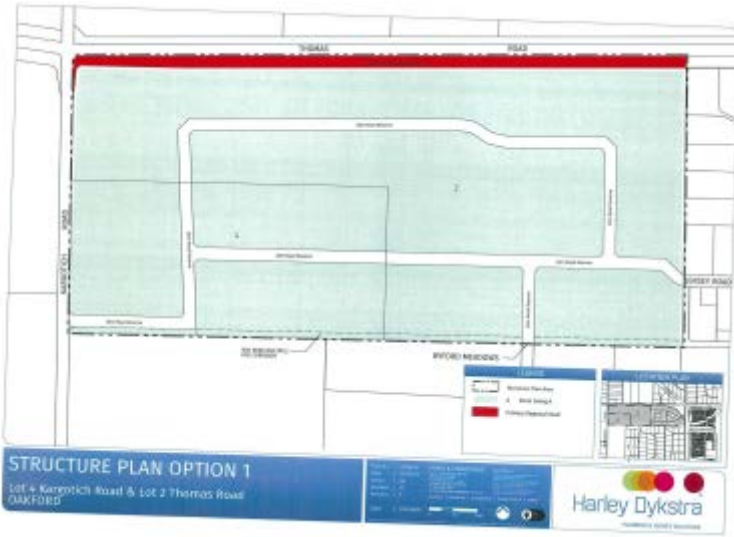


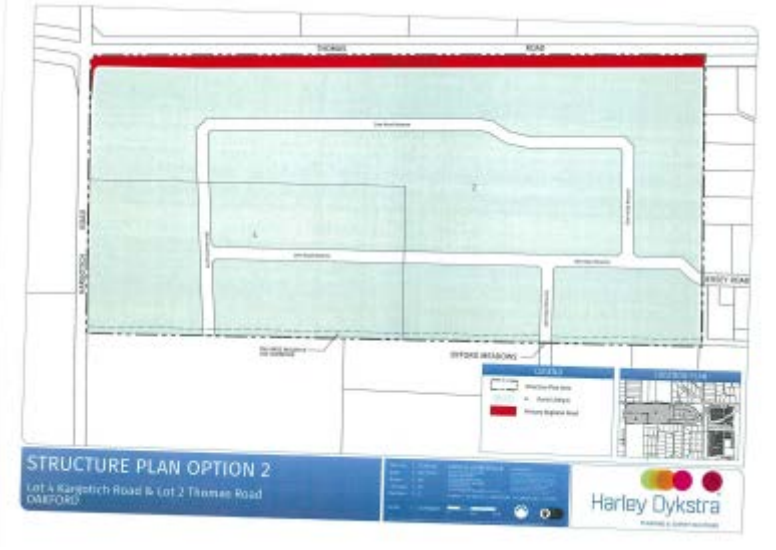
**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
<p>Main Roads WA</p> <p>2<sup>nd</sup> submission – comments on changed Structure Plan/ TIA</p>	<p>1.</p>	<p>In response to your correspondence received 6 February 2020 and amended concept layout plans received from Harley Dykstra 18 February 2020. Main Roads has no objections to the abovementioned proposal (including option 1 or option 2) subject to the following conditions and advice notes being imposed:</p> <p><u>Conditions</u></p> <ol style="list-style-type: none"> <li>1. Support derived on provided plan numbers: 21396-05 Revision F dated 18/2/20 and 21396-05 Revision G dated 18/2/20, only.</li> <li>2. As per Noise Assessment Reference: 18104697-01b dated 18 November 2019, Any proposed development constructed within the Oakford Structure Plan is required to implement the noise mitigation measures as recommended.</li> </ol> <p><u>Advice</u></p> <ol style="list-style-type: none"> <li>1. In regard to the proposed 3m high earthen bund and wall combination along the northern boundary: <ul style="list-style-type: none"> <li>• Earth bunds provide good visual screening where there is fill and space available, and is usually suitable for rural areas, such as this development. However, the developer will need to consider that the bund will require ongoing. Maintenance and management arrangements for weeds, erosion, litter and fire prevention.</li> <li>• It should be placed in an appropriate location so that it does not impact any proposed widening or upgrade works to Thomas Road since it is planned to become a RAV 7 route in the future.</li> </ul> </li> </ol> <p>Should the City disagree with the above conditions or advice, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.</p> <p>Main Roads requests a copy of the City's final determination on this proposal to be sent to <a href="mailto:planninginfo@mainroads.wa.gov.au">planninginfo@mainroads.wa.gov.au</a> quoting the file reference above.</p>	<p>Noted - Shire to update Structure Plan layout according to the recommendations outlined from Main Roads/ Harley Dykstra.</p>	<p>Following several discussions between the applicant, the Shire and MRWA, the location of the access road to Kargotich Road has been modified by the applicant to be located on the southern boundary of the site to address Main Roads submission. Outlined as revision F in the submission 2 from Main Roads.</p>

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
				

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
				
Department of Primary Industries and Regional Development	2	<p>The Department of Primary Industries and Regional Development (DPIRD) does not object to the proposed Local Structure Plan for the abovementioned lots as this area has previously been identified for rural residential development in the WAPC approved Shire of Serpentine-Jarrahdale Rural Strategy. DPIRD would like to make the following comments regarding the keeping of animals:</p> <p>The stocking rate for most of the site is around 6 DSE and this means that you need at least a lot size of 1.7ha to be able to keep one horse. A Management Plan will therefore be required to keep a horse on any lot that is smaller than 1.7 ha</p> <p>DPIRD recommends that no animals are kept on lots that is smaller than 1 ha.</p>	Noted	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Department of Transport	3.	The Department of Transport has no comment to provide for the proposal. The Department recommend that the City obtain MRWA's comments in relation to Primary Regional Roads reservation requirements.	Noted	
Department of Planning, Lands and Heritage – Heritage Development	4.	No State Registered places in the subject area. No comment from a historical heritage perspective.	Noted	
ATCO	5.	ATCO Gas Australia Pty Ltd (ATCO) has no objection to lodge with the Shire for the proposed Structure Plan.  The content of section 4.6 of the Harley Dykstra Report dated 13/08/2019 is correct and ATCO has no existing gas infrastructure exists in the vicinity of the property.	Noted	
Department of Water and Environmental Regulation	6.	<p><b>LWMS</b>  <b>Urban Water Management</b>  Consistent with <i>Better Urban Water Management</i> (BUWM) (WAPC, 2008) and policy measures outlined in <i>State Planning Policy 2.9, Water Resources</i> the proposed Structure Plan should be supported by an approved Local Water Management Strategy (LWMS) prior to final approval of the Structure Plan.</p> <p>The LWMS should demonstrate how the subject area will address water use and stormwater management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources.</p> <p>The DWER reviewed the supporting document, <i>Lot 2 Thomas Road &amp; Lot 4 Kargotich Road, Oakford - Local Water Management Strategy (June</i></p>	Noted	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		2019) and it was deemed satisfactory to the DWER. Accordingly, the DWER has no objections to this proposed Local Structure Plan proceeding.		
DFES	7.	<p>It should be noted that 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 that 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>1. Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</b></p>	Noted – The applicant should seek further information from DFES at subdivision stage.	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
-----------	----	--------------------	-----------------	------------------------

