



Harley Dykstra

PLANNING & SURVEY SOLUTIONS

East Gledhow Small Landholdings Northern Catchment

City of Albany

Local Planning Scheme No.1

ALBANY

116 Serpentine Road, Albany WA 6332
PO Box 5207, Albany WA 6332

T: 08 9841 7333
F: 08 9841 3643

E: albany@harleydykstra.com.au
www.harleydykstra.com.au

Albany Bunbury Busselton Kelmscott Perth

ACN 009 101 786 ABN 77 503 764 248



FS 536019

ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Albany

Local Planning Scheme 1


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

15 OCTOBER 2015

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:



16 October 2015

Witness

Date

DATE OF EXPIRY: 19 OCTOBER 2030

DOCUMENT CONTROL

Control Version	DATE	Status	Distribution	Comment
A	12.04.2012	Final	City of Albany	Lodgement
B	22.05.2015	Final	City of Albany	Modifications for Final Adoption
C				
D				
E				

Prepared for: Trewick holdings Pty Ltd
 J Wildman Nominees Pty Ltd; and
 G. Oldfield

 Prepared by: Henry Dykstra

 Reviewed by: SP

 Date: 22.05.2015

 Job No & Name: 06/475 – 06475/120202R

 Version: B

DISCLAIMER

This document has been prepared by HARLEY DYKSTRA PTY LTD (the Consultant) on behalf of the Client. All contents of the document remain the property of the Consultant and the Client except where otherwise noted and is subject to Copyright. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission.

This document has been exclusively drafted. No express or implied warranties are made by the Consultant regarding the research findings and data contained in this report. All of the information details included in this report are based upon the existent land area conditions and research provided and obtained at the time the Consultant conducted its analysis.

Please note that the information in this report may not be directly applicable towards another client. The Consultant warns against adapting this report's strategies/ contents to another land area which has not been researched and analysed by the Consultant. Otherwise, the Consultant accepts no liability whatsoever for a third party's use of, or reliance upon, this specific document.

CONTENTS

DOCUMENT CONTROL.....	i
DISCLAIMER.....	i
CONTENTS	ii
1 INTRODUCTION	1
1.1 Purpose of this Document.....	1
1.2 Background	1
1.3 Key Objectives.....	2
2 SUBJECT LAND	3
2.1 Location	3
2.2 Description of Land	3
2.3 Site Features	3
2.4 Zoning & Land Use	4
3 SERVICING.....	5
3.1 Roads	5
3.2 Power/Telstra	5
3.3 Water.....	5
3.4 Sewer Reticulation	5
3.5 Drainage	5
4 PLANNING REQUIREMENTS	7
4.1 Albany Local Planning Strategy.....	7
4.2 City of Albany Town Planning Scheme No. 3.....	7
5 The OUTLINE DEVELOPMENT PLAN	8
5.1 Overview.....	8
5.2 Design Elements	8
5.2.1 Community Design Principles	8
5.3 Design Elements	8
5.4 Movement Network.....	9
5.5 Local Water Management Strategy.....	10
5.6 School Sites.....	11
6 IMPLEMENTATION	11
6.1 Subdivision and Development.....	11
APPENDIX A – PLANS	
APPENDIX B – OPUS CONSULTANTS – LOCAL WATER MANAGEMENT STRATEGY	
APPENDIX C – OPUS CONSULTANTS – TRANSPORT STATEMENT	

1 INTRODUCTION

1.1 Purpose of this Document

This report and accompanying plans has been prepared on behalf of three individual landowners within the East Gledhow Small Landholding area, for submission to the City of Albany in support of a request to approve an Outline Development Plan over the portion of land that is currently zoned Residential Development and is generally bounded by South Coast Highway, Middle Street, and Sydney Street, East Gledhow.

This Outline Development Plan deals specifically with the small fragmented landholding area in the north-west of the much wider residential development zoning area of East Gledhow. This Outline Development Plan represents a framework for the future residential development of this land and outlines the preferred road layout, lot design and residential densities proposed.

The Outline Development Plan is complemented by Context Plan (Figure 1 – East Gledhow Context Plan). The Context Plan covers an area of approximately 45.4ha which was rezoned from 'Rural' to 'Residential Development' under Amendment 296 to Town Planning Scheme No.3. The Amendment was given final approval by the Hon. Minister for Planning and gazetted on the 13 May 2011. The Context plan encompasses the full extent of the Small Landholdings Northern Catchment Outline Development Plan as well as the Southern Catchment Outline Development Plan. The Context Plan includes the envisaged location of the future road network within both Outline Development Plans. All other detail is contained within each applicable Outline Development Plan document.

