Serpentine Townsite Local Structure Plan – Schedule of Modifications			
No.	*Section*	*Modification*	*Justification*
1	Various	Amend the structure plan to realign the Hardey Creek Main Drain along the eastern boundary of the structure plan on Lot 106 Rudall Street.	Officers have reviewed the Draft Serpentine Townsite Local Structure Plan in conjunction with the adjoining Draft Arnold Road Local Structure Plan regarding the drainage and POS interface. Under the proposed advertised versions of the two structure plans, the Hardey Creek Main Drain does not connect. As such, Officers support the realignment of the Hardey Creek Main Drain within the Draft Serpentine Townsite Local Structure Plan to ensure integration with the Draft Arnold Road Local Structure Plan.
2	Various	Amend the structure plan to reconfigure the Public Open Space on Lot 106 Rudall Street to provide a rectangular area of Public Open Space to the west of the Hardey Creek Main Drain, where an equivalent amount of Public Open Space is provided to the re-advertised version of the structure plan.	Officers do not support the reduction in POS on Lot 106 Rudall Street, as this POS has been identified to provide a recreational POS function for the south-east portion of the Draft Structure Plan. The allocation of POS on Lots 102-106 Rudall Street was significantly reduced as a part of the WAPC modification relating to these lots. Officers consider that there is a need for POS for the purpose of recreation to be provided in the southern portion of the Draft Structure Plan. Locating this POS adjacent to the multiple use corridor is consider logical to promote accessibility and encourage walkability and active modes of transport. The reconfiguration of the POS in this manner will allow it to connect with the POS identified within the Draft Arnold Road Local Structure Plan to the south.
3	Various	Amend the structure plan to identify a road to abut the western boundary of the reconfigured Public Open Space on Lot 106 Rudall Street.	To ensure the road directly abuts the Public Open Space.
4	Various	Amend the structure plan to move the east-west road located at the northern structure plan boundary to be wholly located within Lot 12 Richardson Street at the northern boundary. As shown indicatively below:	The implementation of the structure plan may be impacted by the fragmented land ownership of land holdings. Officers recognise the implementation issues associated with the proposed alignment of an east-west road on the northern boundary of the structure plan, which traverses the southern portion of Lot 10 Richardson Street.

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			Only the southern portion of Lot 10 Richardson Street is included within the structure plan and with the road identified on this lot, there is little developable residential land on the lot. Lot 10 Richardson Street would be unable to develop independently of Lot 12 Richardson Street, which is located to the south of Lot 10. Officers consider that there would be little incentive for the landowner of Lot 10 to develop, given small portion of land identified as residential on this lot. Furthermore, Lot 12 Richardson Street will require the road access identified on Lot 10 to enable development to occur. The recommended modification would allow Lot 12 to develop independently of Lot 10. This would result in a larger portion of Lot 10 being identified as Residential, which would allow lots to also be created from Lot 10.
5	Various	Amend the structure plan to locate an east-west road equally over Lot 12 Richardson Street and Lot 14 Richardson Street.	Given the recommended relocation of the northernmost east-west road further south, officers recommend moving the other road at the southern boundary of Lot 12 slightly to the south, to ensure appropriate lot sizes can be achieved.
6	Various	Amend the structure plan to move the 'North Park' public open space and drainage to be wholly located within Lot 12 Richardson Street.	An area of POS is located over both Lot 10 and Lot 12 Richardson Street. Officers consider that the development of this POS may be compromised given the limited amount of residential land identified on Lot 10, resulting in a lack of incentive for Lot 10 to develop. The relocation of the POS and drainage to be wholly contained within Lot 12 Richardson Street would allow for the POS to be delivered as a part of the development of Lot 12.
7	Various	Amend the structure plan to identify Reserve 43564 as Public Open Space.	The Draft Structure Plan identifies a road reserve adjacent to the western boundary of Lot 15 Giblett Street. This road