		<table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Issue</th> <th style="text-align: left;">Assessment</th> <th style="text-align: left;">Action</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">BAL Contour Map</td> <td>BAL ratings – not demonstrated The BMP text states that Class G Grassland has not been contoured within the BAL Contour Map. This methodology has previously been accepted provided the BAL Contour Map is clearly annotated with this information.</td> <td>Modification required. Annotate the BAL Contour Map to clearly state that the Class G Grassland areas have not been contoured and that the lots may be subject to BAL-40/BAL-FZ.</td> </tr> </tbody> </table> <p style="text-align: center;"><b>2. Policy Measure 6.3 c) Compliance with the Bushfire Protection Criteria</b></p> <table border="1" style="width: 100%;"> <thead> <tr> <th style="text-align: left;">Element</th> <th style="text-align: left;">Assessment</th> <th style="text-align: left;">Action</th> </tr> </thead> <tbody> <tr> <td style="vertical-align: top;">Vehicular Access</td> <td>A3.4 – not demonstrated DFES acknowledges the subdivision concept plan submitted within the BMP is likely to change at subsequent planning stages. However, a battle-axe lot design is proposed, with no justification regarding why the design cannot be avoided.</td> <td>Comment. Modifications or further justification required at subsequent subdivision stage.</td> </tr> </tbody> </table> <p><b>Recommendation – supported subject to modifications</b>            Whilst DFES has been able to validate the assessment of bushfire risk, further refinement of the BMP, as indicated in the above table(s), may be necessary to ensure accuracy of the information.            As these modifications are minor in nature, these can be undertaken without further referral to DFES.</p>	Issue	Assessment	Action	BAL Contour Map	BAL ratings – not demonstrated The BMP text states that Class G Grassland has not been contoured within the BAL Contour Map. This methodology has previously been accepted provided the BAL Contour Map is clearly annotated with this information.	Modification required. Annotate the BAL Contour Map to clearly state that the Class G Grassland areas have not been contoured and that the lots may be subject to BAL-40/BAL-FZ.	Element	Assessment	Action	Vehicular Access	A3.4 – not demonstrated DFES acknowledges the subdivision concept plan submitted within the BMP is likely to change at subsequent planning stages. However, a battle-axe lot design is proposed, with no justification regarding why the design cannot be avoided.	Comment. Modifications or further justification required at subsequent subdivision stage.		
Issue	Assessment	Action														
BAL Contour Map	BAL ratings – not demonstrated The BMP text states that Class G Grassland has not been contoured within the BAL Contour Map. This methodology has previously been accepted provided the BAL Contour Map is clearly annotated with this information.	Modification required. Annotate the BAL Contour Map to clearly state that the Class G Grassland areas have not been contoured and that the lots may be subject to BAL-40/BAL-FZ.														
Element	Assessment	Action														
Vehicular Access	A3.4 – not demonstrated DFES acknowledges the subdivision concept plan submitted within the BMP is likely to change at subsequent planning stages. However, a battle-axe lot design is proposed, with no justification regarding why the design cannot be avoided.	Comment. Modifications or further justification required at subsequent subdivision stage.														
Department of Education	8.	<p>Thank you for your letter dated 29 August 2019 providing the Department of Education (Department) the opportunity to comment on the proposed Local Structure Plan (LSP) on the abovementioned property.</p> <p>The Department has reviewed the proposal and notes the estimated number of dwelling yield of 64 dwellings within the LSP area. The subject LSP would be included in the student catchment area of the existing West Byford Primary School identified in the Byford District Structure Plan.</p> <p>Based on current data, the student yield anticipated within the LSP can be</p>	Noted.													

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>accommodated in the West Byford Primary School. Notwithstanding this, any further changes to the zoning, residential density coding and dwelling lot numbers which may result in an increase to the student yield in or surrounding the LSP will require prior consultation with the Department at the initial design stages of any new or modified structure plan proposal.</p> <p>In view of the above, the Department has no objection to the proposed LSP. However, as Byford is deemed as one of the high growth areas in the Perth metropolitan area, the Department will continue to closely monitor residential growth and student enrolment demand on the public schools within the locality.</p>		
Main Roads 1 <sup>st</sup> submission	9.	<p>In response to your correspondence received on 30 August 2019, regarding the abovementioned proposed Local Structure Plan. Main Roads does <b>not</b> support the proposed Structure Plan Amendment, as presented. The following information provided supporting Main Roads position.</p> <p><b><u>Access</u></b> Main Roads does not support the proposed location of access to Kargotich Road (as per attached plan). The location should be located as far possible from the intersection of Kargotich and Thomas Road. The approved development application for Lot 802 must be considered when locating access points. The proposed current access location to Kargotich Road is contrary to Conditions 3 of special provisions and conditions for 'Rural Living A' for Lot 4 Kargotich and Lot 2 Oakford Road.</p> <p><b><u>Transport Impact Assessment (TIA)</u></b> Project 81113-250- Prepared by Flyt Pty Ltd- Revision 3 dated 15 August 2019 Main Roads have identified inaccuracies within the TIA; as such, the TIA is required to be amended. Once the below comments and the issues with the</p>		

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>input volumes have been addressed Main Roads can review the model outputs.</p> <ul style="list-style-type: none"> <li>• Section 5.2- Traffic Generated by Development- Table 2- Traffic Generated by subdivision concept plan <ul style="list-style-type: none"> <li>• PM peak OUT was incorrectly calculated resulting in 29 trips instead of 58 (64 x 0.9 = 58). Consequently, the total number of trips in PM peak is 106 comparing to 77 mentioned in the TIA.</li> </ul> </li> <li>• Section 6.4.1 - Forecast intersection performance  The analysis of the intersection performance should be undertaken for the year of full development of the structure plan, which is not mentioned in the TIA. The volumes included in the model should consist of full development year volumes on the surrounding road network, extracted from ROM 24, plus the traffic generated by the development. <ul style="list-style-type: none"> <li>• There is an approved development for a Proposed Fuel Station, rural produce supplies, retail and veterinary for lot 802 at the intersection of Thomas Rd / Kargotich Rd, the potential trip generated by this development should be included in the input volumes.</li> </ul> </li> <li>• SIDRA <ul style="list-style-type: none"> <li>• Roundabouts – Geometry - Thomas Rd /Kargotich Rd single lane roundabout is a committed and funded project under the State Black Spot Program. The geometry of the roundabout used in the intersection performance analysis does not reflect the 15% designed developed.</li> <li>• Circulating width for roundabout needs to be adjusted for the east and west, as they are only single lanes. They would not have a width of 10m.</li> <li>• The heavy vehicle traffic modelled has not been calibrated appropriately (in terms of the Austroads vehicle classes). This</li> </ul> </li> </ul>		



**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>is to be done in accordance with the <b>Operational Modelling Guidelines</b>  <a href="https://www.mainroads.wa.gov.au/BuildingRoad/StandardsTechnical/RoadandTrafficEngineering/modelling/Pages/default.aspx">https://www.mainroads.wa.gov.au/BuildingRoad/StandardsTechnical/RoadandTrafficEngineering/modelling/Pages/default.aspx</a></p> <ul style="list-style-type: none"> <li>• Passenger car equivalents and fuel emissions are not in accordance with the <b>Operational Modelling Guideline</b></li> <li>• As previously mentioned at Movement Definition, calibration of HV are not in accordance with the <b>Operational Modelling Guideline.</b></li> </ul> <p><b><u>Acoustic Assessment</u></b></p> <p>The following information is provided with regards to the revised Noise Assessment compiled by Lloyd George Acoustics - Reference: 18104697-01a dated July 2019.</p> <ul style="list-style-type: none"> <li>• The development should be designed to achieve acceptable indoor noise levels as per the SPP 5.4 (2019) noise targets.</li> <li>• All lots are to provide at least one outdoor living space that complies with the SPP 5.4 (2019) noise targets.</li> <li>• The proposed development must ensure noise sensitive areas (i.e. bedrooms) are located furthest from the noise source , Thomas Road.</li> <li>• Acoustic treatment packages applied to the affected lots (i.e. above the 55dB target) must comply with the requirements of the SPP 5.4 Implementation Guidelines (2019). However, this noise assessment was prepared in accordance with the 2014 SPP 5.4 and prior to the release of the revised SPP 5.4 (September 2019) . Under the 2014 Implementation Guidelines, Treatment Package A would be required for residences up to 60dB (day) and Package B would be required for residences up to 63dB (day), which is what is recommended for this development. Whilst under the recently</li> </ul>		

