

**PROPOSED AMENDMENT NO 39
SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING
(CLOSED 28 NOVEMBER 2007)**

NO	NAME OF SUBMITTER	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	OFFICER OR COUNCIL'S RECOMMENDATION
1	Western Power	N/A	No objection	Noted. Adopt Amendment
2	S Jones	6 Kestrel Mews Edgewater 6027	Supports the proposal and would like a combination of R20 and R30, to assist infill and retain 'green belts'.	Noted. Adopt Amendment. The City is required to consider the proposal, which does not include a change of density.
3	C & J Bird	4 Kestrel Mews Edgewater 6027	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • loss of cul-de-sac facility due to increased traffic with another 6 residences • no room for additional traffic on Kestrel Mews and Osprey Grove, especially during the during construction of the new dwellings • increased traffic congestion with limited off street parking, especially at school start and finish times • safety of school children and children who live and play in the cul-de-sac 	<ul style="list-style-type: none"> • Estimates of traffic movements in residential areas are based on a standard of 10 vehicle movements per day per dwelling. There are 11 properties currently accessed from Kestrel Mews, generating an estimated 110 residential traffic movements per day. Sixty additional traffic movements could be expected in relation to the future development of 6 residential lots which could be readily accommodated. The City intermittently records traffic counts on its roads. Osprey Grove is designated as a Local Access Road where 2-3,000 vehicle movements per day (weekday) could be expected. The last traffic count recorded for Osprey Grove was 432 movements. Counts for cul-de-sacs are not generally taken due to the limited nature of traffic movements on these types of roads. No figures are available for Kestrel Mews, however, in view of the above comments, Kestrel Mews can accommodate additional traffic movements. • The main car parking area for the school is located off Treetop Avenue on the southern end of the site, near the classrooms. Eighteen car parking bays are located in the road reserve along Kestrel Mews towards Osprey Grove. • Footpaths are provided for pedestrians in the vicinity of the school. It is acknowledged that

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			<ul style="list-style-type: none"> • potential to affect property values • Would support the proposal if vehicular access is proposed from Regatta Drive. 	<p>children may play in the street, however, this is not the purpose of the road.</p> <ul style="list-style-type: none"> • The City is not able to provide comments in relation to property valuations. • Noted
4	S & N Alberto	14 Kestrel Mews Edgewater 6027	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • loss of tranquillity from rezoning due to increased traffic and noise. • loss of safety for children to play in the street and walk to school due to increased traffic. • loss of privacy in the front garden, especially during construction • devaluation of property • loss of street trees that provide shade and sanctuary for endangered black cockatoos • disputes that the subject land is an 'eyesore' • Refers to the need for the City to retain its natural environmental assets, under 	<ul style="list-style-type: none"> • As Submission 3. • As Submission 3. A footpath is constructed along the north side of Kestrel Mews before the cul-de-sac head for pedestrians. While streets may be informally used for children to play on, this is not the primary purpose of the road. • Front yards address public roads and therefore generally do not afford a high level of privacy. The proposed location of the area to be rezoned is not opposite the submitter's property. • As Submission 3. • Street trees located outside of the cul-de-sac head would be unaffected by the proposal. One or two trees further along Kestrel Mews may be removed to provide access to the land. There are large trees located on other parts of the school site that would not be affected by the proposal. • The applicant's submission states the subject area is an 'eyesore' comprised of degraded remnant vegetation and is heavily weed infested, rather than containing significant trees. The City has confirmed the land is weed infested. Should any vegetation be considered significant by the City, a condition regarding retention could be imposed at the subdivision stage. • Noted, however, the vegetation is not considered