A multi-disciplinary team of consultants addressed the planning, environmental, and engineering requirements for the site as a basis for future development. The consultant team includes:-

- Dykstra Planning – Town Planning & Design;
- Opus Consultants; and
- Ayton Baesjou Planning (jointly preparing the East Gledhow Context Plan).

1.2 Background

The land within the ODP area lies immediately west of the existing residential development front at Balston Road. This area has been earmarked for urban development, and has been confirmed for residential expansion in the current Albany Local Planning Strategy.

This Outline Development Plan and supporting documents have been prepared in order to facilitate the future subdivision and development of a new residential precinct. The intent is to create a precinct that incorporates sustainable design and a variety of housing types, whilst also respecting the desire for each landowner to develop with a degree of variety and independence.

1.3 Key Objectives

This Report includes the proposed design, and addresses planning, environmental, servicing and urban water management issues that are relevant to the site. A number of key principles and objectives are as follows:-

- To provide a variety of housing choice and lot size;
- To provide a road network with strong connections and direct access to public open spaces and major transport routes;
- To incorporate best urban water management practices;
- To have regard for the planning context, both in terms of existing development, and the broader strategic planning of the surrounding area;
- To achieve a robust design that responds to the desire for maximum landowner independence and housing variety.

2 SUBJECT LAND

2.1 Location

The East Gledhow small landholding area is located 5.0 kms to the west of the Albany City Centre and is predominantly located within the area bounded by South Coast Highway to the north, lots fronting Middle Street to the west, Sydney Street to the south and an existing large lot 7 at the corner of South Coast Highway and Balston Road, (refer Location Plan at **Figure 2 – Location Plan at Appendix A**).

2.2 Description of Land

Lot details for the lots within the subject area are shown in the following table.

Lot No.	Road	Area
2	South Coast Highway	1204m ²
3	South Coast Highway	4000m ²
5	South Coast Highway	7428m ²
7	South Coast Highway	4054m ²
8	South Coast Highway	4055m ²
9	South Coast Highway	4054m ²
10	South Coast Highway	6167m ²
11	South Coast Highway	8096m ²
12	South Coast Highway	4054m ²
13	South Coast Highway	4054m ²
14	South Coast Highway	4054m ²
15	South Coast Highway	4054m ²
16	South Coast Highway	4054m ²
17	Sydney Street	6068m ²
18	Sydney Street	6115m ²
19	Sydney Street	6642m ²
20	Moortown Road	2839m ²
21	Sydney Street	8107m ²
Total		9.2513ha

2.3 Site Features

The subject land comprises approximately 9.2513 ha ranging from a low point in the south-western corner of 54m AHD to a high point of 58m AHD in the north-eastern corner of the ODP area. Given

the very gentle nature of the slope across the ODP area there are no wetlands or drainage lines or creeklines located within the area.

The soil type is generally uniform across the site consisting of yellow clay and loam silt with gravel to a depth of one metre, overlying deep yellow clay silt. The Land Capability Assessment prepared by Landform Research in support of the recent rezoning of the land notes that these soils have an inherently high phosphate retention and good ability for nitrogen management. The risk of acid sulphate conditions occurring within the development area is assessed as being minimal to nil.

Apart from the vacant lots at Lots 10 and 19 Moortown Road, all other lots within this small landholding area currently accommodate existing dwellings and outbuildings. Essentially all of the lots are used for Residential and Special Residential purposes. Remnant vegetation on the above properties range from degraded to excellent condition and consist of Jarrah to Marri Low Forest (refer to Aerial Photograph at **Figure 3 – Aerial Photograph at Appendix A**).

2.4 Zoning & Land Use

All the properties within the subject area are currently zoned 'Residential Development' under the City of Albany Town Planning Scheme No. 3 (refer to **Figure 2 - Location Plan at Appendix A**).

The lot sizes within the subject area of this ODP range from 1204 m² through to 8107 m². The area is currently being used predominantly for Residential and Special Residential purposes.

In terms of surrounding land use, 'Residential' zoning abuts the eastern and northern boundaries of the site. To the west, the land is predominantly zoned 'Rural' apart from a pocket of 'Special Residential' development, a reserve for Public Purpose, and a Parks and Recreation Reserve. To the south of Cuming Road, the land is zoned 'Light Industry' and 'General Industry' but remains largely undeveloped.