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>revised SPP5.4 Implementation Guidelines (2019) it indicates:</p> <ul style="list-style-type: none"> <li>- Treatment Package A is required where noise levels are between 56- 58dB (day);</li> <li>- Treatment Package B is required where noise levels are between 59- 62dB (day);</li> <li>- Treatment Package C is required where noise levels are between 63 – 66dB (day);</li> </ul> <p>Moreover ,this may affect the recommendations by Lloyd George Acoustics .</p> <ul style="list-style-type: none"> <li>• In regard to the proposed 3m high earthen bund and wall combination along the northern boundary: <ul style="list-style-type: none"> <li>- Earth bunds provide good visual screening where there is fill and space available , and is usually suitable for rural areas, such as this development. However , the developer will need to consider that the bund will require ongoing maintenance and management arrangements for weeds , erosion, litter and fire prevention.</li> <li>- It should be placed in an appropriate location so that it does not impact any proposed widening or upgrade works to Thomas Road since it is planned to become a RAV 7 route in the future.</li> <li>- The bund should be constructed in accordance with the 2019 SPP 5.4 Implementation Guidelines . It is recommended that walls in close proximity to transport noise have a minimum surface density of at least 15 kilograms per square metre to effectively reduce the noise passing through the barrier.</li> </ul> </li> <li>• Notification on titles are required for all lots where external noise levels will exceed the day noise target criteria of 55d8 and are to be in accordance with the SPP5.4 Implementation Guidelines (2019).</li> </ul>		

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<ul style="list-style-type: none"> <li>• Any future Subdivision Application at this development, which is considered a noise sensitive , must be accompanied by an acoustic assessment that is in accordance with SPP 5.4 Policy and Implementation Guidelines (2019).</li> <li>• Specialist acoustic advice should be sought for any 2-storey dwelling proposed.</li> </ul>		
<p>Serene Environs PTY LTD</p> <p>Lot 4 Kargotich Road, Oakford</p>	10.	<p>We write on behalf of our client, Serene Environs, to register their support of the above mentioned proposed Local Structure Plan. The plan represents an opportunity for the future development of the land into a range of lot sizes that are consistent with the rural living nature of the area in general and specifically also within the context of the Rural Living Zone. The plan envisages the requirement for certain lots to be connected to reticulated sewer, and where this is not possible the larger minimum lot size will apply.</p> <p>The subdivision and development of the site will in our view, represent a rationalisation of the existing Rural Living/ Special Rural Area that is bounded by Thomas Road, Kargotich Road, Gossich Road and Hopkinson Road/ Tonkin Highway (future).</p> <p>The LSP is well supported by various studies which highlight the lands capability to support the development as proposed.</p> <p>We believe that the proposed LSP is worthy of both the Shire and the WAPC's support.</p>	Noted	
<p>Tamara Vicini</p> <p>62 Byford Meadows Drive, Oakford</p>	11.	<p>There does not seem to be an allowance for footpaths once Byford Meadows Drive becomes a through road. Due to increase in potential</p>	Rural residential areas are not required to have footpath infrastructure to	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
A200928		traffic & increase in resident numbers the inclusion of footpaths should be highly considered in addition we have many horse owners who would also benefit from a pathed safe area to ride their horses. An inclusion of paths/ footpaths needs to be considered for the safety of pedestrians, animals and especially children.	keep the rural aesthetics of the area.  Likely the area will have wider verges/ buffers and run off areas to the side of the road for use of pedestrians, walkers and horse riders etc.	
Michelle Barwick 109 Byford Meadows Drive, Oakford A200943	12.	<p>Lot 2 Thomas Road and Lot 4 Kargotich Road There is a large concern in regards to the increase in traffic on Byford meadows drive following its connection to the new development. Several issues can be seen to occur.</p> <p><b>A:</b> During the development the road will see an increase in heavy duty vehicles. The roads present condition is not suitable for heavy vehicles. When the last house was built in the street a few years back the trucks servicing the one construction caused huge potholes and broke down the edges of the bitumen. Can only imagine the state of the road after the amount of trucks needed for several builds.</p> <p><b>B.</b> Presently it is a "country" 5 acre area. Therefore, there are numerous livestock and horses: The street has two blind corners and no street lights. Already there has been an incident with a horse rider being hit by a car and the horse killed. Increased traffic will increase the risk of future issues. All bridle paths presently in the area require us to ride down Byford meadows drive first before we can utilise them. This means our street often must share with cyclists, horse riders and dog walkers etc.</p> <p><b>C:</b> There is very poor verge space for those who walk and ride for pleasure or exercise. No footpaths of any kind. The increase in traffic from more residents and those cutting through will impact on those who like to engage in these activities.</p>	<p>Access to the development is yet to be outlined and can be controlled through conditions at subdivision stage.</p> <p>The area is zoned rural residential – with a Rural living A zoning. Only local traffic will utilise the area, as it is not considered a main connector to Thomas Road or future Tonkin Hwy.</p> <p>No surrounding developments have footpaths – Rural</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>The poor verge along with blind corners could result in accidents if a push bike or pedestrian were to converge at the same time as vehicle traveling in both directions. There would not be enough room to allow the legal distance.</p> <p><b>D.</b> Also consider the number of serious and fatal accidents that occur at the four major intersections surrounding Byford Meadows Drive.</p> <p>Kargotich and Thomas  Kargotich and Abernethy  Abernethy and Hopkinson  Hopkinson and Thomas</p> <p>I think the shire can not argue that the area is renowned for accidents. We as residents do not wish to see impatient people avoiding these intersections and using our street instead to cut across to and from Byford.</p> <p><b>E.</b> Presently with the street being a dead end we see very little traffic from people who do not live in the street. Any cars which are out of the ordinary and acting suspicious are quickly noticed. Opening up the street will increase the amount of through traffic which will respond with an increase in the number of undesirables in the area, increase in crime and break ins.</p> <p>We would prefer to see that Byford Meadows does not connect to the new development. If the shire insists then it should only be connected in one direction, lighting should be installed along with some traffic speed control islands.</p>	<p>residential areas are not required to have footpath infrastructure to keep the rural aesthetics of the area.</p> <p>Traffic calming measures have been proposed to lower the speed limit along Thomas Road &amp; Kargotich with a roundabout being approved for the intersection of the two (soon to be constructed).</p>	
<p>Adrian Mason  68 Swamp Gum Road, Oakford  A320120</p>	<p>13.</p>	<ul style="list-style-type: none"> <li>• 48.67Ha – what size blocks?</li> <li>• How many people estimated to move to the area?</li> <li>• How much open space will be retained?</li> <li>• Our rural (semi) lifestyle will be impacted</li> </ul>	<p>Ranging from 4000m2 to 1.96ha</p> <p>Total of 64 lots</p> <p>Open space is not required in rural</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
<p>Karen Fowler  27 Holstein Court, Oakford</p>	14.	<p>I strongly oppose the proposed Local Structure Plan Lot 2 Thomas Road &amp; Lot 4 Kargotich. These developments would have a significant negative effect on our existing properties.</p> <ul style="list-style-type: none"> <li>- Water Drainage problems</li> <li>- Extra traffic</li> </ul>	<p>residential areas.</p> <p>Traffic calming measures and a significant local water management study (LWMS) has been undertaken as a part of the structure plan.</p> <p>Local traffic will be the only users of the specific area/ it is unlikely to be used as a main connector for cars.</p> <p>Modification to ensure traffic calming measures are identified at subdivision stage.</p>	
<p>Lisa Gurroby 95 Byford Meadows Drive, Oakford A200945</p>	15.	<p>After review of the information provided by Harley Dykstra for the structure plan for Lot 4 Kargotich Road &amp; Lot 2 Thomas Road I would like to advise that I am not in agreement with the proposal to create Rural Living A lots within the proposed area.</p> <p>As a resident of a 5 acre property within close proximity I am concerned about a number of issues that the creation of these lots would create.</p> <p>Firstly access to the location is of greatest concern. Byford Meadows Drive is a no thru road, it is a culdesac and we enjoy a quiet existence in the street. Every day there are people walking their dogs, riding their horses</p>	<p>The Shire is currently undertaking a Integrated Water Management Strategy – this strategy is to provide the community with water security.</p> <p>The area is zoned Rural Residential A under the State and local planning</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>and children walking to the from the bus stop located on Abernethy Road.</p> <p>The creation of an access through to this subdivision will greatly impact the current use of the area. Large construction vehicles will use our street for construction, and this will affect our property values as well.</p> <p>Our own property has a wildlife conservation area built at the front of our property as this was the driest area of our lot. We care for various types of macro pods (kangaroos) and the large volume of traffic including trucks for the construction of the Kargotich/Thomas Rd development would not be welcomed. Our road is not well constructed and would suffer significantly from the numerous trucks and traffic that this development would bring.</p> <p>In addition to this a large majority of the occupants of the street have horse facilities and arena very close to the road as this again is the driest area of their lots and the heavy machinery passing will affect their use of their property.</p> <p>Another concern for the creation of these lots is the use of bore's by the new lots. Currently we are all 5 acres lots, if smaller 1-2 acres blocks are created then there would be 5 times more bores needed using the ground water (as opposed to the creation of 5 acre lots). This could significantly affect the current landowners use of the ground water.</p> <p>I am very much against the joining of our street to the new subdivision. I believe that it will have a negative impact on the current landowners and I request that only access from Kargotich and Jersey Road be made available if this subdivision was to proceed.</p>	<p>frameworks therefore it does have the ability to have lots ranging from 4000m2 to 2ha.</p> <p>Access to the site will be outlined at future stages (subdivision), conditions can be established to ensure safety/ access and egress causes the least amount of disruption to the surrounding residents.</p>	
Marisa Gallin 32 Byford Meadows	16.	Opening up the Byford Meadows Drive to proposed subdivision development behind the estate will have a detrimental effect on my	Byford Meadows is a connecting road to the	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Drive Oakford A200925		property and its uses. I ride horses off the road and increased traffic poses an increased risk of injury. There is a blind corner on this road and this will also create a further hazard with increased traffic.	Structure plan subject site and was taken into consideration during the traffic impact assessment – which identified that only local traffic will be using the road.  Modifications suggest traffic calming measures to be considered at subdivision stage.	
Allan Hamilton 19 Limousin Pl, Oakford	17.	<p>Concerned about it becoming a speedway and the dancer aspect. There are people riding horses, walking dogs and riding bikes as it is we have to cross the dangerous Abernethy Road to get to the bridle trails already had a horse cleaned up on Byford Meadows Drive.</p> <p>Also concerned about the amount of bores that will be down. Even now, the ground water is so abused and I rely on the ground water for everything. The street lighting is very poor and a lot of blind spots as the road is very bendy.</p> <p>As I mentioned before I am a horse rider and brought into the area as was led to believe it was equestrian estate and noticed how that is slowly being eroded. I have been in the area for approximate 45 years and sorry to say I don't like it at all any more. I came here for the lovely rural lifestyle which has gone now.</p>	<p>A traffic study has been undertaken as part of the structure plan – likely only local traffic.</p> <p>It has been identified that the ground water can take the future expansion of the area through the integrated total water cycle management approach.</p>	



