







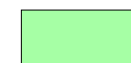
# Residential Density Codes District Planning Scheme No.2 Amendment No.

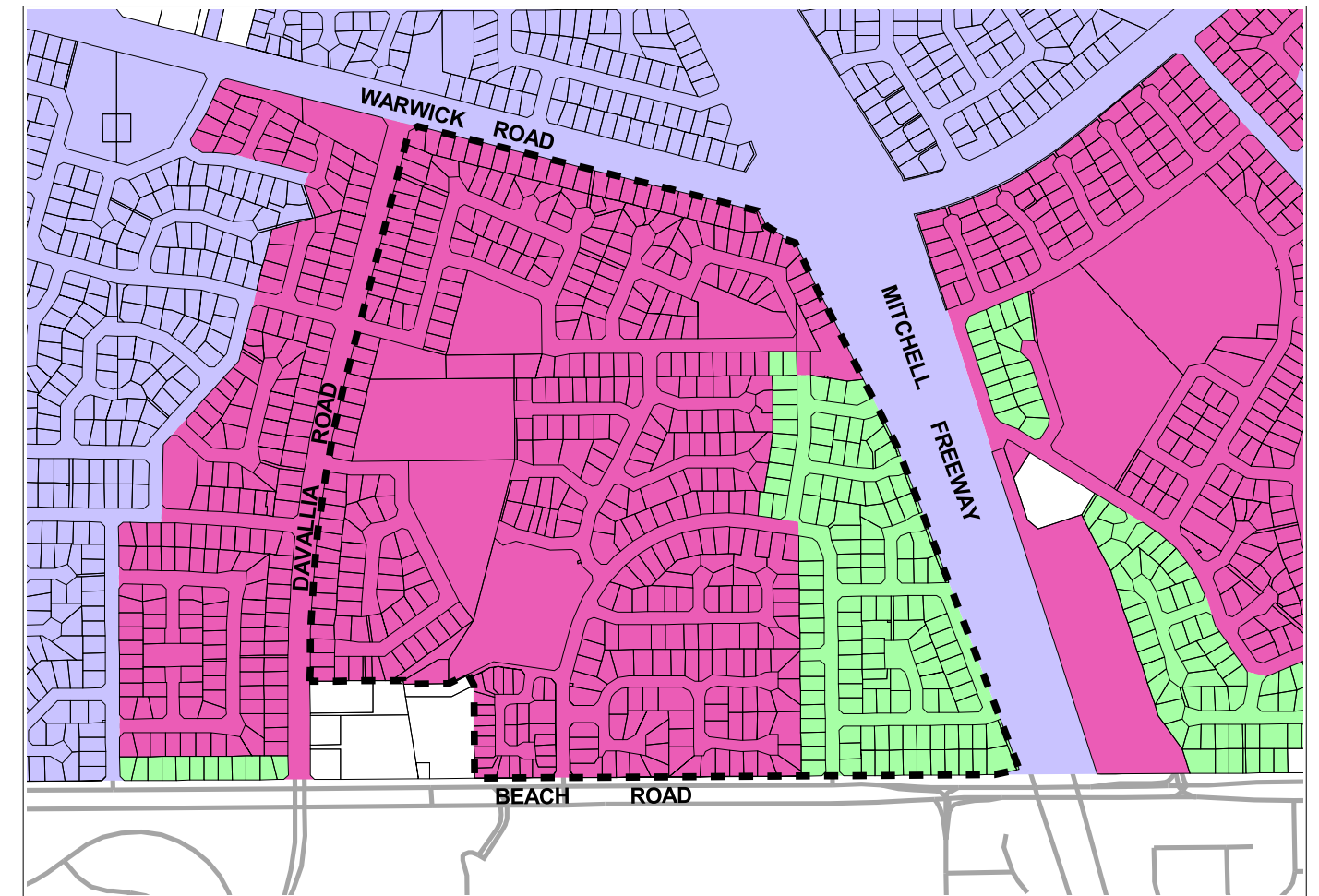
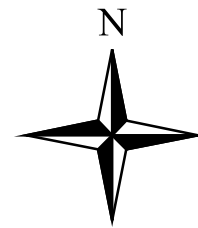
## LEGEND

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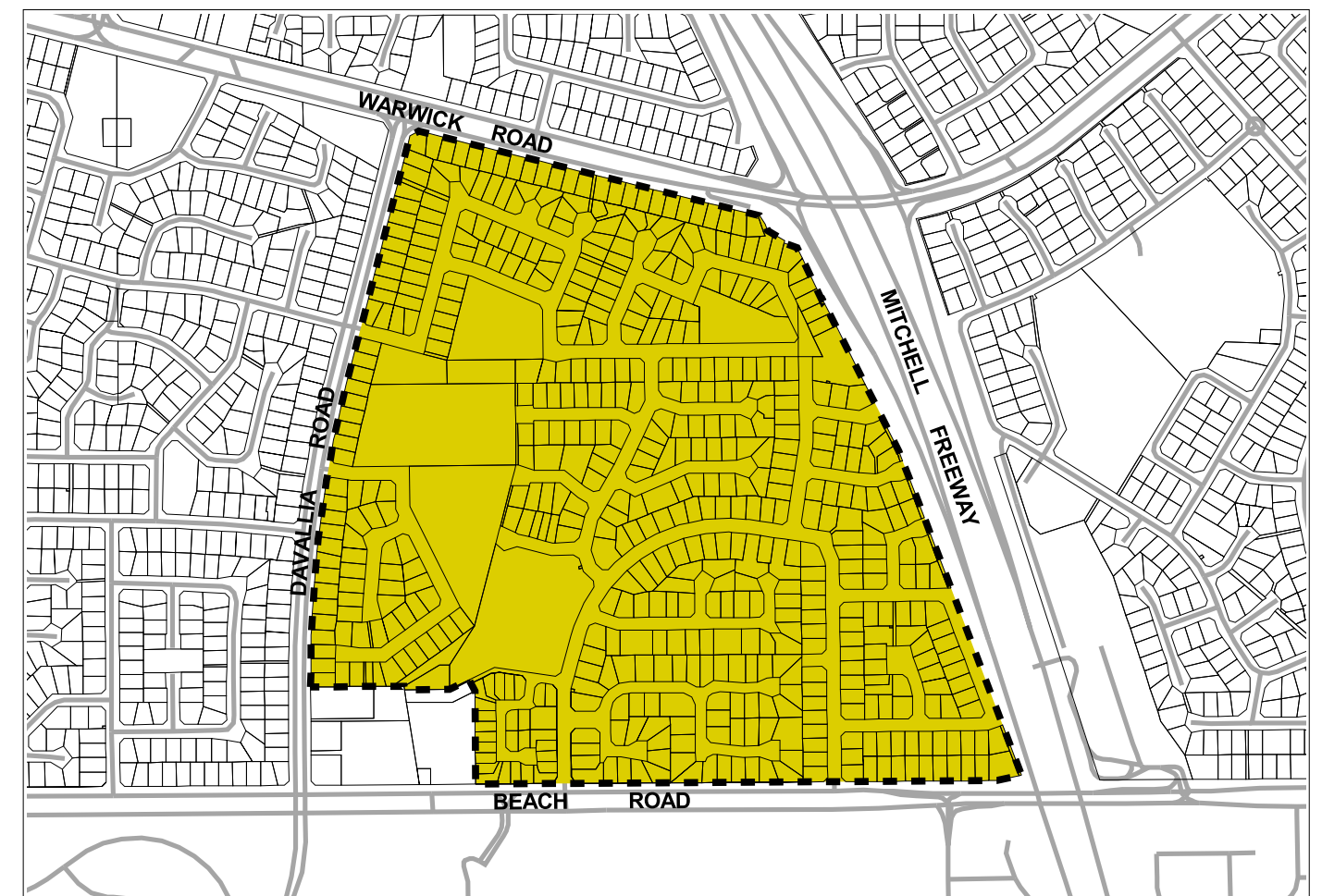
 Boundary of Amendment

## RCODES

-  UNCODED
-  R 20
-  R 20/30
-  R 20/40
-  R 20/60

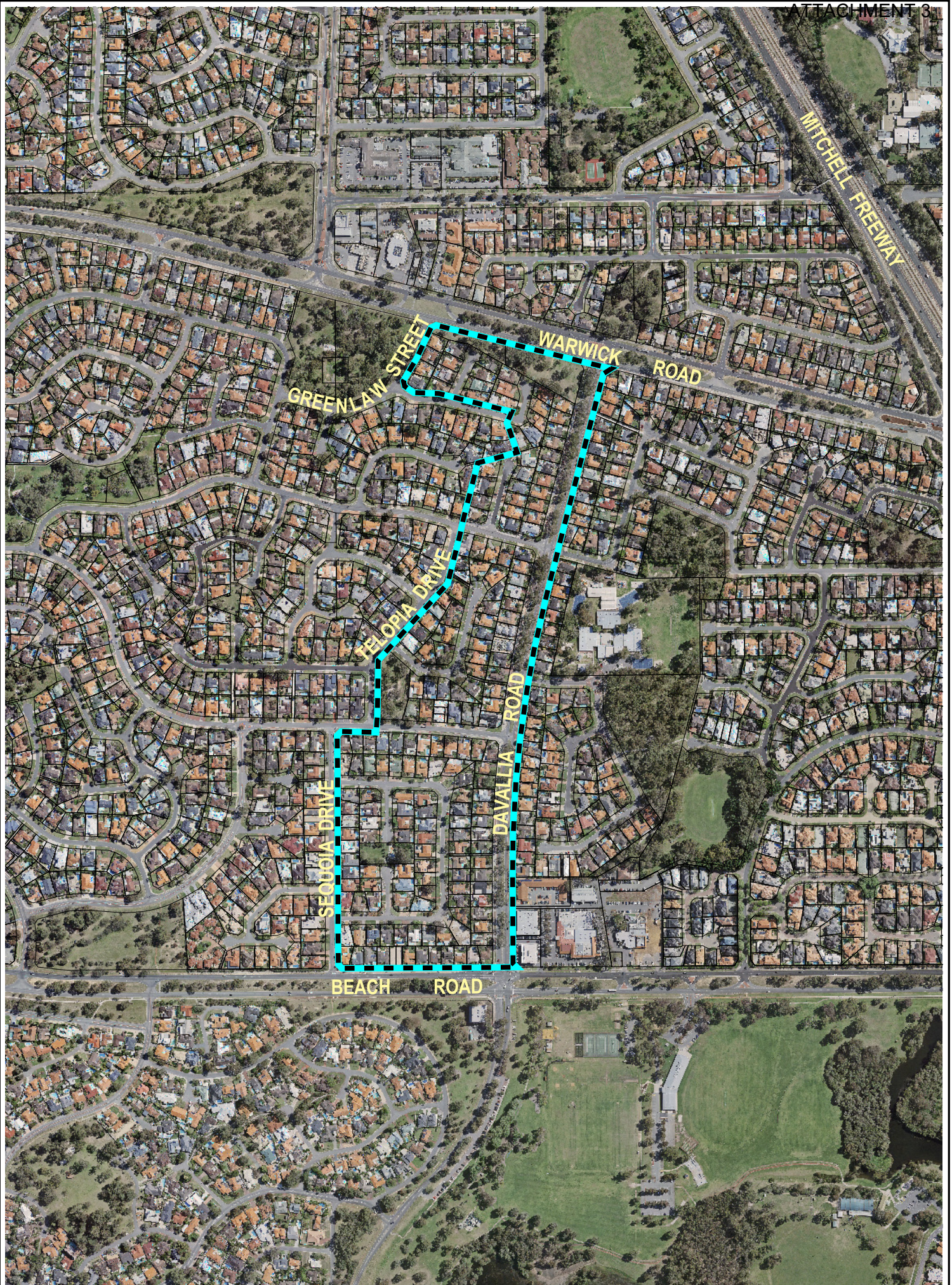


EXISTING RESIDENTIAL DENSITY CODE



SCHEME AMENDMENT



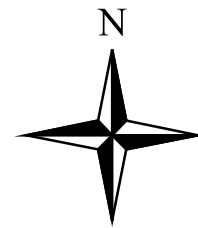




# Residential Density Codes District Planning Scheme No.2 Amendment No.

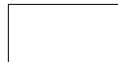



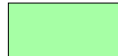
## LEGEND

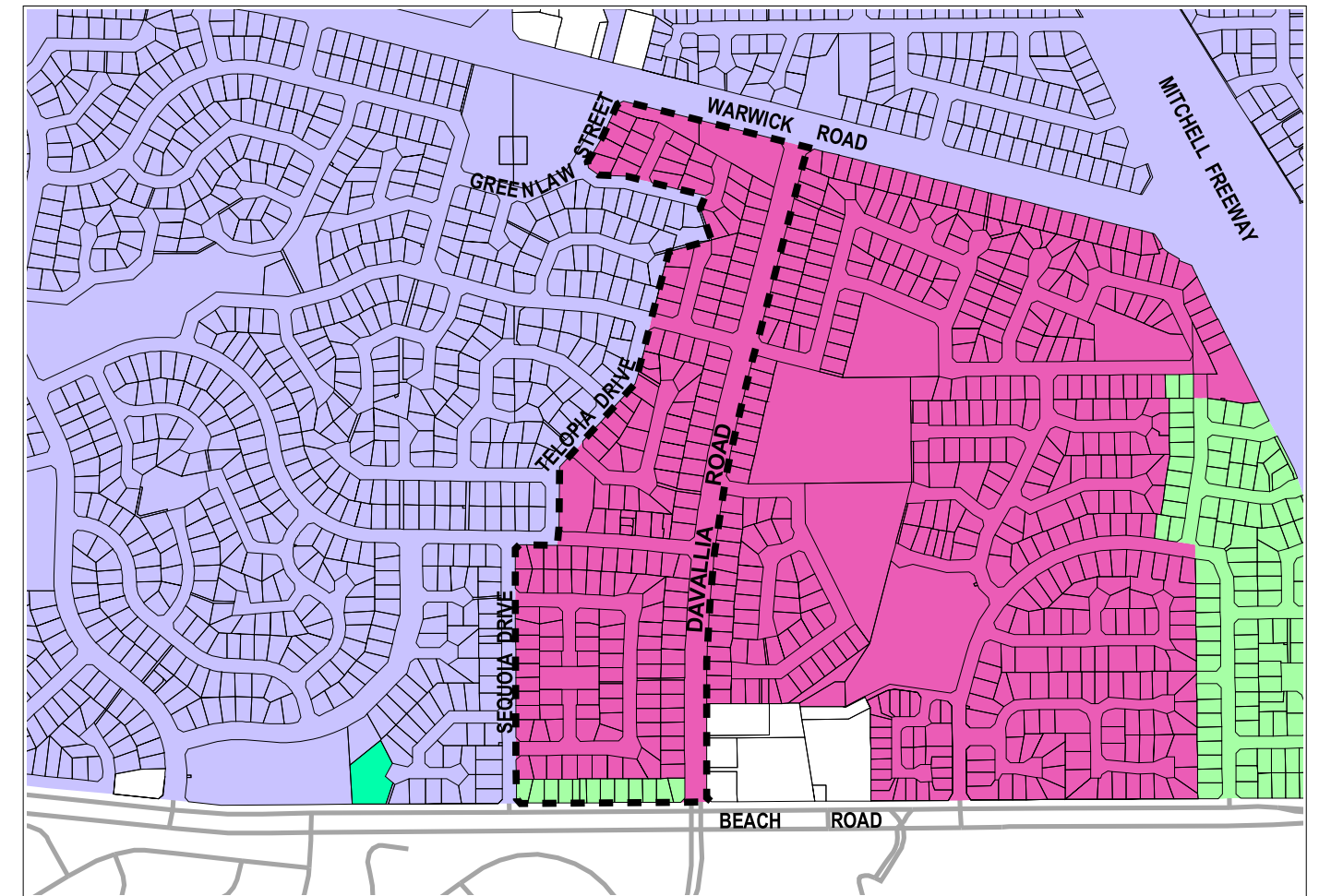
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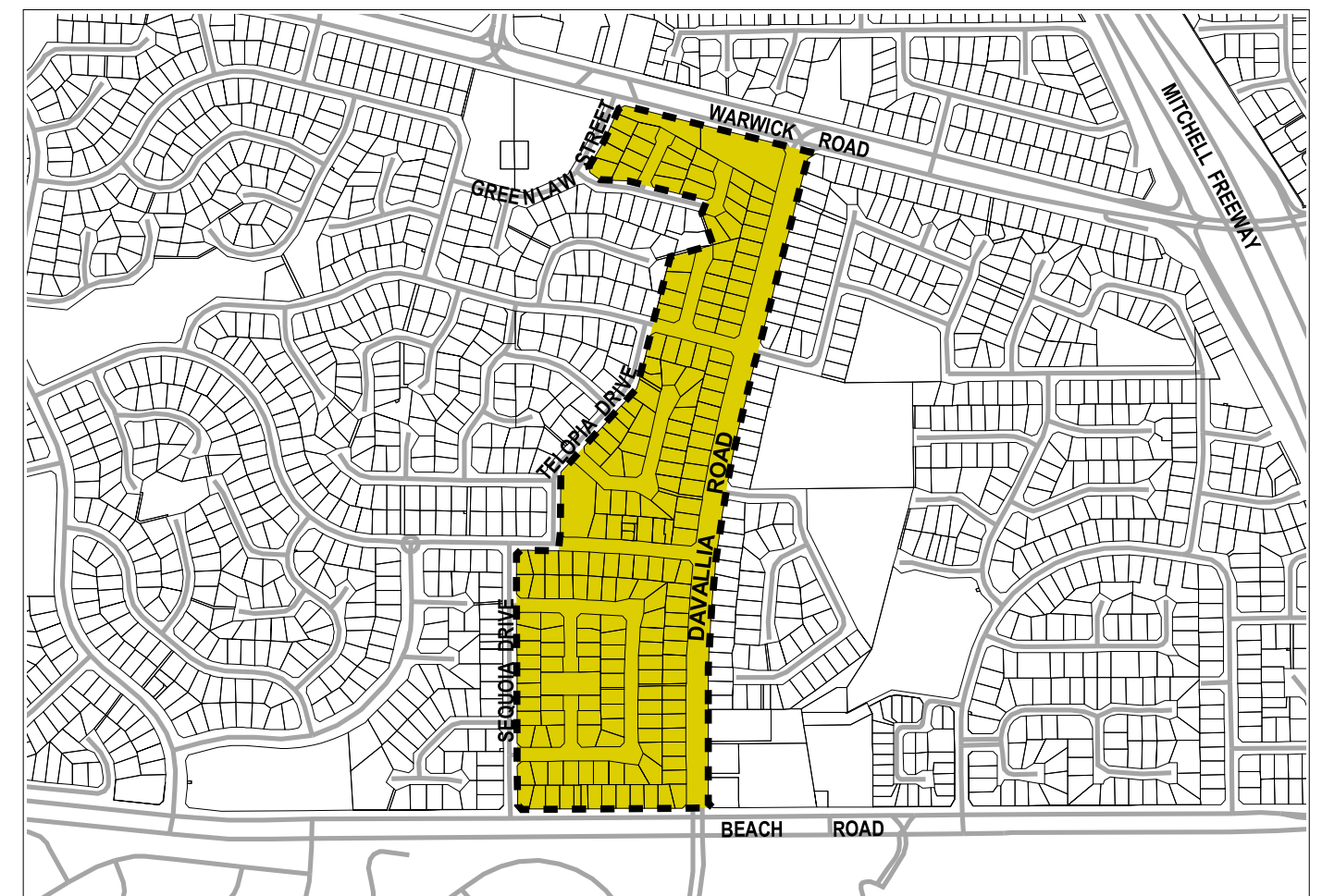
 Boundary of Amendment

## RCODES

-  UNCODED
-  R 20
-  R 20/30
-  R 20/40
-  R 20/60



EXISTING RESIDENTIAL DENSITY CODE



SCHEME AMENDMENT





# COMMUNITY ENGAGEMENT OUTCOMES REPORT

Scheme Amendments No 88 and 90  
— Re-Coding Portion of Housing  
Opportunity Area 1 from R20/40 and  
R20/60 to R20/30



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# OVERVIEW

The community was invited to provide feedback from 22 February 2018 to 23 April 2018 on proposed Scheme Amendments No 88 and No 90. The amendments, applicable to all properties in Housing Opportunity Area 1 west of the Mitchell Freeway, proposed changing the Residential Density Codes (R-Codes) from R20/40 and R20/60 to the lower R-Code of R20/30.

Feedback was sought by way of a Comment Form to determine the overall level of community support for or opposition to the proposed amendments.

The City collected a total of 511 valid responses throughout the 60-day advertised engagement period. Over two-thirds of responses came from stakeholders who had been *directly* engaged by the City, indicating an overall response rate of 38.9%. In addition, the City received 4 written responses from community stakeholders, including:

- Department of Communities (Housing Authority)
- Department of Health
- Main Roads WA
- Marmion Sorrento Duncraig Progress and Ratepayers Association Inc

Respondents were asked to indicate their level of support for, or opposition to, proposed Scheme Amendments No 88 and No 90 on a five-point scale from strongly support to strongly oppose. Over 74% of respondents indicated that they either supported or strongly supported Scheme Amendment No 88, and over 70% of respondents supported or strongly supported Scheme Amendment No 90.

In addition, 76.8% of respondents who were landowners/residents of properties within the boundaries of Scheme Amendment No 88 were supportive of that amendment, whilst 78.7% of landowners/residents of properties within the boundaries of Scheme Amendment No 90 were supportive of that amendment.

Common themes that emerged from the feedback included: concerns around losing gardens, yards, verges, trees and general “leafiness” of the area; concerns around potential parking issues that might result from increased density; and concerns around increased traffic congestion.



# STAKEHOLDERS

A total of 1,014 stakeholders were *directly* engaged by the City. Stakeholders identified included:

- Local residents and landowners within the boundaries of Scheme Amendment No 88 = 624
- Local residents and landowners within the boundaries of Scheme Amendment No 90 = 218
- Local businesses = 48
- Local community groups = 1:
  - Marmion Sorrento Duncraig Progress and Ratepayers Association Inc
- Industry stakeholders (including government corporations) = 4:
  - ATCO Gas Australia
  - Telstra Corporation
  - Water Corporation
  - Western Power Corporation
- Government stakeholders = 18:
  - Department of Communities (Housing Authority)
  - Department of Education
  - Department of Fire and Emergency Services
  - Department of Health
  - Department of Planning, Lands and Heritage
  - Department of Transport
  - Main Roads WA
  - Public Transport Authority
  - Mr Ian Goodenough MP, Member for Moore
  - Mr Antonio Krsticevic MLA, Member for Carine
  - Ms Emily Hamilton MLA, Member for Joondalup
  - Mrs Jessica Stojkovski MLA, Member for Kingsley
  - The Honourable Alison Xamon MLC, Member for North Metropolitan Region
  - The Honourable Tjorn Sibma MLC, Member for North Metropolitan Region
  - The Honourable Martin Pritchard MLC, Member for North Metropolitan Region
  - The Honourable Michael Mischin MLC, Member for North Metropolitan Region
  - The Honourable Alannah MacTiernan MLC, Member for North Metropolitan Region
  - The Honourable Peter Collier MLC, Member for North Metropolitan Region
- Community Engagement Network members living in Duncraig = 101

Additional stakeholders, including interested residents and landowners outside of the scheme amendments boundaries, were also *indirectly* engaged by the City via the engagement materials described below.



# ENGAGEMENT MATERIALS

Local residents and landowners of properties located within the boundaries of Scheme Amendment No 88 and No 90 were sent personalised information packs through the post containing a Cover Letter, Frequently Asked Questions document and Comment Form. These stakeholders were invited to submit feedback via the Comment Form provided, via the online Comment Form, or in writing to the City via post or email. A reversible pre-paid envelope was also provided.

Local community groups, local businesses, industry stakeholders and government departments/agencies were sent a personalised Cover Letter through the post directing them to the City's website to view the Frequently Asked Questions document and Scheme Amendment information. These stakeholders were invited to provide comments in writing to the City via post or email.

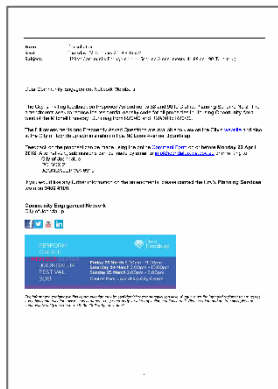
Local State and Federal Government members were sent a Cover Letter and Frequently Asked Questions document through the post. These stakeholders were invited to provide comments in writing to the City via post or email.

Members of the City's Community Engagement Network living in Duncraig were sent emails directing them to the City's website to view the Frequently Asked Questions document and Scheme Amendment information. These stakeholders were invited to complete the online Comment Form.

## Cover Letters to identified stakeholders (see Appendix 1–4 for full):

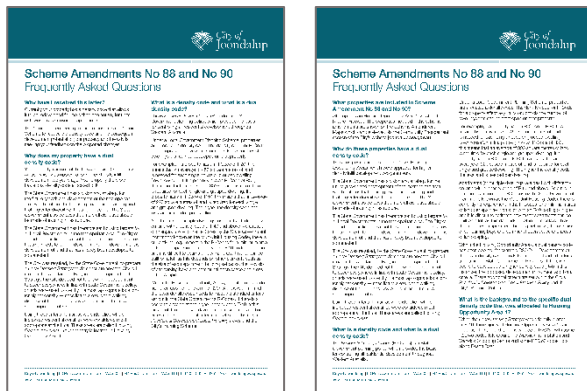


## Email to Community Engagement Network members living in Duncraig (see Appendix 5 for full):

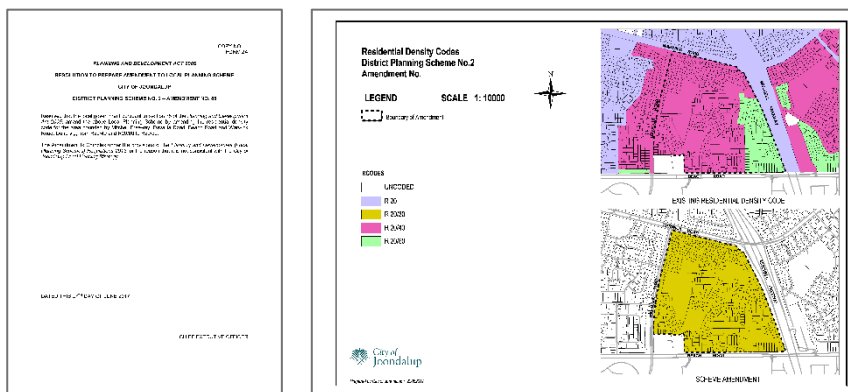




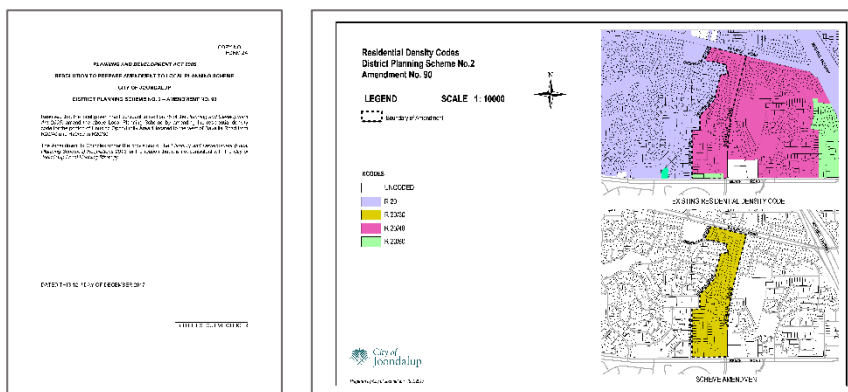
## Frequently Asked Questions documents (see Appendix 6–7 for full):



## Scheme Amendment No 88 information documents (see Appendix 8–9 for full):



## Scheme Amendment No 90 information documents (see Appendix 10–11 for full):



## Hard-copy and online Comment Forms (see Appendix 12–13 for full):

### Scheme Amendments No 88 and 90 – Re-coding portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30

Comment Form

The City is seeking community feedback on the proposal to reduce the residential density codes for portions of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30.

It is recommended that you review the full [Scheme Amendments](#) and [Frequently Asked Questions](#) prior to providing feedback. If you have any queries, please contact [Planning Services](#) on 9400 4100 or email [planning@joondalup.wa.gov.au](#).

0 10 20 30 40 50 60 70 80 90 100

Next

The City is seeking community feedback on the proposal to reduce the residential density codes for portions of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30.

It is recommended that you review the full [Scheme Amendments](#) and [Frequently Asked Questions](#) prior to providing feedback. If you have any queries, please contact [Planning Services](#) on 9400 4100 or email [planning@joondalup.wa.gov.au](#).

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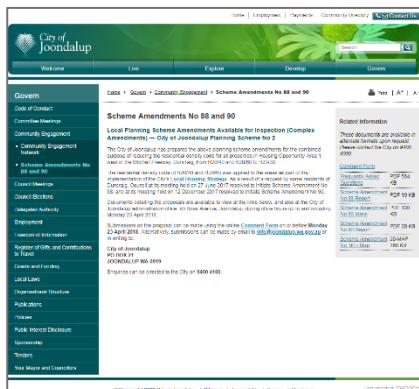
Next



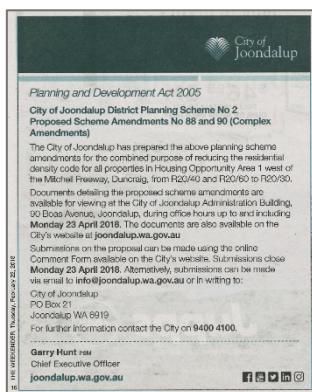
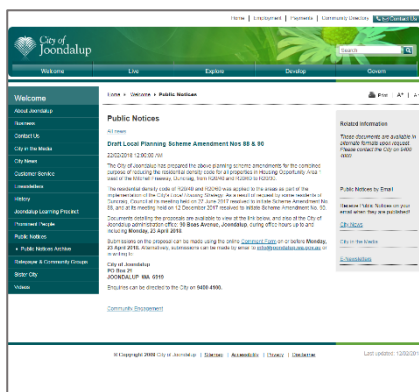
In addition to directly contacting identified stakeholders via post and email, the City advertised the engagement to other community members via the following means:

- Webpage linked through the “Community Engagement” section of the City’s website visible 22 February 2018 to 23 April 2018.
- Banner advertisement visible on the City’s homepage 26 March 2018 to 23 April 2018.
- Public notice published in the *Joondalup Weekender* community newspaper and on the City’s website 22 February 2018.
- E-screen displays visible on the e-screens located at the City’s customer services centres, libraries and Craigie Leisure Centre 22 February 2018 to 23 April 2018.
- Media release published on the City’s website 1 March 2018.
- Item listed in the *Joondalup Voice* community newspaper insert published 22 March 2018 in print, available online and emailed to subscribers.
- Article in the *City News* brochure published Autumn 2018 online and distributed to all City of Joondalup households.
- Twitter post published through the City’s Twitter account 11 March 2018.
- Facebook post published through the City’s Facebook account 11 March 2018.
- Facebook (paid) advertisement running 22 February 2018 to 23 April 2018.

## Community engagement website text and banner advertisement from the City’s website (see Appendix 14–15 for full):

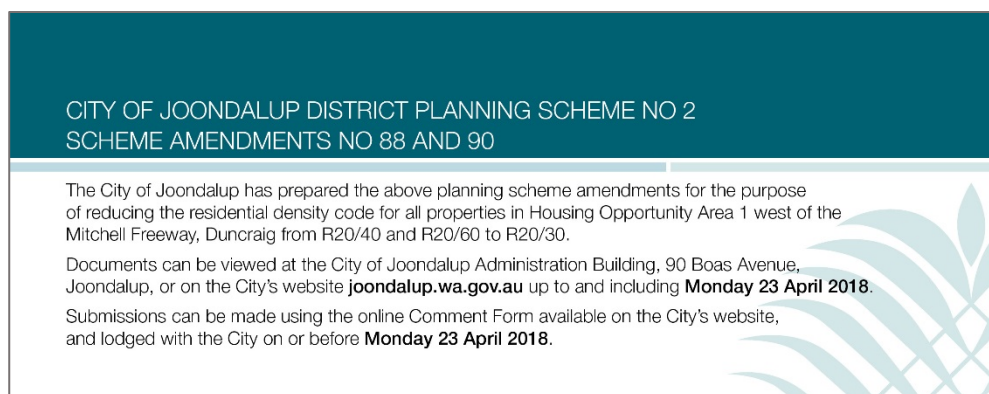


## Public notice from the City’s website and *Joondalup Weekender* community newspaper (see Appendix 16–17 for full):

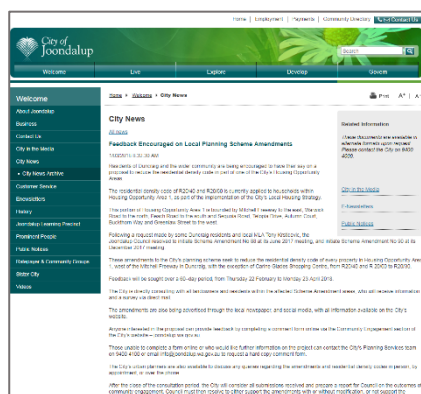




**E-screen display (see Appendix 18 for full):**



**Media release from the City's website (see Appendix 19 for full):**



**Article from the online *Joondalup Voice* and print *Joondalup Voice* community newspaper insert (see Appendix 20–21 for full):**

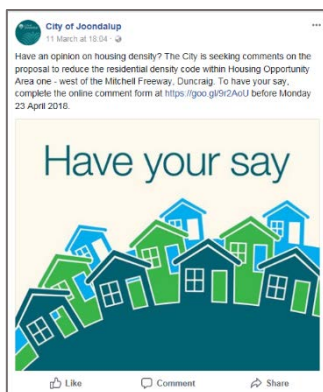


**Article from the *City News* Autumn 2018 brochure (see Appendix 22 for full):**

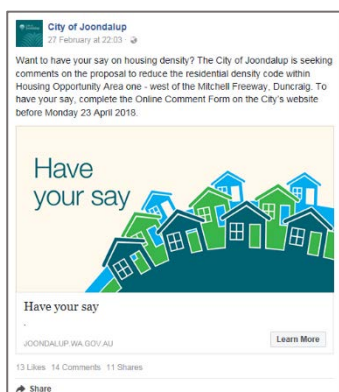




## Social media posts from the City's Twitter and Facebook accounts (see Appendix 23 for full):



## Paid Facebook advertisement (see Appendix 24 for full):



Further to the City's communication, an article about the engagement appeared in the online *Joondalup Times* community newspaper (22 February 2018) and in the print *Joondalup Weekender* (1 March 2018). The Joondalup–Wanneroo Times/Weekender Facebook account also posted about the engagement 23 February 2019 and via Twitter 23 February 2018.

## Article from the online *Joondalup Times* and print *Joondalup–Weekender* community newspapers (see Appendix 25–26 for full):



**Social media posts from the Joondalup–Wanneroo Times/Weekender Twitter and Facebook accounts (see Appendix 27 for full):**





# RESPONSE RATE

The City collected a total of 511 valid responses throughout the 60-day advertised engagement period. Responses that were considered valid include all those which contained contact details enabling identification and were submitted within the advertised engagement period. Where multiple Comment Forms were received from the same household these were combined into one response.

In addition, the City also received 4 responses from community stakeholders, including:

- Department of Communities (Housing Authority)
- Department of Health
- Main Roads WA
- Marmion Sorrento Duncraig Progress and Ratepayers Association Inc.

(Note that an analysis of these stakeholder responses has not been included in this report. Full responses are provided at Appendix 28–31.)

Of the 511 respondents, 60.3% completed the Comment Form online. Further, just under 45% of local residents and landowners within the boundaries of Scheme Amendments No 88 and No 90 submitted feedback. For Community Engagement Network members, 24 respondents provided feedback, and an additional 142 respondents (who were not affected residents, landowners, businesses or identified stakeholders) submitted feedback. In total, over two-thirds of responses came from stakeholders who had been engaged *directly* by the City, indicating an overall response rate of 38.9%. Further analysis of whether respondents were landowners, residents or both is provided at “Respondent relationship to the scheme amendment areas” section.

These data are shown in the tables below, and a Venn diagram shows the number of stakeholders representing more than 1 stakeholder type.

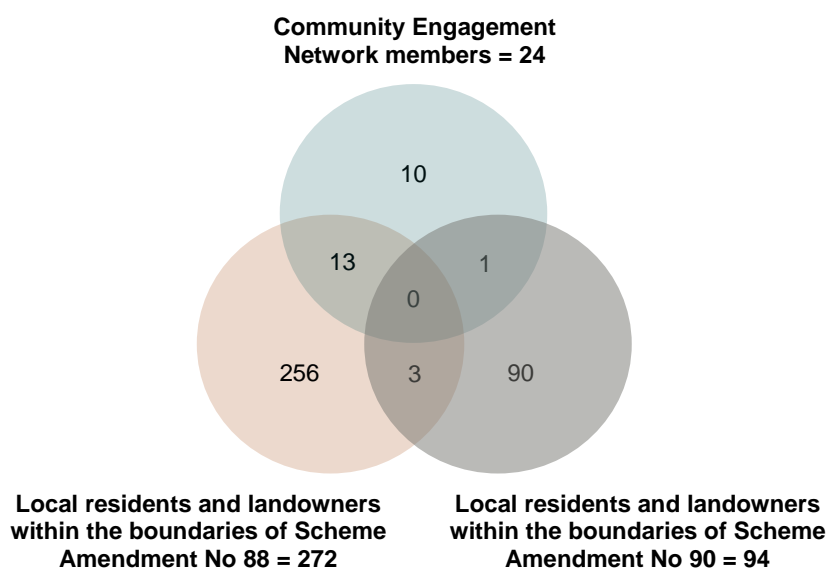
<b>Responses received by type of Comment Form:</b>	<b>N</b>	<b>%</b>
<b>Online Comment Forms</b>	310	60.3%
<b>Hard-copy Comment Forms</b>	201	39.7%
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>

	<b>Forms sent N</b>	<b>Forms received N*</b>	<b>Response rate %</b>
<b>Responses received by stakeholder type:</b>			
<b>Local residents and landowners within the boundaries of Scheme Amendment No 88</b>	624	272	43.6%
<b>Local residents and landowners within the boundaries of Scheme Amendment No 90</b>	218	94	43.1%
<b>Local businesses</b>	48	0	0.0%
<b>Local community groups</b> Marmion Sorrento Duncraig Progress and Ratepayers Association Inc	1	1	100.0%
<b>Industry stakeholders (including government corporations)</b>			
ATCO Gas Australia	1	0	0.0%
Telstra Corporation	1	0	0.0%
Water Corporation	1	0	0.0%
Western Power Corporation	1	0	0.0%

	Forms sent	Forms received	Response rate
Responses received by stakeholder type:	N	N*	%
<b>Government stakeholders</b>			
Department of Communities (Housing Authority)	1	1	100.0%
Department of Education	1	0	0.0%
Department of Fire and Emergency Services	1	0	0.0%
Department of Health	1	1	100.0%
Department of Planning, Lands and Heritage	1	0	0.0%
Department of Transport	1	0	0.0%
Main Roads WA	1	1	100.0%
Public Transport Authority	1	0	0.0%
Mr Ian Goodenough MP	1	0	0.0%
Mr Antonio Krsticevic MLA	1	0	0.0%
Ms Emily Hamilton MLA	1	0	0.0%
Mrs Jessica Stojkovski MLA	1	0	0.0%
The Honourable Alison Xamon MLC	1	0	0.0%
The Honourable Tjorn Sibma MLC	1	0	0.0%
The Honourable Martin Pritchard MLC	1	0	0.0%
The Honourable Michael Mischin MLC	1	0	0.0%
The Honourable Alannah MacTiernan MLC	1	0	0.0%
The Honourable Peter Collier MLC	1	0	0.0%
<b>Community Engagement Network members</b>	101	24	23.8%
<b>Other community members (engaged <i>indirectly</i>)</b>	—	138	—
<b>Total response rate (engaged <i>directly</i>)</b>	<b>1,014</b>	<b>373</b>	<b>38.9%</b>

\*Numbers may not add up to total, as respondents can represent more than 1 stakeholder type.