3 SERVICING

3.1 Roads

South Coast Highway provides the main access to and from the locality, and currently comprises a single carriageway in each direction with a constructed footpath on the south side of the highway fronting the ODP area. Balston Road forms a link between South Coast Highway and Cuming Road, and forms the eastern edge of the existing residential front. Within this East Gledhow Small Landholdings ODP, Moortown Road and Middle Street form the major entry roads off South West Highway, with both of these roads being constructed to a sealed standard. A portion of Sydney Street between Middle Street and Moortown Road has also been sealed. All of the roads are unkerbed and have open drains or swales as their means of drainage collection. Currently all stormwater from roadways follow natural contours and discharges into privately owned properties with no attenuation or treatment.

3.2 Power/Telstra

All lots are currently connected to power and preliminary advice from Western Power indicates that no network reinforcement or upgrades will be required to service future lots. Existing lots are connected to the telecommunications network which can be extended to services future lots.

3.3 Water

There is an existing water reticulation main along the South Coast Highway, and the other roads within the ODP area have a network of smaller water mains connecting to each individual lot within the ODP area. For the purposes of servicing the future residential development within this ODP area, these existing water mains would be adequate and could be extended where required.

3.4 Sewer Reticulation

Until recently the extent of the sewerage system finished at the corner of Balston Road and South Coast Highway, however, more recently sewerage has been extended along South Coast Highway fronting this ODP area. The ODP is within the Water Corporation's overall sewer scheme, and as part of the schematic sewer layout provided by Wood & Grieve Engineers within the rezoning documentation it is clear that this entire ODP precinct grades back toward the South Coast Highway sewerage main. Many of the individual lots fronting South Coast Highway have already been connected to the new sewerage supply, and sewerage extensions can be provided into Middle Street and Moortown Road to service the remainder of the ODP area as subdivision progresses.

3.5 Drainage

As mentioned in the preceding sections of this report, the subject land overall has a very gentle grade and some well drained soils. It is for this reason that the existing sealed but unkerbed roads have not caused drainage problems, with stormwater being managed in roadside swales and dissipating into private properties. Further details regarding drainage capabilities and possibilities

within the ODP area are outlined in the Local Water Management Strategy as prepared by Opus Consultants (**Appendix B**).

4 PLANNING REQUIREMENTS

4.1 Albany Local Planning Strategy

The Albany Local Planning Strategy (ALPS) is the key strategic planning document guiding the future development of the City of Albany over the next 20 years.

ALPS has designated the subject land as a 'Future Urban' area for development within the short term. The progressive development of the "Future Urban" areas has been classified into 5 'Development Priority' stages. The Gledhow area has a Priority 3 designation and is considered a logical extension to the existing urban area immediately to the east.

4.2 City of Albany Town Planning Scheme No. 3

The subject land has been rezoned from 'Rural to 'Residential Development' under the City of Albany Town Planning Scheme No. 3. This rezoning was progressed via Scheme Amendment No. 296. Succinctly, this rezoning was supported on the basis of the following key rationale:-

- The rezoning represents a logical frontal expansion of residential development that builds upon existing urban infrastructure and services adjacent to the subject land;
- The Albany Local Planning Strategy (ALPS) have planned for residential expansion in this locality, and identify the subject land as comprising the initial stages of such expansion;
- All the required urban services and infrastructure are available to the subject land;
- The Residential Development zoning provides a framework for the timely preparation of a Structure Plan;
- The proposal would take advantage of, and consolidate, existing services, road network and infrastructure within the locality, and is strategically placed in reasonable proximity to services and facilities within the City of Albany.

The "Residential Development" zone contains provisions requiring the preparation of an ODP to establish the pattern of development and land use. Clause 5.5.3 of the Town Planning Scheme sets out the minimum principles that need to be shown within an ODP, namely:-

- a) *the location and width of the distributor road system proposed;*
- b) *the approximate location and quantity of shopping, civil and public facilities proposed together with an analysis of the factors used in determination of such facilities;*
- c) *the distribution of the recreation and open space areas proposed;*
- d) *the population and residential densities proposed; and*
- e) *the physical condition of the land having regard to the need for deep sewerage and/or main drainage."*

5 THE OUTLINE DEVELOPMENT PLAN

5.1 Overview

The proposed ODP included at **Figure 4 (Appendix A)** is considered to be consistent with the principles of Liveable Neighbourhoods whilst also responding to the various opportunities and constraints that face the subject land and surrounding area. The ODP has been prepared with due regard to individual landowners needs and aspirations, whilst also recognizing the long term vision for a fully planned residential neighbourhood within this area. The design has been tested by the environmental and engineering consultants preparing the Local Water Management Strategy to ensure that the design would be compatible with this strategy. The design was also been tested by a Traffic Engineer to ensure that road layouts and traffic treatments can function in the context of future residential development of this area.

