

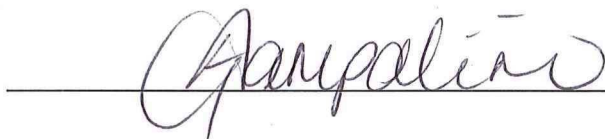
This structure plan is prepared under the provisions of the City of Swan Local Planning Scheme No.17.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION
ON: 27 June 2016


Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant to
Section 16 of *the Planning and Development Act 2005* for that purpose, in the
presence of:



Witness



Date

Date of Expiry: 27 June 2026

GIDGEGANNUP STRUCTURE PLAN 17-10

PART ONE – STATUTORY SECTION

1. Structure plan area

This structure plan shall apply to Lots 51 & 52 Toodyay Road, Lot 50 Reserve Road, Lot 81 Reen Road and Lot 99 The Springs Road, Gidgegannup being the land contained within the inner edge of the line denoting the structure plan boundary on the structure plan map (Plan 1).

2. Structure plan content

This structure plan comprises:

(a) Part 1 – Statutory section

This section contains the structure plan map and statutory planning provisions and requirements.

(b) Part 2 – Non-statutory (explanatory) section

This section to be used as a reference guide to interpret and justify the implementation of Part One.

(c) Appendices – Technical reports and supporting plans and maps.

3. Interpretation and relationship with the Scheme

Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have due regard to the respective meanings given to them in the City of Swan Local Planning Scheme No 17 (the Scheme) including any amendments gazetted thereto.

The structure plan map (Plan 1) outlines land use, zones and reserves applicable within the structure plan area. The zones and reserves designated under this structure plan need to have due regard to the land within it as if the zones and reserves were incorporated into the Scheme.

Pursuant to clause 5A.1 of the Scheme:

- (a) The provisions, standards and requirements specified under Part One of this Structure Plan shall have due regard to the, standards or requirements of the Scheme. In the event of there being any variations or conflict between the provisions, standards or requirements of the Scheme and the provisions,

standards or requirements of this structure plan, then the provisions, standards or requirements of this Structure Plan shall prevail;

- (b) Any other provision, standard or requirement of Part One of the Structure Plan that is not otherwise contained in the Scheme, shall have due regard to the structure plan area as though it is incorporated into the Scheme; and
- (c) Part Two of this Structure Plan and all appendices are to be used as a reference only to clarify and guide interpretation and implementation of Part One.

4. Operation

In accordance with clause 5A.1 of the Scheme, this structure plan shall come into operation when it is either certified by the Western Australian Planning Commission (WAPC) pursuant to clause 5A.1.10 of the Scheme or adopted, signed and sealed by the Council pursuant to clause 5A.1.9 of the Scheme, whichever is the latter.

5. Land Use and Subdivision

The Structure Plan Map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

5.1 Land Use Permissibility

Land use permissibility within the structure plan area shall be in accordance with the corresponding zone or reserve under the Scheme, namely Special Rural Zone No.5A - Gidgegannup Rural Small Holdings Precinct.

- 5.2 (a) Lots created in the subdivision are to have a minimum area of 4 hectares and an average of 6 hectares.

(b) A 100,000 litre concrete tank is to be provided within the road reserve prior to finalisation of subdivision, consistent with the Fire Management Plan.

(c) Prior to Council issuing any licence to build within the zone, there will need to be incorporated a domestic water supply which in the absence of alternative arrangements will mean a 150,000 litre storage tank, of which 10,000 litres shall be kept in reserve for firefighting purposes.

5.3 Tree Preservation Area

Tree preservation areas are defined on the Structure plan as all naturally vegetated areas. In the areas identified for the preservation of trees, no clearing shall be permitted outside the designated building envelopes of trees larger than 150mm diameter measured at 1.2m above natural ground level, other than for roads, driveways and firebreaks.

Black Cockatoo nesting trees on lots shown on the Structure plan shall not be removed without specific approval of Council.

