

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
Water Corporation IN22/24809	1.	<p>The Water Corporation does not support the Structure Plan Map in its current form.</p> <p>The longstanding district structure plans for Byford and Mundijong, and the Corporation's supporting long term infrastructure planning for the south-east urban corridor, recognize the need for an approximately 60m wide trunk main corridor generally along the eastern side of the Tonkin Highway road reservation.</p> <p>The Corporation has approached and has been negotiating with the proponent for several years to set aside and acquire the affected portion of Lot 33 for the trunk main corridor. The proposed corridor should be classified on the structure plan as "Public Purposes" reserve, or similar.</p>	<p><b>Infrastructure - Future sewer trunk main</b></p> <p>Our Client thanks Water Corporation for their time to meet on 16 March 2023 regarding their submission.</p> <p>The Structure Plan responds to the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2 "Urban Development" zone and does not contemplate any modification to the zoning of Lot 33 (No.681) Hopkinson Road, Cardup (Lot 33).  The Structure Plan does not compromise the future objectives of Water Corporation for the 60-metre-wide trunk main corridor.  The Concept Plan included as Figure 8 in Part 2 of the Structure Plan documents identifies the sewer trunk main corridor as "Watercorp Corridor (60m)" on the eastern side of the Tonkin Highway road reservation, similar to other Structure Plans in the locality.</p> <p><b>Infrastructure - Future sewer trunk main corridor classification</b></p>	<p>Noted, thank you for your submission.</p> <p>It is understood that an approximately 60m wide trunk main corridor generally along the eastern side of the Tonkin Highway reservation will be required by the Water Corporation. The proposed structure plan identifies a 60m wide corridor along the western boundary of the subject site as 'Urban Development'.</p> <p>The Water Corporation have advised that further discussions have taken place with the applicant since this submission was received and have confirmed that the discussions indicated that the Water Corporation will seek to acquire the land for the corridor once Main Roads has acquired the land for the Tonkin Highway.</p> <p>Officers recommend that the proposed structure plan be refused and a redesign be undertaken to remove the designation of urban development along the Water Corporation utility corridor, and clearly determine</p>

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			<p>Water Corporation acquiring the 60-metre-wide trunk main corridor can only occur after Main Roads Western Australia acquires the Tonkin Highway road reservation. Following this transaction, our Client will engage with Water Corporation on their acquisition. When Water Corporation acquires this portion of Lot 33, they can amend the zoning, noting that the District Structure Plan does not recognise the sewer trunk main corridor on other sites as “Public Purposes”.</p>	<p>how this corridor will be managed and what setbacks and interfaces are required to be provided.</p>
ATCO IN22/25241	2.	<p>ATCO Reference: LM22902</p> <p>ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided.</p> <p>Advice notes:</p> <ol style="list-style-type: none"> <li>1. Anyone proposing to carry out construction or excavation works must contact ‘Before You Dig Australia’ (<a href="http://www.byda.com.au">www.byda.com.au</a>) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&amp;M-PR24- Additional Information for Working Around Gas Infrastructure <a href="https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html">https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html</a></li> <li>2. Proposed construction and excavation works need to be managed in accordance with the ATCO document <i>Additional Information for Working Around Gas</i></li> </ol>	<p>Our Client thanks ATCO Gas Australia for their no-objection submission.</p> <p>Our Client, through their contractors, will implement the required health and safety practices.</p>	<p>Noted, thank you for your submission.</p>

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		<p><i>Infrastructure - AGA-O&amp;M-PR24</i>  <a href="https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html">https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html</a></p> <p>Please accept this email as ATCO's written response.</p> <p>Should you have any queries regarding the information above, please contact us on 13 13 56 or <a href="mailto:eservices@atco.com">eservices@atco.com</a></p>		
Department of Mines, Industry Regulation and Safety (DMIRS) IN22/25328	3.	The Department of Mines, Industry Regulation and Safety (DMIRS) has determined that this proposal raises no significant issues with respect to mineral and petroleum resources, geothermal energy, and basic raw materials. DMIRS lodges no objections to the above structure plan.	Our Client thanks the Department of Mines, Industry Regulation and Safety for their no-objection submission.	Noted, thank you for your submission.
Telstra IN23/608	4.	Please be advised that Telstra has <b>no objections</b> to the proposed Structure Plan for Lot 33 (681) Hopkinson Road, Cardup. Telstra can utilise statutory notices in the future if it wants to access the land for the purposes of any inspection, maintenance and installation of low impact facilities.	Our Client thanks Telstra for their no-objection submission.	Noted, thank you for your submission.
Main Roads WA IN23/609	5.	<p><b>General comments</b></p> <ul style="list-style-type: none"> <li>Project development investigations are currently underway for the extension of Tonkin Highway from Thomas Road to South Western Highway, with the current project concept indicating the closure of Hopkinson Road. No underpass will be provided to maintain the connection.</li> </ul> <p><b>Road Traffic Noise Management Plan</b> Main Roads advises that the Noise Management Plan prepared by Herring Storer Acoustics and dated August 2022 Revision 3, as presented is unable to be supported at this point in time. An updated report is required to be submitted to Main</p>	<p><b>Hopkinson Road underpass</b></p> <p>The Structure Plan does not propose or contemplate a Hopkinson Road underpass.</p> <p><b>Acoustics – Modelling</b></p> <p>Herring Storer Acoustics identified the chipseal modelled for the Tonkin Highway extension in the Noise Management Plan is 14 mm.</p>	<p>Noted, thank you for your submission.</p> <p><b>Noise Management Plan</b></p> <p>It is noted that Main Roads have raised some concerns with the Noise Management Plan in regard to the chip seal used as an input to the modelling, the noise treatments for the proposed high school and ensuring that a noise wall, quiet house design and title</p>

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		<p>Roads ensuring compliance with State Planning Policy 5.4 Road and Rail Noise. The following matters are to be addressed:</p> <ul style="list-style-type: none"> <li>• The noise report to be updated to state the specific chip seal used as an input to the noise modelling, i.e., 5 mm, 10 mm or 14 mm.</li> <li>• Recommended noise treatments for the proposed high school development to achieve SPP 5.4 targets need to be provided; this includes a requirement for notification on title for the school lot. It is noted that predicted noise at the high school is 58-62 dB without the recommended noise wall, and 55-58 dB with the wall.</li> <li>• Noise wall installation, Quiet House treatments and title notifications as outlined in Herring Storer Acoustics' report must be applied to the development.</li> <li>• Residences on any affected lots must be designed to provide at least one outdoor living area that is shielded from road traffic noise with the objective of meeting the SPP 5.4 outdoor noise target. They should also be orientated away from traffic noise.</li> </ul> <p><b>Transport Impact Assessment</b>  In regard to the Transport Impact Assessment prepared by Transcore dated October 2022 Revision R01B, Main Roads requires an updated report which addresses the following matters:</p> <ul style="list-style-type: none"> <li>• Section 4.8 is to be corrected to state Thomas Road/Tonkin Highway grade separated interchange.</li> <li>• Section 7.2 requires clarification regarding the rate adopted in the analysis to determine the trip generation of the "Local Retail/Commercial Centre". The trip rate source should be referenced and quoted.</li> </ul>	<p>The Noise Management Plan can be updated to reflect this request.</p> <p><b>Acoustics - Sensitive uses - High school</b></p> <p>Herring Storer Acoustics has confirmed the high school site is influenced on the western side of the site by a predicted 55 dB noise contour for approximately 75 metres.</p> <p>The Department of Education has yet to acquire the site or provide a design for the future school; however, the future buildings will likely be on the eastern side of the lot with ovals on the western side, as identified in their submission (refer to Submission 12). This design approach will ensure compliance with State Planning Policy 5.4 - Road and Rail Noise for noise targets (Section 6.1).</p> <p>If the high school site were utilised for residential purposes, the first row of the westernmost dwellings would require a Quiet House Design - Package A response. Any notifications on future Certificates of Title will occur at the subdivision phase of the project.</p>	<p>notifications are applied. Main Road have also requested that any affected lots must provide at least one outdoor living area that is shielded from road traffic noise. The Noise Management Plan should be consistent with State Planning Policy 5.4 Road and Rail Noise and the requirements at the subdivision and development stage should be clearly outlined. It is important for noise management to be appropriately addressed at the structure plan stage to protect the amenity for future residents.</p> <p>Concerns have been raised in regard to the Noise Management Plan, and given the importance of the future Tonkin Highway and ensuring that development appropriately interfaces and setbacks from such, the Proposed Structure Plan in its current form is unable to be supported.</p> <p><b>Transport Impact Assessment</b></p> <p>It is noted that Main Roads have requested clarification and further information on some matters within the Transport Impact</p>

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		<ul style="list-style-type: none"> <li>• Section 7.3 requires clarification; the forecast daily traffic volumes on internal SP roads shown in Figure 16 do not seem to align with the "16,470" vpd or the "13,540" vpd total daily vehicular trip figures referenced within Section 7.2 of the report.</li> <li>• In relation to Section 7.5, further details are requested on the extent of impact of the proposed LSP on the external intersections along the Tonkin Hwy Extension project and accordingly if additional modelling is required on the external intersections. This is necessary to ensure the appropriateness of the planned upgrade works on Tonkin Hwy and that any future operational/safety requirements associated with these intersections are not compromised.</li> </ul> <p><b>Bushfire Management Plan</b>  In regard to the Bushfire Management Plan prepared by Lushfire &amp; Planning dated October 2022 Version D, Main Roads provides the following comments:</p> <ul style="list-style-type: none"> <li>• Document text and the executive summary of the Bushfire Management Plan requires amendment to clarify Main Roads' commitments relating to the Tonkin Highway Extension Project.</li> <li>• Main Roads will extend Doley Road to the north-eastern corner of the site. The extension will be provided with the minimum viable cross section and will join Cardup Siding Road with a simple T-intersection.</li> <li>• Main Roads will provide a gated emergency connection between Cardup Siding Road and the Tonkin Highway Principle Shared Path (PSP). Reference of a "500m long access way" is to be removed as this is access will only provide an emergency connection to the PSP (not a dedicated access).</li> </ul>	<p><b>Acoustics - Amelioration options - Noise wall</b></p> <p>Noise amelioration requirements of our Client within Lot 33 will be implemented in accordance with the recommendations in the Noise Management Plan.</p> <p><b>Acoustics - Amelioration options - Dwelling design</b></p> <p>Noise amelioration requirements of our Client within Lot 33 will be implemented in accordance with the recommendations in the Noise Management Plan. The first row of the westernmost dwellings would require a Quiet House Design - Package A response.</p> <p><b>Traffic Impact Assessment - Definition</b></p> <p>The Traffic Impact Assessment can be updated to reflect this request.</p> <p><b>Traffic Impact Assessment - Commercial land use</b></p> <p>Transcore sourced the Local Centre trip rates from the Roads and Traffic Authority (NSW) traffic</p>	<p>Assessment (TIA). Main Roads have requested that the TIA refer to the Thomas Road/Tonkin Highway grade separated interchange. Clarification has been sought on the trip generation rate for the commercial centre and the forecast daily traffic volumes referenced under sections 7.2 and 7.3 of the TIA. It is noted that Main Roads have also requested further information on the impact of the structure plan on the external intersections along the Tonkin Hwy extension.</p> <p>Officers also note that the range of issues and concerns pertaining to the road structure design, would warrant a different TIA needing to be formulated once the design changes. Officers recommend the structure plan be refused.</p> <p><b>Bushfire Management Plan</b></p> <p>The is a significant concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements</p>

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		<ul style="list-style-type: none"> <li>• Reference to Main Roads “providing a local road permanent access from the site to the southern portion of Hopkinson Road” is to be removed. Main Roads will provide a cul-de-sac off Hopkinson Road at the south-western corner of Lot 33. Any local road connection into this cul-de-sac will be the responsibility of the developer.</li> <li>• The north-eastern intersection of Cardup Siding Rd and Doley Rd is yet to be resolved. The purple Integrator Connector is suitable in theory, however the specific geometry of this connection will need to be reviewed as the detailed subdivision design progresses.</li> </ul> <p>Please provide the above information at your earliest convenience, noting that Main Roads will require a 30-day review period once received. As stated above, Main Roads is not able to support the subject proposal until the above information has been received and reviewed.</p>	<p>generation guidelines utilising the shopping centre rate. The Traffic Impact Assessment can be updated to reflect this request.</p> <p><b>Traffic Impact Assessment - Clarification - Vehicular trip generation</b></p> <p>Transcore notes the Traffic Impact Assessment total daily vehicular trip generation is true and correct. Figure 16 illustrates post-development volumes on adjacent roads (existing + new traffic) and Structure internal roads (new traffic only); hence the difference.</p> <p><b>Traffic Impact Assessment - Tonkin Highway interchange</b></p> <p>The site has been zoned "Urban" since 2020 and was previously considered by Main Roads Western Australia as part of the Metropolitan Region Scheme amendment with no objection. It is incumbent on Main Roads Western Australia to undertake long-term traffic impact planning. Main Roads Western Australia develops and updates the ROM</p>	<p>specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines.</p> <p>The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p>

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			<p>model but does not grant access to its outputs to the private sector. Therefore, this request is onerous, requires a district-wide assessment, and is beyond the scope of a typical Structure Plan Traffic Impact Assessment and the available private sector traffic information.</p> <p><b>Bushfire Management Plan – Clarification</b></p> <p>Based on liaison with Main Roads Western Australia, they have committed to the following:</p> <ul style="list-style-type: none"> <li>• Constructing Doley Road (south) from Orton Road across Cardup Brook to the north-eastern corner of the site;</li> <li>• Providing a 500m long emergency access via a principal shared path from Cardup Siding Road to Orton Road adjacent to Tonkin Highway, and</li> <li>• Providing a cul-de-sac head at Hopkinson Road (south) for a future local access road connection from the southwestern corner of Lot 33.</li> </ul>	

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			<p>The Bushfire Management Plan can be updated to reflect this request and reference the commitments within the <i>Tonkin Highway Extension Stage 3 - Thomas Road to South Western Highway - Connectivity and Accessibility Study</i>.</p> <p><b>Bushfire Management Plan - Doley Road - South extension</b></p> <p>Main Roads Western Australia specification will require Shire of Serpentine-Jarrahdale approval; the following are considerations for assessing the design:</p> <ul style="list-style-type: none"> <li>• The construction of the Tonkin Highway extension forces servicing infrastructure into the Doley Road (south) alignment, away from the existing infrastructure in Hopkinson Road. Given that Main Roads Western Australia will sever the access to services in Hopkinson Road and do not permit servicing infrastructure in road reservations under their control, the crossing needs to accommodate services.</li> </ul>	



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			<ul style="list-style-type: none"> <li>• To accommodate services, in accordance with the Utility Providers Code of Practice, the crossing requires a minimum clearance to high voltage and gas infrastructure of 1,500mm.</li> <li>• Doley Road (south) is a future “Integrator B” requiring a higher specification than currently proposed; the Main Roads Western Australia works should not be treated as sacrificial works and should be designed to the required specification.</li> <li>• It is vital to ensure that the design of the crossing considers the order of the road to ensure emergency access, particularly during flooding events, as per Liveable Neighbourhoods and Department for Fire and Emergency Services requirements.</li> <li>• The crossing culvert sizing must accommodate the 1% annual exceedance probability (AEP) (100-year) event for Cardup Brook. The correct culvert sizing is crucial to ensure the crossing does not</li> </ul>	

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			<p>overtop during a major flooding event or provide a flood restriction which will increase upstream flood levels and result in flooding or property inundation. While the most recent flood modelling of Cardup Brook as part of the Byford District Water Management Strategy (2018) indicates a 1% AEP flow at this location of 20.7 m<sup>3</sup>/s, the Shire should seek advice from the Department of Water and Environmental Regulation advice regarding a suitable flood flow for Cardup Brook for use in design.</p> <ul style="list-style-type: none"> <li>• The crossing height accommodates adequate clearance to the 1%AEP from Cardup Brook. This requirement is vital to prevent any potential damage or disruption to the crossing and ensure the safety of all users.</li> </ul> <p><b>Bushfire Management Plan - Principal Shared Path</b></p> <p><i>The Tonkin Highway Extension Stage 3 – Thomas Road to South Western Highway – Connectivity</i></p>	

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			<p><i>and Accessibility Study identifies for Focus area: 6. Cardup Siding Road residential catchment the following accessibility impacts:</i></p> <p><i>Potential evacuation risk with closure of Cardup Siding Road/Hopkinson Road intersection removing alternative access out of catchment. Closure of access to Hopkinson Road impacts the Bushfire Management Plan.</i></p> <p>Arup met with fire management representatives from the Shire on 14 May 2021 to review the accessibility requirements for evacuation as a result of the severance caused by the Tonkin Highway Extension; the following was identified for the Cardup Siding Road cul-de-sac:</p> <p><i>The cul-de-sac created at Cardup Siding Road was identified as a potential risk. The risk area and confirmed on the meeting 14th May with the proposed option presented in section 8.9 found to provide suitable access for bushfire management purposes. This access arrangement is in line with the DSP, which shows the</i></p>	

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			<p><i>existing western access severed by the Tonkin Highway extension.</i></p> <p>Based on the Main Roads Western Australia submission and in terms of the Bushfire Protection Criteria, there will be only one emergency access route for the existing Culham Vista housing catchment and the future residents of Lot 33.</p> <p>Main Roads Western Australia must provide a dedicated alternative emergency route that complies with the <i>Bushfire Protection Criteria</i>.</p> <p>The Bushfire Management Plan can be updated to reflect the commitments within the <i>Tonkin Highway Extension Stage 3 - Thomas Road to South Western Highway - Connectivity and Accessibility Study</i>.</p> <p><b>Bushfire Management Plan - Hopkinson Road - South</b></p> <p>The reference to Main Road Western Australia providing a local access road can be removed from the <i>Bushfire Management Plan</i>, given they are providing two emergency access points in</p>	

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			<p>accordance with the <i>Tonkin Highway Extension Stage 3 - Thomas Road to South Western Highway - Connectivity and Accessibility Study</i> and complies with the Bushfire Protection Criteria.</p> <p>The construction of the cul-de-sac head cannot encroach into Lot 33 but must be accessible without requiring land acquisition or subdivision.</p> <p><b>Bushfire Management Plan - Doley Road - South geometry</b></p> <p>Main Roads Western Australia specification will require Shire of Serpentine-Jarrahdale approval.</p> <p><b>Modifications – Reports</b></p> <p>The following items can be updated but should not require a 30-day review period:</p> <ul style="list-style-type: none"> <li>• The Noise Management Plan to confirm the chipseal modelled.</li> <li>• The Traffic Impact Assessment to state Thomas Road/Tonkin Highway grade-separated interchange.</li> </ul>	

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			<ul style="list-style-type: none"> <li>• The Traffic Impact Assessment to identify the source of the Local Centre trip rates.</li> <li>• The Bushfire Management Plan to identify Main Roads Western Australia commitments as part of the Tonkin Highway extension.</li> <li>• The Bushfire Management Plan to remove the reference to Main Road Western Australia providing a local access road from Hopkinson Road (south).</li> </ul>	
Department of Primary Industries and Regional Development (DPIRD) IN23/1254	6.	The Department of Primary Industries and Regional Development does not object to the abovementioned Structure Plan as this area has been identified as 'Urban' in the Metropolitan Region Scheme (MRS) and 'Urban Development' in the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2 (TPS2).	Our Client thanks the Department of Primary Industries and Regional Development for their no-objection submission.	Noted, thank you for your submission.
Department of Water and Environmental Regulation (DWER) IN23/1282	7.	<p>The Department of Water and Environmental Regulation (the Department) has reviewed the Plan and has identified that the proposal has the potential for impact on water resource values and management. The Department offers the following advice to address key matters.</p> <p><b>Issue</b> Better Urban Water Management and State Planning Policy 2.9 – Water Resources</p> <p><b>Advice</b> Consistent with Better Urban Water Management (WAPC, 2008) and State Planning Policy 2.9 – Water Resources a LSP</p>	<p><b>Local Water Management Strategy - Section 5.2 - Water Supply</b></p> <p>Our Client thanks the Department of Water and Environmental Regulation for their time to meet on 15 March 2023 regarding their submission. The comments are generally related to providing additional detailed information.</p>	<p>Noted, thank you for your submission.</p> <p>It is noted the Department of Water and Environmental Regulation have some concerns with the Local Water Management Strategy. These concerns include demonstrating access to a water supply and the non potable requirements for the structure plan</p>

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		<p>is to be supported by a Local Water Management Strategy (LWMS) to provide proof of concept that the proposed urban configuration can manage water quality and quantity. At this point the LWMS does not meet the requirements of the aforementioned policy measures. As such, the Department does not support the proposal in its current form, and it is recommended the report is revised consistent with the advice the Department and the Shire of Serpentine-Jarrahdale prior to the adoption of the LSP. The Departments reviewed and recommended amendments are provided in Attachment 1.</p> <p><b>Attachment 1</b></p> <table border="1" data-bbox="427 751 1227 1433"> <thead> <tr> <th data-bbox="427 751 506 783">No.</th> <th data-bbox="506 751 602 783">Page</th> <th data-bbox="602 751 819 783">Section</th> <th data-bbox="819 751 1227 783">Rev 1 – DWER Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="427 783 506 1294">1</td> <td data-bbox="506 783 602 1294">15</td> <td data-bbox="602 783 819 1294">Section 5.2 - Water Supply</td> <td data-bbox="819 783 1227 1294"> <p>The LWMS is required to demonstrate non potable requirements for the LSP inclusive of public open space (POS) and schools and confirm access to this supply.</p> <p>As such, please provide;</p> <ul style="list-style-type: none"> <li>• A breakdown of supply needs for both schools and POS;</li> <li>• Confirmation of the intent for necessary allocations to be transferred to primary and secondary schools.</li> </ul> </td> </tr> <tr> <td data-bbox="427 1294 506 1433">2</td> <td data-bbox="506 1294 602 1433">16</td> <td data-bbox="602 1294 819 1433">Section 6 - Stormwater Strategy</td> <td data-bbox="819 1294 1227 1433"> <p>The LWMS does not provide the necessary detail to demonstrate of proposed water management “proof of</p> </td> </tr> </tbody> </table>	No.	Page	Section	Rev 1 – DWER Comments	1	15	Section 5.2 - Water Supply	<p>The LWMS is required to demonstrate non potable requirements for the LSP inclusive of public open space (POS) and schools and confirm access to this supply.</p> <p>As such, please provide;</p> <ul style="list-style-type: none"> <li>• A breakdown of supply needs for both schools and POS;</li> <li>• Confirmation of the intent for necessary allocations to be transferred to primary and secondary schools.</li> </ul>	2	16	Section 6 - Stormwater Strategy	<p>The LWMS does not provide the necessary detail to demonstrate of proposed water management “proof of</p>	<p>Lot 33 has a groundwater licence to take water for 5,000 kilolitres per year, valid until 15 December 2026. Lot 33 has an additional 195,000 kilolitres per year approved for future development. The <i>Local Water Management Strategy</i> can be updated to reflect this request.</p> <p><b>Local Water Management Strategy - Section 6 - Stormwater Strategy</b></p> <p>The <i>Local Water Management Strategy</i> includes key infrastructure inverts for basins and biofilter areas, including volumes areas, batters, top water levels etc., to inform engineering design. The <i>Local Water Management Strategy</i> can be updated to include cross sections.</p> <p><b>Local Water Management Strategy - Section 6.2.2: Regional Watercourses</b></p> <p>The <i>Local Water Management Strategy</i> can be updated to include invert levels for the flow paths.</p>	<p>inclusive of POS, the stormwater strategy with cross-sectional landscape and drainage conceptual designs required, regional watercourses and fill and subsoil drainage information being required. DWER have advised that further discussions have taken place with the applicant since this submission was received and have confirmed that provided modifications are undertaken to the LWMS to address these concerns, DWER is in principle satisfied with the approach.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
No.	Page	Section	Rev 1 – DWER Comments													
1	15	Section 5.2 - Water Supply	<p>The LWMS is required to demonstrate non potable requirements for the LSP inclusive of public open space (POS) and schools and confirm access to this supply.</p> <p>As such, please provide;</p> <ul style="list-style-type: none"> <li>• A breakdown of supply needs for both schools and POS;</li> <li>• Confirmation of the intent for necessary allocations to be transferred to primary and secondary schools.</li> </ul>													
2	16	Section 6 - Stormwater Strategy	<p>The LWMS does not provide the necessary detail to demonstrate of proposed water management “proof of</p>													

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			<p>concept” consistent with policy requirements.</p> <p>The report is to provide cross-sectional landscape and drainage conceptual designs, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Critical inverts;</li> <li>• Top water levels;</li> <li>• Bioretention areas;</li> <li>• Batters;</li> <li>• Integration of subsoil drainage.</li> </ul>	
	3	18	<p>Section 6.2.2: Regional Watercourses</p> <p>The approach to include provision for previously mapped flow paths from the Cardup Reserve traversing east to west across the site is acknowledged.</p> <p>Given the strategy is to use the road carriageway to achieve this, please provide the critical inverts levels that will enable this flow to enter and exit the built-out site.</p>	
	4	22	<p>Section 7.1 Fill and subsoil drainage</p> <p>The LWMS cites design information is to be provided in the future Urban Water Management Plan.</p> <p>How this infrastructure is to integrate with the proposed</p>	
			<p><b>Local Water Management Strategy - Section 7.1 Fill and subsoil drainage</b></p> <p>Lot 33 has a considerable fall from east to west of eleven metres. Given the eleven-metre fall, the subsoil function is not considered a design risk.</p> <p>The <i>Local Water Management Strategy</i> can be updated to include conceptual invert levels for the interface of the subsoil drainage with drainage infrastructure.</p> <p>The future subsoil design is detailed information that will be included in the <i>Urban Water Management Plan</i>.</p>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>stormwater system is of importance. The holistic function of the subsoil is also required to be conceptually demonstrated at this stage of planning, as design with individual stages of subdivision represents a risk to the ultimate infrastructure manager.</p> <p>Please provide conceptual subsoil drainage layout, critical inverts and receiving infrastructure.</p>		
Department of Fire and Emergency Services (DFES) IN23/1801	8.	<p>I refer to your email dated 1/12/2022 regarding the submission of a Bushfire Management Plan (BMP) (version 21-032 revision D), prepared by Lush Fire and Planning and dated 5/10/2022, for the above Structure Plan.</p> <p>This advice relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines). It is the responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p><b>Assessment</b></p>	<p><b>Bushfire Management Plan - Strategic compliance</b></p> <p>Our Client thanks the Department of Fire and Emergency Services for their time to meet on 15 March 2023 regarding their submission. Our Client acknowledges the responsibility to comply with relevant planning policies and building regulations.</p> <p>At the current strategic assessment level, the site is suitable for subdivision as the development areas will have a Bushfire Hazard Level rating of</p>	<p>Noted, thank you for your submission.</p> <p>It is noted that several concerns were raised in regard to the bushfire safety risk within the Proposed Structure Plan area from the Department of Fire and Emergency Services (DFES). Concerns included the vegetation exclusions and vegetation classifications within the Bushfire Management Plan and the indicative Bushfire Attack Level (BAL) ratings. It is noted that DFES also have concerns with the</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation						
		<p>• It is noted that the Structure Plan and BMP have conflicting zoning for some lots. They have been referenced below as R10/15.</p> <p><b>1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</b></p> <table border="1" data-bbox="427 616 1227 1394"> <thead> <tr> <th data-bbox="427 616 622 651">Issue</th> <th data-bbox="622 616 1039 651">Assessment</th> <th data-bbox="1039 616 1227 651">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="427 651 622 1394">Vegetation Exclusion -</td> <td data-bbox="622 651 1039 1394"> <p><b>Vegetation exclusions – not demonstrated</b></p> <p>The BMP assumes the areas of POS will be maintained as low threat vegetation as per AS3959. However, no evidence is provided to justify the vegetation exclusion.</p> <p>Page 26 of the structure plan notes that POS areas will be used as drainage, with some areas of POS including bio-filtration areas. It does not appear that these areas would be classifiable as excludable vegetation.</p> <p>Further, the final development BAL contour Map (Figure 10) has excluded vegetation outside of the lot boundary (Plot 2 to the north) without comment. As such the</p> </td> <td data-bbox="1039 651 1227 1394">Modification to the BMP is required.</td> </tr> </tbody> </table>	Issue	Assessment	Action	Vegetation Exclusion -	<p><b>Vegetation exclusions – not demonstrated</b></p> <p>The BMP assumes the areas of POS will be maintained as low threat vegetation as per AS3959. However, no evidence is provided to justify the vegetation exclusion.</p> <p>Page 26 of the structure plan notes that POS areas will be used as drainage, with some areas of POS including bio-filtration areas. It does not appear that these areas would be classifiable as excludable vegetation.</p> <p>Further, the final development BAL contour Map (Figure 10) has excluded vegetation outside of the lot boundary (Plot 2 to the north) without comment. As such the</p>	Modification to the BMP is required.	<p>either moderate or low. The developable portions of future lots will have a bushfire attack level rating of BAL-29 or less. Most of the issues the Department of Fire and Emergency Services have raised relate to the future subdivision design.</p> <p>The most important strategic issue is providing suitable bushfire emergency access to Lot 33 and for the Culham Vista residents. The access requirements in the short-term are required to be addressed by Main Roads Western Australia when Cardup Siding Road (west) becomes a cul-de-sac and in the long term linking Lot 33 to the terminated Hopkinson Road (south).</p> <p><b>Bushfire Management Plan – Density</b></p> <p>Figure 3 in the Bushfire Management Plan identifies lots with an R15 density coding, and the Structure Plan identifies them as R10. The Bushfire Management Plan can be updated to include the R10 density coding.</p>	<p>vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines.</p> <p>The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused. Redesign will be required in a substantial way to address the objections raised by DFES, and concerns held by officers.</p>
Issue	Assessment	Action								
Vegetation Exclusion -	<p><b>Vegetation exclusions – not demonstrated</b></p> <p>The BMP assumes the areas of POS will be maintained as low threat vegetation as per AS3959. However, no evidence is provided to justify the vegetation exclusion.</p> <p>Page 26 of the structure plan notes that POS areas will be used as drainage, with some areas of POS including bio-filtration areas. It does not appear that these areas would be classifiable as excludable vegetation.</p> <p>Further, the final development BAL contour Map (Figure 10) has excluded vegetation outside of the lot boundary (Plot 2 to the north) without comment. As such the</p>	Modification to the BMP is required.								

