










**Residential Density Codes  
District Planning Scheme No.2  
Amendment No.52**

**LEGEND**

**SCALE 1: 2000**

 Boundary of Amendment  
Zone Area

**RCODES**

 UNCODED  
 R 20  
 R 40  
 R 60



Prepared by City of Joondalup : 07102010

NO	NAME AND ADDRESS OF SUBMITTER	DESCRIPTION OF AFFECTED PROPERTY	SUBMISSION SUMMARY	OFFICER OR COUNCIL'S RECOMMENDATION
1	Name and address withheld by request	Withheld by request	<p>Objection</p> <ul style="list-style-type: none"> <li>• Very concerned about the impact on the area with the huge increase in traffic this redevelopment will create. Marri Road is an extremely busy road, extra traffic will significantly increase the risk of road accidents.</li> <li>• Marri Road is very narrow and cars cannot be parked along the roadside without creating a traffic hazard.</li> <li>• The future redevelopment of the site will devalue properties in the area.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>• These comments are in regard to the development of the site not the re-coding. There is a current development approval for a three storey building on this site. There is no proposal to change the height or appearance of the building. A traffic impact assessment submitted for the development has indicated the increase in vehicle movements to and from the subject site will not significantly impact in the volume or flow of traffic to Marri Road and the surrounding streets. It is also likely that traffic movements to and from the site will be substantially less than when the service station previously occupied the site.</li> <li>• The issue of property values is not a planning consideration and therefore cannot be considered as part of the scheme amendment process.</li> </ul>
2	T Boutle email address provided	No address provided	<p>Objection</p> <p>Concerned that the resulting development will:</p> <ul style="list-style-type: none"> <li>• impact on the privacy of nearby landowners</li> </ul>	<p>Noted.</p> <p>The comments generally relate to the future development of the site, however, the following comments are made:</p> <ul style="list-style-type: none"> <li>• Elements such as privacy, traffic and building height and the façade have been assessed through the development application process and comply with</li> </ul>

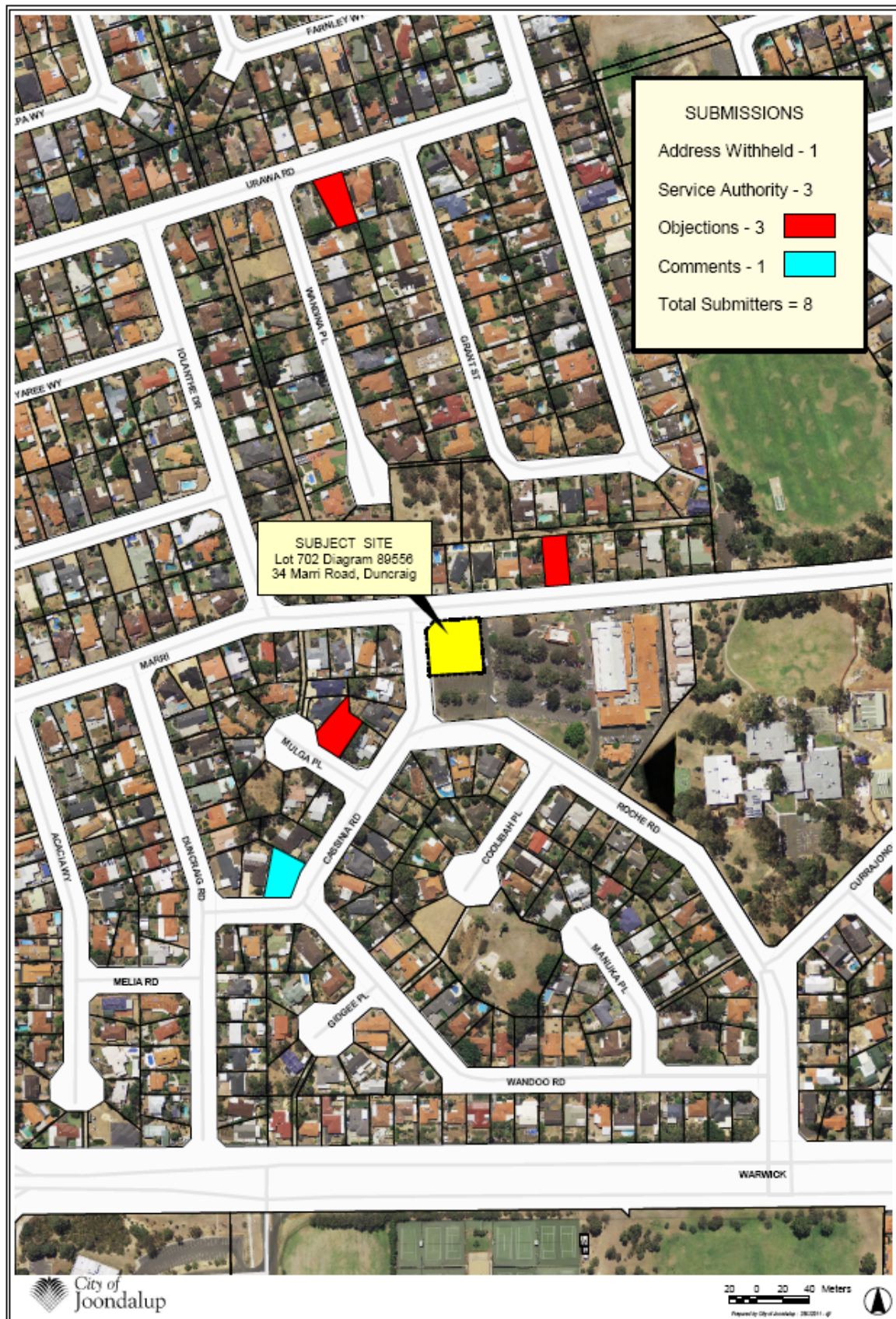
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			<ul style="list-style-type: none"> <li>will increase traffic in the area</li> <li>believes the commercial businesses on site would need to complement the existing shopping outlets and add value to the residents in the area, something is believed to be difficult to achieve.</li> <li>Buildings greater than two storeys will impact on the appearance of the area. A large 3 storey complex would dominate a small commercial precinct and dwarf the surrounding gum trees and other houses.</li> </ul>	<p>requirements.</p> <ul style="list-style-type: none"> <li>A traffic impact assessment submitted for the development has indicated the increase in vehicle movements to and from the subject site will not significantly impact in the volume or flow of traffic to Marri Road and the surrounding streets. It is also likely that traffic movements to and from the site will be substantially less than when the service station previously occupied the site.</li> <li>The City is unable to influence the mix of businesses which choose to tenant the development. This is left up to the market to determine.</li> <li>Building height is not related to the scheme amendment proposal under consideration.</li> </ul>
3	Western Power 363 Wellington Street PERTH WA 6000	N/A	No objection.	Noted.
4	B J Martin 47 Marri Road Duncraig 6023	47 Marri Road Duncraig 6023	<p>Objection</p> <ul style="list-style-type: none"> <li>States the sign on site advising of the scheme amendment is misleading as it doesn't provide details about the future development.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>The sign relates to the coding change from R20 to R60 which may permit up to eight dwellings on the site should the landowner choose to develop the site for residential dwellings. The scheme</li> </ul>