#### Venn diagram of stakeholder types (engaged directly):





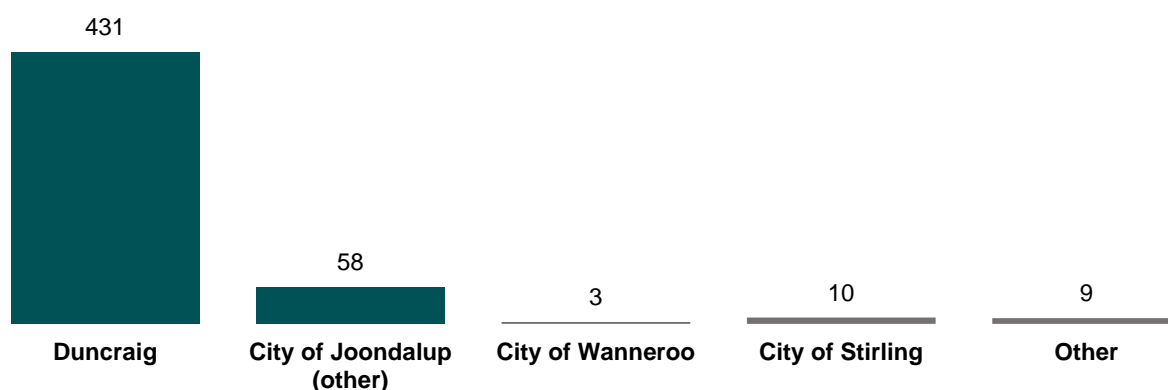
# DEMOGRAPHICS

## Respondent address

Respondents were asked to provide their contact address and the majority of respondents (489) were residents of the City of Joondalup. Almost 85% of respondents were residents of the suburb of Duncraig and an additional 19 were from Edgewater. These data are shown in the table and chart below.

Responses received by suburb:	N	%
<b>City of Joondalup</b>	<b>489</b>	<b>95.7%</b>
Beldon	1	0.2%
Burns Beach	0	0.0%
Connolly	0	0.0%
Craigie	5	1.0%
Currambine	0	0.0%
Duncraig	431	84.3%
Edgewater	19	3.7%
Greenwood	1	0.2%
Heathridge	2	0.4%
Hillarys	2	0.4%
Iluka	0	0.0%
Joondalup	3	0.6%
Kallaroo	1	0.2%
Kingsley	5	1.0%
Kinross	0	0.0%
Marmion	1	0.2%
Mullaloo	2	0.4%
Ocean Reef	2	0.4%
Padbury	2	0.4%
Sorrento	6	1.2%
Warwick	3	0.6%
Woodvale	3	0.6%
<b>City of Wanneroo</b>	<b>3</b>	<b>0.6%</b>
<b>City of Stirling</b>	<b>10</b>	<b>2.0%</b>
<b>Other</b>	<b>9</b>	<b>1.8%</b>
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>

## Responses received by suburb:



## Respondent age

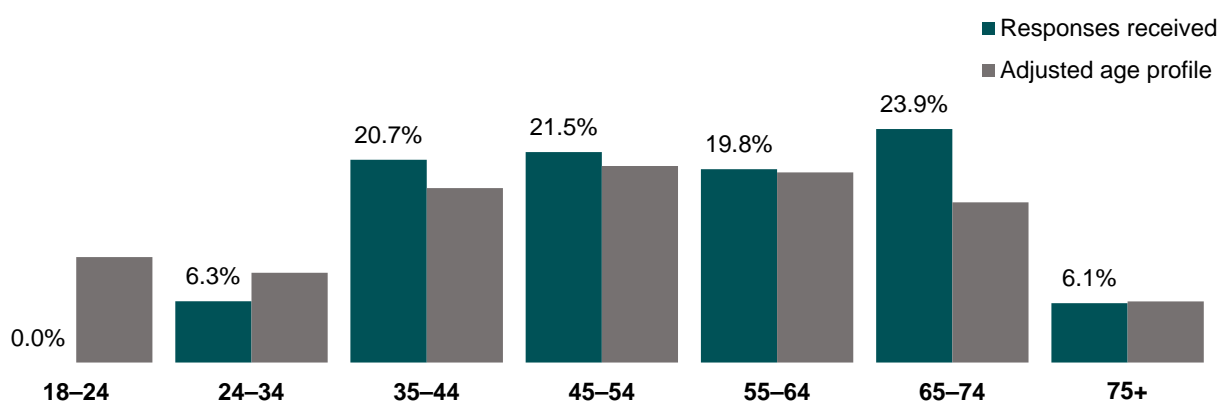
Respondents were asked to provide their age and the majority of respondents (85.9%) were relatively evenly distributed over the age groups 35–44, 45–54, 55–64 and 65–74 years. These respondents were compared to the demographic age profile of the local area to determine representativeness. This showed that respondents were slightly over-represented in the 35–44 years age group and considerably over-represented in the 65–74 years age group. Few younger people (under 35 years) provided feedback. These data are shown in the table and chart below.

Responses received by age:	N	%	Age profile*	Adjusted age profile**
<b>Under 18 years</b>	0	0.0%	25.0%	—
<b>18–24 years</b>	0	0.0%	8.1%	10.8%
<b>25–34 years</b>	32	6.3%	6.9%	9.2%
<b>35–44 years</b>	106	20.7%	13.4%	17.8%
<b>45–54 years</b>	110	21.5%	15.1%	20.1%
<b>55–64 years</b>	101	19.8%	14.6%	19.4%
<b>65–74 years</b>	122	23.9%	12.3%	16.4%
<b>75+ years</b>	31	6.1%	4.7%	6.3%
<b>No response</b>	9	1.8%	—	—
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

\*Age profile shows percentage of the local population in each age bracket at 2016 Census of Population of Housing (Australian Bureau of Statistics). The local population includes Statistical Area 1 regions of: 5107202, 5107206, 5107207, 5107227, 5107228, 5107229 and 5107230 (Australian Statistical Geography Standard 2016).

\*\*Adjusted age profile shows the percentage of the local population after the population under the age of 18 years was removed.

### Responses received by age compared with adjusted age profile:





## Respondent relationship to the scheme amendment areas

Respondents were asked to identify their relationship to the affected scheme amendment areas as one or more of the following:

- I own property within the affected scheme amendment areas
- I rent property within the affected scheme amendment areas
- I own a business within the affected scheme amendment areas
- I work within the affected scheme amendment areas
- I am none of the above, but I am interested in these amendments

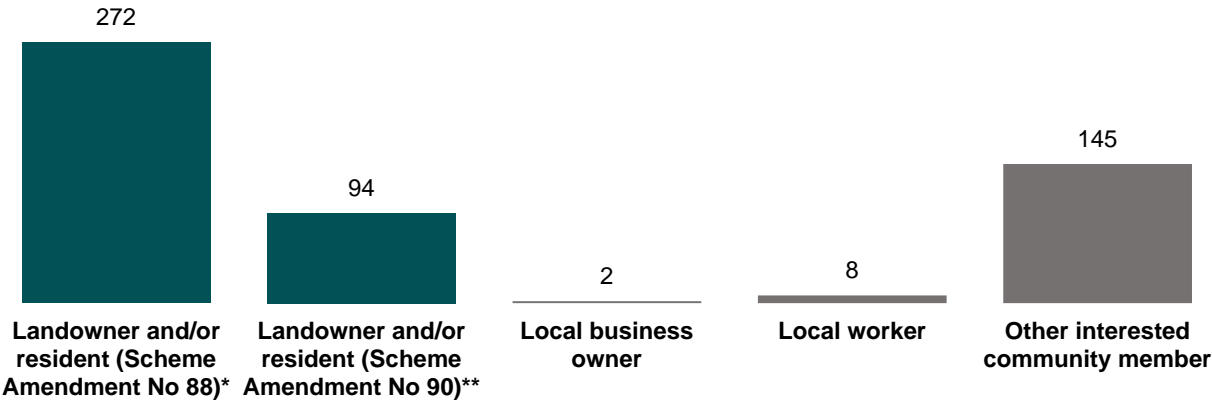
The responses provided were then cross-checked with the respondent's contact details to ensure that subsequent questions could be cross-tabulated with the correct data. The responses were then further analysed to determine whether the respondent resided within the affected scheme amendment areas or not. This process revealed that 56 respondents incorrectly believed that their property was located within the affected area of either Scheme Amendment No 88 or No 90. Consequently, the data shown below has been adjusted to show the correct response based on the respondent's contact details and City records.

The majority of respondents (326) were both landowners and residents (owner-occupiers) of properties within the scheme amendment areas, with 34 respondents being landowners only (ie residing elsewhere). A small number of respondents (6) lived in a property within the scheme amendment areas, but did not own that property (eg renters, boarders, etc). 10 respondents stated that they either owned a business or worked in the scheme amendment areas, and an additional 145 respondents did not have a direct relationship with the affected area of either Scheme Amendment No 88 or No 90. These data are shown in the table and charts below.

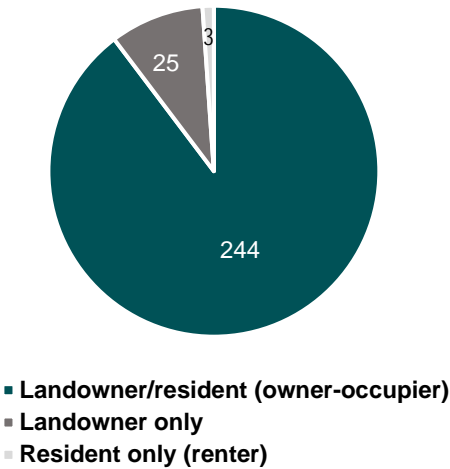
<b>Responses received by type of relationship to the scheme amendment areas:</b>	<b>N*</b>	<b>%</b>
<b>Scheme Amendment No 88</b>	<b>272</b>	<b>53.2%</b>
Landowner/resident (owner-occupier)	244	47.7%
Landowner only	25	4.9%
Resident only (renter)	3	0.6%
<b>Scheme Amendment No 90</b>	<b>94</b>	<b>18.4%</b>
Landowner/resident (owner-occupier)	82	16.0%
Landowner only	9	1.8
Resident only (renter)	3	0.6%
<b>Local business owner</b>	<b>2</b>	<b>0.4%</b>
<b>Local worker</b>	<b>8</b>	<b>1.6%</b>
<b>Other interested community member</b>	<b>145</b>	<b>28.4%</b>
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>

\*Numbers may not add up to total, as respondents can represent more than 1 respondent type.

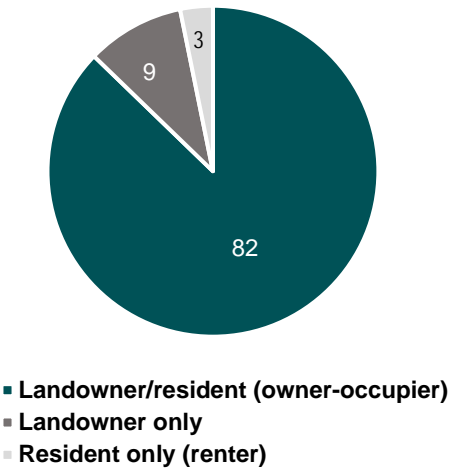
Responses received by type of relationship to the scheme amendment areas:



\*Scheme Amendment No 88 (landowners and residents):



\*\*Scheme Amendment No 90 (landowners and residents):





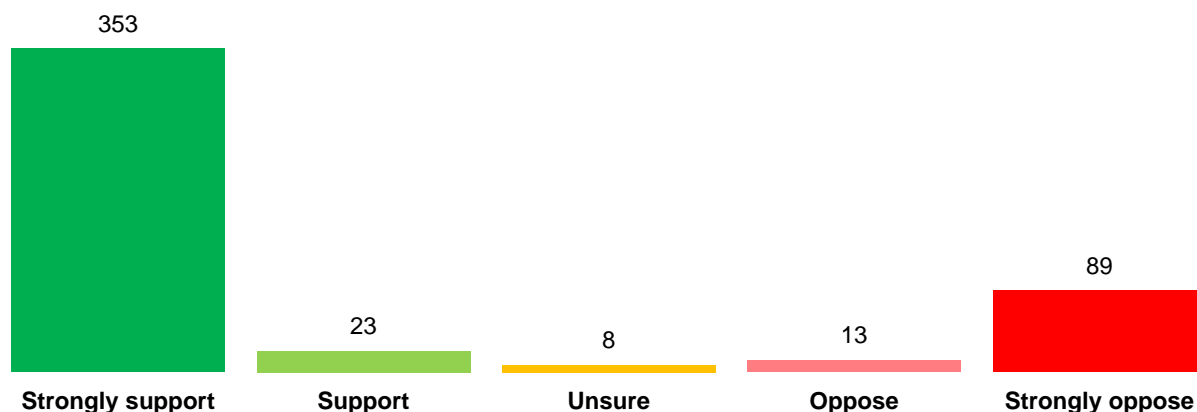
## COMMENT FORM QUESTIONS

QUESTION: “Please rate your level of support for, or opposition to proposed Scheme Amendment No 88”

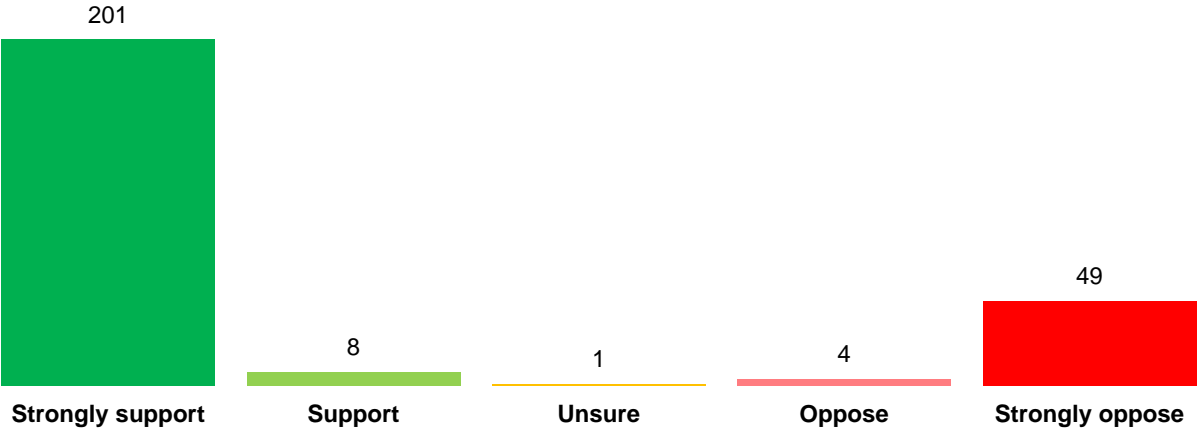
Respondents were asked to indicate their level of support for, or opposition to proposed Scheme Amendment No 88 on a five-point scale from strongly support to strongly oppose. Almost three-quarters of respondents indicated that they either supported or strongly supported the proposal, with 69.1% *strongly* in support. Less than 20% of respondents opposed or strongly opposed the proposed scheme amendment. Respondents who were either landowners or residents (or both) of property located within the area of Scheme Amendment No 88 were *more likely* to be supportive of the proposal than those living outside of the area, with 76.8% of landowners/residents indicating that they either supported or strongly supported the proposal. These data are shown in the table and charts below.

Please rate your level of support for, or opposition to proposed Scheme Amendment No 88:	N	%
<b>Strongly support</b>	<b>353</b>	<b>69.1%</b>
Respondents within Scheme Amendment No 88 area	201	—
Respondents outside of Scheme Amendment No 88 area	152	—
<b>Support</b>	<b>23</b>	<b>4.5%</b>
Respondents within Scheme Amendment No 88 area	8	—
Respondents outside of Scheme Amendment No 88 area	15	—
<b>Unsure</b>	<b>8</b>	<b>1.6%</b>
Respondents within Scheme Amendment No 88 area	1	—
Respondents outside of Scheme Amendment No 88 area	7	—
<b>Oppose</b>	<b>13</b>	<b>2.5%</b>
Respondents within Scheme Amendment No 88 area	4	—
Respondents outside of Scheme Amendment No 88 area	9	—
<b>Strongly oppose</b>	<b>89</b>	<b>17.4%</b>
Respondents within Scheme Amendment No 88 area	49	—
Respondents outside of Scheme Amendment No 88 area	40	—
<b>No response</b>	<b>25</b>	<b>4.9%</b>
Respondents within Scheme Amendment No 88 area	9	—
Respondents outside of Scheme Amendment No 88 area	16	—
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>

Please rate your level of support for, or opposition to proposed Scheme Amendment No 88 (total respondents):



**Please rate your level of support for, or opposition to proposed Scheme Amendment No 88 (respondents within Scheme Amendment No 88 area):**



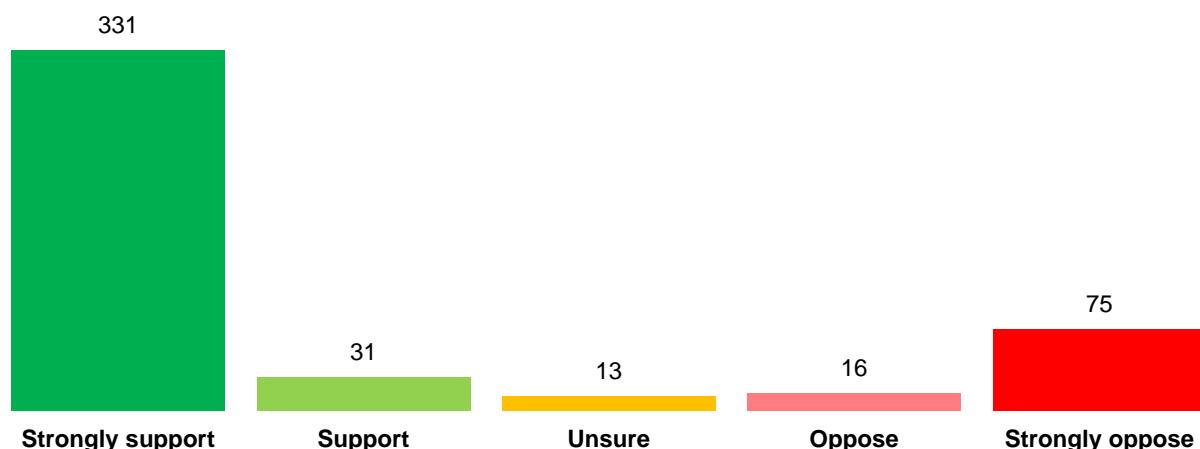


## QUESTION: “Please rate your level of support for, or opposition to proposed Scheme Amendment No 90”

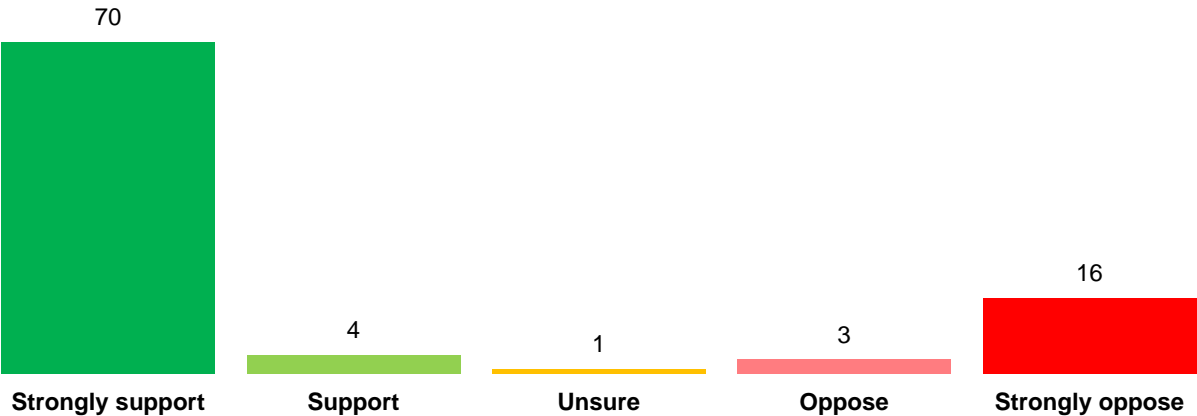
Respondents were asked to indicate their level of support for, or opposition to proposed Scheme Amendment No 90 on a five-point scale from strongly support to strongly oppose. Over 70% of respondents indicated that they either supported or strongly supported the proposal, with 64.8% *strongly* in support. 91 respondents opposed or strongly opposed the proposed scheme amendment. Respondents who were either landowners or residents (or both) of property located with the area of Scheme Amendment No 90 were *more likely* to be supportive of the proposal than those living outside of the area, with 78.7% of landowners/residents indicating that they either supported or strongly supported the proposal. These data are shown in the table and charts below.

Please rate your level of support for, or opposition to proposed Scheme Amendment No 90:	N	%
<b>Strongly support</b>	<b>331</b>	<b>64.8%</b>
Respondents within Scheme Amendment No 90 area	70	—
Respondents outside of Scheme Amendment No 90 area	261	—
<b>Support</b>	<b>31</b>	<b>6.1%</b>
Respondents within Scheme Amendment No 90 area	4	—
Respondents outside of Scheme Amendment No 90 area	27	—
<b>Unsure</b>	<b>13</b>	<b>2.5%</b>
Respondents within Scheme Amendment No 90 area	1	—
Respondents outside of Scheme Amendment No 90 area	12	—
<b>Oppose</b>	<b>16</b>	<b>3.1%</b>
Respondents within Scheme Amendment No 90 area	3	—
Respondents outside of Scheme Amendment No 90 area	13	—
<b>Strongly oppose</b>	<b>75</b>	<b>14.7%</b>
Respondents within Scheme Amendment No 90 area	16	—
Respondents outside of Scheme Amendment No 90 area	59	—
<b>No response</b>	<b>45</b>	<b>8.8%</b>
Respondents within Scheme Amendment No 88 area	0	—
Respondents outside of Scheme Amendment No 88 area	45	—
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>

Please rate your level of support for, or opposition to proposed Scheme Amendment No 90 (total respondents):



**Please rate your level of support for, or opposition to proposed Scheme Amendment No 90 (respondents within Scheme Amendment No 90 area):**



## QUESTION: "Do you have any comments regarding the scheme amendments?"

Respondents were asked if they had any comments regarding the scheme amendments. A total of 349 respondents provided comments. These comments varied significantly in subject matter, but generally provided reasoning as to why respondents did or did not support the scheme amendments. Some comments were anecdotal in nature about specific development that had already occurred in the area (or other areas).

Common themes that emerged included: concerns around losing gardens, yards, verges, trees and general "leafiness" of the area; concerns around potential parking issues that may results from increased density; and concerns around increased traffic congestion. These comments have been broadly grouped and summarised in the table below. Verbatim comments have been randomised and are provided at Appendix 32.

<b>Do you have any comments regarding the scheme amendments:</b>	<b>N*</b>	<b>%</b>
<b>Support amendments (in general)</b>	56	11.0%
<b>Oppose amendments (in general)</b>	9	1.8%
<b>Do not want to lose garden/yards/verges/trees/"leafiness"</b>	94	18.4%
<b>Higher density would cause parking issues</b>	82	16.0%
<b>Higher density would cause greater traffic congestion</b>	75	14.7%
<b>Higher density is not in keeping with feel/character/atmosphere/ambience of area</b>	58	11.4%
<b>Higher density would destroy the "family" nature of the area</b>	52	10.2%
<b>Wish to retain amenity/attractiveness/beauty of the area</b>	44	8.6%
<b>Previous engagement by the City on re-coding in the area was poor</b>	36	7.0%
<b>Concerned about the quality of developments/poor design</b>	36	7.0%
<b>Concerned about impact on property values</b>	36	7.0%
<b>Higher density is not suitable for area</b>	32	6.3%
<b>Higher density would increase antisocial behaviour/noise/crime</b>	29	5.7%
<b>Higher density impacts on privacy, causes overshadowing/encroachment</b>	28	5.5%
<b>Higher density would be dangerous for children</b>	26	5.1%
<b>Local infrastructure is lacking (footpaths/waste services/water/etc)</b>	26	5.1%
<b>Redevelopment is needed/should be encouraged</b>	26	5.1%
<b>Developers/City are being greedy and/or are only interested in making a profit</b>	24	4.7%
<b>Higher density is necessary for a growing population</b>	23	4.5%
<b>Combatting urban sprawl is important</b>	22	4.3%
<b>Higher density would deliver poor environmental outcomes</b>	19	3.7%
<b>Have invested in the area/want to develop own property</b>	18	3.5%
<b>Amendments are inconsistent with State Government targets</b>	17	3.3%
<b>Do not want renters/itinerants/young singles/"undesirables"</b>	14	2.7%
<b>Local residents just do not want development in their neighbourhood ("NIMBY")</b>	11	2.2%
<b>Would seek compensation/consider legal proceedings should the amendments be approved</b>	10	2.0%
<b>Other</b>	138	27.0%
<b>Total comments</b>	<b>349</b>	<b>68.3%</b>
<b>Total responses</b>	<b>511</b>	<b>100.0%</b>

\*Numbers may not add up to total, as respondents may have addressed more than one subject.



# APPENDIX 1 — Cover letter to local residents and ratepayers of properties within the boundaries of Scheme Amendment No 88 (page 1)



Date: 22 February 2018  
Enquiries: Planning Services  
9400 4100

Your Ref:  
Our Ref: 106679

A Global City: Bold | Creative | Prosperous

John Citizen  
Address Line 1  
Address Line 2

Dear Mr Citizen

## **PROPOSED SCHEME AMENDMENT NO 88 TO DISTRICT PLANNING SCHEME NO 2**

### **RE-CODING PORTION OF HOUSING OPPORTUNITY AREA 1 FROM R20/40 AND R20/60 TO R20/30**

The City invites your comments on a proposal to reduce the residential density code for properties in the area between the Mitchell Freeway, Davallia Road, Beach Road and Warwick Road, Duncraig.

These properties currently have residential density codes of R20/40 and R20/60 under the City of Joondalup's Planning Scheme. These residential density codes were applied to the area as part of the implementation of the City's Local Housing Strategy and with a view to allow residents to redevelop their properties (if they so wish) at a higher density.

As a result of a request by some residents of Duncraig to reduce the density code for the area in question, Council, at its meeting held on 27 June 2017, resolved to initiate a change to its planning scheme (Scheme Amendment No 88).

In addition, Council at its meeting held on 12 December 2017, resolved to initiate a similar, yet separate change to its planning scheme (Scheme Amendment No 90) for a different part of Duncraig, west of Davallia Road.

Both scheme amendments propose to reduce the residential density code of the area from R20/40 and R20/60, to R20/30.

It is recommended that you review the enclosed Frequently Asked Questions document and the Scheme Amendment Maps prior to providing feedback. Full amendment documents are available at the City of Joondalup administration office: **90 Boas Avenue, Joondalup**, and on the City's website: **[joondalup.wa.gov.au](http://joondalup.wa.gov.au)**

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Comments should be made using the enclosed Comment Form. The Comment Form can also be completed online via the Community Engagement section of the City's website. Alternatively, submissions can be made in writing to: **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to: [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) by close of business **Monday 23 April 2018**.

Should you require any further information on the proposed scheme amendments and how they may affect you and your property, or any information on the Local Housing Strategy in general, please contact the City's **Planning Services** team on **9400 4100** or [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au)

The City's urban planners are happy to respond to requests for information in writing, but welcome the opportunity to discuss any queries you have in person (by appointment) or over the phone.

Yours faithfully



**CHRIS LEIGH**  
**Manager Planning Services**  
Enc

## APPENDIX 2 — Cover letter to local residents and ratepayers of properties within the boundaries of Scheme Amendment No 90 (page 1)



Date: 22 February 2018  
Enquiries: Planning Services  
9400 4100

Your Ref:  
Our Ref: 106679

A Global City: Bold | Creative | Prosperous

John Citizen  
Address Line 1  
Address Line 2

Dear Mr Citizen

### **PROPOSED SCHEME AMENDMENT NO 90 TO DISTRICT PLANNING SCHEME NO 2**

### **RE-CODING PORTION OF HOUSING OPPORTUNITY AREA 1 FROM R20/40 AND R20/60 TO R20/30**

The City invites your comments on a proposal to reduce the residential density code for certain properties in the area west of Davallia Road, Duncraig.

These properties currently have residential density codes of R20/40 and R20/60 under the City of Joondalup's Planning Scheme. These residential codes were applied to the area as part of the implementation of the City's *Local Housing Strategy* and with a view to allow residents to redevelop their properties (if they so wish) at a higher density.

As a result of a request by some residents of Duncraig to reduce the density code for the area in question, Council, at its meeting held on 12 December 2017, resolved to initiate a change to its Planning Scheme (Scheme Amendment No 90).

Council had already resolved, at its meeting held on 27 June 2017, to initiate a similar, yet separate change to its Planning Scheme (Scheme Amendment No 88), for a different part of Duncraig between the Mitchell Freeway, Davallia Road, Beach Road and Warwick Road.

Both scheme amendments propose to reduce the residential density code of the area from R20/40 and R20/60 to R20/30.

It is recommended that you review the enclosed Frequently Asked Questions document and the Scheme Amendment Maps prior to providing feedback. Full amendment documents are available at the City of Joondalup administration office: **90 Boas Avenue, Joondalup**, and on the City's website: **[joondalup.wa.gov.au](http://joondalup.wa.gov.au)**



- 2 -

Comments should be made using the enclosed Comment Form. The Comment Form can also be completed online via the Community Engagement section of the City's website. Alternatively, submissions can be made in writing to: **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to: [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) by close of business **Monday 23 April 2018**.

Should you require any further information on the proposed scheme amendments and how they may affect you and your property, or any information on the *Local Housing Strategy* in general, please contact the City's **Planning Services** team on **9400 4100** or [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au)

The City's urban planners are happy to respond to requests for information in writing, but welcome the opportunity to discuss any queries you have in person (by appointment) or over the phone.

Yours faithfully



**CHRIS LEIGH**  
**Manager Planning Services**  
Enc

## APPENDIX 3 — Cover letter to local community groups, local businesses, industry stakeholders and government departments/agencies



Date: 22 February 2018  
Enquiries: Planning Services  
9400 4100

Your Ref:  
Our Ref: 106679

A Global City: Bold | Creative | Prosperous

John Citizen  
Address Line 1  
Address Line 2

Dear Mr Citizen

### **PROPOSED AMENDMENTS NO 88 AND 90 TO DISTRICT PLANNING SCHEME NO 2**

The City seeks your comments on the proposal to amend the above Scheme by reducing a portion of the residential density code for the area of Housing Opportunity Area 1 west of the Mitchell Freeway, Duncraig, from R20/40 and R20/60, to R20/30.

Further details of the proposal are contained in the amendment documents, which can be viewed on the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au) under Community Engagement.

Comments must be made in writing to: **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) up to and including **Monday 23 April 2018**.

If you have any further queries concerning this matter, please contact **Planning Services** on **9400 4100**.

Yours faithfully

A handwritten signature in black ink, appearing to read "Chris Leigh".

**CHRIS LEIGH**  
**Manager Planning Services**  
Enc

## APPENDIX 4 — Cover letter to local State and Federal Members (page 1)



Date: 22 February 2018

Enquiries: Chris Leigh  
9400 4100

Your Ref:

Our Ref: 106679

A Global City: Bold | Creative | Prosperous

John Citizen  
Address Line 1  
Address Line 2

Dear Mr Citizen

### **PROPOSED AMENDMENTS NO 88 AND 90 TO DISTRICT PLANNING SCHEME NO 2**

As you are aware, there is concern amongst certain members of the community about higher density development in some of the City's Housing Opportunity Areas.

As a result of petitions received from two separate groups of Duncraig residents, the Council has made a decision to initiate two amendments to its planning scheme, for the purposes of public consultation, to reduce the residential density code for the area of Housing Opportunity Area 1 west of the Mitchell Freeway, Duncraig, from R20/40 and R20/60, to R20/30.

A set of Frequently Asked Questions is attached to provide some further background and information on the proposed scheme amendments. Additional details are also contained in the amendment documents themselves, which can be viewed on the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au) under Community Engagement.

Anyone wishing to make a submission on the proposed amendments is encouraged to do so by completing a Comment Form online via the Community Engagement section of the City's website. Alternatively, comments can be made in writing to: **City of Joondalup, PO Box 21, Joondalup WA 6919** or by email to [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) up to and including **Monday 23 April 2018**.

Please also note that Council has also agreed to progress a new strategy for dealing with density in all the Housing Opportunity Areas. This includes new consultation processes, review of certain applications through the City's Design Review Panel and development of a new scheme amendment and local planning policy to better manage the impacts of higher density development in our suburbs. More detail on the proposed strategy can be found at the following link to the Council Minutes of the meeting held on 21 November 2017:

[http://www.joondalup.wa.gov.au/files/councilmeetings/2017/CJ171121\\_MIN.pdf](http://www.joondalup.wa.gov.au/files/councilmeetings/2017/CJ171121_MIN.pdf)



(page 2)

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If you have any further queries concerning this matter, please contact Chris Leigh,  
Manager Planning Services, on **9400 4100**.

Yours sincerely

**GARRY HUNT** PSM  
**Chief Executive Officer**  
Enc

## APPENDIX 5 — Email to Community Engagement Network members living in Duncraig

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**From:** Consultation  
**Sent:** Thursday, 22 February 2018 9:49 AM  
**Subject:** HPRM: Community Engagement — Scheme Amendments No 88 and 90 (Duncraig)

Dear Community Engagement Network Members,

The City is inviting feedback on Proposed Amendments 88 and 90 to District Planning Scheme No 2. The amendments seek to reduce the residential density code for all properties in Housing Opportunity Area 1, west of the Mitchell Freeway, Duncraig from R20/40 and R20/60 to R20/30.

The full amendments and Frequently Asked Questions are available to view on the City's [website](#) and also at the City of Joondalup administration office: 90 Boas Avenue, Joondalup.

Feedback on the proposal can be made using the online [Comment Form](#) on or before **Monday 23 April 2018**. Alternatively, submissions can be made by email to [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) or in writing to:

City of Joondalup  
PO BOX 21  
JOONDALUP WA 6919

If you would like any further information on the amendments, please contact the City's **Planning Services** team on **9400 4100**.

**Community Engagement Network**  
City of Joondalup



The information contained in this communication may be confidential or commercially sensitive. If you are not the intended recipient you must not copy this communication, disclose its contents to any other party, or take any action in reliance on it. Please delete and destroy all copies and immediately notify the sender on 9400 4000 or by reply email.

# APPENDIX 6 — Frequently Asked Questions document (posted to local residents and ratepayers within the boundaries of Scheme Amendment No 88 and 90) (page 1)



## Scheme Amendments No 88 and No 90 Frequently Asked Questions

### Why have I received this letter?

Currently your property has a density code that allows it to be redeveloped for more than one house, for units or townhouses or even for apartments.

The Council is considering making changes to its Planning Scheme to reduce the density code and the consequent development potential of your property and the City is seeking your feedback on the proposed changes.

### Why does my property have a dual density code?

Your property is in one of the City's Housing Opportunity Areas, which was approved for higher density infill development two years ago. Your property therefore has a dual density code allocated to it.

The State Government has a vision and strategy for the future growth and development of the metropolitan area which outlines that housing needs are changing and that a greater diversity of housing is needed. The State Government also believes that more efficient use should be made of existing infrastructure.

The State Government has therefore set housing targets for all Local Governments in the metropolitan area. The City of Joondalup has limited vacant land left, so much of this new housing needs to be infill development. Infill development is development of land that has already been developed to some extent.

The City was required, by the State Government, to prepare a *Local Housing Strategy* to demonstrate how the City will meet its housing targets. Early in the development of the Strategy, the City decided not to allow infill development to occur everywhere. In line with State Government policy, criteria were used to identify the most appropriate locations for higher density — specifically, areas within walking distance of train stations, key public transport routes and shopping centres.

Using these criteria, ten areas were identified where increased residential densities were considered most appropriate at the time. These areas are called Housing Opportunity Areas. Your property is located in Housing Opportunity Area 1.

### What is a density code and what is a dual density code?

The *Residential Design Codes* (R-Codes) is a State Government planning policy, which provides the basis for controlling all residential development throughout Western Australia.

Under a Local Government Planning Scheme, properties are allocated a density code. The density code, or R-Code, for a property effectively limits or controls the number of dwellings that can be developed on that property.

For example, if a property has an R-Code of R20, this means that an average of 450 square metres of land is needed for each single house or grouped dwelling (townhouse/unit). If a property has an R-Code of R30, this means that an average of 300 square metres of land is required for each single and grouped dwelling. If a property has an R-Code of R40, this means that an average of 220 square metres of land is required for each single and grouped dwelling. The higher the density code, the less land is needed per dwelling.

Apartments (or multiple dwellings) are dealt with differently on land with a density code of R40 and above. As a result of changes made to the R-Codes by the State Government (commonly known as the Multi-Unit Housing Code), there is currently no requirement in the R-Codes for a minimum area of land per apartment on a lot with an R40 coding or higher and it is difficult to estimate how many apartments can be built on a lot, as this depends on other elements such as the size of each apartment, building setbacks, the provision of car parking bays and communal open space and areas of landscaping.

Within the Housing Opportunity Areas, a dual density code has been applied, for example R20/R40. Development at the lower density code needs to meet the standard criteria set out in the State Government's R-Codes. If there is a desire to develop at the higher density code (R40 in this instance), the proposed development must meet additional criteria. These additional criteria are set out in the City's *Residential Development Local Planning Policy* and the City's Planning Scheme.



### **What is the background to the specific dual density code that was allocated to Housing Opportunity Area 1?**

When the *Local Housing Strategy* was originally drafted in 2010, the majority of Housing Opportunity Area 1 was proposed to have a dual density code of R20/30 with some R20/40 coded lots around the Warwick Train Station and Warwick Shopping Centre and some R20/60 coded lots along Beach Road.

The State Government did not support this because it felt the City's approach did not respond strongly enough to the State's strategic planning documents and the City was advised to expand the size of Housing Opportunity Area 1 and to increase the density codes in it. The draft *Local Housing Strategy* was therefore amended to increase the general density in Housing Opportunity Area 1 to R20/40 with pockets of R20/60 around the Warwick Train Station and Warwick Shopping Centre, and a small strip along Beach Road. The amended *Local Housing Strategy* was supported and endorsed by the State Government and an amendment to the City's Planning Scheme (Scheme Amendment No 73) was approved in February 2016, giving effect to the dual density proposed in the *Local Housing Strategy*.

### **What type of development is possible under the current dual density codes in Housing Opportunity Area 1?**

Owners of land in Housing Opportunity Area 1 are not obligated to develop at the higher density code. Extensions to existing houses and the development of new single houses on vacant lots can continue to occur in the same way they always have.

Lots that are currently coded R20/R40 can be developed with single houses and grouped dwellings (townhouses/units) with an average of 220 square metres of land required for each single house or grouped dwelling. This means that an average lot of around 700 square metres could be developed with three single houses or grouped dwellings. These dwellings could be single storey or two storey buildings.

Lots that are currently coded R20/R40 can also be developed with apartments (multiple dwellings). Currently, under the State Government's *Residential Design Codes* (R-Codes), there is no minimum area of land required for each apartment and it is difficult to estimate how many apartments can be built on a lot as this depends on other elements such as the size of each dwelling, building setbacks, the provision of car parking bays and communal open space and areas of landscaping. Apartments in the R20/R40 area are currently limited in height to two storeys.

### **What impact will new State Government policy have on the type of development possible in Housing Opportunity Area 1? (Design WA)**

In October 2016, the State Government released a proposed new suite of planning documents for public consultation. The suite of documents is known as *Design WA*. It is intended, over time, that *Design WA* will replace the current *Residential Design Codes* (R-Codes).

One of the *Design WA* documents released for public consultation is the draft *Apartment Design Policy*. This draft policy sets out new planning and design standards for residential apartments. Under the provisions of the draft new *Apartment Design Policy*, apartments (multiple dwellings) in an area with a density coding of R40 or R60, may be developed at a height of three storeys. However, under the draft *Apartment Design Policy*, it is currently proposed that the plot ratio (floor area) requirements for apartments will remain the same and greater side and rear setbacks will apply than under the current R-Codes setback requirements. This means that, although increased height will be possible, if buildings have more height, their footprints will need to be smaller to still meet the plot ratio requirements — leaving more space on the site for parking and landscaping, including deep root zones for trees.