**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Steven Kirkby 7 Holstein Court Oakford	18..	No construction access via Jersey Road Drainage Drainage Drainage water needs to flow towards ocean	Noted – A Local Water management Strategy has been developed for the Structure Plan area in relation to the potential density of the lots.  Furthermore more detailed drainage plans and concepts to the LWMS have been asked to be provided as a modification to the Structure Plan.	
Paul Calneggia 38 Limousin Place Oakford	19.	<ol style="list-style-type: none"> <li>1. No planning to improve the intersection at Kargotich and Thomas road due to extra traffic from the 20m road reserve</li> <li>2. Poor drainage for the area already. 2018 2 local flooding's.</li> <li>3. Increased road traffic on Byford Meadows making a safety issue for residents on horseback.</li> </ol>	<p>There is a roundabout being developed for the Kargotich and Thomas road intersection – which is currently at 15% design.</p> <p>The Shire has also requested the speed along Kargotich to be reduced to 70km/h.</p> <p>An LWMS has been developed as a part of the Structure Plan</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			<p>application, further studies to improve the drainage has been undertaken. With identified and designated building envelopes for the lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p> <p>Traffic will access the structure plan site via the Kargotich Road entrance and will likely be only be local traffic using Byford Meadows Drive.</p>	
<p>Evelyn Green 80 Byford Meadows Drive, Oakford</p>	20.	<p>The residents of Byford Meadows Drive, Oakford are against Byford Meadows Drive becoming a thoroughfare road, as currently it is a no through road, Byford Meadows drive is currently in no state to handle an increase in traffic, let alone trucks! People currently walk or ride their horses having to use the road due to no footpaths being in place. Majority of the verge alongside of the Road is drainage as we have water issues through the winter/ raining months.</p> <p>We would strongly suggest another option as Byford Meadows Drive would not be a safe option. The road itself would need to be upgraded as</p>	<p>Main access will likely be from Kargotich Road access.</p> <p>Local Traffic only through Byford meadows</p> <p>Proposed modification during subdivision stage for traffic calming</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		well as the drainage to be able to install footpaths for the resident's safety.	measures.  Drainage plans have been developed for the site through the LWMS.	
Amanda Jarvis  Lot 3 Holstein Court Oakford – Jersey Road	21.	<p><b>Drainage</b></p> <p>The latest report produced by Harley Dykstra states that drainage will take on a similar approach as that of the existing development East of the new proposed site. The existing drainage is our estate does not work and will not accommodate the proposed water from the new development. There is only one main drainage basin proposed, which is clearly not enough/ We currently have 2 in the existing development is expected to take on new blocks storm water which will not work.</p> <p>Imported fill for a new development will raise the water table considerably, therefore water from the proposed properties backing onto our property – lot 3 may overflow into our natural drainage easement. This easement is meant to flow towards water basin at end of Jersey Road. IT DOES NOT!!!</p> <p>Under no circumstances will I be forced to accept future properties storm water. As a Shire you are aware of the drainage issues within our estate, allowing more lots will only increase land flooding/ holding of water.</p> <p><b>Proposed extension of Jersey Road</b></p> <p>Proposed extension/ opening of Jersey Road, which is currently a cul-de-sac for access to Hopkinson Road will increase traffic on Jersey Road. The road is already poorly built and maintained. Exiting and entering Jersey Road to Hopkinson at PEAK time can be an issue at best, with increased traffic this proposes greater risk.</p> <p>Should this development be successful I request that Jersey Road not be</p>	<p>Drainage plans have been developed for the site through the LWMS. With identified and designated building envelopes for the lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p> <p>Proposed modification during subdivision stage for traffic calming measures along the Jersey road connection.</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>allowed as a construction route for any vehicles involved with the development (must include trucks, heavy machinery and all developers vehicles). Jersey Road is not designed well enough to have heavy vehicle access on a daily basis. We have a number of families in the existing Estate and their safety is paramount. The developer must create their own access point off Kargotich.</p>		
<p>Mary Vicini 50 Byford Meadows Drive, Oakford</p>	22.	<p>My concern with opening up Byford Meadows Drive is the fact it is a very winding road it already takes all the local traffic, their friends, trades persons, and anyone who choose to come down Byford Meadows drive at whatever speed they choose to do from 60 – 90km. We were refused a 50km sign to be erected.</p> <p>We also have a lot of wildlife in our area and more traffic means more dead animals and birds.</p> <p>It would be great if everyone in the street affected could be notified by mail, not just 1/2 km near subdivision. Traffic using Byford Meadows will increase all residents should be made aware.</p>	<p>Noted – the Shire will consider the potential to erect a sign for 50km along Byford Meadows drive.</p>	
<p>Wayne Patrick McKenna 128 Byford Meadows Drive Oakford</p>	23.	<p>I would like to object to the development proposed Lot 2 Thomas Road &amp; Lot 4 Kargotich Road for the following reasons.</p> <ol style="list-style-type: none"> <li>1. Increase traffic down Byford Meadows Drive <ul style="list-style-type: none"> <li>- Road will not cope with more traffic</li> <li>- Blind corners</li> <li>- Poor lighting</li> <li>- Poor verge for persons walking/ riding</li> <li>- Destroy peaceful area</li> <li>- Rural therefore often horses and other animals</li> </ul> </li> </ol>	<p>Local traffic will be access Byford Meadows drive, majority of access to the site will go through the Kargotich Road access road.</p> <p>A modification is to provide the drainage plans in the LWMS. With identified and designated building envelopes for the</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>2. Environmental Concerns</p> <ul style="list-style-type: none"> <li>- Water table has dropped hugely over the last 5 years. The development will see even more bores in the area dropping the water table more.</li> <li>- Drainage in water will be influenced. The new area will see a large amount of fill brought in. The development directly behind me has caused more water to sit in my paddocks over winter.</li> </ul> <p>3. Crime</p> <ul style="list-style-type: none"> <li>- More people = more crime. I have already seen an increase in crime after the implementation of the bridle path behind my property. Providing easier access for people to steal from my paddock. More development will provide even more opportunity.