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation	
		<p>resultant BAL contours do not appear accurate.</p> <p>Vegetation classification</p> <p>Vegetation plots 8 cannot be substantiated as Class B Woodland with the limited information and photographic evidence available. Photo ID 30 notes that areas of this plot are classified Class A Forest, which conflicts with the vegetation map classification of Class B Woodland. The BMP should detail specifically how the Class B Woodland classification was derived as opposed to Class A Forest. If unsubstantiated, the vegetation classification should be revised to consider the vegetation at maturity as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>Vegetation classification</p> <p>Evidence to support the exclusion of Plot 4 (surrounding lots and road reserves) as managed to low threat in accordance with AS3959 is required. Specifically:</p> <ul style="list-style-type: none"> <li>• Multiple Road Reserves - Evidence has not been</li> </ul>	<p>Modification to the BMP is required.</p> <p>Modification to the BMP is required.</p>	<p><b>Bushfire Management Plan - Vegetation classification (low threat)</b></p> <p>This information is generally provided at the subdivision stage when the final management plans are approved. The Bushfire Management Plan – Implementation Table can be updated to include a reference that should public open space have classified vegetation; the subdivision design will be modified to ensure that lots are BAL-29 or less or lots are managed via a Local Development Plan.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (drainage)</b></p> <p>This information is generally provided at the subdivision stage when the final management plans are approved. The Bushfire Management Plan – Implementation Table can be updated to include a reference that should public open space have classified vegetation; the subdivision design will be modified to ensure that lots are BAL-29 or</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>provided to validate City management of the reserve.</p> <ul style="list-style-type: none"> <li>• Surrounding lots – The BMP notes that the surrounding lots are covered by the Shire’s Fire Hazard Reduction Notice, however this notice does not operate year-round, and does not specifically require management of all vegetation to an excludable state (see further comments below).</li> <li>• Tonkin Highway Extension, and Water Corporation Corridor - The post development vegetation classification has each of these areas however does not discuss the potential for modification to vegetation currently on these sites, and the structure plan does not provide any detail of the POS vegetation (which will be located on the Water Corporation reserve). Alternatively, the vegetation classification should be revised to apply the worst-case scenario as per AS 3959.</li> </ul> <p>The applicant should contact Main Roads and the Water</p>	<p>less or lots are managed via a Local Development Plan.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (external)</b></p> <p>This information is generally provided at the subdivision stage when the final management plans are approved.</p> <p>The Bushfire Management Plan – Implementation Table can be updated to require a detailed Bushfire Attack Level Contour Plan and confirmation of the bushfire attack level ratings at the subdivision stage.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (Photo 30)</b></p> <p>Photo 30 relates to vegetation in the Bett Road road reserve and should be labelled as being part of Plot 7 not Plot 8. The Bushfire Management Plan can be updated to show this as part of Plot 7.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (Plot 8)</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>Corporation to determine standards for revegetation within these areas and ensure that this detail is added to the BMP to ensure that all vegetation is considered as part of the BAL Contour Map.</p> <p>Vegetation classification Further to the above, DFES does not accept fire break notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat status. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land.</p> <p>BAL Contour Map The indicative BAL ratings cannot be validated. The inputs (i.e. slope/vegetation classification) need to be included in the BMP to demonstrate the methodology applied to determine the BAL outputs within the Contour Map. This would generally be</p>	<p>The Bushfire Management Plan can be updated to include a new figure identifying the calculation of the canopy cover for Plot 8.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (Plot 4)</b></p> <p>Plot 4, as shown in Figure 4 - Vegetation Classification, identifies the road pavement. Vegetation within the adjacent road reserves is included in Plot 2, as documented in Table 3. This item only relates to Cardup Siding Road. The southern side of Cardup Siding Road will include crossovers, footpaths, and drainage, thus reducing fuel loading. The Shire manages the road reservation in accordance with their statutory requirements.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (Fire Hazard Reduction Notice)</b></p> <p>The classification of the vegetation on the surrounding lots has been based on the existing conditions. The reference for Plot 4 in Table 3 states “including” and is not solely</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>provided in a table. The BAL contours should extend from all areas of classified vegetation.</p>	<p>determined by the Fire Hazard Reduction Notice.</p> <p>The lots on the northern side of Cardup Siding Road (Culham Vista) are generally 3,000m<sup>2</sup>, zoned “Urban Development”, and have a reticulated water supply. The lots south of the site (Baigup Loop) are generally two hectares in size, zoned “Special Rural” with no reticulated water supply. Only portions of these lots have been included in Plot 4.</p> <p>It is only the lots on the northern side of Cardup Siding Road which potentially have any impact on the BAL ratings for the subject land. The Bushfire Management Plan can be updated to include a new vegetation plot that documents their characteristics and justification for exclusion.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (Tonkin Highway)</b></p> <p>The Tonkin Highway road reservation is approximately 75-80 metres from future residential development, including a noise wall on the eastern boundary; the bushfire risk is considered low.</p>							
		<p><b>2. Policy Measure 6.3 c) Compliance with the bushfire protection criteria</b></p>								
		<table border="1"> <thead> <tr> <th data-bbox="432 588 584 619">Issue</th> <th data-bbox="584 588 1039 619">Assessment</th> <th data-bbox="1039 588 1227 619">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="432 619 584 1428">Location</td> <td data-bbox="584 619 1039 1428"> <p><b>A1.1 and A2.1– not demonstrated</b></p> <p>The BAL ratings cannot be validated for the reasons outlined in the above table.</p> <p>Subdivisions on residential scale lots (including R10/15-R40) should ensure that the entire site can achieve a rating of BAL-29 or lower. The proposed lot layout will not achieve this, and it has not been demonstrated that sufficient developable areas below BAL-29 will be available on all lots once side setbacks and the potential footprint of future dwellings is taken into account. It is noted that some residential coded lots directly abut extreme vegetation to the north of the site.</p> <p>Strategic proposals for vulnerable or high-risk land uses in areas of BAL-40/BAL-FZ will not be supported unless they comply</p> </td> <td data-bbox="1039 619 1227 1428">Modification required.</td> </tr> </tbody> </table>			Issue	Assessment	Action	Location	<p><b>A1.1 and A2.1– not demonstrated</b></p> <p>The BAL ratings cannot be validated for the reasons outlined in the above table.</p> <p>Subdivisions on residential scale lots (including R10/15-R40) should ensure that the entire site can achieve a rating of BAL-29 or lower. The proposed lot layout will not achieve this, and it has not been demonstrated that sufficient developable areas below BAL-29 will be available on all lots once side setbacks and the potential footprint of future dwellings is taken into account. It is noted that some residential coded lots directly abut extreme vegetation to the north of the site.</p> <p>Strategic proposals for vulnerable or high-risk land uses in areas of BAL-40/BAL-FZ will not be supported unless they comply</p>	Modification required.
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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>with policy measure 6.7, clause 6.7.1 or 6.7.2 of SPP3.7.  The proposal is not considered to meet the definition of minor or unavoidable development.</p> <p><b>3.2a – insufficient information</b>  The BMP provides comments that access to the site currently provides multiple access routes, to multiple destinations, and confirms that the post development site will also provide compliant access, however, does not provide a guarantee that staged development will provide a compliant outcome (given the potential for modifications to roads outside of the site impacting access).  Specifically – It has not been demonstrated that the development will provide suitable access at all times if the suggested road closures to Hopkinson Road and the western end of Cardup Siding Road occurs. This would leave Cardup Siding Road to the east of site as the only public road providing access away from the site. Page 35 of the BMP notes that the development would still be compliant as an interim option</p>	<p>The Water Corporation future service corridor will require management to ensure low fuel loading. Management may be via temporary uses or an agreed maintenance regime before transferring the land.  The Bushfire Management Plan – Implementation Table can be updated to include a reference that if the service corridor has classified vegetation, then the subdivision design will be modified to ensure that lots are BAL-29 or less.</p> <p><b>Bushfire Management Plan - Vegetation exclusions (Firebreak Notice)</b></p> <p>The Department of Fire and Emergency Services has been a party to the preparation of the Fire Protection Association Australia Practice Note 5 regarding the use of Shire Firebreak Notice for BAL Assessments. The Firebreak Notice is a legal instrument which is mandatory and enforceable.  The Bushfire Management Plan can be updated to include the provisions of the current Fire Hazard Reduction Notice.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>provided that Main Roads construct a local road access to Hopkinson Road from the SW corner of the site, however this is not guaranteed. Other alternatives such as a 600m accessway to the north, and use of existing under-size EAWs have been noted, however would not provide compliant access to multiple destinations.</p> <p>The BMP should be updated to clearly detail how the development will satisfy the requirements of Element 3.2A <u>at all stages of development</u>, given that the modifications to the external road network fall outside of the control of the developer.</p>	<p><b>Bushfire Management Plan - Vegetation exclusions - Contour Map (APZ)</b></p> <p>The reference in Section 5.2 of the Bushfire Management Plan relating to the asset protection zone extending over lot boundaries refers to the boundaries of the subdivided lots, not the external boundary of the subject land.</p> <p>The Bushfire Management Plan can be updated to reference that this will be assessed at the subdivision stage when the lot design is known and managed via a Local Development Plan.</p>	
	Vehicular Access	<p><b>3.2b – insufficient information</b></p> <p>The BMP notes on page 37 that an EAW will only be required once the regional road network (modification to Tonkin Highway) has removed access to existing multiple access routes, however as above there is no guarantee as time requirement/timeframe for the delivery of additional EAW's/access routes as these will be provided outside of the development area, and outside of</p>	<p>Modification required.</p> <p><b>Bushfire Management Plan - Vegetation exclusions - Contour Map (Validation)</b></p> <p>The Bushfire Management Plan does document slopes and vegetation classifications used for the bushfire attack level contour maps. The contours can be clarified by including example cross sections for each boundary at the appropriate time.</p>	



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		<p>the control of the developer. The BMP should be modified to clearly address if an EAW is required, and if so, how this can be addressed by the developer.</p> <p><b>A3.3 – not demonstrated</b>            In bushfire prone areas, a cul-de-sac subdivision layout is not favoured because they do not provide access in different directions for residents. DFES does not support the justification for non-compliance to this acceptable solution. The BMP does not substantiate why the cul-de-sac design cannot be avoided.</p> <p><b>A3.4a– not demonstrated</b>            The use of perimeter roads is noted to the east of the site; however, the BMP does not address why they have not been used to the south-eastern corner of site. It is noted that the vegetation abuts areas of proposed Residential R10/15 lots, and these lots are not consistent with the Rural Residential zoning required to avoid the need for perimeter roads.</p>	<p>Alternatively, a table can be prepared to assign a reference to each development cell shown on the structure plan map.</p> <p>The Bushfire Management Plan updated to include reference to the Bushfire Attack Level Assessment Table is prepared at the subdivision stage when the detailed lot design is known.</p> <p><b>Bushfire Management Plan - Bushfire Protection Criteria (BAL-29 or lower)</b></p> <p>The Department of Fire and Emergency Services and the Department for Planning, Lands and Heritage have different positions on this issue, and the Guidelines for Planning in Bushfire Prone Areas reference the “development site”, meaning that that part of a lot on which a building that is the subject of development stands or is to be constructed.</p> <p>Figure 12 identifies that the lots on the southern boundary will be 50 metres deep with a sufficient developable area with a BAL-29 or lower rating.</p>	<p><b>Recommendation – not supported modification required</b></p>

**Summary of Submissions**  
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		<p>The BMP does not adequately address the policy requirements of SPP 3.7 and the Guidelines.</p> <p>DFES has assessed the Structure Plan and accompanying BMP. Several issues that need to be addressed prior to support of the proposal (refer to the tables above).</p> <p>In addition to the BMP updates, DFES recommends amendments to the proposed Structure Plan (section 5 of the implementation report), consistent with any future modifications to the BMP. The proposed changes include commitments regarding the location of residential lots in areas of BAL-29 or below: and vehicular access and vegetation management to meet the requirements of SPP3.7 and Guidelines at all stages of the development.</p>	<p>The lots in the north-western corner adjacent to the Water Corporation service corridor will be subject to the management arrangements outlined above for the corridor.</p> <p><b>Bushfire Management Plan - Bushfire Protection Criteria (Vulnerable uses)</b></p> <p>The developable portions of Lot 33 will have a moderate or low bushfire hazard rating which complies with SPP 3.7. This rating will not alter due to the vegetation classifications adjoining the site, the Water Corporation corridor or proposed public open space and drainage basins.</p> <p>The asset protection zones are based upon a BAL-29 setback and will be fully contained within Lot 33.</p> <p>Lot 33 has two areas assessed with a BAL-40 or BAL-FZ rating, the future Bett Road road reserve fronting Cardup Nature Reserve and the southern transition lots. Development on the transition lots will be excluded within the BAL-40, or BAL-FZ rated areas and</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			<p>managed via a Local Development Plan.</p> <p>Section 4.2 – High-Risk Land Uses of the Bushfire Management Plan identifies:</p> <p><i>High risk land uses are those uses which may lead to the potential ignition, prolonged duration and/or increased intensity of a bushfire. Such uses may also expose the community, fire fighters and the surrounding environment to dangerous, uncontrolled substances during a bushfire event. Examples of high-risk land uses include service stations, landfill sites, bulk storage of hazardous materials, fuel depots.</i></p> <p>The local centre is the only location that could accommodate high-risk land uses, which is assessed as BAL-12.5. Any high-risk land uses would require a Risk Management Plan that addresses the Bushfire Management Plan requirements.</p> <p>Section 4.3 – Vulnerable Land Uses of the Bushfire Management Plan identifies:</p> <p><i>Vulnerable land uses are uses where it is considered that occupants have a lesser capacity to respond in the event of a</i></p>	

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			<p><i>bushfire, and which may present evacuation challenges. These are generally associated with hospitals, nursing homes and retirement villages. However, they also include any form of tourist accommodation, places of assembly, family day care centres, schools etc.</i></p> <p>Both proposed schools are vulnerable land uses and will be subject to a separate Bushfire Management Plan and Emergency Evacuation Plan. Should any other vulnerable land uses be proposed, the development application would also require a Risk Management Plan that addresses the Bushfire Management Plan requirements and an Emergency Evacuation Plan.</p> <p><b>Bushfire Management Plan - Vehicular Access</b></p> <p>The Tonkin Highway Extension Stage 3 – Thomas Road to South Western Highway – Connectivity and Accessibility Study identifies for Focus area: 6. Cardup Siding Road residential catchment identifies the potential evacuation</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			<p>risk with the closure of Cardup Siding Road.</p> <p>It is incumbent upon Main Roads Western Australia to provide a dedicated alternative emergency route for the existing residents that complies with the Bushfire Protection Criteria.</p> <p>Based on liaison with Main Roads Western Australia, they have committed to the following:</p> <ul style="list-style-type: none"> <li>• Constructing Doley Road (south) from Orton Road across Cardup Brook to the north-eastern corner of the site;</li> <li>• Providing a 500m long emergency access via a principal shared path from Cardup Siding Road to Orton Road adjacent to Tonkin Highway, and</li> <li>• Providing a cul-de-sac head at Hopkinson Road (south) for a future local access road connection from the southwestern corner of Lot 33.</li> </ul> <p>The Bushfire Management Plan can be updated to reflect this request and reference the commitments within the Tonkin Highway Extension Stage 3 - Thomas Road to South Western</p>	

**Summary of Submissions**  
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			<p>Highway - Connectivity and Accessibility Study.</p> <p>Our Client will provide a future local access road connection from the southwestern corner of Lot 33 to Hopkinson Road (south).</p> <p>Lot 33 complies with Bushfire Protection Criteria with current and future access arrangements. Future access arrangements will be addressed as part of any Subdivision Application to ensure ongoing compliance.</p> <p><b>Bushfire Management Plan – Emergency access way</b></p> <p>The Tonkin Highway Extension Stage 3 – Thomas Road to South Western Highway – Connectivity and Accessibility Study identifies for Focus area: 6. Cardup Siding Road residential catchment identifies the potential evacuation risk with the closure of Cardup Siding Road.</p> <p>It is incumbent upon Main Roads Western Australia to provide a dedicated alternative emergency route for the existing residents that complies with the Bushfire Protection Criteria.</p>	

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			<p><b>Bushfire Management Plan – Cul-de-sac</b></p> <p>The Tonkin Highway Extension Stage 3 – Thomas Road to South Western Highway generates the need for Cardup Siding Road (west) to become a cul-de-sac and is not within the bounds of the Structure Plan.</p> <p>Figure 3 confirms there are no proposed cul-de-sacs within the Structure Plan.</p> <p><b>Bushfire Management Plan – Perimeter road</b></p> <p>The Minister for Planning required appropriate transition arrangements to the northern and southern rural areas.</p> <p>A significant windrow defines the southern boundary of Lot 33, which is approximately 1,100 metres. This is located in the adjacent property and over hangs the boundary by approximately 10 metres with 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. This vegetation is identified as Plot</p>	

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			<p>9 in the Bushfire Management Plan.</p> <p>The proposed transition lots on the southern will be sized to provide an appropriate hazard separation and bushfire attack level rating, as shown in Figure 12 of the Bushfire Management Plan.</p> <p>A perimeter access road would contravene the direction of the Minister for Planning, and the bushfire risk can be managed through lot sizing and Local Development Plans. Therefore, a perimeter road is considered onerous and unnecessary for bushfire emergency/management purposes.</p> <p><b>Bushfire Management Plan – Compliance</b></p> <p>State Planning Policy 3.7 - Planning in Bushfire Prone Areas - Clause 6.2 identifies that any strategic planning proposal that will have, on completion, a moderate Bushfire Hazard Level may be considered for approval if it demonstrates that the Bushfire Protection Criteria can be complied with in the subsequent planning stages.</p>	



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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Department for Fire and Emergency Services comments need to acknowledge the subsequent planning stages, especially the future subdivision application and refinement of the Bushfire Management Plan. It is emphasised that the developable portion of all lots will have a BAL-29 or lower rating complying with State Planning Policy 3.7 - Planning in Bushfire Prone Areas. The principal issue at this strategic level relates to access which is addressed in the comments noting that the future provision of access to Hopkinson Road (south) and Main Roads Western Australia's commitments to ensuring access in two different directions from Cardup Siding Road.</p>	
Department of Health IN23/1836	9.	<p><b>1. Water Supply and Wastewater Disposal</b></p> <p>Potable Water</p> <p>a) It is noted that potable water supply to the proposed development will be via the Water Corporation Integrated Water Supply System (IWSS).</p> <p>b) For non-scheme water connected areas, the development is to have access to a sufficient supply of potable water that is of the quality specified under the Australian Drinking Water Guidelines (2011).</p>	<p><b>Infrastructure – Water</b></p> <p>Our Client thanks the Department of Health for their time to meet on 16 March 2023 regarding their submission. Lot 33 will be connected to the Water Corporation infrastructure for reticulated (potable) water and sewer systems, as outlined in the Engineering Services Report.</p>	<p>Noted, thank you for your submission.</p> <p>Officers support the matters raised in the Department of Health's submission being addressed within the structure plan.</p> <p>Officers recommend that the proposed structure plan be</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>Wastewater</p> <p>a) It is noted that the structure plan is located within the Byford Wastewater Scheme. The proposed development must be connected to reticulated deep sewerage, as noted in the reports, in accordance with the Government Sewerage Policy.</p> <p>b) If there is an ever-increasing demand on the existing deep sewerage infrastructure, the existing wastewater treatment plants, pump stations and other wastewater infrastructure will need to be upgraded to ensure the additional volumes can be accommodated and prevent system failures thereby increasing public health safety.</p> <p><b>2. Public Health Impacts</b></p> <p>The site is not on the Department of Water and Environmental Regulation (DWER) contaminated sites database but there are potential risks of localised soil impacts due to historical dairy and manure bagging operations, as well as asbestos contamination in and around buildings on the site. This, rightly, will be investigated. Whilst this site does not currently appear on DWER's public access database, it may be subject to other important classifications not recorded on that database. The proponent should obtain a basic summary of records relating to the land and its surroundings to complete their assessment of the site's suitability for sensitive land uses.</p> <p><a href="https://www.der.wa.gov.au/images/documents/your-environment/contaminated-sites/Forms/Form_2_June_2020.pdf">https://www.der.wa.gov.au/images/documents/your-environment/contaminated-sites/Forms/Form_2_June_2020.pdf</a></p> <p><b>3. Increased Density – Public Health Impacts</b></p>	<p><b>Infrastructure – Sewer</b></p> <p>Lot 33 will be connected to the Water Corporation infrastructure for reticulated (potable) water and sewer systems, as outlined in the Engineering Services Report.</p> <p><b>Contamination</b></p> <p>The Structure Plan is not an identified contaminated site; however, our Client understands its responsibility under the provisions of the <i>Contaminated Sites Act 2003</i>.</p> <p>Regarding the potential for unknown localised soil and groundwater contamination, this is addressed via the subdivision approval process and conditions requiring investigation and remediation. Notwithstanding this, the risk of material contamination within Lot 33 is low.</p> <p><b>Density - Public health impacts</b></p> <p>Unusual or adverse public amenity issues arising from residential development related to the Structure Plan are not expected</p>	<p>refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>The Shire of Serpentine Jarrahdale should also use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues, and they should be appropriately and adequately addressed at this stage.</p> <p>To minimise adverse impacts on the residential component, the Shire of Serpentine Jarrahdale could consider incorporation of additional sound proofing/insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring adequate ventilation requirements for wet areas.</p> <p><b>4. Medical Entomology</b></p> <p>The subject land is in a locality that rarely experiences significant problems with nuisance and disease carrying mosquitoes. However, low numbers of human cases of RRV and BFV diseases occur annually in this locality.</p> <p>There may be seasonal freshwater breeding habitat in close proximity to the subject land, and there is the potential for mosquitoes to breed in onsite water holding infrastructure and constructed water bodies if they are poorly designed and not maintained. The proponent is to ensure that wastewater, stormwater and other water holding infrastructure is designed, installed correctly and maintained in good condition to reduce the potential for onsite mosquito breeding.</p> <p><b>5. Specific School Siting Considerations</b></p> <ul style="list-style-type: none"> <li>• Health Risk Assessment:</li> </ul>	<p>and can be managed through the approval processes.</p> <p>The Structure Plan has considered external (potential) health impacts on future residents.</p> <p>The Structure Plan is supported by a Noise Management Plan, which has assessed the possible noise impacts from the future Tonkin Highway in accordance with State Planning Policy 5.4 - Road and rail noise. This management plan has identified several mitigation measures, including Quiet House Design - Package A treatments for only a few dwellings.</p> <p>Similarly, it is anticipated that future streetlights and public realm lighting will comply with the dark sky principles to minimise the impact on the broader surroundings. This requirement is commonplace and implemented through the Western Australia Planning Commission model subdivision conditions.</p> <p>Dwelling designs are generally beyond the scope of a Structure Plan; it is worth noting that the revised version of the Building Code of Australia or National Construction Code will mandate a</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>Consider potential health risks of proposed site (through a health risk assessment or another methodical analysis of health impacts), including the location's supportiveness and safety for physical activity; air pollution and asthma levels; past or present contamination of site or nearby areas; and nearby sources of pollution, noise, dust or contaminants, such as highways and potential conflicting land use such as for fast food locations.</p> <ul style="list-style-type: none"> <li>• <b>Safe Infrastructure for Walking, Bicycling, and Public Transportation in School Vicinity:</b></li> </ul> <p>Improve the safety of travel by foot, bike, and public transportation near schools and on school property by providing safe infrastructure including a 'Safe Routes to School' plan to maximize opportunities for walking and biking to school. Integrate with public transport.</p> <p>For example, ensure that the areas surrounding schools have footpaths, bicycle lanes, or whatever infrastructure is necessary to allow students to safely travel to school through different modes of transportation. Ensure that site design safely accommodates students arriving and departing by all modes of transportation, including walking, bicycling, public transportation, school bus, and private vehicles: prioritize safe access for children who are bicycling or walking (including those walking after drop-offs from cars or buses). Consider facility and transportation equity for students and families with disabilities.</p> <p><b>6. Land Use Planning for Natural Hazards</b></p>	<p>heightened level of sustainability within all new dwelling designs.</p> <p><b>Health - Medical entomology</b></p> <p>The urban water management planning framework addresses the risk of creating mosquito breeding habitats during and after construction for residential development. This risk has been considered in the Local Water Management Strategy and will be implemented through future Urban Water Management Plans to support subdivision within the Structure Plan.</p> <p><b>Education - High school - Siting considerations</b></p> <p>Our Client has met with the Department of Education several times during the structure plan preparation phase to establish the school locations. The location of the high school is in accordance with Department of Education liaison over many years. The Department of Education requested the local centre to be situated away from both school</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**


Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>A document '<i>Land Use Planning for Natural Hazards</i>' can also guide the use of land to effectively reduce risk and enhance sustainability for areas prone to hazards such as flooding (including storm surge), fire, landslide, earthquake, strong wind and erosion. Available for download from:  <a href="https://knowledge.aidr.org.au/resources/land-use-planning-for-natural-hazards-handbook/">https://knowledge.aidr.org.au/resources/land-use-planning-for-natural-hazards-handbook/</a></p>	<p>sites. This separation acknowledges that local centres can support land uses and businesses that may not necessarily complement educational facilities.</p> <p><b>Movement network - School siting - Pedestrians and cyclists</b></p> <p>In supporting walking and cycling, the underlying road network is a balance between providing the most direct road connection to the two school sites whilst trying to minimise the conflict with vehicles travelling on the road network. The Structure Plan balances these competing objectives, minimising the risk of vehicle conflict while allowing for a very permeable and legible pedestrian network.</p> <p>The movement network optimises the public open space to improve pedestrian and cyclists' experience. Per the Traffic Impact Assessment, the schools' sites connect to the shared path network.</p> <p><b>Natural hazards</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**


Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Structure Plan preparation process has incorporated consideration of the relevant natural hazards. This has included bushfire through the Bushfire Management Plan and flooding through the Local Water Management Strategy. The assessment of natural hazards does not present material concerns or risks.</p>	
<p>Public Transport Authority IN23/1876</p>	<p>10.</p>	<p>The Public Transport Authority (PTA) would like to thank the Shire of Serpentine-Jarrahdale for the invitation to provide comment on the proposed Structure Plan for Lot 33 (681) Hopkinson Road, Cardup.</p> <p>The State Government is investing significantly in the growing south-eastern metropolitan area, with the extension of the Armadale Line further south to Byford. The provision of an effective bus network to feed into the new Byford train station is essential to the successful establishment of a growing metropolitan area.</p> <p>The PTA undertakes long term strategic planning for future bus services under the Transperth Service Development Plan, which guides the delivery of bus services to ensure the continued provision of quality public transport services to new and existing urban areas, while making efficient use of finite resources.</p> <p>Under the Transperth Service Development Plan, there is a long-term plan for a future bus route through the Structure Plan area, subject to the provision of additional service kilometre</p>	<p>Our Client thanks the Public Transport Authority for their time to meet on 16 March 2023 regarding their submission.</p> <p>Our Client supports and thanks the State Government for the investment in the Byford and Cardup localities and acknowledges the value of public transport's role in providing access to the community.</p> <p>Our Client will aid the delivery of an efficient service, where possible, within the constraints of the broader planning framework.</p> <p><b>Movement network - Provision of 'Neighbourhood Connector' Roads</b></p> <p>The Public Transport Authority has advised they require a minimum</p>	<p>Noted, thank you for your submission.</p> <p>The Public Transport Authority have advised of the long-term plan for a future bus route through the structure plan area, which would travel from the future Byford Train Station, approaching the Structure Plan site from the north and then passing through to the south of the site. Shire officers recognise the importance of establishing public transport connections with the future Byford Train Station.</p> <p><b>Neighbourhood Connector Roads</b></p> <p>It is noted that the Public Transport Authority has concerns that the proposed road network would not</p>

## Summary of Submissions

### Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>budget and outcomes of future community consultation exercises. The proposed route would travel from the future Byford train station, approaching the Structure Plan site from the north and then passing through to the south of the site.</p> <p>To ensure the effective provision of bus services, the PTA would like to provide comment on issues identified in the proposed Structure Plan.</p> <p><u>Provision of ‘Neighbourhood Connector’ Roads</u></p> <p>While the Structure Plan includes the provision of several ‘Neighbourhood Connector’ roads, the proposed road network would not allow bus services to travel through and pass out at the southern end of the development exclusively using ‘Neighbourhood Connector’ roads. Should residential development occur further south of the Structure Plan site in the future, this would compromise the PTA’s ability to provide effective and legible bus services to the broader locality outside of the proposed Structure Plan area.</p> <p>The PTA requests that consideration be given to amend the Structure Plan to extend the ‘Neighbourhood Connector’ road that is proposed adjacent to the south of the proposed ‘Primary School’ reserve site, to connect to the ‘Integrator Connector’ road. Alternatively, should this outcome not be achievable, consideration should be given to ensure sufficient road width to accommodate dual operation bus movements on this road.</p> <p>Figure 1 – Neighbourhood Connector Roads highlights the areas of reference in red.</p>	<p>7.0-metre road carriageway to support dual bus movements. The likely bus route, as discussed with the Public Transport Authority, is identified below:</p>  <p>The following identifies the current road carriageway widths for the potential route:</p> <ul style="list-style-type: none"> <li>• Road 1 is a Neighbourhood Connector B classification with a 7.4-metre carriageway;</li> <li>• Road 2 is an Access Street B classification with a 5.5-metre carriageway;</li> <li>• Road 3 is an Access Street B classification with a 5.5-metre carriageway; and</li> <li>• Road 4 is Access Street C classification with a 7.2-metre carriageway.</li> </ul>	<p>allow bus services to travel through and pass out at the southern end of the development exclusively using ‘Neighbourhood Connector’ roads. The PTA have recommended that the road to the south of the primary school site that links to the Integrator Connector at the eastern boundary of the structure plan area be identified as a Neighbourhood Connector to accommodate buses.</p> <p>Officers note that the proposed structure plan map shows Neighbourhood Connector roads surrounding the primary school site and the public open space, however the Transport Impact Assessment and Section 3.5.2 of Part 2 of the structure plan shows the eastern, western and southern roads all to instead be classified as an Access Street B.</p> <p>To accommodate bus movements in accordance with Liveable Neighbourhoods, officers agree that the roads to the west and south of the primary school site and district open space would</p>

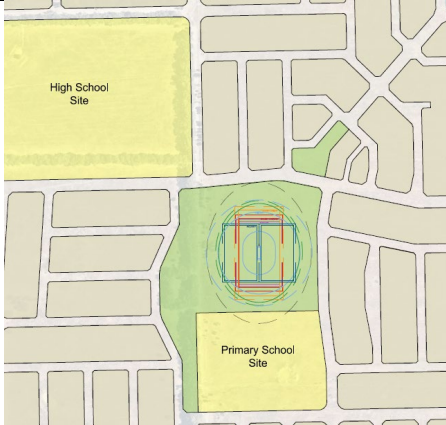
**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		 <p><i>Figure 1 - Neighbourhood Connector Roads</i></p> <p><u>Unprotected Right Turns</u></p> <p>Unprotected right turns at the very least delay bus services and increase journey time for passengers. In the worst instances, unprotected right turns result in serious safety concerns that may restrict the operation of bus services.</p> <p>The lack of a direct and straight road through the Structure Plan site will likely result in a situation that requires buses to undertake unprotected right turns, to operate on an alignment that provides sufficient walkable catchment to bus services, a key effectiveness indicator for the PTA.</p>	<p>The request for additional neighbourhood connectors is not justified based on traffic volumes. However, our Client will provide the minimum road pavement width to support dual bus movements for Road 2 and Road 3 as part of the subdivision process.</p> <p><b>Movement network - Unprotected Right Turns (internal)</b></p> <p>The alignment of the north-south connector roads, as identified by the red circle, has been offset to ensure the retention of the windrows that define Lot 33, as identified below on the concept plan:</p>	<p>need to be identified as Neighbourhood Connector roads.</p> <p><b>Unprotected Right Turns</b></p> <p>It is noted that the Public Transport Authority have raised concern with the unprotected right turns at the south-east intersections of the high school with the District Open Space. The applicant has stated that the alignment of the north-south roads in this location have been located to protect the windrow trees, which are a defining character element of the site. Shire officers recognise that the retention of the windrow trees promotes tree canopy coverage and provides a sense of place, however also acknowledge that the proposed intersections at this location and unprotected right turns creates a traffic safety issue.</p> <p><b>Bus Embayments</b></p> <p>It is noted that the PTA requires the provision of bus embayments to facilitate the operation of bus services. Shire officers support the provision of bus embayments.</p>

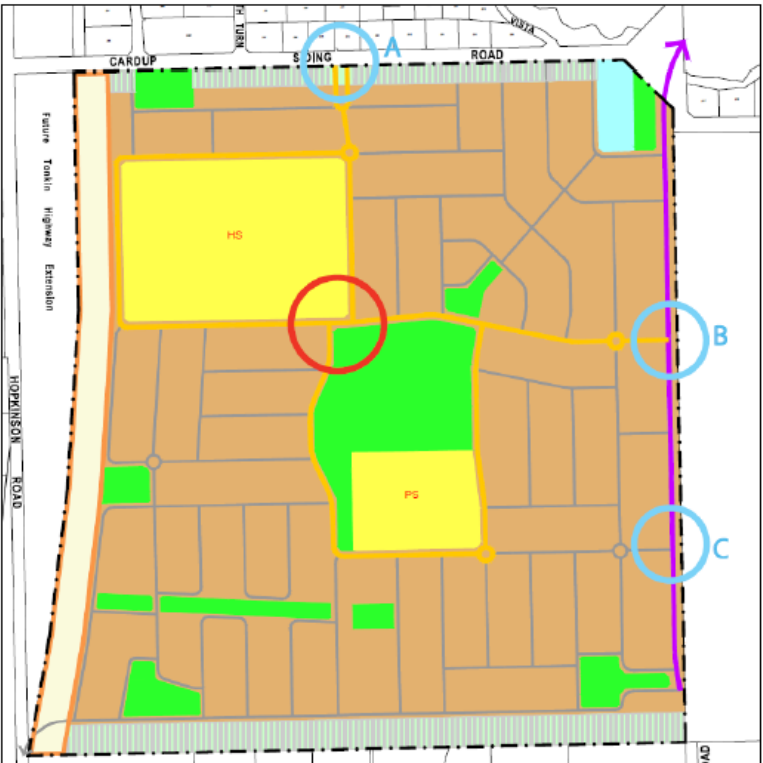


## Summary of Submissions


### Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>To provide an effective bus service, two of the north-south connector roads should be merged into a single north-south road through the development with a single roundabout treatment. This would allow for a safe and legible bus service, that maximises public transport accessibility to future residents of the Structure Plan site.</p> <p><i>Figure 2 – Unprotected Right Turns</i> highlights the area of reference in red.</p> <p>Additionally, intersections of ‘Neighbourhood Connector’ roads and ‘Integrator Connector’ roads should be considered for the provision of road treatments that allow safe vehicle movements. Should the PTA wish to extend a future bus service further south of the development, subject to the development of future residential land further south of this location, the nature of an unprotected right turn in these locations may prohibit the opportunity.</p> <p><i>Figure 2 – Unprotected Right Turns</i> highlights the areas of reference in blue.</p>	 <p>The offset of the north-south roads complies with the Australian Standards and the traffic volumes (1,550 vpd) to the west of the intersection are not considered significant enough to delay bus movements heading north and turning right, as identified in the <i>Traffic Impact Assessment</i>:</p> <p><i>None of the internal LSP intersections designed as T-intersections will require any specific traffic management measures due to relatively low traffic volumes and low speeds involved. It is recommended that all these intersections be designed as priority-controlled intersections.</i></p>	<p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

## Summary of Submissions Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957

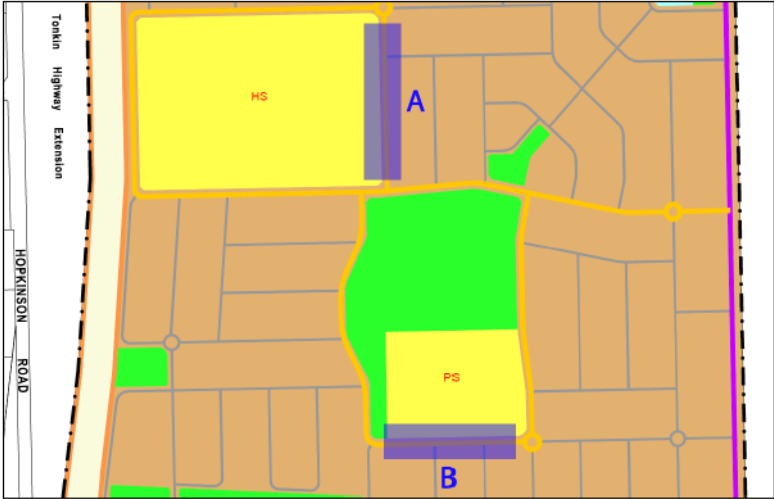
Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<div style="text-align: center;">  <p style="font-size: small;">Figure 2 - Unprotected Right Turns</p> </div> <p><b>Provision of Bus Embayments</b></p> <p>The PTA would like to highlight the need for the provision of a bus embayments to facilitate the operation of bus services to service the Structure Plan area.</p>	<p style="text-align: center;">(Page 30)</p> <p><b>Movement network - Unprotected Right Turns (external)</b></p> <p>The <i>Byford District Structure Plan</i> identifies Bett Road (south) as a district distributor and in <i>Perth and Peel @3.5 million Frameworks</i> as a proposed regional road on the eastern boundary of the Structure Plan.</p> <p>The design of Bett Road (south) as an Integrator B road can accommodate protected right-turn pockets in the future medians. The provision of protected right-turn pockets is supported.</p> <p>It is noted that intersection A (Cardup Siding Road) will not be required to accommodate service movements if the route below is adopted:</p>	

**Summary of Submissions**  
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		<p>Firstly, to ensure that a bus service can be operated to the Structure Plan area in a timely manner on an alignment that maximises residential catchment, a bus embayment should be provided on the 'Neighbourhood Connector' road to the south of the proposed primary school site. Depending on the timing of development, interim embayments may also be required.</p> <p>Additionally, to ensure that school bus services can operate to the proposed high school site, multiple embayments should be provided on the 'Neighbourhood Connector' road adjacent to the east of the proposed high school site. The Shire of Serpentine-Jarrahdale and the school should contact the PTA to agree on the number of, and design of embayments. Details and design specifications are available on the PTA's website.</p> <p>Figure 3 – Provision of Bus Embayments highlights the areas of reference in blue.</p>	 <p>This route would be preferred as it will maintain the rural nature of Cardup Siding Road.</p> <p><b>Movement network - Provision of bus embayments</b></p> <p>The provision of bus embayments is supported. The selection of appropriate bus embayment locations and their integration into the design of the future connector roads will form part of the subdivision design for this portion of the Structure Plan.</p>	

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### Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957


Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		 <p style="text-align: center; font-size: small;">Figure 3 - Provision of Bus Embayments</p>		
<p>Department of Transport IN23/1946</p>	<p>11.</p>	<p>Thank you for your letter dated 1 December 2022 inviting the Department of Transport (DoT) to provide comment on the above proposed structure plan. The Urban Mobility (UM) division of DoT has reviewed the information provided and advises that DoT generally supports the structure plan, noting its consistency with the Byford District Structure Plan, subject to it being updated to reflect DoT’s Long Tern Cycle Network.</p> <p><u>Long Term Cycle Network</u></p> <p>The structure plan should be updated to reflect DoT’s Long Tern Cycle Network (LTCN) plans available at the DoT website. Specifically:</p> <ul style="list-style-type: none"> <li>All routes identified by the LTCN – for example: Cardup Siding Road is identified as a Local Route in the LTCN;</li> </ul>	<p>Our Client supports and thanks the Department’s objectives for movement networks in providing access options to the community. Our Client will aid the delivery of an efficient movement network, where possible, within the constraints of the broader planning framework.</p> <p><b>Long Term Cycle Network</b></p> <p>Due consideration will be given to Long Tern Cycle Network in any updates to the <i>Traffic Impact Assessment</i>. However, the</p>	<p>Noted, thank you for your submission.</p> <p>Officers support the structure plan reflecting the Department of Transport’s Long Term Cycle Network plans.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<ul style="list-style-type: none"> <li>• LTCN route designs are to be in accordance with the Western Australian Cycling Network Hierarchy and LTCN for Perth and Peel; and</li> <li>• Ensure signage within the locality guides cyclists to abutting LTCN routes</li> </ul> <p><u>Supplementary Advice</u></p> <p><u>Footpaths, Shared Paths, and Principle Shared Paths should be designed in accordance with the relevance applicable standards, specifically:</u></p> <ul style="list-style-type: none"> <li>• “Liveable Neighbourhoods - Pedestrian Requirements section 1.6” states all footpaths should aim to be a minimum of 2.5m wide within 400m of activity centres, and 2m wide within 400m of school sites.</li> <li>• Planning and Designing for Bike Riding in Western Australia</li> <li>• Minimum shared path widths of 2.5m as appropriate for local and secondary routes.</li> <li>• The “principle shared path” (PSP) running north-south on the western side of the structure plan if constructed to MRWA PSP standards will be 4m wide and facilitated with adequate lighting.</li> <li>• Provision of End-of-Trip Facilities at Local Activity Centre</li> </ul> <p>The Shire of Serpentine Jarrahdale’s Local Planning Policy 4.15: Bicycle Facilities Policy - Schedule 1 outlines bicycle parking requirements for the locality. For commercial sites, including Convenience stores/Corner Stores, Shops, and Shopping centres, the minimum requirements are as follows:</p> <ul style="list-style-type: none"> <li>○ <u>Long Term:</u> 1 bicycle parking space per 300m<sup>2</sup>. Therefore, the local centre of 0.9 hectares must</li> </ul>	<p>internal Structure Plan path network proposed in the <i>Traffic Impact Assessment</i> remains current and valid.</p> <p><b>Footpaths, Shared Paths, and Principle Shared Paths</b></p> <p>Our Client can consider this request at the subdivision design and detailed design phase, noting the following:</p> <ul style="list-style-type: none"> <li>• The Structure Plan has been designed in accordance with Liveable Neighbourhoods;</li> <li>• MRWA control the design of the principle shared path and has committed to creating three connections into the Structure Plan; and</li> <li>• The Local Centre has yet to be designed.</li> </ul> <p><b>Public Transport</b></p> <p>The <i>Byford District Structure Plan</i> identifies Bett Road (south) as a district distributor and in <i>Perth and Peel @3.5 million Frameworks</i> as a proposed regional road on the eastern boundary of the Structure Plan.</p>	

## Summary of Submissions

### Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>aim to provide 30 long term bicycle parking bays for employees and,  <u>Short Term</u>: 1 bicycle parking bay per 500m<sup>2</sup>. Therefore, the local centre of 0.9 hectares must aim to provide 18 short term bicycle parking bays for visitors/shoppers</p> <p><u>Public Transport</u>:                      DoT notes references made in the Transport Impact Assessment to realignment of existing bus routes to service the structure plan area. DoT advises consultation with the PTA to discuss the practicalities of servicing the structure plan area with public transport.</p>	<p>The current and future residents of the locality are within 500 metres or a five to ten-minute walk from the new bus route below, satisfying the Department's accessibility test:</p> 	
<p>Department of Education IN23/2388</p>	<p>12.</p>	<p>The proposed Structure Plan area is approximately 118 hectares with an anticipated lot yield of 1,100 - 1,300 lots, which will be entirely made up of single houses. A future public high school site and a future public primary school site 'Cardup Primary School' (planning name) (Primary School) with a shared use oval are proposed within the Structure Plan area. Accordingly, the Department must have due regard to the Western Australian Planning Commission's (WAPC's) Operational Policy 2.4 – Planning for School Sites (OP 2.4) and Liveable Neighbourhoods (LN). It is expected the Primary School will accommodate the student yield generated from the Structure Plan area to accord with the OP 2.4.</p> <p><u>Road network / layout</u>  <u>Road frontage</u>                      In accordance with OP 2.4 and LNs all new school sites must be designed with at least three road frontages. For primary</p>	<p>Our Client thanks the Department of Environment for their time to meet on 21 March 2023 regarding their submission. Our Client supports and thanks the State Government for the investment in education in the Byford and Cardup localities. Our Client will aid the delivery of the schools, where possible, within the constraints of the broader planning framework. We note that meetings have been held with the Department since 2020 on the Structure Plan and the location of the schools.</p>	<p>Noted, thank you for your submission.</p> <p><b>Road Frontages – Primary School Site</b></p> <p>It is noted that the Department of Education have raised concern with the road frontages to the primary school site. Operational Policy 2.4 – Planning for School Sites and Liveable Neighbourhoods requires all new schools sites to have three road frontages, with at least one being a Neighbourhood Connector and one being an Access Street B. The</p>

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>school sites, at least one frontage shall be a neighbourhood connector and one frontage shall be a lesser order road (minimum Access Road B).</p> <p>The Department notes the shared use public open space (POS) for the Primary School site extends alongside the western side of the site, which removes direct road frontage to the Primary School, limits access to embayment parking and exposure to passive surveillance. In addition, this area is considered “dead space” and who would be responsible for maintaining this portion of land? The Department requests the re-configuration of the western side and removal of the green nature strip to facilitate three direct road frontages around the Primary School site.</p> <p>It appears there is a road to the west of the proposed High School site (adjacent to the future Tonkin Highway Extension / Watercorp Corridor) on the Structure Plan and this is further demonstrated as per the Concept Plan no. 2269-144F-01 (page 476 of 1074). The Department would like confirmation that a road will be provided on the western side.</p> <p><i>Noise implications from major arterial road</i>  Given that the future Tonkin Highway Extension is planned to the west of the future High School site and school are deemed sensitive land uses, it is essential that associated noise mitigation measures are considered as per the requirements of ‘State Planning Policy 5.4 – Road and Rail Noise’. The Department requests the oval to be located on the western side of the High School site and requires confirmation that the proponent will erect a noise buffer wall to mitigate noise from the future highway.</p>	<p><b>Movement network - Road frontage - High school</b></p> <p>The high school site is bound on all sides by roads. A Neighbourhood Connector B category specification road bounds the high school site, per Figure 1 of Part 1 of the Structure Plan, to ensure compliance with Liveable Neighbourhoods and Western Australian Planning Commission policy. These roads comply with the Department of Education's minimum 18-metre road reserve width to accommodate embayed parking and shared footpaths. The forecast traffic volumes only require these roads to be designed to a local access road width. The high school will have a compliant pedestrian and cyclist path system per Figure 13 of Part 2 of the Structure Plan to promote this form of access/transport.</p> <p><b>Movement network - Road frontage - Primary school</b></p> <p>The primary school is effectively bound by three roads, with the western road being separated</p>	<p>proposed primary school site has two road frontages, with a third road to the west separated by public open space which accommodates the windrow trees. Noting the absence of an adjoining Neighbourhood Connector, the current design does not align with Operational Policy 2.4 – Planning for School Sites and Liveable Neighbourhoods.</p> <p><b>Noise Management</b></p> <p>The Proposed Structure Plan is located directly to the east of the Tonkin Highway extension, which will generate noise impacts to areas within proximity of this major transport corridor. The Noise Management Plan should be consistent with State Planning Policy 5.4 Road and Rail Noise and the requirements at the subdivision and development stage should be clearly outlined within the Structure Plan. It is important for noise management to be appropriately addressed at the Structure Plan stage to protect the amenity for future residents.</p> <p><b>Embayment parking</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p><i>Embayment parking</i>  As per OP 2.4 requirements, the surrounding subdivision should be designed so that there is a limited number of intersections facing school sites to accommodate for safe and convenient embayment parking within road reserves (preferably school side) and provision of cycling/pedestrian pathways. The proposed Structure Plan currently identifies a number of intersections surrounding the school site as well as a road that is narrow in width to the west of the schools shared use POS, both potentially impacting on the adequacy of street embayment's and compromising vehicular/pedestrian safety. The Department welcomes amendments to the design of the roads surrounding the Primary School to maximise the provision of embayment parking and facilitate safe path infrastructure.</p> <p>Recently the Department of Transport published a paper showing there is a decline in the use of active transport, 'The declining rate of walking and cycling to school in Perth'. Consequently, to improve active transport within neighbourhood designs it is imperative safe routes are considered in the structure planning phase as per the WAPC's Transport Impact Assessment guidelines.</p> <p><i>Road access</i>  For secondary schools, in accordance with OP 2.4 one frontage shall be an integrator arterial road and one frontage shall be a lesser order road (minimum Access Road B). The proposed High School does not comply with this as it does not have an integrator arterial road frontage. It has one neighbourhood connector B road frontage on the southern side and three frontages that are Access Street C. Further consideration on this element is requested to ensure the road</p>	<p>from the school site by approximately 25 metres of public open space. The public open space retains significant windrow trees, which define the site's character; removal and replacement with a road directly on the western boundary would considerably impact the area's amenity. Retaining the trees is integral to our Client's vision for the Structure Plan.</p> <p>A Neighbourhood Connector B category specification road bounds the primary school site, per Figure 1 of Part 1 of the Structure Plan, to ensure compliance with Liveable Neighbourhoods and Western Australian Planning Commission policy.</p> <p>These roads comply with the Department of Education's minimum 18-metre road reserve width to accommodate embayed parking and shared footpaths. The forecast traffic volumes only require these roads to be designed to a local access road width.</p> <p>The primary school will have a compliant pedestrian and cyclist path system per Figure 13 of Part</p>	<p>Officers support the provision of embayment parking surrounding the school sites.</p> <p><b>Road Frontages – High School Site</b></p> <p>It is noted that the Department of Education has stated that the proposed structure plan does not comply with the requirement of Operational Policy 2.4 – Planning for School Sites for secondary schools, which specifies one frontage shall be an integrator arterial road and one frontage shall be a lesser order road (minimum Access Road B). The high school site within the proposed structure plan is bound by a Neighbourhood Connector to the south and Access Street C roads to the east, west and north. The proposed design is not consistent with Operational Policy 2.4 – Planning for School Sites and Liveable Neighbourhoods.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>network surrounding the school site is in accordance with the requirements of OP 2.4 and LN.</p> <p>In view of the above, the Department has no in principle objections to the proposed Structure Plan subject to further clarification/amendments being so on the road network / layout and noise mitigation measures. The Department would welcome further discussions with the applicant and the Shire of Serpentine Jarrahdale on the above.</p>	<p>2 of the Structure Plan to promote this form of access/transport.</p> <p><b>Public Open Space – Frontage</b></p> <p>This matter was discussed with the Department of Education on 21 March 2023, with an understanding of the site attributes accepted.</p> <p>The public open space retains significant windrow trees and is approximately 25 metres wide. This public open space will form part of the north-south pedestrian and cyclist network and will ultimately be maintained by the Shire.</p> <p>The western road will also accommodate embayed parking addressing the Department of Education requirement.</p> <p><b>Movement network - Road construction - High school</b></p> <p>Our Client intends to construct the project per the Structure Plan movement network, including the road on the western side of the high school site.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Movement network - Tonkin Highway extension – Acoustic</b></p> <p>Our Client will implement noise amelioration requirements within Lot 33 in accordance with the recommendations in the Noise Management Plan.</p> <p>The high school site is separated from the Tonkin Highway reservation by 60 metres, allowing for a considerable separation which will lessen future noise impacts from Tonkin Highway.</p> <p>Herring Storer Acoustics has confirmed the high school site is influenced on the western side of the site by a predicted 55 dB noise contour for approximately 75 metres. If the high school site remained residential, the first row of the westernmost dwellings would require a Quiet House Design - Package A response.</p> <p>The Department of Education can locate non-sensitive uses on the western side of the lot to address the acoustics of the future Tonkin Highway.</p> <p><b>Movement network - Embayment parking</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>All the roads connecting to the school perimeter are low-order roads, carry very low traffic volumes, and do not compromise vehicular or pedestrian safety.</p> <p>Neighbourhood Connector B category specification roads surround the two school sites, with a reserve width of at least 18 metres; noting that the portion of road running adjacent to the western POS has been reduced to 15m as supported by Liveable Neighbourhoods. This road reserve width accommodates embayment and street parking.</p> <p>Subject to Shire approval, embayment parking will be constructed, noting the addition of future parking to support the ovals. Our Client is happy to liaise with the Department regarding the road specification adjoining the school sites at the appropriate time.</p> <p>The primary school is central to the Structure Plan, and the pedestrian and cyclist movement</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>network addresses the Department's requirements.</p> <p><b>Movement network - Pedestrians and cyclists</b></p> <p>The movement network is designed to optimise the use of the public open space to provide an improved experience for pedestrians and cyclists. As per the Traffic Impact Assessment, the school sites are well connected to the shared path network.</p> <p><b>Movement network - Road access</b></p> <p>The location of the high school has been discussed with the Department since 2020. Initially, the high school site was adjacent to the Doley Road (south) extension, being the highest order road (Integrator Arterial B); however, the high school was subsequently repositioned away from this road at the request of the Department to help minimise potential bushfire risk from the Cardup Nature Reserve.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>No other road within the Structure Plan area will meet the required road categorisation.</p> <p>Our Client thanks the Department of Education for their in-principle no-objection submission and will continue to liaise on the delivery of the schools.</p>	
<p>D Menna 22 Coleman Close, Cardup IN22/25659</p>	<p>13.</p>	<p>There is nothing I can say to oppose this you will do what ever you want as long as it more money for you. I bought out here so I don't have this near me. No don't want it.</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the</p>	<p>Noted, thank you for your submission.</p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>"transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	
<p>F &amp; R Bosveld            Lot 234 (No.260)            Cardup Siding            Road, Byford            IN23/107</p>	<p>14.</p>	<p>On the current map the entrance to this estate is right opposite our house. This will greatly affect us, with the traffic coming and going, and at night with the headlights beaming in our house. Could the entrance be moved a bit further up Cardup Siding Road, opposite the public open space, between both Learmouth turn entrances?</p>	<p><b>Movement network - Cardup Siding Road – Egress</b></p> <p>The access opposite Lot 234 Cardup Siding Road has been designed to retain the existing vegetation and includes a widened road reservation.</p> <p>The northbound Cardup Siding Road access road aligns with an existing transformer site to reduce the light spill.</p> <p>Our Client will also implement additional initiatives to reduce the light spill, such as terraforming, walling or vegetation, to address</p>	<p>Noted, thank you for your submission.</p> <p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
K Nardelli IN23/255	15.	<p>I am writing to express our <b>objection</b> to the proposed plan at Lot 33 (681) Hopkinson Road, Cardup – Structure Plan in relation to all of the following:</p> <ul style="list-style-type: none"> <li>• An estimated 1,100 – 1,300 residential dwellings</li> <li>• 0.9ha of land designated as a Local Centre site</li> <li>• 9.6ha of land designated as Public Open Space</li> <li>• A primary school and a secondary school site</li> </ul> <p>We reside at 31 Learmouth Turn, Byford and have been at this address for &gt;11 years - we have received notification of this proposal as a landowner within 500 metres of the subject site.</p> <p>We purchased land and built our property in our current location with the intent of being in a semi-rural location that removed the downfalls of living in high density housing.</p> <ul style="list-style-type: none"> <li>• The increase of proposed residential dwellings attracts approx. 4,400 – 5,200 persons within the direct location of our home</li> <li>• This removes the seclusion we paid for when purchasing our land and building our home</li> <li>• This creates significant disruption to us during any construction stage with noise, traffic and building material debris</li> <li>• Significantly lowers the value of our home during the lengthy construction period</li> <li>• Reduces the value of our home long term as it is no longer considered a semi-rural location</li> <li>• Increases the risk of crime</li> </ul>	<p>the Registered Proprietors' concerns if requested.</p> <p><b>Land use - Urban – Density</b></p> <p>No.31 Learmouth Turn, Byford, is zoned “Urban Development” under the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2, which is the same as Lot 33.</p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>School Sites</b></p> <p>The identification of the school sites within the structure plan area is consistent with the Department of Education's requirements and the Shire's Byford District Structure Plan.</p> <p><b>Traffic</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<ul style="list-style-type: none"> <li>• Increases the number of traffic incidence</li> <li>• Introducing a high school will increase antisocial behaviour in our area</li> <li>• Introducing both primary and secondary schools will create traffic congestion in and around our home</li> <li>• Introducing a high school will negatively impact the value of our home</li> <li>• The increase in residents will place additional strain on community resources and infrastructure</li> <li>• To introduce this number of dwellings and additional building infrastructure will negatively impact the wildlife, flora and fauna in our area</li> </ul>	<p>excludes public open space, roads, and schools.  As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.  Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Future population</b></p> <p>The average household population for Byford is three persons per household. Based on the projected yield, the potential population of Lot 33 will be 3,900 persons.  Cardup Siding Road will become a lesser-order road that will reduce vehicular traffic.  The pedestrian and cyclist movement network will integrate into the existing infrastructure; however, no new routes are proposed for Learmouth Turn.</p>	<p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Amenity</b></p> <p>The Structure Plan does not include the area north of Cardup Siding Road or a change to the density of that locality.</p> <p><b>Construction management</b></p> <p>The civil contractor will manage all construction and vehicle movements in accordance with the Shire-approved Construction Management Plan.</p> <p><b>Valuation</b></p> <p>No comment.</p> <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime prevention through environmental design (CPTED).</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Community infrastructure</b></p> <p>Our Client has committed to contributing to community infrastructure on a per-lot basis in accordance with the provisions of the Shire of Serpentine-Jarrahdale Community Infrastructure Development Contribution Plan (CIDCP).</p> <p>The purpose of the CIDCP is to provide for new and upgrade existing infrastructure, facilitate an equitable share of costs, and obtain contributions from the subdivision or development of land.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p>	
B Hunt 18 Berringar Elbow, Cardup IN23/460	16.	I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have listed below my concerns,	<b>Transition lots - Southern boundary</b>	Noted, thank you for your submission.