5.4 Building Standards

The land in the structure plan has been designated as Bushfire Prone and provisional pre-development Bushfire Attack Level (BAL) ratings have been provided for all proposed Building envelopes.

All new buildings are subject to a BAL assessment to AS3959 and must be constructed to that standard.

5.5 Bushfire Management

A Bush Fire Management Plan (FMP) applies to this area and includes specific Bushfire Management provisions, including access, gates and water supply that must be adhered to by property owners. Should there be a conflict between the requirements of the FMP and the Tree preservation zone, the FMP shall prevail.

5.6 Staging is to be guide by requirements of the FMP.

To manage the requirements of the FMP the development of the land will occur in 3 stages.

- Stage 1 (parent lot 50) due to distance to suitable water supply (clause 4.8.1 BFMP)
- Stage 2 Install fire tank and limit lots as per the requirements of Guidelines for Planning in Bushfire Prone Areas (December 2015).
- Stage 3 complete access as outlined in the FMP.

5.7 Restriction of Road access

No vehicle access shall be permitted onto Toodyay Road reserve from proposed adjoining lots. This shall be noted on the deposited plan in accordance with section 129BA of the Transfer of Land Act (as amended) as a restrictive covenant for the benefit of Main Roads WA at the expense of the applicant.

No direct road access is to be granted onto The Springs Road from proposed adjoining lots (except for Fire escape as outlined in FMP)

5.8 Stormwater

All Stormwater is to be contained on site with no discharge to external roads.

5.9 Fire Control

Fire service access routes as shown on the Structure Plan, to be constructed by the developer and shall be maintained to the satisfaction of the Council and the Department of Fire and Emergency Services (DFES).

5.10 Effluent Disposal

Given the nominated building envelopes in Lot's 3, 4, 5, 15, 16, 18, 19, 25, 26, 27 and 28, conventional septic tanks may not be suitable. The use of high performance environmental systems acceptable to the Council and the Health Department should be used within the above lots.

5.11 Quiet House Design

All new residential buildings located between Toodyay Road and the "Quiet House Design Line" will need to comply with "Quiet House Design Package A" as per State Planning Policy 5.4 (December 2014) and Implementation Guidelines for State Planning Policy 5.4 (December 2014).

5.12 Noise Notifications

Lots 12, 18, 19 & 31 under SPP 5.4 will require Sec. 70A notifications on the certificates of title.

5.13 Creek protection Zone

Development, including the clearing of native vegetation is to be restricted within a zone measuring 30m from the creek line as shown on the structure plan. Stock is to be restricted from the protection zone through appropriate fencing.

5.14 Conditions of Subdivision Approval

(a) At the time of subdivision the following conditions may be recommended, as applicable, requiring the preparation and/or implementation of the following strategies:

- (i) Prior to any subdivision of Lot 81 Reen Road, Lot 52 Toodyay Road and Lot 99 The Springs Road, the intersection of Reen Road and Toodyay Road is to be upgraded by constructing a left-turn pocket from Toodyay Road onto Reen Road to the satisfaction of Main Roads Western Australia and the City of Swan.
 - (ii) Prior to any subdivision of Lot 51 Toodyay Road and Lot 50 Reserve Road, the intersection of Reserve Road and Toodyay Road is to be upgraded by constructing a right-turn auxiliary lane from Toodyay Road onto Reserve Road to the satisfaction of Main Roads Western Australia.
 - (iii) Staged subdivision within the Structure Plan is to be in accordance with the Vehicular Access arrangements as set out in the Guidelines for Planning in Bushfire Prone Areas (December 2015).
- (b) At the time of subdivision the City of Swan shall recommend to the WAPC the implementation of the following strategies which have been prepared and approved as part of the Structure Plan as conditions of subdivision:
- (i) Bushfire Management Plan
 - (ii) Noise Assessment Study
 - (iii) Black Cockatoo Study

GIDGEGANNUP STRUCTURE PLAN 17-10

PART TWO - NON STATUTORY SECTION

1. Location

Lots 51& 52 Toodyay Road, lot 50 Reserve Road, lot 81 Reen Road and lot 99 The Springs Road, Gidgegannup are grouped on the northern side of Toodyay road between Reen Road on the west and Reserve Road on the east. The site is approximately 1.8km wide between 0.5km and 1km deep and approximately 186ha in area.