</li> </ul> <p>4. Issues with Dogs / Cats</p> <ul style="list-style-type: none"> <li>- This is a rural area. Many people have sheep and goats and chickens. After the area behind me was changed to 1 acre lots. There was numerous issues with dogs attacking livestock. To which the Ranger had little power as persons concerned defended their dogs. There was also never a problem with cats now there are numerous feral cats around which I have found killing my chickens. I do not need further problems from mixing 'city' and 'rural' people.</li> </ul> <p>5. Peace and Quiet</p> <ul style="list-style-type: none"> <li>- I moved to the area because it was away from town. I chose this street because there was not surrounding roads. Bridnign small lots to the area destroys this lifestyle. I already have to put up with increased noise, music and lights coming directly into my property from behind because the estate is higher from fill. Even more houses will make this issue worse.</li> </ul>	<p>lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p> <p>Proposed modification during subdivision stage for traffic calming measures</p> <p>Noted as per the Town Planning Scheme No.2 Amendment 206 the site is zoned Rural Living A, therefore this type of development is acceptable for the subject site.</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>I think the solution to these concerns is that the new estate in line with our area and restricted to lots no smaller than 5 acres. That will bring likeminded people; have a lower impact with cars, lower environmental impact.</p> <p>Also, Byford Meadows should only be connected in one direction, reduce traffic cutting through. Instead the road should be built straight alongside our estate and join Abernethy. This would solve all issues of blind corners and poor verges (see map)</p> <p>I thank the shire for considering my concerns.</p>		
<p>Evelyn Smith 15 Byford meadows Drive Oakford.</p>	24.	<p>As a resident of Byford meadows drive I would like to inform you that we were not aware of this proposal until a neighbour brought it to our attention. We did not receive any notification from the shire with regards to this proposed plan. We have several concerns about the above proposal.</p> <p>Firstly, Byford meadows drive, which I believe is to be used as access to the area, is already a busy road despite the fact that it is a no through road. Apart from the cars, the road is used by push bikes, horse riders, people walking their dogs and schoolchildren walking to and from the bus stop. It is also a windy road with quite a few near misses on the existing bends.</p> <p>So trucks driving up and down all day are going to create a hazard for these activities, not to mention the noise and dust. We would like to see the road reserve on Abernethy (close to the corner of Kargotich and Abernethy) being used as an access road to the proposed area, rather than Byford meadows drive.</p>	<p>As per the Shires policy residents within a 500m radius were contacted – we note some residents were missed and will make change to this for future plans/ applications.</p> <p>Local traffic will be access Byford Meadows drive, majority of access to the site will go through the Kargotich Road access road.</p> <p>Likely access during construction will be off</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
<p>Louise Love and Adrian Gould</p> <p>120 Byford Meadows Dr, Oakford</p>	25.	<p>1. Unsuitability of Byford Meadows Drive for such an increase in traffic.</p> <p>a. Geography: As can be seen from the Location Plan inset into the structure Plan attached to the Shire's proposal letter, Byford Meadows Drive (BMD) is not a straight road; it contains two sharp almost 90 degree, bends with extremely limited visibility. In addition, the road travels east-west, which means that at dawn and dusk especially in the winter when the sun is low, the bends really are blind.</p> <p>I will comment on the relevance of this in my next point.</p> <p>b. Rurality: Byford Meadows Drive (BMD) consists entirely of 5 acre properties and most houses have at least some livestock or horses. In the 7 years we've living in BMD, I have at various times come round one of the bends to be confronted by two riderless horses, sheep, goats, a pig and two cows, not to mention on a regular basis horses with riders (normally riding two abreast), dogs, and any number of chickens other domestic fowl.</p> <p>Livestock making occasional bids for freedom is a fact of life but will pose a huge danger given the proposed extra number of cars, whose drivers will undoubtedly not observe the speed limit as zealously as those of us who've had close encounters of the bovine kind.</p>	<p>Kargotich Road.</p> <p>A traffic impact assessment was undertaken throughout the Structure plan assessment which took into consideration surround roads and future potential traffic impact. This identified Byford Meadows as a local connector being used by local traffic and the access road to Kargotich as the main access and egress to the site. Legibility movement network within the subject site and surrounds</p> <p>The site is zoned Rural Living A, under the Shire's TPS2, after the approval of Scheme Amendment 206, to rezone the land.</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>c. Pedestrian access: there is no verge to speak of along BMD, as the crossover is used for drainage ditches. As a regular dog walker, I considered the road already dangerous, as there is nowhere to escape from traffic other than the ditch. This can only be made much worse by the proposed increase traffic, especially the heavy trucks that will require access during building. There is regular pedestrian traffic along BMD, including dog walkers as mentioned, and schoolchildren walking from Abernethy Road.</p> <p>d. Impact on local traffic: Oakford has no facilities within walking distance and there is no public transport, meaning that each property will have at least one car, and in reality two or more. Assuming two per household (ie 100 cars), plus all the trucks required for infrastructure and building, the additional load on Kargotich and Hopkinson Roads feeding onto Thomas Road will be enormous. In answer to the argument that the extension to the Tonkin Highway will resolve this problem, I point only to the duration and chaos of the current works on Abernethy Road which is a tiny job in comparison to the Tonkin Highway extension.</p> <p>In summary, the bends, orientation, inhabitants and egress of BMD make it unsuitable for the proposed additional traffic resulting from this proposal.</p> <p>2. Drainage and bore water issues</p> <p>Much has been said on both of these issues by other residents objecting to the proposal. We are in broad agreement with all of them</p>	<p>Rural residential areas are not required to have footpath infrastructure to keep the rural aesthetics of the area.</p> <p>This was taken into consideration throughout the Traffic Impact Assessment.</p> <p>A modification is to provide the drainage plans in the LWMS. With identified and designated building envelopes for the lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p> <p>Modification to create a sensitive transition of lots throughout the site. The current lots meet the Rural Living A zone of 4000m<sup>2</sup> – 1ha.</p>	



**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>and also see these as ground for objection.</p> <p>3. Incompatibility of mixed size blocks</p> <p>The proposal are for a variety of blocks sizes from 1 acre upwards. From our experience we believe that larger rural blocks 5 acres or more do not sit well alongside smaller 'lifestyle' blocks. Rural blocks are bought by people who want livestock, horses, or to run a business form home – or indeed all three. People who buy smaller blocks, especially 2.5 acres are not allowed to keep animals or even trucks, and so they buy blocks for leisure activities which in many cases are incompatible with neighbouring livestock and horses.</p> <p>4. Demand for Rural Blocks</p> <p>We would argue that there is no demand for more rural accommodation in Oakford, and will not be for some years. Houses on 5 acres in Oakford are selling today for broadly the same price as they were in 2012. Whilst it is not the shire's responsibility to protect house prices, it should in our view be cautious of disadvantaging its existing residents. Continuing oversupply can only depress prices further.</p> <p>One suggestion in the light of comments 3 and 4 above could be that all blocks should be a minimum of 10 acres, and marketed specifically at the hobby farm market. These would be different to all the current housing stock for sale in Oakford., rare in such proximity to the CBD, and more attractive than those in Roleystone and similar hilly areas because of the flat land. It would also keep the traffic to a more</p>		

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>manageable level.</p> <p>5. The rurality of Oakford</p> <p>In the Shire's recently published Draft Local Planning Strategy the very first line says that it 'will guide the Shire's progress towards its vision to provide a rural lifestyle of choice'. Given its apparent desire to cover every last blade of grass in Oakford in concrete, this is ironic to say the least. Permitting large number of 1 and 2.5 (and even 5) acre blocks does not create a rural area by simply a housing estate with large garden and traffic jams; this is nobody's rural lifestyle of choice.</p>		
<p>Lesley and Philip Griffiths</p> <p>52 Byford Meadows Drive Oakford</p>	26.	<ol style="list-style-type: none"> <li>1. Byford Meadows Drive has daily horse riders, kids riding around.</li> <li>2. Two main bends car already go fast around and someone will get hurt.</li> <li>3. Already a horse has been hit and died and horse riders injured.</li> <li>4. Elderly, parents and kids walking around the block with dogs.</li> <li>5. Young kids walked to catch school bus on Abernethy.</li> <li>6. No lines and street lights</li> <li>7. Young people will use this as a race trace especially with the two large corners.</li> </ol>	<p>The Shire will explore future traffic calming measures for the area.</p>	
<p>Karen Lorraine Mori</p> <p>22 Byford Meadows Drive, Oakford</p>	27.	<p>I am a retired resident living on a property on Byford Meadows Drive opposite the T Junction of Simmental Place.</p> <p>Byford Meadows Drive has four bad corners &amp; two T Junctions, which is quite dangerous already as there are no footpaths or much room to move off road.</p> <p>I walk most afternoons with a walking stick for daily exercise &amp; to enjoy the peace of the rural setting also often my two grandsons join me for a walk.</p>	<p>Rural residential areas are not required to have footpath infrastructure to keep the rural aesthetics of the area.</p> <p>Local Traffic only accessing Byford</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>Byford Meadows is an Equestrian Estate there are horses been ridden along the road nearly every day &amp; residents walking their dogs every morning &amp; night.</p> <p>Definitely not safe to open up Byford Meadows Drive to any more traffic it is already very busy.</p>	<p>meadows, main connector being the road access to Kargotich Road.</p>	
<p>Lauren Strange 36 Wills Place, Oakford</p>	28.	<p>I object to the proposed structure plan on the basis that is is premature and inconsistent with orderly and proper planning. The lot size mix is heavily dominated by lots between 4000 and 5000sqm, which will put considerable additional strain on the Kargotich / Thomas Road intersection – already a dangerous intersection.</p> <p>The proposal provides limited amenity – no usable open space or community facilities – and the road noise for the for the poor people backing onto Thomas Road, will be significant once this road is widened.</p>	<p>Rural residential areas are not required to have useable open space an extended multiple use corridor has been proposed for the site to the South of the subject lot.</p> <p>A noise impact assessment was undertaken in relation to the study, a bund has been identified to be developed along the northern boundary of those properties along Thomas road.</p> <p>The lot sizes are considered to be appropriate for the</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			zoning of the subject lot – Scheme Amendment 206. The zoning is Rural Living A – this identifies lots to be 4000m <sup>2</sup> – 1ha.	
Cheryl Anne Morgan 22 Byford Meadows Drive (Lot 31)	29.	<p>I would like to advise that I strongly disagree with the opening up of Byford Meadows Drive to the new subdivision. I strongly request that the Shire of Serpentine Jarrahdale does not allow Byford Meadows Drive to become a through road and keeps it as it is now – a No Through Road.</p> <p>As a resident for the past 18 years of Byford Meadows Drive the road extension through to the new estate is not agreed too as it will create more traffic and future major problems.</p> <p>Over the past 18 years my husband (David Colin Morgan) whom also disagrees and I have enjoyed a lovely, friendly, country living street of which we call home. Please put my husband down as another resident and rate payer whom strongly disagrees. If you require him to submit an email this can be gladly done.</p> <p>I regularly walk our dogs with my now 2 boys around the block along Byford Meadows Drive and down through the Bridal paths enjoying our rural lifestyle, I even ride my bike sometimes. My boys enjoy riding their bikes also visiting long standing friends with in Byford Meadows Drive.</p>	<p>The connection creates legibility to the movement network of the area.</p> <p>The Structure Plan has identified a connection to the Bridle Trail through a multiple use corridor located to the south of the subject site.</p> <p>Rural residential areas are not required to have footpath infrastructure to keep the rural aesthetics of the area.</p> <p>Likely that during construction and development access for heavy vehicles will be</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>Our street residents look out for everyone.</p> <p>We do not have any foot paths so we enjoy our country walks along the street verge/ bridal paths/emergency exits. We sometimes stop and we go down in the side ditches when traffic comes along.</p> <p>Many friends ride their horses with in the street and also walk their dogs and walk/ride with their children all times of the morning and night.</p> <p>Children walk pass our house morning and afternoons to the school buses which the bus stop is located on Abernethy Road and this will be impacted with increased traffic too.</p> <p>We live on a corner opposite Simmental Place which sometimes has it challenges to turn into our driveway due to local traffic as it is now (need to indicate way back before turning in). Will be worse with increased traffic.</p> <p>At least 3-4 bad corners exist along our Byford Meadows Drive and we continuously watch them now while walking/riding. Our road will turn into a major Race Track if the road was opened up. Totally UNSAFE to use.</p> <p>We have unfortunately had a horse hit in past years of whom was unfortunately later put to sleep and riders injured due to a car accident out the front of our house on a Sunday morning and they were walking along the verge and this has unfortunately happened with local traffic. Imagine</p>	<p>down Kargotich Road.</p> <p>A modification is to provide the drainage plans in the LWMS. With identified and designated building envelopes for the lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p> <p>As per the Shires policy residents within a 500m radius were contacted – we note some residents were missed and will make change to this for future plans/ applications.</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>what could occur if the Byford Meadows Drive was to be opened up and the traffic would be increased dramatically.</p> <p>Our road will no longer be as safe to enjoy.</p> <p>Our road will have many strangers passing through and crime will increase. Most of the homes and sheds are wide open for viewing from the street due to only post and rail rules being allowed and of course the rural living lifestyle.</p> <p>Cars passing through our estate will dramatically increase due to many trying to avoid turning right onto our major Black Spot Intersections i.e. Hopkinson Road onto Thomas, Kargotich road onto Thomas, Hopkinson onto Abernethy with Kargotich onto Abernethy also.</p> <p>Our road will not be able to cope with the Sand Trucks Bringing Sand in and out of the new estate, let alone the noise and people trying to enjoy the rural lifestyle living and the many uses of the road i.e. walking/cycling/going to and from school bus stops/riding horses (Abernethy Road was bad enough when Sand Trucks passed by bringing sand into Byford when development was occurring).</p> <p>Our road does not have foot paths, verges, proper drainage, street lighting or is not wide enough for cars to past safely and people to enjoy walking etc. Is the Shire going to correct this if the road is opened up (of which is strongly disagreed with). Many Speed bumps will be required to be put in</p>		