Following the endorsement by the various approving authorities, this ODP will provide a framework to guide future subdivision and development of the subject land, consistent with the “Residential Development” zoning of the land.

5.2 Design Elements

5.2.1 Community Design Principles

The urban design principles applied to the site have been formulated with regard to the site and its relationship to its immediate surrounds and location. These design principles include:-

- Providing walkable interconnected and efficient residential areas;
- Providing a variety of housing types to cater for varying lifestyle choices and budgets;
- Provide a road network with strong connections and direct access to public open space and external major roads;
- Achieve a robust design that is responsive to the desire for landowner independence and housing variety;
- Provide for Best Urban Water Management Practice, in accordance with the Local Water Management Strategy that underpins the ODP; and
- Respect the planning context in terms of existing development and the broader strategic planning of the surrounding area.

5.3 Design Elements

The proposed base density within this ODP area will be Residential R20, providing for a range of lot sizes from 440 m² through to 700 m² and larger. The design also envisages a range of alternative housing densities including potential R30 grouped housing or cottage lot node at the corner of Moortown Road and South Coast Highway. The housing density of existing vegetated land at the corner of Moortown Road and Sydney Street is subject to a flora and fauna assessment. The R30 medium density housing site is considered to be strategically placed nearby the public transport

routes along South Coast Highway and the associated services, and is also in recognition that this particular landowner has aspirations for this form of development given the relatively large lot size.

The street pattern for the residential development is based upon the existing road framework of the area which is predominantly a grid pattern. A number of small cul-de-sacs have been designed, with these internal road extensions being kept to a minimum to ensure that they can be practically implemented with minimal need for extensive landowner coordination. The road patterns builds upon the existing grid road structure and also allows for regular shaped housing lots.

Given the fragmented nature of existing landholdings in this precinct, no physical public open space is proposed within this small area and accordingly all public open space contributions are proposed via a cash-in-lieu contribution. Subject to receipt of a Western Australian Planning Commission subdivision approval, lots within the ODP area may be required, as a condition of subdivision, to make a 10% POS contribution. Pursuant to the provisions of the Planning and Development Act 2005 this contribution may be able to be cash-in-lieu.

5.4 Movement Network

The East Gledhow Context Plan depicts Moortown Road and Balston Road as the key linkages between South Coast Highway and Cuming Road, with Balston Road also being supplemented with traffic calming devices, including a roundabout at the junction with Cumming Road in the south. The East Gledhow Context Plan also illustrates proposed new roads and public open space and drainage areas.

As mentioned previously, the design of the proposed road network is based upon the existing grid pattern road structure with some additional small cul-de-sac extensions to reach into the existing fragmented landholding areas. These internal roads provide good linkages to the major roads such as Moortown Road and South Coast Highway. All roads will be constructed to the City's engineering standards and will include appropriate kerbing and drainage in accordance with recommendations from the Local Water Management Strategy.

A Transport Statement has been prepared by the traffic engineer from Opus International Consultants (Albany office). The Outline Development Plan has been designed to incorporate recommendations made by the traffic engineer. A final version of the Transport Statement has been included at **Appendix C**.

The Transport Statement has been prepared for both the Small Landholdings Northern Catchment and the Southern Catchment Outline Development Plans. In terms of the East Gledhow Small Landholding Area, (subject of this ODP), it is noteworthy that:

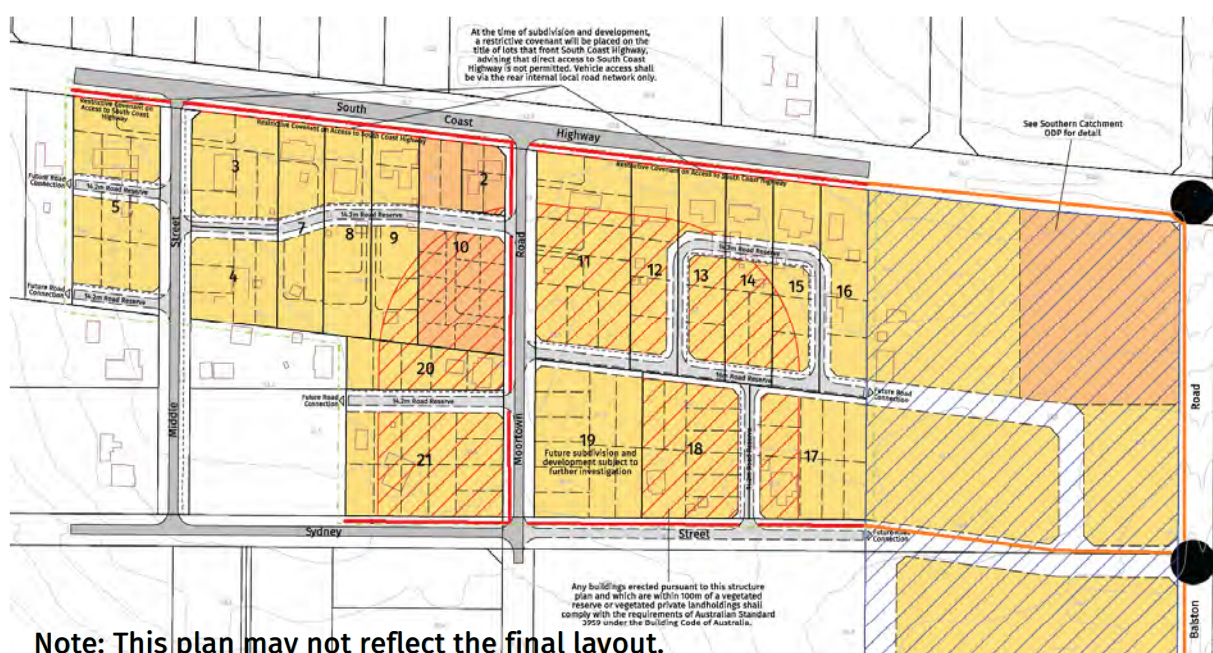
- This ODP area includes two (2) intersections that would only have minor impact on the surrounding area;
- This ODP area generates an estimated peak hour trip rate of 104, and the local government will require a contribution toward upgrading transport infrastructure in accordance with a Transport Impact Assessment (TIA) of the whole ODP area at the time of subdivision; and

- Only minor upgrades to road shoulders and intersections are anticipated within this ODP area.

Pathways within the ODP area will be provided as follows:-

- A 2.5 m shared path along South Coast Highway;
- A 2.5 m shared path along one side of Moortown Road and Sydney Street; and
- 1.5 m wide pathways along all other roads.

Figure 1 depicts the shared paths of the ODP in red. Orange lines show the likely connecting shared path network of the Southern Catchment ODP.



Note: This plan may not reflect the final layout.

Figure 1: Shared path network of ODP (red) and connecting shared path network of Southern Catchment ODP (orange)

5.5 Local Water Management Strategy

A Local Water Management Strategy has been developed by Opus International Consultants for the ODP area in order to present the best water management concepts, measures and strategies to be implemented under this development.

The Local Water Management Strategy has been prepared in accordance with the requirements of the Western Australian Planning Commission and City of Albany's requirements, and includes nutrient management and the application of water sensitive urban design principles. (See **Appendix B**).

Given the soil type and the relatively high elevation of the land within this ODP area, none of the land is affected by high or moderate risk of acid sulphate soils within 3.0 metres of the surface.

Further detail regarding Acid Sulphate Soil risk is outlined in the Opus Local Water Management Strategy at **Appendix B**.

5.6 School Sites

Given that the overall Structure Plan (zoning) area amounts to some 45 ha of land which could yield up to 600 residential lots, it is not considered that this development area on its own warrants allocation of a new school site. The established residential area immediately to the east of Balston Road is already serviced by the Mount Lockyer Primary School, and another school site has been allocated north of the South Coast Highway in the Clydesdale subdivision area.

6 IMPLEMENTATION

6.1 Subdivision and Development

Density on the ODP map is indicative only and final road network, lot layout and achievement of maximum density will be dependent on resolution of individual site constraints, including location of drainage basins.

An attempt has been made in the ODP design to achieve maximum coordination within the ODP area as well as independence in regard to subdivision design. Staging of the development will depend upon individual landholder interest and ability. Individual land owners will need to coordinate or delay subdivisions or development until access to internal roads and other services are made available through the development of adjacent lots.