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<ul style="list-style-type: none"> <li>• block sizes are too small, there needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the minister.</li> <li>• This means more than one row of larger blocks and we would expect at the absolute smallest -1acre lots along all boundaries gradually going smaller.</li> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</li> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a Fire occurred this would be dangerous- no escape routed- too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections.</li> </ul> <p>And on a personal note,  We all purchased land here in Cardup doing our due diligence, reading the Shires 2018 Equine master plan. Please honour it.  From the structure plan provided, the shire are not honouring any information they have supplied in the past. Please listen to your community- we realise there will be growth, but there are definitely ways to balance.  Suburbia and farming do not mix. The new estates roads need to be kept totally separate from current 5 acre lot areas. And</p>	<p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p>	<p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>there needs to be a more blended graduation from borders. Please keep The shire as rural as possible, you have the power to make good changes here,</p>	<p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33. The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares. The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in</p>	<p>trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	<p>Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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**Landscape – Trees**

Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.

The design of Lot 33 retains as many of the existing windrows and

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency</li> </ul>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>access way adjacent to Tonkin Highway;</p> <ul style="list-style-type: none"> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>This access is not intended for everyday use.</p> <p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Zoning</b></p> <p>The Lot 33 zoning is "Urban" under the provisions of the Metropolitan Region Scheme and "Urban Development" under the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2.</p> <p>Liveable Neighbourhoods requires Structure Plans for "Urban" zoned land to facilitate densities of at least 22 dwellings per site hectare.</p> <p><b>Movement network - Bett Road extension</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road (south) gazetted road reserve south of Lot 33 is situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or emergency access. The future construction of this connection will be undertaken by others (Shire or future developers) when needed.</p>	
L Saunders IN23/703	17.	Whilst I understand the shire needs to move forward with development I feel this is inappropriate zoning to the area, there is no way there should be allowed anything smaller than R12.5 for this area- although I very much doubt that would ever happen so at the worst R20.	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>The area has high level rural based homes and to allow R40 with a minimum of 180sqm is not keeping in touch with the surrounds or Cardup in general</p> <p>There is also very little public open space for the amount of homes the proposal want to cram in, another factor that I think needs consideration is the R25-40 area being based right along side the bush forever section to the east, what considerations will be in place for the wildlife and fauna in this bush forever section having such high density housing put on the border?</p> <p>In its current form I am against this proposal and would like to see another that is more in tune with the already established homes in the area.</p>	<p>project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation,</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>existing rural character is respected.</p> <p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its importance to the community. One of the four themes of the vision is to create an identity through community facilitates and social networks.</p> <p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p>	<p>fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
G Tunstall 11 Coleman Close, Cardup IN23/747	18.	I'm against the proposal to develop the block to small lot's. If it's to be developed it should be to a special rural size to keep the theme of the shire as urban rural. There's still quite a bit of land in Whitby to develop in to small holdings.	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	<p>Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
B Moreton 52 Cavanagh Close, Cardup IN23/1259	19.	There are way too many proposed house blocks and schools for the size of land, which will only bring more crime and traffic to the area, not to mention losing the rural outlook and lifestyle that we paid a lot of money to have!!	<p><b>Land use - Urban - Density and traffic movements</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>existing rural character is respected.</p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p>	
<p>M &amp; J Dowsett 14 Berringar Elbow, Cardup IN23/1488</p>	<p>20.</p>	<ol style="list-style-type: none"> <li>1. The properties on the southern end of the estate that run along the rear of Baigup Loop should be the larger acreage sized blocks to be in keeping with the rural aesthetics the Shire requires of the neighbouring Orton Estate.</li> <li>2. The properties on the southern end of the estate that run along Baigup loop will have 8-foot colour bond fences which is not in keeping with the rural aesthetics the Shire requires of the bordering properties.</li> <li>3. We have concerns that the filling of the estate for building will lead to an increase in flooding to the properties at the southern end of the estate.</li> <li>4. The fire access road off Baigup Loop extends into the estate. Our concern that this will be used as a thoroughfare which will increase traffic flow.</li> <li>5. The Shire is against Brett Road connecting to the Estate, which we fully support, however we are concerned that it will be used as a shortcut or 'rat run'.</li> <li>6. At this time there appears to be only one entry/exit point the new estate, as there are 2 schools in this development this would appear to cause traffic congestion which would lead to the use of the fire access road on Baigup Loop, and Brett Road as previously stated used as 'short cuts'.</li> <li>7. Also, we have concerns regarding there only being one exit point if there is a fire.</li> <li>8. There does not appear to be a lot of green spaces or trees in what is supposed to be a rural outlook aesthetic? It</li> </ol>	<p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes.</p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Water Management</b></p> <p>A Local Water Management Strategy has been prepared to</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>doesn't seem to comply with what the Shire has required from bordering developments.</p> <p>9. As the bridle trail that was promised from Brett Road thru to Hopkinson Road seems to have disappeared and the DBCA will no longer allow horse riders to ride around the outside of the Cardup Nature Reserve perhaps a bridal trail can be provided as part of this development to provide the connections to the current bridle trails, after all that is why a lot of people bought in this area.</p> <p>10. We bought in this area for the rural outlook, with reassurances that this would remain the same, however this is now changing due to this development. We would request that as the bordering properties at the southern end of this development contain a lot of equine properties and people who enjoy this rural outlook, the housing bordering these properties have as a rural aesthetic as possible and as minimum impact on the existing roads and properties as possible.</p>	<p>Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Transition lots - Dividing fences</b></p> <p>Changes to the boundary fencing will be undertaken in accordance with the Dividing Fences Act. Dividing fences matters require both parties to agree to the fencing or modification to the fencing. Our Client will ensure that any fencing installed on this boundary will remain a rural style.</p> <p><b>Hydrology - Clearance to groundwater</b></p>	<p>manage the drainage impacts of the proposed structure plan.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that road connectivity between a</p>

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			<p>The future development will have the required clearance to groundwater and filling of Lot 33 will not impact on the nature reserves or adjoining areas. The subsoil drainage is designed to replicate the direction of the existing groundwater flow (east to west) and maintain the current groundwater flows. Based on the design, existing flows and Local Water Management Strategy, there is no additional drainage into adjoining areas, the Cardup Brook or the Cardup Nature Reserve.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment. The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> </ul>	<p>residential neighbourhood and equestrian area is no longer supported.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support</p>

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			<ul style="list-style-type: none"> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p>	<p>the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Movement network - Bett Road extension</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road (south) gazetted road reserve south of Lot 33 is situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or emergency access. The future construction of this connection will be undertaken by others (Shire or future developers) when needed.</p> <p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its</p>	


**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>importance to the community. One of the four themes of the vision is to create an identity through community facilitates and social networks.</p> <p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p>	

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			<p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
				
<p>A &amp; A Hill 29 Coleman Close, Cardup IN23/1549</p>	<p>21.</p>	<p>My comments on the proposed structure plan for Lot 33 (681) Hopkinson Road Cardup are as follows:                      The roads in the Cardup area are not equipped to handle a more people, they are barely coping with the traffic flow now. Adding two more schools into equation will increase traffic phenomenally.                      High density living does not suit the Cardup area, all high density living should remain on the north side of Orton Road. If this is developed to be high density, then it will be out of place. Cardup is a rural area, not suburban. The blocks should be kept to a minimum of one acre each. There is not</p>	<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.                      The Structure Plan movement network is designed in accordance with Australian Standards and</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>enough access roads in and out of this area for the amount of blocks proposed.</p> <p>I am against the added noise from a high school and primary school in the area. Another primary school is unnecessary here as there is already 5 primary schools in Byford. Beenyup Primary School isn't anywhere near capacity, so that is a clear indication of there not being a need for another one.</p> <p>Why does this development get an access road to the future Tonkin highway? Everyone else in the area will have to drive around to access the Tonkin Highway to they should have to too. This access road will only cause an increase in crashes with people speeding up to merge onto the highway and added noise with cars revving up.</p> <p>Cardup is an equestrian area, this is only taking away that. There is a large amount of wildlife living in this area, they will be losing their home too.</p> <p>Adding in all these tiny blocks will only devalue all the current properties in the area as cheap blocks bring lower classes of citizens. Crime rate will immensely increase. People move out to Cardup to escape the suburban life and now this will be doing a complete flip of that lifestyle.</p>	<p>Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>School Sites</b></p> <p>The identification of the school sites within the structure plan area should be consistent with the Department of Education's requirements and the Shire's Byford District Structure Plan.</p> <p><b>Tonkin Highway Access</b></p> <p>There is no proposed access to the Tonkin Highway from the structure plan area. Access to the Tonkin Highway will be provided at Orton Road and Bishop Road in accordance with the planning of Main Roads WA.</p>



**Summary of Submissions**  
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			<p>33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Education - School planning - Primary school</b></p> <p>The provision of the primary school is consistent with the Department of Education planning policy.</p> <p><b>Movement network - Tonkin Highway access</b></p> <p>Lot 33 does not get an access road on to Tonkin Highway. The management of the future access is the responsibility of Main Roads Western Australia.</p> <p><b>Environment</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The</p>	<p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. Open (exotic) grassland habitat is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions.</p> <p>The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p> <p>The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
S Carlile 49 Pollard Cross West, Cardup IN23/1791; E23/1633	22.	<p>I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following,</p> <ul style="list-style-type: none"> <li>- wildlife from the reserves only water source is on the eastern boundary of the proposed.</li> <li>-Block sizes are too small, needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the minister.</li> </ul> <p>This means more than one row of larger blocks and we would expect at the absolute smallest -1acre lots along all boundaries gradually going smaller.</p> <ul style="list-style-type: none"> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</li> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a fire occurred this would be dangerous- no escape routed- too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections.</li> </ul>	<p>prevention through environmental design (CPTED).</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots – Southern boundary</b></p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes.</p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p>	<p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in</p>	<p>movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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**Landscape – Trees**

Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.

The design of Lot 33 retains as many of the existing windrows and

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency</li> </ul>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>access way adjacent to Tonkin Highway;</p> <ul style="list-style-type: none"> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>This access is not intended for everyday use.</p> <p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Cardup Nature Reserve - Bridle trail</b></p> <p>The management of Cardup Nature Reserve does not form part of the Structure Plan.</p>	
R & S Allen 52 Learmouth Turn, Byford IN23/1795	23.	Block sizes are too small, needs to be a more graduated approach on Cardup Siding Road. More than one row of larger blocks 2,000 – 4,000m <sup>2</sup> . Please consider the wildlife, needs a lot of trees and a rural outlook to blend with surrounding properties.	<p><b>Transition lots - Northern interface</b></p> <p>The Minister required appropriate transition arrangements to be considered, including public open space, appropriate lot sizes, and interface roads.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate lot size, given the Minister did not stipulate the size.</p>	<p>established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Landscape – Trees</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.</p> <p>The design of Lot 33 retains as many of the existing windrows and trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p>	
D Morley IN23/1798	24.	I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following,	<p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy</p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>- wildlife from the reserves only water source is on the eastern boundary of the proposed.</p> <p>-Block sizes are too small, needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the minister.</p> <p>This means more than one row of larger blocks and we would expect at the absolute smallest -1acre lots along all boundaries gradually going smaller.</p> <ul style="list-style-type: none"> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</li> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a fire occurred this would be dangerous- no escape routed- too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections.</li> </ul>	<p>identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots – Northern interface</b></p> <p>The submitter is located approximately 2,000 metres to the north-west of Lot 33 with no direct interface. The Minister required appropriate transition arrangements to be</p>	<p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>considered, including public open space, appropriate lot sizes, and interface roads.</p> <p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate</p>	<p>the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>lot size, given the Minister did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development</p>	<p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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**Landscape – Trees**

Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.

The design of Lot 33 retains as many of the existing windrows and

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p>Movement network - Emergency access</p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency</li> </ul>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>access way adjacent to Tonkin Highway;</p> <ul style="list-style-type: none"> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>This access is not intended for everyday use.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Cardup Nature Reserve - Bridle trail</b></p> <p>The management of Cardup Nature Reserve does not form part of the Structure Plan.</p>	
D Mguni 27 Coleman Close, Cardup IN23/1873	25.	<p>My comments on the proposed structure plan for Lot 33 (681) Hopkinson Road Cardup are as follows;</p> <ul style="list-style-type: none"> <li>• The roads in the Cardup area are not equipped to handle a more people, they are barely coping with the traffic flow now. Adding two more schools into equation will increase traffic phenomenally.</li> <li>• High density living does not suite the Cardup area, all high-density living should remain on the north side of Orton Road. If this developed to be high density, then it will be out of place. Cardup is a rural area, not suburban. The blocks should be kept to a minimum of one acre each. There is not enough access roads in and out of this area for the amount of blocks proposed.</li> </ul>	<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<ul style="list-style-type: none"> <li>• I am against the added noise from a high school and primary school in the area. Another primary school is unnecessary here as there is already 5 primary schools in Byford. Beenyup Primary School isn't anywhere near capacity, so that is a clear indication of there not being a need for another one.</li> <li>• Why does this development get an access road to the future Tonkin Highway? Everyone else in the area will have to drive around to access the Tonkin highway so they should have to too. This access road will only cause an increase in crashes with people speeding up to merge onto the highway so they should have to too. This access road will only cause an increase in crashes with people speeding up to merge onto the highway and added noise with cars revving up.</li> <li>• Cardup is an equestrian area, this only taking away that.</li> <li>• There is a large amount of wildlife living in this area, they will be losing their home too.</li> <li>• Adding in all these tiny blocks will only devalue all the current properties in the area as cheap blocks bring lower classes of citizens. Crime rate will immensely increase. People move out to Cardup to escape the suburban life and now this will be doing a complete flip of that lifestyle.</li> </ul>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands</p>	<p>essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>School Sites</b></p> <p>The identification of the school sites within the structure plan area should be consistent with the Department of Education's requirements and the Shire's Byford District Structure Plan.</p> <p><b>Tonkin Highway Access</b></p> <p>There is no proposed access to the Tonkin Highway from the structure plan area. Access to the Tonkin Highway will be provided at Orton Road and Bishop Road in accordance with the planning of Main Roads WA.</p> <p><b>Environment</b></p>

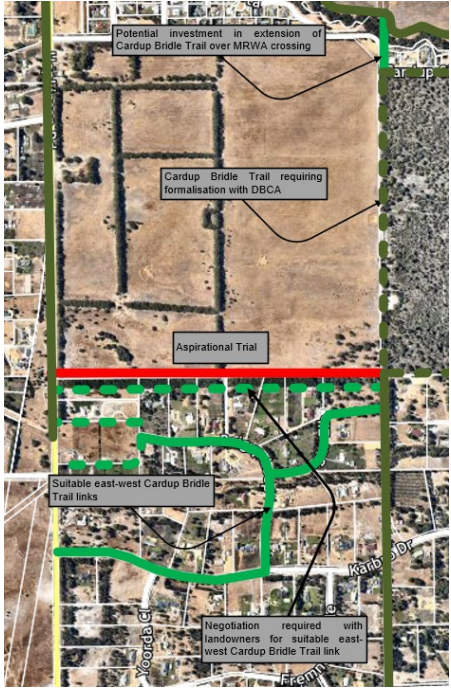
**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>and Heritage density requirements. Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Education - School planning - Primary school</b></p> <p>The provision of the primary school is consistent with the Department of Education planning policy.</p> <p><b>Movement network - Tonkin Highway access</b></p> <p>Lot 33 does not get an access road on to Tonkin Highway. The management of the future access is the responsibility of Main Roads Western Australia.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p>	<p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Lot 33, utilising the existing trails and creating new links as outlined below:</p>  <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture.</p>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions.</p> <p>The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p> <p>The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime prevention through environmental design (CPTED).</p>	
B & J Marchant 7 Macleod Close, Byford IN23/1864	26.	<p>I am writing my submission against the proposed plans for the above area.</p> <p>My concerns are:  The increased traffic that will occur. They estimate that there will be 16470 vpd of which 12540 vpd will be in external road</p>	<p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p> <p>Based on Shire data, the average weekday volume on Cardup</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>space i.e Cardup Siding Road. As it is, Cardup Siding Road is a thoroughfare for heavy road traffic and a race track early morning and late at night. There are plans to take some of that traffic away from the road via Doley Road and the closing of the rail crossing but that will take time. Does the shire propose to put in traffic slowing devices to slow the traffic down? Nobody seems to be able to read the speed signs!</p> <p>Water supply for the Native animals in the Reserve. At present they get their water from the two existing dams in the development site. If they don't have a watering hole in the Reserve they will die either from lack of water or from being run over by the 12000 odd vehicles using the road.</p> <p>Block sizes are way way too small and the blocks bordering the development should fit in with the existing block sizes which are all around 2000sq metres and above.</p> <p>The nature of this area is rural with a large number of people having horses. Where is the Bridal trail? This is an absolute for the area.</p> <p>Traffic congestion within the development and fire risk. It appears that this proposal is taking all the regulations to the absolute minimum required. They are only doing what they must to comply with the Shire regulations. If the developers were more generous, this could be a beautiful area that would add value to the surrounding area but with the stingy attitude it will have the potential to become another "Whitby".</p> <p>We have no option but to accept that this development is going ahead. The government has made the decision against the Shire and its rate payers wishes. However we can have a say</p>	<p>Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020. The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes. This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared</p>	<p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>about these issues. My sincere hope is that the Serpentine Jarrahdale Shire take note of these submissions and make these changes.</p>	<p>based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Land use - Urban - Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character. Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes. Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p>	<p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p>	<p>bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of</p>	


**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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<p>Lot 33, utilising the existing trails and creating new links as outlined below:</p>  <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p>
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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Development</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p>	
P Donegan 108 Cardup Siding Road, Byford IN23/1857	27.	<p>I am writing my submission against the proposed plans for the above area. My concerns are: The increased traffic that will occur. They estimate that there will be 16470 vpd of which 12540 vpd will be in external road space i.e Cardup Siding Road. As it is, Cardup Siding Road is a thoroughfare for heavy road traffic and a race track early morning and late at night. There are plans to take some of that traffic away from the road via Doley Road and the closing of the rail crossing but that will take time. Does the shire propose to put in traffic slowing devices to slow the traffic down? Nobody seems to be able to read the speed signs!</p>	<p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p> <p>Based on Shire data, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020. The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p><b>Environment</b></p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>Water supply for the Native animals in the Reserve. At present they get their water from the two existing dams in the development site. If they don't have a watering hole in the Reserve they will die either from lack of water or from being run over by the 12000 odd vehicles using the road.</p> <p>Block sizes are way way too small and the blocks bordering the development should fit in with the existing block sizes which are all around 2000sq metres and above.</p> <p>The nature of this area is rural with a large number of people having horses. Where is the Bridal trail? This is an absolute for the area.</p> <p>Traffic congestion within the development and fire risk. It appears that this proposal is taking all the regulations to the absolute minimum required. They are only doing the what they must to comply with the shire regulations. If the developers were more generous, this could be a beautiful area that would add value to the surrounding area but with the stingy attitude it will have the potential to become another "Whitby".</p> <p>We have no option but to accept that this development is going ahead. The government has made the decision against the Shire and its rate payers wishes. However we can have a say about these issues.</p> <p>My sincere hope is that the Serpentine Jarrahdale Shire take note of these submissions and make these changes.</p>	<p>approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes. This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p>	<p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Land use - Urban - Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings</p>	<p>is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be</p>


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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>excludes public open space, roads, and schools.  As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.  Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.  The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.  The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without</p>	<p>refused due to significant issues with the design.</p>

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares. The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			 <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.          The Bushfire Management Plan identifies the final development will have five access points:</p>	

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.            Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Development</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p>	
G Donegan 108 Cardup Siding Road, Byford IN23/1856	28.	<p>I am writing my submission against the proposed plans for the above area.            My concerns are:            The increased traffic that will occur. They estimate that there will be 16470 vpd of which 12540 vpd will be in external road space i.e Cardup Siding Road. As it is, Cardup Siding Road is a thoroughfare for heavy road traffic and a race track early morning and late at night. There are plans to take some of that traffic away from the road via Doley Road and the closing of the rail crossing but that will take time. Does the shire propose to put in traffic slowing devices to slow the traffic down? Nobody seems to be able to read the speed signs!</p> <p>Water supply for the Native animals in the Reserve. At present they get their water from the two existing dams in the</p>	<p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p> <p>Based on Shire data, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020. The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes.</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>development site. If they don't have a watering hole in the Reserve they will die either from lack of water or from being run over by the 12000 odd vehicles using the road.</p> <p>Block sizes are way way too small and the blocks bordering the development should fit in with the existing block sizes which are all around 2000sq metres and above.</p> <p>The nature of this area is rural with a large number of people having horses. Where is the Bridal trail? This is an absolute for the area.</p> <p>Traffic congestion within the development and fire risk. It appears that this proposal is taking all the regulations to the absolute minimum required. They are only doing what they must to comply with the shire regulations. If the developers were more generous, this could be a beautiful area that would add value to the surrounding area but with the stingy attitude it will have the potential to become another "Whitby".</p> <p>We have no option but to accept that this development is going ahead. The government has made the decision against the Shire and its rate payers wishes. However we can have a say about these issues.</p> <p>My sincere hope is that the Serpentine Jarrahdale Shire take note of these submissions and make these changes.</p>	<p>This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna,</p>	<p>between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the</p>



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			<p>and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Land use - Urban - Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density</p>	<p>Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>


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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p>	

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

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			 <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p>	

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			<ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State</p>	

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			<p>Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.            Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Development</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p>	
C Ratcliffe 236 Cardup Siding Road, Byford IN23/1854	29.	<p>I object to the proposed structure plan in its current form based on the following points:</p> <ol style="list-style-type: none"> <li>1. Siting of the commercial area.</li> <li>2. Lack of reference to how Cardup Siding Road is to be treated.</li> <li>3. Lack of protection for the environmentally sensitive Cardup Nature Reserve and Cardup Brook</li> <li>4. Insufficient drainage proposals to deal with water flow off the site.</li> <li>5. Lack of egress points in case of bushfire.</li> <li>6. Lack of traffic management while site is being developed and before Tonkin Highway extension is in place.</li> <li>7. Lack of existing infrastructure such as sewerage, power, gas and water, with temporary solutions to be enacted.</li> <li>8. Inappropriate choice of street trees.</li> </ol>	<p><b>Land use - Commercial - Location</b></p> <p>The Minister required appropriate transition arrangements to be considered, including public open space, appropriate lot sizes, and interface roads.            There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.            Research of existing rural residential lots within the Cardup/Byford locality has</p>	<p>Noted, thank you for your submission.</p> <p><b>Commercial Area</b></p> <p>Officers note the concerns with the proposed commercial area. While small, local nodes of non-residential activity are supported as a centre point of mixed use neighbourhoods in WA, these are limited in size and scale to about one third of that currently depicted. These are also placed at the centre of neighbourhoods, rather</p>

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		<p>9. Inappropriate location of high school.</p> <p><b>1.0 Siting of the Commercial Area</b></p> <p>Historically, this site was rural and was rezoned by the Minister for Planning to urban with the proviso that:  “Appropriate transition arrangements be considered to ensure an appropriate interface to the existing low-density lifestyle enclaves to the north and south of the Structure Plan area, ensuring the amenity of these residents is maintained.”</p> <p>1.1 Noise.</p> <p>The commercial area is sited 100m from my home. It is proposed to contain a retail area to cater for the local shopping needs of 3000 people.  The proposal states that this will not be a Coles or Woolworths, so that means it will be an IGA. They are typically open from 7am to 9pm. Coles and Woolworths are open from 8am to 9pm.  The centre is also proposed to contain a restaurant and café. Most restaurants close at 12am.  This would mean that my ability to quiet enjoyment of my land would be breached. My outdoor entertainment area is on the southern side. The noise and traffic generated by this proposed centre would be excessive.</p> <p>1.2 Increased Vermin and Pests.</p> <p>Commercial centres generate a lot of food waste. The centre is right across from both the Cardup Nature Reserve and Cardup Brook. This food waste will attract rats and mice and allow them to breed. Rats and mice outbreed native animals.</p>	<p>identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.  Our Client will also ensure that any fencing installed on this boundary will remain a rural style.  Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate lot size, given the Minister did not stipulate the size.</p> <p><b>Land use - Commercial - Acoustics and operation</b></p> <p>The future tenancy mix has yet to be determined for the local centre; however, any use would have to accord with Shire approvals,</p>	<p>than the edge. The placement of the commercial centre on the far northeast edge of the site results in it providing limited supporting function for access by local residents to available conveniences.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Water Management</b></p> <p>A Local Water Management Strategy has been prepared to manage the drainage impacts of the proposed structure plan.</p> <p><b>Bushfire Management</b></p>

