

SUMMARY OF SUBMISSIONS
PA22/197 – Hopeland Road, Hopeland 394 (L100)
Application to Amend Condition to Extend Validity of Existing Development Approval

Submitter	No	Submitter Comments	Officer Comment
A14302	1	Our main concern is the amount of trees that will have to be destroyed and the effect on the ground water becoming more saline, as in the Chittering Valley.	The removal of vegetation has already been approved and clearing permits issued by DWER.
A17700	2	<p>Below are comments in relation to the above Development Application for the extraction</p> <ol style="list-style-type: none"> 1. After briefly reading the report from the Transport Impact Statement, section 4 that relates to the Karnup and Hopeland Road and the increase in truck traffic on both Roads. I would highlight the following about these two roads as I travel them frequently on both Roads to carry out running my farming business, as I travel to my property on Punrak Road with feed for my stock and also to check the boundary fence that runs along the roadside. 2. I would like to point out that, I do not consider Hopeland to be wide enough at 6 metres to for the increased number of trucks proposed to safely transcend the road, especially the areas that are over bridges and where there is drain on either side of the road. 3. Also noted in the report that Karnup Road is only slightly wider to Hopeland Road at 7 metres and at time there is difficulty with trucks passing in spots especially at bridges and where trees are close to the road. 4. The report states that Hopeland Road is a single carriage way and there are times when you need to move off the bitumen onto the gravel on the side when passing a large truck as they will not move off the bitumen, specially at the speed, also with this in mind the roadside markers/post means that you need to slow up considerably, for safety, if you don't you would end up driving into these and cause some damage. 	<p>Noted.</p> <p>The trucks proposed to be used in conjunction with the development are as-of-right vehicles. Local roads are designed to a standard accounting for vehicles of this size.</p> <p>The trucks proposed to be used in conjunction with the development are as-of-right vehicles. Local roads are designed to a standard accounting for vehicles of this size.</p> <p>The trucks proposed to be used in conjunction with the development are as-of-right vehicles. Local roads are designed to a standard accounting for vehicles of this size.</p> <p>Noted; however, consideration cannot be given to events that have not been recorded as the data is not available to review.</p> <p>Road speed limits are determined by Main Roads WA.</p>

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		<p>5. The report also states that the number of reports accidents is at a reasonable level, but minor accidents and near misses are or may not be recorded. What consideration, if any has been given to this to this matter, I know that there have been a number of incidents at the corner of Karnup & Hopeland Roads, as I can hear the vehicle wheel breaks go on all times of the day and night.</p> <p>6. The speed limit for Hopeland Road being 100 kms per hour is ridiculous and should be changed to a more acceptable of 80 kms per hour, I base this on the fact that Karnup Road is more of a major road and the speed limit is 100 Kms per hour.</p> <p>7. I would also like to know will the shire be doing any upgrading of either Karnup or Hopeland road prior to the increase in truck traffic on the road? I have previously this question and have yet to receive a response.</p>	<p>Upgrades have already been completed at the intersection of Hopeland Road and Karnup Road to improve safety of vehicles turning onto Karnup Road.</p>