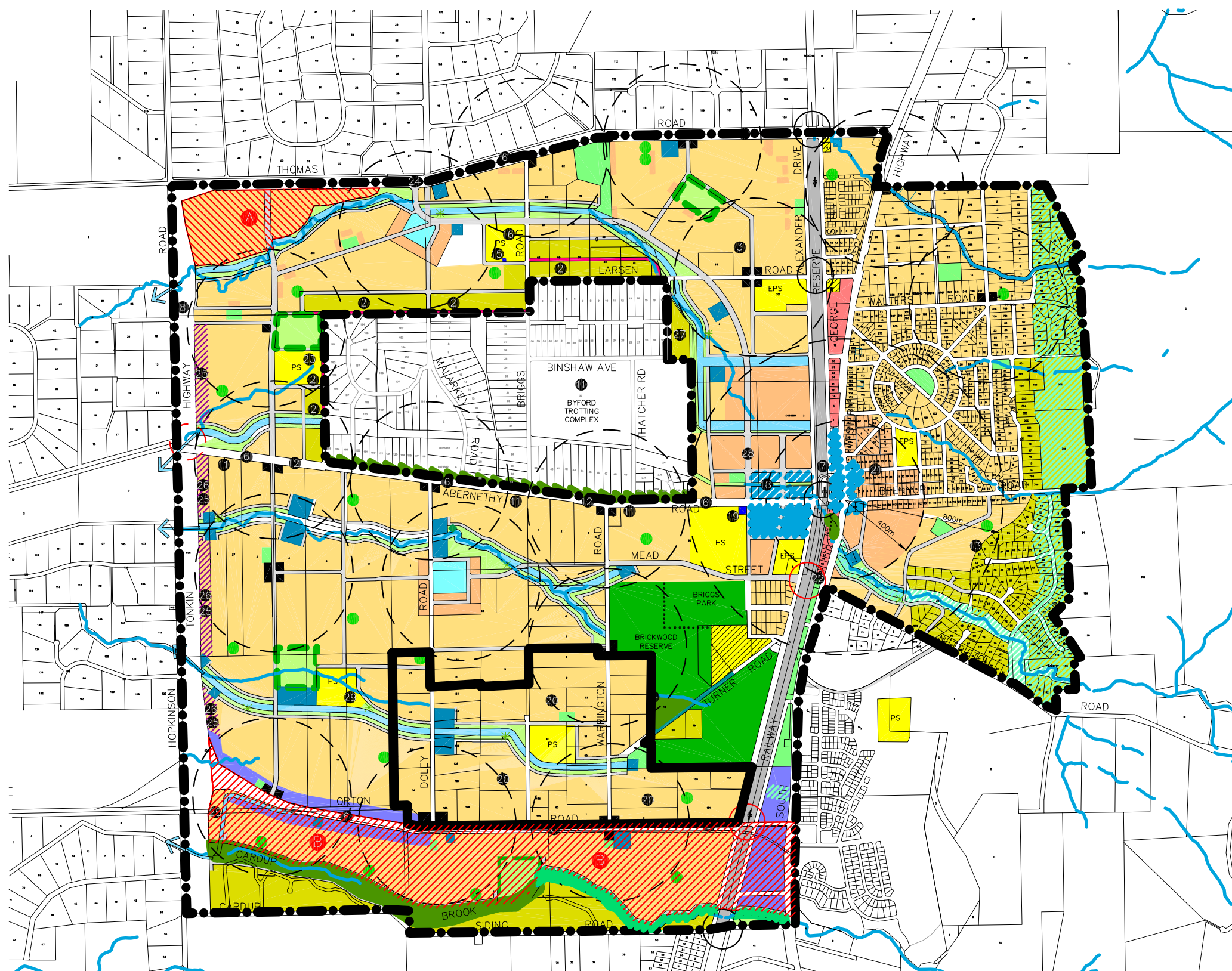
- 6.7 Cardup Brook foreshore reserve has a nominal width of 30 metres. Final width will be subject to review as part of the Local Structure Plan. Land is to be ceded free of cost upon subdivision, in accordance with Western Australian Planning Commission subdivision policy. The indicative location of the Cardup Brook foreshore is shown as number 4 on the Structure Plan.

6.8 Precinct 11

- 6.8.1 Residential density shall be limited to R30 in accordance with the Byford Townsite Detailed Area Plan. The general location of the area to be limited to the R30 design coding is shown as number 21 on the Structure Plan.

7.0 GENERAL NOTATIONS

- 7.1 At such time as any land currently designated for non-residential uses (including rural residential or rural-living purposes) is subdivided for residential purposes, there will be an expectation of a standard contribution towards public open space and other infrastructure.
- 7.2 A possible alternate location for a future railway station has been identified on the Structure Plan as number, based on the recommendations of the Townscape Study. The possible alternate location is shown as number 7 on the Structure Plan.
- 7.3 The Byford District Structure Plan is not responsible for the acquisition of Lot 48 Turner Road (Bush Forever site) and that this matter is to be addressed separately by the Western Australian Planning Commission. The general location of Lot 48 is shown as number 14 on the Structure Plan.
- 7.4 The provision of land for the community purposes will need to be in accordance with Council's Community Services and Facilities Plan.
- 7.5 An approximate location for a sewer pump station and 150 metre buffer has been identified, depicted by the number 8 on the Structure Plan.
- 7.7 There is a potential for a rail crossing linking Mead Street and South Western Highway. However, this is a long term option and subject to consultation with the public transport authority. The identified location is depicted by the number 22 on the Structure Plan.
- 7.8 Land adjacent to Tonkin Highway, south of Abernethy Road to Orton Road, may be required for a possible future Water Corporation Service Corridor. The general location for the possible corridor is shown as number 26 on the Structure Plan.



This is a District Structure Plan and shall be used as a basis for more detailed planning when read in conjunction with other documents and the Byford Structure Plan report

This Plan should be read in conjunction with Schedule 1 - Operative Part

Figure 1
Byford Structure Plan

Adopted by Council (Original) - 22nd AUG 2005
Adopted by Council (Review No.1) - 13th FEB 2007
Updated 23 June, 2009