The City did not support all aspects of *Design WA* and expressed some concerns during State Government's consultation on the matter. However, the City did support the much greater push, in the *Design WA* documents, for better quality building design and for taking the local context into greater account when designs are developed.

It is likely the State Government will release the final *Apartment Design Policy* in the coming months. At this stage, the City does not know what changes will be made to the documents by the State Government in response to submissions received during consultation. The City is, however, working closely with the State Government to determine which provisions of the new policy the State Government will allow the City to vary and tailor to address local needs and circumstances (see below).

### **What is the City doing to manage the impact of higher density development on existing residents?**

The City has always recognised the need to try and control the impact of (particularly) apartments on existing neighbours.

However, the City needs the approval of the State Government to make any changes to the Planning Scheme or any policy that varies certain provisions of the *Residential Design Codes* (R-Codes). Therefore, the City does not have unfettered ability to develop Scheme or policy provisions to control higher density development.

However, in November 2017, in response to concerns raised by some residents, the Council agreed to the development of new Planning Scheme provisions and a new planning policy that will assist the City in better managing the impacts of increased density on existing residents.

The City will work closely with residents and the State Government in the development of these Planning Scheme provisions and new planning policy. Given concerns about impacts of increased density are being expressed to the State Government by a number of different Local Governments, it is anticipated the State Government will be more receptive to the City tailoring Planning Scheme provisions and a new planning policy to suit the needs of its residents, whilst still meeting the strategic aims of the State Government.

#### **If there is a strategy being developed to better manage the impacts of increased density, why are Scheme Amendments No 88 and 90 being progressed?**

The Council decision to initiate Scheme Amendment No 88 was made in response to concerns raised by some residents and their representatives in Housing Opportunity Area 1. This decision was made before Council decided to develop the new strategy to manage higher density development mentioned above.

After Scheme Amendment No 88 had already been initiated by Council, some additional residents in a different part of Duncraig then asked for their properties to also be included into Scheme Amendment No 88, but this was not supported by the State Government, so a separate scheme amendment was initiated (Scheme Amendment No 90).

Scheme Amendments 88 and 90 are being progressed, even though a new strategy is going to be developed, because some residents have concerns about the time it may take to develop and implement the new strategy mentioned above and they want the density code in Housing Opportunity Area 1 to be reduced as soon as possible to restrict the extent of development currently permissible under the existing dual density codes.

#### **What will Scheme Amendments No 88 and 90 mean for future development?**

If approved, the scheme amendments will reduce the dual density code applicable to your property.

Under the proposed new R20/R30 density code, the minimum site area required for a single house or grouped dwelling (townhouse/unit) will increase to 260 square metres and an overall average of 300 square metres per dwelling would need to be achieved. This would mean that only two single houses or grouped dwellings could be developed on a lot of around 700 square metres.

Under the R20/R30 density code a minimum site area of 300 square metres per dwelling will also apply to apartments (multiple dwellings).

#### **Can development applications at the existing higher dual density code still be processed and determined while Scheme Amendments No 88 and 90 are being considered?**

Yes, the City is legally required to continue to accept, assess and determine applications for planning approval under the current dual density codes and current Planning Scheme and policy requirements. No regard can be given to the new scheme amendments until they are finally determined by the Minister for Planning.

#### **Who is being consulted on the proposed scheme amendments?**

The City is consulting directly with all landowners and residents in the area of Housing Opportunity Area 1 west of the Mitchell Freeway via letter and reply-paid envelope. In addition, the amendments are being advertised using newspaper advertisements and social media posts and all information is available on the City's website. Anyone interested in the proposal can provide hard-copy or online feedback with responses limited to one per household.

#### **How do I provide feedback?**

To provide feedback, you are encouraged to complete the enclosed Comment Form and return it to the City in the reversible reply-paid envelope provided. Alternatively, the Comment Form can be completed online via the Community Engagement section of the City's website at [joondalup.wa.gov.au](http://joondalup.wa.gov.au)

While submissions will be accepted in other formats, (i.e. emails and letters containing the submitter's name and address) the Comment Form is the City's preferred method. Collecting responses this way enables the City to gather responses to key questions and enables a more efficient data analysis process.

#### **When does the engagement period close?**

Community engagement will be conducted over a 60-day period, from **Thursday 22 February to Monday 23 April 2018**, in accordance with the requirements of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

If you would like to be informed via email on the progress of these proposals, please tick the box on the Comment Form and ensure your email address is provided in the Your Details section.

#### **Will my submission or personal details be released to the public?**

The City will not publish your name and address in the Council report on the outcomes of the engagement. However, your full (anonymous) comments may be published.

Note that a schedule of submissions, including the details of submitters, is required to be provided to the Western Australian Planning Commission but this will not be publicly available.

### **What happens next?**

After the close of the advertising period, the City will consider all submissions received and prepare a report for Council on the outcomes of engagement. Council must resolve to either support the scheme amendments with or without modification, or not support the amendments.

Council's decision is then forwarded to the Western Australian Planning Commission who then make a recommendation to the Minister for Planning on the proposed amendments. The Minister can either grant final approval to the scheme amendments, with or without modifications, or refuse to approve the scheme amendments.

This process will take many months and the exact timing of any final decision on the scheme amendments by the State Government is unknown.

### **Who do I contact for more information on this proposal?**

For further information on the proposed scheme amendments and how they may affect you and your property, or any information on the *Local Housing Strategy* in general, please contact Planning Services on **9400 4100** or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au). The City's urban planners are happy to respond to requests for information in writing, but welcome the opportunity to discuss any queries you have in person (by appointment) or over the phone.

# APPENDIX 7 — Frequently Asked Questions document (posted to local State and Federal Members and available on City website) (page 1)



## Scheme Amendments No 88 and No 90 Frequently Asked Questions

### What properties are included in Scheme Amendment No 88 and No 90?

All properties in Housing Opportunity Area 1, west of the Mitchell Freeway. The properties included in the scheme amendments are shown on the Scheme Amendment Maps which can be viewed via the Community Engagement section of the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au)

### Why do these properties have a dual density code?

These properties are in one of the City's Housing Opportunity Areas, which were approved for higher density infill development two years ago.

The State Government has a vision and strategy for the future growth and development of the metropolitan area which outlines that housing needs are changing and that a greater diversity of housing is needed. The State Government also believes that more efficient use should be made of existing infrastructure.

The State Government has therefore set housing targets for all Local Governments in the metropolitan area. The City of Joondalup has limited vacant land left, so much of this new housing needs to be infill development. Infill development is development of land that has already been developed to some extent.

The City was required, by the State Government, to prepare a *Local Housing Strategy* to demonstrate how the City will meet its housing targets. Early in the development of the Strategy, the City decided not to allow infill development to occur everywhere. In line with State Government policy, criteria were used to identify the most appropriate locations for higher density — specifically, areas within walking distance of train stations, key public transport routes and shopping centres.

Using these criteria, ten areas were identified where increased residential densities were considered most appropriate at the time. These areas are called Housing Opportunity Areas.

### What is a density code and what is a dual density code?

The *Residential Design Codes* (R-Codes) is a State Government planning policy, which provides the basis for controlling all residential development throughout Western Australia.

Under a Local Government Planning Scheme, properties are allocated a density code. The density code, or R-Code, for a property effectively limits or controls the number of dwellings that can be developed on that property.

For example, if a property has an R-Code of R20, this means that an average of 450 square metres of land is needed for each single house or grouped dwelling (townhouse/unit). If a property has an R-Code of R30, this means that an average of 300 square metres of land is required for each single and grouped dwelling. If a property has an R-Code of R40, this means that an average of 220 square metres of land is required for each single and grouped dwelling. The higher the density code, the less land is needed per dwelling.

Apartments (or multiple dwellings) are dealt with differently on land with a density code of R40 and above. As a result of changes made to the R-Codes by the State Government (commonly known as the Multi-Unit Housing Code), there is currently no requirement in the R-Codes for a minimum area of land per apartment on a lot with an R40 coding or higher and it is difficult to estimate how many apartments can be built on a lot, as this depends on other elements such as the size of each apartment, building setbacks, the provision of car parking bays and communal open space and areas of landscaping.

Within the Housing Opportunity Areas, a dual density code has been applied, for example R20/R40. Development at the lower density code needs to meet the standard criteria set out in the State Government's R-Codes. If there is a desire to develop at the higher density code (R40 in this instance), the proposed development must meet additional criteria. These additional criteria are set out in the City's *Residential Development Local Planning Policy* and the City's Planning Scheme.

### What is the background to the specific dual density code that was allocated to Housing Opportunity Area 1?

When the *Local Housing Strategy* was originally drafted in 2010, the majority of Housing Opportunity Area 1 was proposed to have a dual density code of R20/30 with some R20/40 coded lots around the Warwick Train Station and Warwick Shopping Centre and some R20/60 coded lots along Beach Road.



The State Government did not support this because it felt the City's approach did not respond strongly enough to the State's strategic planning documents and the City was advised to expand the size of Housing Opportunity Area 1 and to increase the density codes in it. The draft *Local Housing Strategy* was therefore amended to increase the general density in Housing Opportunity Area 1 to R20/40 with pockets of R20/60 around the Warwick Train Station and Warwick Shopping Centre, and a small strip along Beach Road. The amended *Local Housing Strategy* was supported and endorsed by the State Government and an amendment to the City's Planning Scheme (Scheme Amendment No 73) was approved in February 2016, giving effect to the dual density proposed in the *Local Housing Strategy*.

### **What type of development is possible under the current dual density codes in Housing Opportunity Area 1?**

Owners of land in Housing Opportunity Area 1 are not obligated to develop at the higher density code. Extensions to existing houses and the development of new single houses on vacant lots can continue to occur in the same way they always have.

Lots that are currently coded R20/R40 can be developed with single houses and grouped dwellings (townhouses/units) with an average of 220 square metres of land required for each single house or grouped dwelling. This means that an average lot of around 700 square metres could be developed with three single houses or grouped dwellings. These dwellings could be single storey or two storey buildings.

Lots that are currently coded R20/R40 can also be developed with apartments (multiple dwellings). Currently, under the State Government's *Residential Design Codes* (R-Codes), there is no minimum area of land required for each apartment and it is difficult to estimate how many apartments can be built on a lot as this depends on other elements such as the size of each dwelling, building setbacks, the provision of car parking bays and communal open space and areas of landscaping. Apartments in the R20/R40 area are currently limited in height to two storeys.

### **What impact will new State Government policy have on the type of development possible in Housing Opportunity Area 1? (Design WA)**

In October 2016, the State Government released a proposed new suite of planning documents for public consultation. The suite of documents is known as *Design WA*. It is intended, over time, that *Design WA* will replace the current *Residential Design Codes* (R-Codes).

One of the *Design WA* documents released for public consultation is the draft *Apartment Design Policy*. This draft policy sets out new planning and design standards for residential apartments.

Under the provisions of the draft new *Apartment Design Policy*, apartments (multiple dwellings) in an area with a density coding of R40 or R60, may be developed at a height of three storeys. However, under the draft *Apartment Design Policy*, it is currently proposed that the plot ratio (floor area) requirements for apartments will remain the

same and greater side and rear setbacks will apply than under the current R-Codes setback requirements. This means that, although increased height will be possible, if buildings have more height, their footprints will need to be smaller to still meet the plot ratio requirements — leaving more space on the site for parking and landscaping, including deep root zones for trees.

The City did not support all aspects of *Design WA* and expressed some concerns during State Government's consultation on the matter. However, the City did support the much greater push, in the *Design WA* documents, for better quality building design and for taking the local context into greater account when designs are developed.

It is likely the State Government will release the final *Apartment Design Policy* in the coming months. At this stage, the City does not know what changes will be made to the documents by the State Government in response to submissions received during consultation. The City is, however, working closely with the State Government to determine which provisions of the new policy the State Government will allow the City to vary and tailor to address local needs and circumstances (see below).

### **What is the City doing to manage the impact of higher density development on existing residents?**

The City has always recognised the need to try and control the impact of (particularly) apartments on existing neighbours.

However, the City needs the approval of the State Government to make any changes to the Planning Scheme or any policy that varies certain provisions of the *Residential Design Codes* (R-Codes). Therefore, the City does not have unfettered ability to develop Scheme or policy provisions to control higher density development.

However, in November 2017, in response to concerns raised by some residents, the Council agreed to the development of new Planning Scheme provisions and a new planning policy that will assist the City in better managing the impacts of increased density on existing residents.

The City will work closely with residents and the State Government in the development of these Planning Scheme provisions and new planning policy. Given concerns about impacts of increased density are being expressed to the State Government by a number of different Local Governments, it is anticipated the State Government will be more receptive to the City tailoring Planning Scheme provisions and a new planning policy to suit the needs of its residents, whilst still meeting the strategic aims of the State Government.

### **If there is a strategy being developed to better manage the impacts of increased density, why are Scheme Amendments No 88 and 90 being progressed?**

The Council decision to initiate Scheme Amendment No 88 was made in response to concerns raised by some residents and their representatives in Housing Opportunity Area 1. This decision was made before Council decided to develop the new strategy to manage higher density development mentioned above.

After Scheme Amendment No 88 had already been initiated by Council, some additional residents in a different part of Duncraig then asked for their properties to also be included into Scheme Amendment No 88, but this was not supported by the State Government, so a separate scheme amendment was initiated (Scheme Amendment No 90).

Scheme Amendments 88 and 90 are being progressed, even though a new strategy is going to be developed, because some residents have concerns about the time it may take to develop and implement the new strategy mentioned above and they want the density code in Housing Opportunity Area 1 to be reduced as soon as possible to restrict the extent of development currently permissible under the existing dual density codes.

### **What will Scheme Amendments No 88 and 90 mean for future development?**

If approved, the scheme amendments will reduce the dual density code applicable to properties located within the scheme amendment areas.

Under the proposed new R20/R30 density code, the minimum site area required for a single house or grouped dwelling (townhouse/unit) will increase to 260 square metres and an overall average of 300 square metres per dwelling would need to be achieved. This would mean that only two single houses or grouped dwellings could be developed on a lot of around 700 square metres.

Under the R20/R30 density code a minimum site area of 300 square metres per dwelling will also apply to apartments (multiple dwellings).

### **Can development applications at the existing higher dual density code still be processed and determined while Scheme Amendments No 88 and 90 are being considered?**

Yes, the City is legally required to continue to accept, assess and determine applications for planning approval under the current dual density codes and current Planning Scheme and policy requirements. No regard can be given to the new scheme amendments until they are finally determined by the Minister for Planning.

### **Who is being consulted on the proposed scheme amendments?**

The City is consulting directly with all landowners and residents in the area of Housing Opportunity Area 1 west of the Mitchell Freeway via letter and reply-paid envelope. In addition, the amendments are being advertised using newspaper advertisements and social media posts and all information is available on the City's website. Anyone interested in the proposal can provide hard-copy or online feedback with responses limited to one per household.

### **How do I provide feedback?**

If you are interested in these amendments and wish to make comment on them, you are able to complete the Comment Form available via the Community Engagement section of the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au). Hard-copy Comment Forms are also available on request.

While submissions will be accepted in other formats, (ie emails and letters containing the submitter's name and address) the Comment Form is the City's preferred method. Collecting responses this way enables the City to gather responses to key questions and enables a more efficient data analysis process.

### **When does the engagement period close?**

Community engagement will be conducted over a 60-day period, from **Thursday 22 February to Monday 23 April 2018**, in accordance with the requirements of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

If you would like to be informed via email on the progress of these proposals, please tick the box on the Comment Form and ensure your email address is provided in the Your Details section.

### **Will my submission or personal details be released to the public?**

The City will not publish your name and address in the Council report on the outcomes of the engagement. However, your full (anonymous) comments may be published.

Note that a schedule of submissions, including the details of submitters, is required to be provided to the Western Australian Planning Commission but this will not be publicly available.

### **What happens next?**

After the close of the advertising period, the City will consider all submissions received and prepare a report for Council on the outcomes of engagement. Council must resolve to either support the scheme amendments with or without modification, or not support the amendments.

Council's decision is then forwarded to the Western Australian Planning Commission who then make a recommendation to the Minister for Planning on the proposed amendments. The Minister can either grant final approval to the scheme amendments, with or without modifications, or refuse to approve the scheme amendments.

This process will take many months and the exact timing of any final decision on the scheme amendments by the State Government is unknown.

### **Who do I contact for more information on this proposal?**

For further information on the proposed scheme amendments and how they may affect you and your property, or any information on the *Local Housing Strategy* in general, please contact Planning Services on **9400 4100** or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au). The City's urban planners are happy to respond to requests for information in writing, but welcome the opportunity to discuss any queries you have in person (by appointment) or over the phone.

# APPENDIX 8 — Scheme Amendment No 88 Report (page 1)

COPY NO.       
FORM 2A

**PLANNING AND DEVELOPMENT ACT 2005**

**RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME**

**CITY OF JOONDALUP**

**DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 88**

Resolved that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by amending the residential density code for the area bounded by Mitchell Freeway, Davallia Road, Beach Road and Warwick Road, Duncraig, from R20/40 and R20/60 to R20/30.

The Amendment is Complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the reason that it is not consistent with the *City of Joondalup Local Housing Strategy*.

DATED THIS 27<sup>TH</sup> DAY OF JUNE 2017

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

COPY NO \_\_

***PLANNING AND DEVELOPMENT ACT 2005***

**CITY OF JOONDALUP**

**DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 88**

The City of Joondalup under and by virtue of the powers conferred upon it in that behalf by Part 5 of the *Planning and Development Act 2005* hereby amends the above Local Planning Scheme by

1. Amending the residential density code of the area bounded by Mitchell Freeway, Davallia Road, Beach Road and Warwick Road, Duncraig, from R20/40 and R20/60 to R20/30.
2. Amending the scheme map accordingly.



COPY NO \_\_\_\_

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF JOONDALUP**

**DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 88**

**SCHEME AMENDMENT REPORT**

**BACKGROUND**

Special Electors Meeting

As requested by electors of the City of Joondalup, a Special Meeting of Electors was held on Monday, 24 April 2017 in accordance with the provisions of the *Local Government Act 1995*. The purpose of the meeting was to discuss the following matter:

*“To request the City of Joondalup to initiate a review of its Local Housing Strategy (LHS) and an associated amendment to District Planning Scheme No. 2 to change the density coding of lots within Housing Opportunity Area 1, that are currently coded R20/R60, to a density coding of no higher than R20/R30.”*

The following motion, in part, was carried at the Special Electors Meeting:

“Motion 1

*...that Council:*

1. *urgently works with the Western Australian Planning Commission and the Department of Planning to amend the R Coding to R20/30 in Housing Opportunity Area 1 bounded by Mitchell Freeway to the East, Davallia Road to the West, Beach Road to the South and Warwick Road to the North;...*

The *Local Government Act 1995* requires all decisions made at an electors meeting to be referred to Council for consideration. Council at its meeting held on 16 May 2017 resolved, in part, as follows:

- “1 *NOTES the minutes of the Special Meeting of Electors held on Monday, 24 April 2017 forming Attachment 1 to Report CJ078-05/17;*
- 2 *in relation to Motion No. 1 carried at the Special Meeting of Electors SUPPORTS initiating and amendment to District Planning Scheme No. 2 to reduce the density coding of properties in Housing Opportunity Area 1, bounded by the Mitchell Freeway to the East, Davallia Road to the West, Beach Road to the South and Warwick Road to the North, from R20/R40 and R20/R60 to R20/R30;...*

**DETAILS**

This amendment to District Planning Scheme No. 2 has been prepared in accordance with Council's resolution of 16 May 2017. In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations), the proposed amendment is

(page 4)

a 'complex amendment' as the proposal is not consistent with the City of Joondalup *Local Housing Strategy*.

**RESOLUTION TO AMEND**

Adopted by resolution of the Council of the City of Joondalup at the meeting of the Council held on the 27<sup>th</sup> day of **June 2017**.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

**ADOPTION**

Adopted for final approval by resolution of the City of Joondalup at the Meeting of the Council held on the       day of       20       and the Common Seal of the City of Joondalup was affixed by the authority of a resolution of Council in the presence of:

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

**WAPC RECOMMENDED/SUBMITTED FOR FINAL APPROVAL**

\_\_\_\_\_  
DELEGATED UNDER s16 OF THE *PLANNING  
AND DEVELOPMENT ACT 2005*

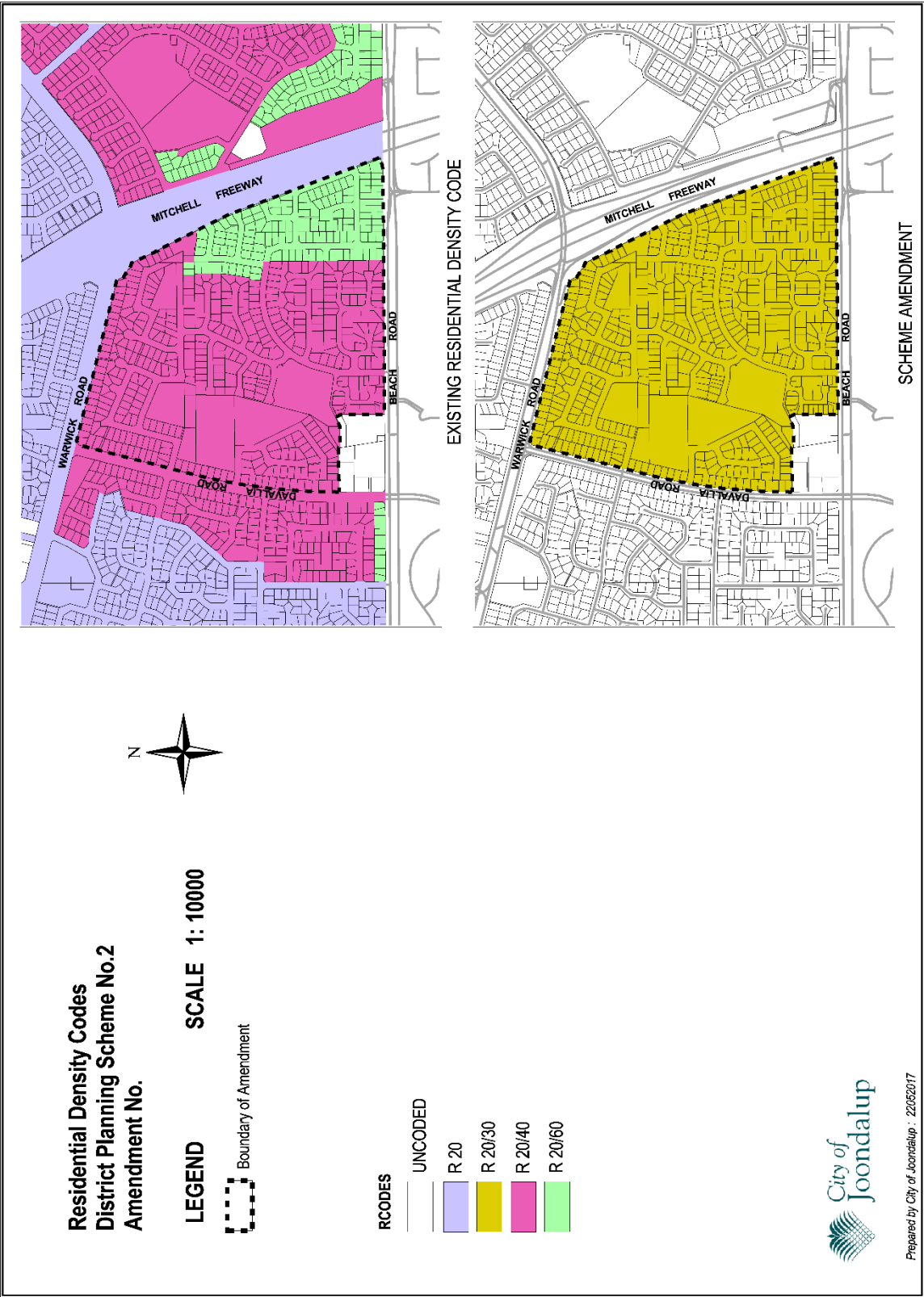
DATE \_\_\_\_\_

**APPROVAL GRANTED**

\_\_\_\_\_  
MINISTER FOR PLANNING  
S87 OF THE *PLANNING AND DEVELOPMENT  
ACT 2005*

DATE \_\_\_\_\_

APPENDIX 9 — Scheme Amendment No 88 Map





# APPENDIX 10 — Scheme Amendment No 90 Report (page 1)

COPY NO.       
FORM 2A

**PLANNING AND DEVELOPMENT ACT 2005**

**RESOLUTION TO PREPARE AMENDMENT TO LOCAL PLANNING SCHEME**

**CITY OF JOONDALUP**

**DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 90**

Resolved that the local government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by amending the residential density code for the portion of Housing Opportunity Area 1 located to the west of Davallia Road from R20/40 and R20/60 to R20/30.

The Amendment is Complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the reason that it is not consistent with the *City of Joondalup Local Housing Strategy*.

DATED THIS 12<sup>TH</sup> DAY OF DECEMBER 2017

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

COPY NO \_\_

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF JOONDALUP**

**DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO 90**

The City of Joondalup under and by virtue of the powers conferred upon it in that behalf by Part 5 of the *Planning and Development Act 2005* hereby amends the above Local Planning Scheme by:

1. Amending the residential density code of the portion of Housing Opportunity Area 1 bound by Warwick Road to the north, Davallia Road to the east, Beach Road to the south and to the west by Sequoia Road, Granadilla Street, Telopia Drive, Autumn Court, Buckthorn Way and Greenlaw Street, from R20/40 and R20/60 to R20/30.
2. Amending the scheme map accordingly.

COPY NO \_\_\_\_

**PLANNING AND DEVELOPMENT ACT 2005**

**CITY OF JOONDALUP**

**DISTRICT PLANNING SCHEME NO. 2 – AMENDMENT NO. 90**

**SCHEME AMENDMENT REPORT**

**BACKGROUND**

At its meeting held on 27 June 2017, Council resolved to initiate Amendment No. 88 to District Planning Scheme No. 2 to amend the residential density code of a portion of Housing Opportunity Area 1 (HOA1) bounded by the Mitchell Freeway, Davallia Road, Beach Road and Warwick Road, Duncraig, from R20/40 and R20/60 to R20/30.

Following Council's resolution to initiate Amendment No. 88, the City referred the amendment to the Western Australian Planning Commission and Environmental Protection Authority prior to advertising, as required by the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Prior to the commencement of advertising, a separate petition was received by the City from some landowners in HOA1 west of Davallia Road seeking to also include this area of HOA1 in Amendment No. 88. The commencement of advertising for Amendment No. 88 was held pending Council's consideration of the petition to include additional areas into the amendment.

At its meeting held on 21 November 2017 (CJ177-11/17 refers), Council considered the petition and resolved in part as follows:

*"SUPPORTS the request to include the portion of Housing Opportunity Area 1, located west of Davallia Road into Amendment No. 88 to District Planning Scheme No. 2, to reduce the density coding from R20/R40 and R20/R60 to a density coding of no higher than R20/R30 and NOTES that a report dealing with the revocation of Council's earlier decision to initiate existing Amendment No. 88 and to initiate a replacement amendment will be presented to an upcoming Council meeting".*

Subsequently, at its meeting held on 12 December 2017 Council resolved in part as follows:

*"Pursuant to section 75 of the Planning and Development Act 2005 and Regulations 37(1) of the Planning and Development (Local Planning Schemes) Regulations 2015, RESOLVES to proceed to advertise Scheme Amendment No. 90 to the City of Joondalup District Planning Scheme No.2 to:*

- 1.1 amend the Residential Density Code Map to recode a portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30, as depicted at Attachment 2 to Report CJ193-12/17, for the purpose of public advertising for a period of 60 days"*

**DETAILS**

This amendment to District Planning Scheme No.2 has been prepared in accordance with Council's resolution of 12 December 2017. In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposed amendment is a 'complex amendment' as the proposal is not consistent with the *City of Joondalup Local Housing Strategy*.

**RESOLUTION TO AMEND**

Adopted by resolution of the Council of the City of Joondalup at the meeting of the Council held on the 12<sup>th</sup> day of December 2017.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

**ADOPTION**

Adopted for final approval by resolution of the City of Joondalup at the Meeting of the Council held on the        day of        20        and the Common Seal of the City of Joondalup was affixed by the authority of a resolution of Council in the presence of:

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CHIEF EXECUTIVE OFFICER

**WAPC RECOMMENDED/SUBMITTED FOR FINAL APPROVAL**

\_\_\_\_\_  
DELEGATED UNDER s16 OF THE *PLANNING  
AND DEVELOPMENT ACT 2005*

DATE \_\_\_\_\_

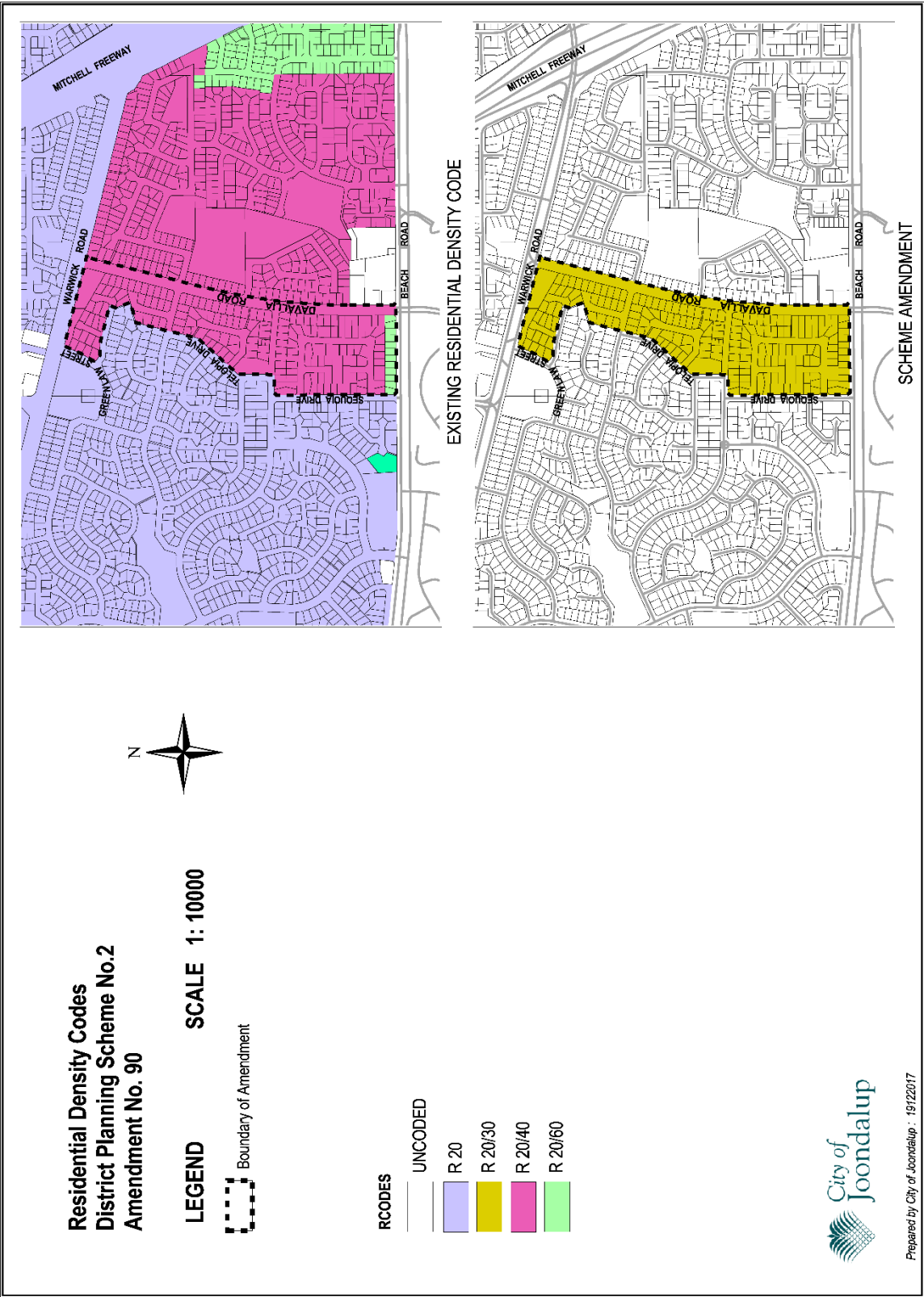
**APPROVAL GRANTED**

\_\_\_\_\_  
MINISTER FOR PLANNING  
S87 OF THE *PLANNING AND DEVELOPMENT  
ACT 2005*

DATE \_\_\_\_\_



# APPENDIX 11 — Scheme Amendment No 90 Map



## APPENDIX 12 — Hard-copy Comment Form (page 1)



### Scheme Amendments No 88 and 90 — Re-coding portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30 Comment Form

This Comment Form can also be completed online. Scan the QR code opposite or visit the Community Engagement section of the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au)



The City is seeking community feedback on the proposal to reduce the residential density codes for properties in Housing Opportunity Area 1, west of the Mitchell Freeway. The density codes are proposed to reduce from R20/40 and R20/60 to R20/30.

It is recommended that you review the full Scheme Amendments and Frequently Asked Questions available on the City's website at [joondalup.wa.gov.au](http://joondalup.wa.gov.au) prior to providing feedback. If you have any queries, please contact Planning Services on 9400 4100 or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au)

#### 1. Your details:

Note that for your Comment Form to be valid, your full contact details must be provided. These details will be treated as confidential and will not be published or linked to your comments in any report to Council on the outcomes of the consultation. However, note that the City is required to provide these details to the Western Australian Planning Commission. **Only one survey per household will be accepted.**

Name:

Address:

Phone:

Email:

I am aged: ☐ under 18 ☐ 18 – 24 ☐ 25 – 34 ☐ 35 – 44  
☐ 45 – 54 ☐ 55 – 64 ☐ 65 – 74 ☐ 75+

#### Please select all statements that apply to you. (Please tick as many as applicable.)

- ☐ I own property within the affected scheme amendment areas
- ☐ I rent property within the affected scheme amendment areas
- ☐ I own a business within the affected scheme amendment areas
- ☐ I work within the affected scheme amendment areas
- ☐ I am none of the above, but I am interested in these amendments

City of Joondalup | 90 Boas Avenue Joondalup WA 6027 | PO Box 21 Joondalup WA 6919 | T: 9400 4000 F: 9300 1383 | [joondalup.wa.gov.au](http://joondalup.wa.gov.au)  
9872 – LAST UPDATED JANUARY 2018

## 2. Scheme Amendment No 88

The maps below highlight the portion of Housing Opportunity Area 1 that relates to Scheme Amendment No 88, including the area between Mitchell Freeway, Davallia Road, Beach Road and Warwick Road, Duncraig.

Scheme Amendment No 88 proposes changing the Residential Density Codes (R-Codes) from R20/40 and R20/60 to the lower R-Code of R20/30.

Please rate your level of support for, or opposition to proposed Scheme Amendment No 88:

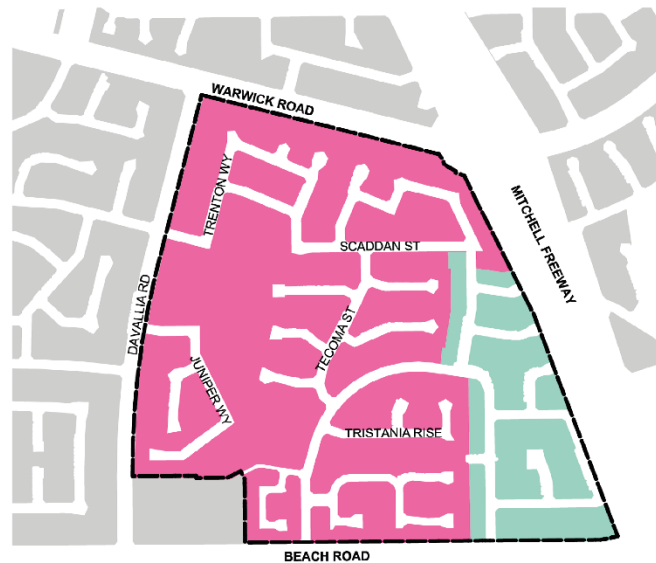
☐ Strongly Support    ☐ Support    ☐ Unsure    ☐ Oppose    ☐ Strongly Oppose

### Existing Residential Density Codes

 R20/40

 R20/60

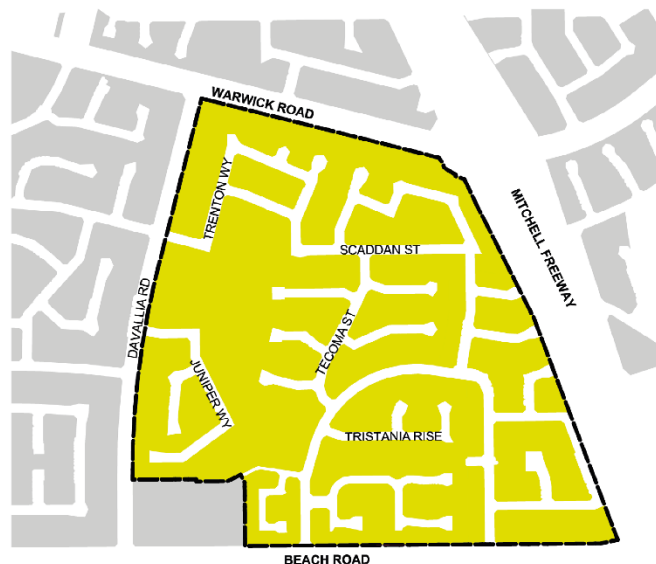
Scheme Amendment 88



### Proposed Residential Density Codes

 R20/30

Scheme Amendment 88



### 3. Scheme Amendment No 90

The maps below highlight the portion of Housing Opportunity Area 1 that relates to Scheme Amendment No 90, including the area west of Davallia Road, Duncraig.

Scheme Amendment No 90 proposes changing the Residential Density Codes (R-Codes) from R20/40 and R20/60 to the lower R-Code of R20/30.

Please rate your level of support for, or opposition to proposed Scheme Amendment No 90:

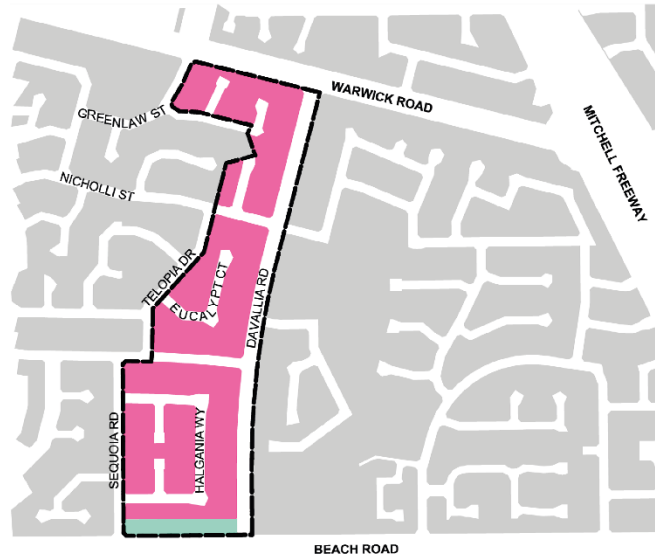
☐ Strongly Support    ☐ Support    ☐ Unsure    ☐ Oppose    ☐ Strongly Oppose

#### Existing Residential Density Codes

 R20/40

 R20/60

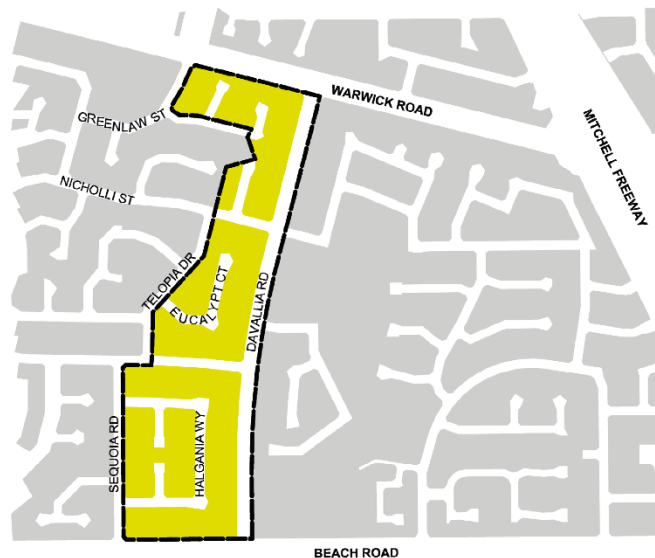
#### Scheme Amendment 90



#### Proposed Residential Density Codes

 R20/30

#### Scheme Amendment 90



(page 4)


[illegible]

Thank you for your feedback.

