

Lot 33 Hopkinson Road, Cardup – Structure Plan – Schedule of Modifications

Modifications

Due to the range of objections received, from both referral authorities and community members, a number of significant design issues exist with the current Proposed Structure Plan. These issues expand beyond incidental matters that could otherwise be conditionally supported subject to modifications - rather, they are substantial issues likely to cause redesign of the proposal. For this reason, the Structure Plan is recommended for refusal by the WAPC.

Should the WAPC be of a view to consider supporting the Structure Plan, it is recommended a number of redesign issues first be undertaken and addressed, including:

- The requirement to provide two, properly constructed points of access in order to address bushfire risk which take account of the loss of access associated with the future Tonkin Highway;
- Subdivision not taking place until Doley Road is connected through to the subject land from the northeast, and Hopkinson Road through to the subject land from the southwest;
- Removal of the commercial node, noting that the adopted Byford District Structure Plan focuses the future neighbourhood centre at the intersection of Orton Road and Doley Road, rather than further south;
- Adjustment to the current integrator road arrangement on the eastern side of the subject land, to be replaced by a more logical road link that connects between Hopkinson Road (deviation), future school precinct, district open space and Doley Road, with integrator and neighbourhood connector road arrangements;
- Improving the transition to rural residential properties to the south, and special residential properties to the north, through lowering densities and deepening lot depths to provide greater separation;
- Defining the future public open space network in clearer terms, especially those associated with the proposed district open space and smaller open spaces;
- Removing the designation of urban development along the Water Corporation utility corridor, and clearly determining how this corridor will be managed and what setbacks and interfaces are required to be provided;
- Addressing the appropriateness of placement of schools and residential development proximate to the future Tonkin Highway extension and whether noise impacts can be managed as a result;
- Lack of certainty as to how servicing of the site is to be undertaken noting the reliance on a future Doley Road extension which currently does not exist;
- Provision of an equestrian pathway running along the full length of the southern boundary of the site, to further assist with interface to the south.
- Redesign of the Structure Plan to reflect the below concept design:

