

COOK AVENUE STRUCTURE PLAN – NO 5
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING (CLOSED 3 MARCH 2004)

Attachment 4

NO	NAME OF SUBMITTOR	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	COUNCIL'S RECOMMENDATION
1	H Ross-Jones	7/3 Endeavour Road HILLARYS WA 6025	Concerned about additional traffic on Marmion Avenue and Cook Avenue	Submission noted. Adopt as Agreed Structure Plan
2	Alinta Network Services Pty Ltd	N/A	No objection	Adopt as Agreed Structure Plan
3	Western Power Network Services	N/A	No objection	Adopt as Agreed Structure Plan
4	Ms D Spada	103 Cook Avenue HILLARYS WA 6025	<ul style="list-style-type: none"> Concerned that Plan 1 showing proposed density does not form part of the Structure Plan and therefore a default density of R60 would apply. No definition of "housing" to provide certainty that short or medium stay accommodation could not be developed and, therefore, that these would not have to comply with the density code. No contours for finished ground levels are provided which could result in significant filling of some properties and a detrimental impact on the surrounding residential area. 	<ul style="list-style-type: none"> Plan 1 – Structure Plan Map that denotes the density of the Precincts is located within Part 1 of the Structure Plan document, the statutory part of the document, and is clearly separated from Part 2. For clarity, the Contents page of the Structure Plan has been modified to include reference to Plans 1-3 in Part 1, the densities of each Precinct are now noted in the objectives of these Precincts. The term "housing" is commonly understood to refer to residences used for permanent habitation. The word "housing" has been removed in the modified Structure Plan and replaced with the word "dwelling" which is clearly defined in the Codes as "a building...to be used for the purpose of human habitation on a permanent basis....". It is noted that a contoured subdivision plan was provided in Part 2 which provides an understanding of the way that the dwellings could be developed by observing the natural ground levels. To allay any concerns about extensive filling and retaining, an additional provision has been included in the Structure

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			<ul style="list-style-type: none"> • Visual bulk and scale will be out of character with the area. • The City's Height and Scale Policy should apply so that ground levels are not raised and building heights are limited to 8.5m to protect views and amenity. • Questions whether the on-street car parking bays along New England Drive and Willandra Drive are making up for a deficiency in on-site parking. • Need for definition of "Single Residential Housing Types" and "diversity of housing types". • Residential development should not need signage, except for home businesses. • Uncertainty whether medium and low density development (R25/40) is proposed or just medium density 	<p>Plan in the Perimeter Dwelling Precinct (item (v)) limiting the height of retaining walls to 2m.</p> <ul style="list-style-type: none"> • Two storey single dwellings will be the norm, with the exception of dwellings fronting Willandra Drive that would be split level developments with single storey frontages to Willandra Drive and New England Drive single storey. The surrounding area, including the opposite side of Cook Avenue, is characterised by a mix of single and two storey single and grouped dwellings. • The City's Height and Scale of Buildings Within a Residential Area Policy 3.1.9 sets out the maximum permissible heights and scale of buildings in residential areas. However, the primary intent of formulating a Structure Plan is for any proposed residential development of additional height to be able to be approved with certainty, something that a policy provision does not ensure. • The on-street car parking bays for visitors have been provided on the proposed internal streets and are additional to the required 2 car parking bays for each dwelling, as required in the Structure Plan. • The term "a variety of residential housing" refers to the style of housing that will be developed and does not refer to different forms. • The only signage that could be permitted in a residential area under the City's Signs Local Law would be in relation to home businesses. • The proposed densities are R25 (low density) for the Perimeter Dwelling Precinct and R40 (medium density) for the Internal and Grouped
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			<p>(R30-R60).</p> <ul style="list-style-type: none"> No communal space provided for Multiple Housing Precinct. 10% public open space or cash in lieu should be provided. Long term maintenance of the public open space has not been addressed and these costs should not fall on the City. All costs for alterations to Cook Avenue need to be borne by the developer. The proposed development is not an infill redevelopment and no discussions have taken place with the community about any use other than dwellings. 	<p>Dwelling Precincts.</p> <ul style="list-style-type: none"> Communal open space is not required for grouped dwellings. (The original Structure Plan referred to a Multiple Housing Precinct which was confusing terminology). The shortfall of public open space of approximately 350m² (0.125% of the site area) with the proposed arrangement of lots. As little as 8% POS can, however, be accepted subject to a cash-in-lieu payment to the local authority for the required balance. Public open space is normally vested in the local authority for its care and management and, therefore, the costs associated with maintaining this space would be borne by the City. This matter will be considered further at the subdivision stage when an agreement may be made with the developer to maintain this area. Proposed traffic management devices, including traffic islands and the subsequent narrowing of Cook Avenue, and the proposed location of crossovers in relation to existing crossovers on the north side of Cook Avenue will be required to be installed at the developer's cost. The site is under private ownership. The landowner is not required to consult the community about intended uses, nevertheless they have conducted public meetings previous to the submission of the Structure Plan to gauge acceptance of their proposal.
5	J Jarvis	101 Cook Avenue HILLARYS WA 6025	As above (identical submission)	As above
6	C Jarvis	101 Cook Avenue HILLARYS WA 6025	As above (identical submission)	As above