2. Background

This Structure Plan is submitted consistent with current planning for the lots.

The five landowners have met and considered the planning that is for the proposed area, and the owners of lot 50, 52 & 99, are interested in subdivision whilst others are content to facilitate the planning process.

Matters relating to the preparation of the Structure Plan have been discussed extensively with Senior Planners at the City of Swan. The guidance provided has been incorporated into the Structure Plan.

3. Planning Framework

3.1 North Eastern Hills Settlements Pattern Plan 2002

This study recommended the focus of growth on existing townsites, including Gidgegannup, and the provision of rural-residential/rural small holding lots as a transition around townsites. The subject lots are included within the 'Gidgegannup' settlement cell.

3.2 Gidgegannup Rural Strategy (2004).

The lots are identified in the Strategy as a discreet parcel extending from Reen Road to Reserve Road north of Toodyay Road. The land is within the 'Rural Small Holdings' precinct, and complements land of similar classification to the south.

3.3 Metropolitan Region Scheme.

The lots are zoned 'Rural' under the Metropolitan Region Scheme (MRS) and the MRS identifies land in the Structure Plan as 'Primary Regional Roads' reserve affecting the Structure Plan area and may be required in the future for road widening purposes associated with the Perth – Adelaide National Highway.

3.4 City of Swan's Local Planning Scheme No 17

The lots are zoned 'Special Rural', to allow for lots with a minimum lot size of 4 hectares and an average of 6 hectares.

4. Site Analysis

4.1 Topography

The land rises generally from Toodyay Road, initially at grades of up to 12%, then to more gentle grades of around 5% for the majority of the area.

From a level of approximately 250^m AHD in the south west of the area, the land rises to a local high point of approximately 330^m AHD to the north of lot 99.

Similarly the land rises from Reserve Road, but at gentler grades.

These gentle grades throughout the lots are suitable for both road construction and house locations, whilst providing for adequate drainage.

4.2 Hydrology

There are two creek lines that traverse the site in a north–south direction. These creeks are to be protected and re vegetated where necessary to provide a buffer of 30 metres either side of the creek edge. These areas are shown on the Structure Plan as 'Creek Protection Zones'.

Stock is to be excluded from the creek lines and crossings are to be selected to minimise impacts.

4.3 Soils

The majority of the area consists of deep gravely brownish sands overlying lateritic duricrust. There are some areas particularly along Toodyay Road where the deep sands are underlain by mottled clays.

4.4 Land Capability

The Darling Range Rural Land Capability Study - King and Wells 1990 (DRRLCS) provides a classification of land units and an assessment relative to various land uses.

The three land units on the site are:

'Dwellingup 2' (D2) This covers all of the upland plateau and therefore most of the site. Under the DRRLCS, this land unit is considered to have 'fair' to 'high' capability for rural-residential development, house and road construction, and effluent disposal (septic tanks).

'Yarragil 1' (Yg1) This is found in areas on lot 50, either side of the lower land. Under the DRRLCS, this land unit is considered to have 'high' capability for rural-residential development, house and road construction and effluent disposal (septic tanks).

'Yarragil 4' (Yg4) This is predominantly around the existing watercourses and immediate environs. Under the DRRLCS, it has a 'fair' capability for house and road construction whilst a 'low' capability for effluent disposal (septic tanks).

The land units have been a major design element, and are shown on the attached Development Plan. (Attachment 1)

4.5 Vegetation

The majority of the area has been cleared for agricultural purposes. The remnant vegetation, which is generally around the watercourses, is generally degraded with only limited areas considered of value. (Appendix A. - Preliminary Environmental Assessment – Strategen)

The vegetation is generally classified as 'Open Eucalyptus Forest' from the Darling Range, being mainly Jarrah and Marri with a mixture of understory species.