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>place.</p> <p>As an idea why can't the road in the new estate that comes to an end in the new estate plans of which runs parallel with Kargotich Road i.e. will run under the power lines or close to the power lines be extended Now before the estate is finalised and go straight through to Abernethy Road? Refer Scan attached.</p> <p>I would also like to add that I and many residents living along Byford Meadows Drive and Simmental Place were NOT contacted/notified by the shire about our lovely street being opened up to the public and were not given the opportunity to put opinions forward as we do not live within 500m radius of the development however we have lived on the street concerned for many years are very much impacted on the new proposed plan. This is very disappointing and the regulation needs to be looked into for the future as everyone in a street needs to be advised. I found out from a neighbour this morning asking if I have submitted my form to the shire as yet as it is due today? I responded with "What Form".</p> <p>Kindly respond via email and I will call tomorrow to ensure this email is treated as submitted on time and counted as opposing the road extension of Byford Meadows Drive into the new estate which will allow traffic from Kargotich Road/Jersey Road and Abernethy Road to pass through.</p> <p>Once again I strongly disagree (my husband too along with my two sons Zane and Marshall Morgan and my mum Karen Mori whom has submitted an email also) with the continuation of Byford Meadows Drive being extended to the new sub division and that the Shire of Serpentine Jarrahdale respect our many wishes with in the street for this to not occur.</p>		

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
<p>Helen Shrimp 30 simmental place Lot 84, Oakford</p>	30.	<p>Our street needs to remain safe and secure.</p> <p>Firstly I would like to say I am disappointed with the Shire of Serpentine Jarrahdale not notifying all home owners about the proposed road extension.</p> <p>As a resident for the past 22 years of the Byford Meadows Estate the road extension is going to create more traffic which will impede on all of us that like to ride our horses to the bridal path. We will no longer be able to take our children / grandchildren for a safe ride on their push bikes around Byford meadows drive.</p> <p>It was one of our horses that was hit by a car and instantly killed in the exit of Simmental place turning left onto Byford meadows drive on a quiet early Sunday morning ride by a speeding car, the rider and horse we were on the road shoulder NOT on the road luckily the rider came out of it with minor injuries, the other horse bolted and dragged its rider for 20 meters, with a number of facial surgeries to remove embedded bitumen in her face. We had a number of police investigations as us the owners argued the driver was not travelling at a built up area speed. We were defeated and advised the car was travelling at the required speed and not speeding. If the required speed killed an adult horse instantly how many lives are going to be put at risk introducing more traffic and sticky beaks, the outcome will be more thefts and drivers speeding as the road has a couple of straight areas with sweeping bends, a great little speedway, in fact it was a speedway driver the killed our horse.</p> <p>If this road was to go ahead I am presuming the shire of serpentine Jarrahdale will install many speed humps. Footpath for the school children get safely to the bus stop on Abernethy road. Bridal paths and more street lighting.</p>	<p>As per the Shires policy residents within a 500m radius were contacted – we note some residents were missed and will make change to this for future plans/ applications.</p> <p>Proposed modification during subdivision stage for traffic calming measures.</p>	