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		<p>The rats and mice will then attract feral cats, similar to the feral cat colony that exists at the commercial centre on the corner of Nettleton and South West Highway. Feral cats also breed quickly, meaning that the excess numbers are likely to colonise the Cardup Nature Reserve. As stated in the proposal, “Cardup Nature Reserve provides a high value fauna habitat”.</p> <p>The quenda (bandicoot) is found in this area. Bandicoots occupy much the same ecological niche as rats and mice. I have seen them myself, either alive on the road verges or dead having been hit by cars. I see an average of two dead on the road verge near my house per year and I have lived here for 14 years. This will negatively impact the existing native animals and reduce their numbers. As the rats outcompete them.</p> <p>1.3 Increased Rubbish Littered/Dumped in Surrounding Areas.</p> <p>The commercial centre with increase the amount of litter. Even with rubbish bins being provided, the nature of human beings and the strong winds that Byford is subjected to mean that the surrounding areas will be inundated with rubbish.</p> <p>1.4 Traffic.</p> <p>The commercial centre is sited on the very edge of the proposed development. This means that traffic will be funnelled towards it. No modelling has been done to show how Cardup Siding Road will be affected by traffic flows while the route to Hopkinson remains open. Cardup Siding Road has grown increasingly busier year on year. This siting increases the load on the road and the subsequent noise that residents have to bear.</p> <p>The increased traffic in this area will also increase the amount of road pollution runoff from parked cars and cars that are left</p>	<p>including an Environmental Noise Assessment.</p> <p><b>Land use - Commercial - Acoustics</b></p> <p>An Environmental Noise Assessment, to be approved by the Shire, would manage the local centre in accordance with the <i>Environmental Protection Act 1986</i> and through the <i>Environmental Protection (Noise) Regulations 1997</i>.</p> <p><b>Land use - Commercial - Waste management</b></p> <p>The management of food waste and rubbish will have to accord with the Shire requirements and approved Waste Management Plan.</p> <p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p> <p>Based on Shire data, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020.</p>	<p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Infrastructure</b></p> <p>The ability for temporary infrastructure to be provided, noting its reliance on Doley Road that is unclear as to its timing, is a further concern officers hold regarding the Structure Plan.</p> <p><b>School Sites</b></p> <p>The identification of the school sites within the structure plan area should be consistent with the Department of Education’s requirements and the Shire’s Byford District Structure Plan.</p>



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		<p>with the engines running. The underlying soil in this particular area of the development is Pinjarra P3 Phase which is imperfect to poorly drained, and the proposal states that “Cardup Siding Road will provide a failsafe flow path” for extra water flows that will result. The developer intends that extra water will drain off into the Brook.</p> <p>1.5 Proposed Solution</p> <p>Under the WAPC Liveable Neighbourhoods policy residents should be within a 5-minute walk of all conveniences. The developer has breached this with their placement of the commercial centre. If the centre is instead placed in the middle of the site, the residents of this development will benefit as they will be within a 5-minute walk.</p> <p>The existing residents to the north and south will also benefit as we bought with the expectation of not having a shop nearby. The environment of the Cardup Nature Reserve and the Cardup Brook will benefit as the increased risk of vermin, litter and polluted water flows will be at a safe distance.</p> <p>This will also have the effect of reducing the increased noise and removal of existing residents’ quiet enjoyment of their land and outdoor spaces.</p> <p>It will also reduce traffic going past existing residential areas. The developer also benefits as LWP proposes to build a shopping centre at the corner of Doley Road and Orton Road, and this will be in direct competition with their proposed commercial centre.</p> <p>The development is likely to get more residents utilising this area if it is near the school, as they will combine their trips to drop off their children with a shopping run. As stated in the LWP proposal for Stage 11 of the Glades, it is unlikely parents will walk their children to school, but will instead drive.</p>	<p>The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes. This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.</p> <p><b>Land use - Commercial – Drainage</b></p> <p>Lot 33 is required to manage the post development flows in accordance with the Local Water Management Strategy. Based on the existing and future hydrology, the Local Water Management Strategy has been designed to provide drainage and associated basins in the required locations. Drainage of the local centre will be required to be treated onsite in accordance with the Shires requirements and Urban Water Management Plan.</p>	<p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

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		<p><b>2.0 Lack of Reference to How Cardup Siding Road is to be Treated.</b></p> <p>2.1 Removal of Food Resource Trees and Increase in Traffic Levels</p> <p>The developer fails to set out how Cardup Siding Road is to be developed. It is unclear whether it is to be an Access Road B or Access Road C. Each type requires a different road verge allowance.</p> <p>The proposed plan states that existing trees are to be retained to continue to provide endangered Black Cockatoos with food sources. However, the plan shows that the existing trees located within the road verge along Cardup Siding Road will need to be removed to accommodate the proposed six new roads that will come off it. Of those six roads, four will be within 100 metres of my house, and one appears to be directly opposite my driveway, with another two within 50 metres. This number of roads will firstly remove existing high value forage trees, which are in their prime and producing ample gumnuts for the cockatoos, and secondly make it extremely difficult for me to exit my driveway.</p> <p>The marri trees opposite would take beyond 75 years to grow to their current girth and level of gumnut production. The photo below is of the marri tree opposite my driveway with a small flock of black cockatoos eating the gumnuts.</p> <p>Under the WAPC Liveable Neighbourhood policy it is required that roads with a vehicle volume over 5000 vehicle movements per day need to be designed so that vehicle entering the street can do so travelling forwards. The proposed plan does not address this. This is unsafe.</p>	<p><b>Hydrology - Stormwater events</b></p> <p>Stormwater in the locality flows generally from northeast to southwest. Lot 33 is required to manage the post development flows in accordance with the Local Water Management Strategy. The development of Lot 33 is required to maintain the pre-development groundwater levels and flows, in accordance with the Local Water Management Strategy. Cardup Siding Road is already modelled as part of the District Management Strategy to accommodate a failsafe flow path from Cardup Brook. It follows the Department of Water and Environmental Regulation requirements and meets flood protection standards. The development of Lot 33 will not alter the current modelling or the existing failsafe flow path.</p> <p><b>Land use - Commercial - Location – Movement</b></p> <p>Liveable Neighbourhoods identifies for the movement network:</p>	

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		<p>The proposed plan states that this area is to be developed first. While Cardup Siding Road will eventually become a dead end when the Tonkin Highway extension occurs, in the meantime, traffic volumes on this road are currently increasing exponentially, and as the developer plans on starting the development on this corner, this will lead to further increased traffic levels that Cardup Siding Road is not designed for. The plan fails to address the road traffic flows on Cardup Siding Road, and also contains errors with the calculations of traffic flows on Hopkinson Road. The majority of traffic occurs from 5am to 8:30am in the morning. The existing traffic volume on Hopkinson has been 'estimated' to be significantly lower than the data from Main Roads (last collected in 2019/2020) at 8,190 vpd. Why is it lower? The number of people in the area has increased exponentially, rather than decreased, and in addition there has been development of industrial sites such as Wormalls and an increase in vehicle movements from companies such as WA Limestone both utilising Cardup siding Road and Hopkinson Road.</p> <p>2.2 Proposed Solution</p> <p>1. That the developer wait until the Tonkin Highway extension is in place. This has a number of benefits:</p> <ul style="list-style-type: none"> <li>• Existing residents' safety is not put at risk, reversing into the increasingly busy road.</li> <li>• The existing road can be retained as is.</li> <li>• Incoming residents are not falsely led to believe that they will continue to have access to Hopkinson Road.</li> </ul> <p>2. That the developer reduce the number of roads coming off Cardup Siding Road and ensure that they do not remove any existing trees to place them. That the developer ensure roads</p>	<p>The urban structure comprised of a highly interconnected movement network with route choice for pedestrians, cyclists and vehicles, to and between key destinations such as neighbouring centres, community facilities, schools and public open space. The Structure Plan affords this opportunity to future residents including the siting of the local centre.</p> <p><b>Land use - Commercial - Viability</b></p> <p>The local centre supports the local shopping needs of the future residents of Lot 33, cognisant of the wider shopping demand framework, as per the Retail Needs Assessment.</p> <p><b>Land use - Commercial - Location - Schools</b></p> <p>The Department of Education policy requires schools not be located with local centres.</p> <p><b>Movement network - Cardup Siding Road - Classification</b></p>	

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		<p>are not directly opposite residents' driveways. This will benefit both the cockatoos and the existing residents.</p> <p><b>3.0 Lack of Protection for the Environmentally Sensitive Cardup Nature Reserve and Cardup Brook</b></p> <p>3.1 Doley Road Extension</p> <p>The proposed Doley Road extension, which is only necessary because of this proposed development, means the further fragmentation of the two linked nature reserves. Cardup Brook is a migration route used by native fauna as the watercourse provides contiguous tree cover. With the Doley Road extension this breaks that and places extra stress on an already stressed ecological system. As a seasonal watercourse, there are very few remaining seasonal watercourses in a pristine state. Cardup Brook is currently as good as is gets due to historical practices. Therefore, it is necessary to improve rather than further degrade what remains. The desktop survey and associated brief (one afternoon) site visit lack rigor and depth. I have sighted microbats, falcons, brushtail possums, bandicoots, eastern grey kangaroos, Red-tailed Black Cockatoos, Splendid Fairy Wrens, Blackfaced Cuckoo Shrikes, Sacred Kingfishers and have heard Boobook Owls, all of them within the Cardup Brook reserve or along Cardup Siding Road.</p> <p>The falcons and the Boobook owls use the grassland to hunt small rodents.</p> <p>During winter, the northern eastern portion of the site is a seasonal wetland.</p> <p>The Doley Road extension, in addition to cutting through the Cardup Brook reserve, will also run alongside the length of the Cardup Nature Reserve. The proposed speed limit is 70km.</p>	<p>The Traffic Management Plan forecasts 820 vehicle movements per day, below the maximum 1,000 vehicle movements per day for an Access Street classification. The treatment of the verges on the southern side of Cardup Siding Road will be in accordance with Shire engineering and landscape approvals.</p> <p>The objective for verge treatments will be to maintain the rural character whilst providing safe pedestrian and cyclist movement.</p> <p><b>Landscape - Cardup Siding Road – Trees</b></p> <p>The alignment of roads may require modification to retain trees. In response to this submission, a proposed revision to the Structure Plan reduces the number of access streets interfacing with Cardup Siding Road. Subdivision and detailed design phases of the project will provide the opportunity to refine future roads to ensure tree retention. An arborist appraisal of the trees will be required to ascertain the health and maintenance requirements.</p>	

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		<p>The developer has stated that the reserve will be protected by a fence. What type of fence? Will it be proof against the residents' pet cats? How will the developer ensure that dirt bikes do not enter the reserve?</p> <p>Currently the Reserve is protected along this length. There is no chance of native animals falling victim to roadkills and no large population of pet cats. A road is not a buffer, a road is a kill zone.</p> <p>The developer's own report on the environmental impact of the development concedes that there is 'likely to be residual impacts on black cockatoos associated with the future urban development of the site' (pg 25 Emerge).</p> <p>The Environmental Guidance for Planning and Development Guidance Statement No.33 recommends a 50-metre separation distance. The proposal does not adhere to this.</p> <p>3.2 Commercial Centre</p> <p>As previously stated, the current proposed location of the commercial centre has a huge negative impact on the existing nature reserves. Please see points 1.2, 1.3, and 1.4.</p> <p>3.3 Water Drainage</p> <p>The land slopes from east to west, with a particular low point being in the north-eastern corner, which is also the site of a seasonal wetland.</p> <p>The whole site has shallow depths of groundwater meaning that dewatering will be required. What will be the impact of this dewatering on the associated nature reserves? This has not been stated. How will this be managed so that it does not cause damage and tree deaths? This has not been stated.</p>	<p><b>Movement network - Access safety</b></p> <p>Only one road (Doley Road (south)) exceeds the 5,000 vehicles per day. Lots and the movement network will be designed to ensure vehicles enter in a forward gear for this road.</p> <p><b>Construction management</b></p> <p>The civil contractor will manage all construction and vehicle movements in accordance with the Shire-approved Construction Management Plan.</p> <p><b>Movement network - Tonkin Highway delivery</b></p> <p>The delivery of Tonkin Highway will occur whilst the project is delivered. The management of the future access is the responsibility of Main Roads Western Australia. The management and maintenance of Cardup Siding Road is a Shire matter.</p> <p>The civil contractor will manage all construction and vehicle movements in accordance with the</p>	

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		<p>The proposal has allowed for no drainage in this corner (pg 48 of proposal).  The proposal also states that subsoil drainage is likely to be needed and that a 0.9 to 1.5m fill will be required to existing levels. What will be the impact on the nature reserves, particularly Cardup Brook?</p> <p>3.4 Proposed Solution</p> <p>I do not have a proposed solution for this. This road will have a very negative impact on both nature reserves. The developer needs to be doing more harm minimisation, starting with the very minimum implementation of the 50-metre separation distance required.</p> <p><b>4.0 Insufficient Drainage Proposals to Deal with Water Flow Off the Site</b></p> <p>As the developer intends on utilising Cardup Siding Road as a “failsafe flow path” (pg 61) for any extra high-water flows, what provisions have been made to ensure existing residents are not flooded out by water runoff from this development? This is not stated in the plan.  The existing soil in the north eastern corner is Pinjarra P3 Phase which is imperfect to poorly drained, and is a seasonal wetland. The shallow depth of groundwater occurs across the whole site and the greater portion of the site will require 0.9 to 1.5m of fill to existing levels.</p> <p>4.1 Proposed solution</p> <p>The developer ensures that all flood water is contained within the site, and over-engineers to ensure that the development</p>	<p>Shire-approved Construction Management Plan.  Any changes to Cardup Siding Road will have to be approved by the Shire. Future changes will improve safety for pedestrians, cyclists and traffic.  Future residents of Lot 33 will be advised of the closure of the Cardup Siding Road and Hopkinson Road intersection. The concept plan for Lot 33 identifies the future Tonkin Highway extension.</p> <p><b>Movement network - Cardup Siding Road – Access</b></p> <p>In response to the submissions, our Client has instructed a design change to reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention.</p> <p><b>Movement network - Doley Road (south) and Cardup Brook crossing</b></p> <p>Main Roads Western Australia are required to construct the Doley Road (south) extension and Cardup Brook crossing before</p>	

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		<p>does not impact existing residents with excess water, even in the case of a once in 100 years flood.</p> <p><b>5.0 Lack of Egress Points in Case of Bushfire.</b></p> <p>The proposed Doley Road extension runs the length of the area of major risk of bushfire. Should fire occur in the Cardup Nature Reserve, it is likely Doley Road will be closed. According to the plan, that leaves only emergency access routes onto the Tonkin Highway from the north and south of the site.</p> <p>5.1 Proposed Solution</p> <p>If the area had remained rural, the number of residents would be such that even if Lot 33 had been developed, all residents would have been able to escape. The number of residents proposed vastly outweighs the ability to move them quickly to safer locations. The developer needs to reduce the number of proposed residences.</p> <p><b>6.0 Lack of Reference/Consideration to Traffic Management and Volumes while site is being developed and before Tonkin Highway and Doley Road extension is in place.</b></p> <p>6.1 Questions Raised</p> <p>The developer has stated that the northern portion of the site is to be developed first. However, this means the development will occur before either the Tonkin Highway extension or the Doley Road extension occur. This vastly increases the impact of this development on existing residents. The developer has</p>	<p>closing the Hopkinson Road and Cardup Siding Road access/intersection for bushfire emergency purposes as part of the Tonkin Highway extension project. This infrastructure forms a key part of bushfire emergency access for current north of Cardup Siding Road and future residents. The specification of Doley Road (south) is yet to be finalised. The Shire is the only stakeholder that can influence the specification. Based on Shire data provided in May 2021, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020. The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes. The civil contractor will manage all construction and vehicle movements in accordance with the Shire-approved Construction Management Plan.</p>	

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		<p>not given traffic volumes to be accommodated on Cardup Siding Road, or said how the Doley Road Bridge will affect local residents. This raises the following questions:</p> <ul style="list-style-type: none"> <li>• What measures are to be put in place?</li> <li>• What will the bridge over the brook look like?</li> <li>• How will the bridge be constructed to ensure that the brook remains a migration route for native fauna?</li> <li>• How will the bridge be constructed to allow residents to enjoy the amenity currently provided by the pathway adjacent to the bridge?</li> <li>• How will traffic noise created by the Doley Road extension and bridge be managed to ensure that existing residents are not impacted and are still able to quietly enjoy their land and homes?</li> </ul> <p>6.2 Proposed Solution</p> <p>That the developer ensure that residents nearby the Doley Road extension are not subject to any greater traffic noise than they currently experience.</p> <p>That the developer ensure that the bridge still allows for migration routes for local fauna.</p> <p>That the developer ensures residents' current amenity and enjoyment of the pathway continue, uninterrupted by a road.</p> <p><b>7.0 Lack of Existing Infrastructure to the Area Such as Sewerage, Power, Gas and Water, with Temporary Solutions to be Enacted Instead.</b></p> <p>7.1 Sewerage</p> <p>The developer proposes to enact a temporary solution to manage the sewerage created by the plan:</p>	<p><b>Environment - Fauna (Cockatoo)</b></p> <p>The majority of black cockatoo foraging habitat within the site is associated with rows of planted non-native vegetation such as Eucalyptus camaldulensis (river red gum) and small patches of native marri and jarrah trees providing 'high' value foraging sources.</p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions.</p> <p>The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p> <p>The Landscape Report identifies a selection of native plantings,</p>	



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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>“Consequently, a temporary Type 40 WWPS will be constructed within the Structure Plan area, along with a temporary main (both at the cost of the developer) that will cross the Cardup Brook via the Doley Road extension, connecting to an existing DN300/DN375.”</p> <p>What provisions will be put into place to ensure that the temporary solution does not leak into the Brook?</p> <p>This temporary solution will require further clearing of the native vegetation that currently exists, further impacting on the Brook Reserve and it’s connection to the Cardup Nature Reserve.</p> <p>What impact will this temporary main have on existing residents in terms of noise and risk of breakage?</p> <p>7.2 Power</p> <p>The developer proposes that additional high voltage overhead lines are to run down the Doley Road extension.</p> <p>“It is expected that a second HV feeder will be required as part of later stages to provide additional capacity, with this anticipated to be extended to the Structure Plan along the Doley Road reserve extension from the north.”</p> <p>I purposefully bought my land knowing where the high voltage lines ran. I am firmly against living near one.</p> <p>This powerline also increases the fire risk to residents, running in close proximity to the Cardup Nature Reserve.</p> <p>7.3 Gas</p> <p>The developer proposes running gas services via the Doley Road Bridge. This will also necessitate further clearing of the native vegetation and further destruction of the Cardup Brook Reserve.</p>	<p>providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Movement network - Bett Road extension interface</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road provides a public road interface to the Cardup Nature Reserve and has been assessed by environmental agencies as part of the Byford District Structure Plan.</p> <p><b>Cardup Nature Reserve – Management</b></p> <p>The Cardup Nature Reserve is managed by the Department for Biodiversity, Conservation and Attractions. Fencing of the Cardup Nature Reserve will be in accordance with the Department</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation						
		<p>7.4 Proposed Solution</p> <ul style="list-style-type: none"> <li>• All services be permanently in place prior to development of the site.</li> <li>• Gas and power services to be located away from the Reserve and to run down the Tonkin Highway reserve instead.</li> </ul> <p><b>8.0 Inappropriate Choice of Street Trees.</b></p> <p>The developer has chosen a mix of non-native or trees which are not local to the area for street trees. Only on Cardup Siding Road or Doley Road have street trees which provide food for local fauna species.</p> <p>8.1 Proposed solution</p> <p>Given the location and damage created to the local environment by the developer, more effort should be exerted to ameliorate this. Extra open space and carefully planned plantings would ensure the developer lives up to their claims in their environment policy. See <a href="https://rnoble.com.au/wp-content/uploads/GEH-Environmental-Policy.pdf">https://rnoble.com.au/wp-content/uploads/GEH-Environmental-Policy.pdf</a></p> <p><b>9.0 Inappropriate location of high school.</b></p> <p>The site lacks the required number of dwellings to necessitate the provision of a high school. This would be better sited closer to greater areas of need. The current high school student numbers at Byford Secondary College are 1409.</p> <table border="1" data-bbox="427 1326 1216 1428"> <thead> <tr> <th>High Performing Schools</th> <th>Student Numbers</th> </tr> </thead> <tbody> <tr> <td>Churchlands Senior High School</td> <td>2564</td> </tr> <tr> <td>Shenton College</td> <td>2693</td> </tr> </tbody> </table>	High Performing Schools	Student Numbers	Churchlands Senior High School	2564	Shenton College	2693	<p>for Biodiversity, Conversation and Attractions policy. Our Client will work with Department for Biodiversity, Conservation and Attractions to ensure the future community enhances the reserve.</p> <p><b>Land use - Commercial – Environment</b></p> <p>The local centre can be delivered without impacting the Cardup Nature Reserve and Cardup Brook through:</p> <ul style="list-style-type: none"> <li>• Road reservations providing a buffer; and</li> <li>• A Waste Management Plan.</li> </ul> <p><b>Hydrology – Dewatering</b></p> <p>Dewatering may be required during the construction phase of the project, subject to the season. Dewatering will be undertaken in accordance with Shire requirements and the approved Construction Management Plan.</p> <p><b>Hydrology – Drainage</b></p> <p>Lot 33 is required to manage the post development flows in</p>	
High Performing Schools	Student Numbers									
Churchlands Senior High School	2564									
Shenton College	2693									

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation																		
		<table border="1" data-bbox="432 312 1218 379"> <tr> <td>Willetton Senior High School</td> <td>2601</td> </tr> <tr> <td>Rossmoyne Senior High School</td> <td>2497</td> </tr> </table> <p data-bbox="432 419 1218 616">Bigger high schools are able to offer greater subject selection. Currently, a Byford Secondary College, numbers studying ATAR subjects are low. With a larger enrolment, the school will be better placed to offer ATAR subjects to enable local students to take subjects that allow them to study all courses available at university.</p> <p data-bbox="432 655 1218 719">Currently, student numbers studying ATAR courses in Year 12 at Byford Secondary College are as follows:</p> <table border="1" data-bbox="432 754 1218 1002"> <thead> <tr> <th>Subject</th> <th>Student Numbers</th> </tr> </thead> <tbody> <tr> <td>Specialist Maths</td> <td>5</td> </tr> <tr> <td>Maths Methods</td> <td>8</td> </tr> <tr> <td>Chemistry</td> <td>11</td> </tr> <tr> <td>Physics</td> <td>6</td> </tr> <tr> <td>Human Biology</td> <td>11</td> </tr> <tr> <td>English Literature</td> <td>0</td> </tr> </tbody> </table> <p data-bbox="432 1038 1218 1305">As noted by the Education Minister recently, numbers of students studying ATAR subjects are dropping. As these numbers continue to drop, schools are unable to offer them, restricting student choice at university, as many areas, especially science and maths require specific subjects. A greater student population at Byford Secondary College ensures that academically inclined students' future career pathways remain open.</p> <p data-bbox="432 1345 719 1374">9.1 Proposed Solution</p>	Willetton Senior High School	2601	Rossmoyne Senior High School	2497	Subject	Student Numbers	Specialist Maths	5	Maths Methods	8	Chemistry	11	Physics	6	Human Biology	11	English Literature	0	<p data-bbox="1240 312 1706 544">accordance with the Local Water Management Strategy. Based on the existing and future hydrology, the Local Water Management Strategy has been designed to provide drainage and associated basins in the required locations.</p> <p data-bbox="1240 584 1706 647"><b>Hydrology – Clearance to groundwater</b></p> <p data-bbox="1240 687 1706 847">The future development will have the required clearance to groundwater and filling of Lot 33 will not impact on the nature reserves.</p> <p data-bbox="1240 855 1706 1190">The subsoil drainage is designed to replicate the direction of the existing groundwater flow (east to west) and maintain the current groundwater flows. Based on the design, existing flows and Local Water Management Strategy, there is no drainage into the Cardup Brook or the Cardup Nature Reserve.</p> <p data-bbox="1240 1230 1706 1294"><b>Movement network - Emergency access</b></p> <p data-bbox="1240 1334 1706 1422">The movement network will be designed in accordance with Australian Standards and Liveable</p>	
Willetton Senior High School	2601																					
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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>That no high school be provided on the site. For the benefit of local students, Byford Secondary College be expanded instead.</p>	<p>Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Movement network - Cardup Brook crossing – Aesthetics</b></p> <p>The aesthetics of the crossing are not finalised or available. Local indigenous groups have indicated they would like to influence the design. Further work is required with Main Roads Western Australia. The Shire is the only stakeholder that can influence the future specification of the crossing.</p> <p><b>Movement network - Cardup Brook crossing - Fauna</b></p> <p>Main Roads Western Australia are required to construct the Doley Road (south) extension and Cardup Brook crossing before closing the Hopkinson Road and</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Cardup Siding Road access/intersection for bushfire emergency purposes. The design of the crossing has yet to be finalised or available. The Shire is the only stakeholder that can require provision for fauna migration.</p> <p><b>Movement network - Cardup Brook crossing – Amenity</b></p> <p>Main Roads Western Australia have advised pedestrian, and cyclist routes will be accommodated on both sides of the crossing. The Shire is the only stakeholder that can ensure the required amenity is maintained.</p> <p><b>Movement network - Doley Road (south) and Cardup Brook crossing – Acoustic</b></p> <p>Main Roads Western Australia are required to construct the Doley Road (south) extension and Cardup Brook crossing before closing the Hopkinson Road and Cardup Siding Road access/intersection for bushfire emergency purposes as part of the Tonkin Highway extension project.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>This infrastructure forms a key part of bushfire emergency access for current north of Cardup Siding Road and future residents. The specification of Doley Road (south) is yet to be finalised. The Shire is the only stakeholder that can influence the specification.</p> <p><b>Infrastructure - Temporary sewer – Specification</b></p> <p>Our Client will construct all sewer infrastructure in accordance with Water Corporation specifications. The use of temporary sewer pump stations is standard Water Corporation practice.</p> <p><b>Infrastructure - Temporary sewer – Clearing</b></p> <p>The sewer infrastructure will not require the clearing of any additional vegetation as it will be contained within the Cardup Brook crossing.</p> <p><b>Infrastructure - Temporary sewer – Acoustic</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Our Client will construct all sewer infrastructure in accordance with Water Corporation specifications. No acoustic externalities are associated with the temporary pump station for existing Cardup Siding Road (north) residents. The location of the temporary pump station is approximately 500 metres from Cardup Siding Road.</p> <p><b>Infrastructure - Power - Specification</b></p> <p>The high-voltage extension servicing Lot 33 will be underground.</p> <p><b>Infrastructure - Power - Fire risk</b></p> <p>All power infrastructure servicing Lot 33 will be underground.</p> <p><b>Infrastructure - Gas – Clearing</b></p> <p>The gas infrastructure will not require the clearing of any additional vegetation as it will be contained within the Cardup Brook crossing.</p> <p><b>Infrastructure – Construction</b></p>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>As per standard industry practice, all services will be in place to service the site at the appropriate time. Main Roads Western Australia constructing the Doley Road (south) extension and Cardup Brook crossing will ensure Lot 33 servicing to support future land use.</p> <p>Main Roads Western Australia do not allow utility services to be constructed/situated in their road reserves.</p> <p><b>Infrastructure – Location</b></p> <p>The Engineering Report identifies ATCO Gas has a medium-pressure gas pipe in Cardup Siding Road, immediately north of Lot 33, which services the existing residents. This pipe can supply approximately 400 additional lots at Lot 33. The ultimate gas connection will be underground and located on the alignment of the future Doley Road (south) extension. Some gas infrastructure will likely traverse (underground) the western side of the Doley Road (south) extension adjoining Cardup Nature Reserve and will be constructed in</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>accordance with the appropriate specification.</p> <p>The existing 22kV overhead distribution line along Hopkinson Road will be addressed as part of the Main Roads Western Australia extension of the Tonkin Highway. Lot 33 will likely obtain electricity from the existing 22kV HV Doley Road underground cable. Some electricity supply will likely traverse (underground) the western side of the Doley Road (south) extension adjoining Cardup Nature Reserve and will be constructed in accordance with the appropriate specification.</p> <p><b>Landscape – Trees</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.</p> <p>The design of Lot 33 retains as many of the existing windrows and trees as possible and includes wider road reservations (approximately 525 metres) to</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Environment – Practices</b></p> <p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%. The Structure Plan also includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions.</p> <p>The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p> <p>The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Education - High school - Siting considerations</b></p> <p>The location of the high school is in accordance with Department of Education liaison over many years.</p> <p>The Department of Education requested the local centre to be situated away from both school sites. This separation acknowledges that local centres</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>can support land uses and businesses that may not necessarily complement educational facilities.</p> <p><b>Education - High school – Performance</b></p> <p>The high school's curriculum, planning and size are a Department of Education decision. Our Client hopes the high school will improve the educational opportunities for the greater Byford/Cardup locality.</p> <p><b>Education - High school - Siting considerations</b></p> <p>The location of the high school is in accordance with Department of Education liaison over many years. The Department of Education requested the local centre to be situated away from both school sites. This separation acknowledges that local centres can support land uses and businesses that may not necessarily complement educational facilities.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
L Johnson IN23/1888	30.	<p>I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following:</p> <p>Development is highly built up and not in keeping with the surrounding rural community.</p> <ul style="list-style-type: none"> <li>- wildlife from the reserves only water source is on the eastern boundary of the proposed.</li> <li>- Block sizes are too small, needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the Minister.</li> </ul> <p>This means more than one row of larger blocks and we would expect at the absolute smallest - 1acre lots along all boundaries gradually going smaller.</p> <ul style="list-style-type: none"> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</li> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a fire occurred this would be dangerous - no escape routed - too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs</li> </ul>	<p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition</p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>to be a bridle trail provided as part of this development to provide the connections.</p>	<p>arrangements to be considered, including public open space and appropriate lot sizes.</p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and</p>	<p>2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p>	<p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

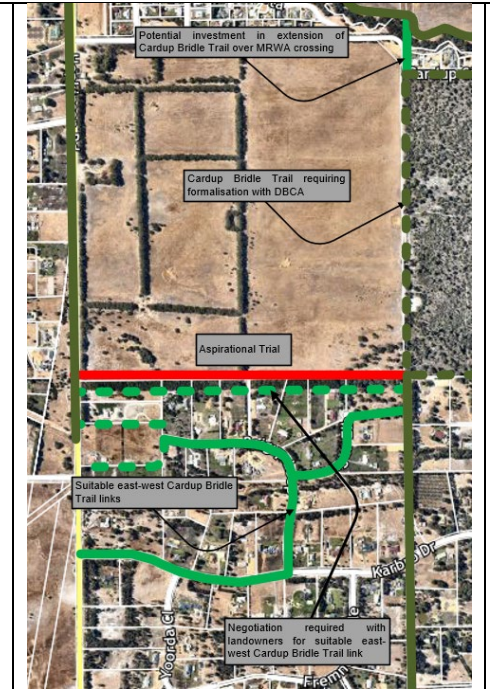
**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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**Landscape – Trees**

Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.