Please complete and submit this Comment Form by the closing date: **Monday 23 April 2018.**



## APPENDIX 13 — Online Comment Form (page 1)



**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

The City is seeking community feedback on the proposal to reduce the residential density codes for portions of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30.


It is recommended that you review the full [Scheme Amendments](#) and [Frequently Asked Questions](#) prior to providing feedback. If you have any queries, please contact **Planning Services** on **9400 4100** or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au)

1 / 8

13%

Next

(page 2)



**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

**\* 1. Did you receive a Comment Form in the mail?**

☐ No

☐ Yes — please enter your Survey Number below (see example)

This Comment Form can also be completed online. Scan the QR code opposite or visit the Community Engagement section of the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au)

Please quote your survey number when prompted:

88-LR-129814

2 / 8

25%

Prev

Next



**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

Note that for your Comment Form to be valid, your full contact details must be provided. These details will be treated as confidential and will not be published or linked to your comments in any report to Council on the outcomes of the consultation. However, note that the City is required to provide these details to the Western Australian Planning Commission.

**Only one survey per household will be accepted.**

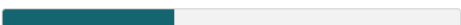
**\* 2. Your details:**

Name:	<input type="text"/>
Address:	<input type="text"/>
Suburb:	<input type="text"/>
Post Code:	<input type="text"/>
Phone:	<input type="text"/>
Email:	<input type="text"/>

**3. I am aged:**

**4. Please select all statements that apply to you**

- ☐ I own property within the affected scheme amendment areas
- ☐ I rent property within the affected scheme amendment areas
- ☐ I own a business within the affected scheme amendment areas
- ☐ I work within the affected scheme amendment areas
- ☐ I am none of the above, but I am interested in these amendments

3 / 8  38%

Prev

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**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

**Scheme Amendment No 88**

The maps below highlight the portion of Housing Opportunity Area 1 that relates to Scheme Amendment No 88, including the area between Mitchell Freeway, Davallia Road, Beach Road and Warwick Road, Duncraig.

Scheme Amendment No 88 proposes changing the Residential Density Codes (R-Codes) from R20/40 and R20/60 to the lower R-Code of R20/30.

**5. Please rate your level of support for or opposition to proposed Scheme Amendment No 88:**

Strongly support      Support      Unsure      Oppose      Strongly Oppose

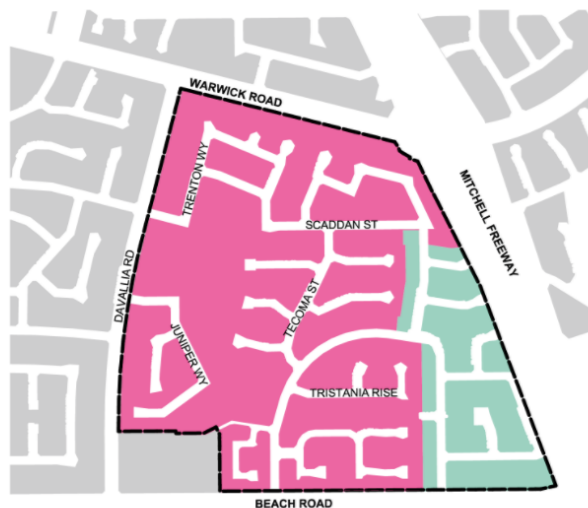
☐      ☐      ☐      ☐      ☐

**Existing Residential Density Codes**

 R20/40

 R20/60

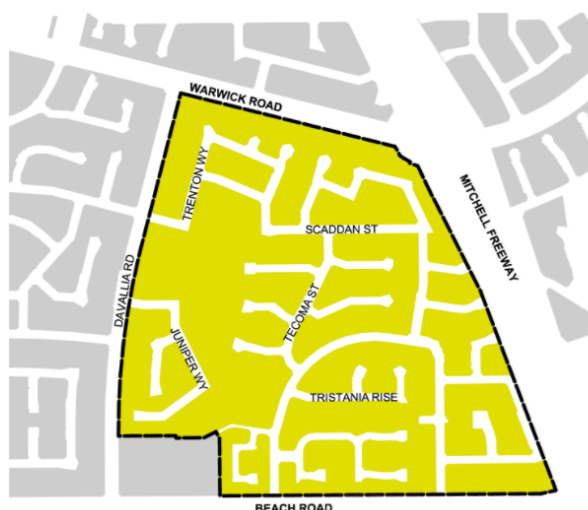
**Scheme Amendment 88**



**Proposed Residential Density Codes**

 R20/30

**Scheme Amendment 88**



4 / 8  50%

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Next

**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

**Scheme Amendment No 90**

The maps below highlight the portion of Housing Opportunity Area 1 that relates to Scheme Amendment No 90, including the area west of Davallia Road, Duncraig.

Scheme Amendment No 90 proposes changing the Residential Density Codes (R-Codes) from R20/40 and R20/60 to the lower R-Code of R20/30.

**6. Please rate your level of support for or opposition to proposed Scheme Amendment No 90:**

Strongly support      Support      Unsure      Oppose      Strongly oppose

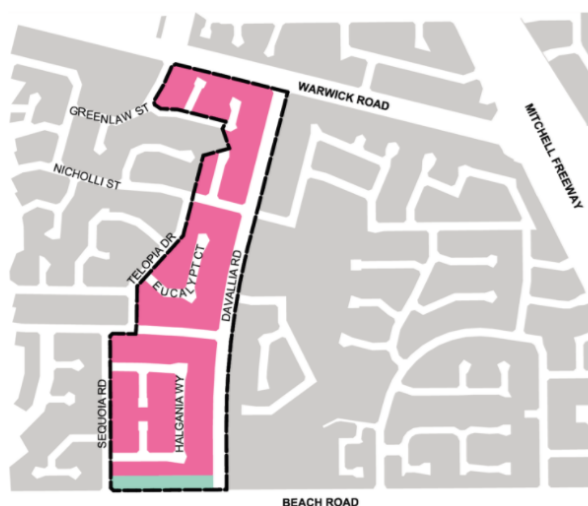
☐      ☐      ☐      ☐      ☐

**Existing Residential Density Codes**

 R20/40

 R20/60

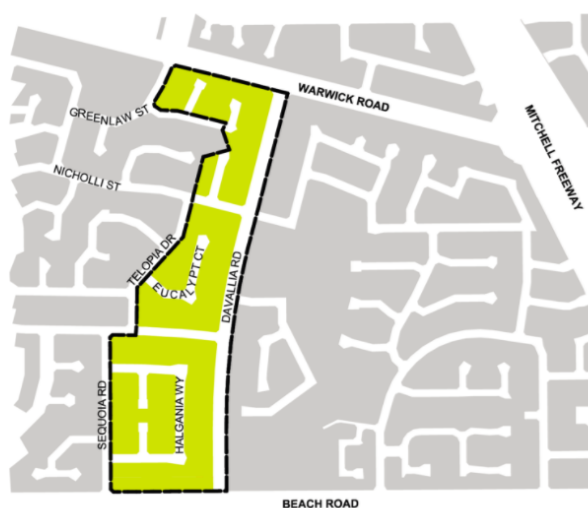
**Scheme Amendment 90**



**Proposed Residential Density Codes**

 R20/30

**Scheme Amendment 90**




5 / 8  63%

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(page 6)



**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

7. Do you have any comments regarding the scheme amendments?

6 / 8


75%

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(page 7)



**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

**Request to be informed:**

Community engagement assists Council in deliberating and then making decisions on certain matters. The analysis from this engagement will be provided to Council to assist them in their decision-making role first at a Briefing Session and then at a Council meeting. Deputations can be made at Briefing Sessions by appointment and questions and public statements can be presented at Council meetings.

**8. I would like to be informed via email when this engagement will be presented at a Briefing Session and Council meeting.**

☐ Yes

☐ No

**City of Joondalup Community Engagement Network:**

The Community Engagement Network is a network of community members interested in being consulted and engaged on an ongoing basis about future strategic initiatives in the City of Joondalup. Contact details are kept strictly confidential and members can opt-out at any time.

If you are interested in joining the City of Joondalup Community Engagement Network, subscribe on the [City's website](#) or tick the box below.

**9. I would like to join the City of Joondalup Community Engagement Network**

☐ Yes

☐ No


7 / 8

88%

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(page 8)



**Scheme Amendments No 88 and 90 — Re-coding Portion of Housing Opportunity Area 1 from R20/40 and R20/60 to R20/30**

**Comment Form**

Thank you for your feedback.

8 / 8


100%

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Done

## APPENDIX 14 — Community engagement website text (City website)

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Home > Govern > Community Engagement > Scheme Amendments No 88 and 90

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### Scheme Amendments No 88 and 90

#### Local Planning Scheme Amendments Available for Inspection (Complex Amendments) — City of Joondalup Planning Scheme No 2

The City of Joondalup has prepared the above planning scheme amendments for the combined purpose of reducing the residential density code for all properties in Housing Opportunity Area 1 west of the Mitchell Freeway, Duncraig, from R20/40 and R20/60 to R20/30.

The residential density code of R20/40 and R20/60 was applied to the areas as part of the implementation of the City's [Local Housing Strategy](#). As a result of a request by some residents of Duncraig, Council at its meeting held on 27 June 2017 resolved to initiate Scheme Amendment No 88, and at its meeting held on 12 December 2017 resolved to initiate Scheme Amendment No 90.

Documents detailing the proposals are available to view at the links below, and also at the City of Joondalup administration office: 90 Boas Avenue, Joondalup, during office hours up to and including Monday 23 April 2018.

Submissions on the proposal can be made using the online [Comment Form](#) on or before **Monday 23 April 2018**. Alternatively, submissions can be made by email to [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) or in writing to:

City of Joondalup  
PO BOX 21  
JOONDALUP WA 6919

Enquiries can be directed to the City on 9400 4100.

Related Information

*These documents are available in alternate formats upon request. Please contact the City on 9400 4000.*

[Comment Form](#)

[Frequently Asked Questions](#)

[Scheme Amendment No 88 Report](#)

[Scheme Amendment No 88 Maps](#)

[Scheme Amendment No 90 Report](#)

[Scheme Amendment No 90 - Map](#)

PDF 554 KB

PDF 19 KB

PDF 130 KB

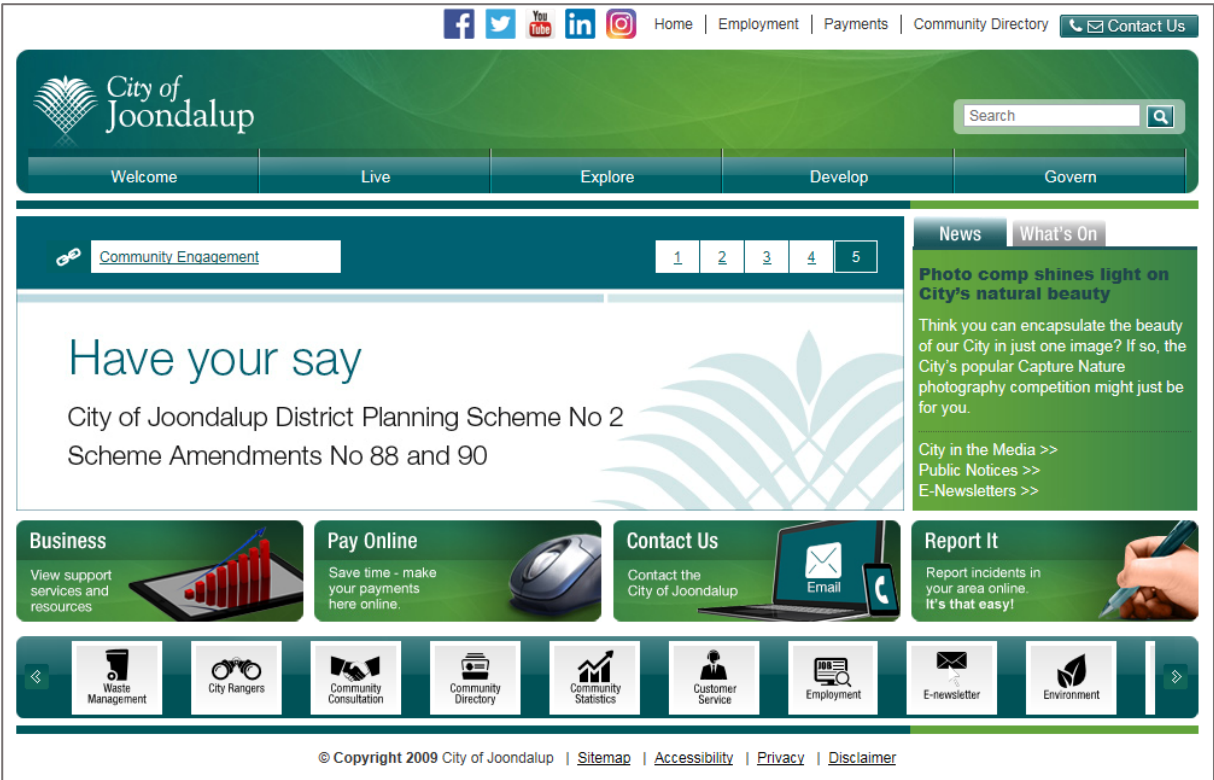
PDF 20 KB

90-MAP 160 KB

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Last updated: 23/02/2018

# APPENDIX 15 — Banner advertisement (City website)



## APPENDIX 16 — Public notice (City website)

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- Videos

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#### Draft Local Planning Scheme Amendment Nos 88 & 90

22/02/2018 12:00:00 AM

The City of Joondalup has prepared the above planning scheme amendments for the combined purpose of reducing the residential density code for all properties in Housing Opportunity Area 1 west of the Mitchell Freeway, Duncraig, from R20/40 and R20/60 to R20/30.

The residential density code of R20/40 and R20/60 was applied to the areas as part of the implementation of the City's *Local Housing Strategy*. As a result of request by some residents of Duncraig, Council at its meeting held on 27 June 2017 resolved to initiate Scheme Amendment No. 88, and at its meeting held on 12 December 2017 resolved to initiate Scheme Amendment No. 90.

Documents detailing the proposals are available to view at the link below, and also at the City of Joondalup administration office: **90 Boas Avenue, Joondalup**, during office hours up to and including **Monday, 23 April 2018**.

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**City of Joondalup**  
PO Box 21  
JOONDALUP WA 6919

Enquiries can be directed to the City on **9400 4100**.

[Community Engagement](#)

#### Related Information

*These documents are available in alternate formats upon request. Please contact the City on 9400 4000.*

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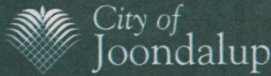
[E-Newsletters](#)

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## APPENDIX 17 — Public notice (*Joondalup Weekender*, 22 February 2018, page 16)

THE WEEKENDER, Thursday, February 22, 2018

16



*Planning and Development Act 2005*

**City of Joondalup District Planning Scheme No 2  
Proposed Scheme Amendments No 88 and 90 (Complex  
Amendments)**

The City of Joondalup has prepared the above planning scheme amendments for the combined purpose of reducing the residential density code for all properties in Housing Opportunity Area 1 west of the Mitchell Freeway, Duncraig, from R20/40 and R20/60 to R20/30.

Documents detailing the proposed scheme amendments are available for viewing at the City of Joondalup Administration Building, 90 Boas Avenue, Joondalup, during office hours up to and including **Monday 23 April 2018**. The documents are also available on the City's website at [joondalup.wa.gov.au](http://joondalup.wa.gov.au)






Submissions on the proposal can be made using the online Comment Form available on the City's website. Submissions close **Monday 23 April 2018**. Alternatively, submissions can be made via email to [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) or in writing to:

City of Joondalup  
PO Box 21  
Joondalup WA 6919

For further information contact the City on **9400 4100**.

---

**Garry Hunt** PSM  
Chief Executive Officer  
[joondalup.wa.gov.au](http://joondalup.wa.gov.au)

### CITY OF JOONDALUP DISTRICT PLANNING SCHEME NO 2 SCHEME AMENDMENTS NO 88 AND 90

The City of Joondalup has prepared the above planning scheme amendments for the purpose of reducing the residential density code for all properties in Housing Opportunity Area 1 west of the Mitchell Freeway, Duncraig from R20/40 and R20/60 to R20/30.


Documents can be viewed at the City of Joondalup Administration Building, 90 Boas Avenue, Joondalup, or on the City's website [joondalup.wa.gov.au](http://joondalup.wa.gov.au) up to and including **Monday 23 April 2018**.

Submissions can be made using the online Comment Form available on the City's website, and lodged with the City on or before **Monday 23 April 2018**.



## APPENDIX 19 — Media release (City website)

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### City News

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#### Feedback Encouraged on Local Planning Scheme Amendments

1/03/2018 8:32:30 AM

Residents of Duncraig and the wider community are being encouraged to have their say on a proposal to reduce the residential density code in part of one of the City's Housing Opportunity Areas.

The residential density code of R20/40 and R20/60 is currently applied to households within Housing Opportunity Area 1, as part of the implementation of the City's Local Housing Strategy.

This portion of Housing Opportunity Area 1 is bounded by Mitchell Freeway to the east, Warwick Road to the north, Beach Road to the south and Sequoia Road, Telopia Drive, Autumn Court, Buckthorn Way and Greenlaw Street to the west.

Following a request made by some Duncraig residents and local MLA Tony Krsticevic, the Joondalup Council resolved to initiate Scheme Amendment No 88 at its June 2017 meeting, and initiate Scheme Amendment No 90 at its December 2017 meeting.

These amendments to the City's planning scheme seek to reduce the residential density code of every property in Housing Opportunity Area 1, west of the Mitchell Freeway in Duncraig, with the exception of Carine Glades Shopping Centre, from R20/40 and R 20/60 to R20/30.

Feedback will be sought over a 60-day period, from Thursday 22 February to Monday 23 April 2018.

The City is directly consulting with all landowners and residents within the affected Scheme Amendment areas, who will receive information and a survey via direct mail.

The amendments are also being advertised through the local newspaper, and social media, with all information available on the City's website.

Anyone interested in the proposal can provide feedback by completing a comment form online via the Community Engagement section of the City's website – [joondalup.wa.gov.au](http://joondalup.wa.gov.au).

Those unable to complete a form online or who would like further information on the project can contact the City's Planning Services team on 9400 4100 or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) to request a hard copy comment form.

The City's urban planners are also available to discuss any queries regarding the amendments and residential density codes in person, by appointment, or over the phone.

After the close of the consultation period, the City will consider all submissions received and prepare a report for Council on the outcomes of community engagement. Council must then resolve to either support the amendments with or without modification, or not support the amendments.

Council's decision is then forwarded to the Western Australian Planning Commission (WAPC), who will make a recommendation to the Minister for Planning on the proposed amendments.

The Minister can either grant final approval or refuse the scheme amendments. The City does not have the power or authority to make the final decision on these matters.

Related Information

*These documents are available in alternate formats upon request. Please contact the City on 9400 4000.*

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Last updated: 22/08/2016

## APPENDIX 20 — *Joondalup Voice* article (City website)



Joondalup Voice Online


Joondalup Voice Online

22 March 2018

Dear \$FIRSTNAME\$,

Call: 9400 4705

**Councillor's Column - Sophie Dwyer**



**Have your say on Local Planning Scheme Amendments**  
Residents of Duncraig and the wider community have another month to have their say on a proposal to reduce the residential density code in part of one of the City's Housing Opportunity Areas.

The residential density code of R20/40 and R20/60 is currently applied to households within Housing Opportunity Area 1 (HO1), as part of the implementation of the City's Local Housing Strategy.

This portion of HO1 is bounded by the Mitchell Freeway to the east, Warwick Road to the north, Beach Road to the south and Sequoia Road, Telopia Drive, Autumn Court, Buckthorn Way and Greenlaw Street to the west.

Proposed amendments to the City's Planning Scheme seek to reduce the residential density code of every property in HO1, west of the Mitchell Freeway in Duncraig, excluding Carine Glades Shopping Centre, from R20/40 and R20/60 to R20/30.

The City will consider all submissions and prepare a report for Council on the outcomes of community engagement.

Council must then resolve to either support the amendments with or without modification, or not support the amendments. Council's decision is then forwarded to the Western Australian Planning Commission and the Minister for Planning for final determination.

For further information, including a link to the online entry form and terms and conditions, visit the City's [website](#) or call 9400 4377.

**Record numbers for Twilight Lantern Parade**  
One of the feature events of this year's Joondalup Festival is certain to be the Twilight Lantern Parade, which has attracted a record number of participants in 2018.

Now in its sixth year, the parade will take place on Saturday 24 March at 6.30pm.

This year's theme is The Water Story – a magical story of reflection and sustainability based on Lake Joondalup with participants given a part of the story or a character to play.

It will culminate in an epic production including a soundtrack, visual effects and professional stilt walkers.

The parade can be best viewed from Grand Boulevard or Boas Avenue.

The Joondalup Festival runs from Friday 23 March - Sunday 25 March. To download a festival program, visit the City's [website](#).


**City of Joondalup Community Art Exhibition 2018**  
The City of Joondalup is inviting local artists to enter the 2018 Community Art Exhibition, which has a prize pool of over \$8,000.

Entries are open until Sunday 29 April, 5.00pm.

The Exhibition will be held in the Great Space at Lakeside Joondalup Shopping City between Sunday 10 June and Friday 22 June. Visit the City's [website](#) or call 9400 4377 for further information.

(continued)

### Community Funding Program 2017/18 - Round Two




Does your organisation, community group or school require funding assistance to conduct a project, event or activity?

The City of Joondalup Community Funding Program is a small grants program that aims to assist community groups in developing and enhancing the Joondalup community.

Entries close Friday 13 April 2018.

[Read more online](#)

### New billboard installation for Joondalup Library



Angela Stewart's, Prudenza is the latest artwork to feature on the City's Inside-Out Billboard at Joondalup Library.

The artwork – a 60cm x 30cm multi-media painting on board, which has been enlarged to a final scale of 6m x 3m - was installed earlier this week.

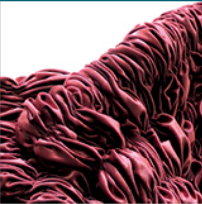
Stewart was selected to undertake the commission after entering the 2017 Community Invitation Art Exhibition.

Public artworks such as Prudenza play an important role in shaping and developing the City's sense of community and identity.

A previous Inside-Out Billboard commission by artist Amy Perejuan-Caporn, Cave of Forms, December 1975 (featured on the Joondalup Library in 2015) was also installed on the Joondalup Courthouse Billboard as part of a rotation of artworks.

[Read more online](#)

### Community Invitation Art Award 2018



**Calling for Expressions of Interest: 15 March - 15 April**

Exhibition at Lakeside Joondalup Shopping City, Myer Court  
Sunday 14 October - Sunday 28 October

Professional Western Australian artists are invited to submit an expression of interest for the City of Joondalup's Community Invitation Art Award.


Up to 15 shortlisted artists will be invited to submit three artworks for exhibition.

Overall Award - \$7,000 (acquisitive)  
Runner-Up Award - \$2,000  
Award for Excellence - \$2,000  
Celebrating Joondalup Award - \$2,000  
Popular Choice Award - \$2,000

For further information [email](#) or call 9400 4924.

[Read more online](#)

### Be a Responsible Cat Owner



The *Cat Act 2011* requires that all cats over the age of six months must be sterilised, microchipped and registered with the City.

You can be a responsible cat owner by:

- Containing your cat on your own property
- Keeping your cat in at night
- Ensuring your cat is easily identified with a collar, name tag with your phone number on it and a registration tag.


For further information contact City Rangers on 1300 655 860.

[Read more online](#)

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[Visit joondalup.wa.gov.au](#)

Connect with the City





# APPENDIX 21 — Joondalup Voice article (Joondalup Weekender, 22 March 2018, page 11)



## Councillor's Column — Sophie Dwyer



**Still time to have say on Local Planning Scheme Amendments**  
Residents of Duncraig and the wider community have another month to have their say on a proposal to reduce the residential density code in part of one of the City's Housing Opportunity Areas.

The residential density code of R20/40 and R20/60 is currently applied to households within Housing Opportunity Area 1 (HO1), as part of the implementation of the City's Local Housing Strategy. This portion of HO1 is bounded by the Mitchell Freeway to the east, Warwick Road to the north, Beach Road to the south and Sequoia Road, Telopia Drive, Autumn Court, Buckthorn Way and Greenlaw Street to the west.

Proposed amendments to the City's Planning Scheme seek to reduce the residential density code of every property in HO1, west of the Mitchell Freeway in Duncraig, excluding Carine Glades Shopping Centre, from R20/40 and R20/60 to R20/30.

The City will consider all submissions and prepare a report for Council on the outcomes of community engagement.

Council must then resolve to either support the amendments with or without modification, or not support the amendments. Council's decision is then forwarded to the Western Australian Planning Commission and the Minister for Planning for final determination.

For further information, including a link to the online entry form and terms and conditions, visit [joondalup.wa.gov.au](http://joondalup.wa.gov.au) or call 9400 4377.

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The Joondalup Festival runs from Friday 23 to Sunday 25 March. To download a festival program, visit [joondalup.wa.gov.au](http://joondalup.wa.gov.au)

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Entries are open until Sunday 29 April, 5.00pm.

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## CALLING FOR EXPRESSIONS OF INTEREST

15 March – 15 April



### COMMUNITY INVITATION ART AWARD

Exhibition at Lakeside Joondalup Shopping City, Myer Court  
Sunday 14 October – Sunday 28 October

Professional Western Australian artists are invited to submit an expression of interest for the City of Joondalup's Community Invitation Art Award.

Up to 15 shortlisted artists will be invited to submit three artworks for exhibition.

Overall Award \$7,000 (acquisitive)  
Runner-Up Award \$2,000  
Award for Excellence \$2,000  
Celebrating Joondalup Award \$2,000  
Popular Choice Award \$2,000

To view the terms and conditions and to enter visit [joondalup.wa.gov.au](http://joondalup.wa.gov.au)

For further information email [visualarts@joondalup.wa.gov.au](mailto:visualarts@joondalup.wa.gov.au) or call 9400 4924.

As Seen on TV (detail) by Kimberley Pica, 2017

NOOR

## COMMUNITY FUNDING PROGRAM 2017/18 – Round Two

Entries close Friday  
13 April 2018

Does your organisation, community group or school require funding assistance to conduct a project, event or activity? The City of Joondalup Community Funding Program is a small grants program that aims to assist community groups in developing and enhancing the Joondalup community. For further information visit [joondalup.wa.gov.au](http://joondalup.wa.gov.au)

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Stewart was selected to undertake the commission after entering the 2017 Community Invitation Art Exhibition.

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[joondalup.wa.gov.au](http://joondalup.wa.gov.au)

## cityrangers



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- Ensuring your cat is easily identified with a collar, name tag with your phone number on it and a registration tag.

For further information contact City Rangers on 1300 655 860 or visit [joondalup.wa.gov.au](http://joondalup.wa.gov.au)



THE WEEKENDER, Thursday, March 22, 2018

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## THE CITY



Waving the Aussie flag

### Hundreds welcomed into Australian family at City ceremony



Darragh and Zara Singleton with Aaron (9) from Ireland

More than 700 people attended the City of Joondalup's Australia Day Citizenship Ceremony at Central Park, Joondalup on Friday 26 January.

Candidates born in countries including Brazil, Israel, Paraguay, Poland, Romania, South Africa, the United Kingdom and Zambia pledged their allegiance to Australia in front of hundreds of their family and friends.

Australia Day Ambassador Adam Deans was the ceremony's keynote speaker while Shaun Nannup delivered a Welcome to Country.

Joondalup Mayor Hon. Albert Jacob JP also presented the 2018 Community Citizen of the Year Awards to active members of the local community.

The City swears in about 1,500 new citizens each year and around 40% of its population of 161,000 people were born overseas.

### Residents encouraged to have a say on density in Duncraig

Residents of Duncraig and the wider community are being encouraged to have their say on a proposal to reduce the residential density code in part of one of the City's Housing Opportunity Areas.

The proposal seeks to reduce the residential density code of every property in Housing Opportunity Area One, west of the Mitchell Freeway in Duncraig, with the exception of Carine Glades Shopping Centre, from R20/40 and R20/60 to R20/30.

After the close of the consultation period, the City will consider all submissions received and prepare a report for Council on the outcomes of community engagement. Council must then resolve to either support the amendments with or without modification, or not support the amendments.

Council's decision is then forwarded to the Western Australian Planning Commission, who will make a recommendation to the Minister for Planning on the proposed amendments.

The City does not have the power or authority to make the final decision on these matters.

Feedback will be sought until Monday 23 April 2018. Access the online feedback form at [joondalup.wa.gov.au](http://joondalup.wa.gov.au) or contact the City's Planning Services team on 9400 4100 or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) to request a hard copy comment form.

### Stay Informed

The City holds a range of events and programs throughout the year. Stay informed by following the City on:



[joondalup.wa.gov.au](http://joondalup.wa.gov.au)

-  /cityofjoondalup
-  @city\_joondalup
-  /cityofjoondalup
-  /city-of-joondalup
-  @city\_of\_joondalup



# APPENDIX 23 — Twitter and Facebook posts (City)





# APPENDIX 24 — Paid Facebook advertisement (City)



**City of Joondalup**  
27 February at 22:03 · 🌐

Want to have your say on housing density? The City of Joondalup is seeking comments on the proposal to reduce the residential density code within Housing Opportunity Area one - west of the Mitchell Freeway, Duncraig. To have your say, complete the Online Comment Form on the City's website before Monday 23 April 2018.

Have your say



Have your say


JOONDALUP.WA.GOV.AU

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APPENDIX 25 — News article (online *Joondalup Times*, 22 February 2018)



**Wanneroo Times**  
Community


**BELDON TAVERN**

**Tuesday, Thursday, Friday Night from 5pm & All Day Sunday**  
**\$15.95**

**Lunch Specials Monday To Saturday 11.30 to 3.30**  
**\$13.95**


*All meals come with chips and salad*


Cnr Marmion Ave & Gunter Grove, Beldon  
**9401 1233**



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# Duncraig residents to be given chance to have their say on density issue

February 22nd, 2018, 04:30PM | Written by Tyler Brown | Wanneroo Times **NEWS**




 Stock Image.



RESIDENTS of Duncraig and the wider community are being encouraged to have their say on a proposal to reduce residential density in part of the suburb.

This section is bound by Mitchell Freeway to the east, Warwick Road to the north, Beach Road to the south and Sequoia Road, Telopia Drive, Autumn Court, Buckthorn Way and Greenlaw Street to the west.

Under the City of Joondalup's Local Housing Strategy, this makes up part of Housing Opportunity Area 1 and has a residential density code of R20/40 and R20/60.

**BELDON TAVERN**

**Lunch Specials Monday To Saturday | 11.30 to 3.30**  
**\$13.95**

*All meals come with chips and salad*

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71 | 130

(continued)

Following a request made by some Duncraig residents and Carine MLA Tony Krsticevic, the Joondalup council voted in June to initiate Amendment 88 to reduce the zoning in this part of the housing opportunity area up to Davallia Road to the west and then voted in December to initiate Amendment 90 to reduce the rest of this area west of Davallia Road.

The amendments to the City's planning scheme seek to reduce the residential density code of every property in Housing Opportunity Area 1 west of Mitchell Freeway, with the exception of Carine Glades Shopping Centre, to R20/30.

Community consultation will run for 60 days, starting today and ending April 23.



This will include information and a survey mailed to all landowners and residents in the amendment areas, advertisements, social media posts and information on the City's website.

After consultation ends, the City will prepare a report for the council on the submissions.

The council will then decide to either support the amendments with or without modification, or not support them.

This decision will be sent to the WA Planning Commission, which will make a recommendation to the Planning Minister.

The minister can either grant final approval or refuse the scheme amendments.

To provide feedback, complete the form via the Community Engagement section at [www.joondalup.wa.gov.au](http://www.joondalup.wa.gov.au) or contact the City on 9400 4100 or [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au) to request a hard copy form.

## Top Stories



Ed Sheeran Perth review: singer-songwriter delivers knockout performance at Optus Stadium



Beaconsfield couple says goodbye to 30-year mortgage with tiny house



Tenants pick the top ten places to rent in WA



Claremont serial killings: no plea from Bradley Robert Edwards; case adjourned for committal hearing



Extended retail trading hours approved for Perth for Labour Day and Easter weekends



Hot tunes: Eglinton home to Australian-first music streaming system on park barbecue

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## APPENDIX 26 — News article (*Joondalup Weekender*, 1 March 2018)

DUNCRAIG

# Views sought on infill

RESIDENTS of Duncraig and the wider community are being encouraged to have their say on a proposal to reduce residential density in part of the suburb.

This section is bound by Mitchell Freeway to the east, Warwick Road to the north, Beach Road to the south, and Sequoia Road, Telopia Drive, Autumn Court, Buckthorn Way and Greenlaw Street to the west.

Under the City of Joondalup's Local Housing Strategy, this makes up part of Housing Opportunity Area 1 and has a residential density code of R20/40 and R20/60.

Following a request made by some Duncraig residents and Carine MLA Tony Krsticevic, Joondalup Coun-

## COUNCIL SETS UP DENSITY SURVEY

cil voted in June to initiate Amendment 88 to reduce the zoning in this part of the housing opportunity area up to Davallia Road to the west and then voted in December to initiate Amendment 90 to reduce the rest of this area west of Davallia Road.

The amendments to the City's planning scheme seek to reduce the residential density code of every property in Housing Opportunity Area 1 west of Mitchell Freeway, with the exception of Carine Glades Shopping Centre, to R20/30.

Community consultation will run for 60 days, ending April 23.

It will include information and a survey mailed to all landowners and residents in the amendment areas, advertisements, social media posts and information on the City's website.

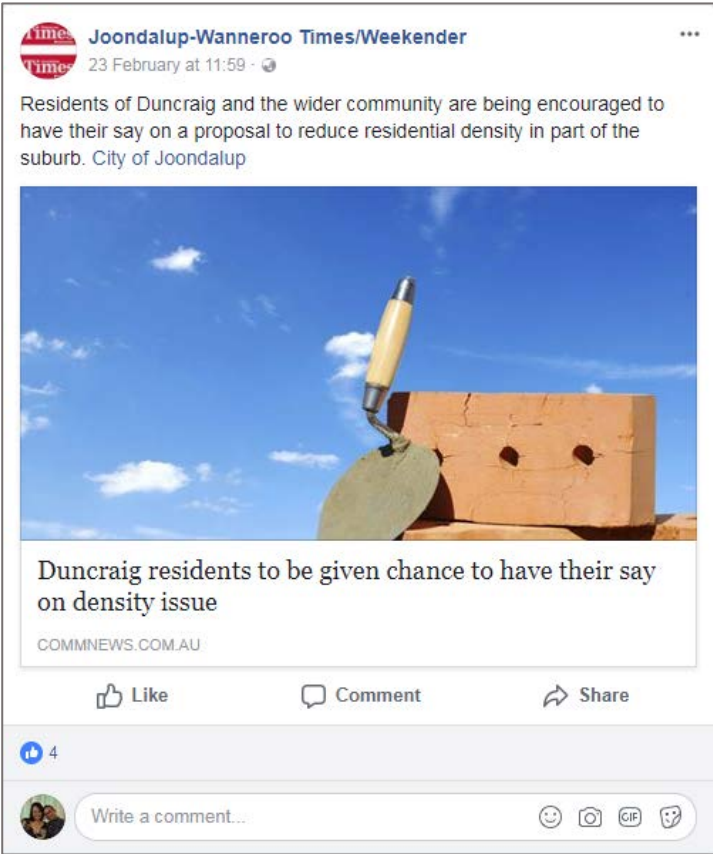
After consultation ends, the City will prepare a report for the council on the submissions.

The council decision will be sent to the WA Planning Commission, which will make a recommendation to the Planning Minister.

To provide feedback, visit [www.joondalup.wa.gov.au](http://www.joondalup.wa.gov.au), call 9400 4100 or email [info@joondalup.wa.gov.au](mailto:info@joondalup.wa.gov.au).

**Tyler Brown**

# APPENDIX 27 — Twitter and Facebook posts (Joondalup–Wanneroo Times/Weekender)





# APPENDIX 28 — Submission from Department of Communities Western Australia (Housing Authority) (page 1)



Government of **Western Australia**  
Department of **Communities**

Chief Executive Officer  
City of Joondalup  
PO Box 21  
JOONDALUP WA 6919

Dear Mr. Hunt,

## **PROPOSED SCHEME AMENDMENTS NO. 88 AND 90 TO THE DISTRICT PLANNING SCHEME NO. 2**

The Department of Communities, Housing (*Communities*) welcomes the opportunity to comment on proposed Amendments No. 88 and 90 to the City of Joondalup District Planning Scheme No. 2 (*DPS2*).

Communities would firstly like to offer its support for the City's ongoing attempts to increase residential density in line with state-wide strategic planning frameworks *Directions 2031* and *Perth and Peel @ 3.5 Million*. The Local Housing Strategy (*LHS*) is well reasoned with solid basis for identifying areas suitable for higher residential densities. As an affordable housing provider, we encourage the increase of density in areas with access to established public transport and employment options.

The areas identified within draft Amendments No. 88 and 90 are within Housing Opportunity Area No. 1 of the *LHS*. The basis for the identification of this area is stated within the *LHS*. The area has access to; Warwick Train Station, high frequency bus routes along Beach Road, Warwick Secondary Centre, Carine Glades and various public open space and educational facilities.

The amendments seek to change density codings within this area from R20/40 and R20/60 to R20/30. It is understood that the amendments were initiated in response to concerns raised by the community regarding higher density residential development in the local area.

We offer the additional following comments as affordable housing provider and developer;

### ***Strategic Direction for Residential Infill***

The *Directions 2031* land use planning framework sets targets of 47% residential infill to accommodate the anticipated population increase in Perth and Peel areas by 2031. The *Perth and Peel @ 3.5 Million* spatial plan's North-West Sub-Regional Planning Framework sets a minimum infill target of 20,670 dwellings in the City of Joondalup by 2050.

*Directions 2031* states that the connected city pattern of urban growth focuses on; facilitating increased housing diversity, adaptability, affordability and choice and planning density in areas adjacent to public transport in order to reduce vehicle use. *Perth and Peel @ 3.5 Million* additionally aims to optimise the use of land in close proximity to transport infrastructure and key centres of activity and community amenity. The Local Housing Strategies identification of the subject areas as 'Housing Opportunity Area No. 1', was in line with the strategic location for residential infill as established in both *Directions 2031* and *Perth and Peel @ 3.5 Million*.

99 Plain Street, EAST PERTH WA 6004  
Locked Bag 22, EAST PERTH WA 6892 | Telephone: 08 9222 4791  
Hannelie.evans@communities.wa.gov.au | communities.wa.gov.au



The subject area has a homogenous dwelling range; with predominantly 1970s and 1980s housing stock, with some newer smaller lot development concentrated adjacent to Centro Warwick. *Perth and Peel @ 3.5 Million* states that a diverse dwelling mix in an area can assist in providing choice for changing demographics in residential areas. The application of a split density code is an opportunity to diversify the housing product of the area, potentially increasing affordable housing opportunities in an area with existing facilities and employment opportunities.

The WAPC has set an implementation action of identifying sites consistent with the principles of urban consolidation through Local Planning Strategies and Scheme Amendments. The City has complied with this through the *LHS* and identification of Housing Opportunity Areas. To approve the Draft Amendments No. 88 and 90 would be in direct contradiction of this implementation action.