4.6 Flora

A study was conducted in November 2009, and is attached as Appendix B. No rare flora was identified.

4.7 Black Cockatoo Habitat

A report was undertaken to identify the habitat trees and the outcome of this report was lodged with the Department of Parks and Wildlife. Trees identified in the report have been marked on the Structure plan to make their existence known to future landowners and they are to be protected from damage. (Appendix E)

4.8 Heritage

No aboriginal heritage sites have been identified on the site by the Department of Indigenous Affairs.

The only evidence of European heritage is the remains of a mud brick residence on the southern portion of lot 81.

5. Infrastructure and Services

5.1 Power

Power is available to the development of the area by extension from existing services in the perimeter roads. It is presumed the power supply will be underground as per Western Power requirements.

5.2 Water

There is no provision for reticulated water in the area and, as a consequence, it is understood that property owners will have a requirement to establish tanks with a minimum capacity of 150,000 litres and have buildings with roof areas capable of providing adequate catchment.

The average annual rainfall for Giddegannup has been estimated as 877mm, this is based on the average monthly levels since 1952 as provided by the Australian Government Bureau of Meteorology (<http://www.bom.gov.au/climate/data/> (rainfall rates and tanks size calculation are shown in Attachment 2). The size of tanks will need to be confirmed once the total roof areas of each lot have been determined at the time of issuing a Building license to ensure sufficient capacity is proposed.

Some lots will be able to utilise existing dams and other ground water supplies.

5.3 Telephone

Services will be extended into the proposed development from a nominated connection location.

5.4 Effluent Disposal

Reticulated sewer is not available in the area. Accordingly, on-site effluent systems will be installed as part of development to the requirements of the Local Authority.

There is adequate land proposed lots 1, 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17, 20, 21, 22, 23, 24, 29, 30 & 31 for conventional septic tanks and leach drains.

Given the nominated building envelopes in Lot's 3, 4, 5, 15, 16, 18, 19, 25, 26, 27 and 28, conventional septic tanks may not be suitable. The use of high performance environmental systems acceptable to the Council and the Health Department should be used within the above lots.

5.5 Noise Assessment Report

The noise assessment report refers to the proposed road subdivision configuration and the future proposed Perth – Adelaide Highway in the location of the quiet house design line. The report outlines that future lots 12, 18, 19 & 31 houses require the Package A “Quiet House” design on both ground and first storeys. (Appendix C.)

The required standards are outlined in SPP 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning, (December 2014) Package A (in table 6.3).

5.6 Perth–Adelaide Highway

This road will eventually incorporate part of Toodyay Road. However there are no commitments for the funding of this work in the foreseeable future.

6. Development Proposal

6.1 Road Pattern

The individual landowners want to preserve the integrity of their boundaries, as they may develop at different times.

The proposal is for an East-West road to ultimately link Reen Road and Reserve Road. This road would have gentle grades, safe sight distance intersections, provide development options for all lots, and enhance fire safety in the area.

The proposed East-West Road will fulfil a critical role when the Perth-Adelaide Highway is in place, as alternate connections are complex and not conducive to emergency situations. The FMP outlines that the provision of the East-West road is critical to the fire management of the Area.

The Reen Road / Toodyay Road intersection is to cease in future highway arrangements (Page 24 of Appendix D).

A Transport Impact Assessment has confirmed the suitability of the proposed road system (Appendix D.)

There would need to be a further road that services the southern sections of lots 99 and 52. This road would be approximately 450 metres in length and provide access to proposed lots 11, 17, 18 and 19. The utility of the road would be extended through to Toodyay Road as a fire emergency access.

6.2 Lot layout

The lot sizes vary from 4 – 8 hectares in response to environmental conditions, existing lot boundaries, land capability units and vegetation.

The proposed development would create 31 lots.

6.3 Building envelopes

Envelopes shown on the proposed Structure Plan are typically 40 metres by 50 metres which would contain buildings and effluent disposal systems.

The building envelopes are all appropriately distant from watercourses and also respect existing dwellings.