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7	L A Woodland & MJ Stewart	15/93 Cook Avenue HILLARYS WA 6025	Strong approval for the proposal	Adopt as Agreed Structure Plan
8	T & M V Standing	6/97 Cook Avenue HILLARYS WA 6025	<ul style="list-style-type: none"> Concerned about additional traffic to short and medium stay buildings, any signage, advertising or hoardings. Zoning should be “residential” with only single dwellings allowed within R25/R40. Any alterations to Cook Avenue and the site should be paid for by the developer. 	<ul style="list-style-type: none"> A traffic management report has been submitted and includes measures to be taken to alleviate the pressure of additional traffic along Cook Avenue where the entry is to the site. These measures will be implemented and paid for by the developer. An “Urban Development” zoning enables a more holistic approach than a “Residential” zoning as the former requires the provision of a Structure Plan that sets out all particular development requirements for the subject lots. The density coding of land within an “Urban Development” zone is considered within the context of a Structure Plan and not as part of the amendment process.
9	K & L Lamb	4/85 Cook Avenue HILLARYS WA 6025	<ul style="list-style-type: none"> Unhappy that the site will no longer be used for a school, the basis of purchasing their property. Considers the extent of development “too ambitious”. Loss of birdlife with the clearing of the site. Wants the site to comprise more open space. 	<ul style="list-style-type: none"> Lot 124 is private property that inevitably would be developed in time. The most appropriate use for the land is residential which would require the land to be cleared in the most part. The City does not have any controls to limit the amount of clearing on private land. The loss of associated flora and fauna habitat is regrettable yet inevitable. Low and medium density dwellings (R25 and R40) are consistent with the density of surrounding properties. This issue has been addressed in the above submissions.
10*	M Caiacob	7 Rowan Place	<ul style="list-style-type: none"> Unclear if Plan 1 – Structure Plan 	These issues have been comprehensively addressed in the

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		MULLALOO WA 6027	<p>Map is in Part 1 of the Structure Plan and therefore the density shown on this map is binding.</p> <ul style="list-style-type: none"> • Criteria and objectives does not indicate a density coding. • No definition of “a variety of residential housing” and therefore certainty that short, medium and long term residential buildings will not be a part of the development. • All car parking should be contained on the site as street parking will alter the streetscape. • Should on-street parking be approved, the applicant should pay all costs, including any cash -in-lieu. 	above response to D Spada.
11*	Department of Environment	N/A	No objection	Adopt as Agreed Structure Plan
12*	Department of Health Wastewater Management	N/A	No objection	Adopt as Agreed Structure Plan

*late submissions