### ***District Planning Scheme No. 2 and Residential Development Local Planning Policy***

The *DPS2* contains provisions that development in a split coded area must comply with as the base density applies unless a site conforms with Clauses 4.3.4 and 4.3.5 of *DPS2*. These clauses note that the *DPS2* inserts additional 'deemed to comply' criteria for development at the higher coding;

"C1.5 In areas where dual coding applies, the sites areas under the higher coding may be applied subject to the following:

- i) Development which complies with the minimum width of 10 metres at the street boundary, except for multiple dwelling sites; or
- ii) Development of multiple dwelling sites which complies with a minimum site width of 20 metres at the street boundary"

The *DPS2* therefore does not blanketly allow for development at the higher coding. Any development at the higher coding is further subject to provisions within the *Residential Development Local Planning Policy (LPP)*.

Clause 7.3 of the subject *LPP* details that the higher code applies when; the lot front is at least 10m for standard development and 20m for multiple dwellings. It requires that the following are followed;

- Vehicular access taken from a laneway where a lot has access to one;
- Sites that solely take vehicular access from a laneway are to be provided with pedestrian access to a street that isn't the laneway;
- Verge, crossover, on-street parking embayment and external appearance of any retained dwellings is in accordance with Schedule 1 and 2 of the Policy

The *LPP* then contains replacements to provisions of the R-Codes for areas that are dual coded. Table 1 details replacement deemed to comply provisions for Section 5 of the R-Codes and Table 2 details replacement deemed to comply provisions for multiple dwellings, specifying alterations to Section 7 of the R-Codes.

We note that the City has made the emphasis of the *LPP* on controlling development to ensure that it is considerate of local context, form and the natural environment whilst allowing for development of a more diverse dwelling mix.





Government of **Western Australia**  
Department of **Communities**

#### ***Multiple Dwelling Development vs Grouped Dwelling Development***

The City's advertised Frequently Asked Questions (FAQs) brochure advertised with Scheme Amendments No. 88 and 90 details that there is no minimum dwelling size for multiple dwellings, so it can be "difficult to estimate how many apartments could be built on one lot, as this depends on other elements such as the size of each apartment, building setbacks, the provision of car parking bays and communal open space and areas of landscaping."

Communities would like to highlight that multiple dwellings present an opportunity to allow for infill development that will respect the suburban character of the area greater than grouped dwelling development. As discussed in the FAQ, grouped dwellings have a minimum site area per dwelling which can result in the majority of a lot being built or hardscaped, therefore reducing the ability to retain existing vegetation and contributing to the urban heat island effect.

Multiple dwellings are calculated on plot ratio, the percentage of the lot area that can be developed. This gives the opportunity to increase dwelling density whilst retaining existing vegetation by controlling the dwelling foot print. The area around the dwellings can be utilised to increase vegetation, with Design WA aiming to further solidify this requirement with the introduction of Deep Root Zones.

#### ***Management of Higher Density Development***

Communities supports the City's efforts to manage the impact that infill development has on existing residents. It is recognised that the City is drafting a new policy to manage the impact of higher density development in established areas. Whilst this is being drafted, the City has several Local Planning Policies that it may use as tools to control development. As an example, the City's Local Planning Policy (Residential Development Policy) for Parking Requirements is recognised as a tool currently used to manage development. The Policy requires that both resident and visitor parking be provided for on site, even in areas that would be awarded a parking concession as they are 'Location A'. This additional requirement aims to ensure that additional vehicles generated by a development are contained onsite.

Thank you again for the opportunity to comment on the proposed amendment. As stated above Communities is supportive of the City's efforts to concentrate increasing density in areas of high amenity, in line with *Directions 2031* and *Perth and Peel @ 3.5 Million*. Draft Amendments No. 88 and 90 are viewed to be in contradiction of this strategic effort and are therefore not supported by Housing. If you have any queries please do not hesitate to contact Merrikate Chen, A/ Planner on 9440 2547 or [Merrikate.chen@communities.wa.gov.au](mailto:Merrikate.chen@communities.wa.gov.au).

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Hannelie'.

Hannelie Evans  
Senior Planner

19 April 2018

99 Plain Street, EAST PERTH WA 6004  
Locked Bag 22, EAST PERTH WA 6892 | Telephone: 08 9222 4791  
[Hannelie.evans@communities.wa.gov.au](mailto:Hannelie.evans@communities.wa.gov.au) | [communities.wa.gov.au](http://communities.wa.gov.au)

# APPENDIX 29 — Submission from Department of Health Western Australia



Government of **Western Australia**  
Department of **Health**

Your Ref: 106679 107060  
Our Ref: EHB-01033 EHB18/129  
Enquiries: Vic Andrich 9388 4999

Mr Gary Hunt  
Chief Executive Officer  
City of Joondalup  
PO Box 21  
JOONDALUP WA 6919

Attention: Chris Leigh, Manager Planning Services

Dear Mr Hunt

## **DISTRICT PLANNING SCHEME No. 2 AMENDMENT No. 88 AND 90**

Thank you for your letter of 22 February 2018 requesting comment from the Department of Health (DOH) on the above proposal.

The DOH has no objection to the proposed amendments.

Should you have queries or require further information please contact Vic Andrich on 9388 4999 or [ehinfo@health.wa.gov.au](mailto:ehinfo@health.wa.gov.au)

Yours sincerely

Jim Dodds  
**EXECUTIVE DIRECTOR**  
**ENVIRONMENTAL HEALTH DIRECTORATE**

24 April 2018

**Environmental Health Directorate | Public and Aboriginal Health Division**  
All correspondence to: PO Box 8172 Perth Business Centre Western Australia 6849  
Grace Vaughan House 227 Stubbs Terrace Shenton Park WA 6008  
Telephone (08) 9388 4999 Fax (08) 9388 4955  
ABN 28 684 750 332  
[www.health.wa.gov.au](http://www.health.wa.gov.au)

## APPENDIX 30 — Submission from Main Roads Western Australia



Enquiries: Lynne Wrigglesworth on 9323 4544  
Our Ref: 18/1192 (D18#345543)  
Your Ref: 106679 & 107060

23 April 2018

Chief Executive Officer  
City of Joondalup  
PO Box 21  
JOONDALUP WA 6919

ATTENTION: JANINE SPARLING

Dear Janine

### **PROPOSED AMENDMENTS 88 AND 90 TO DISTRICT PLANNING SCHEME NO 2**

Thank you for your letter of 22 February 2018 inviting Main Roads comments on the above proposed amendments.

Main Roads has no objections to the reduction in residential density proposed in these amendments.

Should you require any further information please contact Planning Assessment Officer Lynne Wrigglesworth on 9323 4544.

Yours sincerely

Justin McKirdy  
**MANAGER STRATEGIC ROAD PLANNING**



# APPENDIX 31 — Submission from Marmion Sorrento Duncraig Progress and Ratepayers Association Incorporated (page 1)

## **MARMION SORRENTO DUNCRAIG** **Progress and Ratepayers Association Incorporated**

A/PRESIDENT: Mr M Rose

SECRETARY: Mr P Forrestal

22nd April 2018

Marmion, Sorrento, Duncraig Progress and Residents Association Submission

### **Scheme Amendments No 88 and 90**

#### **Local Planning Scheme Amendments Available for Inspection (Complex Amendments) — City of Joondalup Planning Scheme No 2**

The Marmion Sorrento Duncraig Progress and Ratepayers Association (Inc.) supports these two amendments. It does so as a representative body for the residents of the affected areas.

The reasons for supporting the two Scheme Amendments NO. 88 & 90 are:

**Firstly** the Scheme Amendment NO 73, currently applying to the areas covered by the above Amendments, was prosecuted without full and informed transparency with the communities affected by it. It is a matter of public record that the revised proposed rezonings did not go out for public consultation. The proposed Scheme Amendments 88 & 90 are the consequences of this failure to properly consult the local communities. The Council is to be congratulated for its efforts to try to emolliate the deleterious consequences that are occurring because of Scheme Amendment NO.73.

**Secondly** Scheme Amendment NO 73 has resulted in unintended consequences as admitted by the Director of Planning as evident by the following response to a question asked at Council.

*CITY OF JOONDALUP - MINUTES OF MEETING OF COUNCIL - 20.03.2018* 7

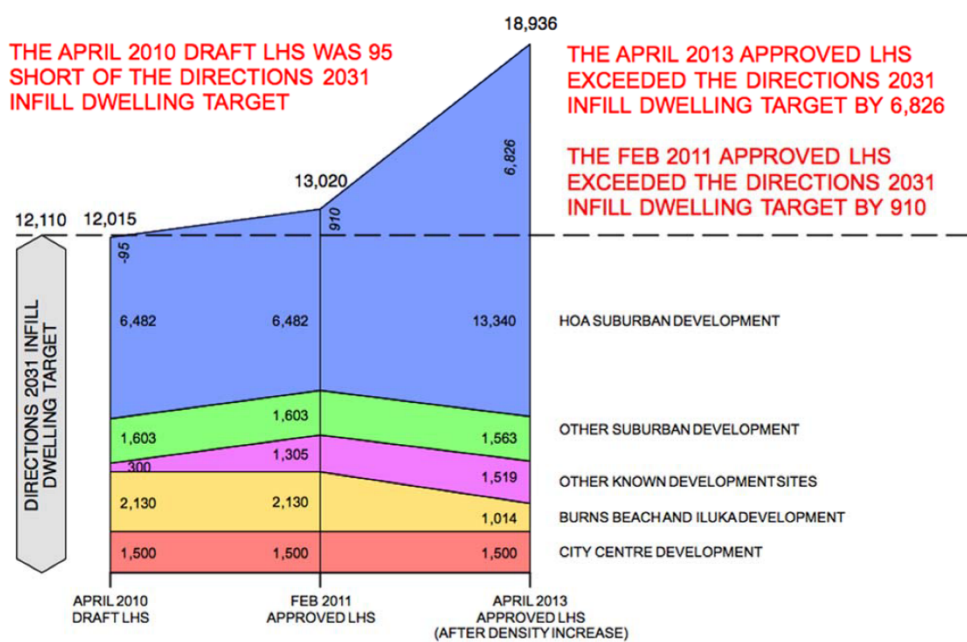
*Q2 What allowance was factored in for the higher densities that apartment buildings allow on lots of land in the HOAs?*

*A2 It was never the City's intention to allow larger apartment developments to be developed in the HOAs, except on a handful of lots coded R20/R60 close to railway stations, on small sections of Beach Road and next to larger shopping centres. However, introduction of the State Government's Multi-Unit Housing Code resulted in the ability for the developments to occur more broadly in the HOAs. The City tried to discourage the development of apartments by including a scheme provision to restrict the development of multiple dwellings to sites larger than 2,000m<sup>2</sup>. However, the Western Australian Planning Commission removed this provision from Scheme Amendment No. 73, leaving the City with no ability to prevent or discourage apartment development at that stage.*

**MARMION SORRENTO DUNCRAIG**  
**Progress and Ratepayers Association Incorporated**

**Thirdly**, the Scheme Amendment NO. 73 provides for far greater number of dwellings than what was originally proposed as evident by the following table which is at only 60% Uptake, far less than the 85% Uptake suggested by the WAPC.:

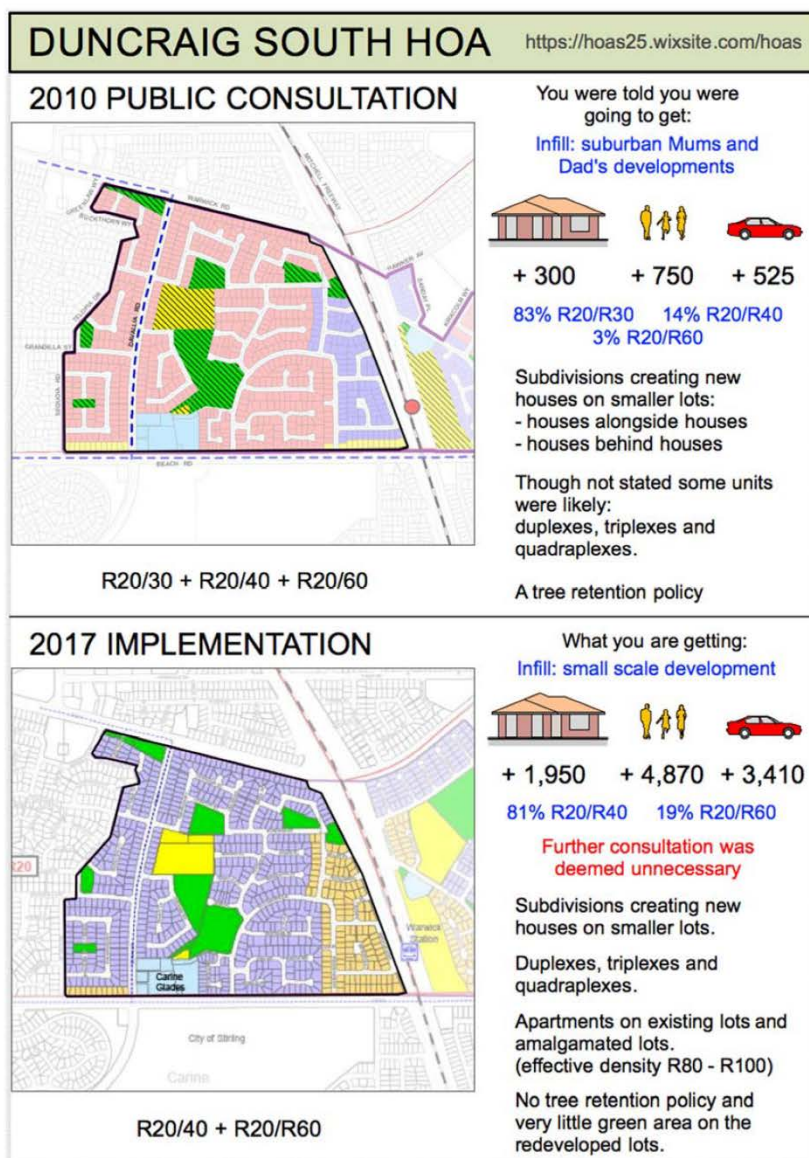
**COMPARING APPLES FOR APPLES**



**COMPARISON OF THE THREE LOCAL HOUSING STRATEGY VERSIONS USING A CONSISTENT 60% UPTAKE RATE**

**MARMION SORRENTO DUNCRAIG**  
**Progress and Ratepayers Association Incorporated**

Based on this graphic and the following Graphic specifically related to HOA 1 there is **no need for the existing level of dual R coding** as stipulated by Scheme Amendment NO. 73.



Further to this is the fact that the CoJ's current published projections for numbers of dwellings assume group dwellings only. **It does not factor in apartments**, so the actual potential dwelling yield will actually be much higher. The published figures though alarming enough are massively



(page 4)

**MARMION SORRENTO DUNCRAIG**  
**Progress and Ratepayers Association Incorporated**

under estimates and so misleading.

**Fourthly**, the current development provisions result in the following types of redevelopments:

Infill Development and the Impact on Tree Canopy Coverage



When this is applied over an area the following is the result:



Scheme Amendments NO.88 & 90 will hopefully reduce the effects that such redevelopments will have if the existing zonings were to remain in operation. What the Association would encourage the City to develop Development Policies that mitigate the loss of significant trees from existing residential lots and associated Road reserves ([https://www.nationaltrust.org.au/wp-content/uploads/2016/06/Tree-Protection-in-Australia\\_National-Trusts-of-Australia.pdf](https://www.nationaltrust.org.au/wp-content/uploads/2016/06/Tree-Protection-in-Australia_National-Trusts-of-Australia.pdf)).

(page 5)

**MARMION SORRENTO DUNCRAIG**  
**Progress and Ratepayers Association Incorporated**

Sincerely,  
Michael Rose, A/president, MSDP&RA (Inc.)  
M: [REDACTED]  
[REDACTED]



## APPENDIX 32 — Verbatim responses

QUESTION: “Do you have any comments regarding the scheme amendments?”

Note: Words that may identify respondents or contain offensive language have been removed and replaced with square brackets, ie [- - -]. Minor alterations have been to spelling/grammar to enhance readability.

Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):
<i>I invested in my property under the assumption of having a high residential density code. I feel that the reduction in the Residential density code particularly close to Warwick Train Station diminishes the value of my investment.</i>
<i>We strongly oppose amendments 88 and 90 and any changes to the current dual coding of properties in housing area 1. There is already significant development completed, under construction, or approved, particularly in the pocket east of Strathyre Drive. The residents in this area are already directly affected by the current dual coding. To roll back the R Codes will significantly disadvantage this group of owners and any owners who have purchased in the area with the intention to develop now or later. Reducing the R Codes also sets a precedent for other housing areas to initiate amendments to reduce R Codes in those areas all of which impacts on the City of Joondalup's ability to meet State Government infill targets. We urge the Council to oppose any changes to the current dual R Codes. Owners unhappy with the current situation have the option to move. We appreciate the opportunity to provide our feedback</i>
<i>We strongly support the Scheme Amendments 88 and 90 since the developments already underway in Davalia Road, Warwick Road, Strathyre Drive and adjacent to Warwick Railway Station show that the area would not be able to sustain it's previous environment if the present rate of development continues. The pressures on parking, traffic, refuse, loss of trees and open areas will increase and soon make the area a less desirable living area.</i>
<i>The high density housing currently being developed is inconsistent with the rest of the area. It will result in traffic and parking problems which currently do not exist. People have bought homes in Carine Glades because it is a low density, garden estate and do not want to see their homes devalued through high density developments and the problems that can accompany those.</i>
<i>We moved to this area in [- - -] because we love it. Parks, trees, birds, quiet streets, the amenity of the area is simply outstanding. However, it is changing rapidly, and not in a good way. The changes are not conducive in any way to maintaining the peaceful surrounds of the suburb that we have enjoyed for more than [- - -] years. Some years ago we were asked for comment on the possibility of the zoning being changed and it was our understanding that it would become R30. We are vehemently opposed to the R60 zoning and what is happening in our area, namely 6 and 7 unit developments on blocks that were formerly occupied by a single dwelling. This is not a case of "NIMBY". R30 zoning would be acceptable, but nothing denser than that. I don't know anyone who is in favour of the current zoning and would implore the City of Joondalup to listen to the ratepayers in this area.</i>
<i>Yes — why isn't the Scheme looking at lowering the population density around St Stephens residential area? Ripely Way, Curbur Road, Doveridge Street. This area is a stud look of cars twice a day. If the redevelopment goes ahead with R40/60, the traffic congestion will be worse.</i>
<i>Selling-off blocks of land in residential areas always leads to developers putting up rows of townhouses which leads to renter after renter and residents losing that community feel which is so important in today's society of online use. Townhouses never have any backyard, meaning, environmentally, birds and bees are not attracted to the area and children have nowhere to play, making them obese and anti-social. Local residents want to keep friendly, safe, happy suburbs, not concrete jungles where no one knows anyone. Just look at Balga and Nollamara and soon, Girrawheen. I love living in Duncraig and don't want to have to move because my suburb becomes just another faceless, soulless, over-density suburb.</i>

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*These amendments would greatly benefit the community as a whole including maintaining "social and economic" foundations of the suburb.*

*Support City of Joondalup to advocate for scheme amendments to increase density at a rate that takes into account the impact on current residents.*

*We think powerlines in these areas should be put underground so that tree cover and vegetation can be enhanced. Better wheelchair/disabled access to Carine Glades Shopping Precinct, at present prams have to share entry with cars. Development should retain character of neighbourhood suitable for families.*

*The re-coding should help avoid the loss of vegetation — shade and preserve the local environment to a greater degree than to have mass infill.*

*I voted against rezoning in 2010, yet the WAPC ignored our opposition. Rezoning, such as was being pursued, will negatively impact on my amenity as a long-time resident of Carine Glades [ - - - ]. This type of development creates urban hot spots increased traffic/parking/shopping congestion and has decreased my standard of living.*

*I do realise the need for more housing but strongly disagree with rezoning. This is due to the impact on the environment i.e. less greenery and less wildlife and the quality of our lifestyle (more high rise + more people!!) I would prefer there to be NO rezoning but as there is little chance of this occurring — agree with the reduced zoning to R20/30.*

*We strongly support these amendments.*

*I strongly believe that the changing of zoning of the limited area west of Davallia Road from R20 to R40 was inappropriate (with respect to the character of the suburb, traffic issues, street parking, tree loss etc). An alternative and more appropriate solution to increasing dwellings close to major transport routes (freeway and rail) would be to extend the area of rezoning west of Davallia Road (to R30). I strongly support Amendments 88 and 90 and insist that the zoning in this area be limited to R30.*

*Existing code — the roads in this area do not support the amount of street parking needed to accommodate the number of dwellings. The New Code — street parking will be better accommodated.*

*I insist on R30 in Duncraig South.*

*The scheme amendment is essential. The rezoning had a significant negative impact on the local community. Developers have taken up the opportunity to buy houses and then constructing as many dwellings as can be supported by the block to maximise their profit, at the expense of those who live in this community. There appears to be no concern shown for neighbours in their design. Nor do these dwellings appear to be appealing to those in the market. Infrastructure, such as roads and PAWs, were not designed for additional traffic, have not been adapted to accommodate the changes. Developers do not appear to be required to provide parking on the property and so vehicles spill over into the streets. Trees and gardens are cut down and replaced with concrete. One block is developed, then the ones next door are sold in response to the insensitive development. These people are leaving the community, often having to accept that these new developments have devalued their properties. We remain concerned about what other houses in our street will be sold. We are pro-development and believe that it can be done in a way that enhances the community that we have grown to love. We currently dread what's coming next and when we might need to leave to escape the changes to that are being forced on our community developers out only for a quick buck.*

*We insist on R30.*

*We have just purchased our property of 766sqm in December with the view to in a few years build three and live in one for our retirement. We would be very disappointed if this new zoning was to come into effect.*

*Thanks for listening to the views of residents and allowing a community feeling to remain in Duncraig.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*This rezoning will destroy the privacy of residents, the suburb's ambiance, quiet enjoyment and values of our homes and IT MUST NOT PROCEED. Take for example the 3 properties acquired by developers on Beach Road which Council approval to build 21 multi-use apartments with 32 car bays (yes 21 apartments) will result in pokey little granny flats, and what type of tenant does the Council expect to get? With your proposed amended rezoning this could happen anywhere within the proposed residential density code amendment area. The developers of the aforementioned Beach Road development state that Beach Road is a quiet road, if that is the case why were recent road works carried out at night? Beach Road, Davalia Road and Warwick Roads are extremely busy roads and rezoning of this nature will increase this to a dangerous level. All 6 adjoining residents to the 3 block development on Beach Road opposed the development and I am advised were not consulted. Entry to any of these properties is only from the north side of Beach Road. If the aforementioned 21 unit development is completed, any tenants (disabled or the like) were to use public transport they would need to cross over 2 busy roads and entry to their apartment is only on the north side of Beach Road. Plus, if they walk down to the Carine Shops it is a steep walk back home with their shopping. This does not make an ounce of sense to me. The rezoning of this area has been made without public consultation. How would you like 21 apartments built on 3 stories with a deck overlooking your home? This could happen anywhere within the proposed rezoning area. Our population growth is currently less than 1%, how are all the apartments going to be filled by developers? We are an ageing population and it is only a matter of time before many houses will become available for families and/or development and therefore land will become available. The rezoning will result in small apartments/blocks which are not good for our future children who will have no place to play, have a pet and do all the natural things children need to do rather than have their heads in their mobile phones and/or computers. This development will destroy our future generation.*

*[multiple comment forms submitted] My home is my major asset. The proposed rezoning will dramatically affect the value of my property, my privacy, the suburb's ambiance and quiet enjoyment. It must not proceed. Here is an example of what could happen if the rezoning goes ahead. Council has approved 3 properties acquired by developers on Beach Road to build 21 units with 32 parking bays. Yes 21 units with 32 parking bays. This has destroyed the privacy of all 6 surrounding residents. This was done without the residents approval. What type of tenants does the Council expect to get in these tiny pokey little granny flats? This could happen anywhere in the proposed rezoning area if rezoning is approved. Population growth is under 1%, why do you need to do this to us.*

*[multiple comment forms submitted] The reclassification of all codes to R20/30 is absolutely necessary to preserve the integrity of the suburb as homeowners made the conscious decision to live in Duncraig South due to its parklands, minimal traffic streets, quiet neighbourhood and general serenity of the suburb. The classification of R20/30 is most welcome. Any greater classification would destroy the ambiance of the suburb and more importantly, lead to a loss in value of properties in which homeowners have made their largest financial decision to reside in the area.*

*[multiple comment forms submitted] The reclassification to R20/30 is absolutely vital to preserve the integrity of the suburb Duncraig South. Residents selected this suburb because of its ambiance, parklands, quiet streets, minimal traffic and other relevant factors. The introduction of R20/40 and R20/60 will destroy the ambiance of Duncraig South as it will cause streets to become more busy, children will be at risk, vehicle accidents will be on the rise and generally cause dissatisfaction to residents who selected Duncraig South for all the reasons which would destroy it if this planned rezoning was to go ahead. Property values will fall if the rezoning is not restricted to R20/30 and property acquisition is the biggest financial decision residents make. The rezoning must be brought back to R20/30.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*We left Doubleview to move into this area as we fell victim to high density re-zoning and in our opinion, it ruined the suburb. Duncraig is renowned for its beautiful open spaces and greenery and is the perfect location to raise a family. We understand the need to increase housing density in Perth and do not think our area should be immune. But we strongly believe that the R20/R40 and R20/R60 codes will detrimentally affect the quality of life in our area with increased traffic and pressure on amenities which will ultimately drive existing residents out.*

*Yes I support having 2 houses on one block, but 4/5/6 even 8 tiny houses on a small block creates more traffic, parking issues, overcrowding in schools, we are a family community, not opposed to a growing community but a family community is important.*

*This entire area is a family oriented region with schools and amenities within walking distance. Maintaining a reasonable density so that no more than up to 3 units per block can be built will ensure that high quality homes are built with concomitant families residing in those homes who will pose no danger to the numerous small children abounding. Massive blocks of up to 10 units (such as that being built in Argyll Place) will not attract families and this may pose a danger to the many small children around the area. It will also lower the overall quality of the region and result in cutting down of many of the numerous trees around the area - the area at the moment is very green and leafy like Toorak in Melbourne or inner Perth suburbs and building numerous units on blocks may mean these trees will be destroyed. Higher density will result in higher traffic as well which will also pose a danger to our children.*

*The houses being built behind our property are encroaching onto our property and there is nothing we can do about it. The Shire/Council does not protect its inhabitants.*

*Strongly oppose the inclusion of Buckthorn Park in any zoning changes. We need ALL our trees and open spaces for healthy communities. No consideration of topography seems to have been made. Autumn Court is very much higher than Davallia Road. Western properties at current density allows 2 storey triplex in Autumn Court. This density will have 2 storeys on our back fences and block our sunshine and sea breezes. It will also defeat our efforts to generate from our solar panels.*

*I do not believe the scheme amendments are needed in their current form; however, maybe changing the minimum lot size that is required before development, i.e. require lots to be 1,300m<sup>2</sup> before they can be developed at the higher zoning, otherwise the lower zoning applies. This will limit the impact of the current zoning. Also increase the side setback to adjacent properties for multi-story developments. Infill is required in Duncraig to assist Perth in limiting the current unsustainable urban sprawl.*

*The "infill" proposal is another poor idea put forward by "planners". It will not provide the outcome required, only destroy suburbs by removing the amount of trees and gardens. There are much better options.*

*Thrilled that the City of Joondalup are listening. Please can you move faster because while you are deliberating the houses are being knocked down around us and units/townhouses and duplexes springing up. I am particularly worried about the proposed block of flats in Beach Road, not far from the corner of Beach Road and Davalia near Carine Glades Shopping Centre. This is a completely wrong development for the area. Please hurry up and stop it from happening.*

*Our neighbourhood is unique and we want to keep it like that. No apartments or 3-4 house blocks, as it will decrease the value in the area in which we own houses. It is famous for its larger blocks and beautiful housing*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Request that the amendments be pushed through as QUICKLY AS POSSIBLE to prevent the destruction of this beautiful area. The reduction of the density code to R20/30 will prompt the building of spacious and good quality homes that would suit the thousands of local downsizers who would like to downsize in the area but have no appropriate options currently. The small “dog boxes” that are being built have no appeal to downsizers or young families, so are totally inappropriate.*

*[multiple comment forms submitted] This area is predominantly a family-centric area because of great primary and high schools and includes 2 main demographics — school-going families or senior citizens who have called this home for thirty to forty years! Therefore, accommodation in the area should be relevant to both these demographics — either be family blocks or spacious duplexes and triplexes for senior citizens who want to downsize in their area of familiarity. The higher densities of R60 and R40 are allowing the building of tiny apartments that are relevant to neither demographics and I can tell you that with confidence as I am [ - - ] and know what buyers are looking for. Instead these IRRELEVANT, MONSTROUS developments are driving both these demographics away from the area that they have loved and enjoyed for decades. It is also destroying the trees and leafy amenity of the area which is a big drawcard for families wanting to move here. The increased traffic in the area will further impact the safety of children walking and riding to school who currently have no concerns for traffic or personal safety. The Council needs to reverse this error of judgement immediately so that history doesn't hold them accountable for the massacre of this beautiful area, with Carine Glades Estate as its crowning jewel!*

*In your FAQ you omit explaining what R60 is. As a great suburb with space to enjoy and to get around without parking on top of each other, how do you propose parking arrangements for along the street? I hope it will not end up being like Calais Road in Scarborough, where the high density infill with multiple units and houses butting up next to each other, end up having the street turned into a car park as there is no room for parking off the street. I would suggest however, that all Council verges are paved and made available for off street parking!*

*We commend the Council for taking these steps. We have experienced first-hand the adverse effects of the rezoning leading to the changed amenity of the lovely residential area where we lived. Further, as an example of personal impact, the developer of a property next door to us was allowed to stretch the limits of even what was allowed for R60 zoning by way of variations to allowed height and shadowing etc. We feel that the amendments proposed will provide some buffer even if variations are allowed, so that the impact on existing residents will be not as adverse as they were to us.*

*R30 will preserve the amenity of our suburb whilst minimising, street parking, traffic and significant overlooking and overshadowing issues that can already be seen with the completed developments at the current higher density.*

*I am against rezoning as it reduces density around key amenity and infrastructure (i.e. freeway, train, schools, shops etc.). This is desperately required in suburbs such as Duncraig/Carine as Perth has sprawled too far and the Government doesn't have the budget to extend the required infrastructure to outlying areas. Therefore, infill development has never been more important. In addition, increased density (and smaller lots) allows the delivery of more affordable homes and the ability for young families to live closer to work/school, rather than having nothing but million dollar homes. Last, but not least, they are devaluing your underlying property value.*

*The population of WA will grow in next decade or two, we need to think the big picture, we cannot afford to develop some satellite city that is 200km from the business centre and cost more to develop as well.*

*I would hate our spacious family suburb to even closely resemble the overcrowded suburbs such as Scarborough.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The City of Joondalup disappointed the ratepayers located in Scheme Amendment 88 Area 1 in 2010 by not resisting the rezoning of the area from R20/30 to R20/40 — apparently demanded by the WA Planning Commission at that time. In 2010, the City failed to consult all of the ratepayers located in the area and failed to provide the results of a very limited ratepayer survey they conducted — presumably to cover their backsides when questions may later be asked. The City provided no feedback or explanation when the capitulated to the WA Planning Commission and allowed the R20/40 code to replace the existing R20/30 code. The City now has the opportunity to correct the damage caused by its incompetence in 2010 and to unequivocally support the proposal Scheme Amendment No. 88 and do what it takes to secure a rezoning of the area to R20/30. The City must take a leading role in the fight to secure the change and will have the benefit of full support of a majority of the ratepayer residents in the area.*

*We are bitterly disappointed in the City of Joondalup's decision to re-instigate potential changes/reductions to the residential density code for our area. The process has immediately reactivated market uncertainty and buyer devaluation! City of Joondalup's review only serves to satisfy the self-interest of a handful of selfish ratepayers who either don't agree with in-fill housing to manage urban sprawl or those that want it to happen but only in someone else's suburb! Irrespective of how many ratepayers are now moaning about quality in-fill housing in their area, each and every one of them had 3+ years of opportunity to voice their opinions during the planning amendment community consultation assessment period. NOTE: If they are moaning about WHAT is being built, then this is something the City of Joondalup can and should be involved in. Designs that are considerate of neighbours, complimentary to the suburb and of matching quality construction should attract admiration and importantly, enthusiastic buyers, who will also become happy voting ratepayers. In 2010, a MAJORITY of ratepayers VOTED FOR the amendment to increase density levels around the Warwick Station. The re-zoning was approved by both the City of Joondalup and the Planning Commission and implemented in 2015, so the existing R Code ratings should remain. This offered assurance and certainty to property buyers and the market slowly began to regain confidence. City of Joondalup's review immediately erodes this position for HUNDREDS of RATEPAYERS, irrespective of the final review outcome! OUR POSITION: Since identifying our property's potential and buying it in [- - -], we have ALWAYS had FIRM plans to redevelop it. The rezoning to R20/40 in 2015 gave certainty to the development allowances and led to us progressing base plans of a 7-lot redevelopment. Similarly, we have had dozens of approaches from developers wanting to capitalise on the same value that we see. We intend to pursue a full potential R40 development and are in detailed discussions with a number of builders to proceed. Additionally, discussions have also occurred with neighbours at [- - -], who are interested in a possible consecutive super-block development. We will seek legal counsel advice if the City of Joondalup's revision proposal is seen to impede this development progression. Yes, we are currently VERY UNHAPPY City of Joondalup Ratepayers and VOTERS! Please resolve this impasse ASAP and issue a retraction of the proposed amendments. Please focus on managing considerate, complimentary and quality developments so that ALL ratepayers will be happier.*

*I believe that the scheme amendments will alleviate what otherwise would lead to, amongst others; a. A serious reduction in the number of trees in the area; b. An increase in population and associated increase in motor vehicle traffic; c. An increased requirement for on-street parking creating; i. Bottlenecks and pedestrian safety concerns; ii. Increased cost and difficulty for provision of essential services e.g., refuse collection, fire and emergency services, telecommunications (internet is already atrociously slow in the area); d. Potential socio economic issues stemming from residents living in close proximity in "cheaper" premises; e. The diminution of property values for existing long term residents; and f. A general loss of amenity of the neighbourhood.*

*None of the residents in the City of Joondalup were consulted on R40 or R60. We were all consulted on R30. There is a massive difference and the City of Joondalup knows that! A small advert in the community papers (that are not distributed in all suburbs), and in a language we don't understand (planning jargon) does NOT equate to consultation. Please can Elected Members fix the injustice that has occurred.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I fully support the residential density code to R20/30. I believe higher density than R20 is inevitable and will bring a more diverse level of housing to the areas outlined.*

*I think the Council is being greedy by allowing the changes to the zoning to occur. The suburb is changing from a family friendly suburb.*

*I have a block of 7 apartments [ - - ] on corner of [ - - ] and [ - - ]. I can foresee huge problems with visitor parking on such a dangerous busy location. This type of development is not a welcome addition to the area. Next door are 5 townhouses currently being built. This is more appropriate. More stricter guidelines needs to be applied to applications.*

*I have lived at this address for [ - - ] years and completely understand the reason for high density infill next to public transport. I welcome the current R20/R60 zoning of my property. If it was to change I would consider legal action against the City of Joondalup for only allowing "fast moving developments" access to the R60 zoning. NOT FAIR!*

*The scheme amendments are a compromise for what has been forced upon us without adequate thought or consultation. The initial scheme should have been rejected and the one forced on us rescinded immediately to reinstate the original intention for this area ie family friendly residential. Using the reasons to proceed as close to the Warwick Station and regional shops is a false claim. The statement that residents can redevelop their properties (if they so wish) is generally false as most just take advantage of selling quickly at market rates and leaving the developing to a developer who has no interest in the utilising the services available in our area. In short we bought in this area because of the amenity and community spirit it provided (as shown by the public outcry against what was forced on us) not for any short term gain.*

*We are pensioners and have lived at [ - - ] Duncraig for over [ - - ] years. It is our intention to use the proceeds from the sale of our home to buy a unit in a retirement village. We are very concerned that proposed Scheme Amendment 88 will seriously reduce the value of our property. We ask you please do not approve Amendment 88.*

*When I purchased a house many years ago it was mainly because of its leafy surroundings and natural environment. These types of increases in density will lead to that environment changing, and it is morally wrong to affect that which people have worked their whole life to achieve. I don't believe these changes were brought about in a fair manner. Firstly, the survey that was conducted several years ago was only referring to changes to R30, and even then, did not adequately explain to the average man in the street what the zonings actually meant. Secondly, the zoning that was then applied was in fact R40, and this was never surveyed. R40 is vastly different to R30, eg the difference between 2 or 3 villas on a block and blocks of 14 flats on two merged blocks. What make this all the more frustrating is that most of the residents do not object to appropriate infill, we are not against some development, but this level of development will totally spoil those areas that have been targeted. And it isn't even necessary: The Council could achieve their infill targets very easily by just applying R30 to a wider area, which would not have a negative impact at that level. Instead, they have chosen to limit ALL their infill quota to a few small areas, which will be disastrous for those areas. I do not believe the community has been served well, and that there should be limits on what the Council can impose without much more consultation with those affected. These amendments will at least bring the development back to a reasonable level appropriate for the surroundings.*

*I believe we need to slow urban sprawl, but Joondalup has vacant land which could be utilised for housing and these areas should be looked at first. Cul-de-sacs, by their very nature, are a safe family environment should be excluded from any rezoning above R30. Rezoning from R20/R30 could work if spread over a larger area. In this way infill targets could be achieved without ruining the landscape and depleting the canopy. Rezoning of block size should include adequate parking and green space.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Significant development is continuing to occur within the Scheme No. 88 area. We strongly urge the City of Joondalup Planning Department to do whatever can be done, in this interim period, to stop the approval of inappropriate multiple unit development. Personally, we are very concerned about the proposed development at 2 Ruthven Way. The Mayor stated at a community meeting that residents will be informed on any development which directly affects them, before the bulldozers arrive. We trust that this will occur and we will be informed of any developments that affect us at [- -].*

*First of all, we strongly support the proposed amendments. We also commend you on mailing the information to us directly, as residents of the area, which should have been done in a more forthright manner years ago, before the original changes were made. Your lack of consultation and information in that instance was appalling and has led to the situation we, as residents, now face. That, however, is now confined to history and we now have to deal with the "new" amendments. Another point we would like to bring to your attention, is that the map of Housing Opportunity Area 1 you have provided, has Sycamore Drive incorrectly labelled as Strathyre Drive. It may well be a typographical error, but it indicates some lack of appreciation or interest in getting this information correct. We strongly support the proposed amendments because — By the original changes made by your Council, you have given your authority and approval to decimate the beautiful, picturesque, peaceful and safe enclave referred to as "Carine Glades Estate". Your own Council approved this subdivision many years ago to be a special place to live in the Joondalup District and now your current Council (via your Planning Department) has given the approval to make the precinct another overpopulated, busy and noisy average neighbourhood. You state in your letter that "residential density codes were applied...to allow residents to redevelop their properties". What a preposterous statement! The majority of residents in the area are happy in the present environment and all you have done is give the green light to developers to invade the area and for the developers to redevelop. The "Carine Glades Estate" has substantial homes built to high quality standards over the last thirty years and the individual properties are well cared for and maintained and the values of the individual residences are above average. By your original changes, you have now seriously given a significant impetus for a negative change to the respective values of properties in the Estate. Your current zoning for high density seriously threatens the quiet family oriented location we have at present. I have very grave doubts that the ownership of apartment buildings will remain with "home owners", but more likely with "investors". This will obviously lead to a more transient population and put unwanted pressure on the streets of the area as they are not designed for high traffic volumes, let alone the increased danger to young children living in the area. By the support that has been shown by the current residents to changing your original unwarranted zoning, surely is an accurate depiction of what residents want. You have been railroaded by the State Government and your own Planning Department into making unwarranted and undesirable changes to the detriment of the local area and it is now time to stand up for your constituents and argue with the relevant State Government body that the changes you have made were a mistake and are unwarranted and will/are drastically affecting the quiet ambience of this specific locality.*

*Hi, our concern with the zoning is not for single storey or double storey buildings. Our concern is that the apartments on land density of R40 and above having no minimum requirement based on R-Codes. We would not oppose current zoning if it was not for this, but as it stands we do not support it.*

*The request of residents to amend the planning scheme is a classic case of the "not in my backyard" crew going out in full force. The people leading the petition welcomed the amendments/rezoning when they were first introduced as they thought that it would have a positive impact on their property value. When the adjoining house was sold however and a proposal to put 3 properties on the block was floated, they changed their minds and commenced petitioning. [- -], leading the campaign to oppose the rezoning, does not want 2 storey properties alongside her property. She has no regard however to the fact that she recently added a second storey to her own property, such that it overlooks other properties, without any consultation or consideration of others.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Areas near train stations should have been zoned for high rise apartment blocks, with shops and restaurants This would have given the area a huge boost. Now you just get the whingers complaining where everyone is going to park. Apartment living is the future, Perth can't keep expanding the way it is.*

*It is disappointing that this proposal is even being considered as there is no planning study that endorses such an approach. Furthermore, the proposal is inconsistent with modern planning principles that recommend increased density surrounding transport corridors within close proximity to major employment centres. This proposal gives false hope as there are very limited planning grounds to support such a proposal should this amendment progress to the Department of Planning. I think there should be a focus on improving higher density development outcomes and working with policy makers to ensure long term residents amenity aren't adversely impacted by higher density. The proposal is inconsistent with the City of Joondalup Planning Scheme that states matters that must be considered by Council include adherence to orderly and proper planning principles and relevant state planning policies.*

*Strongly support R-Code of R20/30. All units being built in the area are unsuitable for seniors who wish to downsize.*

*All HOA areas across our suburbs should be reduced due to the impact on the suburbs that has very low in infrastructure. The streets in some suburbs are small especially areas with cul-de-sacs. All our future water supplies are limited and the underground infrastructure is very old in older suburbs Schools have been reduced in some suburbs yet progress is ahead for multiple buildings. Pressure is on existing businesses like schools, medical centres, lack of doctors in future, small shopping centres, lack of parking. Does not matter if you build next to public transport hubs...people will still drive. Over-supply of apartments and units are going to be a problem. Ever been to Box Hill Victoria an old suburb where old residents were squeezed out if their homes to cater for high rise urbanisation. It's a worldwide trend, a lot of us humans hate it, its destroying nature and causing huge issues — health. No large schemes across our suburbs. It will force many to the fringe where there is limited services*

*We don't want to see the high-density nightmare that is destroying the northern suburbs south of City of Joondalup wreck our beautiful suburb.*

*The amendments should be made as the consultation process was bare minimum and it is ridiculous to put the pressure of meeting WA Planning Commission targets on only a handful of suburbs within the City of Joondalup.*

*I am devastated and disappointed at the City's destruction of our beautiful Carine Glades residential area by implementing the R20/60 recoding by the unprofessional approval of the Apartment Architectural Designs that do not blend as per the Development Policy and overpopulated the allocated boundary between the Strathyre Drive and the Freeway unnecessarily. This has also devalued my asset that I have invested with my lifesavings.*

*Scheme Amendment 88 is against TOD principles and Joondalup are the most underperforming LGA when compared to current infill targets trends. However, Scheme Amendment 88 should solve all of Duncraig's population issues and Scheme Amendment 90 should not be required. Davallia Rd is a common-sense boundary and transition to low density as having potential R40 backing onto lower density R20 permanently is not orderly and proper planning. Joondalup's own policies regarding neighbouring blocks being considered at the lower coding for any adjoining development impacts will maintain the lower coding amenity for the suburb.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

My wife, [ - - ] and I own [ - - ], DUNCRAIG, the eastern boundary of which directly adjoins [ - - ] which are included within the boundary of District Planning Scheme No 2 Amendment 90 – currently zoned R20/40, and if allowed to be developed as R40, will have a devastating effect on our property and lives. I draw your attention to the presence of Beach Road, Sequoia Drive, Telopia Drive, and Buckthorn Way providing a roadway, and walkways between [ - - ] providing a buffer, between the R20/40 rezoning and the existing R20 zoning. This leaves our lot [ - - ] and our southern neighbours' lot [ - - ] as the only two lots directly adjoining rezoned property. R40 development of the adjoining lots will result in direct encroachment of privacy, affecting the whole of our outdoor living areas. My wife and I support Amendment 90 and expect the City of Joondalup to do likewise. It would be more equitable and preferable for the boundary of the Rezoned Area to run through the centre of Autumn Court instead of along the west boundaries of lots [ - - ]. Sincerely [ - - ], affected owner

We think the amendment should be implemented, as otherwise this suburb will devalue due to opportunistic multi-developments erected at minimal cost and maximum speed! We are already witnessing this. The character and ambience of the area is in jeopardy. We do not think the average property in this area should have more than 2 dwellings. The main reason is the environmental impact with the loss of trees and gardens which are beneficial to mental health and wellbeing. Also, children should have some backyard to play and exercise instead of being stuck indoors glued to TV and devices. Parks are all very well, but require parental supervision, whereas one's own backyard can have a pool, trampoline and other exercise and play equipment. Then there is the problem of congestion with parking for extra cars. We already have enough problems around Davallia Primary School. Only those who think they will make more money selling to a developer are in favour of the new EXISTING zoning.