7. Management

7.1 Stormwater

Drainage - Design Objective

The following design objective shall apply in accordance with the City of Swan guidelines.

It is proposed that the treatment of stormwater runoff from the proposed subdivision utilises strategies in accordance with the Stormwater Management Manual produced by Department of Water.

The stormwater drainage design will be in accordance with the City of Swan Stormwater Drainage Design Guidelines and Australian Rainfall and Runoff.

New developments are to provide a stormwater drainage system in accordance with the “major/minor” system concept set out in Australian Rainfall & Runoff, that is, the “major” system shall provide safe, well defined overland flow paths for rare extreme storm runoff events while the “minor” system shall be capable of carrying and controlling flows from frequent runoff events.

Design Criteria

The proposed site is to be developed into Lots with sizes no less than 4 Ha. This will result in lot drainage to be contained on site.

It is proposed that the road drainage will be required to be stored, which will also accommodate stormwater run-off from the proposed lots where applicable.

Storage of the stormwater will be connecting into existing drainage systems where possible and / or via rock filled and/or open drainage storage basins in designated areas within private properties with overflow into natural stormwater flow paths.

Treatment of stormwater runoff from the road network has been determined based on the grades of the proposed roads, and is broken down into the following categories

0-3% Grade – Stormwater runoff is proposed to be sheet-flowed via un-kerbed roads into shallow vee drains. There may be an opportunity to mulch and vegetate the vee drains from the cleared vegetation untaken from the clearing for roadwork's and service installation to minimise erosion to the vee drains.

3-7% Grade – Stormwater runoff is proposed to be sheet-flowed via un-kerbed roads into shallow rock lined vee drains and or with rock pitched energy dissipaters across the drain to slow down any longitudinal flows.

Greater than 7 % Grade – Stormwater runoff is to be collected via kerbed and piped drainage, and directed into drainage basins within the verge and or private properties with drainage easements to the City of Swan.

In addition to the proposed treatments above, we are proposing to utilise cut-off bunds at the front lot boundaries where stormwater run-off is onto the roads where applicable. These will be shallow swale drains/bunds constructed to capture any overland flows before entering the proposed road reserves, to reduce the amount of water requiring treatment. The bunds will return at crossover/driveway locations to ensure stormwater coming off the driveways is diverted into the road drainage system. This again will ensure that any water not already being captured and disposed of on the individual lots will remain within the confines of the lot boundary. The bunds/swale drains will also reduce the risk of erosion within the road reserves as the flow rates are reduced.

Battle-axe driveway's drainage will be designed to drain naturally within the proposed lots where applicable.

Drainage Detention Basin

Basins will be designed to accommodate incoming flows and storage time of no more than 72 hours. Rock pitching will be used at the inlet and outlets of the basin to prevent erosion of the base.

The drainage basins within private properties that have been designed to store the road drainage will need to be fenced and within a drainage easement to the City of Swan.

Peak Flows

The peak flow will be designed using the Rational Method. This method is in accordance with the City of Swan Guidelines and Australian Rainfall and Runoff requirements

7.2 Fire Safety

The proposed road system will significantly enhance access and therefore fire safety in the area.

A fire management plan is attached as Appendix F.

7.3 Staging

The effective coordination of development in this area requires sequential subdivision.

It is envisaged that the development of lot 50 will occur initially, thus bringing the new road to the eastern boundary of lot 51 to facilitate its development.

The development plans of other land owners are not yet defined. However stage 2 will require the development of the proposed Fire tank and is expected to involve lots 81, 99 and 52 to the extent allowed under the FMP. This leaves portions of lots 81, 99 & 52 and all lot 51 as stage 3.

8. Summary

This Structure Plan accords with the principles of the Gidgegannup Rural Strategy, with Amendment 46 of City of Swan's Local Planning Scheme No 17, and with associated policies.

The layout has integrity, as it respects both individual lot holdings and landowner aspirations. It acknowledges soil conditions, complies with the latest guidelines for Bush Fire protection and responds to environmental considerations.