The design of Lot 33 retains as many of the existing windrows and

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			<p>trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p>	
<p>J &amp; N Browne 72 Baigup Loop, Cardup IN23/1889</p>	<p>31.</p>	<p>I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following:</p> <ul style="list-style-type: none"> <li>- wildlife from the reserves only water source is on the eastern boundary of the proposed.</li> <li>- Block sizes are too small, needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the Minister.</li> </ul> <p>This means more than one row of larger blocks and we would expect at the absolute smallest - 1acre lots along all boundaries gradually going smaller.</p> <ul style="list-style-type: none"> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson road?</li> <li>• where are the trees in the new estate. The Shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion.</li> </ul>	<p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>And if a fire occurred this would be dangerous - no escape routed - too congested.</p> <ul style="list-style-type: none"> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections.</li> </ul>	<p>The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the</p>	<p>rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail.</p>	<p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	<p>refused due to significant issues with the design.</p>



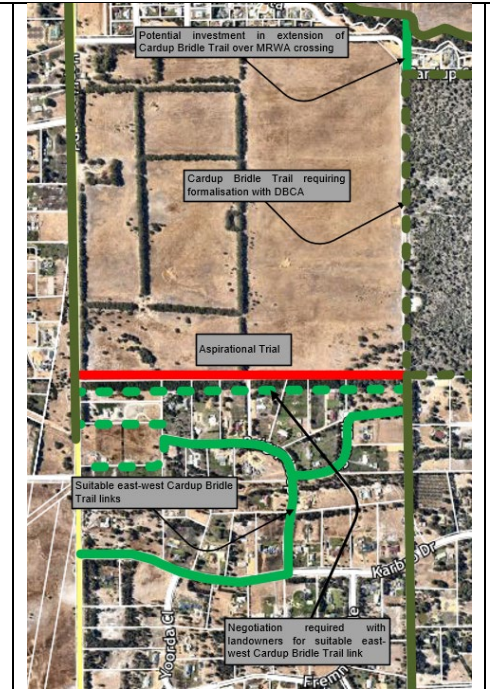
**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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**Landscape – Trees**

Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.

The design of Lot 33 retains as many of the existing windrows and

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			<p>trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable</p>	

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development</p>	

**Summary of Submissions**  
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			<p>is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p>	
J Vandermeer IN23/1890	32.	<p>I am writing to express my concerns in relation to the proposed subdivision on Cardup Siding Road (lot 33 Hopkinson Road).</p> <p>I understand that the land will eventually be developed, but my primary concern is the proposed block sizes. I'm a bit confused as to why they would be zoned so small. It makes no sense that amongst acreage, there would be one section with such tiny properties. It would be more logical for the block sizes in this subdivision to be acreage as well.</p> <p>As a nearby land owner, my block of land is one of the smallest (2500sqm) on my street and around my area, from my understanding. As per my rates notice, it is classed as urban. It would be wonderful if this was the absolute minimum for the block sizes in this subdivision as well. It needs to be a far more gradual approach on all boundaries.</p> <p>When I first moved to Byford in 2014, I moved here for the country lifestyle. This is becoming less apparent as more properties are being built. The Shire of Serpentine Jarrahdale is known for so many nature based activities/locations - it would be completely contradictory to approve something so</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>School Sites</b></p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>suburban in such a rural part of the shire. Cardup is known for its bridal trails, horses, large properties, etc. This should be kept the way it is.</p> <p>I am a primary school teacher who works at the local schools in the area. I also have my daughter attending school. I am confused why there is a need for yet another primary school when Beenyup Primary school opened recently with such a low number of students. As a relief teacher who has worked in pretty much every school in Byford, Serpentine and Jarrahdale, I can assure you I have not met one Principal who in recent times has said there is a need for yet another primary school. Any school aged children who were to live in that area could go into either Beenyup or Mundijong primary schools (if they choose public) with ease. As for a high school, the local private Salvado College will be opening up to Year 12 in the next few years, Court Grammar is also close by, and I personally know many families who have chosen to send their high school aged children to other high schools such as Armadale, over Byford Secondary College. If a new high school was to be build, it would make sense to build it in or around Mundijong where the area around Whitby is growing.</p> <p>Another thing to consider is the Tonkin highway extension and what toll that is going to take on local properties, wildlife, etc. Would it not make more sense to wait until that is completed and then to revisit this subdivision once that is completed?</p> <p>Looking at the map, I am also concerned about the lack of public space, grassed areas and trees that have not been factored in. The corridor on the western side of the subdivision is also unclear as well as the plans for the old dairy on the corner of Hopkinson and Cardup Siding Road. The map</p>	<p>for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p><b>Movement network - Tonkin Highway delivery – Timing</b></p> <p>The delivery of Tonkin Highway will occur whilst the project is delivered. The management of the future access is the responsibility of Main Roads Western Australia.</p> <p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its importance to the community. One of the four themes of the vision is to create an identity through community facilitates and social networks.</p>	<p>The identification of the school sites within the structure plan area should be consistent with the Department of Education's requirements and the Shire's Byford District Structure Plan.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Trees</b></p>

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>implies that there is only one entrance - that will surely be a traffic nightmare and doesn't seem well thought out.</p> <p>I am led to believe that the town planner company that drew up these plans are predominantly focused on city and suburban planning. It would be wonderful for the Shire and CLE Town Planning to work together to design a more thoughtful, purposeful and logical subdivision structure plan that truly reflects what this shire represents. It is clear that this has not been done.</p>	<p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p> <p><b>Water Corporation service corridor</b></p> <p>This area is identified as a future Water Corporation Service Corridor, and if acquired, it would be subject to their objectives for future infrastructure provision.</p> <p><b>Movement network - Hopkinson Road (south)</b></p> <p>Creating the access road linking Hopkinson Road south into Lot 33 is in response to liaison with the Shire. Including this road provides an important emergency access route for Lot 33 and the existing residents in the southern special rural area.</p> <p><b>Education - School planning</b></p> <p>The Department of Education has requested Lot 33 accommodate a high school due to capacity</p>	<p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Water Corporation Infrastructure Corridor</b></p> <p>The corridor to the west of the structure plan area is identified as a future Water Corporation Infrastructure Corridor.</p> <p><b>Access</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			constraints at the Byford Secondary College. The provision of both schools is in accordance with Department of Education policy.	refused due to significant issues with the design.
Y & S Cucca 35 Berringar Elbow, Cardup IN23/1897	33.	<p>Thank you for the opportunity to provide comment and feedback on the above proposal. Please note that we are completely <b>OPPOSED</b> to the current development proposal as it stands.</p> <p>We purchased 35 Berringar Elbow Cardup in July 2022 after many months of searching for the perfect “semi-rural” property. We wanted to leave the city of Wanneroo where the suburb we lived in was built very similarly to the way this development is set out. Having lived on a 500sqm block across the road from 2ha lots, we strongly feel this is NOT what encourages community development, growth, and a high quality of living. Our biggest concerns about the development are outlined below.</p> <p><b><u>Housing Density</u></b></p> <p>Why is it necessary to subdivide rural land which is surrounded by large rural lifestyle properties into R10-R40 zoning? There are still many undeveloped land parcels in and around the townships of Byford, Serpentine, Whitby and Mundijong, all of which have access to utilities to support urban sprawl – none of which are currently connected to 33 Hopkinson Rd.</p> <p>The proposed density of R10-R40 zoning will mean that we along the southern boundary will have 10 or more neighbours! There is no consideration given whatsoever to the existing 2ha land owners - the plan shows no setbacks, public open space, nature reserve or building exclusion zone along the whole southern boundary. This should have been the number one</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing</p>

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		<p>priority of the developer when drafting the subdivision. A revised plan with minimum R5 density housing along the southern border is strongly recommended so as to reduce the noise and visual impact and decrease conflict in bordering properties. A compulsory setback and building exclusion zone close to our boundary line is also strongly recommended. It is well documented that when urban sprawl starts to infiltrate into rural areas, the demand for improvements in infrastructure increases. The current development plan includes 2 schools and at least 3000 residents but is a 10-minute drive to the nearest grocery store! On paper it may seem appealing to the developer to maximise land sales but without consideration for amenities and transportation this is an unsustainable place to develop a high-density community. An unsustainable community inevitably leads to low socioeconomic housing, increasing crime and a low quality of life overall.</p> <p><b><u>Noise</u></b></p> <p>With increased housing density comes noise. Suburban Noise. Escaping the noise is one of the main reason most of us chose a semi-rural lifestyle in the first place!. For those of us on rural properties we have the pleasure of being able to make a lot more noise and use machinery and equipment which are not as socially acceptable in the suburbs. This will impact both sides of the development, and complaints will skyrocket from the urban side as the 2ha blocks use their mowers, chainsaws, trucks etc. This is why less dense zoning is so important and also provision of a significant setback from bordering properties. If having to be faced with so many neighbours we will be insisting on having a high impenetrable limestone fence constructed along our northern boundary to</p>	<p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements. Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees</p>	<p>for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>block out noise and the visual blight. This will also become a security and safety dividing fence.</p> <p><b><u>Livestock and Animals</u></b></p> <p>All of the properties on the southern development boundary have livestock. Horses, sheep, goats, cattle, alpacas. This poses a serious public safety consideration should the boundary separating 2ha lots with urban development not be addressed. Those of us with horses and livestock on the southern boundary graze our animals right up to the property fence line. In keeping with animals – this means manure, dust and flies. Having R10 density zoning along our boundary fence would mean all our neighbours are subject to increased dust, noise, smell and flies related with animal keeping. It is not our responsibility to have to be answerable to these neighbours complaints should the development not be offset from the southern boundary. There should be absolutely no impact to the existing landholders ability to keep animals in the way they currently do, nor should it be the responsibility of the existing landowners to change the fencing at the back of our properties. If an animal was to escape the boundary fence in the adjoining 2ha lots into the development site this can potentially pose a serious legal case and is most definitely a safety issue. Again, more thought and consideration needs to be taken into a dividing fence, roads and offsets from the 2ha bordering properties.</p> <p>The shire of Serpentine/Jarrahdale publicly state that they are unique in having more horses within their shire than any other. The Equine strategy plan fully supports this and the continuing development of equine facilities and amenities within the shire. There has been no consideration given to the shire's equine strategy as there is no plan to include access of the existing</p>	<p>subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Community infrastructure</b></p> <p>Our Client has committed to contributing to community infrastructure on a per-lot basis in accordance with the provisions of the Shire of Serpentine-Jarrahdale Community Infrastructure</p>	

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>bridle trails joining Berringar Elbow, Baigup Loop and Cardup Siding Road and around Cardup Nature Reserve. I have recently been appointed as a member of the Equine Advisory Group for the SJ Shire and will continue to pursue this prior to the commencement of the development.</p> <p><b><u>Environmental impact</u></b></p> <p>The environmental impact of this development will extend further than just the road boundaries it proposes. The Development sees a road separating the Cardup Nature reserve with high density urban living. Currently, this block is home to hundreds of kangaroos, wallabies, bandicoots and red tailed cockatoos who come to feed in the paddock then return to the safety of the nature reserve during the daytime. There has been no provision within this structure plan for a wildlife corridor to facilitate the movement of these animals away from humans, cars and bushfires. With the eventual Tonkin Highway to the west, there is also going to be more recreational pressure to the east, meaning the nature reserve will experience a huge increase in traffic – not only on foot but on bikes and probably cars as people want to explore every inch of the bush. This increased recreational pressure will cause degradation in the nature reserve and irreparable damage to flora and fauna.</p> <p>In conclusion, we irrefutably do not support this development proposal in its current state. There needs to be much more consideration for existing land owners bordering the development and less emphasis on what is clearly a greedy land “grab for cash” project. The Developer needs to realise the negative impact this will have on the existing Cardup community and how far away it is from supporting community</p>	<p>Development Contribution Plan (CIDCP).  The purpose of the CIDCP is to provide for new and upgrade existing infrastructure, facilitate an equitable share of costs, and obtain contributions from the subdivision or development of land.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or</p>	

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>vision. Without addressing this it will ultimately impact the success of the development itself.</p>	<p>strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

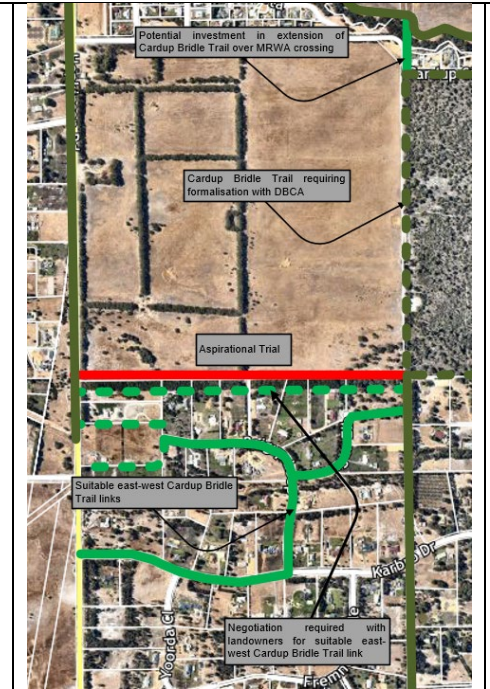
**Summary of Submissions**  
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**Environment**

The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site’s historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Cardup Nature Reserve – Fencing</b></p> <p>The Cardup Nature Reserve is managed by the Department for Biodiversity, Conservation and Attractions. Fencing of the Cardup Nature Reserve will be in accordance with the Department for Biodiversity, Conservation and Attractions policy.</p> <p><b>Zoning</b></p> <p>The Lot 33 zoning is “Urban” under the provisions of the Metropolitan</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Region Scheme and “Urban Development” under the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2. Liveable Neighbourhoods requires Structure Plans for “Urban” zoned land to facilitate densities of at least 22 dwellings per site hectare.</p>	
S Marriott IN23/1902	34.	<p>I’m writing my submission against the current plans for Lot 33 Hopkinson Road Cardup. Reference number PA 22/957. I have concerns regarding the following:</p> <ul style="list-style-type: none"> <li>• Block sizes are too small there needs to be a more graduated approach to all boundaries from rural to suburban lot size. This is in line with “” appropriate transition arrangement_ _ _ abutting urban zone to the north, Special Rural zone to the south and Bush forever _ _ _ to the east “Stated by the Minister for Planning.</li> <li>• This means more than one row of blocks and blocks to be at least 1 acre (4000m2) along all boundaries gradually decreasing in size.</li> <li>• Blocks rated R10 (875 – 1000 m2) leads to social and economic problems stemming from the fact there is no room for a garden shed, external storage i.e. standard size shed, children’s play equipment, adequate exercise areas for pets i.e. dogs. This lack of storage will also result in household rubbish being tossed over the fences onto already existing rural properties and Cardup Nature reserve.</li> <li>• There will be parking problems because R 25 and R 40 blocks are too small for provision of own personal parking spaces. Homes that do have garages will find that it will be necessary to used them for storage and</li> </ul>	<p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Parking</b></p> <p>Officers acknowledge that the proposed road classifications and</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>cars will be parked on the street causing traffic congestion.</p> <ul style="list-style-type: none"> <li>Where are the green belts in the new estate? The Serpentine Jarrahdale Shire prides itself in promoting a rural and equine outlook; the new estate is in contravention of this.</li> <li>What will happen to the green corridor that exists on the southern boundary originating at Hopkinson road terminating at fire access road that runs along the eastern border of 62 Baigup Loop ? This green corridor is not only important for local wildlife, Bandicoots and monitor lizard; it also assists with the uptake of water from the flooding that occurs on the southern boundary of lot 33 Hopkinson Road.</li> <li>The development of land on the southern boundary in the form of earthworks will increase the flooding into 62 Baigup Loop that currently occurs during the winter months. This flood water flows onto the land and a soak in NW corner of 62 Baigup Loop.</li> <li>The Fire Access Rd with its origins on Baigup loop should not be extended into the new Estate given that there will be 3 access roads into the Estate, 4 roads if you include Bett road which will connect to the road on Eastern boundary of the Estate. Its extension into the new estate will provide an access into Orton Estate for undesirables to not only use it as a short cut but to also access the backs of rural properties on the Southern Boundary.</li> <li>Serpentine Jarrahdale Shire has expressed concern that Bett Road will become a “rat run “out of the new Estate, but show complete lack of concern for the Fire Access road becoming an unauthorised thoroughfare into Orton Estate.</li> </ul>	<p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Built form – Site coverage</b></p> <p>Future residential development will have to comply with the provisions of the Residential Design Codes.</p> <p>The R10 density code requires a minimum of 60% open space or 525m2 to 600m2. The remaining area is sufficient to meet the needs of a contemporary resident.</p> <p><b>Movement network – Parking</b></p>	<p>corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Southern Boundary</b></p> <p>Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire’s Equine Trails Master Plan</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>They have failed in their responsibility to existing rural property owners.</p> <ul style="list-style-type: none"> <li>As it now stands this proposed new Estate contravenes the amendments to the Structure Plan which states as “ having particular regard for existing amenity of the locality”.ie rural equine properties on the southern boundaries of the proposed Estate.</li> </ul>	<p>The movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>Future residential development will have to comply with the provisions of the Residential Design Codes relating to parking requirements.</p> <p><b>Landscape – Connectivity</b></p> <p>The design of Lot 33 retains as many of the existing windrows and trees as possible, including wider road reservations (approximately 525 metres) to support the retention of mature windrow trees. In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p>	<p>July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Water Management</b></p> <p>A Local Water Management Strategy has been prepared to manage the drainage impacts of the proposed structure plan.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Landscape - Southern boundary</b></p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements.</p> <p><b>Hydrology - Clearance to groundwater</b></p> <p>The future development will have the required clearance to groundwater and filling of Lot 33 will not impact on the nature reserves or adjoining areas. The subsoil drainage is designed to replicate the direction of the existing groundwater flow (east to west) and maintain the current groundwater flows. Based on the design, existing flows and Local Water Management Strategy, there is no additional drainage into</p>	<p>Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that road connectivity between a residential neighbourhood and equestrian area is no longer supported.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>adjoining areas, the Cardup Brook or the Cardup Nature Reserve.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> </ul>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Movement network - Bett Road extension</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road (south) gazetted road reserve south of Lot 33 is</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or emergency access. The future construction of this connection will be undertaken by others (Shire or future developers) when needed.</p> <p><b>Zoning</b></p> <p>The Lot 33 zoning is “Urban” under the provisions of the Metropolitan Region Scheme and “Urban Development” under the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2. Liveable Neighbourhoods requires Structure Plans for “Urban” zoned land to facilitate densities of at least 22 dwellings per site hectare.</p>	
W Marriott IN23/1903	35.	<p>I’m writing my submission against the current plans for Lot 33 Hopkinson Road Cardup. Reference number PA 22/957. I have concerns regarding the following:</p> <ul style="list-style-type: none"> <li>Block sizes are too small there needs to be a more graduated approach to all boundaries from rural to</li> </ul>	<p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>suburban lot size. This is in line with “” appropriate transition arrangement_ _ _ abutting urban zone to the north, Special Rural zone to the south and Bush forever _ _ _ to the east “Stated by the Minister for Planning.</p> <ul style="list-style-type: none"> <li>• This means more than one row of blocks and blocks to be at least 1 acre (4000m2) along all boundaries gradually decreasing in size.</li> <li>• Blocks rated R10 ( 875 – 1000 m2) leads to social and economic problems stemming from the fact there is no room for a garden shed, external storage i.e. standard size shed, children’s play equipment, adequate exercise areas for pets i.e. dogs. This lack of storage will also result in household rubbish being tossed over the fences onto already existing rural properties and Cardup Nature reserve.</li> <li>• There will be parking problems because R 25 and R 40 blocks are too small for provision of own personal parking spaces. Homes that do have garages will find that it will be necessary to used them for storage and cars will be parked on the street causing traffic congestion.</li> <li>• Where are the green belts in the new estate? The Serpentine Jarrahdale Shire prides itself in promoting a rural and equine outlook; the new estate is in contravention of this.</li> <li>• What will happen to the green corridor that exists on the southern boundary originating at Hopkinson road terminating at fire access road that runs along the eastern border of 62 Baigup Loop ? This green corridor is not only important for local wildlife, Bandicoots and monitor lizard; it also assists with the uptake of water from the flooding that occurs on the southern boundary of lot 33 Hopkinson Road.</li> </ul>	<p>arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33. Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface. Our Client will also ensure that any fencing installed on this boundary will remain a rural style. Given the significant windrows, the elongated lot frontage theme, and</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Parking</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<ul style="list-style-type: none"> <li>• The development of land on the southern boundary in the form of earthworks will increase the flooding into 62 Baigup Loop that currently occurs during the winter months. This flood water flows onto the land and a soak in NW corner of 62 Baigup Loop.</li> <li>• The Fire Access Rd with its origins on Baigup loop should not be extended into the new Estate given that there will be 3 access roads into the Estate, 4 roads if you include Bett road which will connect to the road on Eastern boundary of the Estate. Its extension into the new estate will provide an access into Orton Estate for undesirables to not only use it as a short cut but to also access the backs of rural properties on the Southern Boundary.</li> <li>• Serpentine Jarrahdale Shire has expressed concern that Bett Road will become a “rat run “out of the new Estate, but show complete lack of concern for the Fire Access road becoming an unauthorised thoroughfare into Orton Estate. They have failed in their responsibility to existing rural property owners.</li> <li>• As it now stands this proposed new Estate contravenes the amendments to the Structure Plan which states as “ having particular regard for existing amenity of the locality”.ie rural equine properties on the southern boundaries of the proposed Estate.</li> </ul>	<p>the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Built form – Site coverage</b></p> <p>Future residential development will have to comply with the provisions of the Residential Design Codes.  The R10 density code requires a minimum of 60% open space or 525m2 to 600m2. The remaining area is sufficient to meet the needs of a contemporary resident.</p> <p><b>Movement network – Parking</b></p> <p>The movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.  Future residential development will have to comply with the provisions of the Residential Design Codes relating to parking requirements.</p> <p><b>Landscape – Connectivity</b></p>	<p>areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Southern Boundary</b></p> <p>Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire’s Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages</p>

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The design of Lot 33 retains as many of the existing windrows and trees as possible, including wider road reservations (approximately 525 metres) to support the retention of mature windrow trees. In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Landscape - Southern boundary</b></p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees</p>	<p>between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Water Management</b></p> <p>A Local Water Management Strategy has been prepared to manage the drainage impacts of the proposed structure plan.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a</p>

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>subject to health and management requirements.</p> <p><b>Hydrology - Clearance to groundwater</b></p> <p>The future development will have the required clearance to groundwater and filling of Lot 33 will not impact on the nature reserves or adjoining areas. The subsoil drainage is designed to replicate the direction of the existing groundwater flow (east to west) and maintain the current groundwater flows. Based on the design, existing flows and Local Water Management Strategy, there is no additional drainage into adjoining areas, the Cardup Brook or the Cardup Nature Reserve.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment. The Bushfire Management Plan identifies the final development will have five access points:</p>	<p>planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that road connectivity between a residential neighbourhood and equestrian area is no longer supported.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State</p>	

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.            Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Movement network - Bett Road extension</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road (south) gazetted road reserve south of Lot 33 is situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or emergency access. The future construction of this connection will</p>	

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>be undertaken by others (Shire or future developers) when needed.</p> <p><b>Zoning</b></p> <p>The Lot 33 zoning is “Urban” under the provisions of the Metropolitan Region Scheme and “Urban Development” under the Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2. Liveable Neighbourhoods requires Structure Plans for “Urban” zoned land to facilitate densities of at least 22 dwellings per site hectare.</p>	
<p>X Langridge Pedersen 35 Coleman Close, Cardup IN23/1910</p>	36.	<p>I am writing in regards to the proposed development at Lot 33 Hopkinson Rd. I do not believe this is an appropriate development for our quiet rural area. My specific concerns are as follows:</p> <ul style="list-style-type: none"> <li>Stormwater: currently, stormwater diversion in this area is already stretched for the properties in the vicinity of the proposed development. Adding large areas of impermeable ground, in addition to the proposed number of homes requiring stormwater diversion, will inevitably send water into already overloaded areas such as the stream running behind properties on Gossage Road and it's associated catchment.</li> <li>Roads: we currently do not have adequately constructed roads in this area and the maintenance is very poor. Adding a potential 2600+ vehicles to the roads will cause further deterioration and a much greater number of accidents. We</li> </ul>	<p><b>Hydrology - Stormwater events</b></p> <p>Stormwater in the locality flows generally from northeast to southwest. Lot 33 is required to manage the post development flows in accordance with the Local Water Management Strategy. The development of Lot 33 is required to maintain the pre-development groundwater levels and flows, in accordance with the Local Water Management Strategy. Cardup Siding Road is already modelled as part of the District Management Strategy to accommodate a failsafe flow path from Cardup Brook. It follows the</p>	<p>Noted, thank you for your submission.</p> <p><b>Water Management</b></p> <p>A Local Water Management Strategy has been prepared to manage the drainage impacts of the proposed structure plan.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>already have fatalities each year in our area because of inadequately designed, constructed and maintained roads.</p> <ul style="list-style-type: none"> <li>• Housing Density: high density suburban areas do not fit with the current rural setting of this area. On the other side of Hopkinson Road the minimum that land can be subdivided down to is 1 acre. This should be the case for both sides of Hopkinson Road. The infrastructure is not in place to support this proposed density of housing.</li> <li>• Pollution: the addition of two schools and 1300 homes will greatly increase noise and light pollution in this area. I see no infrastructure proposed to deal with sewage and stormwater. Will there be a waste water treatment facility and where will that be located? How will odour pollution be dealt with if a waste water treatment facility is planned? How will stormwater be processed prior to its release into the surrounding catchment? None of these issues have been clearly outlined in the proposal which leads me to think that neither the developers nor the Shire have considered them and once all the properties have been sold it will be the residents of the surrounding areas that will be left with the legacy of inadequate planning.</li> <li>• Equestrian: this is an equestrian area with a large number of people using roads and bridle trails in the area. High density housing and equestrian activities do not mix.</li> <li>• Housing Valuation: adding a high density housing complex to our lifestyle block setting will devalue our homes and</li> </ul>	<p>Department of Water and Environmental Regulation requirements and meets flood protection standards. The development of Lot 33 will not alter the current modelling or the existing failsafe flow path.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Land use – Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Wastewater Management</b></p> <p>The ability for temporary infrastructure to be provided, noting its reliance on Doley Road that is unclear as to its timing, is a further concern officers hold regarding the Structure Plan.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>impinge upon the rural lifestyle we have all actively sought when moving to this area.</p> <ul style="list-style-type: none"> <li>• Crime: rates of crime will increase and nuisance crime will be the biggest issue. Many of us have animals which never mix with a high density housing development but are also never a high priority for police to deal with. This is why we live in an area that has low housing density - so that we can keep exposure to people low.</li> </ul>	<p>per hectare of a development site or aggregation of sites". Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Infrastructure – General</b></p> <p>All infrastructure will be constructed in accordance with the relevant servicing agencies specification.</p> <p><b>Bridle trails</b></p>	<p>is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:



**Valuation**

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>No comment.</p> <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime prevention through environmental design (CPTED).</p>	
<p>D &amp; M Oliver 164 Karbro Drive, Cardup IN23/1774</p>	<p>37.</p>	<p>As a nearby landowner (DR &amp; MM Oliver, 164 Karbro Drive, Cardup), the proposed development raises the following concerns:</p> <p><b>1) Traffic Management</b></p> <p>a) We are concerned about the impact of increased traffic on Karbro Drive and it's impacts on both our semirural lifestyle from noise, speeding and further deterioration in the road condition which clearly was not originally built to handle the existing traffic flows given the number of repairs/patches that the Shire has had to make over the years.</p> <p>b) Traffic flow appears to be directed to Cardup Siding Road and also the new Bett Road shown on the structure plan map.</p> <p>i. What controls will be put in place to prevent traffic using Karbro Drive as rat-run - especially via Bett Rd - to access Hopkinson Rd and/or Soldiers Rd.</p> <p>ii. Also with the Tonkin extension closing Hopkinson - what additional controls will be put in place to prevent traffic using Karbro Drive as rat-run - to access Tonkin via the Bishop Rd interchange given it may be quicker than accessing the Orton Rd interchange?</p>	<p><b>Movement network - Bett Road extension</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road (south) gazetted road reserve south of Lot 33 is situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that road connectivity between a residential neighbourhood and equestrian area is no longer supported.</p>



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p><b>2) Groundwater</b> - Our property and the surrounding ones do not have access to scheme water, we are solely dependent on our rainwater tank and licensed bore. With climate change we have already noticed changes in the water table.</p> <p>a) Having a 1,000-1,300 dwellings next door has the potential to further impact groundwater supplies in the area be it from overuse of fertilizers or installation of additional bores for garden watering, thereby impacting those solely dependent on bores.</p> <p>b) What restrictions will be placed on properties within this new subdivision to protect our water supply?</p> <p><b>3) Public Open Space</b> -there is a general lack of public open space.</p> <p>a) Schools both in Serpentine Jarrahdale and elsewhere tend to fence their ovals to protect them from vandalism so this cannot be considered as "public open space" but private property.</p> <p>b) We have family that built within the Whitby development, they paid more for a block opposite "public open space" but the Shire allowed the developer to change the plans after properties were sold and reduced the amount of public open space. They now have houses opposite them. What safeguards are in place to prevent what we are commenting on today just changing in the future?</p> <p>c) What is needed is more genuine public open space.</p> <p><b>4) Dense urban development</b> alongside one acre and five acre semi-rural properties is of concern. Cardup is the forgotten part of the shire stuck between the encroaching urban sprawl of Byford and Whitby. This is not conducive</p>	<p>emergency access. The future construction of this connection will be undertaken by others (Shire or future developers) when needed.</p> <p><b>Infrastructure – Water</b></p> <p>Lot 33 will be connected to the Water Corporation infrastructure for reticulated (potable) water and sewer systems, as outlined in the Engineering Services Report.</p> <p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its importance to the community. One of the four themes of the vision is to create an identity through community facilities and social networks.</p> <p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p> <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime</p>	<p><b>Water Management and Availability</b></p> <p>A Local Water Management Strategy has been prepared to manage the drainage impacts of the proposed structure plan. The proposed structure plan area will be connected to reticulated water.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<p>to the area which lacks adequate infrastructure for such a large increase in population</p> <p>a) What strategies will be implemented to reduce the potential for anti-social behaviour - as has happen in Byford - from having such a densely populated area next to semi-rural properties?</p> <p>b) When we purchased our property as part of the Orton Estate, we checked the future plans for the adjacent areas, Lot 33 (681) Hopkinson Rd, Cardup was not zoned for urban development on the council plans, the Tonkin extensions was on the plans. As with public space the shire seeks feedback on one thing and then just changes things later.</p> <p>As a general comment, despite being clearly impacted by this the proposed development, what assurances can the shire provide that this feedback process is genuine and not just being done because the shire has to "rubber stamp" a development that will proceed regardless of the any feedback.</p>	<p>prevention through environmental design (CPTED).</p>	<p>graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
<p>N Shah 797 (Lot 151) Hopkinson Road, Cardup IN23/2270</p>	<p>38.</p>	<p>In relation to the proposed structure plan, we generally support the subdivision adjacent to our property. However, we would like you to consider the following in relation to the structure plan:</p> <ul style="list-style-type: none"> <li>• There is no road connectivity proposed to the south side of the development, in particular the area with proposed zoning of R10 which shares a boundary with our property.</li> <li>• With proposed R10 zoning adjacent to our property, there will potentially be between 10 and 15 houses sharing a boundary with our property. We would like to ensure there is an adequate frontage allowed to these proposed houses so it won't impact our lifestyle and property.</li> </ul>	<p><b>Movement network - Hopkinson Road (south)</b></p> <p>Creating the access road linking Hopkinson Road south into Lot 33 is in response to liaison with the Shire. Including this road provides an important emergency access route for Lot 33 and the existing residents in the southern special rural area.</p> <p><b>Transition lots - Southern boundary</b></p>	<p>Noted, thank you for your submission.</p> <p><b>Access</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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		<ul style="list-style-type: none"> <li>Any changes proposed to the existing boundary fence will be the responsibility of the proponent (the developer).</li> </ul>	<p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes.</p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p>	<p>Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			<p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Transition lots - Dividing fences</b></p> <p>Changes to the boundary fencing will be undertaken in accordance with the Dividing Fences Act. Dividing fences matters require both parties to agree to the fencing or modification to the fencing.</p> <p>Our Client will ensure that any fencing installed on this boundary will remain a rural style.</p>	
J Hosie 680 Hopkinson Road, Cardup E23/1633	39.	Object to the Proposal - Proposed High School location should be away from Hopkinson/Tonkin Hwy and with access directly onto Cardup Siding Road to restrict excessive traffic movement and noise	<p><b>Education - High school - Siting considerations</b></p> <p>The location of the high school is in accordance with Department of Education liaison over many years.</p> <p>The Department of Education requested the local centre to be</p>	<p>Noted, thank you for your submission.</p> <p><b>School Sites</b></p> <p>The identification of the school sites within the structure plan area should be consistent with the Department of Education's</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			situated away from both school sites. This separation acknowledges that local centres can support land uses and businesses that may not necessarily complement educational facilities.	requirements and the Shire's Byford District Structure Plan.  Officers recommend that the proposed structure plan be refused due to significant issues with the design.
V Singh 19 Grapple Road, Whitby E23/1633	40.	Support the proposal – More happy residents	Noted.	Noted, thank you for your submission.
J Robertson 159 Bournbrook Avenue, Cardup E23/1633	41.	Object to the proposal - Block sizes are too small and does not give a graduated transition from Rural to Semi Rural to urban. With two schools, there is not enough entries and exits to the error creating long term traffic issues. Tonkin Highway extension appears to not have any entries or exits from estate - furthermore Cavanagh Close? No parks or trees - ie green spaces Additional amenities and public transport for population base	<b>Transition lots - Western interface</b>  The submitter is approximately 625 metres from the residential development of Lot 33, with no direct interface on the western side of the future Tonkin Highway. The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Transition lots are proposed on the northern, southern and eastern boundaries, subject to the approval of DPLH, the Tonkin Highway provides a buffer to the existing rural living locality.	Noted, thank you for your submission.  <b>Residential Density and Interface</b>  Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Tonkin Highway access</b></p> <p>Lot 33 does not get an access road on to Tonkin Highway. The management of the future access is the responsibility of Main Roads Western Australia.</p> <p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its importance to the community. One of the four themes of the vision is to create an identity through community facilitates and social networks.</p>	<p><b>Access</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Tonkin Highway Access</b></p> <p>There is no proposed access to the Tonkin Highway from the structure plan area. Access to the Tonkin Highway will be provided at Orton Road and Bishop Road in accordance with the planning of Main Roads WA.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape</p>

**Summary of Submissions**  
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			<p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p> <p><b>Community infrastructure</b></p> <p>Our Client has committed to contributing to community infrastructure on a per-lot basis in accordance with the provisions of the Shire of Serpentine-Jarrahdale Community Infrastructure Development Contribution Plan (CIDCP). The purpose of the CIDCP is to provide for new and upgrade existing infrastructure, facilitate an equitable share of costs, and obtain contributions from the subdivision or development of land.</p>	<p>plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
T Vandermeer 22 Learmouth Turn, Byford E23/1633	42.	Object to the proposal - I feel like we've been here before. Why is it that we Byford and Cardup residents find ourselves constantly fighting the Shire Council, who have been voted in BY US to supposedly represent OUR interests? Why is it that they ignore the overwhelming majority of us and continue to chase the dollar and pander to developers, who only act in self-interest, in every proposal that keeps popping up in our once, quiet rural town. I will return to this point. But first, let's discuss the proposal itself. The lots are too small. High density housing	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the</p>

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		<p>is not a good fit for the area as the adjacent properties on every side of this proposed estate are all acreage. It would make far more sense and fit the theme better if the lots on the opposite side of the brook were similar in size and style.</p> <p>Smaller lots and high density housing will attract a different and somewhat less desirable demographic in many cases. Due to the conditions imposed on the lots in Byford on the Brook, all the properties there have rural fencing with does not provide the same kind of privacy and security that more suburban lots have. As the surrounding lands currently stand, this is a very suitable feature due to the open spaces.</p> <p>There is very little traffic in the area which allows privacy and security. With high density housing on the other side of the Cardup Siding Road, it can be reasonably assumed that much more traffic, both pedestrian and vehicular, is likely to find its way onto the estate. This includes undesirable characters who look to commit unsavoury activities in the area. Rural housing and fencing is not compatible with high density housing and the demographic it attracts. Crime and burglaries can be expected to rise and this is not fair on the residents who currently reside in the Byford by the Brook estate off Cardup Siding Road.</p> <p>It is clear that the decision to put high density housing on the proposed is driven by greed as opposed to creating a pleasant community for the residents both new and old. The developer's motivation is greed as they will make more money by selling more lots. The Shire is motivated by the extra revenue it will generate in the extra ratepayers that come with smaller lot sizes.</p>	<p>that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	<p>surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



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		<p>The Shire is supposed to be there to act on behalf of the residents. It is clearly not doing that and instead has chosen to put its own financial interests and that of the developer before its constituents. The Developer does not have to deal with the consequences of their greed. They come in, destroy the natural environment, make a quick profit then they leave, never to be heard from again, leaving all the problems they create for the residents in the area to deal with.</p> <p>The shire needs to put its residents first. Plain and simple. Nobody wants this. Every resident I speak to is against it and there is even a Facebook page that has been created opposing it. It is clear what the shire needs to do. LISTEN to the residents. That's your job.</p> <p>That's what you are there for. The very minimum size of these lots should be 1 acre, with some going as large as 5 acres so that it fits the theme of the adjacent estate, Byford by the Brook. Rural fencing included. The current residents surrounding every side of this proposed estate moved into the area to be away from that kind of housing and live in a more open, rural style setting.</p> <p>It is imperative that the shire respect the residents and heed to our wishes. I will conclude with this. Residents are completely fed up with the Shire's complete disregard for our needs and wants. It is the job of any government, whether it be Federal, State or Local, to represent and act on the will of the people who elected them and put them into power. Those elected representatives are not there to serve themselves or the highest bidder. An elected body such as the Shire of Serpentine Jarrahdale is elected by the residents of the shire to work in the best interests of those residents. That is your number one priority. When any elected government, Federal,</p>	<p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime prevention through environmental design (CPTED).</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will</p>	

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>State or Local chooses to act against the will of the people and instead act in the interests of a small few for the purposes of making money, we have a word that defines that act. It is called "CORRUPTION." I want you to know that by going ahead with this proposed development and not abiding by the will of the people to whom it is going to affect, you are acting in a corrupt manner. So, if you ignore us and go ahead and approve this atrocious proposal then it is important that you acknowledge the true nature of the Shire that you are part of and wear that badge and own it.</p> <p>This country needs to eradicate corruption because right now corruption is the order of the day across every government body. Ask yourselves, "Why did I bother to put my hat in the ring and run for council in the first place?" Did you go in to make a difference and do good? Or was it just a self-serving agenda where you desired to maintain the status quo? I seriously doubt it's the latter for any of you. You have an opportunity to make a statement here and be courageous in doing the right thing and not acting in a corrupt manner. The question is, will you seize that opportunity to change things up to make the Shire, and indeed the world, a better place or will it just be "business as usual" where greed and corruption rule and We The People, are once again ignored? Think long and hard about this, because you know it to be true.</p>	<p>implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots - Northern interface</b></p> <p>The Minister required appropriate transition arrangements to be considered, including public open space, appropriate lot sizes, and interface roads.</p> <p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> </ul>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate lot size, given the Minister did not stipulate the size.</p>	
T Forbes 7 Lovegrove Court, Byford E23/1633	43.	Object to the proposal - The structure plan does not meet some requirements I think are necessary for safety, and upholding the integrity of the Cardup area. The addition of very small dwellings in the r10 code does not reflect the open, rural characteristics of Cardup. It is a semi rural, livestock and lifestyle block area, with 2 or 5 acre properties. I strongly think that is what draws people to the area and pushes up its value, both monetary and living quality. There is also not enough exits to this area, as the two main ones come back out onto Cardup siding Rd. This road cannot support so much traffic, as cannot most of the shire roads, which are disgracefully and poorly constructed and maintained. Well below the expectations of our rates amount compared to other citys. There needs to be an exit to the south to share out the load of traffic.	<p><b>Transition lots - Northern interface</b></p> <p>The submitter is located approximately 3,700 metres north of Lot 33 with no direct interface. The Minister required appropriate transition arrangements to be considered, including public open space, appropriate lot sizes, and interface roads.</p> <p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme,</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Access</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>reducing the number of lots on this interface.  Our Client will also ensure that any fencing installed on this boundary will remain a rural style.  Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate lot size, given the Minister did not stipulate the size.</p> <p><b>Movement network -  Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.  The Bushfire Management Plan identifies the final development will have five access points:</p>	<p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State</p>	

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			<p>Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.            Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p>	
<p>T Warner            31 Pomeria Drive,            Byford            E23/1633</p>	<p>44.</p>	<p>Object to the proposal - The block sizes are ridiculously too small and not in keeping with the immediate area. This area is a rural lifestyle living area. It is a green corridor. It is plentiful in shady trees that cool the earth. There will be no large trees on 150 m blocks only a sea of tin and tile roofs heating up the temperature. This Shire and this Govt talks green but it's actions are anything but good environmental choices. Keep the postage size blocks in the centre of Byford. Leave the rural living areas alone. They are two very different dynamics of ppl that are not a good fit together.</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	
L Montaldo 59 Little Place, Cardup E23/1633	45.	<p>Object to the proposal - Further congestion on roads, shopping centre an facilities. The area has no adequate internet available to the residents an this will further impede the speed. We do not need any further schools in the area we have plenty of options already available an this is a waist of resources. The small size of the proposed lots will severely lower the social economic value of the area an will negatively impact the residence via raised crime, noise and environmental pollution. The livestock and wildlife in the area will also be stressed and displaced and have not be adequately considered in this move from rural to urban</p>	<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Infrastructure – Telecommunications</b></p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p>

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			<p>The capacity of the telecommunications network is a service provider matter.</p> <p><b>Education - School planning</b></p> <p>The Department of Education has requested Lot 33 accommodate a high school due to capacity constraints at the Byford Secondary College.</p> <p>The provision of both schools is in accordance with Department of Education policy.</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native</p>	<p><b>School Sites</b></p> <p>The identification of the school sites within the structure plan area should be consistent with the Department of Education's requirements and the Shire's Byford District Structure Plan.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>plantings and renew Lot 33 in consultation with the Shire and associated stakeholders.</p> <p>The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p>	
<p>E Pisa 33 Gallagher Way, Cardup E23/1633</p>	46.	<p>Object to the proposal - We live in Cardup know for space and land and classed as semi rural if this goes ahead it will cause our little estate to 1 become busier 2 bring more crime and stupidity bringing a high school and primary school 3 it is taking away from being quiet and being out of town so don't bring the town to us if I wanted to live in town with lots of people around I would have brought in suburbia</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>School Sites</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	<p>The identification of the school sites within the structure plan area should be consistent with the Department of Education's requirements and the Shire's Byford District Structure Plan.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
<p>D Carvalho 75 Cavanagh Close, Cardup E23/1633</p>	<p>47.</p>	<p>Object to the proposal - I bought into the local area late last year, as I wanted to move to an area that had a country feel, with larger blocks, and where we could keep animals and pursue rural activities. I feel that the proposed development is too "urban" in nature, as the planned average dwellings per hectare of 23.5 means an average block size of only 425m<sup>2</sup>. The placement of this type of urban block size right inside an area where most blocks are 2 hectares would look out of place, and detract from the rural feel of the surrounding area. I am not against development, as there are some positives to come out of it, which include amenities, schools and parks, however, my suggestion is the developer increase the average block size to 1000m<sup>2</sup>+, which will attract residents wanting to build bigger houses on bigger blocks, and therefore coexist nicely with existing properties in the surrounding area.</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use</p>

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			<p>per hectare of a development site or aggregation of sites". Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	<p>conflicts, especially regarding the equestrian activities that occur in this area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>
M & K Shailer E23/1633	48.	<p>Object to the proposal - Thank you for the opportunity to comment on the Structure Plan. As owners of an adjoining property, we feel this Structure Plan is a woeful attempt by the developer to achieve "...regard to the existing amenity of the locality and appropriate transition arrangement to be considered to the abutting Urban zone to the north, Special Rural areas to the south" as per the advice from the Minister for Planning in determining MRS Amendment 1353/57. Density The density of R10 along the southern portion of the Structure</p>	<p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>Plan abutting the northern boundary of 2ha lots does not go far enough and will greatly impact the amenity of the special rural lots to the south. With minimum lot sizes generally favoured by developers to increase lot yield, 800sm<sup>2</sup> minimum lot size with an average of 1000sm<sup>2</sup> will see a large number of lots abutting single owner special rural (2ha) properties. Imagine having 10 (or more) neighbours to deal with on one side of your property! An R10 density will bring a swathe of Outbuildings within a metre of boundaries causing a visual blight to adjoining 2ha landowners. We strongly object to the R10 density and consideration should be given to R5 at a minimum with a building exclusion zone to the rear (including Outbuildings) to ensure appropriate transition to retain the existing amenity and reduce land use conflicts, visual amenity and noise impacts. Equine The Structure Plan also misses an opportunity to provide the equine trail connection to the north with 2 current bridle trails (Bett Road Reserve to Berringar Elbow and Baigup Loop). Zero consideration has been given by this Structure Plan to the Shire's Equine Strategy. Figure 13 Pedestrian and Cyclist facilities shows possible connection however there is no mention on how these transitions and connections will be made.</p> <p>The Shire is a unique equine enclave with more horses located within its local government boundary than any other in WA. Roads Figure 12 – Road Hierarchy Plan shows an arterial integrator running north south along the western side of the Structure Plan. We heavily object to this as it will push traffic heading through a Special Rural and equine area with 4 lanes of dual carriageway impacting the amenity. A preferred Arterial Integrator would traverse across the Structure Plan and connect with the remainder of Hopkinson Road alongside Tonkin Hwy. In conclusion we do not support the R10 density along the south of the Structure Plan nor the alignment of the</p>	<p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the</p>	<p>surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p>


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		<p>arterial integrator on the western edge. An opportunity to create a multi-use POS corridor then a road to provide an appropriate transition and enhance existing equine trail connections from the south has been missed in this Structure Plan. Quite frankly the developer needs to do better to keep within the community's vision for the area to avoid a high density ghetto trapped within a rural residential/special rural area.</p>	<p>Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development</p>	<p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that road connectivity between a residential neighbourhood and equestrian area is no longer supported.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

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			<p>of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

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			 <p><b>Movement network - Bett Road extension</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p>	

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			<p>The Bett Road (south) gazetted road reserve south of Lot 33 is situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or emergency access. The future construction of this connection will be undertaken by others (Shire or future developers) when needed.</p> <p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p>	



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			<p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	
V Duffy 219 Karbro Drive, Cardup E23/1633	49.	Object to the proposal - Not enough green space. Where the lots are. This plan is based on 2.8 people per dwelling. This seems a low number and unrealistic. The Tonkin Highway is not going ahead at the moment and this plan refers to the Tonkin Highway to carry the traffic. Hopkinson Road can't carry all this extra traffic. The lots should be at least 2000m2 to give people a lifestyle fitting to the area. There are plenty of	<p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its importance to the community. One of the four themes of the vision is to create an identity through</p>	<p>Noted, thank you for your submission.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space</p>

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		<p>development for small lot living in the area already. We don't want the area to v become a concrete jungle that is why people moved here to get out of suburbia. I understand progress but there is areas in Byford where the driveways are so short you can't park a car. At some parks there is no street parking to park a car while using the park. This will be the same. Too tight with very little green space. Too much traffic for the roads that are available. We spent a lot of money to move away from a bush area to live in a rural area. I'm against this plan. It needs to be reviewed and changes made.</p>	<p>community facilitates and social networks.  The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p> <p><b>Movement network - Tonkin Highway delivery – Volumes</b></p> <p>The delivery of Tonkin Highway will occur whilst the project is delivered. The volumes of traffic are in accordance Main Roads Western Australia modelling.</p> <p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.  Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p>	<p>allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p>

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and</p>	<p><b>Parking</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
N Eaves 76 Baigup Loop, Cardup E23/1633	50.	<p>Object to the proposal - Hello, I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following, - wildlife from the reserves only water source is on the eastern boundary of the proposed. -Block sizes are too small, needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the minister. This means more than one row of larger blocks and we would expect at the absolute smallest -1acre lots along all boundaries gradually going smaller. • what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</p> <ul style="list-style-type: none"> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a Fire occurred this would be dangerous- no escape routed- too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections. Lastly my property that now backs onto a vacant paddock becomes a Mecca for crime. If this proposal goes ahead against everyone's wishes I then request the least the shire could do was make it mandatory to the developers that they fit and supply a large freeway type</li> </ul>	<p>Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots - Southern boundary</b></p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>wall along the connecting property's like mine. This would at least allow us privacy, sound reduction and safety of our family and horses.</p>	<p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33. Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface. Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p>	<p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in</p>	<p>movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

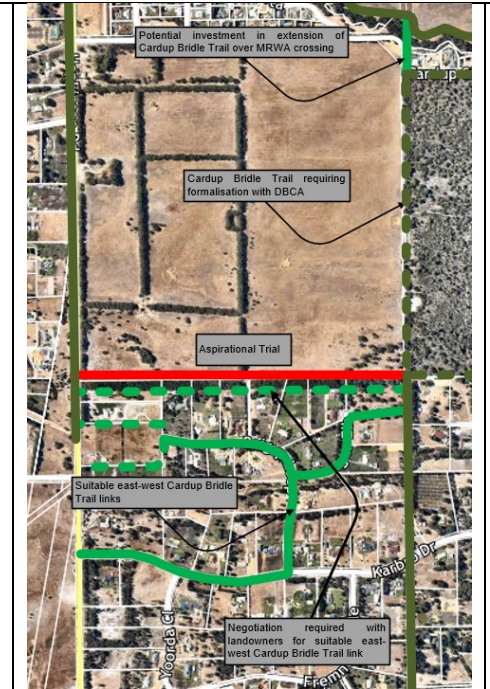
**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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**Landscape – Trees**

Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.