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			<ul style="list-style-type: none"> <li>Believes there is no need for more vacant retail premises in Duncraig.</li> <li>States there are existing parking problems associated with the shopping centre and school and the future development will only add to the problems.</li> <li>Questions whether solar aspects of residential lots on the west side of the development.</li> </ul>	<p>amendment process is separate to the development approval process as such the details were not included on the sign.</p> <ul style="list-style-type: none"> <li>Retail (shop) is a permitted use on the site. It is the submitter's opinion that the premises will remain vacant.</li> <li>Proposed car parking for any future development is required to be contained on site, and meet the requirements of the District Planning Scheme and Residential Design Codes. In addition, a traffic impact assessment submitted for the development has indicated the increase in vehicle movements to and from the subject site will not significantly impact in the volume or flow of traffic to Marri Road and the surrounding streets. It is also likely that traffic movements to and from the site will be substantially less than when the service station previously occupied the site.</li> <li>There is a current development approval for the site being for a three storey mixed used development consisting of office, shop and three multiple dwellings. Elements such as solar orientation were assessed as part of the development approval process and considered to be appropriate.</li> </ul>

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5	G Taylor email address provided	Urawa Road Duncraig 6023	<p>Objection.</p> <ul style="list-style-type: none"> <li>States the area isn't suitable for high density housing as it isn't near a train station or inner city.</li> <li>Believes the future development will be small, cheap and nasty.</li> <li>States that consulting rooms should be permitted as the use is more suitable to the site.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>The proposed density increase for the site is consistent with Recommendation 5 of the City's draft Local Housing Strategy which recommends the base coding of R20 be increased to R80 for all commercial and mixed use zoned land, outside of the City Centre, where the lot is greater than 1000m<sup>2</sup>.</li> </ul> <p>The proposed density increase provides an opportunity for mixed use development to occur in close proximity to facilities such as the shopping centre which provides services which meet the needs of the residents.</p> <ul style="list-style-type: none"> <li>This is the submitters opinion, and no comment is required.</li> <li>The increase in the density code does not negate the option of the site being used for commercial purposes as 'Commercial' zoning for the site is not proposed to change.</li> </ul>
6	J Kealy email address provided	Cassina Road Duncraig 6023	<ul style="list-style-type: none"> <li>Concerned about the increase in traffic that will result from the proposed development.</li> </ul>	<p>Noted.</p> <ul style="list-style-type: none"> <li>A traffic impact assessment has indicated the increase in vehicle movements to and from the subject site</li> </ul>

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			<ul style="list-style-type: none"> <li>Questions whether a roundabout or give way signs will be installed to assist with traffic flow for Cassina Road, Roche Road and Marri Road.</li> </ul>	<p>will not significantly impact in the volume or flow of traffic to Marri Road and the surrounding streets. It is also likely that traffic movements to and from the site will be substantially less than when the service station previously occupied the site.</p> <p>As the traffic impact assessment didn't recommend any modifications to Cassina Road, Marri Road or Roche Road or the installation of traffic signage there is no proposal to install a give way sign or roundabout.</p>
7	Public Transport Authority PO Box 8125 PBC WA 6849	N/A	No objection.	Noted.







## Scheme Amendment Process