9. Commentary

The time delay in the development of this Structure plan is in part due to the nature of the further studies that were required, and the fact that the advice of the need for the studies was not provided for some time (months).

A) Submissions -

The submission period provided comment from

- two landowners (one within the Structure Plan area, and one adjoining)
- two Government agencies, Main Roads WA and the then Department of Environment and Conservation.

The City has also subsequently advised that any responses must demonstrate compliance with current fire management practices, and the attached Fire Management Plan brings together all the relevant factors that affect site planning.

B) Response to Submissions from Government -

In response to these submissions, we engaged consultants

- (a) DVC (Donald Veal Consultants) to undertake a Transport Impact Assessment in accordance with Western Australian Planning Commission's Transport Assessment Guidelines for Developments – Volume 2 Structure Plans (2006) and this is attached.
- (b) Herring Storer Acoustics to undertake a Noise Assessment in accordance with the WAPC State Planning Policy 5.4 'Road and Rail Transportation Noise and Freight Consideration in Land Use Planning' and this is attached.
- (c) Tony Kirkby to undertake a Black Cockatoo Survey to locate possible feeding, breeding and roosting sites of the three black cockatoo species that occur in the survey area, and this is attached.
- (d) Fireplan WA to update their earlier Fire Management Plan to recognise matters raised in the submission of the DEC and the Kirkby study, and this is attached.

The structure plan has been amended where required as a result of the above studies and the individual lot plans show building envelopes typically 50m x 40m and building protection zones with a further 20m area.

Under the City of Swan Scheme Amendment 99, there will be further assessment of these spaces at building application stage and there will undoubtedly be some minor changes. The fire management plan prepared by FirePlan WA has assigned all building areas a BAL rating of 19 or in some instances 12.5. Utilising this designation the building areas can all comply, requiring minimal vegetation clearance, and no impact on cockatoo nesting areas.

The Transport Impact Assessment concluded that there are no traffic related issues to be addressed, and from a traffic perspective the proposal should be approved.

The Noise Assessment has advised that the first row of residences along Toodyay Road would need a “Quiet House” design and notification on title. These matters are detailed in the report.

The Black Cockatoo study noted some breeding habitats and these have been identified on mapping. No roosting sites were located, and as is typical of this area, the native vegetation is foraging habitat.

C) Response to Submissions from Landowners -

During the public submission period, the owner of lot 51 Toodyay Road, which is within the Structure Plan area, made comment about various matters. It should be noted that the owners of lot 51 have consistently advised of their opposition to the form of development that the zoning of the land contemplates. Design on their land is shown for completeness of an overall layout.

The submission from the owners of lot 51 raised several matters, and our comments follow their numbering.

1. The north-south portion of lot 51 between Toodyay Road and the east-west Right of Way (ROW) is proposed to being utilised, for an emergency fire access.

This portion of land is the subject of an easement of carriageway (copy attached) which provides rights to “successors in title”.

Our advice is that the owners of lot 51 cannot unilaterally terminate the easement (see clause 3.2 of the deed of easement) as they assert.

The subdivision of lot 52 (the Grantee) will provide constructed road access to all lots, and there will be standard gates on the fire access link between proposed lots 17 and 18, so the use of this section of land will be reduced.

The fire management consultant did review other alternatives, but they were all inferior and considered to compromise safety and access.

2. The discussion regarding the “creek line” may have been inappropriately defined, however we have relied on topography and advice from our consultants.

We are, quite relaxed at removing this description from the structure plan.

3. The stormwater management concern will certainly be addressed in detail at subdivision stage however, if it is deemed an appropriate response (to be confirmed by engineers), the road runoff from the high point at the north-east of proposed lot 16 can be managed in roadside swales with provision for an excess to be taken west then

south along the proposed north-west cul-d-sac. Actions such as these will ensure that no road water runoff will go to the “creek line”.

4. The description of the significant plantings on lot 51 was certainly not meant to cause offence, and we would note that development on proposed lots 15 and 16 is distant from the planted area.