All subdivision and development proposals are to have regard to the endorsed ODP and the following requirements:

General

- The local government may request the submission of a wider subdivision concept plan, which is to be referred to surrounding landowners affected, to be satisfied that the proposed subdivision and subsequent development will not adversely affect the subdivision and development of adjacent land parcels.
- A Local Development Plan is to be prepared for Lot 19 having regard for flora and fauna surveys and bushfire assessment.
- A contribution toward a future school site may be required as a condition of subdivision.
- A construction management plan is to be provided to appointed contractors.

Land Use

- The local government will give consideration to the following discretionary uses within the ODP
 - Single House;

- Ancillary Accommodation;
- Bed and Breakfast;
- Grouped Dwelling;
- Home Business;
- Home Occupation;
- Home Office
- Telecommunication Infrastructure; and
- Public Utility.

Design

- All new dwellings within the ODP are encouraged to give due consideration to solar access, local breezes, views, existing remnant vegetation, location of pedestrian dual use pathways, orientation to POS for surveillance and dwelling and garage footprints.
- All new dwellings on lots fronting the South Coast Highway are to be developed to face the South Coast Highway with vehicular access via the internal road network. Rear fencing is to be permeable to ensure maintenance of adequate passive surveillance.

Infrastructure

- All lots are required to be connected to reticulated sewer, scheme water and underground power as conditions of subdivision or development.

Hydrology

- An Urban Water Management Plan is to accompany any application for subdivision and development, and be implemented as a condition of subdivision and development.
- Stormwater is to attenuated and discharged at pre-development rates to POS and drainage areas. The local government have identified that R20 areas are not to discharge directly into road side swales.
- A notification will be required on the title of all newly created lots noting that installation of rainwater tanks to attenuate stormwater discharge will be a requirement of development approval of the lots.
- Main Roads WA are to be consulted prior to undertaking engineering works that will or have potential to discharge stormwater into existing culverts of South Coast Highway.

Flora and Fauna

- Flora and fauna surveys are to accompany subdivision and development applications within all lots that contain areas of remnant vegetation.
- Identify and translocate any Priority or Declared Rare Flora.

Fire Management

- Any buildings to be erected pursuant to this structure plan, within 100m of vegetation, shall comply with the requirements of Australian Standard 3959 under the Building Code of Australia.