The design of Lot 33 retains as many of the existing windrows and

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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development</p>	


**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			 <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime prevention through environmental design (CPTED).</p>	
<p>F Johnson                  29 Karbro Drive,                  Cardup                  E23/1633</p>	<p>51.</p>	<p>Object to the proposal - Hello, I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following, - wildlife from the reserves only water source is on the eastern boundary of the proposed. - Block sizes are too small, needs to be a more graduated approach on all</p>	<p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values</p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>boundaries from rural to suburban lot sizes. As Stated by the minister. This means more than one row of larger blocks and we would expect at the absolute smallest -1acre lots along all boundaries gradually going smaller.</p> <ul style="list-style-type: none"> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</li> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a Fire occurred this would be dangerous- no escape routed- too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections.</li> </ul>	<p>within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33,</p>	<p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p>	<p>is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**


Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails</p>	<p>within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



## Summary of Submissions

### Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
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			<p>or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p> 	
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**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Landscape – Trees</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.</p> <p>The design of Lot 33 retains as many of the existing windrows and trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network – Design</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p>	
<p>G Johnston 29 Karbro Drive, Cardup E23/1633</p>	<p>52.</p>	<p>Object to the proposal - Hello, I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following, - wildlife from the reserves only water source is on the eastern boundary of the proposed. - Block sizes are too small, needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. As Stated by the minister. This means more than one row of larger blocks and we would expect at the absolute smallest -1acre lots along all boundaries gradually going smaller.</p> <ul style="list-style-type: none"> <li>• what happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</li> <li>• where are the trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> </ul>	<p><b>Environment</b></p> <p>The Environmental Assessment and Management Strategy identifies the fauna habitat values within Lot 33 are limited due to the site's historical use for agriculture. The open (exotic) grassland habitat of Lot 33 is abundant in the wider Cardup locality. The special rural areas to the north, east and south currently connect this habitat and Cardup Brook. The Structure Plan has been prepared</p>	<p>Noted, thank you for your submission.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<ul style="list-style-type: none"> <li>• road widths and parking problems because blocks are too small to supply own parking spaces. So people will park in the middle of the road. This will cause further traffic congestion. And if a Fire occurred this would be dangerous- no escape routed- too congested.</li> <li>• Considering there are two schools, there are not enough exit and entry points to the estate causing future traffic congestion. Again dangerous if fire occurs in residing bush land and acreage.</li> <li>• if DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections.</li> </ul>	<p>based on this understanding of local environmental conditions. The Structure Plan provides the opportunity to reintroduce native plantings and renew Lot 33 in consultation with the Shire and associated stakeholders. The Landscape Report identifies a selection of native plantings, providing a food source for fauna, and future landscape designs will implement appropriate plantings in consultation with the Shire.</p> <p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes. Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the southern special rural area. Our Client proposes to keep their trees</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface</p>


**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p>	<p>between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Trees</b></p> <p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of</p>	<p>bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Lot 33, utilising the existing trails and creating new links as outlined below:</p>  <p><b>Landscape – Trees</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural</p>	



**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>environment for the betterment of the community.</p> <p>The design of Lot 33 retains as many of the existing windrows and trees as possible and includes wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> </ul>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p>	
M Openshaw 81 Learmouth Turn, Byford E23/1633	53.	<p>Object to the proposal - Hello, I am writing my submission against the current plans for Lot 33 Hopkinson Road, Cardup. Reference number: PA22/957, I have concerns regarding the following,</p> <ol style="list-style-type: none"> <li>1. block sizes are too small, there needs to be a more graduated approach on all boundaries from rural to suburban lot sizes. Stated by the minister. This means more than one row and we would expect 1acre along the boundaries gradually going smaller.</li> <li>2. no trees in the new estate. The shire advertises a rural outlook, this does not comply.</li> <li>3. road widths and parking problems as blocks are too small to supply owners parking spaces.</li> <li>4. school alarms and noise from both schools and congestion</li> <li>5. we brought our house knowing that their would-be bigger blocks similar to our size 1/2 acre or a 1 acre being built across the road which would still give the rural feel to the area with this submission it does not have the rural feel all, it's completely suburbia.</li> <li>6. the area will become extremely busy with that amount of housing land sizes proposed and two schools</li> </ol>	<p><b>Transition lots - Northern interface</b></p> <p>The Minister required appropriate transition arrangements to be considered, including public open space, appropriate lot sizes, and interface roads.</p> <p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Trees</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate lot size, given the Minister did not stipulate the size.</p> <p><b>Landscape – Trees</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to renew the natural environment for the betterment of the community.</p> <p>The design of Lot 33 retains as many of the existing windrows and trees as possible and includes</p>	<p>The existing windrow trees at the site are a defining character element and should be retained as part of the design.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>wider road reservations (approximately 525 metres) to support the retention of mature windrow trees.</p> <p>In accordance with the Landscape Report, street trees will be planted and included in front garden landscape packages, ultimately increasing the number of trees in the locality.</p> <p>Additionally, the Landscape Report identifies the use of street trees which comprise native tree species common to the locality, which will provide a future food source for black cockatoos.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Education - High school – Acoustics</b></p> <p>The submitter is located approximately 200 metres north of the high school site on Cardup Siding Road. The school provision is consistent with the Department</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

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			<p>of Education planning policy, and the Department will manage future noise as per other urban areas. The movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p>	
<p>H Tew 44 Baigup Loop, Cardup E23/1633</p>	<p>54.</p>	<p>Object to the proposal - We wish to lodge an objection to the proposed development for the following reasons.</p> <p>1. There are errors in the document relating to block sizes. 1.6 states that the larger lots are to be R15 whereas 3.2.2 refers to R10 sized lots. This needs to be clarified and we also believe that R10 sized blocks abutting the existing rural properties are too small.</p> <p>2. The traffic study is flawed. There will be an estimated additional 16,470 daily vehicle trips once development is completed with an estimated 41.5% of these to the south via the currently non-existent Bett Road - onto Karbro Drive. There are enough traffic problems in the area at present and Karbro Drive certainly cannot handle an extra 6,835 daily trips. The document also claims that the road construction "will be done by others". To whom is this referring ?</p> <p>3. The bushfire risk appears to have been underestimated.</p>	<p><b>Transition lots - Southern boundary</b></p> <p>The Minister for Planning required appropriate transition arrangements to be considered, including public open space and appropriate lot sizes.</p> <p>Significant windrows define the southern boundary of Lot 33, which is approximately 1,100 metres. These windrows are approximately 10 metres in width to the north of the boundary and 30 metres to the south. Retaining these trees will provide a significant visual buffer to the</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>Cardup Reserve on the eastern side of the proposed development is heavily timbered and poses a substantial risk with the area subjected to several months of strong easterly winds during peak fire season. The presence of a much larger population in the area will almost certainly lead to fires.</p> <p>4. The proposed housing density in such an under-serviced area is likely to result in a "ghetto style" environment with resultant social affecting all in the vicinity. We appreciate that there is pressure from the State Government to try and limit the urban sprawl but we have serious doubts that this development is the correct way to proceed.</p>	<p>southern special rural area. Our Client proposes to keep their trees subject to health and management requirements; the bulk of the trees, however, are contained within the landholdings to the south of Lot 33.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the southern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Given the significant windrows, the elongated lot frontage theme, and the rural-style fencing, the R10-coded lots are considered an appropriate lot size, given the Minister for Planning did not stipulate the size.</p> <p><b>Cardup Nature Reserve – Bushfire</b></p> <p>The Bushfire Management Plan, prepared in accordance with the Guidelines for Planning in Bushfire</p>	<p>conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>



**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas, supports the development of Lot 33.</p> <p><b>Movement network - Bett Road extension</b></p> <p>The Byford District Structure Plan identifies Bett Road (south) as a district distributor and in Perth and Peel @3.5 million Frameworks as a proposed regional road on the eastern boundary of the Structure Plan fronting Cardup Nature Reserve.</p> <p>The Bett Road (south) gazetted road reserve south of Lot 33 is situated at the southeast corner of Lot 33 and aligns with the westernmost boundary of the Cardup Nature Reserve.</p> <p>The development of Lot 33 does not generate the need for a connection through the special rural area to Karbro Drive. Our Client does not propose constructing the road, nor is it required for traffic management or emergency access. The future construction of this connection will</p>	

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>be undertaken by others (Shire or future developers) when needed.</p> <p><b>Bushfire – Risk</b></p> <p>The Bushfire Management Plan, prepared in accordance with the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas, supports the development of Lot 33.</p> <p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Community infrastructure</b></p> <p>Our Client has committed to contributing to community infrastructure on a per-lot basis in accordance with the provisions of the Shire of Serpentine-Jarrahdale Community Infrastructure Development Contribution Plan (CIDCP).</p>	

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The purpose of the CIDCP is to provide for new and upgrade existing infrastructure, facilitate an equitable share of costs, and obtain contributions from the subdivision or development of land.</p>	
<p>C Ranieri 8 Learmouth Turn, Byford E23/1633</p>	<p>55.</p>	<p>Object to the proposal - I am writing my submission against the current plans for Lot 33 Hopkinson Rd, Cardup. Reference number: PA22/957, I have concerns regarding the following and welcome feedback and clarification.</p> <ol style="list-style-type: none"> <li>1. To maintain the low-density interface between surrounding properties, a more graduated approach on all boundaries is required. Currently in Lot 33 Development, only a single row of north and south boundary blocks are allocated as R10.</li> <li>2. I'm concerned the tunnel of established trees along Cardup Siding Road will be removed/ reduced. The trees and nature strips provide a vital native wildlife corridor from the Cardup Reserve to Cardup Brook. There is also a variety of flora native to the Byford area that could be jeopardised during and after development. What environmental considerations are proposed in this plan? I have lived in the area for 10 years and have observed red tailed cockatoos in the trees on the northern boundary of Lot 33, what will be the impact on these endangered birds if their habitat is removed to make way for the entrance onto Cardup Siding Road?</li> <li>3. What consideration have been made to alleviate the inevitable traffic congestions due to limited entry/exit points to the development?</li> <li>4. Close proximity to Cardup Nature Reserve presents a fire evacuation concern. Again entry/exit points will create traffic congestion in an emergency situation.</li> </ol>	<p><b>Transition lots - Northern interface</b></p> <p>The Minister required appropriate transition arrangements to be considered, including public open space, appropriate lot sizes, and interface roads.</p> <p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Our Client has also instructed a design change to:</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>5. Does the proposed Lot 33 Development coincide with the Tonkin Hwy extension? What measures have been put in place to safeguard the Cardup Siding and Hopkinson Rd intersection before it is truncated? The extra traffic entering Hopkinson Rd will increase the risk to drivers. The intersection verge is rarely maintained. Visibility is very limited due to overgrown weeds and street lighting is bare minimum. Please see the below standard lighting provided to Orton &amp; Hopkinson Roads after two fatalities. What provisions will be put in-place for supporting roads prior to Tonkin Hwy extension?</p> <p>6. Road widths and parking problems are a huge issue in other Byford developments. Will Lot 33 Development be repeating and creating the same issue? What solutions have been considered and adopted?</p> <p>7. The Integrator Connector Rd appears to connect to a future extension of Doley Rd. Will this intersection be completed to coincide with Lot 33 Development completion to alleviate traffic pressure on Cardup Siding &amp; Hopkinson Roads?</p> <p>8. What will become of the Urban Development stretch of land running down Hopkinson Rd? This has the potential to become Shopping Centre/Childcare Centre/Housing etc; I seek clarification. The Access Road on the south of the development appears to enter south bound Hopkinson Rd only. Is the developer responsible for this Access Road through the Urban Development?</p> <p>9. If DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections. What happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</p> <p>10. Service Infrastructure, eg mobile coverage is currently intermittent and unreliable. What provisions are proposed to</p>	<ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate lot size, given the Minister did not stipulate the size.</p> <p><b>Landscape - Cardup Siding Road – Trees</b></p> <p>The alignment of roads may require modification to retain trees. In response to this submission, a proposed revision to the Structure Plan reduces the number of access streets interfacing with Cardup Siding Road. Subdivision and detailed design phases of the project will provide the opportunity to refine future roads to ensure tree retention. An arborist appraisal of the trees will be required to ascertain the health and maintenance requirements.</p>	<p>between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>meet the needs of an extra 3360 people? The extra pressure on the network will impact on my ability to readily access mobile coverage and the internet.</p>	<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> </ul>	<p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that road connectivity between a residential neighbourhood and equestrian area is no longer supported.</p> <p><b>Water Corporation Infrastructure Corridor</b></p> <p>The corridor to the west of the structure plan area is identified as a future Water Corporation Infrastructure Corridor.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p>	<p>for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p><b>Movement network - Tonkin Highway delivery</b></p> <p>The delivery of Tonkin Highway will occur whilst the project is delivered. The management of the future access is the responsibility of Main Roads Western Australia. The management and maintenance of Cardup Siding Road is a Shire matter. The civil contractor will manage all construction and vehicle movements in accordance with the Shire-approved Construction Management Plan. Any changes to Cardup Siding Road will have to be approved by the Shire. Future changes will improve safety for pedestrians, cyclists and traffic. Future residents of Lot 33 will be advised of the closure of the Cardup Siding Road and Hopkinson Road intersection. The concept plan for Lot 33 identifies the future Tonkin Highway extension.</p> <p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p>	



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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Based on Shire data, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020.</p> <p>The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes.</p> <p>This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Doley Road (south) extension</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Main Roads Western Australia are required to construct the Doley Road (south) extension and Cardup Brook crossing before closing the Hopkinson Road and Cardup Siding Road access/intersection for bushfire emergency purposes as part of the Tonkin Highway extension project. This infrastructure forms a key part of bushfire emergency access for current north of Cardup Siding Road and future residents. The specification of Doley Road (south) is yet to be finalised. The Shire is the only stakeholder that can influence the specification.</p> <p><b>Water Corporation service corridor</b></p> <p>This area is identified as a future Water Corporation Service Corridor, and if acquired, it would be subject to their objectives for future infrastructure provision.</p> <p><b>Movement network - Hopkinson Road (south)</b></p> <p>Creating the access road linking Hopkinson Road south into Lot 33 is in response to liaison with the</p>	


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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Shire. Including this road provides an important emergency access route for Lot 33 and the existing residents in the southern special rural area.</p> <p>Our Client will construct the section of road linking into Hopkinson Road.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			 <p><b>Infrastructure Telecommunications</b> –</p> <p>The capacity of the telecommunications network is a service provider matter.</p>	
<p>D Ranieri              8 Learmouth Turn,              Byford              E23/1633</p>	<p>56.</p>	<p>Object to the proposal - I am writing my submission against the current plans for Lot 33 Hopkinson Rd, Cardup. Reference number: PA22/957, I have concerns regarding the following and welcome feedback and clarification.</p> <p>1. To maintain the low-density interface between surrounding properties, a more graduated approach on all boundaries is</p>	<p><b>Transition lots - Northern interface</b></p> <p>The Minister required appropriate transition arrangements to be considered, including public open</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>required. Currently in Lot 33 Development, only a single row of north and south boundary blocks are allocated as R10.</p> <p>2. I'm concerned the tunnel of established trees along Cardup Siding Road will be removed/ reduced. The trees and nature strips provide a vital native wildlife corridor from the Cardup Reserve to Cardup Brook. There is also a variety of flora native to the Byford area that could be jeopardised during and after development. What environmental considerations are proposed in this plan? I have lived in the area for 10 years and have observed red tailed cockatoos in the trees on the northern boundary of Lot 33, what will be the impact on these endangered birds if their habitat is removed to make way for the entrance onto Cardup Siding Road?</p> <p>3. What consideration have been made to alleviate the inevitable traffic congestions due to limited entry/exit points to the development?</p> <p>4. Close proximity to Cardup Nature Reserve presents a fire evacuation concern. Again entry/exit points will create traffic congestion in an emergency situation.</p> <p>5. Does the proposed Lot 33 Development coincide with the Tonkin Hwy extension? What measures have been put in place to safeguard the Cardup Siding and Hopkinson Rd intersection before it is truncated? The extra traffic entering Hopkinson Rd will increase the risk to drivers. The intersection verge is rarely maintained. Visibility is very limited due to overgrown weeds and street lighting is bare minimum. Please see the below standard lighting provided to Orton &amp; Hopkinson Roads after two fatalities. What provisions will be put in-place for supporting roads prior to Tonkin Hwy extension?</p> <p>6. Road widths and parking problems are a huge issue in other Byford developments. Will Lot 33 Development be repeating and creating the same issue? What solutions have been considered and adopted?</p>	<p>space, appropriate lot sizes, and interface roads.</p> <p>There are nine dwellings on the northern side of Cardup Siding Road, in which Lot 33 has 1,000 metres of frontage.</p> <p>Research of existing rural residential lots within the Cardup/Byford locality has identified a theme of elongated frontage to the road reserve. The lot typology on the northern boundary will reflect this theme, reducing the number of lots on this interface.</p> <p>Our Client will also ensure that any fencing installed on this boundary will remain a rural style.</p> <p>Our Client has also instructed a design change to:</p> <ul style="list-style-type: none"> <li>• Reduce the number of access streets interfacing with Cardup Siding Road, thus assisting tree retention;</li> <li>• Locate larger urban lots on key sightlines to assist with the transition.</li> </ul> <p>Given the elongated lot frontage theme, the increase in the number of transition lots and the reduction in access streets, the R10-coded lots are considered an appropriate</p>	<p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Environment</b></p> <p>It is noted that there are concerns with the protection of vegetation, fauna and ecological linkages between the Cardup Brook and the Cardup Nature Reserve.</p> <p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>7. The Integrator Connector Rd appears to connect to a future extension of Doley Rd. Will this intersection be completed to coincide with Lot 33 Development completion to alleviate traffic pressure on Cardup Siding &amp; Hopkinson Roads?</p> <p>8. What will become of the Urban Development stretch of land running down Hopkinson Rd? This has the potential to become Shopping Centre/Childcare Centre/Housing etc; I seek clarification. The Access Road on the south of the development appears to enter south bound Hopkinson Rd only. Is the developer responsible for this Access Road through the Urban Development?</p> <p>9. If DBCA are not going to allow horse riders to continue to ride around the outside of the Cardup Nature Reserve there needs to be a bridle trail provided as part of this development to provide the connections. What happened to the promised bridal trail that was planned from Bett Road through to Hopkinson Road?</p> <p>10. Service Infrastructure, eg mobile coverage is currently intermittent and unreliable. What provisions are proposed to meet the needs of an extra 3360 people? The extra pressure on the network will impact on my ability to readily access mobile coverage and the internet.</p>	<p>lot size, given the Minister did not stipulate the size.</p> <p><b>Landscape - Cardup Siding Road – Trees</b></p> <p>The alignment of roads may require modification to retain trees. In response to this submission, a proposed revision to the Structure Plan reduces the number of access streets interfacing with Cardup Siding Road. Subdivision and detailed design phases of the project will provide the opportunity to refine future roads to ensure tree retention. An arborist appraisal of the trees will be required to ascertain the health and maintenance requirements.</p> <p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes. The Structure Plan movement network is designed in accordance</p>	<p>Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p><b>Road Widths</b></p> <p>Officers acknowledge that the proposed road classifications and corresponding road widths must be able to accommodate traffic movements, buses, footpaths, street trees and parking.</p> <p><b>Bett Road</b></p> <p>In terms of Doley Rd running along the eastern side boundary of the site, and appearing to extend southwards, this reflects a planning direction that has since been removed by the Minister. This was through the Minister removing the planning investigation area to the south of the subject land, meaning that</p>

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p>	<p>road connectivity between a residential neighbourhood and equestrian area is no longer supported.</p> <p><b>Water Corporation Infrastructure Corridor</b></p> <p>The corridor to the west of the structure plan area is identified as a future Water Corporation Infrastructure Corridor.</p> <p><b>Bridle Trails</b></p> <p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to</p>



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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p> <p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Movement network - Tonkin Highway delivery</b></p> <p>The delivery of Tonkin Highway will occur whilst the project is delivered. The management of the future access is the responsibility of Main Roads Western Australia. The management and maintenance of Cardup Siding Road is a Shire matter.</p>	<p>the south and the Structure Plan area.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>The civil contractor will manage all construction and vehicle movements in accordance with the Shire-approved Construction Management Plan.</p> <p>Any changes to Cardup Siding Road will have to be approved by the Shire. Future changes will improve safety for pedestrians, cyclists and traffic.</p> <p>Future residents of Lot 33 will be advised of the closure of the Cardup Siding Road and Hopkinson Road intersection. The concept plan for Lot 33 identifies the future Tonkin Highway extension.</p> <p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p> <p>Based on Shire data, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020.</p> <p>The Traffic Management Plan average modelled weekday volume on Cardup Siding Road (east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes.</p>	

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Movement network - Doley Road (south) extension</b></p> <p>Main Roads Western Australia are required to construct the Doley Road (south) extension and Cardup Brook crossing before closing the Hopkinson Road and Cardup Siding Road access/intersection for bushfire emergency purposes as part of the Tonkin Highway extension project. This infrastructure forms a key part of bushfire emergency access for current north of Cardup Siding Road and future residents.</p>	


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			<p>The specification of Doley Road (south) is yet to be finalised. The Shire is the only stakeholder that can influence the specification.</p> <p><b>Water Corporation service corridor</b></p> <p>This area is identified as a future Water Corporation Service Corridor, and if acquired, it would be subject to their objectives for future infrastructure provision.</p> <p><b>Movement network - Hopkinson Road (south)</b></p> <p>Creating the access road linking Hopkinson Road south into Lot 33 is in response to liaison with the Shire. Including this road provides an important emergency access route for Lot 33 and the existing residents in the southern special rural area.</p> <p>Our Client will construct the section of road linking into Hopkinson Road.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted</p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail specification plus site conditions, would require an area of approximately 0.95 hectares.</p> <p>The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west</p>	

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>equestrian link. The more appropriate location for a new east-west trail is in the “Special Rural” zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>  <p><b>Infrastructure</b>  <b>Telecommunications</b></p>	

**Summary of Submissions**  
**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
J de Jager 264 Cardup Siding Road, Byford E23/1633	57.	Object to the proposal - My property address is Lot 235 (264 Cardup Siding Road). The main access road to the development is directly opposite my block that I had to develop less than 15 years ago within strict requirements from the Shire that everything needs to be farm style to suit the environment. If the development needs to go ahead please reconsider access roads to be at shopping centre area and move the shopping centre to somewhere in to the middle of the planned estate. Link access road up with traffic circle to doley road to minimize traffic impact for current residence of Cardup siding road.	<p>The capacity of the telecommunications network is a service provider matter.</p> <p><b>Movement network - Cardup Siding Road – Egress</b></p> <p>The access opposite Lot 235 Cardup Siding Road has been designed to retain the existing vegetation and includes a widened road reservation.</p> <p>The northbound Cardup Siding Road access road aligns with an existing transformer site to reduce the light spill.</p> <p>Our Client will also implement additional initiatives to reduce the light spill, such as terraforming, walling or vegetation, to address the Registered Proprietors' concerns if requested.</p> <p><b>Movement network - Traffic volumes - Cardup Siding Road</b></p> <p>Based on Shire data, the average weekday volume on Cardup Siding Road (east of Hopkinson Road) was approximately 1,340vpd in December 2020. The Traffic Management Plan average modelled weekday volume on Cardup Siding Road</p>	<p>Noted, thank you for your submission.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the number of intersections proposed on Cardup Siding Road and the proposed road network.</p> <p><b>Commercial Area</b></p> <p>Officers note the concerns with the proposed commercial area. While small, local nodes of non-residential activity are supported as a centre point of mixed use neighbourhoods in WA, these are limited in size and scale to about one third of that currently depicted. These are also placed at the centre of neighbourhoods, rather than the edge. The placement of the commercial centre on the far northeast edge of the site results in it providing limited supporting function for access by local residents to available conveniences.</p>

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			(east of Hopkinson Road) is approximately 820vpd, including the local centre, or a 60% reduction on the 2020 volumes. This future reduction in traffic volumes and through traffic will be generated by closing Cardup Siding Road (west) and the design of the Structure Plan, which prioritises the traffic movement towards the future Doley Road (South) connection.	Officers recommend that the proposed structure plan be refused due to significant issues with the design.
R Duffy 219 Karbro Drive, Cardup E23/1633	58.	Object to the proposal - Lots too small Too many homes, high fire risk in summer, what about water run off in winter where will this go. Not enough green space Not enough entry and exit points This is horse country what about the bridal path ? Roads aren't good enough to carry the excess traffic. There are plenty of other developments in the area with small lots let's keep this area semi rural at least. I'm am against any small lot development going ahead.	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character.</p> <p>Our Client will invest in design guidelines to instil rural themes and attributes to the built-form outcomes.</p> <p>Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".</p> <p>Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p>



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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.</p> <p>As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.</p> <p>Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Movement network - Emergency access</b></p> <p>The movement network will be designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p>The Bushfire Management Plan identifies the final development will have five access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> </ul>	<p><b>Bushfire Management</b></p> <p>Officers note the major concern with the vehicular access provided within the Proposed Structure Plan area, particularly with regard to the staging of the development and ensuring a compliant outcome with the vehicular access requirements specified within the State Planning Policy 3.7 Planning in Bushfire Prone Areas Guidelines. The level of risk associated with the threat of bushfire in the landscape causes officers to recommend the Structure Plan be refused.</p> <p><b>Public Open Space</b></p> <p>The Proposed Structure Plan identifies a public open space allocation of 11% of the gross subdivisible area. The landscape plans do not identify how much of the proposed public open space areas will be impacted by drainage features, such as the extent of inundation and how much is actual useable open space above the one-in-five year drainage event.</p> <p><b>Bridle Trails</b></p>

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			<ul style="list-style-type: none"> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway;</li> <li>• Access to the east via Cardup Siding Road;</li> <li>• Access to the south via Bett Road; and</li> <li>• Access to the south via Hopkinson Road.</li> </ul> <p>At a minimum, the first stage (Interim Development) and the existing residents north of Cardup Siding Road will have three access points:</p> <ul style="list-style-type: none"> <li>• Access to the north via Doley Road to Orton Road;</li> <li>• Emergency access to the north via an emergency access way adjacent to Tonkin Highway; and</li> <li>• Access to the east via Cardup Siding Road.</li> </ul> <p>The Bushfire Management Plan identifies the Interim Development is compliant with Element 3.2a – Multiple access routes of the Guidelines for Planning in Bushfire Prone Areas (Version 1.4 December 2021) and State Planning Policy SPP3.7 - Planning in Bushfire Prone Areas.</p>	<p>The Shire's Equine Trails Master Plan adopted by Council in July 2022 identifies a potential bridle trail at the southern boundary of the Structure Plan site. Providing for equestrian activities to support the surrounding rural living areas is a key issue. Officers support a 6 metre wide bridle trail along the southern boundary of the Structure Plan area in accordance with the Shire's Equine Trails Master Plan July 2022. The bridle trail will also contribute to providing an appropriate separation and sensitive interface between the 2ha rural living lots to the south and the Structure Plan area.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

**Summary of Submissions**  
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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>Access to emergency access trails can be managed and controlled. This access is not intended for everyday use.</p> <p><b>Hydrology – Drainage</b></p> <p>Lot 33 is required to manage the post development flows in accordance with the Local Water Management Strategy. Based on the existing and future hydrology, the Local Water Management Strategy has been designed to provide drainage and associated basins in the required locations.</p> <p><b>Public Open Space</b></p> <p>Our Client acknowledges the need for public open space and its importance to the community. One of the four themes of the vision is to create an identity through community facilitates and social networks.</p> <p>The provision of public open space is in accordance with the Department for Planning, Lands and Heritage Liveable Neighbourhoods requirements or 11.1%.</p>	


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			<p><b>Movement network - Traffic volumes</b></p> <p>Significant State Government and Shire of Serpentine-Jarrahdale investment in the movement network is ongoing to address the district's current and future traffic volumes.</p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Bridle trails</b></p> <p>Our Client has owned Lot 33 since 2011 and has never permitted public equine trail use onsite. The development of Lot 33 is not removing any existing equestrian uses.</p> <p>The Shire is yet to consult with our Client on the potential link/new trail (Aspirational Trail) on Lot 33.</p> <p>The Shire of Serpentine-Jarrahdale in July 2022 finalised the Equine Trails Master Plan, including the Aspirational Trail. The Aspiration Trail is effectively a land use change without consultation and, based on trail</p>	

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			<p>specification plus site conditions, would require an area of approximately 0.95 hectares. The Aspirational Trail is also not identified as significant or strategic, nor is it a key action in the Equine Trails Master Plan's Implementation Plan.</p> <p>Per some public submissions, horse riders/trail users prefer to separate equestrian and residential uses. The development of Lot 33 will not remove any trails or reduce the functionality of the existing trail network.</p> <p>Our Client supports the Equine Advisory Group in identifying locations for suitable trails; Lot 33 is not a viable east-west equestrian link. The more appropriate location for a new east-west trail is in the "Special Rural" zoned land to the south of Lot 33, utilising the existing trails and creating new links as outlined below:</p>	

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
				
<p>P Burns                  27 Culham Vista,                  Byford                  E23/1633</p>	<p>59.</p>	<p>Object to the proposal - I have only recently purchased my home and was unaware of the development that is proposed. I am a pensioner and was looking for a quiet neighbourhood in a rural setting with amenities close by and thought that this area would be perfect. I was very distressed to hear that 1100-1300 homes would be being built on the paddocks on Cardup Siding Road. As we already have found from other developments in Byford too many people living in close proximity can bring trouble and anti-social behaviour. There will also be an increase in noise and traffic, the 'S' bend is already a part of road which could be dangerous with speeding and excess traffic. This will only get worse. Also as</p>	<p><b>Land use - Urban – Density</b></p> <p>Our Client acknowledges and values the rural nature of the locality, which has ultimately influenced the vision for the project. One of the four themes of the vision is to create an identity that responds to the district's rural character. Our Client will invest in design guidelines to instil rural themes</p>	<p>Noted, thank you for your submission.</p> <p><b>Residential Density and Interface</b></p> <p>Ensuring an appropriate transition in density to protect the established character of the surrounding rural living areas is essential. Officers consider a clear graduation of lot sizes and activity should be established between the</p>

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Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
		<p>development occurs there will be a lot of sand and dust blowing around which will affect my health.</p>	<p>and attributes to the built-form outcomes.  Liveable Neighbourhoods defines residential density as "dwellings per hectare of a development site or aggregation of sites".  Liveable Neighbourhoods requires Structure Plans to facilitate urban densities of at least 22 dwellings per site hectare. The target density for Lot 33 reduces due to the "transition lots", and the area to calculate the number of dwellings excludes public open space, roads, and schools.  As per Part 2: Section 3.2.1 – Dwelling Yields and Density Targets of the Structure Plan, Lot 33 complies with Liveable Neighbourhoods and the Department for Planning, Lands and Heritage density requirements.  Higher density will be located internal to Structure Plan in a sympathetic manner to ensure the existing rural character is respected.</p> <p><b>Security</b></p> <p>The design of the Structure Plan accords with principles of crime</p>	<p>rural living lots to the north and south of the Proposed Structure Plan to preserve amenity and manage potential land use conflicts, especially regarding the equestrian activities that occur in this area.</p> <p><b>Traffic</b></p> <p>Officers note the concerns with the proposed road network.</p> <p>Officers recommend that the proposed structure plan be refused due to significant issues with the design.</p>

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**Lot 33 (681) Hopkinson Road, Cardup – Structure Plan – PA22/957**

Submitter	No	Submitter Comments	Applicant Comments	Shire Comments and Recommendation
			<p>prevention through environmental design (CPTED).</p> <p><b>Movement network – Design</b></p> <p>The Structure Plan movement network is designed in accordance with Australian Standards and Liveable Neighbourhood, as per the Traffic Impact Assessment.</p> <p><b>Construction management</b></p> <p>The civil contractor will manage all construction and vehicle movements in accordance with the Shire-approved Construction Management Plan.</p>	