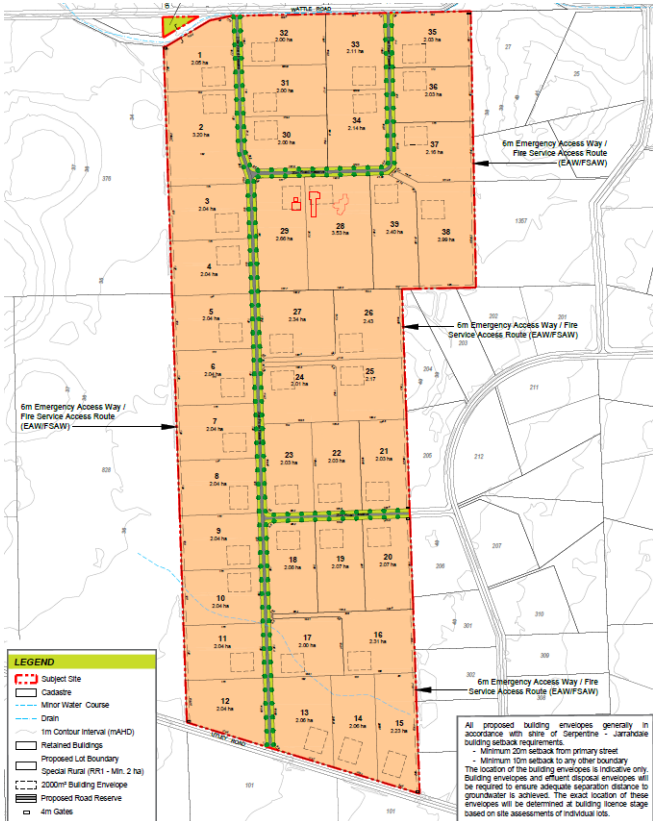


Lot 9001 Utley Road and Lot 9002 Wattle Road, Serpentine – Local Structure Plan – Schedule of Modifications			
No.	Section	Modification	Justification
1	Part 1 Section 4.1	Amend the wording of the provision to state:  ‘Subdivision within the Structure Plan area is to be <b>generally</b> in accordance with lot configuration and lot sizes prescribed by the Structure Plan. <b>All indicative subdivision layouts shown in this Local Structure Plan and associated appendices are subject to further investigation and detailed design at subdivision stage.</b> ’	To clarify that the subdivision layout depict in the structure plan is subject to further investigation and detailed design at subdivision stage.
2	Part 1 Section 4.2	Amend the wording of the provision to state:  ‘Subdivision is to adhere to <b>a lot size minimum of 2 hectares.</b> ’	To clearly specify the minimum lot size for the structure plan area.
3	Part 1 Section 4.4	Amend the wording of the provision to state:  ‘Building envelopes should be positioned with regard to geotechnical investigations, retention of vegetation, <b>wetland locations and buffers</b> and bushfire management.’	To ensure that the location of wetlands and appropriate buffers, specifically the adjoining vegetated Resource Enhancement Wetland (REW) (UFI 14907), are considered in the location of building envelopes.
4	Part 1 Section 4.5 (new)	Include a new provision which states:  ‘A Site and Soil Evaluation in accordance with Australian Standard 1547 On-site domestic wastewater management (AS/NZS 1547), in winter conditions, is required to be prepared to the satisfaction of the Shire of Serpentine Jarrahdale and provided at subdivision stage.’	To demonstrate the site capability in accordance with the Government Sewerage Policy.
5	Part 1 Section 4.6 (new)	Include a new provision which states:  ‘A Bushfire Management Plan is required to be provided at subdivision stage.’	In accordance with State Planning Policy 3.7 Planning in Bushfire Prone Areas.
6	Part 1 Section 4.7 (new)	Include a new provision which states:  ‘A Landscape Management and Revegetation Plan that describes retention, replacement and additional planting for the various purposes of nutrient retention, waterlogging reduction, windbreak and biodiversity support is required at subdivision	To ensure that vegetation retention and planting occurs for the purposes of nutrient retention, waterlogging reduction, windbreak and biodiversity support.