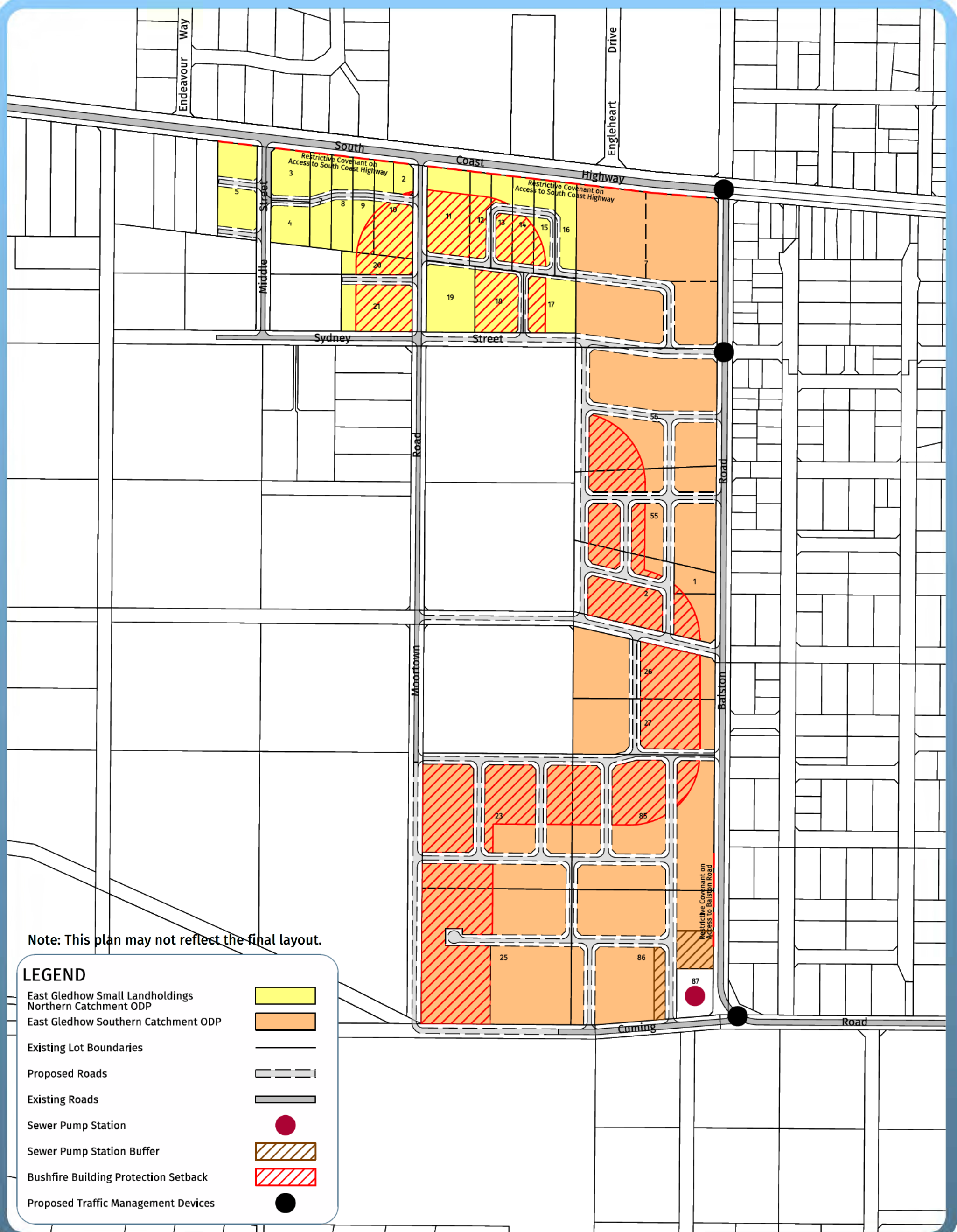
Movement Systems

- The local government will require a contribution toward upgrading transport infrastructure in accordance with a Transport Impact Assessment (TIA) for the whole ODP area at the time of subdivision. At the time of subdivision and development, a restrictive covenant will be placed on the title of lots that front South Coast Highway, advising that direct vehicle access to South Coast Highway is not permitted. Vehicle access shall be via the rear internal local road network only.
- At the time of subdivision or development, the landowner shall cede, free of charge, that land identified as future road within the ODP or enter into an agreement with the local government for the future ceding, free of charge, of that land when required by the local government.
- The minimum construction standard for all new internal roads shall be Access Street standard in accordance with Liveable Neighbourhoods.

Contributions

- Subject to receipt of a Western Australian Planning Commission subdivision approval, lots within the ODP area may be required, as a condition of subdivision, to make a 10% POS contribution. Pursuant to the provisions of section 153 of the *Planning and Development Act 2005* this contribution may be able to be cash-in-lieu.
- The preparation of a Developer Contribution Plan and Cost Apportionment Schedule will be required prior to subdivision and development, in consultation with the City of Albany and Main Roads WA. The plan will include, but not be limited to, contributions for:
 - Cost of preparation of the contribution plan;
 - Upgrades to all existing roads, including upgrades to South Coast Highway;
 - Intersection treatments, including any upgrades required to Local Denmark Road intersection;
 - Paths;
 - Drainage works;
 - Planting of street trees; and
 - Street lighting.

APPENDIX A – PLANS



EAST GLEDHOW CONTEXT PLAN

Gledhow, Albany



Harley Dykstra

PLANNING & SURVEY SOLUTIONS

REV A	DESCRIPTION Original Drawing	DATE 26-02-15	DRAWN SDP 26-02-15	CHECKED HD 26-02-15	DRAWING No 20075-03A.dgn
SCALE AT A3 1:5000					
ALL DISTANCES ARE IN METRES					





