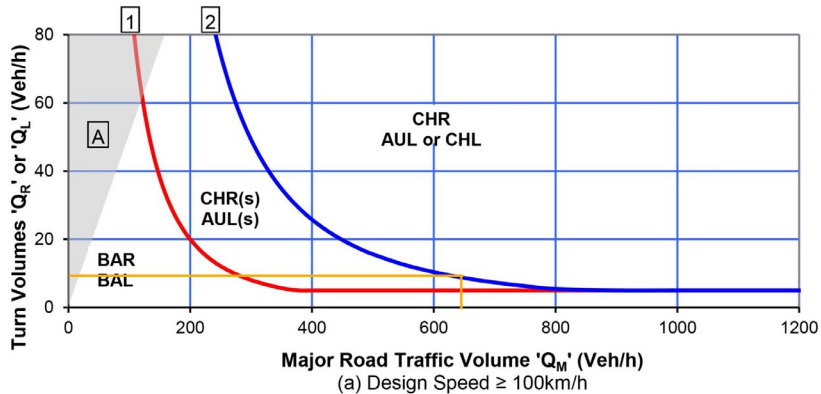


## Arnold Road – Local Structure Plan (LSP) – PA20/370

**Schedule of Modifications**

No.	Section	Modification	Justification
1	Part 1: Implementation – Section 7: Additional Information: Table 1	Update to add the following additional information as a requirement at subdivision stage: <ul style="list-style-type: none"><li>- Bushfire Management Plan.</li><li>- Site and Soil Evaluation.</li><li>- Acoustic Report (those within the separation distance to South Western Highway).</li><li>- Landscape / Vegetation Management Plan.</li></ul>	The following information is required by Shire officers at the stage of subdivision.
2	Various	Update the Local Water Management Strategy Addendum to the satisfaction of the Department of Water and Environmental Regulation and Shire of Serpentine Jarrahdale.	Modify the Local Water Management Strategy to include all changes and requests from DWER.  <b>Email confirmation from DWER on acceptance of separation distances to significant waterway.</b>
3	Various	Update the Transport Impact Assessment to meet Main Roads Western Australia (MRWA) Transport impact Assessment Guidelines and Recommendation for the Arnold Road/ South Western Highway intersection to be a Type C – Channelised Right Turn Lane.	Modify the Transport Impact Assessment provided to Main Roads to meet the guidelines and recommendations set out by Main Roads.
4	Various	Update the Site and Soil Evaluation as per discussion with the Department of Water and Environmental Regulations and the Department of Health.	Modify the Local Water Management Strategy to include all changes and requests from DWER.

No.	Section	Modification	Justification
5	Part 2: Section 2 – Planning Framework – 4.4.1 Arnold Road	Update the Arnold Road Section to outline the intersection Type C outlined by Main Roads Western Australia.	<p>The Shire supports MWRA request for Arnold Road to be a Type C intersection treatment on the basis that the TIA provides little to no justification for the distribution of traffic to be 70/30 between the LSP area and South Western Highway. Shire officers outline that it considers this distribution to be a 50/50 split. Section 6 of the TIA developed by GTA outlines ‘It is assumed that 70% of trips will be to/from the Serpentine Townsite to the west of the structure plan, with the remaining 30% of trips being distributed to South Western Highway in the east’. The Shire agrees with MRWA statement that the Serpentine Townsite is unlikely to be a primary employment area for future residents of the LSP area.</p> <p>Section 7 of the TIA outlines the Analysis of the External Transport Networks and uses MRWA models to warrant the treatments to roads such as the Arnold Road intersection</p>  <p>The intersection of Arnold Road and South Western Highway has been assessed in accordance with Austroads Guide to Traffic Management Part 6: Interchanges, Intersections and Crossings (2019).</p>

No.	Section	Modification	Justification
			The assessment shown in Figure 3 is right on the border between providing a full Channelised Right Turn lane (CHR) and an Auxiliary Right Turn lane (AUR). Shire officers outlined that a CHR is recommended for the future Arnold Road intersection.
6	Part 2: Section 2 – Planning Framework – 4.7 Service and Infrastructure	Reference to the Site and Soil Evaluation developed by Emerge Associates dated January 2021.	Department of Health required a Site and Soil Evaluation as per the Government Sewerage Policy 2019.
7	New Appendix	Add the Site and Soil Evaluation as an Appendix to the LSP document.	Department of Health required a Site and Soil Evaluation as per the Government Sewerage Policy 2019.