The owners of the property to the north (lot 300) have also raised several matters, and our comments follow their numbering.

1. Animal management is a serious matter and while there are reactive measures available to City rangers if incidents occur, the initial position can only be through advice on such matters when lots are sold.
2. The plan represents the most rational and effective development pattern. Other options have been considered by site visits and preliminary plans, and rejected as they do not respond as well to the topography, the vegetation, or lot shapes.
3. Landowners seeking bores will need to apply to the Department of Water for approval. In considering applications, the Department review existing bores, the purpose a bore is sought for, and the capacity of the supply aquifer.
4. The decision to designate this land as appropriate for a level of subdivision was taken many years ago in the Gidgegannup Rural Strategy (2004).
5. The concerns of landowners where change is proposed, is understandable. The lots proposed are relatively large (4-6 hectares) and whilst there will undoubtedly be an impact in some ways, there is no reason to assume that it will be negative.

D) Development Staging -

It is anticipated that lot 50 Reserve Road will be the first stage of development, as this land can proceed independent of others.

This land is within 5 minutes travel time of the Gidgegannup fire station (refer clause 6.3.3 of the FMP) and therefore the internal fire tank will not be required for this stage.

The remainder of development will in all likelihood access from Reen Road, and when that development occurs the fire tank will be installed on the high ground in the development of lot 52 (refer clause 6.3.2 of the FMP).

The access system can function in the absence of lot 51 being developed, and this is demonstrated on the attached plan.

E) Implementation -

On advice that the Structure Plan has been supported by the City and the WAPC, the applicants will need to prepare a cost sharing and implementation strategy to ensure effective and equitable arrangements.

This information will be provided to the City to ensure that they are aware of access and fire management matters as it is understood that these are matters of interest.

F) Summary –

The land was identified in the 2004 Gidgegannup Rural Strategy, and subsequently as 'Special Rural' in LPS 17.

The issues raised in the submissions on the Structure Plan proposal have been considered and addressed.

It is now requested that the City consider the proposal for endorsement and referral to the WAPC.



SUBJECT TO SURVEY

NOTES:

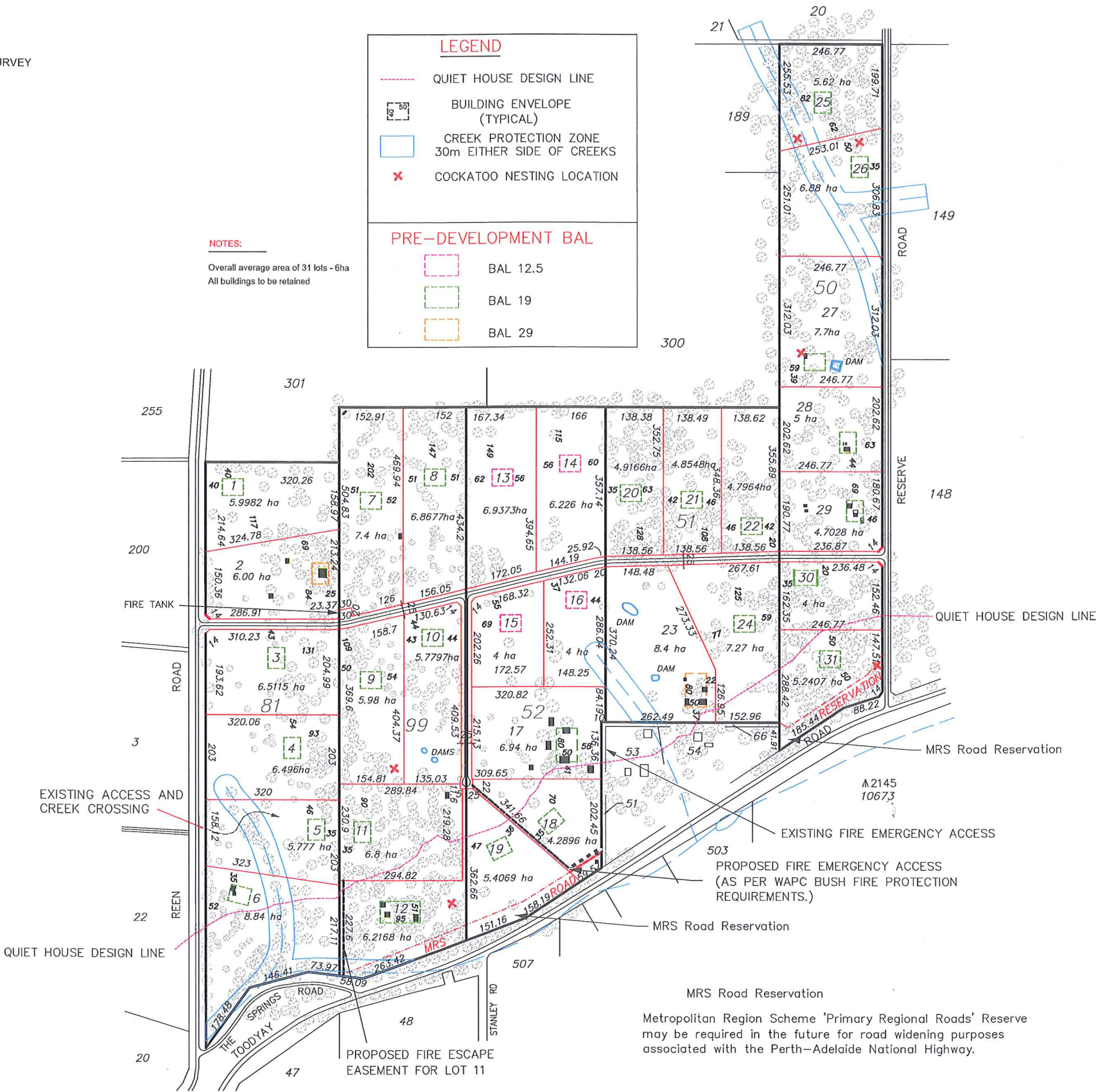
Overall average area of 31 lots - 6ha
All buildings to be retained

LEGEND

- QUIET HOUSE DESIGN LINE
- [] BUILDING ENVELOPE (TYPICAL)
- [] CREEK PROTECTION ZONE 30m EITHER SIDE OF CREEKS
- ✕ COCKATOO NESTING LOCATION

PRE-DEVELOPMENT BAL

- [] BAL 12.5
- [] BAL 19
- [] BAL 29



Prior to any subdivision of lots 81 Reen Road, 52 Toodyay Road and 99 The Springs Road, the intersection of Reen and Toodyay Roads is to be upgraded by, constructing a left turn pocket from Toodyay Road onto Reen Road, to the satisfaction of Main Roads Western Australia and the City of Swan.

Prior to any subdivision of lots 51 Toodyay Road and 50 Reserve Road, the intersection of Reserve and Toodyay Roads is to be upgraded by, constructing a right turn auxiliary lane from Toodyay Road onto Reserve Road, to the satisfaction of Main Roads Western Australia.

Staged subdivision within the Structure Plan is to be in accordance with the Vehicular Access arrangements as set out in the Guidelines for Planning in Bushfire Prone Areas (December 2015).

STATEWEST SURVEYS

LICENSED SURVEYORS
DIRECTORS: RON ROGERS & PAUL INCERTI
P.O. Box 1377, Midland W.A. 6936 - 69 Great Northern Highway, Midland W.A. 6056
Telephone: (08) 9274 3198
Email: statewest@statewest.net
Website: http://www.statewest.net

PROPOSED STRUCTURE PLAN
LOTS 51 & 52 TOODYAY ROAD, LOT 50 RESERVE ROAD,
LOT 81 REEN ROAD & LOT 99 THE SPRINGS ROAD
GIDGEGANNUP

SCALE	DATE	DRAWN	CHECKED	REF.	SHEET
1:7500 @ A2 1:10000 @ A3	29-04-16	I.B.R.R.		13828	1