Figure 3

Aerial Photograph

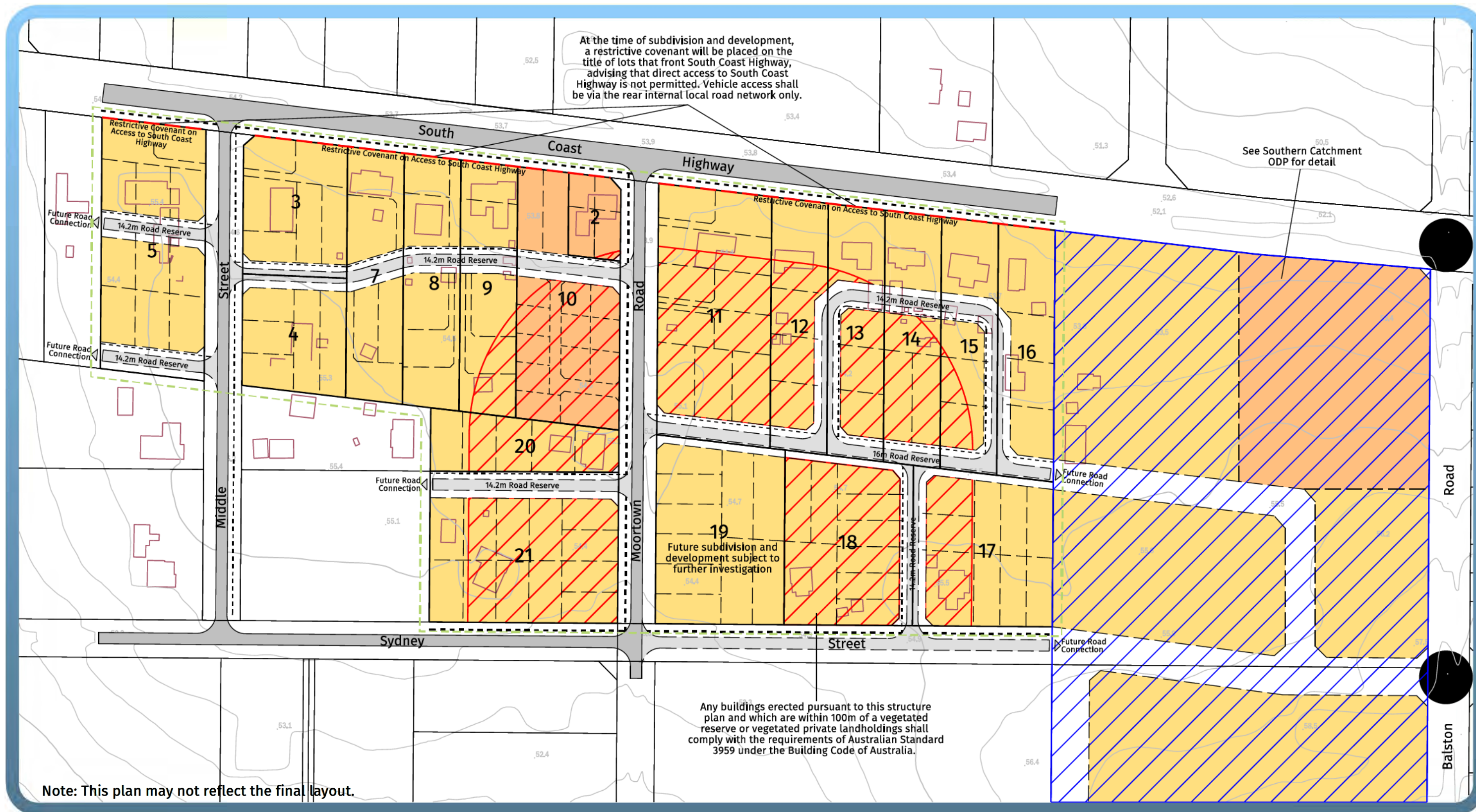
East Gledhow Small Landholdings Area



February 12

06475-APF2-120119A





OUTLINE DEVELOPMENT PLAN

East Gledhow Small Landholdings Northern Catchment

Harley Dykstra
PLANNING & SURVEY SOLUTIONS

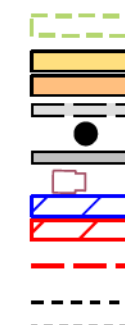
DRAWN: SDP 26-02-15
CHECKED: HD 26-02-15
DRAWING No: 20075-02A.dgn
SCALE AT A3 1:2000

REV A DESCRIPTION Original Drawing DATE 26-02-15

0 20 40 60 80 100
ALL DISTANCES ARE IN METRES

LEGEND

- PROPOSAL DETAILS
East Gledhow Small Landholding
Northern Catchment ODP Area
R20 Density
R30 Density
New Roads
Proposed Traffic Management Devices
Existing Roads
Existing Buildings
Southern Catchment ODP Area
Bushfire Protection Building Setback
Restrictive Covenant for Access to South Coast Highway
2.5m Shared Path
1.5m Path



ALBANY OFFICE:

116 Serpentine Road, ALBANY WA 6330
T: 08 9841 7333 F: 08 9841 3643
E: albany@harleydykstra.com.au
W: www.harleydykstra.com.au
Offices also at Bunbury, Busselton, Kelmscott and Perth

COPYRIGHT:

This document is and shall remain the property of HARLEY DYKSTRA. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

NOTE:

This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.



Figure 4