We have never received notification of your past and current rezoning proposals. Further we are of the view that changes to zonings to increase density in cul-de-sacs, is almost social engineering in its worst form. We fail to understand your reasons for one aspect of your proposed and existing amendments as they relate to Buckthorn Court. Presumably you have extended the proposed and existing rezoning from Davallia Road around the corner into Warwick Road, to complete an assumed catchment area for the bus stop on Warwick Road. If this is the reason for this extension, then why exclude the south side of Buckthorn Way? Don't residents of the south side of the road use buses? If these are not the reason, then we would like to be informed of what prompted the decision to include the north side of Buckthorn Way, its east and west sides at its end and Buckthorn Court, but not the south side of Buckthorn Way. There is a grassed area with trees on the corner of Davallia and Warwick Roads, shown on Google maps as Lots 9 and 23. Currently there is a sign naming it Buckthorn Park. It appears to be included in your existing and proposed rezoning, therefore is it proposed to allow for development on this site? We would prefer to see Buckthorn Way and Buckthorn Court revert to R20, however, if for whatever reason this cannot or will not happen, then an R30 maximum zoning is, in our opinion, the best of a very bad decision in the first place.

The zoning within all HOA areas should be revised down to those zonings originally proposed in the initial consultation. The clandestine changes, made without due diligence on their impact, are flawed and detrimental to the way of life people have invested in.

I strongly support the R20/30 Residential Density Codes in HOA1 and Amendment 88 and 90. The impact of unit development is destroying the residential amenity of South Duncraig. Traffic volumes in cul-de-sacs and residential streets will be detrimental to the area and the safety of pedestrians particularly children. The loss of verges being converted into parking bays removes area for trees and recreation and turns the street into parking lots. It is in strict contravention of the City of Joondalup Leafy Tree City Program.

As pioneering residents in [ - - ] in the Wanneroo Shire, we feel completely let down by the City of Joondalup in the high handed manner in which the R20/40 amendment was rushed through. We were not consulted about the above amendment and the change from R20/30 to R20/40. We have inspected some of these 3 to a block properties with 2 car garages that would require a shoe horn to squeeze two cars in. 50% of those new tenants will need to park on busy Davallia Road.



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I fully support the reduced density code changes.*

*Please listen to the people who have to live in these areas. This also applies to the people who live in Edgewater. Ask yourselves: 'Would I want this level of high density in my street?' I'm sure you wouldn't and nor do the people of Duncraig and Edgewater. Thank you for the opportunity to comment.*

*The current scheme allows invasion of people's amenity with the construction of double storey walls on boundaries which invades people's privacy. The infill is too dense at this stage. I agree that we need infill but think it needs to be more gradual rather than the sledgehammer change that has been implemented. I think there is scope to change the current R20/60 to R20/40 to allow greater infill near the station and on the main road.*

*Initially I was totally opposed to the changing of the R Codes to R 20/60. All processes around its introduction were flawed. We purchased our home in this area over [- - -] years ago; as a place to bring up our children. Not at that time as an investment. The changing of the R Codes has already considerably spoiled the area, excessively large developments, potential parking and traffic issues, etc. with the only beneficiaries being the developers who seem to be charging excessively high prices for the units in their developments. So the area is no longer attractive to us as a home, so we need to now consider our property merely as a future investment that probably has greater potential value with the higher R Codes. So I strongly oppose the reduction of the R Code for this area to R 20/30.*

*Re-coding portion of housing opportunity area 1 from R20/40 and R20/60 to R20/30 will discourage local community to redevelop their properties, which subsequently lead to unimproved living environment in the area. I strongly oppose to reduce the residential density code of the portion of Housing Opportunity Area 1 that relates to Scheme Arrangement No. 88 and 90 because it will encourage and promote new development and facelift of the area.*

*We would support slightly higher density for properties/land along Beach Road. Whilst part of the purpose of behind this infilling is to encourage people to use the nearby train station, most (if not all) new developments that are currently being built/approved in the area have dual car bays. This will result in a significant increase in traffic in this area. Speeding already occurs along Sycamore Drive, so additional traffic in this area is a concern for us.*

*We understand the need for higher density living; however, the radical changes to the neighbourhood under the current scheme are not in keeping with the existing amenity of the area.*

*I insist that the Council down-zone to R30. The R40 and R60 will not protect the character of our suburbs or trees. This will also cause issues with traffic congestion and parking problems in the area.*

*[multiple comment forms submitted] I insist on the council to downsize to R30 as this will not protect the character of our suburb or the stop of building apartments. As a result, tree loss, traffic issues and street parking problems will escalate.*

*We are particularly concerned about high density apartments already being developed under the existing scheme.*

*I have supported the amendment but believe that there is a better option. There is merit in higher density housing near transport hubs and the sprawl is not sustainable. The key is the R60 option which is needed for high density but has not taken regard to the buffer to the high premium properties in Carine Glades Estate. It is simply a line on a map but puts flats/units immediately adjacent and overlooking the \$1 M houses and devalues them considerably. The R40 versus R30 is a distraction and puts better high density housing at risk. If the R60 was contained to the east side of Strathyre Drive then there is no overlooking of the Estate properties. Then the R40 could remain.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*While we would support higher density codes (R20/40 and R20/60) along the major roads of Scheme Amendment 88 (i.e. Warwick, Davallia and Beach Roads), it is not fair for people who have made major commitments to establishing family homes in the area, to have their amenity threatened by overbearing R40 or R60 type developments which, to date, seem all to be 2 storey buildings occupying sites up to the fence lines and often overlooking neighbouring properties. Additionally, from what we've seen so far, these developments start with a totally cleared site and after completion leave no room for establishing the large natural trees that are the essence of the leafy character that makes this area so attractive and desirable for families to live in. R20/30 developments would hopefully be more in keeping with the character of the area and are supported as a compromise.*

*While I agree that this scheme will help to remedy "suburban sprawl" in Perth, I cannot agree that density of R40/60 in this leafy, predominantly family area with good schools, should become terraces of bleak fronted units with scant parking and cramped outdoor areas. I support the change which would allow only 2 dwellings to our neighbourhood blocks i.e. R20/30*

*Ad hoc rezonings are not appropriate nor considered orderly and proper planning. Elected Members should be working proactively with WAPC to address residents' concerns through adoption of design guidelines/local policies to control design of infill development to make sure it is in keeping with character of surrounding area and not unduly impact on amenity of the street. The proposed amendment put forward by Elected Members undermines the integrity and credibility of the City of Joondalup as a whole (admin, ratepayers and Elected Members), given the exact same Members approved District Planning Scheme No. 3 and the Local Housing Strategy in recent years. It's a circus and everyone is watching. Get your act together Elected Members.*

*We would like to see the scheme amendments made ASAP. We do not want to see high density housing in our family-oriented street [ - - ], and the associated increase in traffic and difficulty with car parking and safety issues with our young children. There are many families in our street with young children also who have similar concerns and will also write their support for the amendments. The Carine Glades Estate area was built for families, not high-density living. Please pass these amendments ASAP.*

*I am happy with the original changes and don't believe there is a need for another amendment.*

*Both of these areas are in close proximity to public transport and local amenities. Density in these areas should be increased not decreased in order to support and promote the use of public transport, cycling and pedestrian activities. An increase of density in these areas will also support local business and increase passive surveillance, creating safer streets in the community.*

*Too much increased density without investment in infrastructure or consideration for impact on schools etc*

*R20/40 and R20/60 zoning creates boundary to boundary construction. Trees, bushes and shrubs will be replaced by concrete, stone and masonry. Our cool leafy suburb, teeming with birdlife will be reduced to a sterile, hot concrete environment. The lack of trees and bushes (which provide shade and reduce CO2 in the atmosphere) will result in an increase use of air conditioning and contribute further to the adverse effects of climate change. R20/30 zoning provides for higher density living whilst still providing space for trees, bushes and wildlife. A much better environment in which to live and bring up a family. R20/30 zoning is a good compromise solution.*

*I was consulted on amendment to R30 and gave qualified support. I was not consulted on amendment to R40/R60. I would not have supported. Your ad in the local throwaway newspaper does not pass the 'pub test'. All future rezoning must be done as individual letters or emails to all property owners. Main concerns of R40/R60 are: 1. Heat island effect due to lack of street trees/shrubs. 2. No audio privacy. 3. Intrusion into visual privacy especially by R60 4. Dangerous streets not designed for roadside parking. 5. Missed rubbish collections due to roadside parking.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I strongly disagree with the proposed scheme amendments No. 88 and 90 and I am of the view that the current zoning of Housing Opportunity Area 1 should be kept as R20/40 and R20/60. Perth is a growing city and the population will increase to 3.5 million to 4.5 million people in the next 30 years. This is a fact that cannot be ignored when planning current and future housing opportunities within all councils. The general public acknowledge the continuing growth of Perth and that planning changes are required to address the issues associated with city growth such as utilities, amenities, transport, schools and housing but there is a portion of that same general public that do not want to see any changes in their own immediate locality. This attitude as a collective mindset results in poor planning outcomes now and defers issues to future generations. The recent adoption of the City of Joondalup's Housing Opportunity Areas (HOA) was only gazetted after an orderly and proper planning process which identified only the key areas within the council that would be suitable to support a change from low density (R20) to medium density (R40 or R60). This was a reasonable change and is not 'high density' zoning as has been raised by the community within HOA1. HOA1 was identified for a change to medium density as it has all the key features to support such a change; 1. Walking distance to Warwick train station; 2. A network of high frequency bus routes located on Warwick Road, Davallia Road and Beach Road; 3. Greater than 10% existing Public Open Space. In addition, the area abuts the Carine Regional Open Space (City of Stirling) 4. Walking distance to Carine Glades Shopping centre 5. Walking distance to Davallia Primary school and Carine Senior High School 6. Warwick Grove activity centre is less than 1km from Area 1 7. 16km to the Perth CBD 8. Existing utilities None of the above features have changed in the last two years since the gazettal of the HOA and therefore it is illogical to revise HOA 1 to a lower zoning. I understand that change often generates fear in a community due to concern about the unknown future. This is why strong leadership is required around this issue to provide guidance and reassurance to the community that the current zonings are appropriate for the area and are necessary for the benefit to the larger community. Maintaining the current zoning will provide much needed affordable housing in a range of options for all demographics within a realistic planning framework for the future growth of Perth.*

*The issue is not so much the zoning density but the built form outcome. Rather than down-code Council should be looking to improve design outcomes within the current zoning. This could include: — Work with the WA Planning Commission on the draft Apartment Design Policy to minimise impacts on adjoining residents. For example, enable design outcomes to be responsive to local planning policies; move the mass of new development forward to a unified street frontage (such as is found in European cities) which allows the older homes (which look more to the rear) to retain some of the privacy and open feel people bought for; consider greater heights on key sites to achieve better urban design outcomes; no resident parking provision, using on-site space only for visitor parking (even this could be obviated by use of on-street parking with use of permits, thus allowing more space for landscaping and trees). — In HIA 1 prepare a local planning policy on design principles and outcomes. — In HIA 1 subject all development applications to review by a Design Advisory Panel. — In HIA 1 develop a unified landscape plan for all public land, including verges, that seeks to give the HIA a unified urban feel that leads people through the area from the station to Carine Glades. This should include street furniture, street lighting, surface treatments for roads and footpaths. The objective should be to create an elegant and comfortable urban environment which people linger in and which in turn will lead to greater public acceptance.*

*I fully support the amendments 88 and 90 to reduce density codes to R30 as per City of Joondalup 2010 consultation.*

*You only have to look at the mess made and destruction of Strathyre Drive, Methuen Way and Argyll Place to see this was a very poor decision. The value of houses on the smaller blocks unwanted by developers has dropped significantly. Who wants to purchase a house overshadowed by a 2 storey block of apartments? And where have all the trees gone!!!*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Amendment 88 includes the area known as Carine Glades which it would be a pity to lose the amenity of the area due to poor redevelopment outcomes. Several poor outcomes of redevelopment exist or are being built along Warwick Road in the zone covered by Amendment 88 and are already negatively affecting the suburb. These are the Nollamara style, cookie cutter, three or 4 town house developments which involve complete clearing of the block and covering the block with roofs and paving. In the area covered by amendment 90, there is also an example of a negative development outcome along Davalia Road (single story townhouses), while other examples such as the double story townhouses do not detract from the amenity of the area so much. However, the existence of the negative outcomes in these areas despite promises from the Council that redevelopment would be strictly regulated so they don't detract from the area and must be in-keeping with the vernacular of the suburb, demonstrate that the city cannot be trusted to ensure redevelopments improve the area rather than detract. For this reason, despite my in-principle support for higher density housing in the rezoned areas, I must support down-grading of the zoning at this time. Unfortunately, the poor decisions by the City have already created permanent scars on the suburb, both from a street view perspective and in terms of lost canopy cover creating heat island effects and eroding the leafy amenity of the area which initially drew us to purchase and live in the area.*

*I agree with the proposed amendments to return the portion of HOA1 to R20/30. I strongly believe that the infill quota will be met with R20/30 in these areas. The same amendments could be implemented in other HOAs too and quotas for infill will still be met*

*I strongly agree with the new amendments to R20/R30. The beauty of the suburb has already been adversely affected by the new developments in progress and it needs to stop before the remaining untouched areas are impacted permanently and it destroys the charm of living in the area. I have been directly affected the developments that are in progress. The units behind my property directly overlook into my backyard and living space giving me no privacy whatsoever. They have built right against my property without adequate planning or giving thought to the impact on my living space.*

*Our concerns regarding the existing are as follows: Family owner/occupied residences are what attracted us to the area, more rentals mean less care (generally) of residents overall for their properties. Higher pressure on amenities, public transport, shops, parks etc. Safety of residence as cars pulling out of new developments on Beach Road north of Davallia are already dangerous (busy road, downhill from Sequoia) — particularly if elderly or children around. We already suffer vandalism from 'pub goers' on weekend nights to our front garden — including rubbish, destruction, urine. Higher traffic generally — noise, safety, pollution is a concern. We know our neighbours quite well currently, and are concerned for loss of community. We strongly support the proposed reduction of current density for our area for the above reasons.*

*It makes absolute environmental sense to keep the existing R20/60 zoning scheme (a precedent in approvals has already been set) in the area near Warwick Station including Methuen Way for future strategic planning purposes. The proposed rezoning to a lower density in this area is a step backwards into the dark ages*

*Enough time and money has been spent on the current outcome. There will always be minority opposition with change. We feel that this would benefit the community surrounding the Warwick Train Station as the WA Planning Commission has flagged this vicinity to benefit the whole community not just minority individuals who are opposing the current District Planning Scheme No 2*

*I am extremely disappointed in what the Council has allowed to happen to our immediate area and hope you can at least reduce some of the damage by reducing the density codes. What once was a lovely quiet neighbourhood where you could enjoy the privacy of your backyard has now been taken from us — not to mention the huge loss of value on re-sale — who wants to live with towering fortresses in your backyard!*

*You now have a chance to get it right. We are not against infill but the City did not undertake appropriate consultation. This is a family orientated community. Please ensure that the zoning reflects this.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*We support higher density generally because it encourages a broader cross-section of the population to live in the area, thereby encouraging local businesses and community groups to grow, it increases property values and is better for the environment. We think higher density is appropriate around the train station and Carine Glades Shopping Centre, especially as parks such as Carine Open Space and Juniper Park can ensure natural environment and space is maintained. We also think concerns about inappropriate high-density developments can be better addressed by better design requirements rather than the blunter density coding tools.*

*1. I have read in the information pack provided that development applications can still be processed. This is appalling and should not be allowed while the residents have to go through this process of cleaning up the City's mess in the first place. I strongly oppose any further applications being considered until we have a result from this consideration. 2. Regardless of the outcome, all multi dwelling sites that are approved for construction should be enforced to construct underground parking for residents and visitors and not impose parking trauma for community members by allowing street parking. 3. Will former Mayor of Joondalup, Troy Pickard be asked to face the community or is any legal action being sort for his abrupt, unprofessional and bullying tactics used during this process at Council meetings with the good residents of this community and for the blunder he has created to where this community is now suffering?*

*Although I support the changes to Scheme Amendment 90, I am fearful that insufficient planning has gone into the proposal. This is evident by the community backlash that has prompted these amendments. The guiding principle should be that quality of life and general amenity should be improved by any re-zoning. It's very hard to see how either of these aims is achieved when three houses are allowed on a single block. If the entire area was developed in this way the result would be a mono-cultural ghetto. Even when reduced to R30, there is a danger of creating a single class of dwelling that fails to achieve the above mentioned aims of improved amenity and quality of life. I believe that our aim should be to use this once in a century opportunity to create a residential zone that, to draw an analogy, resembles a botanical garden rather than a mono-cultural pine forest. Our area is already a great place to live. The challenge is to increase the density while improving those attributes. If you make them worse, what has been achieved? A point for discussion might be for example, onion ring development where density is quite high in and around - or on top of - the Carine Glades shopping centre with density decreasing with distance from the shops until R20 is reached say, 4 streets away. I am greatly in favour of higher density but believe that it needs to be managed with great sensitivity. Worlds best practice should be researched and used as a guide to development of our community. I don't believe that simply doubling the density is the right way to go. In regards to Scheme Amendment 88 I think the R60 zone near the train station should be encouraged as it currently is but the R20/40 section should change to R20/30. Thank you for the opportunity to comment. I am keen to take part in any further discussions. [- - -]*

*Carine Glades is one of the most beautiful, green, leafy, areas in Perth and will be ruined by these denser R code ratings. It will be turned into a concrete jungle. Originally we were consulted in 2010 about the rating on our property being changed to R20/30. WE were NOT consulted in February 2016 when our property was changed to R20/40. This change I suspect is ILLEGAL and correct procedure was probably NOT followed. No further building approvals should be passed with R20/40 ratings until the outcome of Scheme Amendment 88 is considered as it will cause developers to rush to get building approvals approved with the higher density ratings. The apartment blocks that have already been built decrease the value of the adjacent houses and are particularly ugly. The increased number of dwellings especially apartment blocks create congestion as there is not sufficient parking for cars and for garbage bins.*

*A concern is that height limit is NOT exceeded/maintained. Construction of buildings should be maintained to a "standard" that is not less than that of surrounding structures. "Cheap and nasty" builds eliminated. Nothing done to devalue existing properties or to encourage "feral" element. Family friendly environment absolutely essential to be maintained. I would like to be informed when Briefing Session etc if convened.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I struggle to understand how the previously approved scheme was allowed. After seeing the new developments, including the apartment blocks, I find the amendment in the best interest of the residents that remain. I can only imagine how the houses next to the apartment block on strathyre have devalued. The owners only option would be to also sell to a developer which will start a domino effect and therefore the demographic would seriously change and we would end up with a high density, problematic neighbourhood.*

*I am in the support of the original scheme and the in-fill in general. I do not support these amendments on that basis.*

*As currently evidenced by activity in this locality, developers are attempting to maximise yields and constructing "dog boxes" which only sustain or encourage singles and couples. Families are sadly being forced to look elsewhere. Eventually, without families, there will be no children in the area which will result in the closure of schools and probably sale of the land to supposedly ease the State Government's budgetary situation. It is also noted that the sale of these dog boxes is very slow! I believe the City of Joondalup has "dropped the ball" in this matter and forsaken their ratepayers. Interestingly, the City claims "A Global City: Bold | Creative | Prosperous". It remains to be seen how "bold" the City plans to be as it currently appears that it is not prepared to take on the challenge for its ratepayers, some of whom have lived in the City for many years.*

*The recent subdivisions in the area have already spoiled the ambience of the area and created parking issues. The process of development, ie clearing blocks and building, results in big trucks trundling down quiet residential streets making them unsafe for children and/or parents. Double parking along roadsides creates very dangerous driving conditions. It's also resulting in a loss of some very old trees which had been in the area long before the original houses were built. What's the point in having a "greening Joondalup" policy when developers are permitted to knock down all the existing trees in such areas?*

*The main reason we support the amendment is construction of apartments in the HOA1 zone. Infill is to be expected and necessary, but apartments is taking it to a whole new level (pardon the pun). The green and family-friendly neighbourhood feel is already being eroded by a very high rate of development in such a small zone, causing happy residents to relocate out of the area. When one home with a single neighbour on each side is suddenly surrounded by several building sites and the prospect of 6–8 neighbours on their boundary it's hardly surprising.*

*Hard to see how these stated changes address the stated aims of the State Government for infill around the train station. NOTE: I am in the area, but these changes will not change the development prospects for my house. Hopefully the State Government will quash this "NIMBYish" proposal.*

*The amended zoning makes more sense for this area.*

*We brought this home and into this area because of the zoning, with developing in mind (we purchased in November 2016 after the zoning had previously changed, making our block R20/R60) and we plan to develop asap. What compensation will you be offering to residents such as ourselves who planned to develop if these amendments are approved?*

**[multiple comment forms submitted]** *We would like to change our view on amendment 88 and 90. We are now seeing these big apartment blocks being completed and or near completion and we really don't like it. We did buy our house with the intent to develop 3 townhouses but we love this area and feel that it would be more suited if we build only 2 quality homes with more land and now this is what we are intending to do. We are strongly against apartments and blocks of 4 townhouses on small land and feel that they devalue the area. We are also concerned about parking etc. So, our vote is to support the amendments.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

Joondalup Council has completely messed up the planning in this area. Most people were supportive or neutral about the original changes to R20/40. The R60 code near Sycamore Drive and Strathyre Drive are totally inappropriate for the area and the Council should never have approved this. They should have sought further comments from the community and come up with other ideas that would be approved by the State Planning Authority. We note that Carine, part of Stirling Council, has not been subjected to these changes, so presumably Stirling Council had a better plan that was approved by the State. So it is Joondalup Council that is to blame NOT the State Government. It is too late to go back though. Due to the proposed amendments back to R20 there has been a massive development frenzy and the area has already been changed for the worse. This will only intensify if the proposed amendments continue to go through. If the amendments do go through we will be left with the worst of both worlds. Unable to develop our block and massive reduction in value and also reduction in value due to all the developments around us and reduction in amenity. If I don't like the developments I will sell up and move and will need the maximum value in my property to do this (or compensation from the Council).

[multiple comment forms submitted] Joondalup Council has completely messed up the planning in this area. Before it was changed I and most others would have been opposed to the ridiculous developments that have occurred along Strathyre Drive and elsewhere in the area. Unfortunately, we can't go back. The proposed amendments will give us the worst of both worlds. A ruined suburb and dramatically reduced value of our property and then further massive reduction in value due to the change in density and we can no longer develop our land. I support change of the R20/60 areas to R20/40 but the R20/40 are MUST stay as it is or we all lose big time.

Without the amendments, the character of both the affected areas and immediately adjacent areas will be negatively impacted to a significant degree. There would be significant strain on infrastructure, shopping, parking and other amenities, traffic volumes and the environment. Moreover, it is likely that house values in and around the affected area would fall for remaining residents once a certain degree of re-development has been achieved.

Not before time that residents are given a chance to register their views.

R30 would be fine. R60 is definitely a NO-GO. All EXISTING R60 permits should be cancelled.

We insist on R30 coding for the area. Higher density coding will change the character of the area, increase traffic issues, trees will be removed, all at a risk to children playing safely outdoors. We do not oppose development and believe R30 coding allows for suitable development of existing dwellings and land.

Squeezing 8 units on to a block in this area completely destroys the neighbourly community feel of the suburb. A reduction in the allowed density would help prevent more damage to this and keep development to a level in keeping with the neighbouring properties.

1. To achieve the required infill extend the areas for R20/30 as most of the area adjacent to proposed scheme amendment 88 and 90 are well serviced by public transport, walking and cycling. 2. The changes to the character of the suburb have already started to impact residents, flora, fauna and traffic. 3. Higher density infill housing should be in blocks adjacent to the station and or shopping complexes, but separated from the rest of suburb by parks etc to get a good delineation. This is hard to achieve in existing suburbs but can be achieved with a masterplan

As a builder and developer I have recently completed a 3 town house development in [- - -] Duncraig. The amount of interest and enquiry has been amazing both in people interested in purchasing (all 3 sold before completion) but also people in the area interested in developing their own properties of enquiring about future developments. The overwhelming comments are that people have lived a long time in the area, love the area, but can no longer manage their larger blocks and older houses, but want to stay in the area because of location and amenities. The re-zoning is in line with Government plans, is meeting a very real need of the area and is ideally located. Note: possibility to enforce minimum floor area for unit developments so as to limit developments not suited to the area?!

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

<i>Please change the density code to R20/30 quickly to STOP developers, destroying our lovely area with apartments.</i>
<i>I strongly support the reduction of the density codes around the area.</i>
<i>The amendments, in particular 88, are necessary to stop the destruction of one of the best small suburbs north of city. The area consists of large well-maintained houses with a pleasing streetscape and many have been updated. The scheme amendment is a welcome reversal of the original rezoning.</i>
<i>I do not wish to increase the density of living in Duncraig. This was a selling point for many when moving to the suburb. When the floodgates open the suburb will go the way of Scarborough, Doubleview. Not what the residents want. I am happy this amendment is being considered</i>
<i>We strongly support R30 zoning only. Anything larger than R30 definitely will and has already changed the character of our suburb. We paid substantial sums to live in this area because of its character, only to have it slowly eroded by rezoning.</i>
<i>R20/R40 and R20/R60 should never have been allowed for so many reasons! Undesirable small dwellings that will ruin South Duncraig and there is no appetite for these types of dwellings either! There would be horrendous traffic issues, bin day would be a nightmare, and it appears that no Planner has noticed that most of our area is small cul-de-sacs which are unsuitable for high density! If the City of Joondalup was trying to create a ghetto then they are going to right way about it! And to top it off without any consultation with the residents! R20/R30 is more than enough infill.</i>
<i>As a newly married couple we chose to live in (and raise a family in) this area [- - -] years ago. We chose an area which was close to bushland and away from the hurly burly of suburban traffic. Things change, we understand, and houses must encroach on bush but we do resist and oppose the proposed density of housing that has been suggested. Other young couples have recently moved into the area with the same dreams of quiet streets, minimal traffic (let alone the new problem of parking) and PEACE. We wanted to be among trees - many are currently being removed. Even verge lawns and gardens are being displaced in favour of brick paving.</i>
<i>I strongly support changing the residential rating. Unfortunately it is too late for 1 property [- - -] but it would be devastating if any further apartments were to be built on the other 2 properties backing on to mine. Just the extra traffic and noise is also a huge consideration for existing residents if there were more apartments to be built in the area. I bought here as it was a quiet peaceful development but not so if we are inundated with multiple apartments all around us.</i>
<i>I do agree with the R30 for most of the area and higher near stations. I do see the need for houses to have car parking for visitors and extra cars not all parking on the street. If you have more houses the need for park and trees increase to keep the area a place people want to live and cooler in summer. I am not keen on shared driveways and 3 houses is too many for most blocks unless they are done to a high standard with room for garden/parking/tree (verge).</i>
<i>I am very happy for the area to be in R30.</i>
<i>R60 was never put forward to the residents of this area, only the proposal of the possibility of R40; R60 was an underhanded move and strongly opposed by the residents. This is a family area with only 3 entrances to this area so the increased traffic through the streets and cars that would be parked on the roads would be a major issue as we have already seen during some of the building of these units. I have been through some of these properties as they are being built and there is a major issue of losing your privacy of your own property with windows and balconies overlooking adjacent properties. No to R60.</i>
<i>Very disappointed at the lack of consultation. The rezoning is changing our leafy suburb. It's an ill thought-out planning scheme. I sincerely hope that the loss of trees, increased traffic and increase in population density that will arise (through already approved rezoning) will be matched with appropriate town planning activities.</i>
<i>I would like to acknowledge the City of Joondalup for taking this action as a result of the ratepayers concerns. We strongly support the change to R20/30.</i>

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*While I appreciate the need to infill, I very strongly support amendments 88 and 90. I built and have lived in this great area since 1985 and would love to stay in the area when I downsize. Having looked at the new developments, I would not be prepared to live in any of the properties. They are not well built, too many crammed on to the blocks with little outdoor space and over-looking neighbours. All I see is greedy developers, over-priced new dwellings which do not seem to be selling. If rezoned to allow 2 or 3 on a block, as is the case in suburbs like Karrinyup, Doubleview and even Balga it would give a reasonable sized dwelling plus more outdoor space. Many families wish to stay in the area and not sell to developers but at what cost? They have lost their privacy and their properties have decreased in value is to remain as a single family dwelling.*

*I agree with the larger density codes. It will bring much needed new houses to the area and a younger generation which in turn will bring much needed modernisation of the area including shops and commercial dwellings. I welcome more increases to other parts of Duncraig.*

*A very sensible amendment. It allows for some infill but at a more appropriate density commensurate with the area.*

*Any density greater than R30 zoning is totally unacceptable. I am outraged the City of Joondalup sought to change the zoning and trick the Duncraig community! This reeks of corruption and will destroy the character of the suburb — Duncraig was once a suburb that was special. It is already hard enough to get a park at the shops/train station. Let's see if the Mayor does the right thing...*

*Unnecessary waste of energy, time and money. Already many developments are under way in Duncraig — the gate is being closed after the horse has bolted. If the amendments are approved and adopted maybe one year or more away — it will be too late. In any case the amendments will not make a massive difference in the DENSITY only a minor. Who are these "some people" you mention? How many? Do they all live in Duncraig/City of Joondalup?*

*I agree that urban sprawl is a growing problem but I don't believe that building that amount of houses on a block isn't forming a sustainable community.*

**[multiple comment forms submitted]** *I certainly do!! We, as a close family community, do not want the suburb to increase in numbers/cars etc that it may under the current regulations. They must be changed!!*

*Leave our beautiful suburbs as is. In Kingsley and Warwick people are subdividing. I have seen beautiful big houses torn down to make way for multiple units. In most cases these units and new houses being built on the subdivided properties are not in keeping with the rest of the suburb and stick out like a sore thumb. Gardens often stay as rubble for months/years which really detracts from the rest of the suburbs. People subdivide hoping to make a quick buck but the current market is not kind to these subdivided blocks. Please leave our beautiful suburbs be.*

*These scheme amendments reflect a considered balance between the need for high density housing and retaining the character of the suburb. Higher density development that has occurred on Davallia Road as of February 2018 (on three separate blocks) is characterised by maximizing profit for the developers. There are minimal setbacks from other houses or the road and overlook neighbouring properties. The developments have minimal areas for any form of garden and are heavily paved with darker colours resulting in potential heat island impacts. It doesn't appear sustainable design principles have been considered in the design. Additionally, development of significant number of properties in this way will strain the infrastructure present in the immediate surrounds.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*In a time of urban sprawl we need to increase the density of our suburbs. Urban sprawl eats up more and more of the bushland around Perth every year. Perth's 'footprint' is now twice that of Tokyo and three times that of Los Angeles. Unchecked population growth is one of the largest problems the world faces as resources dwindle and climate change begins to change how we live. Urban sprawl is associated with a number of negative environmental outcomes. It is disruptive to native flora and fauna, it leads to increased driving and therefore increased vehicle emissions that contribute to air pollution and its attendant negative impacts on human health. In addition, the reduced physical activity implied by increased automobile use has further negative health consequences. I could go on but I won't. To request this amendment is obscene in today's climate. It is clearly being pursued by a small number of people who seek to protect their own selfish interests.*

*Don't want to see a 'Scarborough' within our suburb/community! Enough!!*

*I am absolutely appalled that the City of Joondalup passed these scheme amendments without PROPER CONSULTATION with residents concerned within the areas outlined. That is definitely NOT WORKING FOR THE PEOPLE!! as elected, for the people of JOONDALUP. Most residents wishing to downsize would still want a garden (for health and leisure) not some concrete driveway and wall of the next unit to look at. The underhand manner of going from TPS 2 to TPS 3 is not acceptable and I hope appropriate action is taken against those who initiated this change.*

*This is supposed to be a democratic country where everyone is allowed to contribute and have their say regardless of the majority outcome. The City of Joondalup by its decision to increase the zoning of the areas in question without consulting any of the existing residents shows a complete and utter disregard for democratic process and communities in the area's affected. In the future, the communities affected by any change of zoning should be given their right of response.*

*2031, 154,000 infill lots/ dwellings were designed to create infill throughout all suburbs of Perth. Why should a few complainants say not in my backyard*

*At great cost and hardship I have maintained ownership of [ - - - ] over the last [ - - - ] years because I was waiting for the new zoning to be put into place. [ - - - ] it was very difficult to maintain ownership of the property. My express reason for keeping the property was to "develop" it, leaving apartments for [ - - - ] and enough for me to live out my years. I have followed the process of zoning change over the last approximately [ - - - ] years and have "BANKED" on the new zone, R20/40 in my case, for the last [ - - - ] years when it became obvious the proposal would be upheld by the Planning Commission. I find it trite, if not negligent, that there are people now complaining. Due process was followed, and plenty of notification given of the proposed changes to increase the zoning.*

*I strongly support the scheme amendments and suggest similar amendments be put through for the remaining Housing Opportunity Areas within the City of Joondalup. The lack of sufficient consultation before putting through the higher zonings than was originally proposed in 2010 is shameful behaviour by the Council and Administration.*

*I am a resident of Carine yet the invisible forcefield that runs along the middle of beach road does not allow a resident in the City of Stirling to have an opinion on what is going on 50–100 metres away...the proposed 21 apartment development on Beach Road is ridiculous and should never have got as far as a sign. Nobody in the area wants this especially as there will be no turning access made through the median strip on Beach Road so presumably all the new residents will perform illegal u-turns at Beach Road/Alvaston Drive intersection to access the complex if they can't be bothered turning right up Poynter Drive then maybe turning around in St Nicholas Church car park, then going back down Poynter and then east on Beach Road to their new apartment. Just saying. \*\*\*Disclaimer\*\*\* Presuming most people will be driving west on Beach Road in the first place.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I have no problem with people being able to sub-divide their properties, the problem I do have is when the land area is reduced and there are too many dwellings or high rises built on one property. I feel we have a wonderful neighbourhood in Duncraig, and adding too many multiple dwellings will change the feel of the neighbourhood and we will end up like a concrete jungle, living on top of each other. Duncraig is known for the block sizes and feeling of openness.*

*Very good idea*

*I came to Australia from Scotland to get away from living slap bang next to or on top of my neighbours. I quite like the way the suburb is already with the houses spaced the way they are. The most common complaint is always about noisy neighbours. Well if houses are built even closer to one another or lots of apartments made in the suburb you will get even more complaints about noise. Plus, with so many new houses the streets will be even more packed with cars hence more complaints folk can't get to park at their house for all the new neighbour's cars. I don't want to see my suburb spoilt I've been in the same house since I arrived [- - -].*

*The number of "unintended consequences" of the present R-Code has brought with it, has caused much nuisance in our locality. Builders/developers have been allowed to get away with breaching many City regulations, by-laws, rules and laws, and the City via Compliance and Rangers seem quite unable to take action to rectify. Health and safety has gone out the window, on the public side of re-developments. It is noted our ward Councillor abstains from voting on these matters — why? Furthermore, I have yet to notice any upgrade of core services, to assist with re-developments since most were put in around 45 years ago.*

*Higher density infill housing developments are destroying the amenity of the area — we wish to retain the green character of the area*