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			reserve is identified over the Shire Reserve 43564. The identified road reserve does not provide road access to the adjacent properties, which are accessed from Wundowie Place. Officers recommend that Reserve 43564, which is approximately 25m in width, be identified as POS under the Draft Structure Plan to reflect the current reserve status.
8	Various	Amend the structure plan to move the 'Spencer Park' Public Open Space approximately 25m to the west to include Reserve 43564.	Officers recommend that the 'Spencer Park' POS identified on Lot 15 Giblett Street be moved 25m to the west to include the land within Reserve 43564. This would result in additional land being identified as Residential R5 on Lot 15 Giblett Street, resulting in a more equitable allocation of POS on this lot.
9	Various	Amend the structure plan to move the new road reserve at the eastern boundary of the 'Spencer Park' Public Open Space approximately 25m to the west.	Officers recommend that the 'Spencer Park' POS identified on Lot 15 Giblett Street be moved 25m to the west to include the land within Reserve 43564. Officers recommend the road also be moved to remain adjacent to the POS.
10	Various	Amend the structure plan to identify the land between Giblett Street and the road reserve adjacent to the 'Spencer Park' Public Open Space as Residential R5.	Officers recommend that the 'Spencer Park' POS identified on Lot 15 Giblett Street be moved 25m to the west to include the land within Reserve 43564. This would result in additional land being identified as Residential R5 on Lot 15 Giblett Street, resulting in a more equitable allocation of POS on this lot.
11	Various	Remove the north-south road reserve identified between Lot 97 and Lot 98 Arnold Road and instead identify a drainage reserve incorporating a bridle trail. The alignment of this reserve will be subject to the final subdivision design of subdivision application WAPC reference: 158898.	To reflect the outcomes of subdivision application WAPC reference: 158898.
12	Various	Realign the east-west road reserve at the northern boundary of Lot 97 and Lot 98 Arnold Road slightly south for the eastern portion of the road. The alignment of this	To reflect the outcomes of subdivision application WAPC reference: 158898.

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		road reserve will be subject to the final subdivision design of subdivision application WAPC reference: 158898.	
13	Part 1, Section 6.1.1	Amend the text to state: *'LDPs may be required for but not limited to the following lots contained within the LSP'.*	To reflect that LDPs are subject to subdivision assessment.
14	Part 1, Section 7.1	Include a Site and Soil Evaluation to the list of investigations and management plans.	To require a Site and Soil Evaluation to be provided at subdivision stage in accordance with the Government Sewerage Policy 2019.
15	Part 2, Section 1.3.3	Include State Planning Policy 3.5: Historic Heritage Conservation under section 1.3.3.	To include reference to the relevant State Planning Policy given heritage properties within the structure plan area.
16	Part 2, Section 2.5.1	Include text which states: *'The Threatened Ecological Community (TEC) vegetation within the Turner Road reserve should be protected.'*	To ensure that the Threatened Ecological Community (TEC) vegetation within the Turner Road reserve will be protected at future development stages.
17	Part 2, Section 2.6	Amend the following text to state: *'The historic nature of Serpentine is reflected by the number of properties with heritage significance.'*	There is only one place in the State Register in the structure plan area.
18	Part 2, Section 3.2.1	Amend text to state: '*The Long Term Cycling Network Plan was endorsed by the Shire of Serpentine-Jarrahdale on 20 April 2020 and identifies aspirational cycle routes within the Local Structure Plan area, including on Karnup Road, Wellard and Lefroy Streets. This will provide good cycle linkages to the neighbourhood centre, school and community facilities as well as the proposed residential lots to the north of the neighbourhood centre and should be incorporated into the structure plan. An extension of the*	To update the text to reflect the aspirational cycle routes identified within the Long Term Cycling Network Plan.

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		proposed cycle network to incorporate the new proposed road network to the south of the structure plan should be included to ensure a complete and connected cycle network for the town. Bicycle access in the LSP area is to be in accordance with the Shire's Local Area Bicycle and Shared Path Plan.'	
19	Part 2, Section 3.3.3	Include that a Site and Soil Evaluation is required to be submitted as a part of a subdivision application.	To require a Site and Soil Evaluation to be provided at subdivision stage in accordance with the Government Sewerage Policy 2019.
20	Local Water Management Strategy	Update the Local Water Management Strategy to the satisfaction of the Department of Water and Environmental Regulation and the Shire of Serpentine Jarrahdale.	To address the comments raised by the Department of Water and Environmental Regulation and clarify the information required to be included in future UWMPs.
21	Local Water Management Strategy	Amend the Local Water Management Strategy to make it clear that while the Shire acknowledges that it may be best placed to take on asset responsibility of Rural District Drainage Infrastructure, this is subject to such infrastructure being ultimately designed and configured in a way which provides a viable asset for efficient management in accordance with the comments from the Water Corporation. This will require collaboration between the Shire, developers and the Water Corporation.	To address the comments raised by Water Corporation and to clarify the Shire's expectations with regard to the management of the Hardey Creek Main Drain.
22	Transport Impact Assessment	Update the Transport Impact Assessment (TIA) to reflect the most up-to-date information available and the changes which have occurred to the planning framework and road network since 2013.	To ensure the Transport Impact Assessment is updated to reflect the current information and planning given the time that has passed since it was prepared in 2013.