Lot 9001 Utley Road and Lot 9002 Wattle Road, Serpentine – Local Structure Plan – Schedule of Modifications			
No.	Section	Modification	Justification
		stage.’	
7	Part 1 Section 4.8 (new)	<p>Include a new provision which states:</p> <p>‘A Section 70A Notification will be required to be placed on the title of all lots to notify prospective purchasers of potential noise and odour impacts associated with the operating piggery at 567 Utley Road, Hopeland.’</p>	<p>The proposed LSP is located approximately 3.7km west of the operational intensive piggery at 567 Utley Road, Hopeland. The piggery is a prescribed premise under the <i>Environmental Protection Act 1986</i> and operates at a capacity of over 12,000 pigs. The proposal indicates that impacts from the piggery, primarily noise and odour, be addressed by way of notification on title advising prospective purchasers of potential odour impacts within the local area.</p> <p>The 2015 Draft Environmental Assessment Guideline for Separation Distances Between Industrial and Sensitive Land Uses, provides a buffer for intensive piggeries of 1000m. This compares to the 2005 version of the guidance statement that indicates a buffer of 5km. Given the 2015 version is intended to update and replace the 2005 version, the 1000m buffer is considered the correct contemporary measure to use. This also informed the Scheme amendment which saw fit to rezone the land to allow Special Rural development to occur, with no buffer impacting the land from the piggery.</p>
8	Part 2 Section 3.6.4	<p>Delete the following text:</p> <p>‘The proposed lots are nominally 2 hectare lots (2.0 ha) which is larger than the minimum 2,000m<sup>2</sup> requirement for onsite sewerage disposal in accordance with the Government Sewerage Policy (2019).’</p>	<p>As the subject site is located within a Sewerage Sensitive Area, the minimum lot size requirement is 1 hectare for on-site sewage disposal, under the Government Sewerage Policy.</p>

Lot 9001 Utley Road and Lot 9002 Wattle Road, Serpentine – Local Structure Plan – Schedule of Modifications			
No.	Section	Modification	Justification
9	Various	<p>Amend the structure plan map to reflect the revised road layout and revised lot boundaries as shown in the below plan.</p> 	<p>The revised road layout removes the cul-de-sac to address the WAPC's Guidelines for Planning in Bushfire Prone Areas Element 3, Acceptable Solution A3.3.</p> <p>The revised lot boundaries allow for the 100m setback to drains requirement for on-site sewage disposal under the Government Sewerage Policy to be achieved.</p>
10	Various	<p>Amend the structure plan to include an emergency access way / fire service access route (FSAR) / bridle trail along the eastern boundary of the structure plan area between Wattle Road and Utley Road.</p>	<p>Ensuring a well-connected bridle trail network within the LSP area, which connects to the wider bridle trail network in Serpentine, is important to provide for the established equestrian community.</p>

<b>Lot 9001 Utley Road and Lot 9002 Wattle Road, Serpentine – Local Structure Plan – Schedule of Modifications</b>			
<i>No.</i>	<i>Section</i>	<i>Modification</i>	<i>Justification</i>
11	LSP and Local Water Management Strategy	Amend 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 concerns raised by the Department of Water and Environmental Regulation.
12	LSP and Bushfire Management Plan	Replace the Bushfire Management Plan with the version dated March 2021.	To address the concerns raised by the Department of Fire and Emergency Services.
13	LSP and Transport Impact Assessment	Amend to require the upgrade of Wattle Road and Utley Road to a local rural road standard in accordance with the Western Australian Planning Commission (WAPC) and Institute of Public Works Engineering Australia (IPWEA) Local Government Guidelines for Subdivisional Development, with consideration of native vegetation retention.	The Proposed Structure Plan is located between Wattle Road to the north and Utley Road to the south. The existing pavement widths of Wattle Road and Utley Road vary between 5-6m sealed width with unsealed shoulders. The Transport Impact Assessment (TIA) that accompanies the Proposed Structure Plan estimates that the existing traffic volumes of Wattle Road and Utley Road are likely to be in excess of 150 vehicles per day. Development of the area will thus generate additional traffic on the surrounding road network. The TIA states that the Proposed Structure Plan is expected to generate 289 vehicle trips per day. Both Wattle Road and Utley Road will require upgrading to meet appropriate standards. It is recommended that the Proposed Structure Plan be modified to require the upgrade of Wattle Road and Utley Road to a local rural road standard in accordance with the WAPC and Institute of Public Works Engineering Australia (IPWEA) Local Government Guidelines for Subdivisional Development, with consideration of native vegetation retention. This is to ensure that the current situation is not exacerbated by adding further

<b>Lot 9001 Utley Road and Lot 9002 Wattle Road, Serpentine – Local Structure Plan – Schedule of Modifications</b>			
<i>No.</i>	<i>Section</i>	<i>Modification</i>	<i>Justification</i>
			development, without such infrastructure being upgraded as a result of the development taking place.
14	LSP and Transport Impact Assessment	Amend to require local area traffic management devices, such as blister islands, to be implemented on the approach to the intersection of Wattle Road and Windmill Avenue.	To improve the traffic safety of the proposed four-way intersection. To reduce traffic speeds on the approach to the intersection and reduce the potential conflict at this intersection.