

Response to Submissions Received

Local Planning Scheme Amendment No. 100 – Rezoning from 'No Zone' (Road Reserve) to Residential R20.

Submitter No.	Nature of Submission	Applicant/Owner Response	City of Kalamunda Response
<p>Submitter 1</p>	<p>We received a letter dated 16.11.18 regarding Lot 500 #27 Wandoo Road Forrestfield. I believe you are referring to the back part of the block that has a street fronting onto Coolabah Way between house no #40 and #47.</p> <p>Our concerns are as the original plan was for a road reserve to become a through road but did not eventuate, the end of Coolabah has not been made into a cul-de-sac where vehicles can turn around safely. Over the past few months we have had several trucks reversing down our street whilst the new house was under construction at Lot #47.</p> <p>We have even had the Cleanaway truck reverse down the road to #31 turn around and reverse back up to empty the bins when there have been cars in the way of safely doing a three point turns with a few attempts.</p> <p>Today I took a video of the garbage truck, we had an NBN ute and trailer propped in the road reserve area near the fence to allow the Cleanaway truck to empty bins, a van parked across the road and then the garbage truck at the end of the street. The garbage truck driver got out of his truck and asked the NBN ute to move. The area was limited for the NBN ute so he reversed back down the street to #31 to turn</p>	<p>It is not possible for the unmade road reserve (in private ownership) within Lot 500 to remain as this would be inconsistent with valid WAPC subdivision approval ref: 155121.</p> <p>As part of its assessment of the subdivision application the City resolved that the unmade road reserve "<i>is no longer required</i>".</p> <p>The WA Planning Commission agreed with the City and imposed a subdivision condition requiring the road reserve to be amalgamated with the adjoining proposed lot. In addition, the WAPC recommended that the landowner / applicant commence discussions with the City to rezone the subject land.</p> <p>Following issue of the subdivision approval our client subsequently proceeded to act</p>	<p>It is acknowledged that the local road network was designed with the intent of the road achieving a full circular movement for Coolabah Way. Should the road reserve be rezoned to Residential, the circular movement is no longer achieved, thereby triggering the requirement of road upgrades (Cul-de-sac) to ensure safe and legible vehicular manoeuvrability. The City recommends the proposed amendment be modified to include a requirement for the landowner to upgrade Coolabah Way to provide a cul-de-sac.</p>

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	<p>around, the Cleanaway truck successfully turn in 2 attempts at a 3 point turn.</p> <p>Both the Cleanaway truck and the NBN ute used the 6 metres or so of the road verge to the fence to either park or turn around, if this is made into a R20 block where do the trucks turn around. A suggestion can the City claim back the land at the side of Lot 500 in Coolabah Way to make a safe turning circle for road users.</p> <p>We have both young children and senior citizens in our street and we do not find it safe for trucks to be reversing down our street.</p> <p>Many thanks and look forward to your reply.</p>	<p>on fulfilling the assigned subdivision conditions (at a significant expense) and is currently in the final stages.</p>	
<p>Department of Water and Environmental Regulations</p>	<p>Thank you for the above referral dated 16 November 2018. The Swan Avon region of the Department of Water and Environmental Regulation has assessed the referral as a proposal of no interest and such has no comments to provide.</p>		<p>Noted.</p>
<p>Department of Planning, Lands and Heritage</p>	<p>Thank you for your letter dated 16 November 2018 seeking comment from Department of Planning, Lands and Heritage (DPLH) regarding advertising of Amendment 100 for public comment.</p> <p>A review of the Register of Places and Objects as well as the DPLH Aboriginal Heritage Database</p>		<p>Noted.</p>