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			<p>its Environmental Plan 2007 – 2011.</p> <ul style="list-style-type: none"> • Claims there have been no incidences of anti-social behaviour on the site in the 2 years they have lived there. 	<p>to of significant quality. The subject land is not owned by the City, nor is the land a Park.</p> <ul style="list-style-type: none"> • Noted. It has been noted by the applicant and by the City's officer through site inspection that some rubbish has been dumped on the site.
5	V Sullivan & T Saunders	20 Kestrel Mews Edgewater 6027	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • Increased traffic flow in the street • danger when reversing from properties • Safety hazard for children going to/from school • Lack of street parking • Loss of cul-de-sac facility and quiet from low level of traffic, the cul-de-sac being instrumental to the decision to purchase their property. • Devaluation of properties • Loss of privacy in the street • Poor visibility with alignment of Kestrel Mews • Expressed concern the school did not consult nearby residents before submitting the proposal. 	<ul style="list-style-type: none"> • As Submission 3. • It is not considered that the level of care required when reversing out of a property would increase due a potential 6 additional dwellings. • As Submission 4. • Parking in residential streets is generally informal and occurs as 'overflow' from nearby residences. Eighteen marked on-street parking bays, however, are provided along Kestrel Mews to ease parking at the school's peak times. • As Submission 3. • As Submission 3. • As Submission 3. • As Submission 4 • The proposed rezoning will not affect the alignment of Kestrel Mews. • Noted, the City is required to undertake statutory advertising of the proposal.
6	S Russell	16 Kestrel Mews Edgewater 6027	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • property devaluation – bought property based on 'superior location' opposite reserve land in a cul-de-sac • increased traffic • remove safety of cul-de-sac 	<ul style="list-style-type: none"> • As Submission 3. The land can currently be developed for the primary school purposes. • As Submission 3 • As Submission 3

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7	Principal & Chairperson Edgewater Primary School Council	Edgewater Primary School Treetop Avenue, Edgewater	Supports the proposal as a means of acquiring funds for school facilities, stating the land will never be used otherwise. States the area is a fire hazard and haven for loitering, however the proposal avoids the loss of large trees and substantial bushland views for local residents. Points out that existing traffic peaks at school drop-off and pick-up times occur for a very short period of time. Notes that the additional traffic on the low level of traffic	Noted. Adopt Amendment.

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			along Kestrel Mews for the new housing is unlikely to be happening at these times.	
8	President Edgewater Parents & Citizens Association	Edgewater Primary School Treetop Avenue, Edgewater	Supports the proposal, as Submission per 7.	Noted. Adopt Amendment.
9	JM & JL Avenell	22 Kestrel Mews Edgewater 6027	<p>Objects for the following reasons:</p> <ul style="list-style-type: none"> • Loss of valued cul-de-sac facility - bought their property based on peaceful location, privacy and safety for their young children to play in the cul-de-sac • Increase in traffic • Increased car noise and headlight glare • Reversing hazard if an access abuts their property due to location of existing driveway <ul style="list-style-type: none"> • Safety of their children travelling to school – current road layout, lack of parking and footpath facilities are already dangerous • Property devaluation • Loss of privacy • Increased lack of street parking • Awkward alignment of Kestrel Mews and Osprey Grove 	<ul style="list-style-type: none"> • As Submissions 3 • As Submissions 3 • As Submissions 6 • As Submission 5. Driveways of adjoining properties are required by the City to be a minimum of 1.0m from the common property boundary, to ensure safe sightlines. The crossover and driveway on No.22 are located approximately 9m from the Reserve boundary. The proposed access to the future subdivision is indicated to be 13m wide which would provide ample opportunity to locate the crossover and driveway a safe location. • As Submissions 3 & 4 • As Submissions 3 • As Submissions 4 • As Submissions 5 • As Submissions 5

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10	17 signature Petition		Objects for reasons noted in Submission 9	As Submission 9. It is noted that 5 of the 17 petitioners submitted separate submissions, as summarised in this Schedule.
11	Water Corporation	N/A	No objection	Noted. Adopt Amendment.
12	Alinta	N/A	No objection	Noted. Adopt Amendment.