**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>I haven't read the stipulations or proposals as I have only been notified of this closure time of midnight tonight to oppose. I don't have the time to read the many pages there are but if the block sizes are less than 5 acres and are smaller than I would expect our land to be rezoned the same.</p> <p>I strongly disagree and oppose to the continuation of Byford Meadows drive being extended to the new sub division and would expect the Shire of Serpentine Jarrahdale respect the objections made by the people that pay rates rather than what the Shire will gain from it. Other alternatives are an option and should be reviewed carefully.</p> <p>Keeping Oakford safe.</p>		
<p>Eileen and Casey Osborn</p> <p>58 swamp gum road</p>	31.	<p>The increase in residential housing will directly impact road conditions which immediately effect the safety of all residents on out road, as Thomas road is directly backing out property the increased noise levels, pollution from cars and dangerous intersections will be effecting us every day.</p> <p>Currently the noise levels from trucks and cars is extremely high and concerning for what is supposed to be rural living. The entire Oakford suburb is built in rural conditions and additional housing will put extremely dangerous road conditions and noise and air pollution at dangerous levels.</p> <p>Crime levels are at all time high on averages due to urban sprawl and more development will put pressure on police presence and safety of average residents. Oakford will lose the equestrian and farming uniqueness along with the above safety's concerns.</p>	<p>Proposed modification during subdivision stage for traffic calming measures.</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
Carly and Simon Dagnall  81 Byford Meadows Drive	32.	<ul style="list-style-type: none"> <li>• Increased traffic levels and noise.</li> <li>• No footpaths</li> <li>• Drop of water table from extra bores</li> <li>• Blind corners</li> <li>• Increased crime</li> <li>• Danger to children and pets</li> <li>• A lot of walkers</li> <li>• Decrease house values</li> <li>• Many people have horses and kids on ponies.</li> <li>• Bad lighting</li> <li>• Not enough access</li> </ul>	<p>Proposed modification during subdivision stage for traffic calming measures.</p> <p>Rural residential areas are not required to have footpath infrastructure to keep the rural aesthetics of the area.</p> <p>A modification is to provide the drainage plans in the LWMS. With identified and designated building envelopes for the lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p>	
Paul and Vicki Mannering  99 Byford Meadows Drive Oakford	33.	<p>We have no major opposition to the new estate being developed (prefer to stay rural but suburbia is encroaching into Oakford more) but we have many reasons as to why we do not want Byford Meadows Drive connecting with the new estate planned.</p> <p style="text-align: center;">BYFORD MEADOWS DRIVE TO STAY SEPARATE FROM NEW</p>	<p>The connection creates legibility to the movement network of the area.</p> <p>Proposed modification during subdivision stage for traffic calming</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>ESTATE</p> <ul style="list-style-type: none"> <li>• As has been seen in a lot of the new development areas in Byford and indeed other areas. Concern on incidents of crime, hooning &amp; basic speeding down the straights increase. We have a lovely quiet neighbourhood who all respect each other. WE DO NOT want to be joined into another estate who doesn't understand our area or respect it.</li> <li>• Our road was not designed for an increase in traffic. The trucks that come down our road already have played havoc on the road surface. Unless major work was done to our road infrastructure, it just would not hold up long term. We all like our peace &amp; quiet. This is why we bought/built here in the first place.</li> <li>• Following on to the increase in traffic, we have a lot of foot traffic within our estate. Kids &amp; adults either riding bikes or walking and people riding/walking horses. It is not unusual to find any sort of farm animal, kangaroo or emus on the road. We are a community who looks after each other &amp; looks out for these things when we drive. We work as a rural area looking out for each others properties &amp; our livestock.</li> <li>• Our estate includes 3 roads into total. They are not huge open roads and we have drains on either side of these roads. The verge area is not large. If we are connected to another estate, which then allows us to be used as a thoroughfare we do not have enough room on the sides of the road to accommodate people &amp; their dogs/kids, horses or bikes. WE DO NOT want to put anyones lives at a higher risk and this is what would happen if we were connected.</li> <li>• We do not have street lights or footpaths. I think this is self explanatory in itself.</li> <li>• We have a few blind corners on Byford Meadows Road. This</li> </ul>	measures.	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>corners surprise visitors &amp; even us locals at time. They are an accident waiting to happen. Increase the traffic and these will become deadly.</p> <ul style="list-style-type: none"> <li>• There have been a few accidents within our estate with cars and with animals involved and all have been by visitors. We even had a death of a horse and luckily no people were hurt. Increase traffic, increased risks.</li> <li>• Common sense tells us that if we become a thoroughfare that can connect people from major roads, people will start to use our road to avoid the other fatal/busy intersections. WE DO NOT want this. With the planned expansion of Tonkin Hwy also, this would further increase traffic.</li> <li>• We are an estate of about 40-50 houses. We all built or moved here for a quiet, rural lifestyle. We are all friendly with each other. We look after each other &amp; our neighbours properties. We are probably a rarity these days for a community. This is what we wanted, a quiet street with amazing people &amp; very little crime. WE DO NOT want to be connected to another estate. WE LIKE that there is one way in and one way out. If we wanted to be part of suburbia, we would have bought closer to town. PLEASE LEAVE OUR LITTLE COMMUNITY AS IT IS. WE ALL LOVE IT!!!</li> </ul>		
<p>Matt Marshall 276 Kargotich road, Oakford</p>	34.	<p>I oppose to this subdivision on the basis that there is already a massive problem with traffic entering Thomas road from Kargotich Road and Hopkinson Road, no subdivisions should be approved until there is a clear and approved plan for upgrading the intersections that does not impact the current residents in the area. The solution is not to create avenues for the additional traffic to use the northern leg of both Hopkinson and Kargotich as rat runs to access Tonkin Highway. All efforts need to be made to reduce this from occurring and affecting the residents living in the area.</p>	<p>The Thomas Road &amp; Kargotich intersection is planned to be upgraded and a roundabout put in, this will create safer / traffic calming around the area. Main roads are leading this project.</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		This needs to be sorted prior to any planning approvals be granted.		
Doug and Lesley Thomas 52 Mount Eden Lane, Oakford	35.	<ul style="list-style-type: none"> <li>• Increased traffic flow at multiple intersections that already have significant vehicle accidents and near misses daily.</li> <li>• Increased traffic on road that Shire has failed to maintain.</li> </ul>		
Graham Rykers 9 Byford Meadows Drive Oakford	36.	We would be all for this to happen when Thomas and Kargotich Road intersection is upgraded and this is well overdue. This development doesn't have any upgrades to our street which is disappointing. We don't have horses but the extra traffic would certainly affect this area.	<p>The Thomas Road &amp; Kargotich intersection is planned to be upgraded and a roundabout put in, this will create safer / traffic calming around the area. Main roads are leading this project.</p> <p>The Shire has proposed potential speed decrease for Kargotich road down to 70km/h</p>	
Andrew Flynn	37.	<p>I wish to register my opposition to the proposed opening up of Byford Meadows Drive Oakford. This road is not wide enough for increased traffic.</p> <p>There are many kids who play in the street and there are no footpaths for them to use. There are three corners with limited vision, which are already hazards.</p>	<p>A traffic impact assessment was undertaken as a part of the assessment, this takes into consideration connecting roads.</p> <p>Rural residential areas are not required to have</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
			footpath infrastructure to keep the rural aesthetics of the area.	
Mike Dagostino	38.	I would ask that the impact on traffic into Kargotich or Hopkinson Roads be advised.	The Thomas Road & Kargotich intersection is planned to be upgraded and a roundabout put in, this will create safer / traffic calming around the area. Main roads are leading this project.	
Kaylene McTernan	39.	<p>Objection to Byford Meadows Drive road extension into to proposed subdivision – Lot 2 Thomas Road and Lot 4 Kargotich Road Oakford.</p> <p>My objection is not to the proposed subdivision in its entirety. My objection is to the reduction in enjoyment of the Byford Manor Estate – encompassing the streets of Byford Meadows Drive, Simmental Place and Limousin Place.</p> <p>This subdivision is approximately 20 years old and Byford Meadows Drive has been a dead end during this period.</p> <p>The land-owners / occupants of this estate currently enjoy a quiet culdesac development and I do not wish to loose this peaceful lifestyle where we can walk, exercise our dogs, horses and our children can ride their bikes within the estate without fear of high traffic volumes.</p> <p>If Byford Meadows Drive is allowed to extend into the proposed subdivision the reality is that the proposed 64 properties will increase the volume of traffic by up to 240 vehicles per day through our subdivision.</p>	Noted	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>This estimate is based on two vehicles per day, morning and night leaving and return one time in this day.</p> <p>Whilst there are other proposed entries to the estate, we recognise that due to Kargotich Road having a high volume of traffic that residents of the new estate will utilise Byford Meadows Drive to reduce their drive through to Byford town centre, driving out onto Abernathy Road for School drop offs and pick ups, access to the shopping precincts of Byford etc.</p> <p>The Byford Manor Estate roads are in terrible condition already and this will further exacerbate the roads, make the estate “unwalkable” and will impact the livability of our estate.</p>		
Denis and Sue Brewer	40.	<p>Concern 1</p> <p>Significate increase in traffic on Jersey Road</p> <p>Due to congestions at Thomas and Hopkinson and Thomas and Kargotich intersections.</p> <p>Cars and trucks will use Jersey Road as a thoroughfare especially at peak times.</p> <p>As examples, traffic coming from Byford travelling to the Freeway or Kwinana will use Jersey Road instead of Hopkinson and Thomas intersection to avoid long delays or risk of accidents.</p> <p>Traffic from Kargotich Road that want to travel to Tonkin Hwy will use Jersey Road then left into Hopkinson then left into Thomas. This will be an easier option as it avoids turning right onto Thomas Road from Kargotich.</p> <p>Traffic travelling from west side of Kargotich Road, (eg) Freeway, Nicholson Road and Kwinana area heading towards Byford, Mundijong and South West Hwy will use Jersey Road as again this is an easier</p>	<p>Proposed modification during subdivision stage for traffic calming measures.</p> <p>The LWMS outlines the key elements required to achieve best practice stormwater management for the site and describes the existing hydrological environment.</p> <p>A modification is to provide the drainage plans in the LWMS. With identified and designated building envelopes for the</p>	

**NEW SUMMARY OF SUBMISSIONS**  
**Thomas Road (L2), Kargotich Road (L4), Oakford / Local Structure Plan / PA19/165**

Submitter	No	Submitter Comments	Officer Comment	Officer Recommendation
		<p>option.</p> <p>Concern 2</p> <p>Storm Water Drainage</p> <p>Any further development of this area needs to be a significant improvement in the way of water run-off and drainage of all rain and storm water.</p> <p>No water what so ever can be permitted to run or be drained from the proposed subdivision to this subdivision.</p> <p>All the properties here are extremely wet with water laying on our block's for extended periods of time when it rains.</p> <p>The drains that were developed at the back of blocks or beside roadways fill quickly and takes weeks to dry as there is simply nowhere for the water to go.</p> <p>Property owners here have spent large sums of money to try to divert water from their properties to already insufficient drainage system.</p> <p>The SJ Shire should never have given approval to this existing subdivision as the land is LOW LYING CLAY BASED SOILS and very flat. THE EXISTING DRAINAGE IS WOEFULLY INADIQUATE.</p>	<p>lots, drainage swales and corridors and a multiple use corridor to the south of the identified site.</p> <p>The plan has identified indicative elevated building pads and envelopes for the sites, although the Shire does not support the current subdivision and will be proposing a modification disclaimer for subdivision to not be included in the Structure plan but Furthermore be explored at a later stage.</p>	