*I used to live in that area Carine Glades, I grew up there. It was a beautiful place to live. The houses had room to move, the area felt safe, traffic was not too busy and kids were safe to ride bikes on the front lawn. I have always dreamed of moving back with my kids. But when I drive past near the train station and see all the apartments I'm always shocked! They have no natural light, no garden, they are tiny, have no car parking. The area has been taken from a beautiful desirable area to live and been made into shanty town. The apartments look horrible and I'm so very sad the area has been ruined.*

*I feel that my block, which has front access to [- - -] and rear access to [- - -] would accommodate 4 residencies very comfortably, with increased traffic being shared between both streets. I would like to have the option of choosing to develop four properties.*

*The area around Tristania, Maple Mews etc is a unique garden development within Carine Glades and should be protected from multiple dwellings. The homes that have been built here reflect the high standard of living in this area. We built our home here [- - -] years ago as a family home.*

*My main concern with the current zoning centres around maintaining amenity of the area as perhaps one of City of Joondalup's finest suburban neighbourhoods. The very high density codes at present risk in future years turning the area into an urban slum, high levels of street parking, low levels of owner occupied housing, diminished streetscape due to low levels of investment from landlords, reducing property values in the area and over the longer term, reducing GRVs and rates for the City.*

*The whole thing is a shambles. I cannot believe when the initial submissions went in, anyone voted for R20/40 and R/60. What will happen to any sites which were approved already as R/60 will these be rescinded, or will the denser building go ahead? It is a great pity that only one survey per household. Even though people live under the same roof doesn't necessarily mean they share the same opinions on everything!! You really aren't gaining every residents' opinion. I really opposed any rezoning in the first place. This is simply the lesser of the two evils!!! Lastly, will you publish the results of this survey?*

*This area is a suburb with young families and also middle aged people that love living in houses with yards and gardens and pools and enjoy the leafy surrounds. That's why we live here! I strongly oppose any high density housing! It's not in the nature of the suburb or surrounding suburbs.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The Scheme as it stands make sense with the need to infill metro areas, slow down the sprawl, and allow people who might not otherwise be able to purchase a home close to work, to do so. In fact, so many reasons why, far out weighing why not!*

*Lot sizes in described areas are not suitable for family friendly development of 3 dwellings or more on 1 lot. After seeing a few developments on Davallia Road, I strongly oppose the idea of having crowded residential lots. Properties in the area are more suitable for subdivision for maximum of 2 lots. Saying that, I would like to see some nice developments like side by side properties which if built properly could increase value of other homes on the street. change to R20/R30 zoning is strongly acceptable.*

*I fully support changing to R20/30 zoning for several reasons: 1) The area has many trees and is a beautiful green area in an increasingly dense and hot city. Some recent developments in the area have left almost no space for trees or gardens, which will have negative impacts both environmentally and aesthetically. 2) Only three roads exit area no 88 (excluding Juniper Street), higher density could lead to overcrowding, longer queues at intersections and cause traffic hazards. 3) There are several schools within/ near the area and more traffic could be hazardous for children in transit to and from school.*

*Appalled by the development happening at the moment. Too many dwellings on sites now. eg 10 units with two parking bays at front. Obvious traffic problems. Area being destroyed as a family area.*

*It seems ludicrous that the State Government policy should be watered down for the sake of a few wealthy people putting [- -illegible- -] on the Council decision.*

*[multiple comment forms submitted] It seems ridiculous that the State Government policy should be watered down for the sake of a few wealthy people putting [- -illegible- -] on the Council decision.*

*We recently purchased our property on Sycamore Drive and were thrilled that it had recently been rezoned R20/60. We are both agree that this State and local government strategy to increase the density to allow for redevelopment of properties in close proximity to Warwick Train Station is not only a positive but non-negotiable. This type of transit orientated development makes sense to us — the concept of providing dwellings for new residents to move into our suburb with local access to public transport, connected cycling and walking routes in close proximity to local amenities such as the Carine Glades Shopping Centre, Warwick Shopping Centre, Carine Open Space, high schools and primary schools is important and extremely relevant in terms of Perth and her sprawl and the lack of accessibility for her residents who reside in the outer suburbs. We understand that this is not the informed perspective of some of our neighbours and this was clearly highlighted through anonymous mail drops to our letterbox when we first moved in to the area. We received a document noting that locals were strongly against multi dwelling developments as they were a threat to the amenity of the area. We strongly disagree with this old fashioned, fear-driven sentiment and are hopeful to see the City of Joondalup lobby to ensure that the existing zoning of R20/60 remain in place.*

*This is a great outcome. We welcome redevelopment in the area, such as duplexes, but are opposed to multi-unit dwellings (apartment buildings). The proposed scheme amendment is a good middle solution.*

*I support R40 and R60 for Class 1 but not Class 2 buildings (apartments).*

*I insist on R30. Why ruin a great suburb with high density building?*

*Yes, high density changes [- -illegible- -] of the neighbourhood — it degrades it.*

*[multiple comment forms submitted] I think squeezing 3 units on lots of 700m<sup>2</sup> or less is not good policy. I have seen units of 3 beds (tiny) 2 baths and minute living spaces and big double garage. One living area measured 2.9 x 4 metres. Not livable! Don't belong in any area but certainly not around here. Who approves such units? Proving very hard to sell and no wonder. Ghettos of tomorrow. 2 larger beds, 1 bath, 2 WCs and bigger living would be better. Rebuilding of an area should be an improvement, not a downgrading. The higher density approved was without residents' knowledge. We were only told R20/30 in our area.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*My view is that the change to R20/30 shouldn't go ahead as the projected increase in Perth's and surrounding suburbs population can only be catered for by increasing the housing density in existing suburbs. We don't want to have the urban sprawl reaching out to south Gingin. Not increasing the housing density is unfair on potential new homeowners as they are forced out to remote suburbs to live facing higher transportation costs to work as well as being remote from existing community amenities. If ratepayers are really concerned about the density increase in housing they should look at the driver of the increasing population and concentrate on that and not penalise new entrants to the housing market. It's about sharing what we have and I have no problem in sharing to allow new home owners access to existing suburbs and existing amenities.*

*I wish to move to the area in the near future, it's beautiful, but the hideous groups of 4x2 story units on one block really ruin it, along with making the area more expensive as the blocks become too valuable to developers where they might be 10% or more cheaper otherwise*

*1. The map is incorrect — Tristania Rise doesn't come off Strathyre, it comes off Sycamore. 2. We purchased our house knowing it was R20/40 for potential future development. 3. The area is loaded with old houses that need demolishing. 4. I like the increased density.*

*Firstly, it is totally unfair for the amendment on property owners in the affected area, particularly for the properties owners in the R60 zoning as it significantly downgrades the property value. Secondly, we as the property owners impacted by the decision haven't been consulted or noticed for the meeting held by the council on 27 June 2017 and 12 December 2017. Thirdly, we reserve the right to take the legal action for the loss of property value as a result of the amendment. Some of the neighbours in the impacted area has already started or completed subdivision. How could the properties on the same street have different zoning when the distance with train station is alike? This is not fair for the owners like us who have postponed the building plan. Properties located close to train stations should have higher density to make the best use of community facilities such as train station. The amendment is inconsistent with government's housing planning and transport strategies.*

*Thank you for listening to us.*

*The density levels at R20/60 are too great. It would be better at R20/40 along the existing R20/60 and R20/30 at the existing R20/40 areas. The Scheme should include areas west of the existing boundary of Scheme 90 at Telopia Road to include larger blocks which lend themselves to an R20/30 development which are currently zones R20. This would enable the Council's objective of higher density to be met.*

*Although I generally support higher density near Warwick Train Station, blocks of 10 units is not what anyone in this neighbourhood was expecting.*

*We live in the area [- - -] to the Housing Opportunity Area No. 1 and thus are anxious to support the proposed planning amendment, for the reasons set out below. Increased residential density in the surroundings of railway stations makes logical sense so as to reduce current tendency to endless "ribbon development". However, the scope allowed by R20/40 and R20/60 to substitute apartments instead of houses would represent a very undesirable change in the character of our neighbourhood. Thus R30 (i.e. more, smaller houses) will be a reasonable compromise. Nonetheless, we remain concerned at the apparent continuing lack of related infrastructure (either extant or specifically planned) to support such increased residential density. Moreover, none of the recent redevelopment seems to include tree preservation orders or equivalent measures. We are particularly opposed to the concept of blocks of 30 apartments occupied by young "singles" whose lifestyle in no way matches the quiet, family-oriented character of Duncraig.*

*I strongly support the Scheme Amendments No 88 and No 90, as I do not feel that the original changes were transparent or had opportunity for input from surrounding residents. This is a family suburb, which was a driver for buying property here and I feel that allowing increased number of dwellings will change the nature of the suburb.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The area's proximity to Warwick Train Station, frequency of buses in the area, having 2 local shops and under utilised public open spaces including the massive Carine Regional Open Space makes it ideal for higher density housing. The Council should instead consider the following: \* Mandatory provision of bicycle storage/parking to all R40/60 developments; \* Improved pedestrian and wheeled pedestrian access (foot path and cycle path) conducive to frequent usage that would encourage the use of public and active transport; \* Improve path lighting; \* Improve landscape with more deciduous trees to shelter the paths from the scorching summer heat.*

*Current zoning should be maintained to allow more residents to share the existing transport hub, footbridge access, parks and community facilities. We purchased property based on the current zoning to provide for our family. The current zoning does not require or conflict with any existing parking, transport routes or community facilities which can easily accommodate a very substantial increase in residents. Current zoning encourages use and access to public transport which are currently not fully utilised. The current zoning has no environmental impact and in fact aids the further development of the community. OBJECT TO ALL THE PROPOSED CHANGES.*

*My primary opposition to the proposal is that it reduces R-codes on key transport routes. No preference in regards to development that is several streets back from say Davalia Road and Warwick Road. The proposal does not align to the Planning Commission's State Planning Policy 5.4 and its guidelines. This is because removing the incentive to increase density along transport corridors increases the average age of each building and reduces development. This increases the cost of health through increased noise impacts on existing residents in older less insulated and inefficient housing, and hurts the opportunity for improved noise screening of housing behind those fronting major roads. The proposal should similarly increase R-Codes for properties immediately north of Warwick Road to match those immediately south of Warwick Road which the proposal affects. I disclaim this includes [- - -].*

*We feel that the current planning scheme will potentially create massive parking and other issues in an area that is traditionally inhabited by families with young children that like playing in the street and surrounding areas. We are also concerned that higher density will change the feel of a suburb including an increase in short term rental properties which may promote a different culture in what has traditionally been a safe area.*

*The same should be done for Edgewater. R40 or R60 is not appropriate nor wanted by Edgewater residents.*

*4 years ago my family left Sydney's Inner West primarily to escape high-density low-standard closed-in living, and made deliberate decisions to move to Duncraig WA — to allow my family an open, friendly and suburban neighbourhood lifestyle. We are devastated that this has been entirely up-ended by Joondalup Council and we find already extreme examples of high-density townhouse/apartments directly opposite our home! Where 1 home stood, is now an outrageous SEVEN dwellings!! and that is only 1 of FIVE similarly PACKED developments within 100 metres of our home. The increase in foot and road traffic (including child street-safety), noise and domestic waste, combined with huge unsightly developments dwarfing people's homes and robbing them of backyard privacy, reduced trees, inadequate parking and high fenced-in frontages means our Australian dream of open, neighbourly, 'front/backyard' living has been demolished. PLEASE DO NOT CONTINUE TO ALLOW OUR NEIGHBOURHOOD TO BE TURNED OVER TO DEVELOPERS! We insist on zoning of at LEAST R30, and NO MORE. ANYTHING more than R30 is destroying the very thing that makes the area desirable.*

*The scheme amendments are required due to: 1) the new townhouses/apartments not being appropriate for all of the areas in question; 2) the lack of off-street carparking will lead to more cars being parked on the roads; 3) more traffic on streets where there are no footpaths; 4) some of the newly built apartments now overlook private residences worth \$1 million and therefore reducing the value of those residences; and 5) in an area with so many houses with tennis courts it is not clear what will be built on them when sold.*

*The current density allowance means very little substantial green zoning for deep rooted trees etc. Multi dwelling allowance is good provided there is still adequate green space around the properties.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*High density living in areas of commutable distance are a necessity in the modern city. reducing that density not only costs the City money but also costs society as there are fewer funds available for social benefits such as Parks, Sports centres etc, let alone support for older or disabled people. More people using the same sewers, same power lines, same roads, and the same public transport can only BENEFIT society as a whole.*

*Required to maintain family atmosphere and trees.*

*High density apartments and units should never be mixed into suburban streets. All dwellings should be provided with two offstreet car parking bays because, like it or not, residents are going to use cars to get around when living in suburban areas. Also, setbacks were designed to preserve street amenity and these shouldn't be adjusted. New infill areas should be used for well planned apartments and mixed offices etc.*

*We are insisting on R30.*

*Although we indicated that we don't live in the amendment areas, we live just past [ - - ] and feel we are equally affected. We feel the whole suburb is changing. One of the reasons we moved to Duncraig was because of the beautiful trees. These are slowly being removed to make room for new housing. The streets will be a lot busier and where are all the cars of owners and visitors going to be parked? Traffic around Davallia Primary School is already chaotic on school mornings and afternoons, this will only get worse.*

*I have various concerns regarding the increased density in Duncraig. I believe that eventually the whole fabric of this area will change from a very pleasant quiet(ish) suburb into an overcrowded area that few people will want to reside. Parking will be an issue along with noise due to the increased proximity of residences.*

*[multiple comment forms submitted] Whilst I have "supported" the revised amendments I would prefer that they all were R20. I did not buy in this area, a distance away from the train/freeway/shops to live in what will eventually become a treeless overcrowded, noisy area. In addition the car parking provisions will also impact the area in a very negative way.*

*My support is for R30, NO higher.*

*I am a resident of Edgewater and very concerned about the density codes that have been applied to my area. I am very concerned that the high density coding isn't in line with the current suburb, the infrastructure does not exist, nor am I confident it will be invested in. I support allowing greater density, I think on a block (say 1,000 sq/m) could easily allow 2 or even 3 small houses...but allowing the building of apartment blocks (things I can see in other areas) will be devastating to our community. I am also concerned that the Council is of the opinion the community supports the higher R Codes, this is not my view of the many people I speak with in this area and it does feel a little like you are dictating agendas...this is just a feeling I get from the community and not my personal belief. Placing some slow down and common sense into the HOA being discussed here, will stop people getting over emotive and actually back R20/30 rather than flat out reject these ideas in other parts of the City of Joondalup including Edgewater.*

*There are already too many vehicles in the area. Many residences have 2 or more cars. Davallia School zone causes congestion mornings and afternoons. Car parking at Carine Glade shops overflows to Davallia Road now. Additional buildings caused by demolition of single residences to provide for 3 buildings on one block also add to the problem. At times parked vehicles obstruct view of residents' cars from backing out of their driveway. I have complained to the Rangers re this.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*We purchased our block at [ - - ] in [ - - ] with a view of building our family home in an area which is family orientated, peaceful, and not congested with small block style high density developments. As such we have almost completed our two-storey home and have invested considerable time and money to achieve our objective. We anticipate moving in soon. We object to the Council rezoning this area for high density developments and are deeply concerned if it continues. As with most high-density developments usual problems can arise ie — more people means more problems, eg parking, congestion, noise, crime etc. We are also concerned that if any of our neighbours decide to sell or redevelop their blocks into multiple dwellings, the impact this will have on our home and its future value. We chose this area as it's like a private enclave with traditional sized blocks. Any major development zoning changes would be detrimental to this private style estate. After driving around Strathyre Drive we have noticed several high-density developments that have been completed and more homes in that pocket which have been demolished for future developments. It has become apparent that the developments are very tight and claustrophobic looking with minimal setbacks that almost back onto neighbouring homes. We have complied with Council regulations to ensure setbacks etc do not affect our neighbours and that our home be commensurate with the style of homes that exist in the area. Our neighbours have praised us for this approach and are obviously happy and relieved that we haven't gone down the multi development approach on our block. This strengthens the general feeling of most residents in this area whereby they are totally against high density developments in the area. You only need to look at areas like Coolbinia, Menora, Floreat, City Beach which have maintained low density zoning for many years and ask yourself why haven't these areas been redeveloped into high density zoning considering their proximity to the City. The obvious answer is the residents don't want it!*

*Given the level of development already occurring in existing R20/60 zone — I'd suggest a compromise solution. You will note that we are in the [ - - ] zone address. Leave the existing R20/60 area in place but allow existing R20/40 to go to R20/30 if that is what the residents in that area prefer.*

*Existing R20/60 zoning should remain for opportunity area 1. Proposed amendments barely make any major housing available and defeats the Government's objectives.*

*The original proposal was for an average of 2 dwellings per block. Without consultation, Council amended the original re-zoning proposals which are against our wishes to maintain South Duncraig as a family friendly neighbourhood*

*I do not support this proposed scheme amendment as it does not encourage diversity in housing choice in the area. It completely contradicts State planning policies and good planning principles and would only add to our urban sprawl issues. Don't let the view of a small group decide what is best for WA. This needs to be considered by taking a big picture view of what's best for Perth's future.*

**[multiple comment forms submitted]** *I do not consent to the proposed scheme amendment. The zoning changed under the housing policy to allow diversity in housing choices and were strategically identified due to the ideal location near transport and shops. The City of Joondalup should not deviate from this wise planning decision, over time those who currently oppose will see the benefits: — greater housing choice — thriving area — more amenity — good planning policies for Perth*

**[multiple comment forms submitted]** *I strongly oppose the proposed scheme amendment as it is not consistent with the State Governments Planning Policies, such as Directions 2031. Density should be encouraged in areas such as this due to proximity to the train station and key amenities the homes developed under the current zoning have proven popular amongst the community. Not everyone wants a home on a large block. The City of Joondalup did a great job identifying strategic locations for zoning changes in the housing strategy, don't undo this great initiative.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*With the current high-density coding there has been a lot of fast moving heavy vehicles moving up Sycamore Drive. With the increased number of residences, the residential traffic will also increase. This is dangerous for the young pedestrian traffic.*

*Very strongly support lowering residencies in the neighbourhood. Already too many units/town houses — 11 Argyll Place has like 10 townhouses on it now.*

*I fully support the shifting the rules back toward R20. In the [- - -] there is insufficient car parking spaces for current residents — it could not handle any reduced zoning. Your garbage truck drivers have asked us not to park on the road on collection days as there is insufficient space. When making any approvals for new buildings, consideration must be made in relation to the building covenants that all owners agreed to in the Carine Glades precinct to maintain the investment made by residents and respect their decision for buying in the area. Please ensure that the Shire takes other factors into consideration when assessing rezoning requests. The lack of initial consultation that lead to inappropriate buildings being constructed in these zones recently was unacceptable and failed your first code of conduct 'Transparency'. The manner in which it was done suggests that someone on the Council had a financial gain and I would support a thorough independent investigation being made. For instance, was it true that a Councillor — who had a house within the zone — was not allowed to vote — even though he was going to vote in a manner that would NOT benefit him financially?*

*We support Amendment 88 and 90 because: — Green areas destroyed with environmental changes (e.g. temperature increases — air cleanliness) occurring. These changes will exist (and increase) forever, once gone — gone forever. — Significant traffic problems (especially areas near schools) already apparent. Children at greater risk as traffic numbers will increase. — Number of cars in streets (many small cul-de-sacs) — More verge parking; more pollution; more stress. — More anti-social behaviour. — Increase in noise levels (this is a big problem in many areas throughout suburban Perth) — Creates a “battery hen lifestyle” (agriculturally now outlawed by this Government) — It is already apparent that the proposals are already affecting many residents. — Destruction of the areas' amenity, lifestyle (AirBNB??)*

*Will be better as lower density.*

*The earlier excessive recommendations by staff and decisions by Councillors were driven by a State level planning and environmental agenda to increase residential densities in the existing neighbourhoods in an attempt to save infrastructure funding and minimise the City urban footprint. The City, as with all LOCAL Government has an obligation to maintain the lifestyle and amenity of the communities it represents.*

*I strongly oppose the proposed changes, most particularly Scheme Amendment No. 90. The areas previously approved for increased density are strategically located to take advantage of proximity to public transport, medical facilities, shopping facilities and recreational opportunities. The higher density provides an opportunity for older residents within the area, who have lived most of their life in the area to downsize and remain connected to their community and friends. It promotes strong intergenerational bonds. It is up to the City of Joondalup to enforce appropriate provisions for issues such as amenity, overlooking and overshadowing etc. I will strongly resist any attempt to devalue my properties and opportunities.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Regrettably the questions were contradictory and while responding it was unclear what one was actually strongly supporting or otherwise because on each amendment there are two maps — one showing the higher coding and the other the lower coding were put into the same question: Scheme Amendment No 88 proposes changing the Residential Density Codes (R-Codes) from R20/40 and R20/60 to the lower R-Code of R20/30. EXAMPLE Please rate your level of support for or opposition to proposed Scheme Amendment No 88 and 90. I support the Councillor's decision made on the 16th of May 2017 and the 19th of September 2017 to support these reductions in the residential coding for these area of Duncraig because it reinstates the original decision that Council made on the 15 February 2011 which was recommended by the City's planning staff and the planning consultant engaged to undertake the Housing Opportunity Area review, and because these amendments to the coding will protect and retain the residential amenity of these areas of Duncraig who have suffered as a result of this "planning" In my opinion the whole housing strategy needs an expert review of the process and implementation which seems to have been formulated on uncertain and questionable estimates of population increases in WA.*

*We live [ - - ] and getting in and out of Juniper Way (cul-de-sac) onto Davallia Road is already a traffic issue at school opening and closing times. Increased housing in the area producing more cars will further aggravate the situation. The busy Carine Glades Shopping Centre also has an entrance and exit onto Davallia Road and the Carine Open Space is very busy at weekends with sporting activities. We originally purchased our property [ - - ] impressed by the established gardens and beautiful trees. The recent high-density developments don't have the space for gardens and trees.*

*This is a nice quiet residential family oriented area and we do not want units going up everywhere. Give our kids somewhere nice to grow up. High density living has its place but not in suburbia.*

*The proposed development on Beach Road of 21 units is ludicrous. The suburb of Innaloo, Balga, Westminster, and Rivervale/Belmont area are horrible congested areas as a result of the condensed planning there. Condensed apartment living should start in Scarborough, Leederville etc. and then slowly creep out further as the urban infill is required. The development as such on Beach Road, Duncraig is not fitting for the area at this point in time.*

*It's sad to see the value of a family back and front yard are being devalued.*

*I am happy with the current situation with Amendment 88. I do believe there should be greater control in the type/ quality and design of the properties that could be determined by a selected panel.*

*I strongly support the 2 scheme amendments. There are numerous benefits of a reduced density code of R20/30. Subdivision can still take place with 2 or 3 homes on a block depending on size — much more preferable to large blocks of units. Good, reasonable-sized homes will attract quality buyers fitting into the family-orientated area. It will remain a safe area. Less traffic, tree destruction, and a continuation of the beautiful leafy area in which we live. Large blocks of apartments will cause parking problems, transient renters possibly, increased noise levels in areas where many elderly reside. There is a pride in current home owners to look after their homes and gardens. Tenants in an apartment might not have that same level of pride.*

*The re-coding from R20/40 and R20/60 to R20/30 MUST ALSO APPLY to the area behind St Stephen's school, notably Ripley Way and surrounds. We are absolutely against what is happening, and the potential for it to escalate further, in what is a quiet family residential area. I am willing to discuss this further if you wish to call me. Please ensure that Ripley Way and surrounds are included in the proposal. It's not just about the areas around Warwick Train Station, but Greenwood Train Station too. You are essentially ruining the future of quiet family residential streets for your own greed. If we had wanted to be surrounded by apartments, we would not have chosen to live here.*

*We do not wish for the code to change to R20/30 as we bought the property as an investment and want the existing code of R20/40 to remain so as to achieve the maximum return on our investment.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*An improvement on the previous proposal. However, having a R20/30 classification on all properties from Mitchell Freeway to Davallia Road and West of Davallia Road, seem excessive. I can understand the need to increase density of housing around train stations but within the area there are houses valued between \$1.2m–\$3m, especially in Carine Glades Estate. People bought in this area looking for a quiet and superior environment. This will gradually change as developers acquire properties in this area. Exclusion of Carine Glades Estate for this scheme would be more equitable.*

*Finally, the authorities try to tackle the ridiculous urban sprawl by creating high density areas near major train stations, now it looks like the new proposal wants to take a step backward by increasing the density. I am totally opposed to it. There cannot be halfway measure, either we tackle the urban sprawl or forget about it. I am all for trying to limit the sprawl by increasing living density. As far as open space, within 2km of where I live there is already 5 parks and the huge Carine Open Space. Isn't that enough greenery to satisfy the people living around here?*

*I think it's a good idea for a nice area. Padbury needs a bigger rezoning scheme to knock down a lot of old houses and improve the area.*

*The original plan when we moved to Duncraig was to change the zoning from R20 to R30 which was ok. We would not have bought the property knowing that it would be changed to R40. These are the main reasons: — Significant devaluation of your property value, when multi storey and cheap units are being built next to you. — Loss of privacy. — Over shadowing from adjacent multi story buildings; loss of energy production when your roof has solar panels. — Increased traffic and noise from cars. — Constant noise and disturbance from construction sites and trades. — Cars parked on verge and on the road causing safety hazard and blind spots. There has been changes to the R-codes over the years, allowing what is supposed to be a double size garage, to be a size that, in reality, only fits one car; in case of triplexes, you may have 3-6 cars parked on the street for each new sub-division and up 60-80 cars for any given street. — Changes in the social profile of the area; from families with young children and retirees to younger residents. (More noise, more parties and anti-social behaviour). To get a feel, I invite you to drive to Doubleview R40 zoning, North of Scarborough Beach Road, morning and evening. We lived in the area for a number of years until it became too stressful because of the constant noise, traffic, parties, music, drug dealing, police attendance, etc. The only benefit is to local real estate agents (they are hassling elders like sharks to sell or develop), the Council that would get extra rate revenue and developers who wants to maximise profit by building cheap units. I understand the pressure from the WA State planning to cope with an increase in population but it has to be very carefully planned. I feel that allowing quality duplexes and town houses on some blocks, under the R30 zoning would offer a sufficient increase in dwelling for the area, without causing too much or too rapid changes. Also, the new development on the old TAFE site in Carine, nearby, already offers a large number and variety of dwellings.*

*Carine Glades is a fantastic location with first class housing. We should not like to see our area spoiled by high rise units.*

*We strongly believe that the existing R20/40 and R20/60 zoning will encourage ongoing residential redevelopment which will greatly benefit the overall aesthetics and appeal of our ageing suburb. With the recent redevelopment of some of the bigger blocks along Davallia Road the streetscape is already more attractive and modernised. Having a mix of different styles of homes available in the area will attract younger families which will strengthen and ensure healthy growth of the community. From a personal point of view, after living here for [ - - - ] years, we are now retired and want to stay on our property. Therefore we would like the opportunity to subdivide and redevelop at some point in the future when our large garden becomes too much for us to maintain. We trust our comments have merit and will be considered in the final decision making process. Yours sincerely, [ - - - ].*

*Having now seen how very small the 3 units to a block are, 2 units per block would be much more appealing and maintain the family environment.*

*I very strongly support amendments 88 and 90 and insist on R30. I with my wife and family have lived in [ - - - ] since [ - - - ] and I am more than disturbed at seeing the loss of trees and building of multiple small units around us. After all this is called Carine GLADES GARDEN ESTATE.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The current code is turning our leafy green area into a concrete jungle, with the current redeveloped properties having virtually no space for lawn and trees, despite Joondalup City's request to green-up the area with additional tree plantings. Parking is also at a premium at the Carine Shopping Centre and Davallia Road. Recent developed properties have no space for any visitor parking, resulting in congested street parking on busy roads such as Granadilla Street. To [- - illegible - - ] proposed 21 unit development in Beach Road, traffic exiting the freeway, will flow into Granadilla Street, causing additional congestion.*

*The re-coding to R20/30 is essential for keeping the character of this area.*

*This is ridiculous the Council spent a lot of ratepayers' money on the rezoning in the first instance and now more money to investigate reversing that same decision. we look like a bunch of fools. We had nearly six years to plan ahead and now a small minority of bleeding-hearts want it all their way. My wife and I postponed our plans to retire and await the rezoning and now we face further uncertainty. Many businesses in the area have made substantial investments in the area to capitalise on the increase in population (Woolworths, Dan Murphy's and Carine Tavern upgrade, new owners of the Carine Glade Shopping centre etc.) not to mention the underutilisation of the public transport network. When will people understand nothing stays the same so move on.*

*We bought our property in this particular area at a premium price as we were told it would be re-zoned and it did go through. We currently have the property tenanted, however, we intend to build in the future and would like the option of it to continue being R40 should we decide to build 3 dwellings. Public feedback/comment was part of the initial approval process so the community had the opportunity to oppose the re-zoning but it was all approved and went ahead. Our property's value would be reduced if the re-zoning is amended which is VERY unfair! Surely it is wiser to have high density living in very small parts of these suburbs which are fairly close to the city, than urban sprawl far north! PLEASE do not amend the density code of Duncraig! The community had more than enough time initially to oppose this, and we wouldn't have bought our property if this was the case!*

*As new owners in this area, we love the leafy green outlook, the wide streets, the ample parking and low traffic flow on most streets. The massive multi-block development over 3 lots on Beach Road really surprised us. In addition, it seems that every month or so a block is going up for sale as a development opportunity rather than a home. While we understand some development needs to happen, it must be in character. The triplex developments and 20-odd unit apartment complex on Beach Road are examples that are completely out of character for Duncraig now and in the future. We do not want to become a Scarborough or Innaloo or Doubleview. We moved here because of the attributes mentioned above. The multiple block developments are going to increase traffic (thereby increase noise and inconvenience) and affect our outlook (contributing to a lack of privacy). We are already overlooked by the house behind us on [- - ] and do not want more development in our direct line of vision in front of us. We are already beginning to see cars parked on verges and on parkland near new developments in our area due to insufficient parking. My wife and I strongly support the re-coding of HOA1 to R20/40.*

*I believe that all suburbs should be coded R20/30 across the board, so that a more even spread of housing infill happens as and when residents choose to sell/develop their property. I believe that increasing development this way, would have a more positive benefit and lessen the impact to traffic, roads, schools, parks, shopping areas etc that larger developments would provide.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I do not support apartments / flats in these areas. I do support developing blocks as duplexes and potentially as a triplex provided there is sufficient off street parking provided. There is currently a glut of apartment space in the city. By developing apartments along the train line is fairly clear that the target audience will be working in or near the city and at the very least near the train line. There is ample accommodation in the city, which logically has train access. On this basis I believe that development should occur from the city out not the suburbs in. Further, more opportunity should be created for local shops outside of shopping centre so that people do not need to commute by car, bus or train to meet their daily needs. If jobs are created locally then people can live local to their job without the government having to supply infrastructure to support a commute. Please read "Walkable City" by Jeff Speck. Finally, I do not believe that sufficient rules are currently in place within the City of Joondalup to prevent apartment developments being done in developers best interest instead of the residents and communities best interest, particularly in relation to solar access and sufficient off street parking.*

*Ideally the zoning within the identified areas should be reverted back to their original zoning before changes were made there approximately two years ago. Whilst the proposed changes will improve matters, clearly and ideally most ratepayers would prefer to live in a low density rather than medium to high density areas. Clearly ratepayers have clearly announced their preferences to the areas involved and Council should be well aware of such preferences!*

*I would like to see the R-Code revert back to the original R20 to protect the 6m average setbacks and the tree canopy of the area.*

*It's highly unlikely we will ever redevelop our property given the size of the house on it. However, it makes sense to increase densities as Perth can't expand forever. Traffic congestion is already bad. Areas like ours that are close to transport hubs like the Warwick Train Station are best placed to help. It would be nice to think that car parking can be reduced or that bays aren't needed because it's close to the train station but the public transport network will never be able to deal with Perth's spread out nature. Even those who work in the CBD will still have/need a car for other journeys. So, the only caveat I can add though is that there needs to be an increase in the off street parking required — suggest one per bedroom. Current requirements don't seem enough and are a common source of complaints from those who oppose increased density. By the way, thanks for building the footpath along Strathyre Way. I know a lot of adjoining residents didn't want it but it has made walking through the area a lot safer, especially for parents with prams and kids on bikes. We would welcome it being extended along Sycamore Drive past our place to link with the existing path in Scadden Street.*

*My multi-generation family has several concerns: adequate off-street parking is not required for multiple dwellings, seems to be assumption all residents and visitors will only use public transport; loss of green space; increased traffic in quiet streets.*

*The scheme amendments seem to be a reasonable compromise between the State Government's desire to increase housing density and the need to minimise impact existing residents in what has until now been a family housing area.*

*This is a family area and altering the coding down to proposed R Codes will still leave it as a family area, whilst also catering for people wishing to downsize. The initial coding was done without proper consultation and was forced upon the affected residents in a very underhanded way. This has all been proven throughout various public meetings and Council attendances. I have no issue with zoning above current to assist in managing population growth but make it in keeping with the area. The ex-Mayor has been challenged strongly on this and when he has faced his constituents he has shown his true colours by trying to bully his way through — this survey is just the start for a Council and new Mayor that need to listen to the ratepayers and I applaud this move.*

*Both areas contain a busy thoroughfare, so makes sense to have fewer properties in this area.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*We strenuously object to any amendments to the current zoning. We have been residents and active members of the community at our current address for over [- - -] years. It has been exciting watching the development of the area. For us it means growth which brings with it smaller footprints on the environment and a new aesthetic to design in the area. Perth has been moving ahead with many developments both residential and commercial, and attractions such as Scarborough Beach development. Attracting interstate people to the area either through tourism or to reside only benefits West Australians like us by boosting our economy which has taken somewhat of a beating lately and increasing employment. The museum, the Crown, Optus Stadiums are examples of Perth moving forward. I believe our suburb should follow suit and share our space close to the City and reduce the urban sprawl where possible. Given the State's strategic plan to have higher density closer to the City we are perplexed that the City of Joondalup would attempt to revert back to the pre-existing zoning. Surely it makes more sense to utilise current transport routes and facilities along with shopping centres rather than rely on private transport which will increase the environmental impact due to motor vehicles. As for 'character of the area' I believe it will be improved with new and more aesthetically pleasing façade. In addition, the environmental impact will also improve with new building codes implemented since the majority of the areas housing was constructed. In closing, as residents of this area it is disappointing to see public funds used to change the zoning back after it has just been rezoned. Living here for over a decade we are well aware of the length of time the City of Joondalup took to originally rezone only to be knocked back by the WA Planning Commission. Then more extensive consultation was undertaken and the rezoning was increased and finally accepted. The amount of money to now go through this exercise for a third time is ludicrous. Why not spend this time and money focusing on more pressing matters for the area? Our feedback is to move ahead with the current zoning and make NO amendments.*

*I did not build in Carine Glades Estate to have a block of units next door or opposite. Would have chosen another suburb.*

*Leave current rating as is.*

*Please don't let Duncraig end up like Innaloo. It's awful and has no trees or soul. Thank you*

*This area is being downgraded by over-building on what have been single dwelling blocks. I can see the wisdom of perhaps having two dwellings on larger blocks but certainly not EVERY block. Environmentally, this is a disaster. All the big trees are being cut down, reducing habitat and amenity of the area. Additionally there will be cars on all the verges and in the streets, clogging up traffic and reducing dramatically the beauty of the area. This will reduce the desirability of the neighbourhood and bring prices down which adversely affect current owners.*

*Density of housing has to increase as the public transport and road infrastructure is jammed by people having to travel in from outer areas for work. Something's got to give — block sizes look like the change that will happen.*

*I would like to thank City of Joondalup for listening to local residents on this important issue and adopting a common-sense approach to its residential planning. Small cul-de-sacs like the one we live in, where children can still play safely in the street with their friends, are totally inappropriate for high-density housing.*

*As a resident already affected by the changes, I feel it is actually too late to initiate change to the R20/30 zoning when all around us, townhouses, apartments and multi-res buildings have already either been built, in the process of being built or about to be built. I live only 1 street away from the train station and now hope to sell due to the changing landscape. It would seem unfair to change the zoning when homes (including the one opposite ours) and all around us have been or are being demolished to take advantage of the R20/60 rezoning.*

*I strongly oppose anything over 4 units on a block as it does not support the family character of this area. The speed and quality of 7 units on one block being constructed is alarming. Parking for these high density blocks has not been properly considered and the impact is already being felt.*

*I encourage Council to continue to support the WAPC densification around transport nodes and this entails accepting high density development.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The existing scheme of R20/60 in our area is going to have a huge change on the area. Four two storey town houses are bad enough, but 6–7 units on a block is going to lead to huge parking problems and problems for street access. Emergency vehicles would not be able to navigate the street if cars are parked on both sides. Also the number of trees that have already disappeared will have a huge impact bringing about a much hotter suburb if allowed to continue. Because Strathyre Drive is an elevated road, the sheer size of a two storey block of units on the north side of an existing house (on the south side) will lead to a feeling of claustrophobia and blocking of sunlight (privacy issues). Also the values in our street have dropped drastically, as the only people prepared to buy a home are developers. They only offer the bare minimum. Our house most probably has dropped 350–400 thousand in value.*

*I own property in Duncraig that I plan to live in shortly. I accept that some residents are not supportive of higher density housing in established areas due to the effects this has on amenity — increased cars, lighting, noise, less trees, less privacy etc. However, I want to comment that as higher density housing in established areas will be necessary into the future, to some degree, to prevent urban sprawl and the negative impacts associated with that, I would not like to see a decision to reduce density in one area of Duncraig simply result in a later decision to increase density elsewhere. Small density increases make sense — where the City proposes a larger increase in density, consideration should be given to only rezoning a certain percentage of blocks in a given street so that only every third or fourth block is rezoned. This would ensure existing residents don't go from having 5–6 immediate neighbours, to suddenly having that number tripled shortly after a rezoning process. This would reduce vehicle/amenity impacts. It could be done via a lottery if necessary; however, it would make sense if land that already had few trees was selected to reduce the land clearing impact that comes with rezoning.*

*1. The R60 zoning has already resulted in a number of developments delivering maximum density/minimum quality, which rather than revitalising the area, are quickly downgrading what has been until recently, one of the showcase areas of Council. 2. Trees and greenery are rapidly being replaced with buildings that dwarf surrounding homes, block light and destroy privacy. 3. The sheer number of dwellings is already creating a traffic hazard and this will be amplified if development continues at this rate and density. There is already parking on verges and pathways. I was almost knocked down on the pathway and am concerned for the many young children who walk to school in the area. 4. There appears to be no natural justice afforded to residents/rate payers who live in the area. Generous concessions are continuing to be given to developers to allow them to push the already generous conditions of the R Codes further in their favour further disadvantaging the local residents. The proposed amendments would allow for sensible quality infill without destroying what is a beautiful suburb and would restore some semblance of natural justice to your ratepayers.*

*It is a shame that so many blocks have already been processed with the higher rating. Blocks have been completely cleared and high density housing cuts against the lovely green environment which characterises this area. I acknowledge the need to infill city suburbs because of urban sprawl but two houses per existing block seems a much better compromise.*

*Higher density living can be achieved if it is planned and executed properly, not just by cramming as many buildings as possible on an average suburban block. Local authorities, developers and builders need to be aware of the impact on all residents with the need to have adequate room between buildings and boundaries to minimise noise and maintain privacy, amongst other things. All applications for development should require a minimum number of resident and visitor parking bays within the boundaries of the property to prevent the necessity for on-street parking by residents and their visitors. A drive around the metropolitan suburbs where higher density has been approved highlights issues where residents are using front verges and streets to store boats, trailers, trampolines and park multiple vehicles as there is no longer sufficient space within the boundary of the property. There is also an environmental impact as in these suburbs as there is a distinct lack of large trees and medium shrubs for birdlife as there is no longer sufficient room on properties to grow these.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*All suburbs in the HOAs should be given the right to ask for an amendment to lower the R40 codes particularly when council have affected these without full community support and in the case of Edgewater without due notification.*

*I strongly agree with the proposition to reduce to residential density code to R20/30 as the community had previously agreed to a few years back. The Council has quite deliberately chosen to take away our RIGHT TO BE INFORMED as we are directly affected by this as we own a property within the affected scheme amendment area. We chose to move into the area as we love its sense of community, which lately, thanks to this infill scheme seems to be under threat. We have also invested our savings into this house when we may have chosen otherwise had we known there were other options to subdivide and redevelop, especially given the desirable location of our house. We were never advised in writing that the density code had changed approximately two years ago. We do not receive the community paper in our area nor were we aware that we should be seeking out such massive announcements that would be affecting us so. In this rezoning area there are many, if not most, streets, including our own quiet cul de sac, that do not have footpaths. We already have a fair amount of foot traffic going down our street [ - - ] and adjoining streets ([ - - ] which are busier roads) as we are lucky enough to live [ - - ] to a beautiful small park which many local residents bring their dogs and children to play. If the housing density infill continues to increase as under the current scheme is allowing so, increasing motor traffic on the roads and parked cars on streets (as there is no way there can be sufficient parking within a regular sized house block for 3ish units for each to have a visitors' parking bay) will be endangering our kids and families on foot and bicycles. I propose that if this higher density infill continues you, the Council, need to address making our streets (at least the larger/busier streets if nowhere else) safer for residents walking and riding bicycles. I find it difficult to comprehend how the Council can put the rezoning changes ahead of our safety! I also find a huge dilemma with our beautiful and long established trees being knocked over to cram in too many small units on regular sized blocks. Planting a few fresh twigs is NOT a sufficient enough solution for our environment to justify this unnecessary carnage of old, large trees. Not to mention the animal, bird and insect population losing homes. Please take some time to consider our concerns for our community. Thank you for your time, [ - - ]*

*We are strongly opposed to high density housing. The main reason we bought property in this area is due to the trees, space and family friendly atmosphere. It would be a serious shame to see this suburb ruined by a multitude of units.*

*R40 developments are an absolute eyesore and devalue surrounding properties. R30 is not much better.*

*I support the Councillor's decision made on the 16th of May 2017 and the 19th of September 2017 to support these reductions in the residential coding for these area of Duncraig because it reinstates the original decision that Council made on the 15 February 2011 which was recommended by the City's planning staff and the planning consultant engaged to undertake the Housing Opportunity Area review, and because these amendments to the coding will protect and retain the residential amenity of these areas of Duncraig.*

*I think they should be done. Duncraig has always been a green leafy suburb. With current planning we are losing this. Plus streets clogged with cars as not enough parking on new developments. The canopy of Duncraig needs to be increased. It makes for cooler properties, which is more efficient power, water etc.*

*Please ensure appropriate parking at schools and train station is considered as part of all changes.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

Re: Scheme Amendment 88: The proposed scheme amendment for reduced redevelopment would appear to better contain the number of potential vehicles in this area impacting on existing roads. Excluding the smaller sub-area serviced by Juniper Way, this bulk of this area currently has only THREE road entrances/exits, and one of them (junction of Strathyre Drive with Beach Road) restricts vehicles to an easterly direction only when entering from, or exiting into, Beach Road. Moreover, it would minimise the potential traffic impacting on Davallia Primary School bordering in particular Trenton Way and its intersection with Davallia Road. Since little or no serious consideration appears to have been given to this aspect, it may be only a matter of time when residents demand installation of traffic calming measures such as speed humps, roundabouts, etc in particular along the downhill run of Sycamore Drive towards Beach Road, to slow down traffic — this stretch of road is already prone to speeding above the 50km default limit. The proposed scheme amendment will also better contain the impact of resident and visitor street parking where provision of only one or two kerbside bays as part of the current higher density redevelopments is likely to become woefully inadequate. Lower density redevelopment should be able to permit more car parking spaces to be provided on site. The proposed scheme amendment for reduced redevelopment may lead to retention of existing mature trees and other significant vegetation on redeveloped blocks, thereby helping to preserve the "green" amenity of this unique locality: The original land developers (Gillon and Osboine) named the estate "Carine Glades" for good reason, ie because of the abundance of naturally occurring trees in the numerous parks that were retained. Only in the most exclusive of cul de sacs did they, or the then Shire, plant exotic street trees, whereas the overall "greening" of the locality has been enhanced largely by landowners planting their own trees and shrubs on their larger than average blocks. It is well known that developers are not interested in preserving trees etc, and the current redevelopment requirement to retain at least one original tree, or if all are removed during construction, to replace a minimum of one tree, is farcical and in complete contradiction of any policy the City may have to "green" up its neighbourhoods. In granting redevelopment approvals (even currently), there should be no excuse for developers not to retain trees and shrubs that are growing close to the original property boundaries. A shocking example of unnecessary destruction of mature trees occurred recently with the complete clearance of the block on the eastern corner of Strathyre Drive with Beach Road. Lost trees included a mature Illawarra Flame Tree growing right on the truncated corner, as well as a mature Claret Ash and mature Box Elder (Maple) all within approximately one metre of the Strathyre Drive boundary. As a part of granting all future redevelopment approvals (whether this scheme amendment succeeds or not), the City should encourage developers to look beyond the profit-motivated "cookie cutter" approach to residential design and engage in more architectural creativity, including designing new buildings around existing trees. The scheme amendment may also help to eliminate apartment style redevelopments which clearly account for most of residents' current concerns, and certainly those that I have articulated above. Lower density townhouse or villa style redevelopments (of which there are several recent examples) are much preferred: They fit better, though not perfectly in my view, with the current mix of housing styles, though they are still guilty of creating the issues raised above, unless the relevant precautions are taken as suggested.

I certainly strongly support these amendments but equally strongly regret code R20/30 was not applied at the outset.

Our suburb is a family friendly one which is why we bought a block and built our home here [ - - - ] years ago, I loved the fact that there was a school [ - - - ] from our house with well maintained parks and playgrounds on the way. I feel that if units and similar housing was to be built nearby it would alter the whole atmosphere of the suburb.

Would like to see lower housing density in the suburbs of City of Joondalup. Keep the character of these suburbs.

The higher codes were unsuitable for the area, 2 to 3 properties is much more manageable for the current facilities in the area



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The current crime rate is sky high. We bought into this area for safety, security and space. Dense living will completely change that. We don't want it. It's already started. You must listen.*

*[multiple comment forms submitted] We moved here for space and trees and paid mightily for it. We have overstretched ourselves financially to stay here and do NOT want to see my children suffer with the massive amount of numbers in already choking schools. I'm disgusted that progress takes over yet again and the crime rate is escalating. You do not need high density living in residential areas as you can see from the development Lihano which is struggling to sell the apartments. Why isn't the money spent on upgrading the roads and parks?*

*The change appears out of keeping with the demographics of the area; beyond access to the train line no other infrastructure is supporting higher density living.*

*Strongly recommend that a maximum of 2 dwellings be built on a plot of 750m<sup>2</sup>. The area does not support parking etc for any more vehicles, taking into consideration the ridiculous amount of traffic involved with Davallia School in the area, with only one entry and exit from/to the school from Davallia Road.*

*For me the amendments are too late I have a huge double storey development which the developer told me was to be single storey on [- - -] backed up to my back fence overshadowing my home pool and solar panels. I was told by the Planning Department that the impact on my vista, natural light and sunshine to my pool and solar panels was irrelevant. We paid above the odds to live here the vista being a priority — is that not why some suburbs are more expensive? As a ratepayer of [- - -] years, I am appalled at the lack of consultation and empathy given to ratepayers as to the impact on their home. Who will compensate me for reduced input to my solar panels loss of heat to my home and pool by the overshadowing of my home by current development and in near future another behind my neighbour which will overshadow the side of my house. I think planning of all double storey developments should take into account the impact on existing homes which they currently do not visit my property for an example of bad planning and don't care attitude of City of Joondalup. Zoning changes are a start and I think stopping multi developments in this family oriented suburb is vital but there remains an issue with orientation and height of any new development.*

*Please place any further requests for development greater than R20/30 on hold until the outcome of these amendments have been decided.*

*The initial rezoning from R20 to R20/40 and R20/60 was done without proper consultation with the ratepayers and should not have been done.*

*As a Duncraig resident of 20 years in the area just north of this, I support appropriate and consistent rezoning within the whole suburb. But R60 is too high, especially on the residential street nearest Warwick Station. R20/30 in a greater spread of the suburb of Duncraig, all with good access to freeway, transport and shops I see as a favourable way forward. I find it an issue that parts of suburb have already been rezoned but others are treated as second class citizens and left at R20. Yes, I have a personal interest, I wish to retire in my property, downsize it by splitting the block R30 style funding retirement by realisation of my asset, but I am one of those second class R20 community citizens.*

*We are concerned that the existing density code in our area will downgrade the beautiful atmosphere which we have happily lived in since [- - -]. The proposed changes are most welcome.*

*Residents generally chose to live in this attractive suburb because of how it was before this pernicious urban infill legislation was brought in and affected it. These amendments 88 and 90 will limit the damage to this once desirable suburb and will reduce the effect, some of which can be devastating, on people's lives.*

*It was very difficult to tell whether Glengarry is included from the limited information on the map and the lack of specific detail in the wording on the website. I am pleased to see that the conservation areas are being left.*

*Stop destroying our suburb .*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I'm really happy with the rezoning for my house and the street. I think it will bring a new look to Duncraig. What I'm not happy about is that it seems we are overlooked by the Community Development team. We have packs and packs of kids in our area and there never seems to be any activities in the Duncraig area for them to do. If you look at Ripley Way alone there are about the 20 kids roaming the streets, any forms of sport and rec would be warmly welcomed and if high density is bringing new families in to the area, I think there needs to be a focus on more community activities.*

*Two units for block is enough.*

*Infill is a reality we must face but at reasonable density for liveable communities.*

*I lived in Scarborough in my twenties and the high-density housing created noise, parking issues, traffic issues, crime with lots of transient people. Duncraig is a unique open green space with a community feel and spirit and this will be eroded with high density housing. I don't want congestion with traffic and parking or more noise due to an increase in high density housing.*

**[multiple comment forms submitted]** *Duncraig is a beautiful open green space because of its well managed housing density plans. It has great community because everyone has space and backyards. Don't let it become like Scarborough with a lack community due to transient people, parking, traffic issues, higher crime and noise.*

*This fiasco started about six years ago and the Council and the WA Planning Commission made a decision to implement the higher density planning codes against a negative choice by 87% of respondents. The meetings held last year by the residents of 'Carine Glades' to rail against the developments proposed at that juncture were almost a pure 'NIMBY' response to idea of flats lowering the prices of their houses, which has nothing to do with purposeful town planning. The WA Planning Commission should be bearing the brunt of this condemnation for not agreeing with the proffered requirement that only lots greater than 2,000 square metres could be developed as 'multi-residential' sites (flats). There is a lot less concern about the development of 'group' housing (townhouses). By politicising the situation and demanding that the 'people' be listened to the Council is wasting their time and our money to propose something that is not in the interest of the proper town planning required for the Greater Perth region in the future. Change is happening and will only increase as the population heads toward five million. These proposals will be, and should be, knocked back by the WA Planning Commission/Government. Thank you for letting me 'vent my spleen'.*

*We own a property on [ - - ] in the R60 zoning and will be severely impacted if the proposed amendment is passed. For the record, we are strongly against the current scheme amendment 90. We purchased our property in [ - - ], and at the time the property was earmarked for R60 re-zoning. The potential re-zoning was a big key for us in purchasing the house. We specifically bought the property so as to have the ability to develop in the coming years and this amendment reducing the zoning to R30 would mean that our future plans would be severely compromised. The block we have is <700m<sup>2</sup>, so we would need at least R40 zoning in order to put three properties on the block. This amendment to reduce the density would stop our plans. We have a son attending school in the area and we plan to stay in the area. I can understand a number of the residents in the Carine Glades Estate wanting the density codes changed given the prestige associated with their location.*

*I have lived at my Duncraig address for 17 years and was first attracted to the area because of the green space, trees, open and friendly family orientated neighbourhood. Prior to this I lived in the City for 4 years and was deliberately seeking a home that was not situated within high density concrete dwellings overlooked by other people, with lots of traffic and noise. During the past 18 months I have seen my neighbourhood and community change dramatically as wall to wall concrete and brick replace gardens, trees and open spaces. The look, feel and the volume of cars and people have increased and changed. This is not why I chose to live here. The so called "Housing Opportunity" is only for those who want to make money and leave our community, not for those of us who will have to live here. We will have to live with the consequences of a destroyed neighbourhood not them. I fully support amendments 88 and 90.*

<b>Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):</b>
<i>Please do the same in HOA8 to preserve and protect Edgewater and the Yellagonga Regional Park.</i>
<i>We don't want high density living in Duncraig it will introduce more traffic and my belief is it will lower our house prices. The foliage is currently being cut down by developers. Stop this immediately thank you</i>
<i>The Carine Glades Estate (subject to Scheme Amendment 88) is a beautiful, leafy estate typified by big family homes. Increased density will adversely affect the feel of the area by increasing traffic through the estate and will break up the big family homes the area is known for. This would also mean increased street parking and traffic risk/danger for the numerous children who play in the area (including mine). For this reason, I strongly support Scheme Amendment 88 (and 90) which seeks to reduce existing density from R20/40 and R20/60 to R20/30.</i>
<i>I have resided in this area for [- -] years. The street I live in is family friendly, with a quiet atmosphere and a pleasant outlook, with street trees adding to the beautiful front gardens, that are well kept by residents who are proud of the area they live in. Road traffic in this street is minimal. With the rezoning from R20 to R40 and R60 all this will be lost with much higher traffic flow, street parking; our lifestyle in this area will change for the worst. I therefore strongly recommend that this area be rezoned to R30.</i>
<i>I believe that: — From an environmental perspective, I do not believe that it is wise to continue to clear land north and south of Perth (where natural native habitat is being squandered at the cost of flora and fauna) when we can better utilise (via infill development) already cleared areas. — From a cost perspective, I do not see that the Shire/Government can justify having to fund extremely expensive services infrastructure extensions (at huge cost to the tax payer/Shire resident) when we can leverage the existing services (Freeway/Train/ and Power/Sewer and Water). — The proposed areas are tired and the whole area will benefit from a rejuvenation of these areas to higher density. Summary: I have enjoyed living in the zoned areas with my family for the last 13 years but will soon be seeking different accommodation as my family downsizes. The new rezoning opportunities will possibly give my kids the opportunity to buy into the area in a few years when they start their professional lives. It will also give us the opportunity to stay in the area (which we enjoy), but move into a smaller 'lock up and go' which will suit us going forwards. I think it is important to point out that there are still large tracks of R20 zoned accommodation within the suburb for larger families to establish and enjoy what Duncraig has to offer so the existing family-based residents need not fear the change. I think it is often found that existing residents (particularly older ones) will oppose change on principle, but once the change has occurred and the area has been re-established, they will be very happy with the result.</i>
<i>Moved into area to escape higher density living and problems associated with higher density outcomes in the City of Stirling</i>
<i>The areas encompassed by the schemes in question contain many cul-de-sacs and high density housing then compounds traffic flow due increased numbers of vehicles. It also compromises the ability of rubbish collection as a result of street parking. As proved during construction phase of existing approved multi-unit developments in HO Area 1. Note: your street maps on "2. Scheme Amendment No. 88" is incorrect. It shows Strathyre Drive commencing and ending on Beach Road. Strathyre Drive commences on Beach Road and ends where it intersects with Sycamore Drive which commences at Beach Road and ends where it intersects with Scadden Street.</i>
<i>This is a family oriented area and to make it high density will totally change the area. Kids need space!</i>

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*The scheme amendments are based on the minority of rate payers in the area. The rezoning is in line with government policy and being [- - illegible - -] close to train lines is in line with world high density policy.*

*[multiple comment forms submitted] The rezoning is within the government guidelines. The train line makes it a pivotal area for high density zoning which is evident all over the world These rezonings in other shires in Perth have worked and communities have seen the benefits. I object to a minor rogue ratepayer association controlling [- - illegible - -] and determining futures of people and governments.*

*As one of a growing number of downsizers, infill housing close to transport nodes such as this one provides a product suitable for our needs. In addition, with rising infrastructure maintenance and replacement costs, infill housing brings in more revenue to city councils.*

*It's a good idea to reduce the zoning to allow only 2 dwellings per block. This means, there will be no traffic issues within the streets. And hopefully some of the 50 year old homes can be saved. Also, the Shire needs to suspend further development until this amendment goes through.*

*I am a strong advocate for medium density redevelopment in this area, and all other HOA areas in the City of Joondalup. The City of Joondalup needs many of these old energy-inefficient properties (many which are poorly kept due to water restrictions and time-poor owners) redeveloped into good quality, better performing homes for the modern lifestyle. The type of development I am specifically referring to is new and recently built quality homes in suburbs such as Yokine and Dianella where a "duplex/triplex" has replaced an old 1960s/70s home. This is what the older housing stock in City of Joondalup needs. I am only opposed to the multiple dwelling "flats" type development in streets that are not within planning defined Activity Centres (for example, adjacent to a train station is fine, but not in residential streets such as Mandara Close, Duncraig). I own [- -] within Joondalup HOAs (one in [- -] and one in [- -]). I plan to redevelop these with the intention of improving the current property (retain and build where possible), improving the suburb, and minimising the environmental impact of my development. What you do in HOA1 sets a precedence for these other areas. Why force owners/developers to waste (demolish) a decent structural house, to fit a duplex/triplex? This would be poor planning and environmentally neglectful. Please just place policy controls on the HOA areas to allow good quality development to happen, whilst eliminating the unwanted side effects of numerous very small apartments crammed into residential medium density areas. I am more than happy to discuss/clarify over the phone or in person if you wish to contact me. [- -]*

*We cannot believe how tightly packed the "dwellings" around the Strathyre Drive area have been allowed to be developed — 4 dwellings on 1 block, for example, have a ludicrously small driveway area, making it seemingly impossible to swing 2 cars into the "2-car" garages. How were these plans approved? Street parking is already restricted in this area and with this level of density of dwellings already established and obvious signs of more to come, where on earth are their visitors' cars supposed to park? The whole area is beginning to look very sterile, colourless and with little provision for any garden greenery. We understand the problem of reduced land availability, but this is overkill!*

*As I already live next door to a redevelopment which contains 3 houses I see parking and road congestion/accidents as a major issue. I also see our beautiful leafy suburb becoming another Innaloo and that in turn affecting the price of my property.*

*I would like to see these amendments passed and then to extend them to all other areas that have the higher R Codes. I agree that we need to infill as the population grows as we can't keep expanding the outer areas of Perth, but it needs to be done in a more controlled manner. We do not need to have high rise apartments popping up willy nilly everywhere. I would rather see smarter small home developments, where you can fit more 3 storey single family homes onto blocks. Maybe the City of Joondalup could really look into the Smarter Small Home concept and implement this type of development through all areas of the City, rather than just making it okay to have multi storey apartments happen in some suburbs and not others.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Eucalypt Court is a cul-de-sac where young children play freely. Increased density of housing more cars resulting in a danger to our children and grandchildren.*

*I think it is bad that the density codes were originally changed without any consultation to the residents it has now affected. These new amendments are necessary to prevent an OVERKILL of apartments being built in the area by greedy developers.*

*Substantial subdivision and number of unit dwellings we believe will devalue our homes. Also over development in the area may result in an oversupply of unit dwellings causing slum type conditions and an itinerant population.*

*I, like many other residents in the area, did not oppose the change from R20 to R20/30. The amendment to R20/40 is too extreme. The parking issues alone would very much diminish the quality of life in the area. To overcome this issue widen the area to be re-zoned R20/30. Thank you for the opportunity to comment.*

*We bought our house in the very attractive [ - - - ] [ - - - ] years ago, where houses were built around existing trees and friends remarked the street looked like a park. There is ample room for cars without street parking and the street surrounds a park where children play. We come from London, where multi storey dwellings abound, no off-street parking, so dangerous for small children who are cooped up in apartments; not what I wanted for my children or, now, my grandchildren and great grandchildren. To us, a house is a home, not something to make enormous amounts of money from. A friend looked at one of the triplexes being built in Halgania Way, she was not interested in buying it and was chatting to the real estate agent, who commented that anyone buying a triplex in the area would face neighbour anger due to the level of our community opposition to this current zoning. My husband and I are totally opposed to anything other than R20/30, I am appalled at the three houses in Beach Road, backing onto Halgania Way, being turned into 21 three storey units, the car parking for 30 cars backing onto affected houses in Halgania Way causing a great deal of noise and annoyance. The only communal area from the plan I saw, is the roof which would be rather hot to gather in most of the year so no play areas for children.*

*Great idea to reduce to R20/30. The higher density zoning would have a negative impact on the area. Davallia Road and Davallia Primary School is already very busy and Carine Glades Shopping Centre car park would not cope. I moved to Duncraig because of the R20 zoning and was very disappointed when the changes occurred. Duncraig is a family suburb and seeing it go the way of say Scarborough with its R40 zoning would be not be good.*

*We are very concerned about the impact of additional parking on roads not designed for road parking. In particular child safety due to limited visibility on the curves. We moved to this area because of the large established trees, the green and lush surrounds. We have been thinking of moving to Carine due to this change as we feel the features that attracted us will be degraded. However, will be looking to stay if this amendment goes through.*

*I think this is a backward step by Council based on a minority group instigating a "NIMBY" view. Perth and the City of Joondalup need to accommodate for a growing population. The Housing Opportunity Area 1 can provide regeneration, new investment and potentially new families and people to the City. With more people also comes greater amenity, a higher rate base that is more sustainable in the long term. The reality of the current scheme it that some properties are being developed as townhouses or villas. This area has an ageing population, these newer accommodation types provide diversity of choice, opportunities for people to downsize and stay in the area. The new development is not widespread, and in all reality there are many large affluent residences that will never be demolished for development. I hope that this is not an initiative by the local members to appease a few vocal minority groups. It should also be considered that WA Planning Commission previously knocked back this initiative because it wasn't reflective of the State Planning 2031 density targets.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Congestion in and out already with Davallia Primary and blocked from getting in and out of area. Parking from school already into our streets. Very congested already. No more than a R20 for Tandy and Juniper as one way in and one way out. Safety. Trees to be planted. School is now doing after school programs which makes it busier with traffic until much later. Higher density home, busier school programs with more kids at school — busier traffic. Expansion above R20 not suited to my location.*

*We don't oppose infill, but would like the character of the area to remain. The area is a family, residential area and the mass building of small single or double room apartments is not keeping with the character or the amenities that are available in our area. The amendments will allow for the character to remain, while allowing for population growth and urban density requirements.*

*Cramming 3 dwellings on an average 700sqm block creates overcrowding and aesthetic ugliness in what was a serene, quiet and leafy green suburb. My family and I have enjoyed living in this area for 40+ years. With some overcrowded developments already completed, it is very noticeable in Granadilla Street and Davallia Road that extra cars are parking on the street — causing traffic congestion. Any more infill of this type in this area would eventually create parking and traffic chaos. Adding to this, the "quiet and leafy green suburb" mentioned above would no longer exist. There is simply no room to plant gardens and trees.*

*There are too many small developments occurring, which increases pressure on existing infrastructure, and lower the price of existing houses. May potentially increase investment properties, which could then impact on the family atmosphere of the area.*

*I would like to support residents of lovely Carine Glades that we not support rezoning that would enable high density development in the Carine Glades area, near the railway station a higher zoning allowance is reasonable.*

*The current R20/40 and R20/60 zoning has allowed developers with no sensitivity to the existing character of the neighbourhood to build massive apartment blocks among our homes. It has allowed and unless changed will continue to allow these developers to cram as many poorly designed and out of character units as they can in an uncoordinated and adhoc fashion with total disregard of the wishes of the current residents. The removal of trees and inadequate car parking facilities are further reasons for concern. Property developers have one thing in mind — maximisation of profits — whereas the existing residents decided to live in the area because of its character at the time they acquired their properties and should have a say in the future density and environment in which they live. We think the current R20/40 and R20/60 zoning was imposed upon the existing residents without adequate input and consultation and should be changed to R20/30 immediately to help preserve some of the status quo without ignoring the need to allow 'reasonable' future development to allow appropriate accommodation for many current residents who want to downsize in the area in the future, but are opposed to the greater density R20/40 and R20/60 current zoning.*

*I realise that we have to stop going further and further North. However parking in the new areas such as Alkimos and Jindalee is a real problem*

*Thank you for involving the affected landowners in the rezoning decision making processes.*

*As the area I live in is under heavy development I strongly oppose any changes to the existing R20/R40, R20/R60 codes.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*I have just spent \$1,000s selling and moving away from a 3 storey R40 zoned apartment block which was built behind my house which was 12 months old when the development started. The building of this apartment block destroyed my privacy in my house and backyard (an unscreened stairwell was placed less than a meter from my back fence, which is apparently legal). My family's house and yard were overshadowed to the maximum amount making it cold in winter. Cracks up to two meters long appeared in every room of our family home and plaster peeled off of the walls, when a 2.1 meter retaining wall was raised two big limestone blocks higher without proper development approval from the Council. Vibration and sound levels read over 80dB, over six metres into my house from machinery on site apparently this is also a legal way to destroy someone's house. My neighbours also reported damage. There was no offer of dilapidation reports until after the damage occurred and I sent the developer video of the recorded sound levels. I was also unable to let my children play in the yard after finding five signs thrown over the fence by one of the builder's contractors. These signs were vulgar and indecent in content. We asked the Site Supervisor to transfer the worker to another site and said if there was a repeat the police would be involved. The supervisor agreed. We also had issues with the intention of the developer to place 13 rubbish bins against the back corner of our fence as marked on their sales brochure. This did not eventuate but was a cause of anxiety for us until the development was completed. Another source of anxiety was the developer telling us they were going to cut our fence down to a metre high so residents of the apartments could get better views. This would also mean less privacy for us and we already didn't appreciate workers standing on their newly raised retaining wall leaning over the fence smoke drifting into our home. They told another neighbour this as well. They ended up building a new fence next to the old fence on their retaining wall after Council intervened. They asked us to pay half. We declined. Council also ended up doing two reviews into this development during construction as the other neighbours were directly affected and weren't happy. Probably due to no consultation with affected parties before the development commenced. Our family has no desire to repeat this experience and moved to Duncraig for a fresh start. Higher density directly destroyed the quality of our home and our lives, I know this from experience. Duncraig has a unique charm and character which will be wiped out if higher densities are promoted. The suburb has large trees which are a rarity in other suburbs and because of this a large amount of bird life prospers unlike in other suburbs. The trees also benefit the community by providing shade, climate control, oxygen and transpiration to the local environment. These trees are something that is not common in highly built up areas where backyards make way for concrete which creates heat soaks in summer and prevents drainage of ground water in winter. Many of the local cul de sacs also lack footpaths especially the ones leading to Davalia Primary School. This is already a hazard for children riding bikes home from school as there are no parking bays either and pedestrians, cyclists and parents picking up children are all competing for safe space on these roads. A lack of footpaths in the area is not conducive to the supporting of amenity on the streets should higher density be introduced. Davalia Primary School also lacks any onsite parking for parents before and after school increased population would only increase the problem. A return to lower density zoning would be a welcome and responsive move by Council to the local residents, who appreciate the local environment, their privacy and the sanctity of their homes. A change to lower zoning density would be greatly appreciated.*

*1. The proposed amendments are inconsistent with State Government housing targets. 2. The proposed amendments have already been tested with State Government and formally rejected. 3. The current approved R-Codes (formally approved in February 2016 have been in the public domain for review and comment for many years prior to them actually being approved. So there has ample opportunity for debate. 4. A substantial amount of re-development has already commenced on the basis of recently revised R-Codes "so the horse has bolted" — and the gate is still open. 5. Given the extent of re-development that has already commenced and planning approvals in play, it is unlikely that the State Government will change it's mind — particularly as the amendments have already been rejected once. 6. Any proposed amendment to revert will disadvantage existing residents who bought with plans for future re-development. 7. It is NIMBY (not in my backyard) and arguments opposing the higher density relating to crime, school children safety, etc are spurious, emotional responses without valid supporting data.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Limiting the number of units that can be put on a block will be a good thing. You just have to look at Davallia Road to see the 6 units that replaced two family homes. Not only do the trees and gardens disappear. but there is the added problem of parking, especially for visitors. When we purchased in this area, it was because of the trees, gardens and a good/high standard of housing. We do not want it to become a suburb that is loaded with small villa type constructions and thereby destroy the existing wonderful ambience of the place.*

*Discretionary power exercised by Council and State Government to allow exemption from Housing Area 1 current R-Coding should be applied and not allowed to merely blanket cover the entire area. The area defined under Scheme Amendment No 88 is unique in that when created, considerable time and design elements went into creating large dwellings on large blocks with a high ratio of parks and reserves. In a name, Carine Glades Estate developers created an area not found anywhere else in Perth, so close to public transport. Herein lies the problem, the carte-blanche methodology applied by the scheme designers will destroy a unique area not found near any other train station or bus depot throughout the metro area. Name one train station that has the same size blocks and dwellings in the metro area as Carine Glades. You will not find one, you cannot alight a train and walk 2 minutes to a dwelling valued over \$1mil. This is a classic case to allow discretionary power to approve Amendment 88, as once this area is infilled, you will never be able to create what is lost again. Remember the 70s Labor Government creations of Lockridge, Medina and Balga with blocks of flats (called apartments today) scattered all through the suburbs. All the larger blocks have been demolished and the smaller blocks refurbished and sold off. I remember them, [- - -].*

*We agree wholeheartedly with the proposal!*

*I really appreciate that you are moving to change the high-density proposals to those better suited to suburban life. I feel very strongly about the same densification proposals which have been pushed through in Edgewater with no community consultation about the increase from R20/30 the R20/40. May we please be granted the same respect.*

*The multi-unit developments so far in the precinct around the Warwick Train Station are ruining the streetscape and severely impacting undeserving neighbours. We were all, or nearly all, in favour of the original approvals put to us years ago. Then the R60 proposal reared its head, seemingly from nowhere, with no invitation that I could see for public comment. I can accept R30 if it means most of the blocks can only be divided into two. I think rows of two storey and single storey new homes would look great compared with the monstrosities which have been built so far. I am all for R20/30.*

**[multiple comment forms submitted]** *The multi-unit developments so far in the Warwick Railway Station precinct are ruining the streetscape and severely impacting undeserving neighbours. Most people were in favour of the original proposals put forward years ago. Then the R60 reared its head as a fait-accompli. I and many others do not see an invitation for public comment on it. I am all for R20/30 even though I own an old house which is ripe for redevelopment. I will not impose a multi-unit development on my neighbours. However, I would love to be able to split my block into two and build real downsizer houses for those older folks who still want to remain in the area but couldn't face living in an apartment.*

*We insist on rezoning the described areas to R30 to protect the character of our suburb and to stop apartments, tree loss, traffic issues and street parking problems*

*The whole area will be turned into a concrete jungle as lawns and gardens are turned into concrete deserts. This kind of planning will turn these areas into hot houses as there will be little vegetation and green areas. R40 and R60 are leading to low cost housing in the area. R30, where houses can be subdivided are more in keeping with the family homes in the area.*

*Please reduce the zoning laws. I live on [- - -] which is [- - -] and there is no need to have high density zoning there. On the main road is understandable, but not in a tiny side street!*

*Fully support the reduction in density.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Please don't ruin the suburb that I have lived in for [- - -] of my [- - -] years. I have sacrificed a lot to be able to afford to live in a leafy green, quiet residential street and I am watching my equity in my property and the neighbourhood dream for my children go up in a cloud of dust! That dust is from all the houses already being demolished in our street and area. We need help from the Council and we need it quickly.*

*The current high-density housing that is being built is over development and cheapening the neighbourhood. R30 developments are far more sustainable.*

*I was against the State Government's vision and strategy for higher density infill two years ago. I have lived in this house since [- - -] and we bought here because it had such a rural feel. [- - -] was a quiet street feeding the traffic to people's homes. Over the years it has already become very busy. With more housing and god forbid instead of 5 houses in the street 15 potential residences, I would have to move!! I fully support both amendments, and hope it is approved soon. Davallia Road is a busy road now and with the school and more traffic potentially dangerous.*

*We strongly support the amendments and want a downzone to R30 as per the original 2010 consultation. As things stand right now, the developers have moved in and there is no saturation point for this area regarding developments and the consequences these have on the neighbourhood. The developers are only interested in maximising their return. One of the biggest issues is parking as most developments allow for one bay. Trees are being removed for these developments, resulting in less green space. The character of our area is being changed already. The 3 bin system which will be introduced by the Council is going to cause chaos in the 'townhouse' developments regarding space.*

*As I am considering downsizing, I have already spoken to developers who have expressed an interest in developing in our immediate area but because of the current zoning have told me our property's worth has been reduced to land value only, no matter who buys it.*

*I DO NOT support the proposed amendments. I strongly believe that the existing R20/60 zoning is appropriate and well suited to the area, particularly given its proximity to the train and bus station. I believe we need to develop and support high density living around transit stations, in order, to reduce car usage. There are now has many properties suitable for redevelopment so we should be thinking of the needs 10–50 years out. Also, I have made investment decision and foregone other opportunities based on the development potential under the current zoning. To change the zoning now is unfair and unconscionable and would no doubt lead to significant conflict with the Council.*

*I believe any building density greater than R20/30 is not suitable for these areas.*

*I prefer to have fewer houses but larger square metres per building. Too many buildings on the one lot would have a detrimental effect on the values. Houses crammed in on one lot where families cannot have any back yard for children, means they could be forced onto the streets to play. Given the amount of schools in the area, this area is a family orientated suburb. Leave high density buildings to areas such as Subiaco, or Leederville etc.*

*The area within the walls of Carine Glades Estates Duncraig (Ash Grove and Maple Mews) that is brick paved is unique in Perth. The houses are all of considerable quality and size, it is like a gated community which is something for the City of Joondalup to be proud of. This is not a site where increased density ought to be encouraged. It will destroy the feel of the area. Further, units and apartments in this area would put at risk how private the cul-de-sacs are. This was one of the features that drew us to the area and it should be preserved. It would be a travesty if units were permitted which meant the cul-de-sacs were no longer private and might be accessed from Strathyre Drive. It would have an adverse effect on prices in this area.*

**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*We endorse the rezoning R20/40 to R20/30. We strongly reject the current infill policy. It seems to be an economic/academic argument based on economic imperatives. The drive to city centric living is not giving cognisance to social and lifestyle changes. The following forced changes need to be considered before developing communities - 1. Increased city living brings city conditions - crime, corruption etc. 2. Increased traffic/parking changes lifestyle in suburbia. 3. Aesthetics, McMansions filling the whole block are ugly. No front or backyards, no micro climate with vine covered patios, trees/shrubs. Just bare concrete/brick. No backyard BBQ. No backyard play - handstands, cartwheels, rounders, cricket etc for kids. Play will be inside - contrary to whatever [- - illegible- -] units. Over emphasis on economics only. Look at the social/community benefits we have in this wide brown land.*

*Over the last few years or so it would appear that most houses that have been sold in the affected area have been demolished to make way for multiple dwellings. This for me is best seen in Strathyre Drive and Davallia Road. In Strathyre Drive, as many as 6 dwellings have been erected on a block that was once a single dwelling. The result has left the home on the down side in almost continual shadow. There will also be major impact on access along Strathyre Drive as it appears that only one parking bay has been provided per dwelling. Even if more were provided, there will be still a problem when there are guests. There are a further 3 multiple dwelling blocks under construction in Strathyre Drive which will further exacerbate access with the increased parking. If, as per the proposed Governments "in fill" programme, all the houses on Trenton, Campion, Kelvin and Scadden Streets are to become 4 dwelling blocks, it will make access to the area increasingly difficult because of parking on the road. These roads provide the shortest access to the Freeway from with the involved area and are currently used for this purpose. Trenton Way at the lower end is already busy enough, but with an increase in parking it will be more dangerous for children going to Davallia Primary. The other important effect of these types of multiple dwellings that will be built is that they lend themselves more to young working people with no children. Once children come along it is more likely that they will want to move to a larger dwelling/house. This will see a decline in the number of enrolments at Davallia Primary School.*

*Whilst my property is not located exactly within the affected area, I do live on a street that has had several properties demolished to construct multi dwelling properties on the blocks. I drive down Davallia Road on a daily basis and there are several developments there that have ridiculously small areas for driveway or common areas. Several of the properties have driveways that appear impossible to park a normal sized car in. I live in Duncraig because of its leafy suburban nature and whilst I appreciate there needs to be a solution to urban sprawl I do not feel that demolishing houses on suburban streets to whack up cheap/basic-spec level of construction units/villas is the answer to this sprawl. I am seriously concerned regarding the impact on the value of my property as the dwellings being constructed do not appear to be of a standard or aesthetic consistent with the housing values of the neighbourhood. I would also strongly oppose such a development taking place adjacent to my property, especially with the effect on parking and traffic.*

*My preference is for better quality townhouse be developed in this area. Strongly opposed to apartments more than 1km away from Warwick Train Station.*

*We oppose high density development in the section between Beach and Warwick Road, and Davallia Road, and Strathyre Drive in particular, because the increase in traffic flowing through these roads will increase by a minimum of 150% to a possible 300%, i.e. based on 1 car per unit, and up to 2 cars per unit. The current lack of footpaths in a number of the streets already has mothers pushing prams on roads taking children to and from school — more housing means more people walking on roads clogged by more through traffic. More children playing on verges with no room for play in small unit yards. Further comment: in Strathyre Street a block of 8 units with 8 car bays has already been built with only 2 on-street car spaces allotted. This trend will continue with the remaining units already being built. There are only 3 exit points for residents in this area and a larger volume of cars makes for more dangerous road and congestion issues.*

*Unnecessary and not in keeping with the neighbourhood. Much like the Dan Murphy's eyesore.*



**Verbatim responses — Do you have any comments regarding the scheme amendments (N = 349):**

*Very disappointed that City of Joondalup increased our zoning from R20 to allow for R40 and R60 development in our suburb (without consulting residents fully). I chose to live in this suburb because there were no units, apartments, villas, etc. There were no traffic problems or parking hassles in my street. The suburb was open with beautiful trees and parks. It was an attractive, safe environment with lots of character. I have lived here for [- -] years so please don't bugger it up anymore. R30 thanks.*

*There are currently four projects underway on our street, these will bring new members to the community and allow existing residents the chance to downsize and remain in the area. We have already begun the process of developing our block as we love the area and would prefer a smaller property that will suit our lifestyle. The reversal of this decision will potentially leave the Council open to damages, it is also not the vision of the infill project issued by the WA Planning Commission that has set infill targets that the Council is following. I think the Council needs to direct its focus on matters that are beneficial to ratepayers and look at maximising the stakeholders return on local government revenue, the fact that the Council spending exceeds its inwards cash flow is true representation of underlying issues. Stop listening to the minority.*

*Our suburb is a family orientated suburb, high density will change this for the worst. This is a case of our local Council trying to extract more revenue and lowering standards in our community. Families in this suburb did not move here for high density housing.*

*Key points to comment on: 1. Consultation was very poor; 2. Should restore R30, as per original consultation; 3. R40/60 damaging to leafy, peaceful character of the suburbs 4. Will cause traffic and parking issues.*

*[multiple comment forms submitted] Even the original 2010 survey was misleading. All other attempts at "public consultation" were designed to keep those adversely affected from being alerted to the increase in zoning and ignorant of the full repercussions of the infill strategy. Since apartments are not factored into the figures provided by the City, we have no way of knowing the true number of potential dwelling — even now. Having carried out no impact assessments we are only learning through bitter experience how poorly R40 and R60 fit into our suburb. This is not an approach that is conducive to good planning outcomes and needs a thorough review.*

*I support the amendment to change to R20/30. I also like the fact that with R20/30 I still have to opportunity to develop my block into 2.*

*I strongly support the change. The area should have never been zoned for higher density. Despite the fact it's close to the train station it's an outer suburban area and completely inappropriate for higher density. It's not an activity/employment area and should not have to shoulder higher density when activity areas resist higher density. Higher density will significantly disadvantage Duncraig in every way.*

*[multiple comment forms submitted] Lowering the R-Code will improve the amenity of the suburb, which is a good thing.*

*Also, Council is requested to follow the lead of other progressive councils and mandate that trees be retained or replanted during development.*